



STATE ROAD 414 EXPRESSWAY EXTENSION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

PUBLIC HEARING SUMMARY WEKIVA HIGH SCHOOL & VIRTUAL THURSDAY, MARCH 31, 2022

The public hearing for the Central Florida Expressway Authority's (CFX) State Road 414 Expressway Extension Project Development and Environment (PD&E) Study was held on Thursday, March 31, 2022 with an in-person and virtual option for participants:

- The in-person public hearing was held at Wekiva High School (2501 Hiawassee Road, Apopka FL, 32703) from 5:30 p.m. to 7:30 p.m. The in-person public hearing began with an open house from 5:30 p.m. to 6:30 p.m. where attendees were provided the opportunity to view displays and a looped video presentation, ask questions about the study, and submit comments. The open house was immediately followed by a public hearing from 6:30 p.m. to 7:30 p.m. where attendees were able to view a presentation about the study and provide oral comments to CFX representatives.
- A simultaneous virtual (online) session was hosted from 5:30 p.m. to 7:00 p.m. through the online meeting platform ON24. Participants were able to view a presentation about the study and ask questions. Attendees of the virtual option were also able to submit comments to be read aloud to CFX representatives during the in-person public hearing.

The public hearing was this study's second scheduled public meeting. This meeting was conducted to give interested persons an opportunity to view study information and express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

I. Study Background

In March 2020, CFX began this PD&E Study of the SR 414 Expressway Extension. The study evaluated alternatives for a proposed elevated expressway extension of the tolled SR 414 (John Land Apopka Expressway) within the median of SR 414 (Maitland Boulevard) from US 441 (Orange Blossom Trail) to just east of SR 434 (Forest City Road), in Orange and Seminole counties.



The proposed 2.8-mile project would provide a direct connection between the eastern end of the SR 414 expressway and Interstate 4 (I-4). Project alternatives involved various configurations of elevated, limited-access toll lanes within the median of SR 414.

The 26-month PD&E study, coordinated with the Florida Department of Transportation (FDOT), analyzed intersection improvements, bridge modifications at Lake Bosse and Little Wekiva River, stormwater management facilities, pedestrian and bicycle needs, and access management modifications. A No-Build Alternative was considered throughout the study.

II. Study Methodology

This study included the evaluation of several alternatives based on their ability to meet the project's purpose and need, as well as the potential physical, natural, social, and cultural environmental impacts associated with each alternative. Traffic demands for the corridor have been determined, and transportation mobility options were developed to adequately meet future demands. The Preferred Alternative presented at the Public Hearing avoids right-of-way impacts and minimizes overall environmental and community impacts compared to the alternatives considered.

Public involvement and interagency coordination were integral to the evaluation of each alternative, and multiple opportunities for public participation were provided. Two public meetings, including this Public Hearing, were held to provide interested parties the opportunity for input on the alternatives being evaluated. Public meeting comments received from stakeholders, local agencies, officials, and other interested parties throughout the study, are being considered in the final evaluation of the Preferred Alternative. The CFX Governing Board is expected to decide whether the Preferred Alternative should move forward to the design phase at the currently scheduled June 9, 2022 CFX Board meeting (subject to change).

III. Public Notification

Public hearing invitation letters were mailed on Tuesday, February 22, 2022 to 1,747 property owners and tenants along the corridor, as well as 14 people who asked to be added to the study's mailing list. Invitations were also emailed to 49 elected officials and their aides; to 66 local, regional, state, and federal agency contacts; and to 120 people in the study's database. Meeting information was also posted on the study webpage and posted in the CFX lobby.

IV. Media Notification

The public hearing was advertised with legal ads in *The Orlando Sentinel* on March 13, 2022, and March 20, 2022, and *The Apopka Chief* on March 11, 2022, and March 18, 2022. A notice was published in the Florida Administrative Register (FAR) on March 7, 2022, and a press release was distributed to 62 media contacts on March 14, 2022.

V. Public Display of Documents

The study's draft environmental and engineering reports were placed on public display between February 28, 2022 and April 14, 2022 on the study's web page and at the following locations:

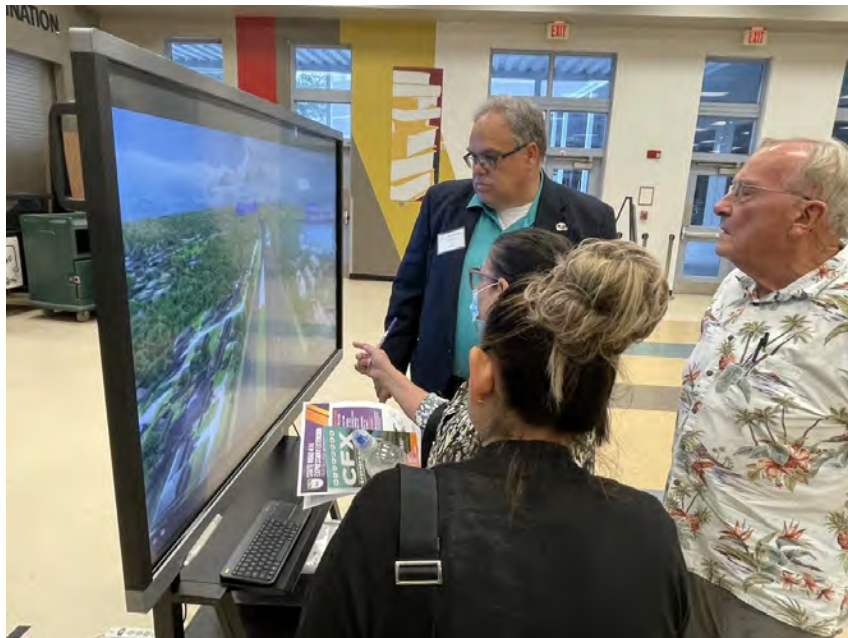
- Central Florida Expressway Authority 4974 ORL Tower Road, Orlando, FL 32807
- Seminole State College Altamonte Springs Campus Library 850 South SR 434, Altamonte Springs, FL 32714



The PD&E Study Documents were also available for review at the in-person Public Hearing.

VI. Public Hearing – Open House Period

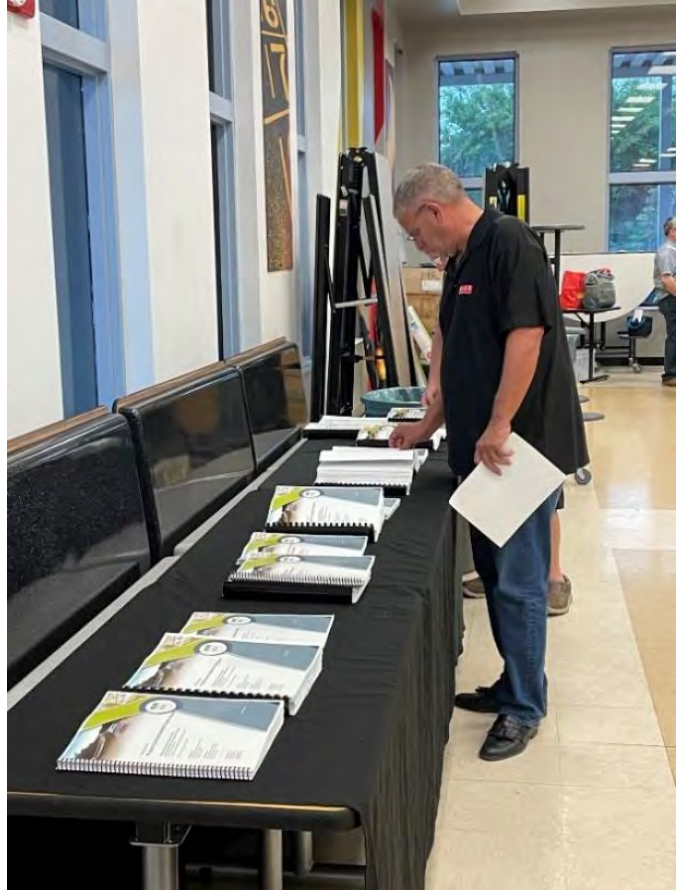
The in-person hearing at Wekiva High School included an informal open house in the school's cafeteria where participants were welcome to view displays, watch a looped video presentation, submit comments, and talk to the study team between 5:30 p.m. and 6:30 p.m. The use of three large smart screens allowed the study team to provide meeting attendees with a more detailed view of the potential impacts of the Preferred Alternative to individuals' residential and business properties. One smart screen featured the virtual tour of the Preferred Alternative, giving attendees a conceptual view of what the expressway might look like at various locations throughout the corridor, if constructed.



The following display boards were exhibited at the in-person Public Hearing:

- Welcome Board
- Title VI Board
- Project Location Map
- Existing and Future Traffic
- Evaluation Matrix
- Natural Constraints
- Social Constraints
- Existing Typical Section
- Preferred Alternative Typical Section
- Bridge Typical Sections
- Preferred Alternative Access Locations
- Expressway Access
- At Grade Concept Scroll
- Elevated Expressway Concept Scroll

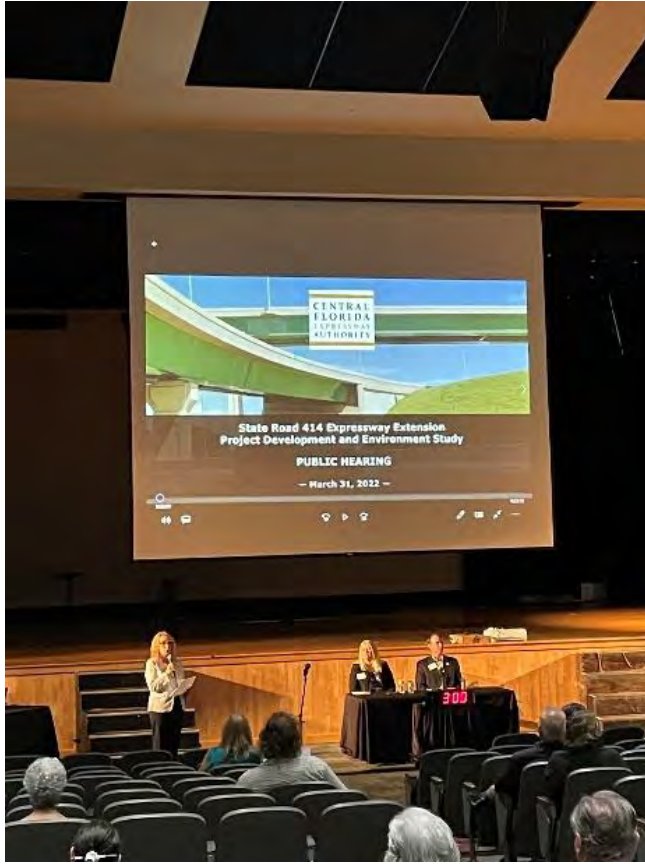
Parking was available to accommodate all attendees. Wayfinding signs were placed at major intersections near Wekiva High School and on school property directing attendees to the meeting location.



The presentation for the virtual meeting mirrored the presentation shown at the in-person meeting. Online attendees were able to view the same materials and displays shown at the in-person meeting. Throughout the virtual meeting, meeting attendees were able to submit comments and ask questions of the study team via the ON24 chat function. A recording of the presentation shown at both the in-person and virtual options is available at: <https://www.youtube.com/watch?v=y3DHNxdSI-4>.

VII. Public Hearing – Public Comment Period

Following the open house at the in-person meeting, attendees moved to the school’s auditorium for the Public Hearing portion. The Public Hearing portion included a presentation about the study and a comment period where audience members were able to provide oral comments to CFX representatives.



The presentation provided an overview of the study process, history, and details about the proposed preferred alternative.

Following the presentation, Public Involvement Coordinator Kathy Putnam requested individuals who submitted speaker cards to proceed to the front of the auditorium to provide their oral comment. Fifteen individuals provided their comments at the microphones for the public record. In addition, 13 participants of the virtual Public Hearing requested their comment be read aloud to CFX representatives. Following the comment period, Ms. Putnam reminded the audience they could still provide comments by leaving a written comment or emailing a comment to projectstudies@cfxway.com by April 11, 2022.

VIII. Meeting Attendance

A total of 158 attendees attended either the virtual or in-person public hearing. Of those attendees, 84 individuals signed in at the in-person meeting and 74 attended the virtual meeting. In-person attendees also included Orange County Commissioner Christine Moore and staff from the City of Altamonte Springs. Virtual attendees included Seminole County Commissioner Lee Constantine and agency representatives from Orange County Public Schools, Seminole County Public Schools and the Florida Fish and Wildlife Conservation Commission.

IX. Meeting Handouts

The study fact sheet, comment forms and speaker cards were distributed to attendees. Participants were encouraged to sign the sign-in sheets, discuss their thoughts and concerns with the project team and submit comments. Comments could be submitted via written forms, spoken to a court reporter, or given during the public comment period of the public hearing.

X. Public Comments

A total of 83 written or oral comments were submitted during the public comment period that ended on April 11, 2022. Of the total 83 comments, 10 written public comments were received at the in-person public hearing, two comments were given orally to the court reporter and 15 people chose to submit verbal comments during the in-person public hearing. During the virtual meeting, 23 comments or

questions were received, with 13 of the 23 virtual comments being read aloud during the in-person public hearing. Another 33 comments were received via email on or before April 11, 2022. The following section summarizes the categories of comments received, as well as some related statements for each category.



Comment Categories and Related Statements

Pleased for traffic relief:

- As a family that lives in Bear Lake Woods subdivision, we have been praying that you would do something to fix the problem. It can be hard to get into and out of our subdivision during peak times because the traffic backs up at the light to 414 and people often block the entrance with their cars.
- I just want you to know that my household is in full support of this project. The congestion in the area is out of control and we need some relief as population booms.

Concern about noise:

- The fact that a number of residents will experience a dramatic increase in noise above what is already an annoying existing level from the current configuration of the at-grade SR 414 roadway should warrant the addition of noise walls along both sides of the bridge.
- As a resident of Forest Edge, I would like more assurances that noise will be adequately mitigated, would like to know what options are available to do that, such as increasing the height of the current sound barrier.

Concern about property value:

- The value of our house will tank as we can't imagine anyone will want to move here even before the roadway is built if they know what's coming.
- This is really bad for current homeowners... for lifestyle and home value.

Concern about bike/pedestrian safety:

- I would strongly support creating a barrier (ideally grass & trees) between the traffic and bike/walking lane/path - to reduce the chance of vehicles hitting pedestrians & bikers and to make it a more attractive recreational opportunity than it is now.
- This design can be fixed! Instead of a 7ft unprotected bike lane and 5ft sidewalk, there is ample right-of-way for a 10ft shared-use path for bicyclists and pedestrians.

Requests for impacts mitigation:

- I would like for CFX to make it a larger portion of the project to ensure that those living near this road won't be adversely affected by noise, sights, light, and reduction of property values.

- I understand that the Preferred Alternative is likely the only way to make the extension happen. But I hope you will agree to be realistic about and address the true impact that will accompany it.

XI. Publicizing Public Hearing Materials

Display materials, the presentation and animated flyover videos were posted on the study webpage (<https://bit.ly/3KJNdg8>) on April 7, 2022.

END OF HEARING SUMMARY

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. It is not verbatim but is a summary of the meeting activities and comments received. If you feel something should be added or revised, please contact Kathy Putnam by email at Kathy.Putnam@qcausa.com or by telephone 407-690-7220 within five (5) days of receipt of this summary.

APPENDIX

NOTIFICATIONS

NEWSPAPER DISPLAY ADVERTISEMENT

MEDIA NOTIFICATION

PUBLIC MEETING HANDOUTS

POWERPOINT PRESENTATION

PUBLIC HEARING DISPLAYS

SCANNED SIGN-IN SHEETS

COMMENT CARDS

SPEAKER CARDS

PUBLIC HEARING TRANSCRIPT

PUBLIC HEARING NOTICE

CFX Project Development
and Environment
(PD&E) Study
State Road 414 Expressway
Extension
CFX Project Number:
414-227

The Central Florida Expressway Authority is holding a Public Hearing regarding this study on Thursday, March 31, from 5:30 p.m. to 7:30 p.m. at Wekiva High School and virtually. The details are as follows:

In-person Meeting

Wekiva High School
2501 N. Hiawassee Road,
Apopka, FL
5:30 p.m. – 6:30 p.m.
School's cafeteria

Open house where the public may view the exhibits, ask questions, and provide comments.

6:30 p.m. – 7:30 p.m.
School's auditorium
Formal presentation and public comment.

Virtual Meeting Please pre-register at bit.ly/SR414Ext-MtgMar2022 (Link is case sensitive.)

5:30 p.m. – 7 p.m.
View presentation, ask questions, and submit comment via the online meeting platform.

The Central Florida Expressway Authority (CFX) is holding a Public Hearing for its Project Development and Environment (PD&E) study for the proposed SR 414 Expressway Extension. This study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

This study has considered alternatives for this 2.3-mile project, which would provide a direct connection between SR 414 and Interstate 4, while maintaining existing local travel lanes.

The public hearing will provide meeting attendees time to view information about the study and ask questions before the formal presentation and public comment. All comments received or postmarked by April 11, 2022 will become part of the hearing record. A court reporter will be present at the in-person hearing to record a formal transcript.

The study documents will be available for public viewing from February 28, 2022 through April 12, 2022 at the following locations:

Central Florida Expressway Authority

4974 ORL Tower Road, Orlando, FL 32807
Monday – Friday, 8 a.m. – 5 p.m.

Seminole State College – Altamonte Springs Campus Library

850 South State Road 434, Altamonte Springs, FL 32714
Monday – Thursday,
9 a.m. – 8:30 p.m.,
Friday, 9 a.m. – 4:30 p.m.

For additional information or with questions, please contact Kathy Putnam, Public Involvement Coordinator, by phone at 407-802-3210, or by email at ProjectStudies@CFXway.com or visit the study webpage at <https://bit.ly/3jZfoNa>.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Ms. Putnam as noted above at least seven (7) days prior to the meeting.

**Publish: The Apopka Chief
March 11 and 18, 2022
??????**

PUBLIC HEARING NOTICE

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State Road 414 Expressway Extension
CFX Project Number: 414-227
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

March 3, 2022

Subject: Public Hearing – March 31

CFX Project Development and Environment Study (PD&E)

SR 414 Expressway Extension

CFX Project Number: 414-227

Dear Property Owner/Stakeholder:

The [Central Florida Expressway Authority](#) (CFX) invites you to the Public Hearing for the [SR 414 Expressway Extension Project Development and Environment \(PD&E\) Study](#). This study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

The overall goals of the SR 414 Expressway Extension are to provide needed capacity on SR 414; improve system connectivity between SR 429 and Interstate 4 to meet current and future traffic needs; improve safety; and support multimodal opportunities.

This study has considered alternatives for this 2.8-mile project, which would provide a direct connection between SR 414 and Interstate 4, while maintaining existing local travel lanes.

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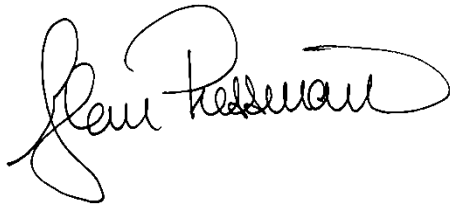
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(Campus, including library, will be closed March 6 – March 13 for Spring Break.)
- On the study's web page at <https://bit.ly/3jZfoNa>

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Sincerely,

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Glenn Pressimone, PE
Chief of Infrastructure
Central Florida Expressway Authority

Attachments: Fact Sheet & Meeting Location Map

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

March 3, 2022

Subject: Public Hearing – March 31

CFX Project Development and Environment Study (PD&E)

SR 414 Expressway Extension

CFX Project Number: 414-227

Dear Elected Official:

The [Central Florida Expressway Authority](#) (CFX) invites you to the Public Hearing for the [SR 414 Expressway Extension Project Development and Environment \(PD&E\) Study](#). This study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

The overall goals of the SR 414 Expressway Extension are to provide needed capacity on SR 414; improve system connectivity between SR 429 and Interstate 4 to meet current and future traffic needs; improve safety; and support multimodal opportunities.

This study has considered alternatives for this 2.8-mile project, which would provide a direct connection between SR 414 and Interstate 4, while maintaining existing local travel lanes.

The Public Hearing is being held in-person and virtually on **Thursday, March 31, from 5:30 p.m. to 7:30 p.m.** Please see below for details on how to participate:

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Wekiva High School

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Sincerely,

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Laura Kelley
Executive Director
Central Florida Expressway Authority

Attachments: Fact Sheet & Meeting Location Map

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

March 3, 2022

Subject: Public Hearing – March 31

CFX Project Development and Environment Study (PD&E)

SR 414 Expressway Extension

CFX Project Number: 414-227

Dear Government Partner:

The [Central Florida Expressway Authority](#) (CFX) invites you to the Public Hearing for the [SR 414 Expressway Extension Project Development and Environment \(PD&E\) Study](#). This study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

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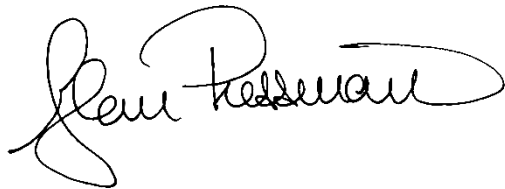
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Glenn Pressimone, PE
Chief of Infrastructure
Central Florida Expressway Authority

Attachments: Fact Sheet & Meeting Location Map

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

FOR IMMEDIATE RELEASE

CONTACT: Kathy Putnam
Public Involvement Coordinator
Phone: 407-690-7220
Email: ProjectStudies@CFXWay.com

PUBLIC HEARING ANNOUNCED FOR STATE ROAD 414 EXPRESSWAY EXTENSION STUDY

(ORLANDO, FL) – The [Central Florida Expressway Authority](#) (CFX) is holding a Public Hearing for its Project Development and Environment (PD&E) study for the proposed [SR 414 Expressway Extension](#). This study evaluated alternatives for a proposed elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

During peak travel times, drivers can spend nearly a half hour getting through three signalized intersections along this stretch of SR 414. The proposed 2.3-mile project provides a direct connection between SR 414 and Interstate 4, for increased capacity between US 441 and SR 434 while maintaining the existing local access lanes along Maitland Boulevard.

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850 South State Road 434, Altamonte Springs, FL 32714

Monday – Thursday, 7:45 a.m. – 8 p.m.; Friday, 7:45 a.m. – 4:30 p.m.; Saturday 9 a.m. – 1 p.m.
(Campus, including library, will be closed March 6 – March 13 for Spring Break.)

- On the study's web page at <https://bit.ly/3jZfoNa>

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with disabilities who require special accommodations under the Americans with Disabilities Act or person who require translation services, free of charge, should contact: Kathy Putnam, Public Involvement Coordinator, by phone at 407-690-7220 or email at ProjectStudies@cfxway.com at least seven (7) days prior to the hearing.

For additional information, please contact Kathy Putnam, Public Involvement Coordinator, or visit the study webpage at <https://bit.ly/3jZfoNa>.

About the Central Florida Expressway Authority

The Central Florida Expressway Authority (CFX) is an independent agency of the State of Florida that operates and maintains a regional network of expressways for 3 million residents of Brevard, Lake, Orange, Osceola, and Seminole counties and more than 75 million annual visitors to Central Florida. CFX's 125-centerline mile, user-funded system which includes, 72 interchanges, 14 mainline toll plazas, 5 mainline gantries, 74 ramp toll plazas and 343 bridges. On average, more than 1.3 million toll transactions are recorded daily, nearly 90 percent of them electronically. CFX operates E-PASS, the first electronic toll collection system in Florida, with more than 900,000 E-PASS accounts.

For more information, visit CFXway.com.

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Meeting Notice

Central Florida Expressway Authority

Public Hearing

State Road 414 Expressway Extension Project Development and Environment (PD&E) Study

Date: Thursday, March 31, 2022

Time: 5:30 p.m. to 7:30 p.m.

Location: The public hearing is being held in-person and virtually. The details are as follows:

In-person Meeting

Wekiva High School

2501 N. Hiawassee Road, Apopka, FL

- 5:30 p.m. – 6:30 p.m.
School's cafeteria
Open house where the public may view the exhibits, ask questions, and provide comments.
- 6:30 p.m. – 7:30 p.m.
School's auditorium
Formal presentation and public comment.

Virtual Meeting

Please pre-register at bit.ly/SR414ExtMtgMar2022 (Link is case sensitive.)

- 5:30 p.m. – 7 p.m.
View presentation, ask questions, and submit comment via the online meeting platform.

The [Central Florida Expressway Authority](#) (CFX) is holding a Public Hearing for its Project Development and Environment (PD&E) study for the proposed [SR 414 Expressway Extension](#). This study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

This study has considered alternatives for the 2.3-mile project, which would provide a direct connection between SR 414 and Interstate 4, while maintaining existing local travel lanes.

The public hearing will provide meeting attendees time to view information about the study and ask questions before the formal presentation and public comment. All comments received or postmarked by April 11, 2022 will become part of the hearing record. A court reporter will be present at the in-person hearing to record a formal transcript.

The study documents will be available for public viewing from February 28, 2022 through April 12, 2022 at the following locations:

- Central Florida Expressway Authority
4974 ORL Tower Road, Orlando, FL 32807
Monday – Friday, 8 a.m. – 5 p.m.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

- Seminole State College – Altamonte Springs Campus Library
850 South State Road 434, Altamonte Springs, FL 32714
Monday – Thursday, 9 a.m. – 8:30 p.m.; Friday, 9 a.m. – 4:30 p.m.
(Campus, including library, will be closed March 6 – March 13 for Spring Break.)
- On the study's web page at: <https://bit.ly/3jZfoNa>.

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For additional information, please contact Kathy Putnam, Public Involvement Coordinator, or visit the study webpage at <https://bit.ly/3jZfoNa>.

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

Quest Corporation of America, Inc.

This notice has nothing to do with any rule or rulemaking process.

The Central Florida Expressway Authority (CFX) announces a public hearing to which all persons are invited.

DATE AND TIME: Thursday, March 31, 2022, 5:30 p.m. – 7:30 p.m.

PLACE: The public hearing is being held in-person and virtually.

In-Person Meeting: Wekiva High School, 2501 N Hiwassee Road Apopka, FL

5:30 p.m. – 6:30 p.m., School's cafeteria, Open house where the public may view the exhibits, ask questions, and provide comments.

6:30 p.m.– 7:30 p.m., School's auditorium, Formal presentation and public comment.

Virtual Meeting: Please pre-register at bit.ly/SR414ExtMtgMar2022 (Link is case sensitive.)

5:30 p.m. – 7:00 p.m., View presentation, ask questions, and submit comment via the online meeting platform.

GENERAL SUBJECT MATTER TO BE CONSIDERED:

Project No. 414-227

Project Description: CFX Project Development and Environment (PD&E) Study

SR 414 Expressway Extension

The Central Florida Expressway Authority is holding a Public Hearing regarding the SR 414 Expressway Extension study on Thursday, March 31, 5:30 p.m. – 7:30 p.m., at Wekiva High School, and virtually.

The Public Hearing will provide meeting attendees time to view information about the study and ask questions before the formal presentation and public comment. All comments received or postmarked by April 11, 2022 will become part of the hearing record. A court reporter will be present at the in-person hearing to record a formal transcript.

The SR 414 Expressway Extension Project Development and Environment (PD&E) Study is assessing the feasibility of an elevated expressway extension of the tolled SR 414/John Land Apopka Expressway along SR 414/Maitland Boulevard from US 441/Orange Blossom Trail to SR 434/Forest City Road.

This study has considered alternatives for this 2.3-mile project, which would provide a direct connection between SR 414 and Interstate 4, while maintaining existing local travel lanes.

The study documents will be available for public viewing from February 28, 2022 through April 12, 2022 at the following locations: Central Florida Expressway Authority, 4974 ORL Tower Road, Orlando, FL 32807, Monday – Friday, 8:00 a.m. – 5:00 p.m.; Seminole State College – Altamonte Springs Campus Library, 850 South State Road 434, Altamonte Springs, FL 32714, Monday – Thursday, 9:00 a.m. – 8:30 p.m.; Friday, 9:00 a.m. – 4:30 p.m.

For additional information or with questions, please contact Kathy Putnam, Public Involvement Coordinator, by phone at (407)802-3210, or by email at ProjectStudies@CFXway.com or visit the study webpage at <https://bit.ly/3jZfoNa>.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Ms. Putnam as noted above at least seven (7) days prior to the meeting.



STATE ROAD 414 EXPRESSWAY EXTENSION

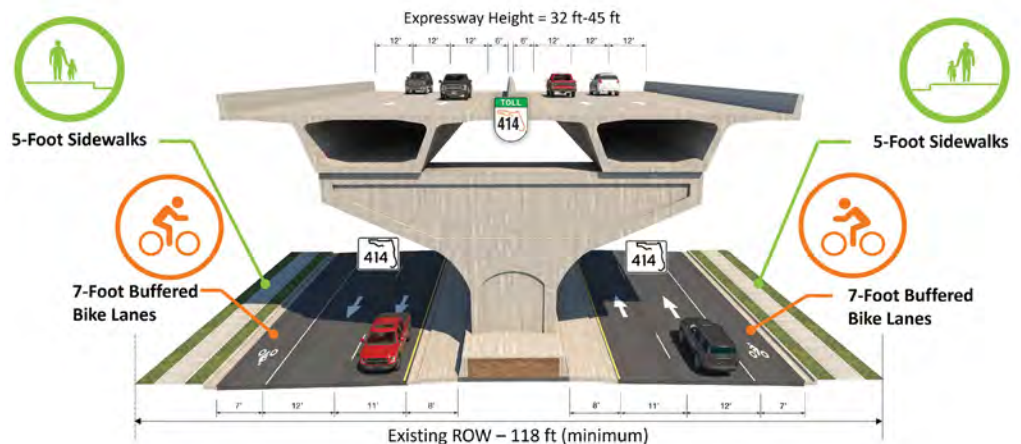
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

SPRING 2022 UPDATE

Since March 2020, CFX, in coordination with the Florida Department of Transportation (FDOT), has been conducting a Project Development and Environment (PD&E) Study of the SR 414 Expressway Extension. The study has identified a preferred alternative for proposed elevated, limited-access toll lanes within the median of existing SR 414 (Maitland Boulevard) to provide direct access from SR 414 (John Land Apopka Expressway) to Interstate 4 (I-4). Access to the existing SR 414 lanes will be maintained with the proposed improvements.

PREFERRED ALTERNATIVE

An elevated four-lane expressway (two lanes per direction) within the existing median of SR 414 has been evaluated further to provide needed capacity. Two lanes on Maitland Boulevard would be maintained in each direction for local access. This alternative also provides a 7-foot buffered bike lane and 5-foot sidewalks. Overall, this alternative is expected to have no right-of-way impacts.



SR 414 EXPRESSWAY EXTENSION PD&E STUDY: PUBLIC HEARING

Thursday, March 31, 2022

In-person Meeting

5:30 p.m. - 7:30 p.m.

Wekiva High School Cafeteria & Auditorium
2501 Hiawassee Road
Apopka, FL, 32703

Virtual On-line Meeting

5:30 p.m. - 7 p.m.

Pre-register at:

bit.ly/SR414ExtMtgMar2022

(Link is case sensitive.)

Either meeting option will allow participants to view a presentation, ask questions about the study, and submit comments.



STATE ROAD 414 EXPRESSWAY EXTENSION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

STUDY DESCRIPTION

The study area runs from the eastern end of SR 414 (John Land Apopka Expressway) at US 441 (Orange Blossom Trail) to SR 434 (Forest City Road). During peak travel times, drivers can spend nearly a half hour getting through the three signalized intersections in this 2.8-mile stretch of SR 414.

The proposed improvements to reduce traffic congestion include reconfiguring the existing at-grade SR 414 (Maitland Boulevard) to accommodate the proposed SR 414 toll facility while maintaining two SR 414 local access lanes in each direction. This 24-month study has analyzed intersection improvements, bridge modifications at Lake Bosse and Little Wekiva River, stormwater management facilities, pedestrian and bicycle needs, and access management modifications.

STUDY GOALS

The goals of the SR 414 Expressway Extension PD&E Study include:

- Provide needed capacity on SR 414.
- Improve system connectivity between SR 429 and I-4 to meet current and future traffic needs.
- Improve safety.
- Support multimodal opportunities.

STUDY MAP



STUDY PARTICIPATION

We value your input. Comments received by April 11, 2022 will be considered and included in the final study documents.

For more information:

Contact: Kathy Putnam, Public Involvement Coordinator

407-802-3210

ProjectStudies@CFXway.com

www.CFXway.com

@DriveEPASS

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: _____
LAST FIRST MIDDLE INITIAL

Address: _____
STREET

CITY STATE ZIP

Email: _____

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

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PUBLIC HEARING - MARCH 31, 2022

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PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

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STREET

CITY STATE ZIP

Email: _____

COMMENT FORM
State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: _____

Address: _____

Email: _____

Phone: _____

We welcome your comments. You may also email your comments to Kathy Putnam, Communications Manager, Central Florida Expressway Authority, at ProjectStudies@CFXway.com

Thank you!



State Road 414 Expressway Extension
Project Development and Environment Study

PUBLIC HEARING

— March 31, 2022 —

Title VI Compliance

This meeting and study are being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

Kathy Putnam

Public Involvement Coordinator

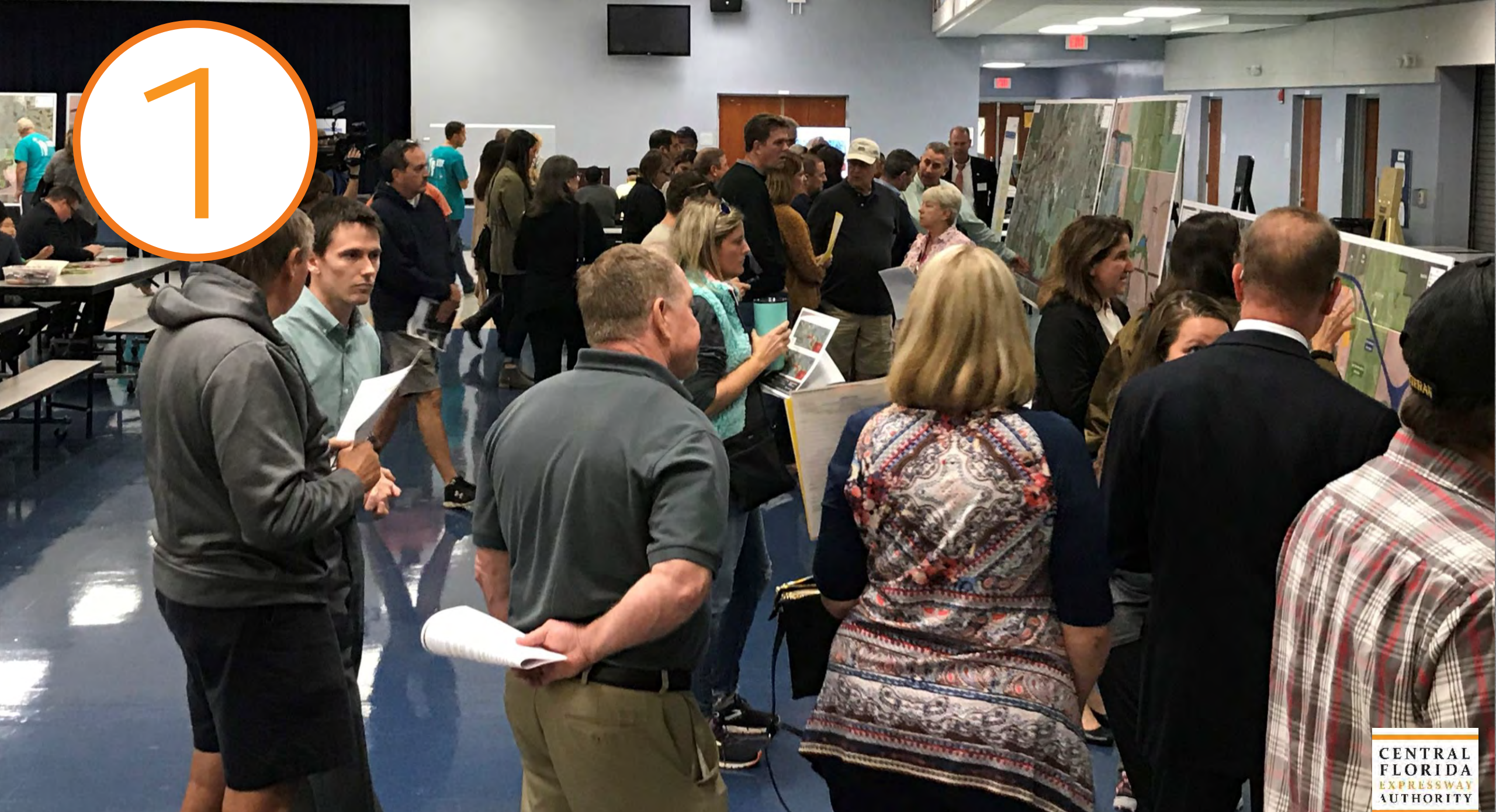
4974 ORL Tower Road Orlando, FL 32807

407-802-3210

ProjectStudies@CFXway.com

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

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**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

**State Road 414 Expressway Extension
Project Development and Environment Study**

PUBLIC HEARING

— March 31, 2022 —

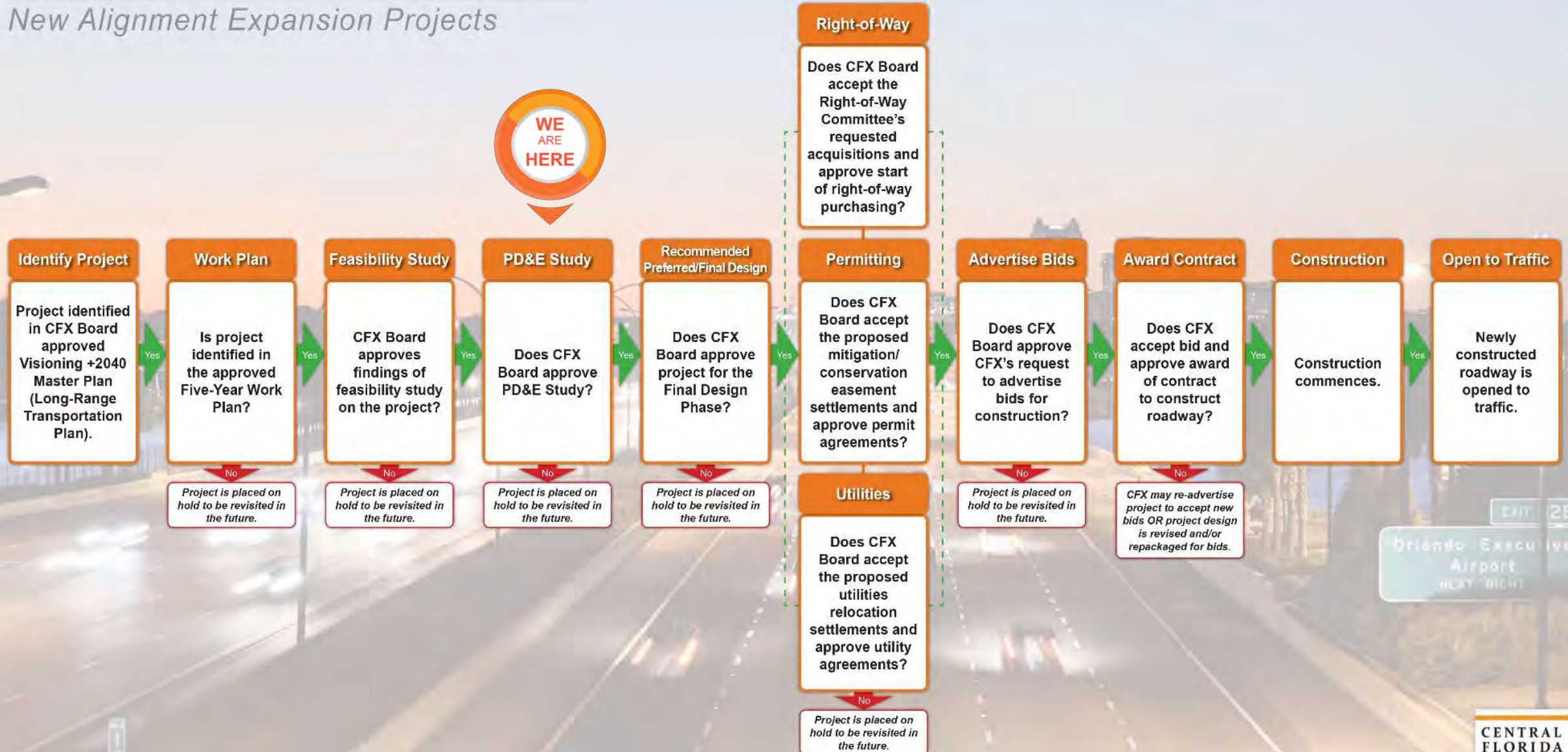
**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

3



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



What is a PD&E Study?



ENGINEERING

Mobility
Access Management
Design Standards
Traffic
Drainage
Tolling
Cost
Constructability



ENVIRONMENTAL

Community Cohesion
Parks and Recreational Lands
Wetlands
Conservation Lands
Wildlife and Habitat
Contamination
Land Use
Noise & Air
Historic & Archaeological
Water Quality
Floodplains
Economics

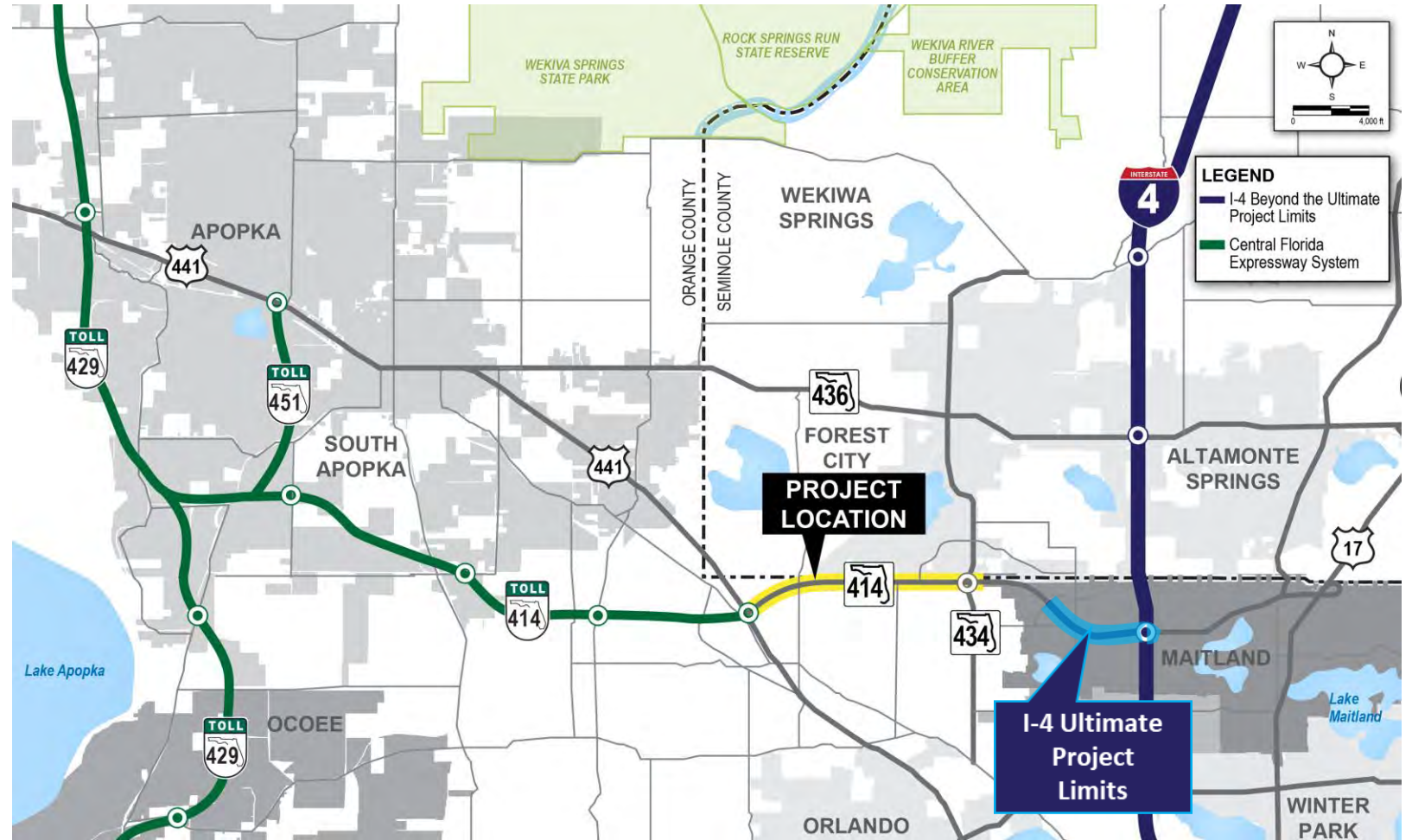


PUBLIC INVOLVEMENT

Kick-Off Meeting
Environmental Advisory Group
Project Advisory Group
Environmental Stewardship Committee
Alternatives Workshop
MetroPlan Orlando Board Meetings
CFX Board Meeting
Study Website
Stakeholder Meetings

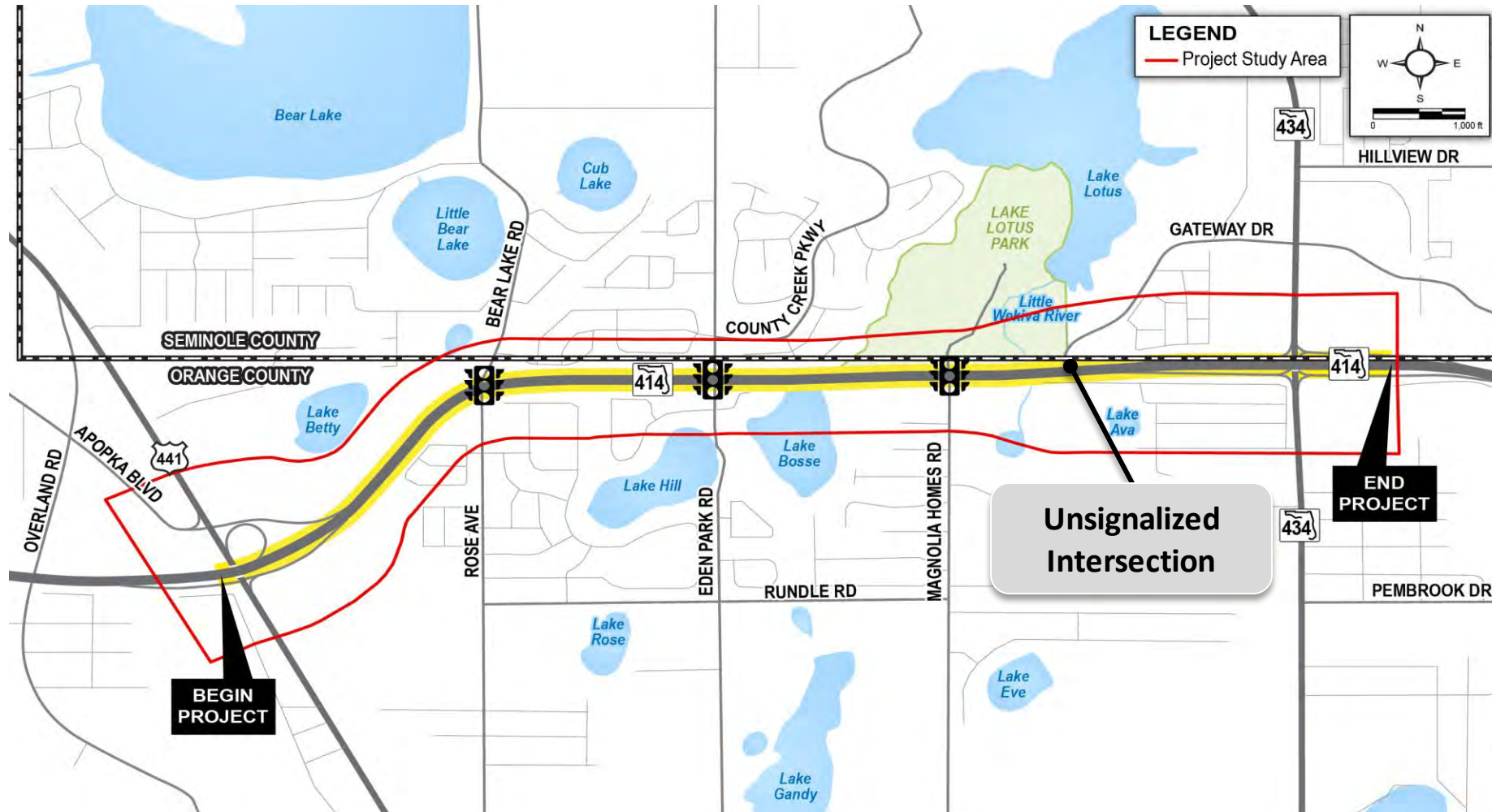
Project Background and Description

- CFX Visioning + 2040 Master Plan – 2016
- CFX Five-Year Work Plan FY2022-FY2026
- MetroPlan Orlando Transportation Improvement Program FY2021/22-FY2025/26



PD&E Study Purpose

Determine viability and cost feasibility of facility between US 441 and SR 434



Project Length = 2.8 Miles

Purpose and Need



Provide Capacity



**Improve Regional
Connectivity**



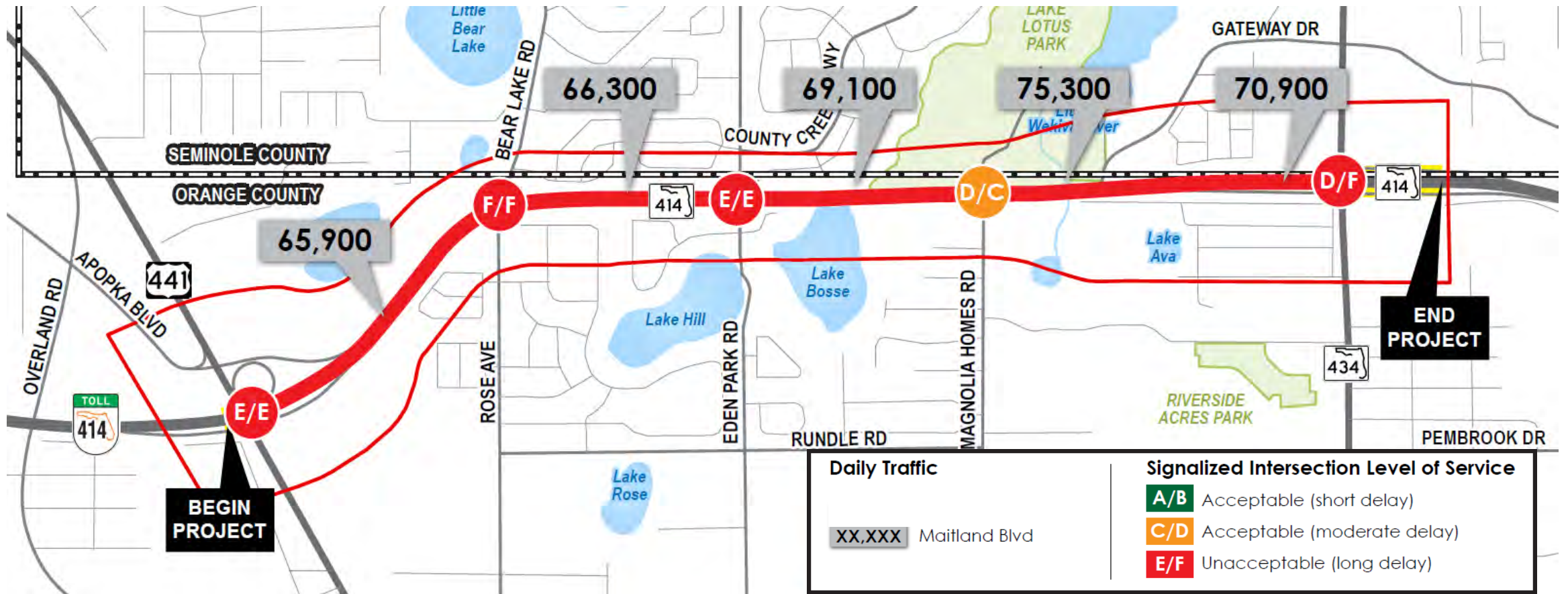
Enhance Safety



**Support Multimodal
Opportunities**

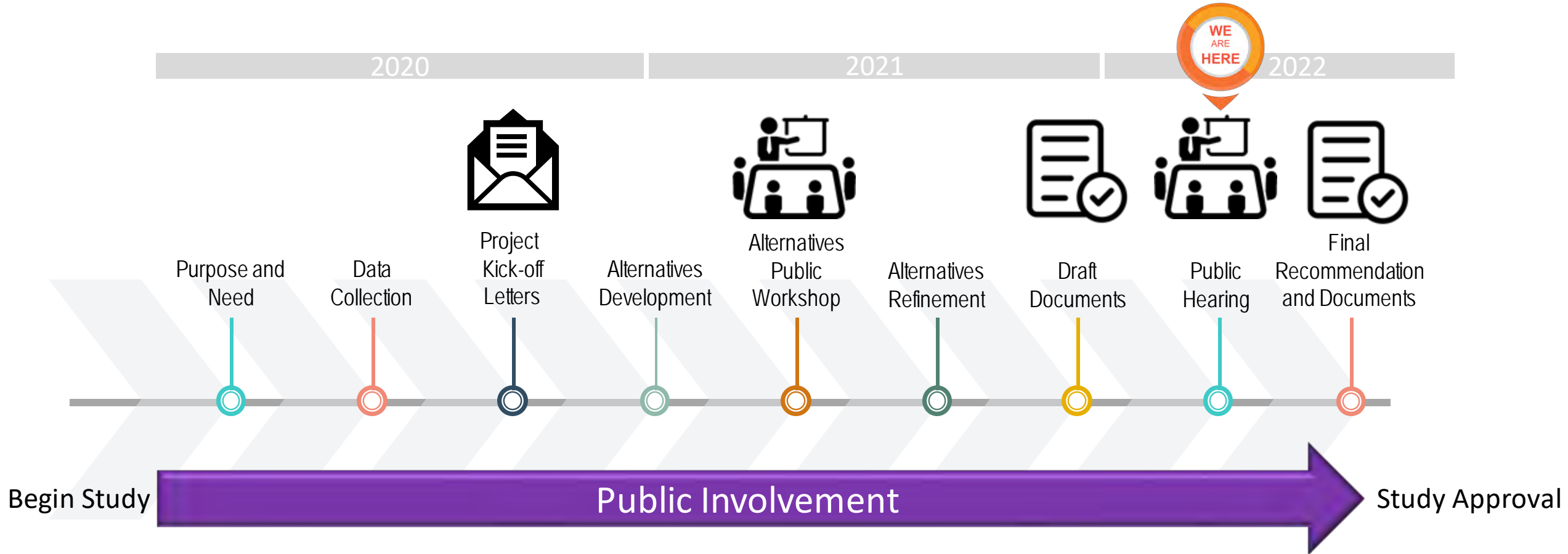
Purpose and Need

2045 No Build Conditions (with 6 Lanes): Level of Service (LOS) - AM/PM Peak



Source: CFX Traffic Consultant (February 2022)

Public Involvement

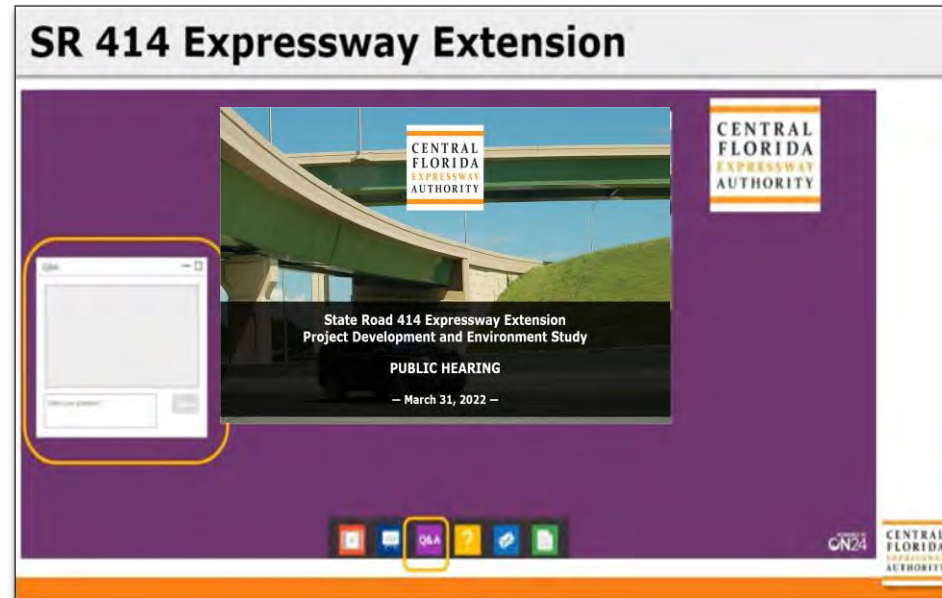


Public Involvement

4 Environmental & Project
Advisory Group Meetings
December 8, 2020
August 31, 2021

3 CFX Environmental
Stewardship Committee
October 10, 2020
June 17, 2021
August 19, 2021 (Support for
Preferred Alternative)

2 Public Meetings
Alternatives Public Workshop - February 10, 2021
Public Hearing - March 31, 2022



Source = Virtual Alternatives Public Workshop (QCA Office)

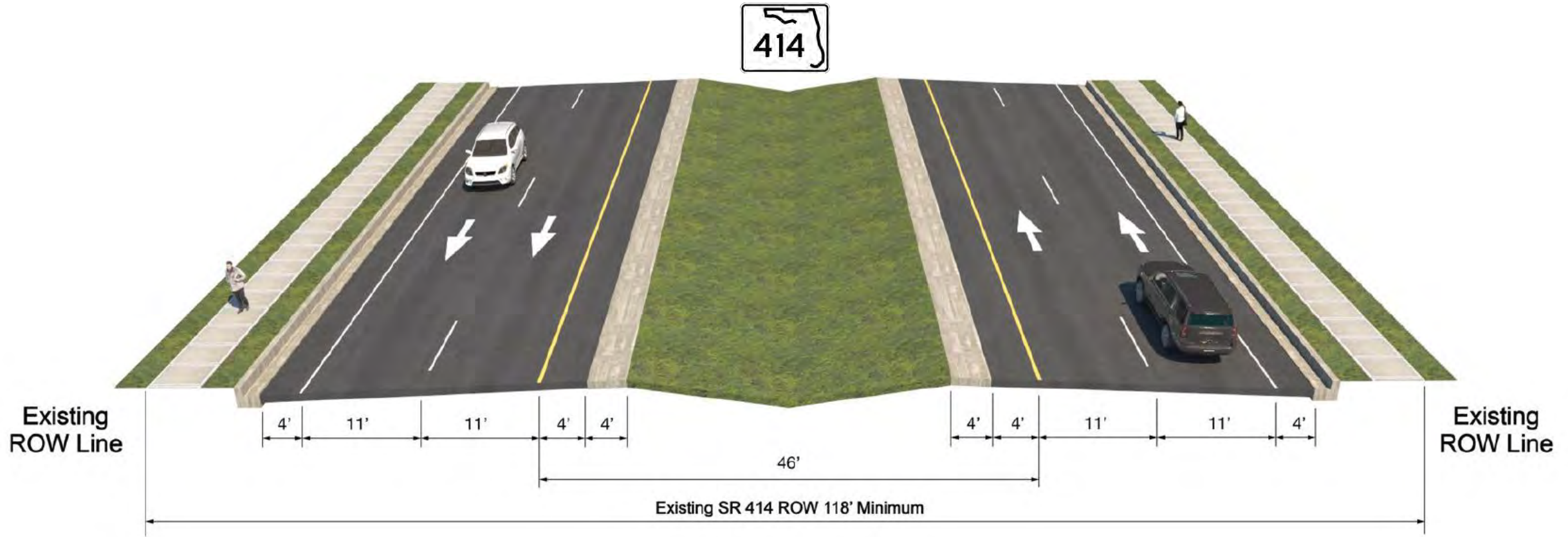
Key Public & Agency Input



- ✓ Lake Lotus Park access
- ✓ Erosion issues surrounding Little Wekiva Canal
- ✓ Continued coordination for Regional Stormwater Treatment Facility
- ✓ Trail connectivity and shared use path opportunities

- ✓ Wetlands and habitats associated with Lake Bosse and Lake Lotus
- ✓ Geotechnical and archaeological issues with Lake Bosse bridge
- ✓ Noise, aesthetic and environmental impacts to surrounding residents

Existing Typical Section - Maitland Blvd.



Posted Speed Limit 50-55 mph

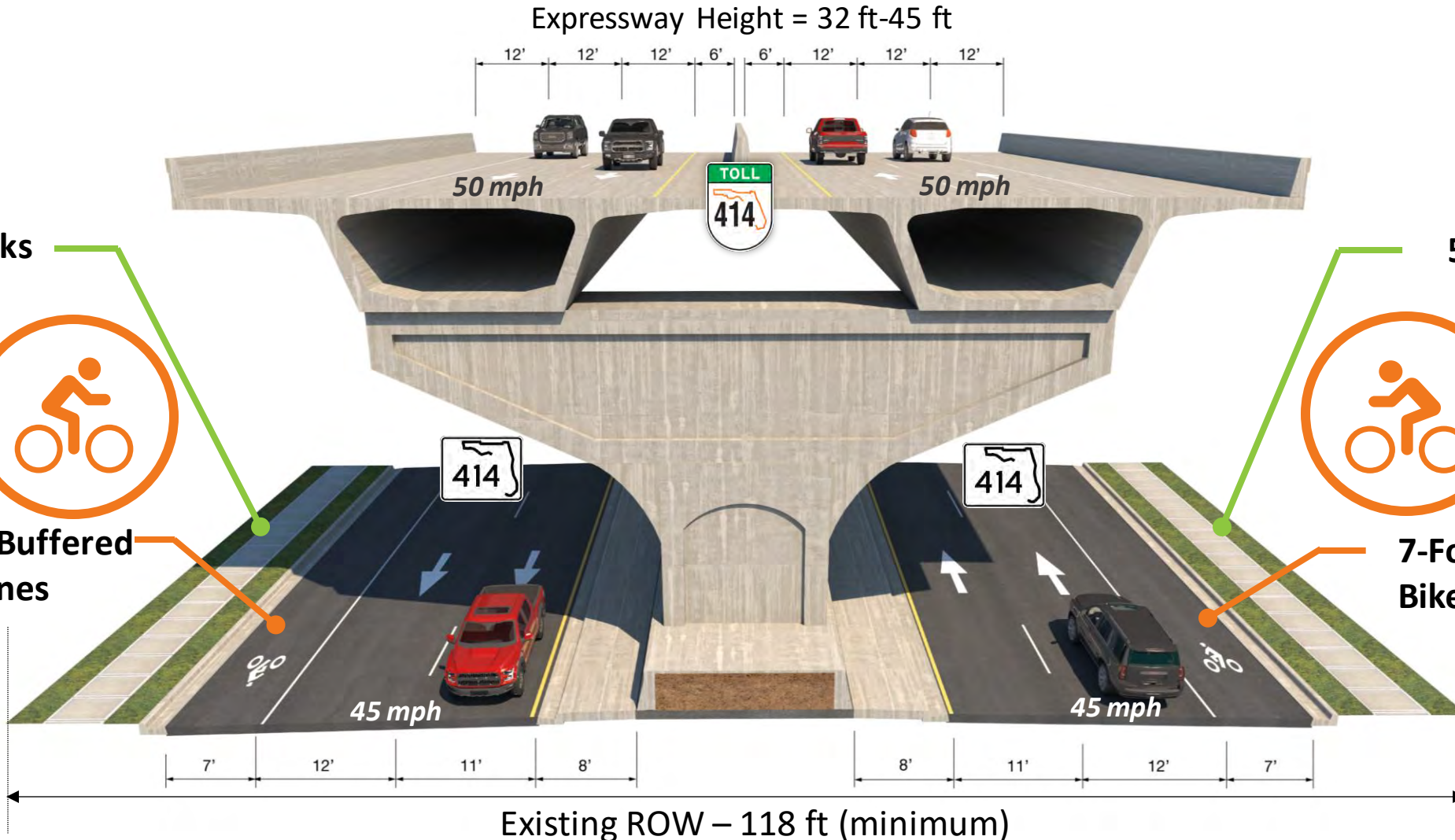
Preferred Alternative - Typical Section



5-Foot Sidewalks



7-Foot Buffered Bike Lanes



5-Foot Sidewalks



7-Foot Buffered Bike Lanes

Multimodal Considerations

Existing Conditions

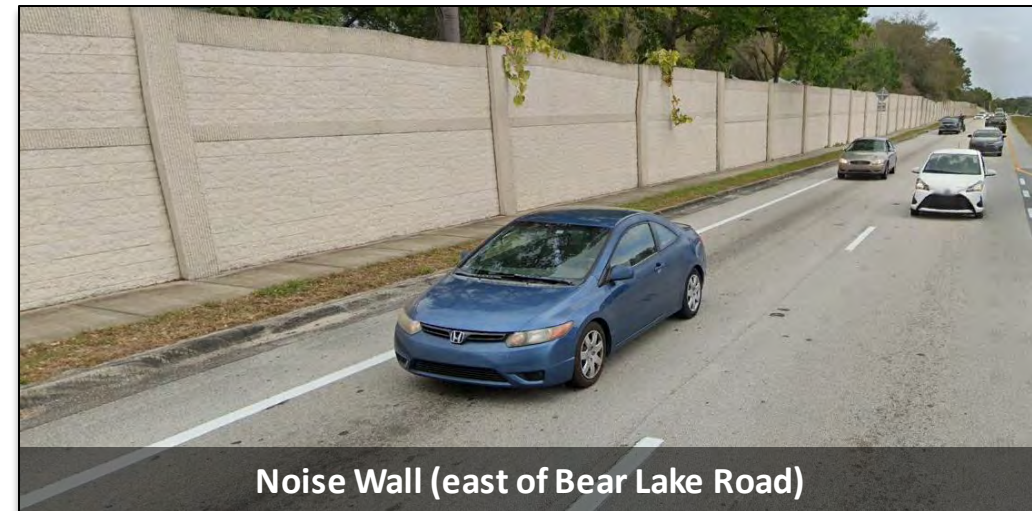
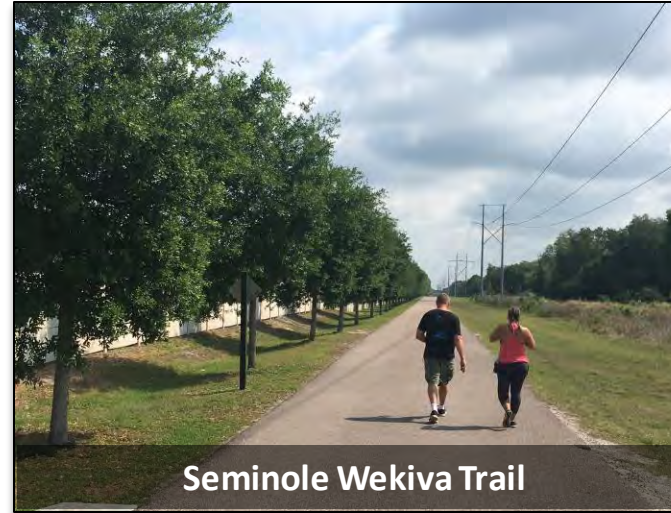
- Seminole Wekiva Trail
- 5-foot sidewalks
- Designated bike lanes
- Lake Lotus Park pedestrian underpass

Evaluated

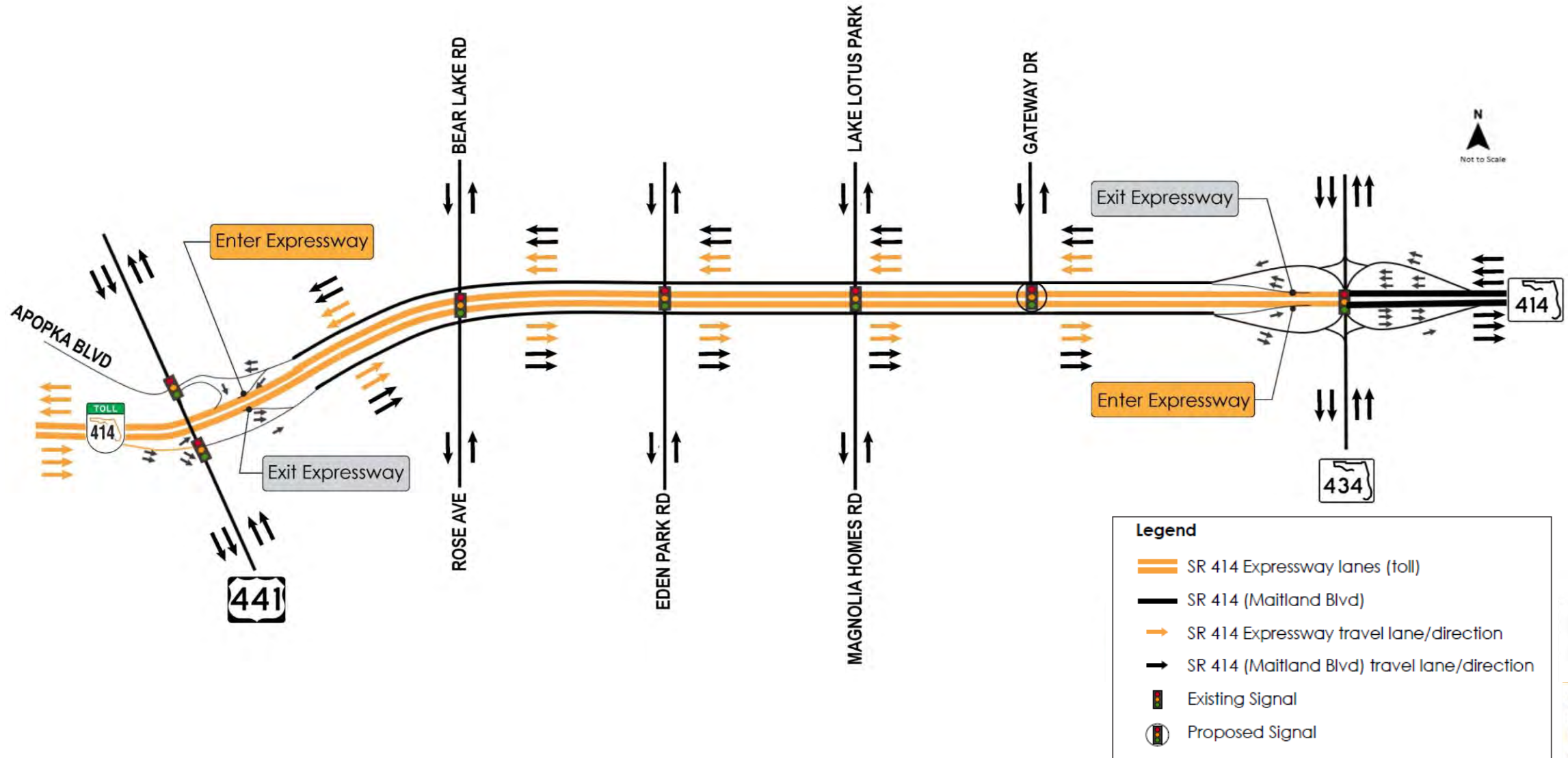
- Wider sidewalks
- Buffered bike lanes
- Trail connectivity

Preferred Alternative Includes

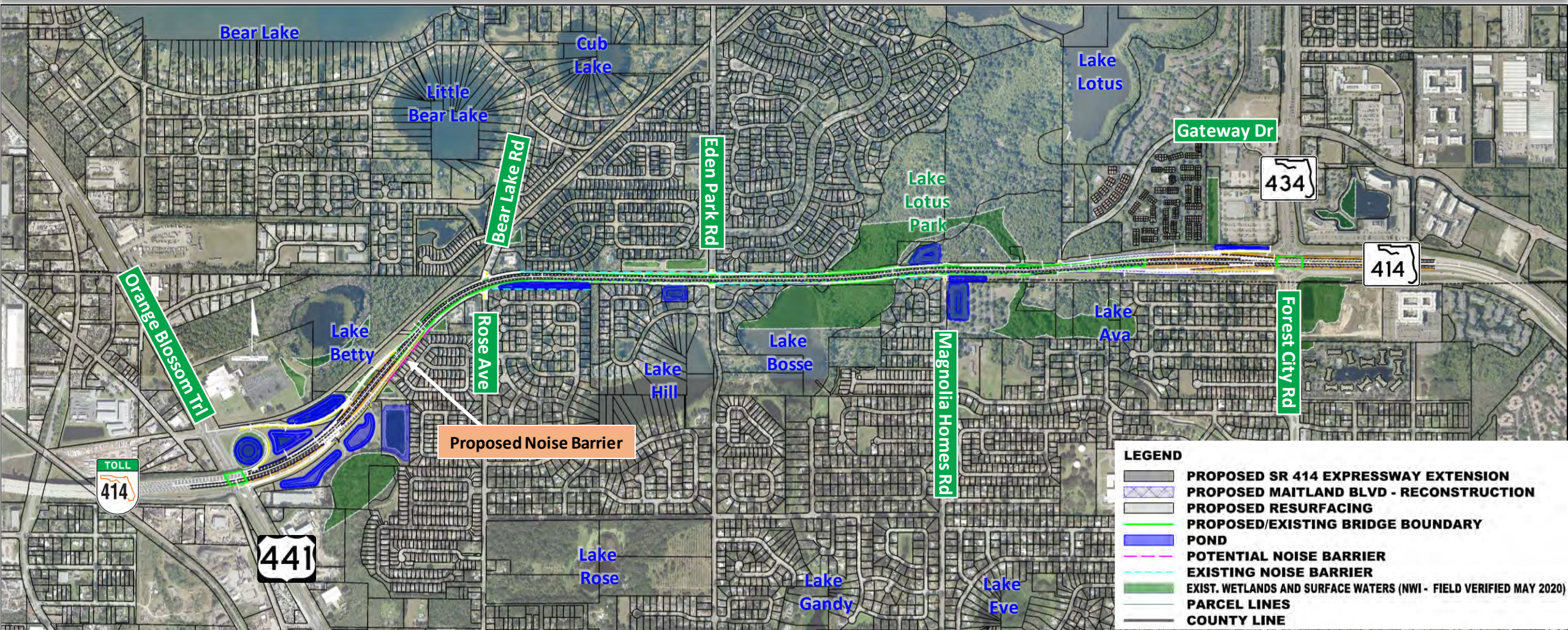
- ✓ Buffered bike lanes
- ✓ Trail connectivity



Preferred Alternative - Expressway Access

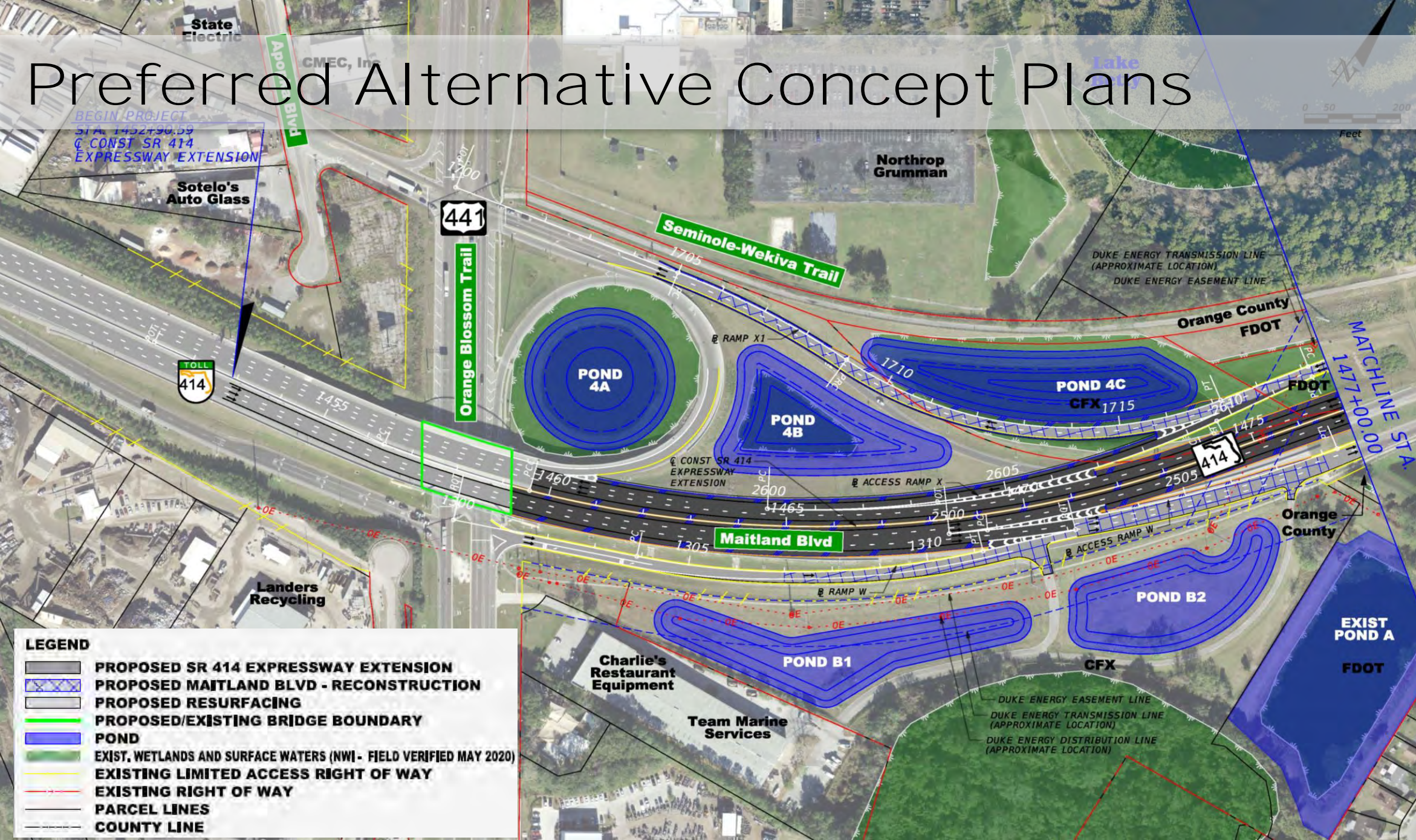


Preferred Alternative



LEGEND	
	PROPOSED SR 414 EXPRESSWAY EXTENSION
	PROPOSED MAITLAND BLVD - RECONSTRUCTION
	PROPOSED RESURFACING
	PROPOSED/EXISTING BRIDGE BOUNDARY
	POND
	POTENTIAL NOISE BARRIER
	EXISTING NOISE BARRIER
	EXIST. WETLANDS AND SURFACE WATERS (NWI - FIELD VERIFIED MAY 2020)
	PARCEL LINES
	COUNTY LINE

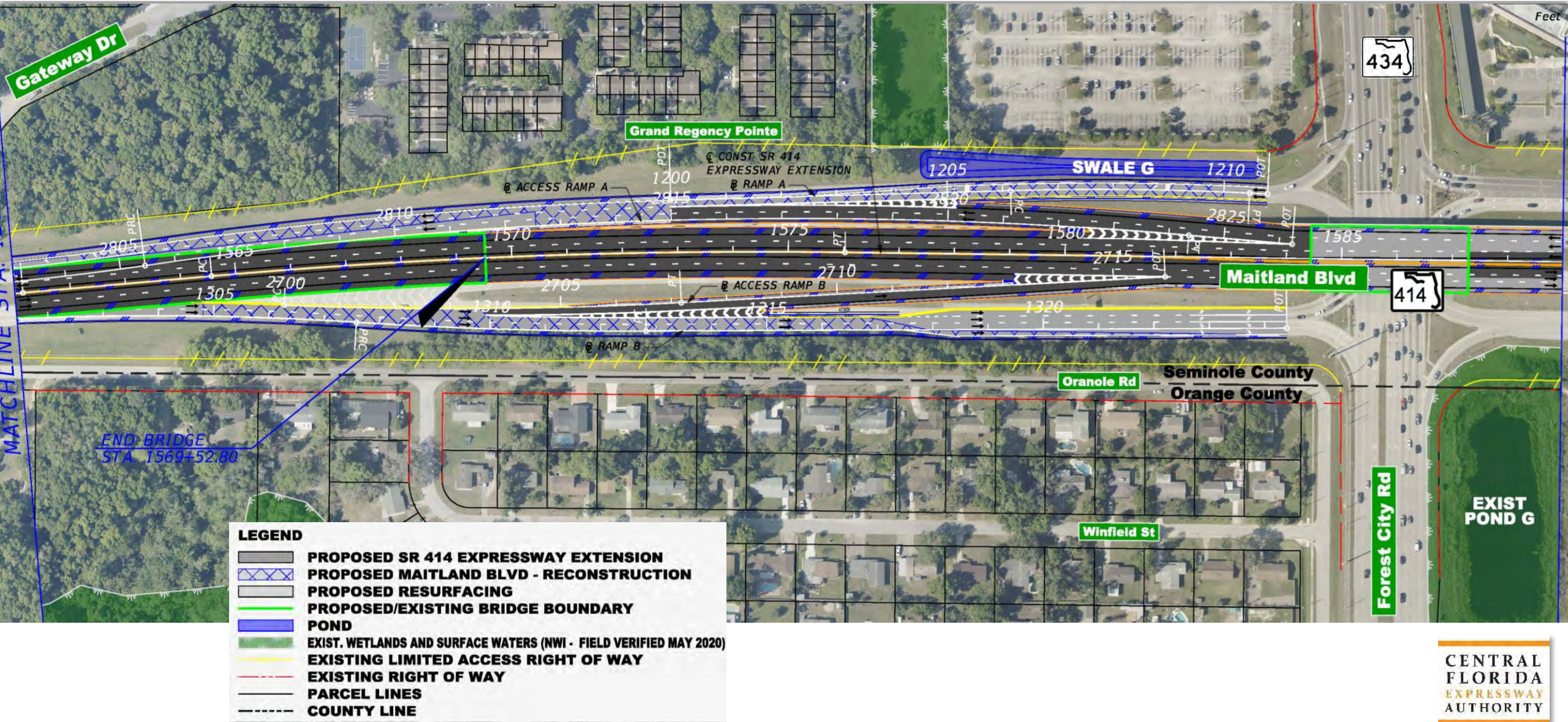
Preferred Alternative Concept Plans



LEGEND

	PROPOSED SR 414 EXPRESSWAY EXTENSION
	PROPOSED MAITLAND BLVD - RECONSTRUCTION
	PROPOSED RESURFACING
	PROPOSED/EXISTING BRIDGE BOUNDARY
	POND
	EXIST, WETLANDS AND SURFACE WATERS (NW) - FIELD VERIFIED MAY 2020)
	EXISTING LIMITED ACCESS RIGHT OF WAY
	EXISTING RIGHT OF WAY
	PARCEL LINES
	COUNTY LINE

Preferred Alternative Concept Plans



Virtual Video



RDV SYSTEMS

CFX SR 414 - Preferred Alternative (Preliminary Concept) Virtual Tour

SR 414 Expressway Extension - US 441 to SR 434

GO»»

PD&E Evaluation Criteria

Social Environment

- ❖ Relocation Potential
- ❖ Regional Connectivity
- ❖ Economic
- ❖ Mobility
- ❖ Business
- ❖ Schools
- ❖ Churches
- ❖ Fire Stations
- ❖ Law Enforcement Facilities
- ❖ Cemeteries
- ❖ Approved and Planned Developments
- ❖ Development(s) of Regional Impact (DRI)

Natural Environment

- ❖ Wetlands
- ❖ Floodplains
- ❖ Protected Species
- ❖ Wildlife Habitat
- ❖ Water Quality
- ❖ Outstanding FL Waters and Aquatic Preserves
- ❖ Wild Scenic Rivers
- ❖ Essential Fish Habitat
- ❖ Coastal Barriers

Cultural Environment

- ❖ Parks & Recreation
- ❖ Public Lands
- ❖ Proposed Parks
- ❖ Conservation Areas
- ❖ Trails & Greenways
- ❖ Potential Archaeological Sites
- ❖ Potential Historic Resources

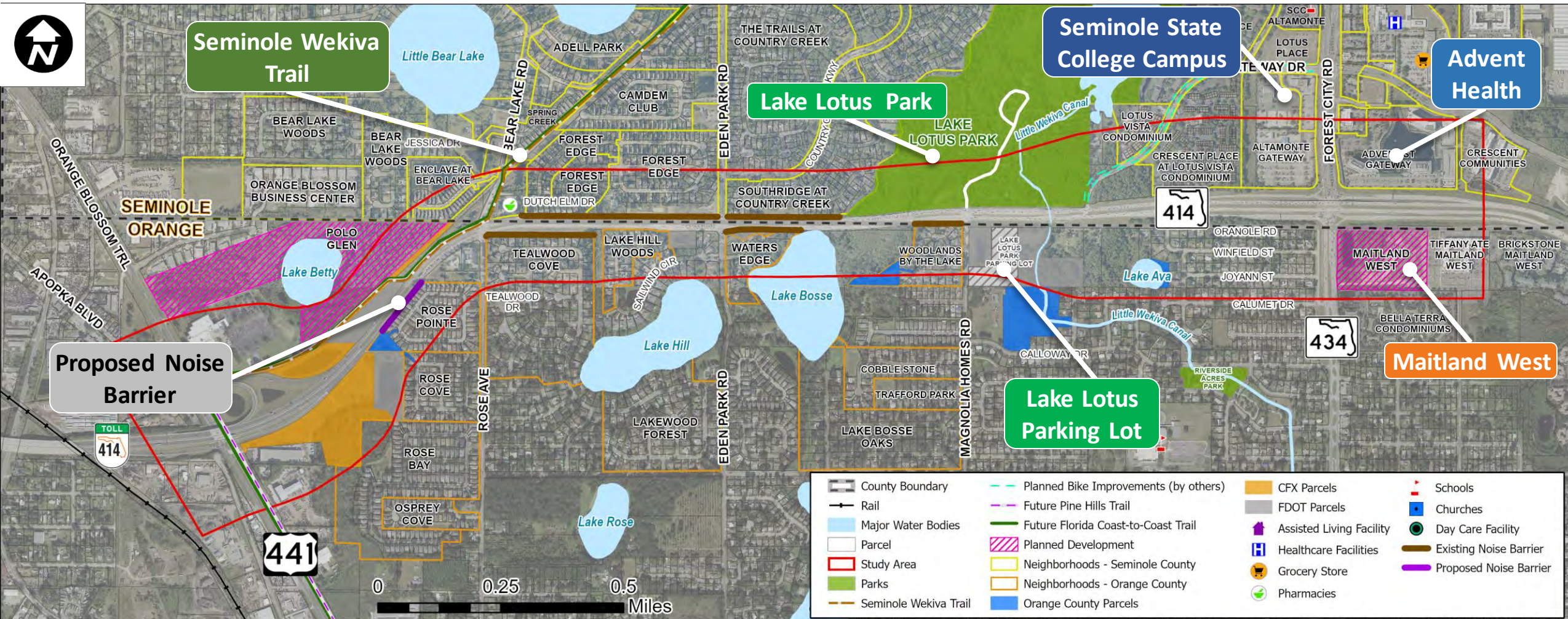
Physical Environment

- ❖ Noise Sensitive Areas
- ❖ Railroads
- ❖ Major Utilities
- ❖ Contamination Sites
- ❖ Bicycles and Pedestrians
- ❖ Industrial Sites
- ❖ Navigation

No Involvement

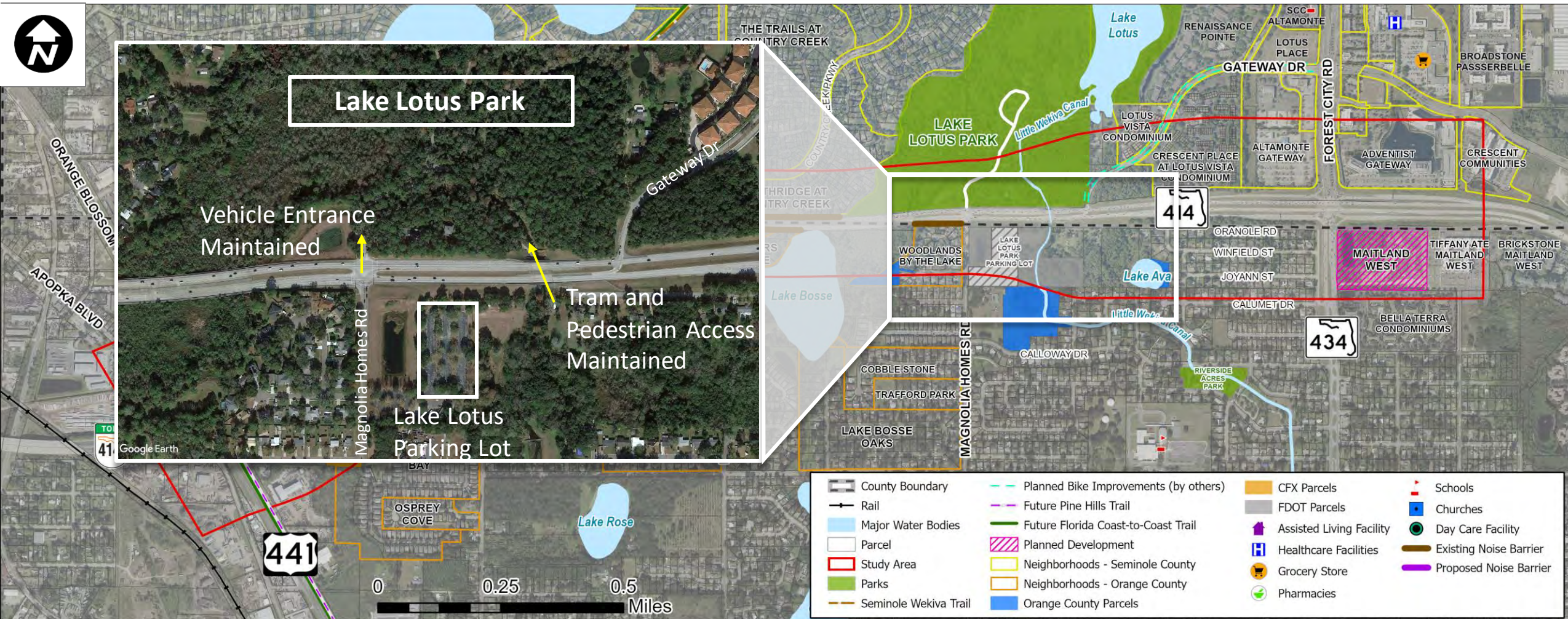
Enhanced Effect

Socioeconomic Resources



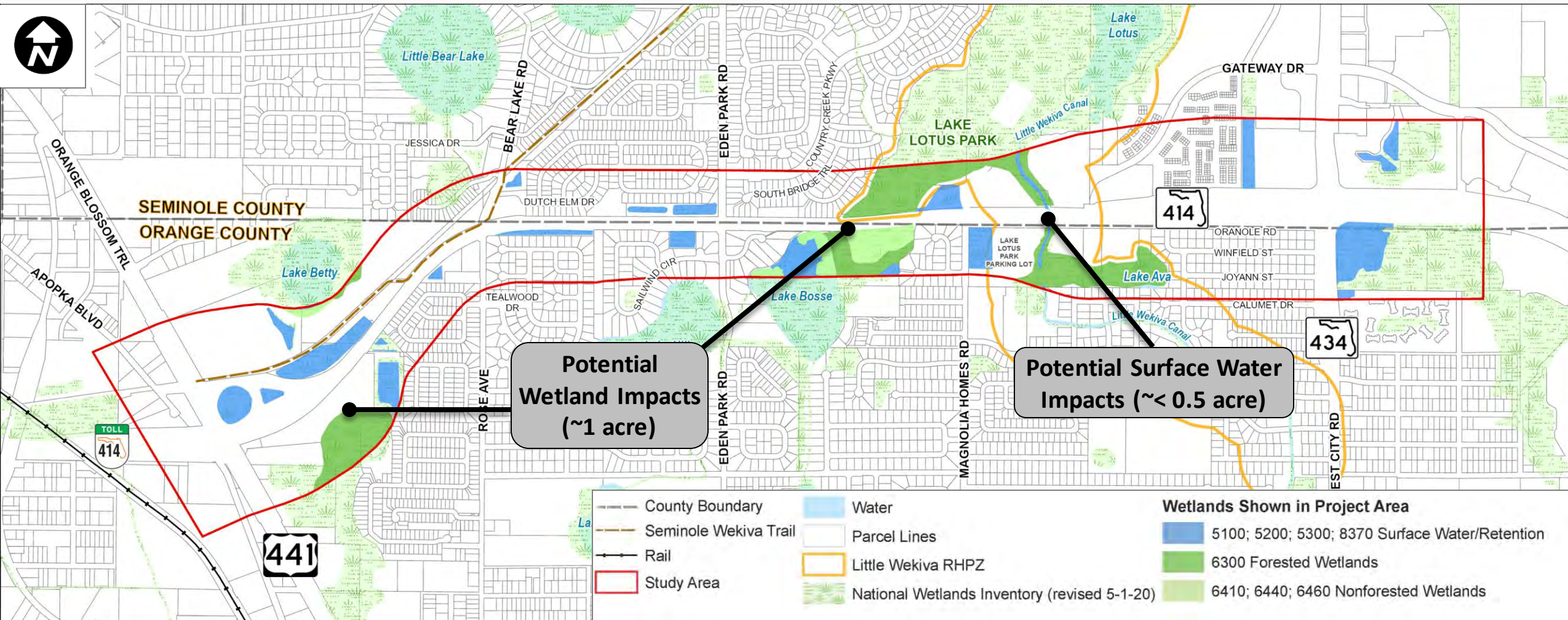
All sociocultural resource impacts are documented in Sociocultural Evaluation Technical Memorandum (SCE TM)

Cultural Resources



All cultural resource impacts are documented in Cultural Resources Assessment Survey (CRAS)

Natural Resources



All natural and human environmental impacts are documented in Project Environmental Impact Report (PEIR)

Physical Impacts

Major utilities:

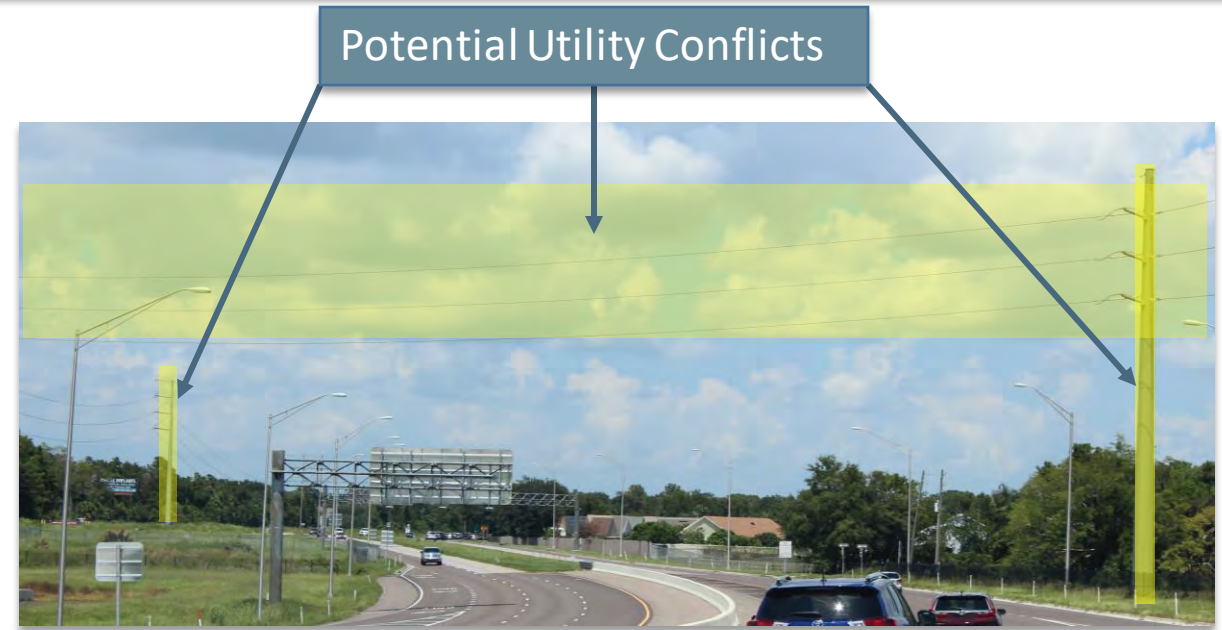
- Duke Energy
- City of Altamonte & FDOT A-FIRST Project
- AT&T
- Municipal water/sewer
- Utility Assessment Package completed

Air Quality

- Project within attainment area
- Potentially reduced air pollutant emissions

Contamination

- Four potential medium risk contamination sites
- Further evaluated during Final Design



Preferred Alternative Evaluation Matrix

Evaluation Factors		No-Build Alternative	Preferred Alternative
PURPOSE AND NEED	Addresses Future Traffic Demand	No	Yes
SOCIAL	Residential Parcels Affected	0 parcels	0 parcels
	Non-Residential Parcels Affected	0 parcels	0 parcels
CULTURAL	Potential Effects to Historic/Archaeological Resources	None	None
NATURAL	Potential Jurisdictional Wetland Impacts (Acres)	0	1 acre
	Potential Jurisdictional Surface Water Impacts (Acres)	0	<0.5 acre
	Floodplain Impacts (Acres)	0	<0.5 acre
	Potential Impacts to Federally/State Protected Species	No Adverse Effect	No Adverse Effect
PHYSICAL	Impacted Noise Sensitive Sites (residences and trails)	60	47
	Potential Medium Risk Contamination Sites impacted	3	4
	Utilities relocated (No. of utility owners affected)	5	5
TOTAL PROJECT COSTS (2021)		Not programmed	\$365 Million

Subject to change, pending final design

Project Documents

Reports completed to date:

- Preliminary Engineering Report
- Project Environmental Impact Report
- Noise Study Report
- Bridge Analysis Technical Memo (TM)
- Utility Assessment Package
- Pond Siting Report
- Water Quality Impact Evaluation
- Natural Resource Evaluation
- Sociocultural Evaluation TM
- Contamination Screening Evaluation TM
- Cultural Resources Assessment Survey

Study Materials Display

Locations

February 28 – April 14, 2022

Seminole State College Library

850 South SR 434

Altamonte Springs

7:45 a.m. – 8 p.m. Mon. – Thurs.;

7:45 a.m. – 4:30 p.m. F; 9 a.m. – 1 p.m. Sat.

CFX Headquarters

4974 ORL Tower Road

Orlando

8 a.m. – 5 p.m. Mon. – Fri.

Project Web Page

<https://bit.ly/SR414Study>

Study Website

- Study documents and meeting materials are posted to the study website
- Shortened study web address: <https://bit.ly/SR414Study>
- CFX web address:



www.CFXway.com

The screenshot shows the website for the Central Florida Expressway Authority. The header includes the logo and navigation links: E-PASS LOGIN, PAY YOUR INVOICE, CONTACT US, and social media icons for YouTube, Facebook, and Twitter. Below the header, there are dropdown menus for FOR TRAVELERS, AGENCY INFORMATION, DOING BUSINESS, and FAQs, along with an E-PASS link and a search icon. The main content area features the title "Project Development & Environment (PD&E) Study: SR 414 Expressway Extension PD&E Study" in purple. Below the title, there are three tabs: "Study Documents", "Environmental Advisory Group (EAG)", "Project Advisory Group (PAG)", and "Public Meetings". The "Study Documents" tab is active, showing a list of documents under the heading "Draft Reports".

Project Development & Environment (PD&E) Study:
SR 414 Expressway Extension PD&E Study

Study Documents | Environmental Advisory Group (EAG) | Project Advisory Group (PAG) | Public Meetings

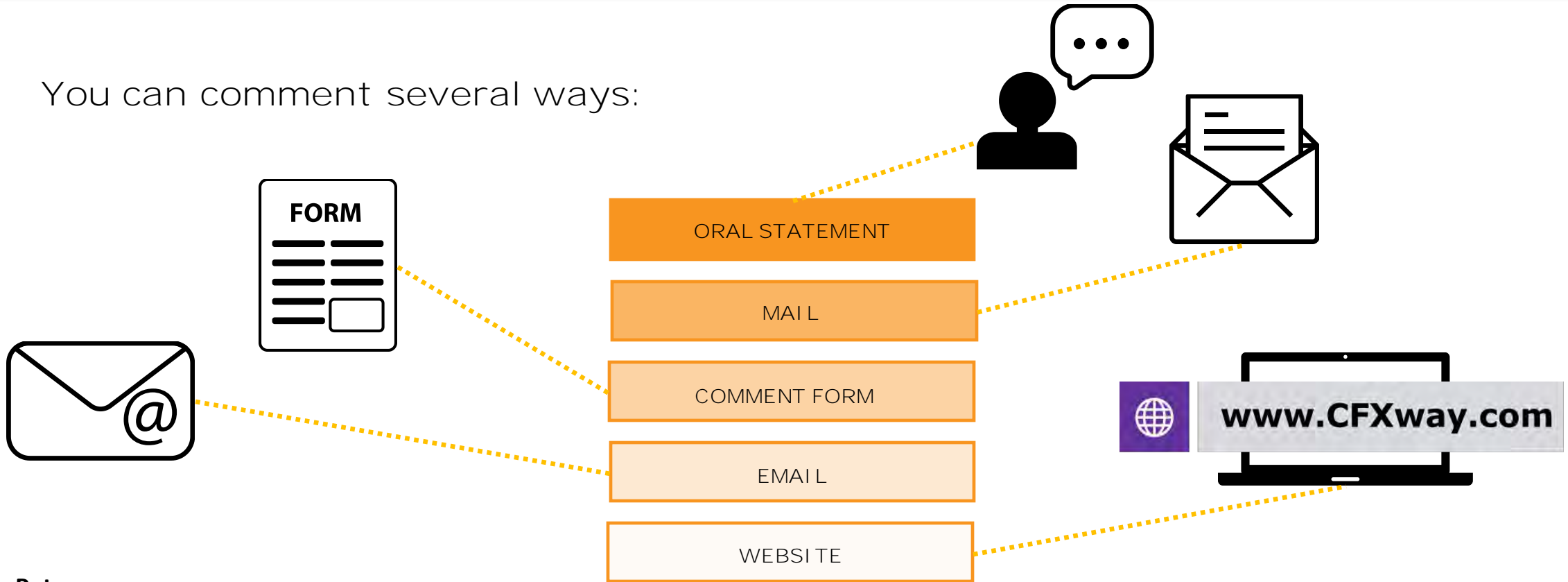
◆ Fact Sheets

- Draft Reports

- 414-227 Preferred Alternative Concept Plans
- 414-227 Final Draft Utility Assessment Package
- 414-227 Final Draft Preliminary Engineering Report
- 414-227 Final Cultural Resource Assessment Survey
- 414-227 Final Draft Sociocultural Evaluation Technical Memorandum
- 414-227 Draft Project Traffic Analysis Report
- 414-227 Final Draft Pond Siting Report
- 414-227 Final Draft Project Environmental Impact Report
- 414-227 Final Draft Natural Resource Evaluation
- 414-227 Final Draft Location Hydraulics Report
- 414-227 Level 1 Contamination Screening Evaluation Report
- 414-227 Final Draft Intelligent Transportation Systems Technical Memorandum
- 414-227 Final Typical Section Technical Memorandum
- 414-227 Final Existing Conditions Technical Memorandum
- 414-227 Final Draft Air Quality Technical Memorandum
- 414-227 Final Draft Bridge Analysis Technical Memorandum
- 414-227_Final Draft Noise Study Report

Public Comment

You can comment several ways:



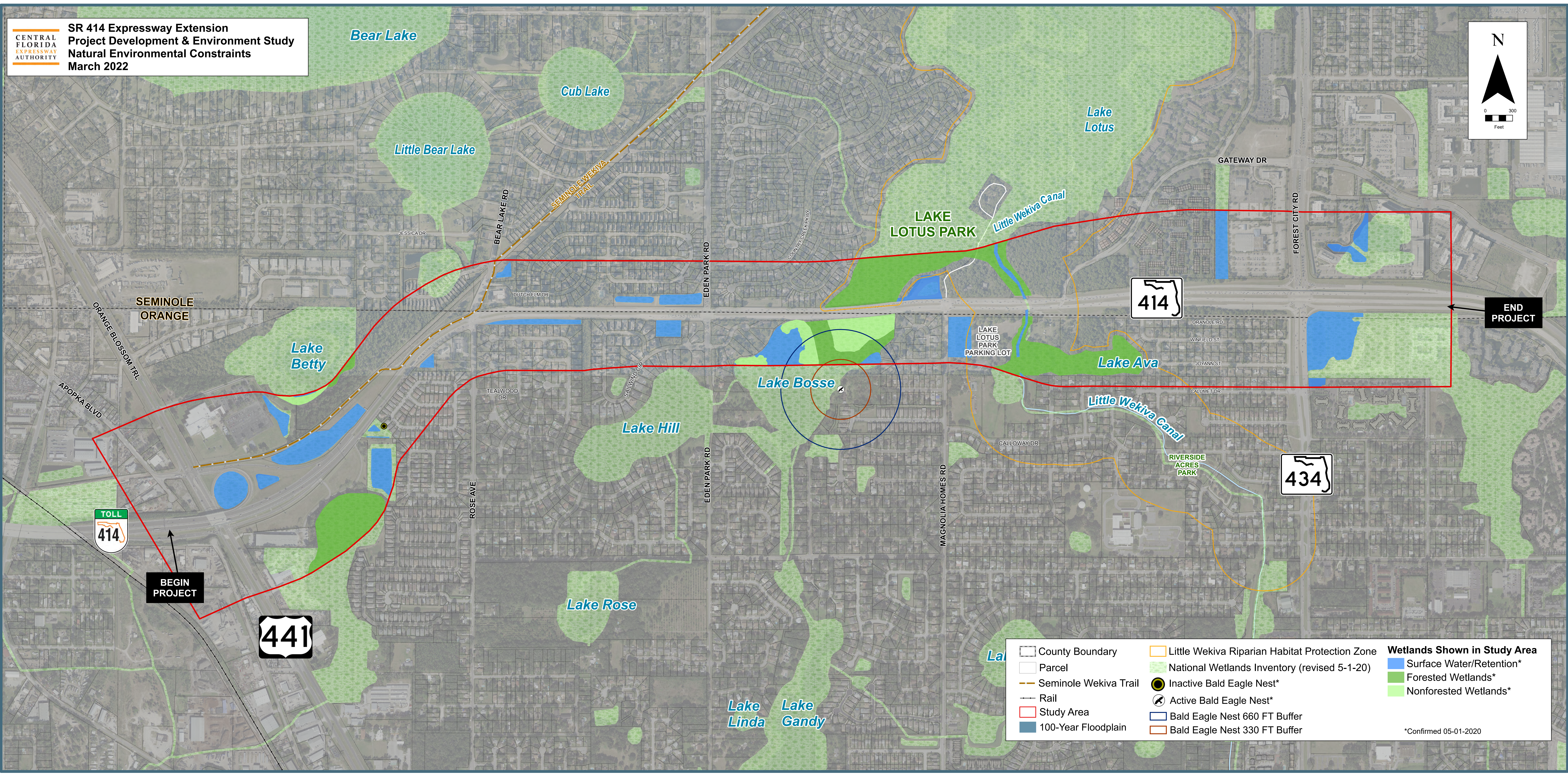
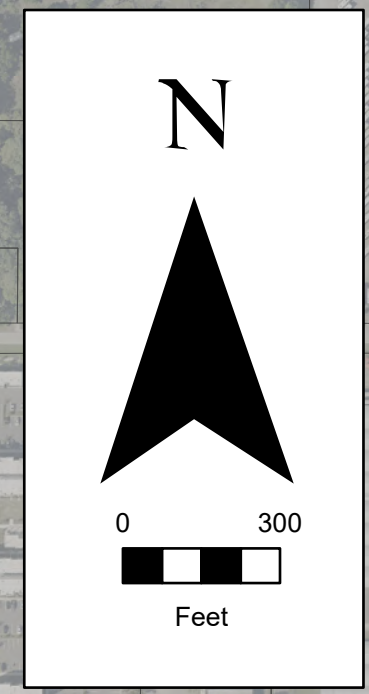
Comments received tonight or postmarked by April 11, 2022 will become part of the public meeting summary.

Kathy Putnam
Public Involvement Coordinator
4974 ORL Tower Road
Orlando, FL 32801
Phone: 407-802-3210
Email: ProjectStudies@CFXway.com
www.CFXway.com



**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

THANK YOU!



County Boundary	Little Wekiva Riparian Habitat Protection Zone	Wetlands Shown in Study Area
Parcel	National Wetlands Inventory (revised 5-1-20)	
Seminole Wekiva Trail	Inactive Bald Eagle Nest*	Surface Water/Retention*
Rail	Active Bald Eagle Nest*	Forested Wetlands*
Study Area	Bald Eagle Nest 660 FT Buffer	Nonforested Wetlands*
100-Year Floodplain	Bald Eagle Nest 330 FT Buffer	

*Confirmed 05-01-2020

Preferred Alternative Typical Section



5-Foot Sidewalks



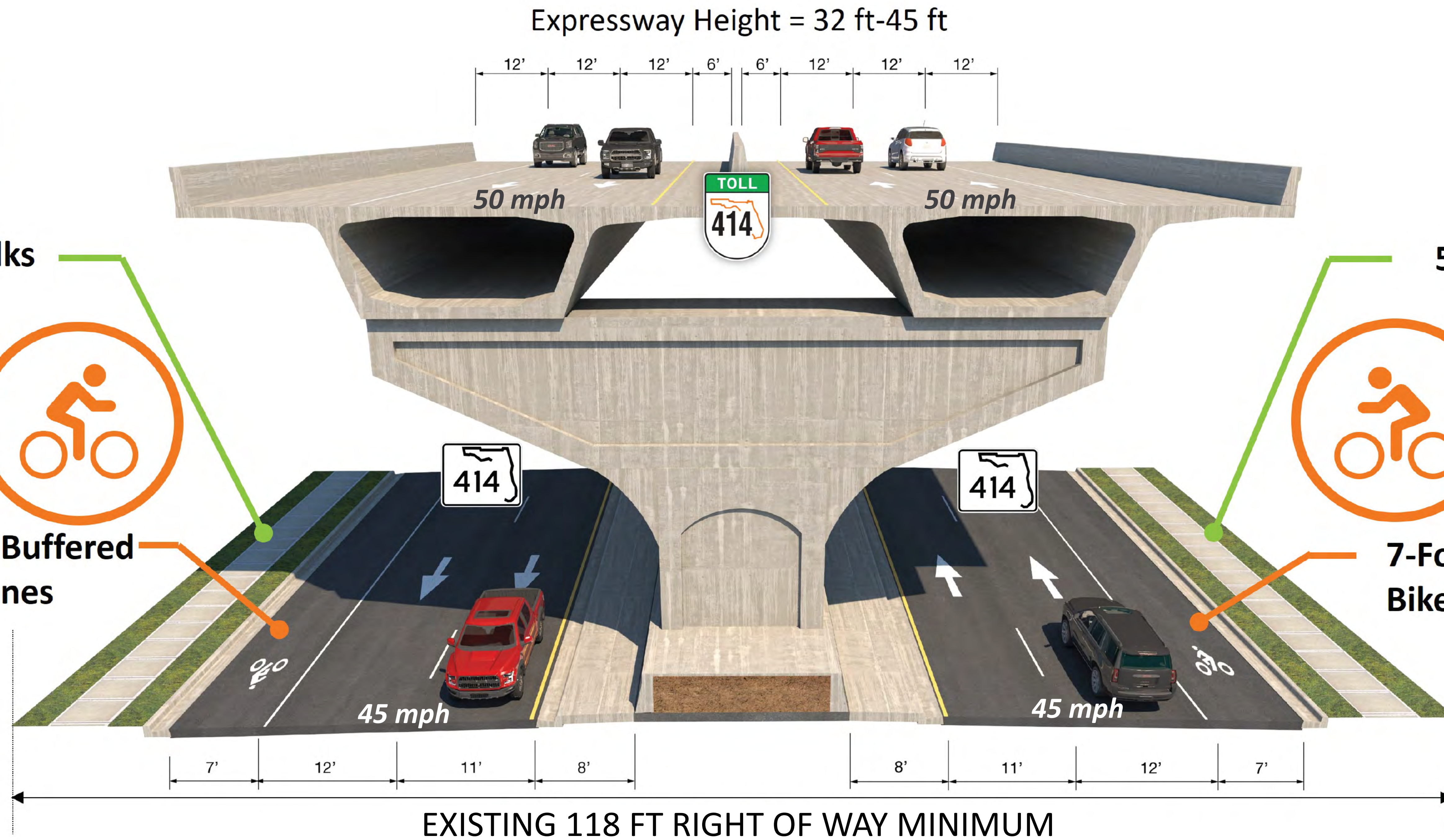
7-Foot Buffered
Bike Lanes



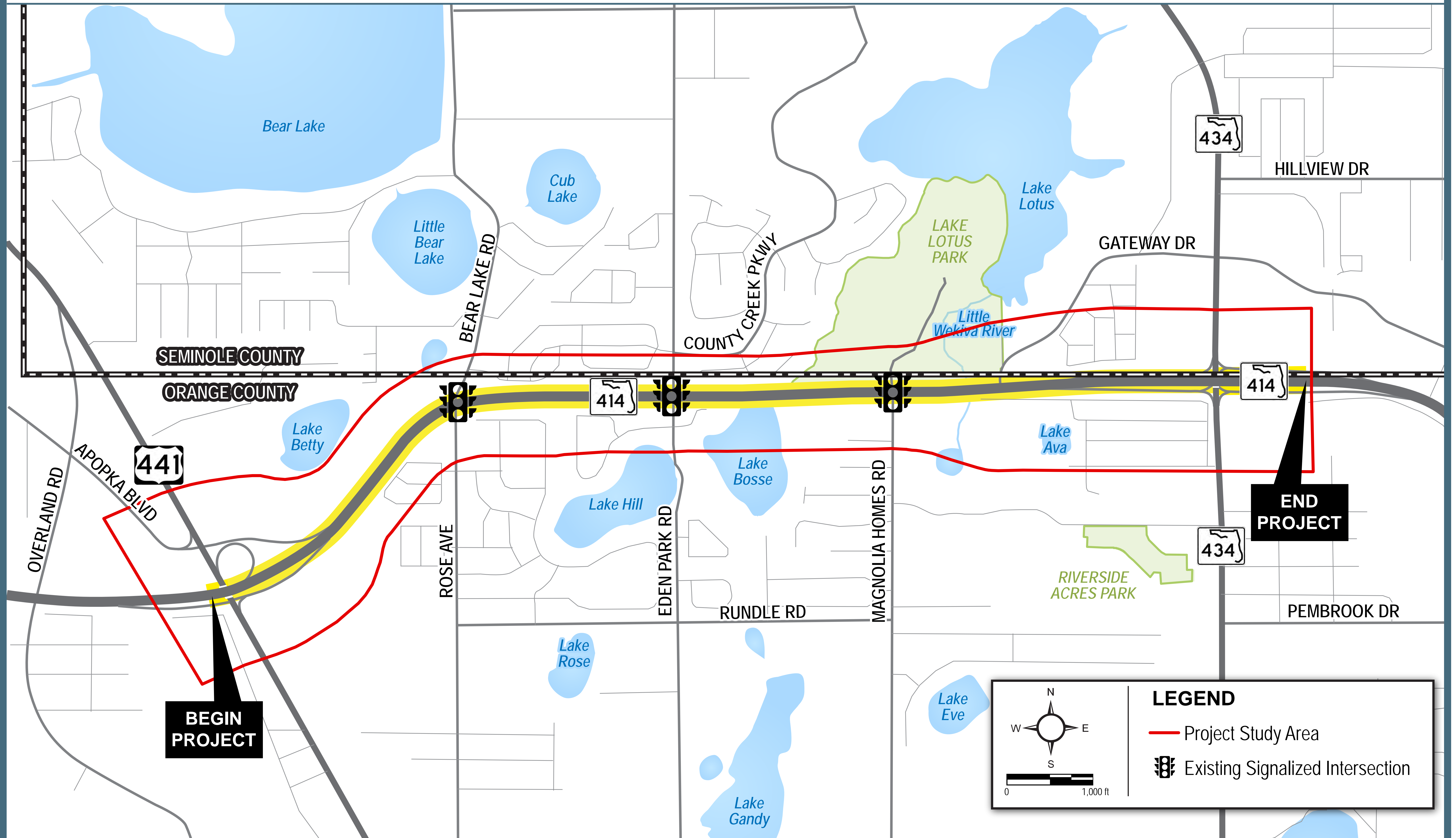
5-Foot Sidewalks



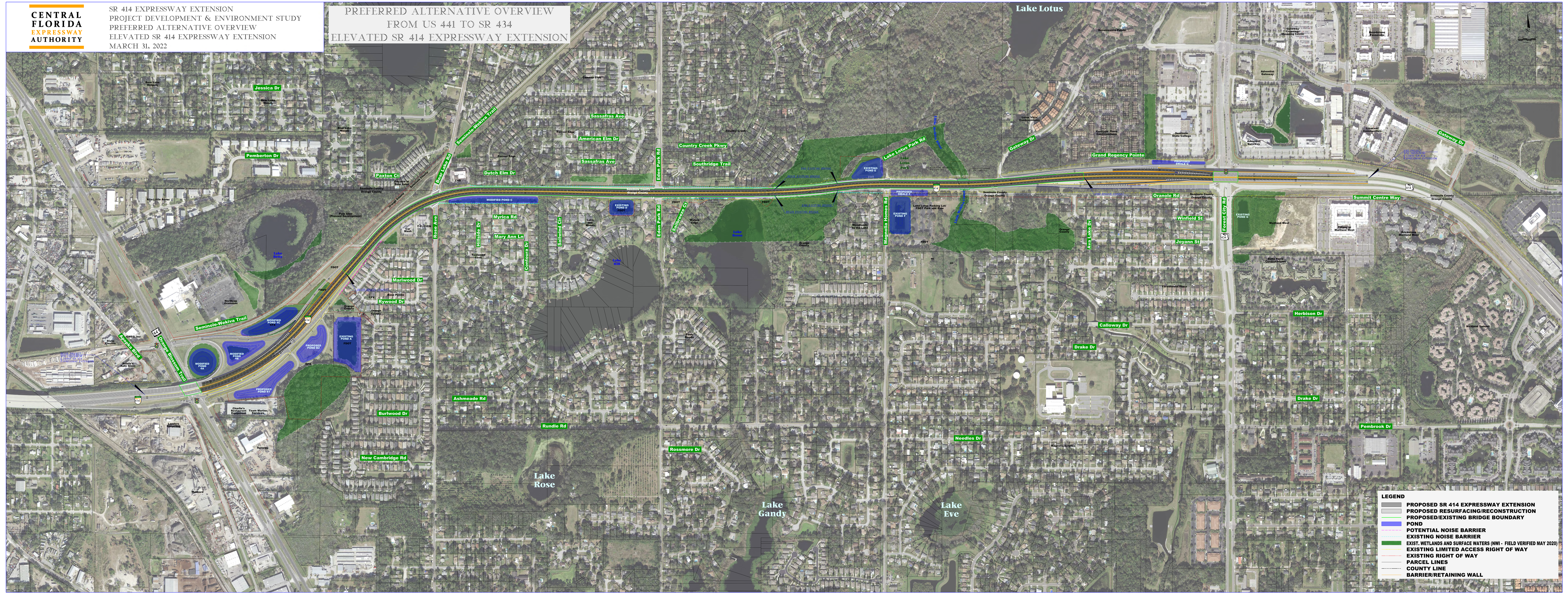
7-Foot Buffered
Bike Lanes



Project Location Map



PREFERRED ALTERNATIVE OVERVIEW
FROM US 441 TO SR 434
ELEVATED SR 414 EXPRESSWAY EXTENSION



LEGEND

- PROPOSED SR 414 EXPRESSWAY EXTENSION
- PROPOSED RESURFACING/RECONSTRUCTION
- PROPOSED/EXISTING BRIDGE BOUNDARY
- POND
- POTENTIAL NOISE BARRIER
- EXISTING NOISE BARRIER
- EXIST. WETLANDS AND SURFACE WATERS (NWI - FIELD VERIFIED MAY 2020)
- EXISTING LIMITED ACCESS RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PARCEL LINES
- COUNTY LINE
- BARRIER/RETAINING WALL

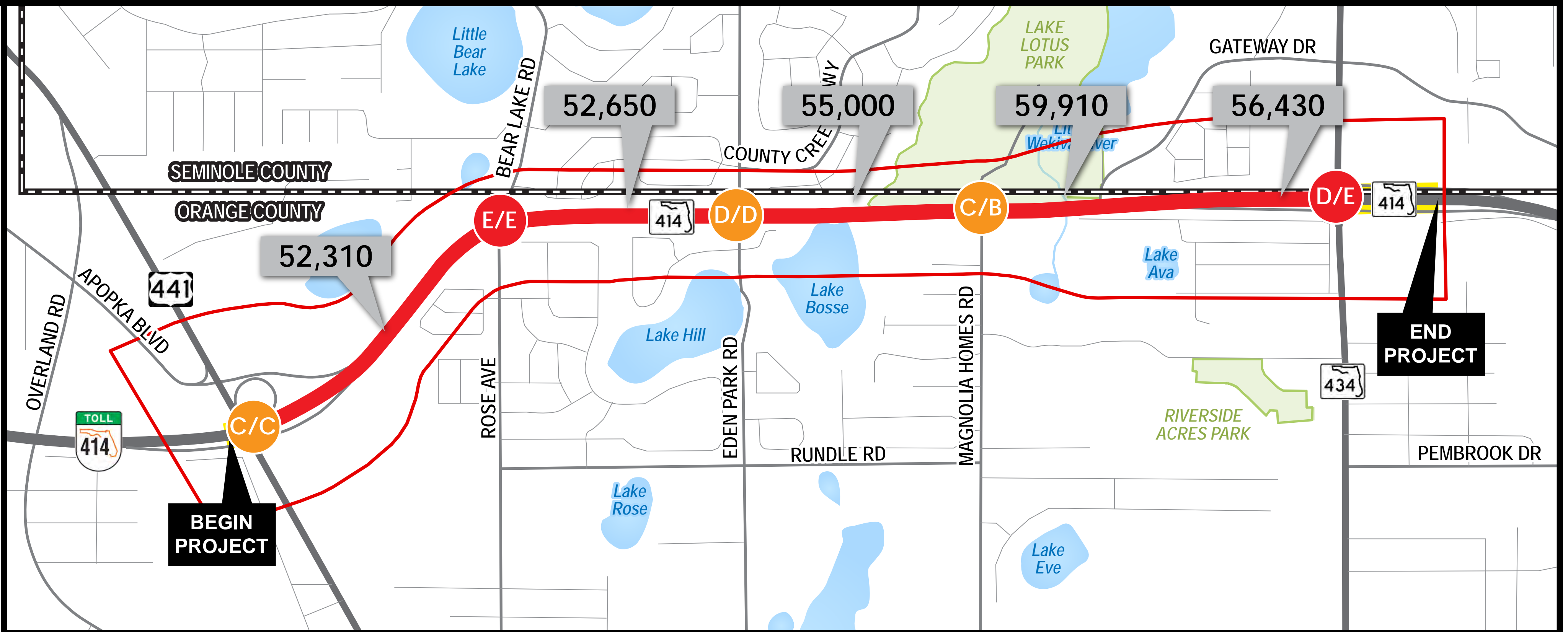
Preferred Alternative Evaluation Matrix

Evaluation Factors		No-Build Alternative	Preferred Alternative
PURPOSE AND NEED	Addresses Future Traffic Demand	No	Yes
SOCIAL	Residential Parcels Affected	0 parcels	0 parcels
	Non-Residential Parcels Affected	0 parcels	0 parcels
CULTURAL	Potential Effects to Historic/Archaeological Resources	None	None
NATURAL	Potential Jurisdictional Wetland Impacts (Acres)	0	1 acre
	Potential Jurisdictional Surface Water Impacts (Acres)	0	<0.5 acre
	Floodplain Impacts (Acres)	0	<0.5 acre
	Potential Impacts to Federally/State Protected Species	No Adverse Effect	No Adverse Effect
PHYSICAL	Impacted Noise Sensitive Sites (residences and trails)	60	47
	Potential Medium Risk Contamination Sites impacted	3	4
	Utilities relocated (No. of utility owners affected)	5	5
TOTAL PROJECT COSTS (2021)		Not programmed	\$365 Million

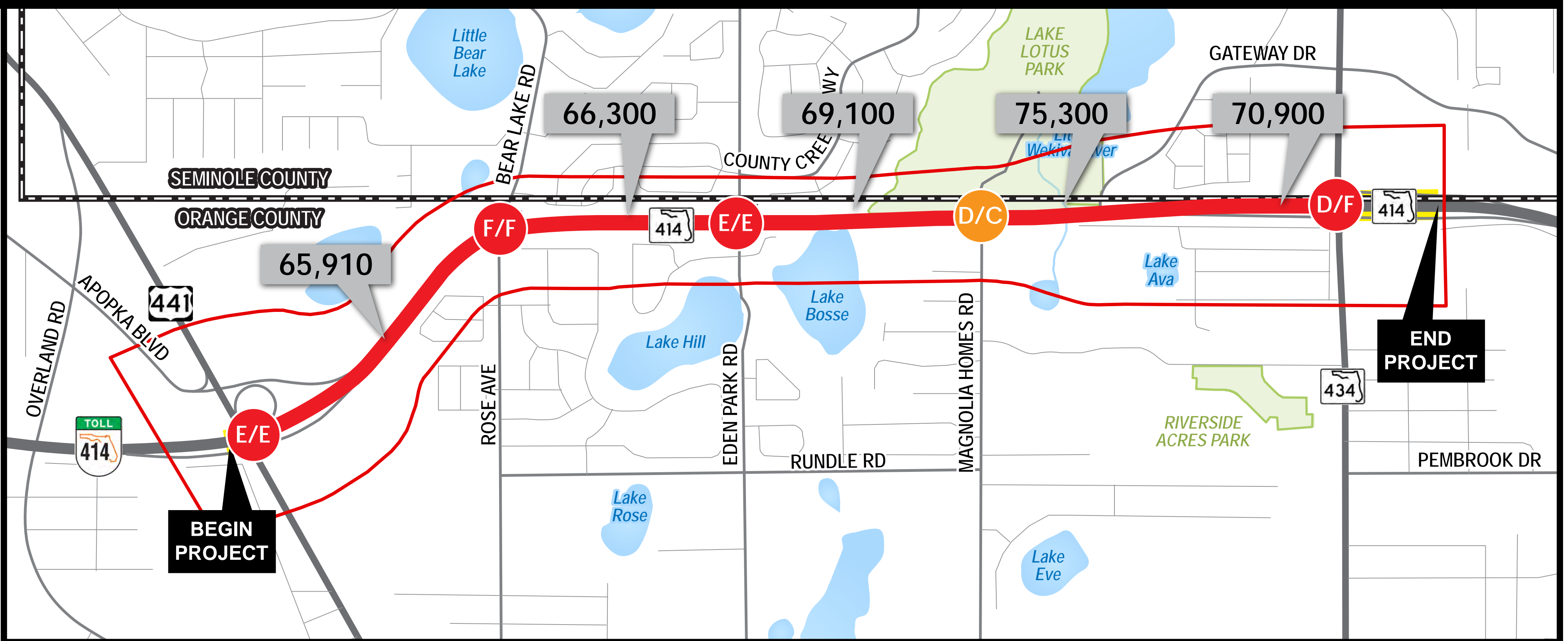
Subject to change, pending final design

Existing and Future Traffic

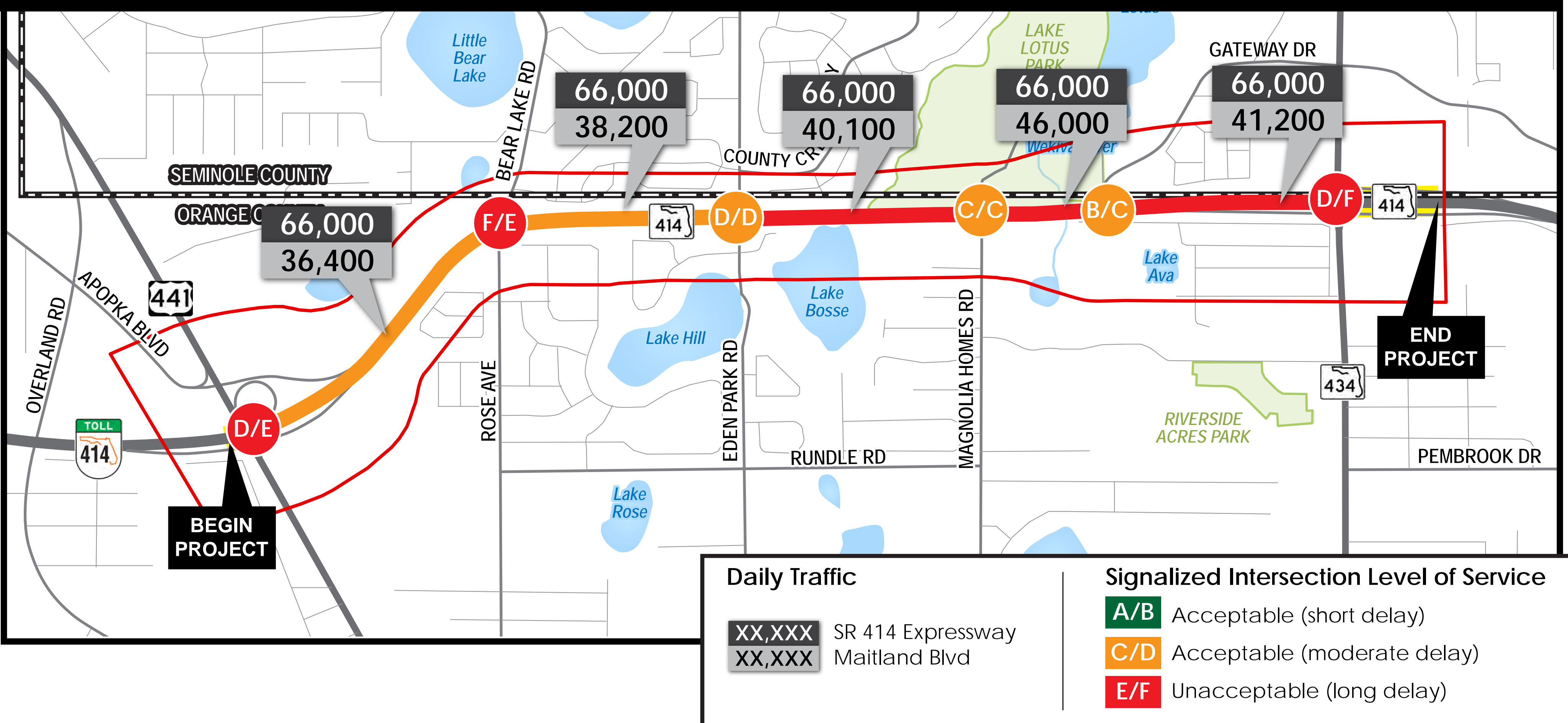
2019 (Existing) Conditions: Level of Service (LOS) - AM/PM Peak



2045 No Build Conditions (with 6 Lanes): Level of Service (LOS) - AM/PM Peak



2045 Build Conditions (with SR 414 Expressway Extension): Level of Service (LOS) - AM/PM Peak



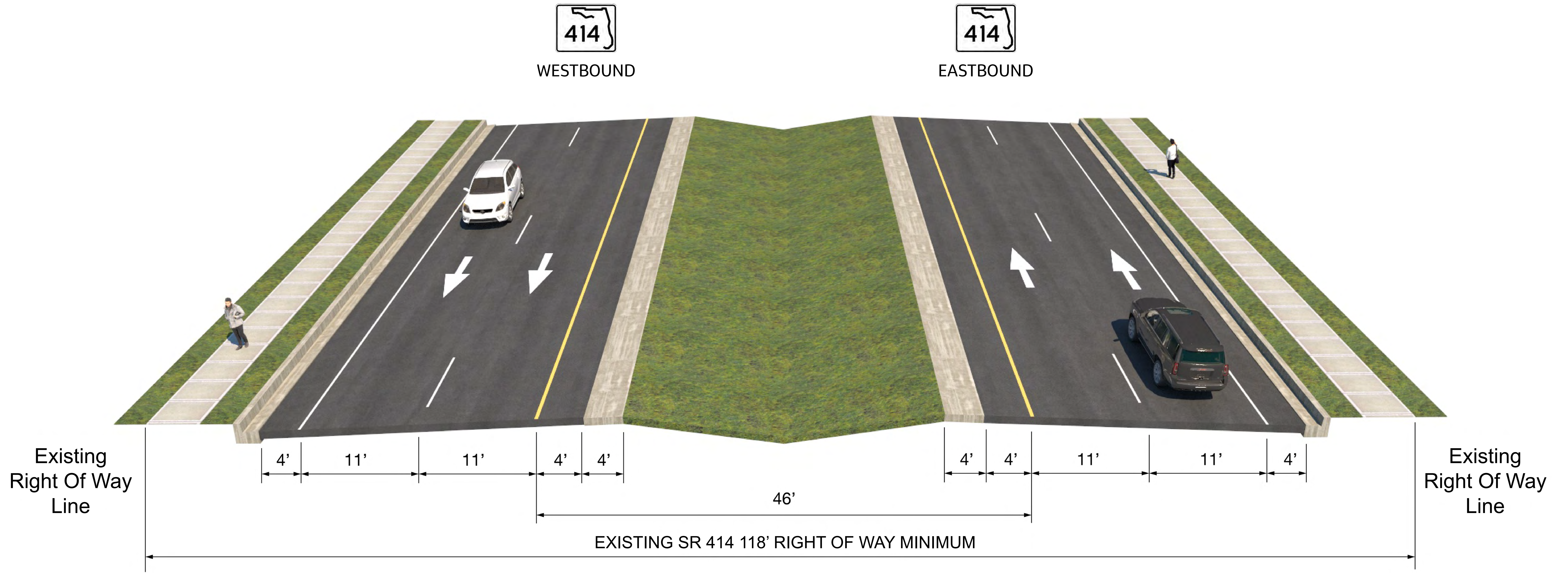
Daily Traffic

XX,XXX SR 414 Expressway
XX,XXX Maitland Blvd

Signalized Intersection Level of Service

- A/B Acceptable (short delay)
- C/D Acceptable (moderate delay)
- E/F Unacceptable (long delay)

SR 414 (Maitland Blvd) Existing Typical Section (4-Lane)



From US 441 (SR 500) to SR 434

Posted Speed Limit= 50-55 mph

SR 414 Expressway Extension Access Locations



ENTER SR 414 EXPRESSWAY

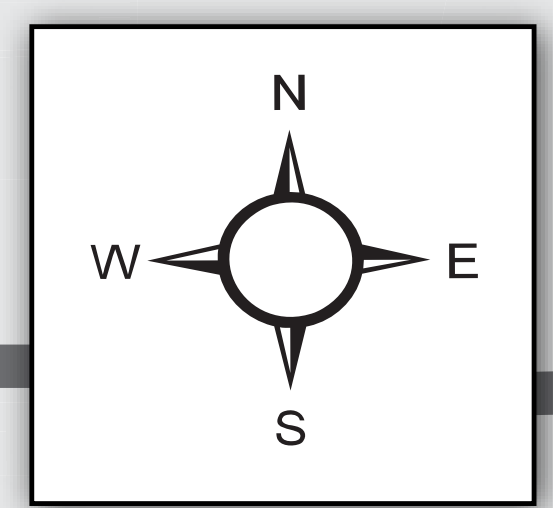
- Eastbound:**
- 1 Hiwassee Road
 - 3 West of SR 434 (from Maitland Blvd.)
 - 3 From SR 434
 - 4 Maitland Summit Blvd.
- Westbound:**
- 1 Hiwassee Road
 - 2 East of US 441 (from Maitland Blvd.)
 - 2 From US 441
 - 4 Maitland Summit Blvd.

EXIT SR 414 EXPRESSWAY

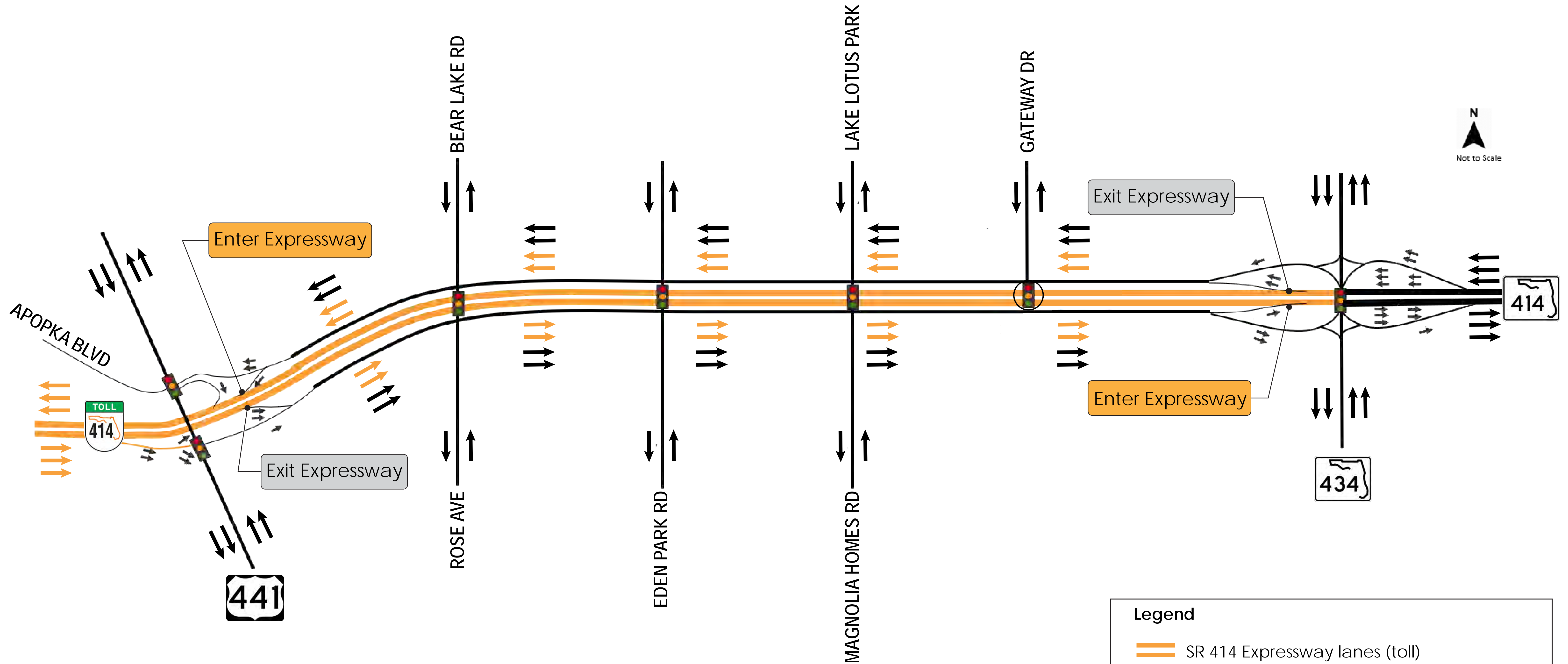
- Eastbound:**
- 1 Hiwassee Road
 - 2 To US 441
 - 2 East of US 441 (to Maitland Blvd.)
 - 4 Maitland Summit Blvd.
- Westbound:**
- 1 Hiwassee Road
 - 3 To SR 434
 - 3 West of SR 434 (to Maitland Blvd.)
 - 4 Maitland Summit Blvd.

LEGEND

- Study Limits
- Existing Limited-Access Facility
- Central Florida Expressway System
- SR 414 Expressway Extension
- Exit SR 414 Expressway
- Enter SR 414 Expressway



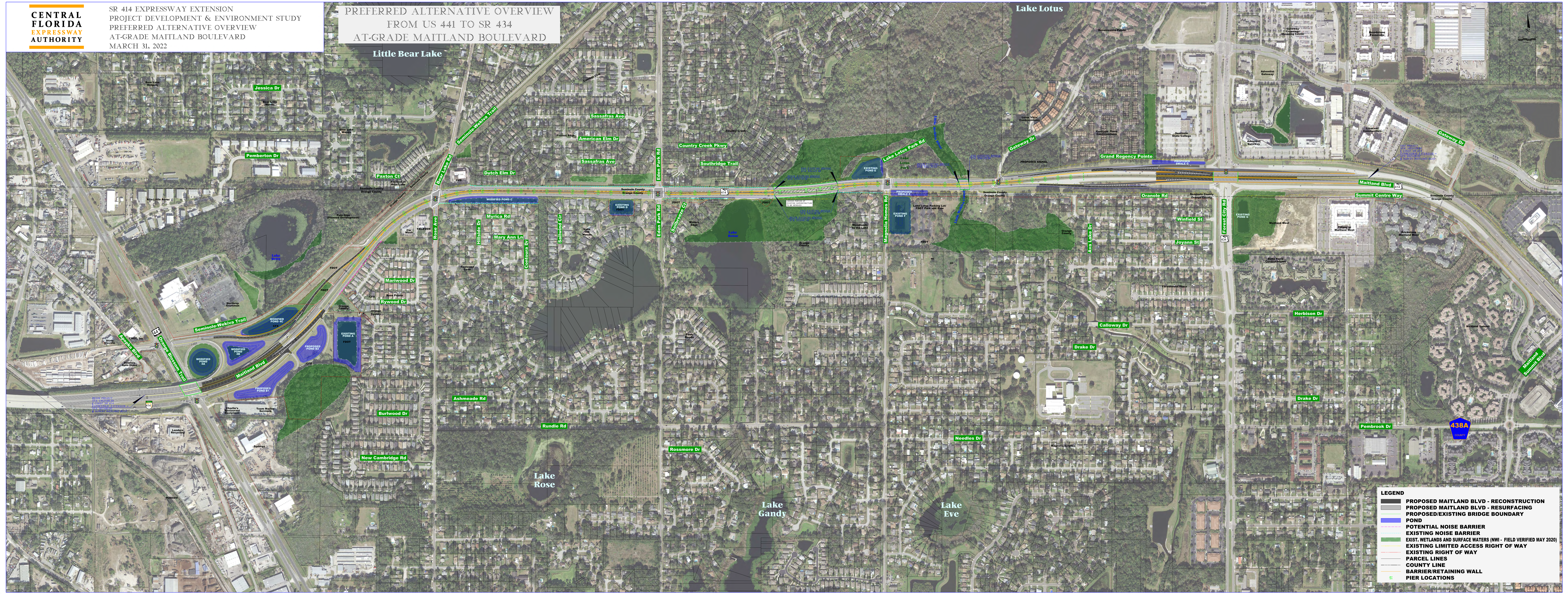
Preferred Alternative Expressway Access



Legend

- SR 414 Expressway lanes (toll)
- SR 414 (Maitland Blvd)
- SR 414 Expressway travel lane/direction
- SR 414 (Maitland Blvd) travel lane/direction
- Existing Signal
- Proposed Signal

PREFERRED ALTERNATIVE OVERVIEW
FROM US 441 TO SR 434
AT-GRADE MAITLAND BOULEVARD

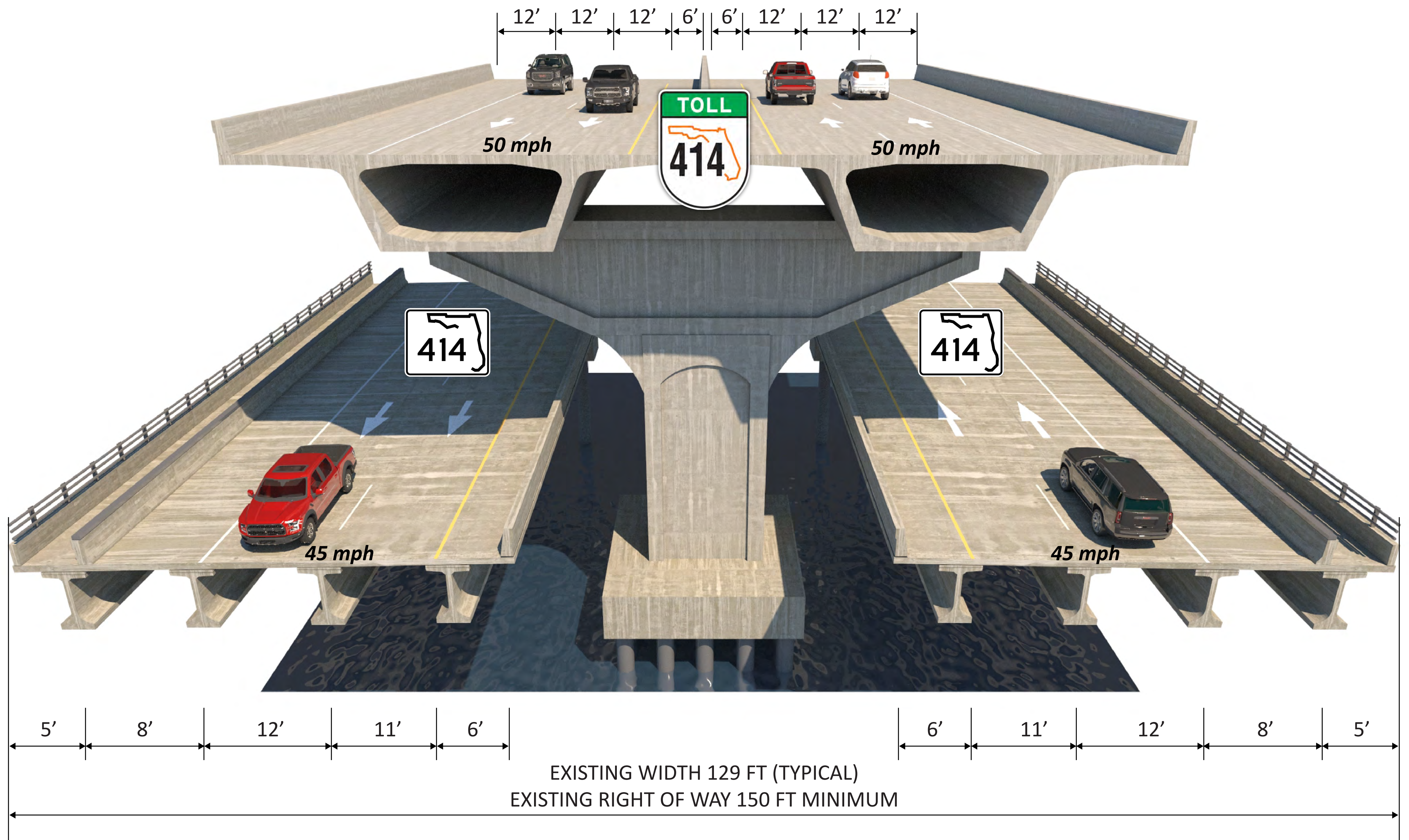


LEGEND

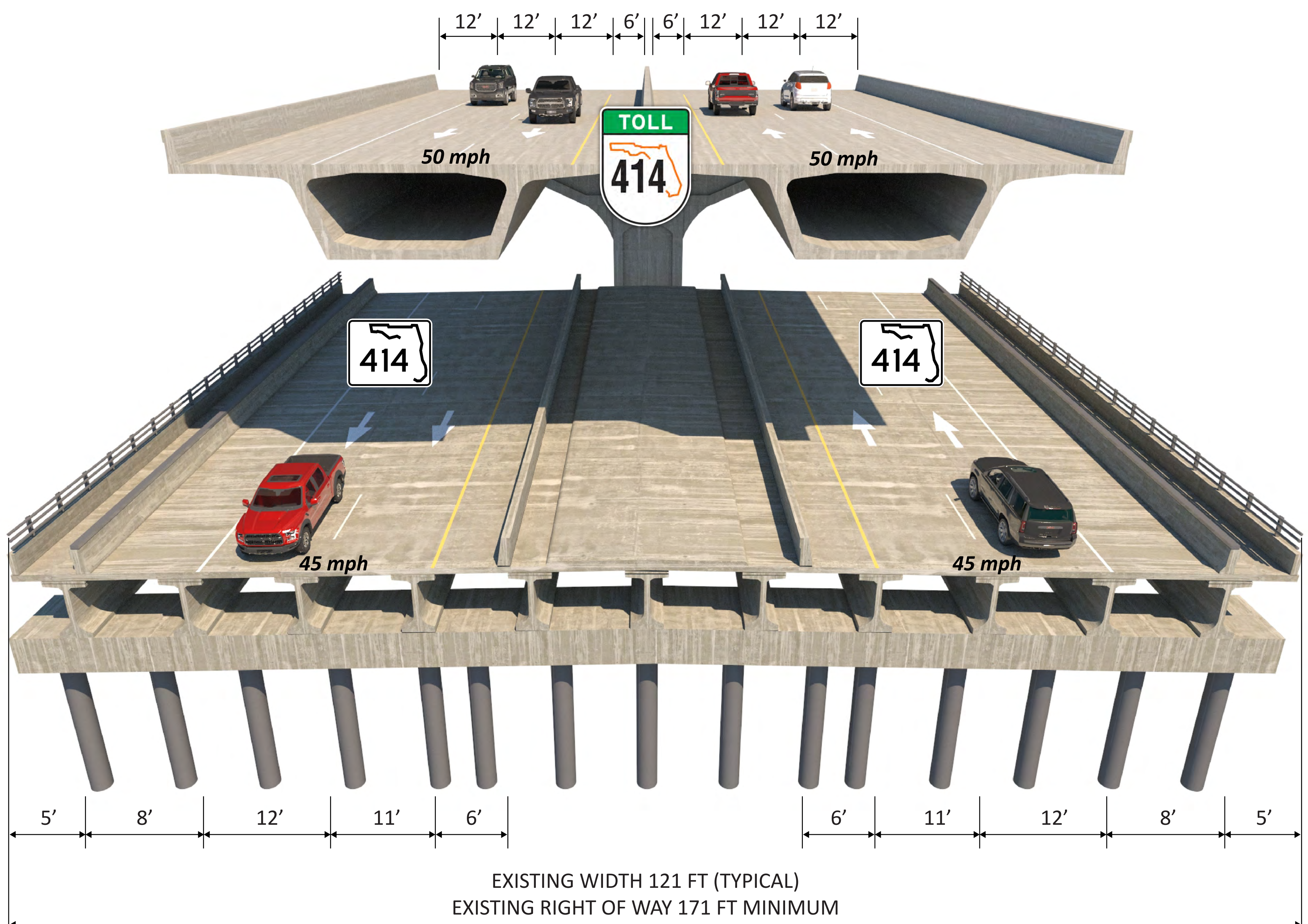
- PROPOSED MAITLAND BLVD - RECONSTRUCTION
- PROPOSED MAITLAND BLVD - RESURFACING
- PROPOSED/EXISTING BRIDGE BOUNDARY
- POND
- POTENTIAL NOISE BARRIER
- EXISTING NOISE BARRIER
- EXIST. WETLANDS AND SURFACE WATERS (NWI - FIELD VERIFIED MAY 2020)
- EXISTING LIMITED ACCESS RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PARCEL LINES
- COUNTY LINE
- BARRIER/RETAINING WALL
- PIER LOCATIONS

Preferred Alternative – Bridge Typical Sections

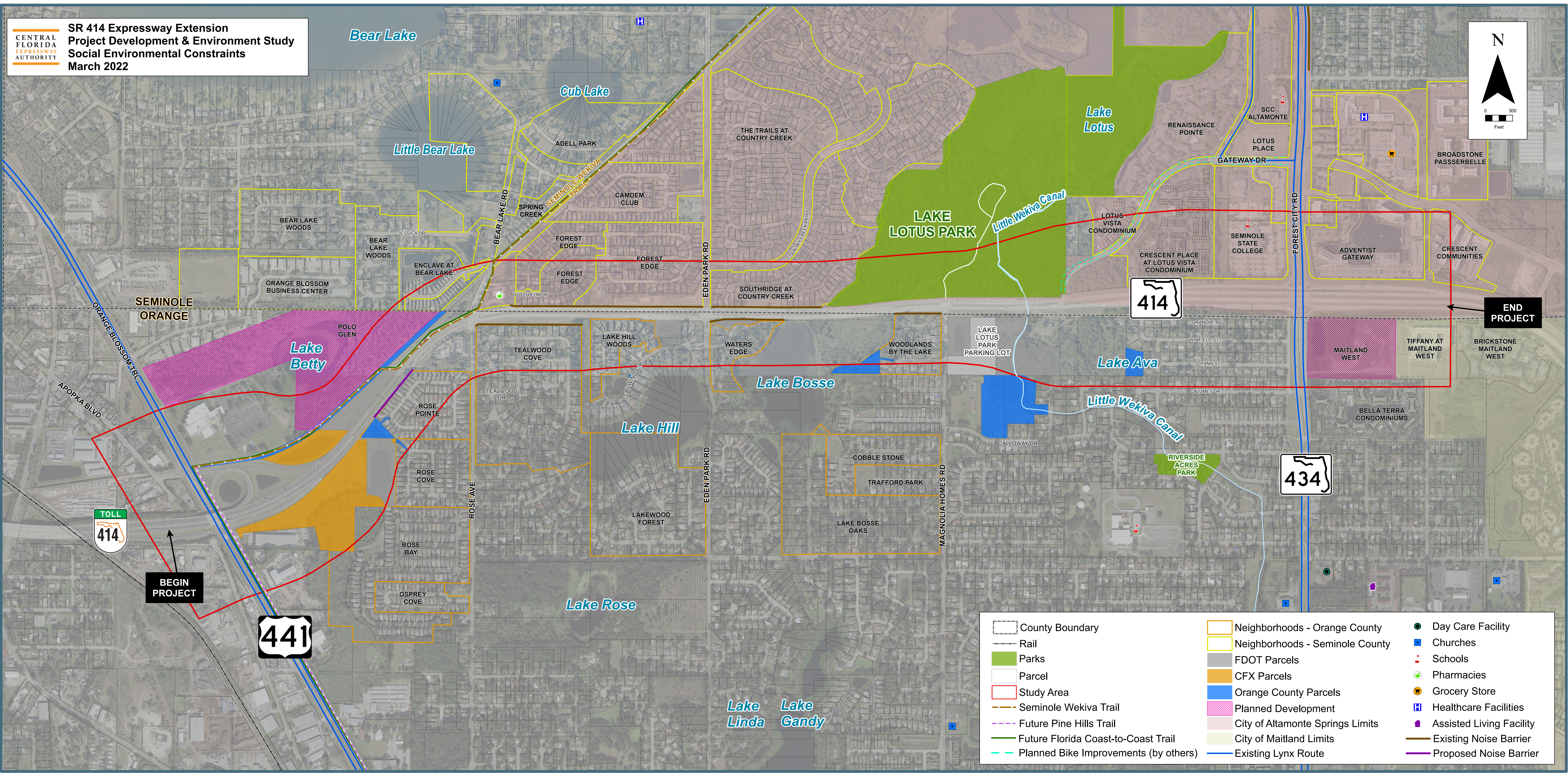
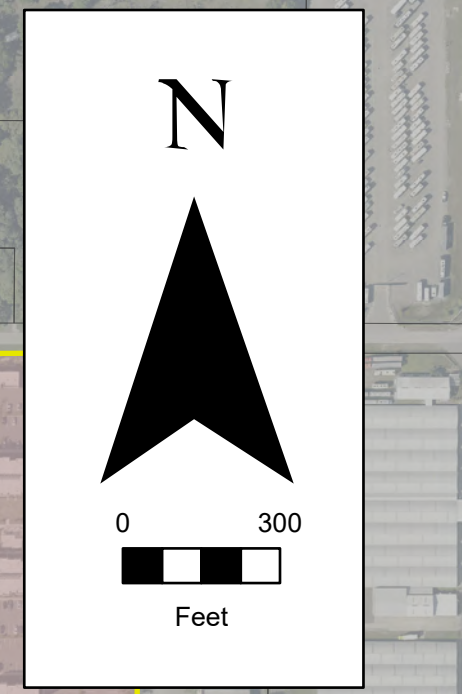
Preferred Alternative-Bridge over Lake Bosse



Preferred Alternative-Bridge over Little Wekiva River



XX mph = Design speed in miles per hour (mph)



County Boundary	Neighborhoods - Orange County	Day Care Facility
Rail	Neighborhoods - Seminole County	Churches
Parks	FDOT Parcels	Schools
Parcel	CFX Parcels	Pharmacies
Study Area	Orange County Parcels	Grocery Store
Seminole Wekiva Trail	Planned Development	Healthcare Facilities
Future Pine Hills Trail	City of Altamonte Springs Limits	Assisted Living Facility
Future Florida Coast-to-Coast Trail	City of Maitland Limits	Existing Noise Barrier
Planned Bike Improvements (by others)	Existing Lynx Route	Proposed Noise Barrier

SIGN IN

SR 414 Expressway Extension Project Development & Environment (PD&E) Study
 Draft Study Reports Display
 CFX Project No.: 414-227
 CFX, 4974 ORL Tower Road, Orlando, FL 32807
Documents are available for review until April 14, 2022

J. B.
Sign In Sheet

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Nicole Gough	Dewberry				
(Screen) [unclear]	CFX				
Colleen Ross	Jacobs				
Sunserca Daltu	Jacobs				
Melanie Koffler	Jacobs				
John Flora	Jacobs				
Kathy Putnam	Quest				
Dora Chester	CFX				
Will Hawthorne	CFX				
Shemir Wiles	Quest				
Carleen Flynn	CDM Smith				
Mary Brooks	Quest				

LISA MARK Quest
 Carolyn Fitzwilliam Quest

SIGN IN

State Road 414 Expressway Extension Project Development & Environment (PD&E) Study
 PUBLIC HEARING
 CFX Project No.: 414-227
 Wekiva High School, 2501 Hiawassee Road, Apopka, FL 32703
 Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Fred Howell		1380 Blackwillow Dr Altamonte Springs	Altamonte Springs FL 32714	OrlFred@aol.com	407-929-6461
Ellen Howell		((((((((' ' '	' ' '
Anne & Walt Gurgan		2606 Gurgan Rd	Orl. 32818		
Brian Kelly					
WAYNE BATTLE					407 758-7221
Boyd Jenkins		6253 Palomino Cir. Rd	32127	Sjenskins@bcnj.com	407 493 8169
Downing Newman		5403 Myrica Rd	32810	downing.newman@gmail.com	407-489-2616
Goff Moore		918 Lake Vista Dr	Alt SP 32714		

SIGN IN

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 Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Caroline Walter		937 Southridge Tr	Altamonte	carolindbwalter@hotmail.com	
TRAVIS HENRIQUES		5317 MYRICA RD	ORLANDO	TRAVIS.UCF@GMAIL.COM	561-385-1019
Robert Hickey		944 Southridge Trl	Altamonte Sp	Hickeyx3@bellsouth.net	321-276-2657
SEAN BISON		947 SOUTHBRIDGE TR	ALTAMONTE	LONERISON@YAHOO.COM	407 341-3528
Anita Godlove		2908 Joyann St.	Orlando		407-578-2445
Emma Castanho		954 Southridge Trail	Altamonte	emma.castanho@gmail.com	603-769-0086

SIGN IN

State Road 414 Expressway Extension Project Development & Environment (PD&E) Study
PUBLIC HEARING
CFX Project No.: 414-227
Wekiva High School, 2501 Hiawassee Road, Apopka, FL 32703
Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Sarah Martinez		5967 Paxton Ct	Apopka, FL 32703	slma246@aol.com	(850) 443-1523
Leona Greenlaw		1318 Sassafras Ave Altamonte Spgs	FL 32714	leonagreenlaw@jdhos.com	
Corey Quinn		144 BRISTOL CONWAY	FL 32779	corey.quinn@personts.com	407 748 5662
Cae / Cindy Ransom		1213 S Timberland Tr	Ort. Springs		407-697-8095
Laurie FARRIE		4041 Mallard Pt Ct	Orlando	L FARRIE	407 616-6133
Brett Blackden	City of Altamonte Springs	950 Calabria Dr	Alt. Springs	bblackden@altamonte.org	407-571-8338
ZACHARY WHITE	KISINGER, CAMPS AND ASS.	1122 DENTON	WINTER PARK, FL	ZWHITE@KCAENG.COM	813 956-1885
PAUL HEAGNEY	" " "	3202 HAZENRIDGE WAY	ORLANDO FL 32829	PHEAGNEY@ " "	" " "
TJ COLLATHIN		245 STONER RD	WINTER SPRING FL	TCOLLATHIN@DIAP.COM	407-923-8585

SIGN IN

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State Road 414 Expressway Extension Project Development & Environment (PD&E) Study
PUBLIC HEARING
CFX Project No.: 414-227
Wekiva High School, 2501 Hiawassee Road, Apopka, FL 32703
Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
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MARCELO	Self Resier	3108 Orlando Rd	Orlando		
Giselle Escobar	Self	3108 Orlando Rd	Orlando		
Richard Birch	Self	3108 Orlando Rd	Orlando		407-255-9877
Sylvia Solano	Self	3108 Orlando Rd	Orlando	Sylvia PR 1013@yahoo.com	407-618-3694
Elizabeth Seibrat	Self	1833 Brillione Ln	Orlando	whitmaneFL@gmail.com	4074358410
Daniel Vagts	Self	1277 Leatherwood	Altamonte Springs		4072721801
Kylee Vagts	Self	1277 Leatherwood Dr.	Altamonte Springs, FL 32714		4072721801
HARRY SKIDMORE	Self	4907 Baywind Cir	Orlando FL 32810	harryskidmore@att.net	407 304 0231
Carol Platt	Forest Edge HOA	1377 Black Willow Trl	Altamonte Sp. FL 32714	Carol.platt@gmail.com	407-619-7914
Mark Sauer	SELF	1328 Asaby Cr	Apop 32703	MARKSAUER528@GMAIL	3212778049
Stephen Heller	Self	5139 Spilwind Cir Orlando, FL	Orlando	spilwind1000@gmail.com	860-460-8345

SIGN IN

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Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Tammy Utegg	-	1111 Leyland Ct	Apopka FL 32716		407-963-5250
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Ruth Varquez		3112 Uranole Rd	Orlando	Bethanice19@gmail.com	321-948-9831
Genia Jany Capullo		35549 Cedar Ln	Leesburg ³⁴⁷⁸⁸ FL	Kcapullo@yahoo.com	321-436-7832
Pattie Heenan		8831 Eden Pale Rd	Orl	pattieup52@yahoo.com	407-592-5523
Carol Lefkov		953 Southridge Tr	Altamonte Springs	CAROL.SL.peace@gmail.com	407-294-8006
Fred Brummey		P.O. Box 788	Apopka 32704	forum@fredbrummey.com	
Ivannia Bok		1375 BLACK WILLOW R	ALTAMONTE SPR	IVANNIABOK213@gmail.com	407 538 8907
Danny Moran		BYWOOD RD	ORLANDO	DDCMORAN@JUNO.COM	407-683-4971
Diana Shields		Country Creek Subdiv Alt Spr.	Alt. Spr	d1sh@cfl.rr.com	407-782-2813
John Penny		1233 Pine Needle Ct, Alt. Spgs. FL	Alt. Spgs.	jpenny@cfl.rr.com	407-484-9890
Ted Davidson		3070 Coral Vine Lane Winter Park	Winter Park	ted.davidson@ARRINC.com	407-415-4648

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State Road 414 Expressway Extension Project Development & Environment (PD&E) Study

PUBLIC HEARING

CFX Project No.: 414-227

Wekiva High School, 2501 Hiwassee Road, Apopka, FL 32703

Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Antonio Bonilla					
Eddie Seabrooks	Self	3914 Castell PR	ORLAND FL 32810	Merlin 0430 PMSN.COM	407-821-1751
Davez Vogt	Self	1277 Leathorwood	Altamonte Sp		407-300-3635
Robert A. Huth	Self	581 Brantley Terrace Way #309	Altamonte Springs		
Bruce McKeland	Self	1234 Woodridge Ct	Altamonte Sp 6.	1	407-739-7708
Dorene McKeland		1234 Woodridge Ct	Altamonte Sp.		407-739-7713
Ken Symonds	Tierra, Inc	591 Susan B Britt Cir.	Winter Garden	Ksymonds@tierraeng.com	407-877-1354
Tan Nguyen	KW Engineering			tanekneengineer.com	(407) 690-3341
Michael Ronnebaum	Southridge HOA	1226 Pine Needle Ct	Altamonte Springs FL 32714	ronnebaum@gmail.com	407-619-5193
Steve Ferrell	HDR			steve.ferrell@hdrinc.com	
Jim Phillips	Self	672 Geneva Place	Tampa FL 33606	jmaragator@gmail.com	813-293-7060
Fran Difede	Southridge	935 Southridge Tr	Altamonte Sp 32714	fjdifede17@yahoo.com	407-252-4123

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State Road 414 Expressway Extension Project Development & Environment (PD&E) Study

PUBLIC HEARING

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Wekiva High School, 2501 Hiwassee Road, Apopka, FL 32703

Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
James Coffin		934 Southridge Trail Altamonte Spr. FL	32714	jamesncoffin@gmail.com	321-228-4549
Daniel Mildred Niervas		5145 Skilwood Cir Orlando FL	32810	mildredelena69@icloud.com	407-579-1341
JOEY ROSELLI		1900 HANSON AVE ORLANDO FL	32804	JOEY.ROSELLI@GMAIL.COM	407-406-4512
BRIAN KIRWAN		3224 WARD ROAD ORL	32806	bdkirwan@gmail.com	407.412.7442
Jeannette Cassano		8696 Hillside Dr. Orlando, FL	3280	jeannette.cassano@yahoo.com	
Laura Maddox		4848 Eden View Ct Orlando, FL	32810	laura.maddox@hnhco.com	321-278-7823
JEAN DEETS		982 Southridge Tr Alt Spr		JEANDEETS@SEMINOLECOUNTYFL.GOV	407-65-5601
Susan & Walt Turner		942 Southridge Tr Alt Spr, FL	32714	sjacome@bellsouth.net	407-3421073
Joe Walter		937 Southridge Trail Alt Spr	32714	joehwalter@gmail.com	407-5781416
NATHAN SILVA		310 E PINE ST ORLANDO FL	32801	NATHAN.SILVERS@utia.com	
Mark Hammonds		909 Lotus Vista Dr Apt. 102 Altamonte Springs, FL	32714	markhammonds@icloud.com	
Jon Lukas		1273 S. Timberland Trl Altamonte Springs	32714	Josoccer22@aol.com	321-388-2279

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State Road 414 Expressway Extension Project Development & Environment (PD&E) Study

PUBLIC HEARING

CFX Project No.: 414-227

Wekiva High School, 2501 Hiwassee Road, Apopka, FL 32703

Thursday, March 31, 2022

Name	Organization	Address	City/State/Zip	Email Address	Phone Number
Blake Hattaway				BlakeHattaway@gmail.com Hattaway@b	
Bob Caldwell				CaldwellT, @ A&L.com	
CHARLES LEE	AUNBORO FLORIDA			CHLEE2 @ EARTHLINE.NET (407) 620-5179	
Glen Pressione	CFX				
MICHAEL HEAVEN					
George Donovan				gdonovan@SS-roofing.com	
Elmer Pruitt		5062 Sawwind Cr.	Orl. FL 32812	elmerpruitt@barrodisplay.com	909-680-9487
Bernadette Penny	resident	1233 Pine Needle Ct.	AS FL 32714	bpenny@cp1.com	
Jessica Bowman	resident	5951 Paxton Ct.	Apopka, FL 32703	Reanne.bowman@gmail.com	
Lenni Jo Yarchin	resident	5947 Paxton Ct	Apopka, FL 32703	Lpjusa1@aol.com	
LINDA & MIKE KOZAK	RESIDENT	9025 GREENBROOK COURT	ORLANDO, FL 32810	MKOZAK.MCO@GMAIL.COM	
DENNIS Deash resident	RESIDENT LEASING CO NEAR BOYS				

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday March 31, 2022

As a local resident, our main concerns regarding this

Project are as follows:

1. Aesthetics - having a highway in your back yard goes beyond visually unappealing; it is disruptive and an eye sore.
2. Sound / Noise - likely to ↑ as sound walls may not be built as high as the expressway.
3. Decreased value of our homes. Incredibly difficult to sell a home that backs up to an elevated expressway.
4. Disruption of traffic flow + peace during 2.5 years of construction.
5. Light pollution.
6. Would love to see some alternative approaches to this endeavor.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Lenni Jo Yurchin

Address: 5947 Paxton Ct

Apopka, FL 32703

Email: ljyurca1@aol.com

Phone: _____

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.

Thank you!



Good Evening

My name is Harry Skidmore. My wife Ann and I own the house at 4907 Baywind Circle. Our back yard is parallel to Maitland Boulevard, and we are directly impacted by this proposed elevated highway extension.

This Project, if implemented, will completely alter the community and environment. Instances across the country show that the construction of a significant elevated roadway through the middle of a community causes irreparable permanent harm. So why is this elevated highway being promoted with misleading and out-of-scale drawings touting its beauty and unrealistic landscaping rather than addressing the real issues as well as alternatives.

You have developed a plan that you hope will solve traffic problems and generate funds for another toll road and that's okay. It was done with little community involvement and from your perspective that's okay.

But what is not okay is to destroy the home values of citizens that have spent years building equity in their homes. For most people a home is the most valuable asset they own. This elevated road will plummet home prices and dissolve homeowners' equity. Florida currently leads the nation with 1.7 million empty homes. Build this and the list will grow. What alternatives have the planners considered?

ALTERNATIVES:



- What are the less expensive, more practical alternatives?
- Grade separations or Urban overpasses at key intersections, would eliminate the need for traffic lights at intersections and allow traffic to flow uninterrupted and would be far less costly.
- would allow for additional growth at future intersections
- would be more far more attractive
- would enable easier maintenance and landscaping
- would be safer with better visibility
- urban overpasses much less expensive and less environmentally invasive than an elevated highway.

These are the legitimate questions that our communities raised in the belief that this was a ‘done deal’, and that the presentations were for public relations only.

The opponents of this project are realistic enough to assume that progress is inevitable. But they are also the people most affected by this patented product presented as an easy solution. saying, Maybe now's the time to take another look at the previous solutions.

Before any moving forward on this proposed project it is mandatory that the following actions be completed:

- Establish a planning Committee with full community participation to review options to the CFX SR 414 Expressway Extension Project.
 - The Committee will review the present design as well as alternatives. They will review environmental impact, health concerns, noise abatement and mitigation requirements of each option.
 - A cost/benefit analysis of each option will be completed for each option.
 - A review of each option will examine the effect on neighborhoods paying particular attention to impact on home values.
 - Each option will include a complete review of all alternatives to mitigate traffic congestion.

The community has a major stake in the proposed project. They must have an active role in the planning and decision-making process. "The more the planners plan, the more the plans fail" Ronald Regan. CFX has a responsibility to ensure that there is community involvement in the planning process that is real, tangible and substantial.

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022



Can this project be started yesterday?

I am so in favor of this bridge/overpass.
I travel 414 everyday, from the 441 to Maitland
Summit Dr. The traffic is so backed up in
the afternoon/evening + from my observation
most of the traffic coming off I-4, that is backed
up starting at ~~State~~ Magnolia Homes light, continues
past 441 onto the 414 Expressway section. Having
all those cars have a "straight thru" route w/it
be FANTASTIC.

I CAN'T WAIT!!! - Wanting this for YEARS!

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Tammy Utteg
Address: 1111 Leyland Ct
Apopka FL 32712
Email:
Phone: 407-963-5250

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.
Thank you!



- In the morning the traffic all goes east.
in the afternoon 2 all goes west -
did u evaluate putting up only 2 lanes elevated
that reverse direction? Probably save
\$100 million and yard still get 90%
of the toll revenue.

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Emma Perren

Address: 5062 Sealand Cir

City: Orlando FL

Email: Emma Perren@disply.com

Phone: 407-472-3960

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.
Thank you!

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022

- Why Should Lake Hill Woods take down its 21 yr
old wall that was not designed as a ^{noise} barrier
So you can put up a proper noise barrier -

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Elmer Putnam

Address: 5062 Sailwind Cir

Orlando FL

Email: elmer.p@barrdisplays.com

Phone: 407-472-3960

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.
Thank you!

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022

I would strongly support creating a barrier
ideally grass & trees between the traffic &
the bike/walkin lane/path — to reduce the
chance of vehicles hitting pedestriant bikers,
and to make it a more attractive
recreational opportunity than it is now

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Leona Greenlaw

Address: 1318 Sassafras Avenue

Altamonte Springs FL 32714

Email: leona.greenlaw@yahoo.com

Phone: _____

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.

Thank you!

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022

I have many concerns on this project. I am strongly opposed to a raised highway directly over people's homes. It will greatly decrease values and peacefulness of people living along Hattland Blvd. There is no way to mitigate for the sound and additional lights. The proposed local roads do not even limit traffic because Seminole State ~~is~~, the new apartments + anyone needing to access 434 will need to use the local roads. FDOT needs to find a way to improve this portion in the same way they improved the other portion of 414.

Our neighborhood (Enclave at Bear Lake) would like to request a meeting or be involved with the planning process

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Rianne Bowman (Vice President of Enclave at Bear Lake)

Address: 5951 Paxton Ct.

Apopka, FL 32703

Email: Rianne_bowman@gmail.com

Phone: 407-575-7396

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.

Thank you!

Mar 30, 2022, 10:39 AM

to: pbates, sreeces, jbatman, jturney, loushman, ProjectStudies, bcc: me

Dear Ms. Putnam, Ms. Bates and Altamonte Springs Commissioners-

My name is Carol Lefkov and I live in Country Creek at 953 Southridge Trail, Altamonte Springs, FL 32714. The back of my house faces the 414 wall. You can look up my location on Google maps. I have lived at this address since 1990 - before Maitland Blvd was extended beyond Forest City Rd (434). Pat Bates was my neighbor on Southridge. Longtime residents will remember how quiet, serene, and dark it was before the extension to 434 and later to 441. I would invite you to spend a weekday at my house to experience the change in the quality of life between 1990 and 2022.

I have attached questions that I want presented at the meeting on October 31. I attended the February 10, 2021 webinar meeting. I submitted more than 10 questions in response to that meeting and never received a response. I am sending this email with the attached updated questions to the Altamonte Springs Mayor and Commissioners as well as to Kathy Putnam, the Public Involvement Coordinator for Project Studies at the Central Florida Expressway Authority.

I will be attending the March 31 meeting along with a number of my Country Creek neighbors. I am looking forward to a discussion of the plans. **PLEASE READ THE QUESTIONS THAT I HAVE ATTACHED TO THIS EMAIL.** I look forward to seeing you at the meeting as this proposed project will have an effect on the lives of many Altamonte Springs residents and voters.

Respectfully,
Carol Lefkov
407-929-2505
carolsi.peace@gmail.com

Questions re: SR 414 Expressway Extension

The following questions were submitted to the **Central Florida Expressway Authority** during the meeting on **February 10, 2021**. I attended on Zoom. I never received any answers to my questions so I am submitting them again for the meeting to take place on **March 31, 2022**.

1. (Was the February 10, 2021 meeting) the **Pre Alternatives Public Workshop** planned for Dec 2020 or:
2. the **Alternatives Public workshop** planned for Jan '21?
3. What alternatives were considered?
4. Why chosen?
5. Why not chosen?
6. **What time of day will the work be done?**
7. Are there any plans for sound abatement?
8. If not, why not?
9. If so, what are they?
10. (Wording is changed to clarify): At least, will the top of the current wall, which dips on the westward approach to Eden Park Rd, be leveled off to limit the view of tall vehicles on the road?
11. How will you compensate damage to our homes & health due to the construction noise, pollution, and vibrations? How about the value of our homes during the build?
12. Where will I gain access to 414 if this is built as planned?
13. How long will the build take once it is started?
14. What do you mean by "reconfiguring" the existing at grade SR414?
15. Define "Bridge Modifications" at Lake Bosse and Little Wekiva River.
16. (Statement): At least 7 distinct neighborhoods which border 414 will be negatively affected.

Additional questions for the March 31, 2022 meeting:

1. Will you provide alternate accommodations to residents who are most impacted (re:sight and hearing) during construction?
2. Before the current wall was built, residents were promised that trees would be planted to hide the wall and traffic. This was never done. What kind of trees will be planted to hide the elevated road if this is even possible? When would this take place?
3. Is there a new kind of sound barrier that would work better to limit the noise?

Respectfully,
Carol Lefkov 953 Southridge Trail Altamonte Springs, FL 32714

COMMENT FORM

State Road 414 Expressway Extension
Project Development & Environment (PD&E) Study
Public Hearing
Thursday, March 31, 2022



Obviously there will be noise assessment component of the design. I don't see the construction of a 80 barrier sound wall.

With the cost savings achieved by not purchasing Row has a clear trade off, which is to ensure this project does not increase noise for adjacent homeowners.

- This project must include a sound wall barrier
- Additionally the visual eye sore of a 40ft elevated road would be mitigated with the wall.

- Be clear about the noise results. Decibel system is not linear it is exponential. ^{A few decibels} ^{adds the noise} ^{more} you should not get an exponential

(Please continue comments on the back of this page if more space is needed. Thank you.)

Joe Walter

Name: Joe Walter

Address: 937 Southside Trail

Altamonte Springs, FL
johwalter@gmail.com

Phone: 407-578-1416

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.
Thank you!

From Noise Abatement Because The Previous
Wall Is Not Functioning Its Designed.

This Is Not Fair and Not Right.
It Does Not Pass the SMC Test.

I am just Imagining All of The trash Being
Thrown In My Back yard.

Taking My Property was deemed Too Expensive
so This Alternative effectively takes My
Property without Any Cost.

It is Not Fair & Not Right.



My concerns/comments are:

- ① What will be done to buffer the surrounding residential properties from the expressway? Noise and visual buffers are necessary.
- ② Our neighborhood would like to be included in the development process and would ~~also~~ welcome the opportunity to meet as design/buffer decisions are explored. The Enclave at Bear Lake
- ③ Why is there no proposed noise wall at the west end on both sides of the road? Currently only one side has a proposed noise wall. There has been apartment buildings constructed at the west end and there is no noise barrier. In addition, all trees have been removed that would have buffered the Enclave at Bear Lake.
- ④ There needs to be more notifications for meetings. I knew nothing of any meetings that occurred prior to the public meeting.

(Please continue comments on the back of this page if more space is needed. Thank you.)



Name: Sarah Martinez

Address: 5947 Paxton Court

Apopka, FL 32703

Email: skm24@aol.com

Phone: (850) 443-1523

We welcome your comments. You may also email your comments to Kathy Putnam, Public Involvement Coordinator, Central Florida Expressway Authority, at ProjectStudies@CFXway.com.

Thank you!

⑤ What will be done to protect residential areas during construction?

⑥ Why were there no other options presented to the public?

⑦ Just because a study determines that something isn't required (ie. noise levels don't rise significantly) doesn't mean that the Expressway Authority should not go above and beyond. ~~It~~

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: Newman Downing
LAST FIRST MIDDLE INITIAL

Address: 5403 Myrica Rd.
STREET
Orlando FL 32810
CITY STATE ZIP

Email: downingnewman@gmail.com

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: Ronnebaum Michael R
LAST FIRST MIDDLE INITIAL

Address: 1226 Pine Needle Ct
STREET
Altamonte Springs FL 32714-1283
CITY STATE ZIP

Email: ronnebaumm@gmail.com

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: Varquez, Roberto J.
LAST FIRST MIDDLE INITIAL

Address: 3112 Orange Rd
STREET
Orlando FL 32810
CITY STATE ZIP

Email: Robertjvarquez1@gmail.com

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

Name: Shields, DIANA (Country Creek)
LAST FIRST MIDDLE INITIAL

Address: 1219 Parkland Court
STREET
Altamonte Springs, FL 32714
CITY STATE ZIP

Email: DLSH@CFL.RR.com

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STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

Name: HEAVENER MICHAEL S
LAST FIRST MIDDLE INITIAL

Address: 8831 EDEN PARK ROAD
STREET
ORLANDO FL 32810
CITY STATE ZIP

Email: HEAVENER328@YAHOO.COM

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PLEASE PRINT

Name: Skidmore HARRY F
LAST FIRST MIDDLE INITIAL

Address: 4907 Baywind Circle
STREET
Orlando FL 32810
CITY STATE ZIP

Email: harryskidmore@att.net

** might not speak*

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STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

Name: Howell Frederick J.
LAST FIRST MIDDLE INITIAL

Address: 1380 Black Willow Trail
STREET
Altamonte Springs FL 32714
CITY STATE ZIP

Email: ORLFRD@aol.com

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Speaker Request Card

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PLEASE PRINT

Name: Newman Mark L
LAST FIRST MIDDLE INITIAL

Address: 5403 Myrica Road
STREET
Orlando FL 32810
CITY STATE ZIP

Email: mnewman54@comcast.net

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PLEASE PRINT

Name: ROWE JOHNNIE
LAST FIRST MIDDLE INITIAL

Address: 3002 ORANGE RD.
STREET
ORLANDO FL 32810
CITY STATE ZIP

Email: JLROWE@COMCAST.NET

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PLEASE PRINT

Name: CASSANO, Jeannette
LAST FIRST MIDDLE INITIAL

Address: 8696 Hillside Drive
STREET
Orlando FL 32810
CITY STATE ZIP

Email: jeannette.cassano@yahoo.com

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

Name: LEFKOV CAROL S
LAST FIRST MIDDLE INITIAL

Address: 953 Southridge Tr
STREET
Altamonte Springs FL 32714
CITY STATE ZIP

Email: CAROLSL.peace@gmail.com

PUBLIC HEARING - MARCH 31, 2022

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Speaker Request Card

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PLEASE PRINT

Name: Bowman Reanne
LAST FIRST MIDDLE INITIAL

Address: 5951 Paxton Ct.
STREET
Apopka FL 32703
CITY STATE ZIP

Email: Reanne.bowman@gmail.com

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Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: DOWLING DENNIS M.

LAST FIRST MIDDLE INITIAL

Address: 5329 MYRICA ROAD

STREET

ORLANDO FL (TEALWOOD) COV

CITY STATE ZIP

Email: DENNIS.DOWLING@EMAIL.COM

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STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

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PLEASE PRINT

Name: SOLANO PEREZ SYLVIA

LAST FIRST MIDDLE INITIAL

Address: 3108 ORANGE RD

STREET

ORLANDO FL 32810

CITY STATE ZIP

Email: SYLVIA.PR1013@YAHOO.COM

PUBLIC HEARING - MARCH 31, 2022

STATE ROAD 414 EXPRESSWAY EXTENSION

Speaker Request Card

To be completed prior to making a statement

PLEASE PRINT

Name: CHARLES LEE

LAST FIRST MIDDLE INITIAL

Address: 1101 AUDSON WAY

STREET

MAITIA R 32917

CITY STATE ZIP

Email: CHLEE2@FAITHFUL+MARTINE.COM

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1 CENTRAL FLORIDA EXPRESSWAY AUTHORITY

COPY

2 STATE ROAD 414 EXPRESSWAY EXTENSION

3 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

4 _____/

5 PUBLIC MEETING BEFORE THE CENTRAL FLORIDA EXPRESSWAY

6 AUTHORITY

7 DATE: MARCH 31, 2022

8 REPORTER: PENELOPE THANOS

9 PLACE: WEKIVA HIGH SCHOOL

10 2501 NORTH HIAWASSEE ROAD

11 APOPKA, FLORIDA 32703

12

13

14

15

16

17

18

19

20

21

22

23

24

25

APPEARANCES

1
2
3 Kathy Putnam, Quest Corporation of America
4 Sunsera Dalton, Jacobs Engineering
5 Will Hawthorne, CFX
6 Charles Lee, Director of Advocacy - Audubon of Florida
7 Michael S. Baker, Jacobs Engineering
8 Harry Skidmor, Local Resident
9 Michael Ronnebaum, Local Resident
10 Downing Newman, Local Resident
11 Mark Newman, Local Resident
12 Michael Heavener, Local Resident
13 Diana Shields, Local Resident
14 Dennis Dowling, Local Resident
15 Fred Howell, Local Resident
16 Reanne Bowman, Local Resident
17 Carol Lefkov, Local Resident
18 Jeannette Cassano, Local Resident
19 Sylvia Solano-Perez, Local Resident
20 Fred Howell, Local Resident
21 Johnnie Rowe, Local Resident
22 Roberto Vasquez, Local Resident
23
24
25

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INDEX

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PROCEEDINGS

4

EXHIBITS

(None marked)



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PROCEEDINGS

1
2 MS. PUTNAM: Good evening. The Central Florida
3 Expressway Authority welcomes you to the public
4 hearing for the State Road 414 Expressway Extension,
5 Project Development, and Environment Study. My name
6 is Kathy Putnam and I'm the public involvement
7 coordinator for this study. With me tonight here up
8 front are Sunsera Dalton with Jacobs Engineering,
9 the lead consultant for the study, and Will
10 Hawthorne, Director of Engineering for CFX. And at
11 this time we'd like to recognize any Federal, State,
12 County, or City elected officials who are with us
13 this evening. We don't think we saw it in here but
14 are there any here who'd like to be recognized?
15 Okay, then. Moving on, this study has evaluated
16 alternatives for a proposed Expressway extension of
17 the toll portion of State Road 414, the John Land
18 Apopka Expressway within the median of the non-
19 tolled section of State Road 414, Maitland
20 Boulevard, from U.S. 441 to State Road 434. The
21 study has identified a preferred alternative.
22 Tonight's hearing is being held to provide you with
23 the opportunity to comment on this project. You'll
24 see a presentation tonight and then have opportunity
25 to provide a comment at the microphone. And you



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1 have one at the end of each of these aisles. We do
2 have speaker cards. Please, if you have speaker
3 cards, we have folks standing around the auditorium.
4 If you haven't turned in a speaker card and you
5 decide that you would like to speak, please raise
6 your hand and one of my colleagues will come over to
7 you with pen and a speaker card and obtain that from
8 you. Now, of course, speaking at the microphone is
9 not the only way that you can submit comment. You
10 can, of course, submit one of the comment cards that
11 you received tonight when you came in, and we do
12 have those as well if you would prefer to give
13 written comment. You may e-mail us at
14 ProjectStudies@CFXWay.com or you may go onto the
15 study's web page and comment through the web page.
16 Please note that April 11th of this year is the
17 deadline for receiving comments to be part of the
18 public record for this public hearing. So now, we
19 will begin the presentation.

20 VIDEO PRESENTATION: Welcome to the Central
21 Florida Expressway Authority's Public Hearing for the
22 State Road 414 Expressway Extension Project
23 Development and Environment or PD&E study. We
24 appreciate your attendance and participation. The
25 purpose of tonight's public hearing is to share



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1 information with the public about the preferred
2 alternative, its conceptual design, and social,
3 economic, and environmental effects. A transcript
4 of the presentation and all verbal or written
5 comments will be part of the public hearing record
6 for this project. Public participation at this
7 hearing is encouraged and solicited without regard
8 to race, color, national origin, age, sex, religion,
9 disability, or family status. Persons wishing to
10 express their concerns about Title VI may do so by
11 contacting CFX. The contact information is displayed
12 on this slide. We will now begin the presentation.
13 There are three primary components to tonight's
14 hearing. First, the open house which occurs during
15 the first hour of the meeting. This is where
16 attendees can view this presentation, view the
17 project displays, and speak directly with the
18 project team. There is also the opportunity to
19 submit comments in writing or to the court reporter.
20 Second, this presentation which explains the project
21 purpose and need, study alternatives, the potential
22 beneficial and adverse social, economic, and
23 environmental impacts, and anticipated costs. Third,
24 the public hearing which serves as an official forum
25 for the public to express their opinions about



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1 the project. A formal comment period follows this
2 presentation where attendees provide oral comments at
3 the microphone before CFX representatives. Of
4 course, there's also the opportunity to provide
5 comments directly to the court reporter or in
6 writing. All forms of comment carry the same
7 weight. The project is in the PD&E study phase
8 within CFX's project development process shown here.
9 Following a PD&E study, after public inquiry is
10 received on the preferred alternative and based on
11 CFX board approval, the next phase would be design. A
12 PD&E study has three main components. An engineering
13 component which consists of the development and
14 analysis of potential design solutions, an
15 environmental component which evaluates potential
16 impacts to the natural, social, and physical
17 environments, and a public involvement component to
18 inform and involve all interested parties in the
19 development of the proposed transportation project.
20 The project is located on Maitland Boulevard or State
21 Road 414 between U.S. 441 and State Road 434. Note
22 that Maitland Boulevard east of U.S. 441 is a Florida
23 Department of Transportation or FDOT roadway and
24 crosses multiple jurisdictions, including Altamonte
25 Springs,



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1 Maitland, Orange, and Seminole counties. This
2 project required extensive coordination with FDOT
3 and the multiple municipalities in this area. The
4 existing toll State Road 414 or John Land Apopka
5 Expressway provides regional connectivity between
6 Northwest Orange County and I-4 as shown in green on
7 this slide. The I-4 Ultimate project has converted
8 Maitland Boulevard east of State Road 434 into a
9 limited access facility, leaving the segment between
10 U.S. 441 and State Road 434 as at grade facility
11 between two limited access facilities. This project
12 is included in CFX's 2040 master plan and design is
13 funded in the five-year work plan. The project is
14 also included in the MetroPlan Orlando Transportation
15 Improvement Program. The purpose of this PD&E study
16 is to determine if a limited access facility between
17 U.S. 441 and State Road 434 is viable and cost
18 feasible. The project goals include reduced
19 congestion, enhanced mobility options for longer
20 trips, multimodal enhancements, avoidance of right-
21 of-way impacts, and improved vehicle pedestrian and
22 bicyclist safety. The project is needed to provide
23 capacity to meet anticipated future traffic demand,
24 improve regional connectivity between northwestern
25 Orange County and the



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1 employment centers in the Orlando metropolitan area,
2 enhance safety, and support multimodal opportunities.
3 A traffic analysis was conducted as part of this
4 study. It indicated that the average annual daily
5 traffic on Maitland Boulevard west of State Road 434
6 is expected to increase 25 percent by 2045. Based on
7 projected traffic volumes, increased delay and
8 congestion is expected along Maitland Boulevard. The
9 No Build alternative considers previously planned
10 improvements and involves widening Maitland Boulevard
11 to six lanes. As indicated here, four out of five
12 intersections along this segment would experience
13 failing conditions in the No Build alternative. The
14 purpose of the State Road 414 Expressway extension is
15 to provide needed capacity on Maitland Boulevard to
16 meet current and future traffic needs. The PD&E
17 study began in March of 2020 and is expected to be
18 complete by mid-2022. Public involvement and
19 interagency coordination have been an integral part
20 of this study. Public involvement meetings began in
21 October 2020 and have continued throughout the study.
22 Representatives from CFX and the consultant team were
23 available at each meeting to discuss the project and
24 answer questions. The public involvement effort for
25 this project

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1 included two scheduled public meetings, including
2 this public hearing, two project advisory group
3 meetings, two environmental advisory group meetings,
4 three Environmental Stewardship Committee meetings,
5 and multiple stakeholder meetings. All input
6 received was considered during the refinement of the
7 alternatives and the development of this preferred
8 alternative. We have met with numerous agencies and
9 stakeholders. Their input shown here was used to
10 refine the preferred alternative. The existing
11 Maitland Boulevard is a four-lane divided roadway
12 that's approximately centered within an existing
13 right-of-way of 118 feet minimum. The roadway's
14 typical section consists of two 11-foot-wide lanes
15 in each direction and a 46-foot wide median. Non-
16 continuous sidewalks are present on both sides of
17 the roadway and undesignated bike lanes are provided
18 on the existing four-foot-wide shoulders between
19 Bear Lake Road and Gateway Drive. The preferred
20 alternative shown here includes two new Expressway
21 toll lanes in each direction while maintain the
22 existing at-grade Maitland Boulevard below with two
23 lanes per direction. The proposed improvements will
24 separate the through traffic from the local traffic
25 on Maitland Boulevard. This will allow for greater



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1 mobility and reduce congestion on both facilities.
2 The elevated four-lane Expressway extension is to be
3 constructed above the existing roadway with the
4 bridge piers located within the existing median of
5 Maitland Boulevard. The Expressway will be elevated
6 above the four intersections along the study
7 corridor. The proposed improvements involve
8 restriping Maitland Boulevard to include seven-foot
9 buffered bike lanes and reducing the design speed to
10 45 miles per hour. Additionally, the existing five-
11 foot-wide sidewalks will be maintained along both
12 sides of Maitland Boulevard. These enhancements are
13 expected to improve safety for pedestrians and
14 support future multi-modal opportunities. No right-
15 of-way impacts are anticipated. Based on agency and
16 public comments received, pedestrian and bicycle
17 enhancements and trail connectivity were evaluated
18 as part of the study. However, as shown on this
19 slide, there are constraints to increasing the
20 existing sidewalk width east of Bear Lake Road and
21 at Lake Bosse bridge. The preferred alternative
22 includes buffered bike lanes and maintains trail
23 connectivity with the existing Seminole Wekiva Trail
24 as requested by stakeholders. It also accommodates
25 the future Florida Coast to Coast Trail at its



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1 future connection with the Seminole Wekiva Trail at
2 U.S. 441. Shown here is the overall view of the
3 preferred alternative lane configuration. The
4 preferred alternative would maintain local access to
5 the at-grade Maitland Boulevard cross streets, as
6 well as access to U.S. 441 and State Road 434.
7 Eastbound motorists traveling on State Road 414 from
8 Hiawasse Road and points west would be able to exit
9 the Expressway just past U.S. 441 to access at-grade
10 Maitland Boulevard or be able to enter the Expressway
11 to continue on State Road 414 to areas east of State
12 Road 434. Westbound motorists traveling on State
13 Road 414 from the Maitland Center and I-4 would be
14 able to exit the Expressway just past State Road 434
15 to the at-grade Maitland Boulevard local access lanes
16 or be able to enter the Expressway to continue on
17 State Road 414 to areas west of U.S. 441. Shown
18 here is the overall view of the preferred
19 alternative. This project also includes
20 modifications to the Lake Bosse and Little Wekiva
21 Canal bridges. The preferred alternative maximizes
22 use of existing ponds and includes two new ponds and
23 two new swales. An excerpt of the preferred
24 alternative concept plans at the west end of the
25 project at U.S. 441 is shown here. The



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1 proposed elevated Expressway shown in dark gray is
2 on top of the existing at grade roadway shown in
3 light gray. Eastbound motorists traveling on State
4 Road 414 from Hiawasse Road would be able to exit
5 the elevated Expressway to at grade Maitland
6 Boulevard just east of U.S. 441. Westbound motorists
7 on at-grade Maitland Boulevard would be able to
8 access the elevated Expressway at U.S. 441. An
9 excerpt of the preferred alternative concept plans at
10 the east end of the project at State Road 434 is
11 shown here. Eastbound motorists on at-grade Maitland
12 Boulevard would be able to access the elevated
13 Expressway just west of State Road 434. Westbound
14 motorists traveling from I-4 will be able to exit the
15 elevated Expressway just west of State Road 434 to
16 access at-grade Maitland Boulevard. The Expressway
17 lanes are designed to carry the traffic passing
18 through this corridor to and from points east and
19 west which will remove those through trips from the
20 existing at-grade roadway. The Expressway lanes are
21 situated largely above the existing roadway, so
22 adding ramps between U.S. 441 and State Road 434 to
23 the Expressway lanes is not feasible without
24 acquiring additional right-of-way. We're now going
25 to show you a fly-through of the



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1 conceptual view of what this project could look like
2 upon completion. We travel east from the western
3 end of the project at U.S. 441. On the right is an
4 off ramp and on the left is the on ramp to the
5 Expressway. To the left or north is the Seminole
6 Wekiva Trail and to the right or south is the Rose
7 Point subdivision now approaching the Bear Lake Road
8 and Rose Avenue intersection. The Tealwood Coves and
9 Lake Woods neighborhoods are south. Forest Edge is
10 north. Approaching Eden Park Road and the Waters Edge
11 neighborhood, you'll see the bridge over Lake Bosse
12 on the right. Continuing east, Lake Lotus Park is
13 not impacted, and park access is maintained as the
14 Expressway spans the Little Wekiva River Canal. Just
15 to the east there is a new at-grade signal and
16 enhanced pedestrian access at Gateway Drive. Now we
17 approach State Road 434 where an eastbound on ramp
18 and westbound off ramp are located. The Expressway
19 extension will connect to the existing State Road 414
20 just east of State Road 434 where the project ends.
21 The preferred alternative was evaluated in detail to
22 analyze potential effects to the social, cultural,
23 natural, and physical environments in accordance with
24 state and federal regulations. These evaluations are
25



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1 documented in the project environmental impact
2 report, or PEIR. Because the preferred alternative
3 includes bridging Maitland Boulevard within the
4 existing right of way, this project minimizes impact
5 to the environment. Based on the preferred
6 alternative improvements, it has been determined that
7 there are no impacts to community services, parks,
8 and recreational resources, cultural resources, water
9 quality, and air quality. There is, however, the
10 potential for protected species to occur within the
11 study area, but no adverse impacts are expected. The
12 project is anticipated to result in enhanced mobility
13 for all users, improved regional connectivity and an
14 overall economic benefit. This project will not
15 involve any right-of-way impacts or cause any
16 relocation of families or businesses. No impacts to
17 residential properties or community resources are
18 expected. The sociocultural evaluations is
19 documented in the sociocultural effects technical
20 memorandum. There are existing noise barriers
21 adjacent to neighborhoods along the western end of
22 the study corridor. A noise study was conducted in
23 accordance with state and federal regulations to
24 evaluate traffic noise levels. The noise study
25 determined

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1 that noise levels would not be substantially higher
2 than noise levels today. Additionally, the No Build
3 alternative would result in higher impacts than the
4 preferred alternative. One proposed noise wall
5 located at the Rose Point subdivision, as shown
6 here, was found to be reasonable and feasible based
7 on CFX and FDOT criteria. During the final design
8 phase of the project, noise barriers will be
9 reevaluated and community coordination with the Rose
10 Point subdivision property owners and residents will
11 take place to determine their viewpoints regarding
12 noise abatement. The cultural resources assessment
13 survey report documents the valuation of cultural
14 resources. The preferred alternative is not
15 expected to impact any historic or archaeological
16 resources. Because the preferred alternative is to
17 be constructed within the existing right of way, Lake
18 Lotus Park will not be impacted by the project.
19 Existing access to Lake Lotus Park from both
20 Maitland Boulevard and the Lake Lotus parking lot
21 will be maintained. Access to the Seminole Wekiva
22 Trail and future Coast to Coast trail will also be
23 maintained. The proposed improvements will
24 potentially affect an estimated one acre of
25 jurisdictional wetlands and less than a half acre



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1 of surface waters. Although unavoidable wetland
2 impacts will occur as a result of the project, the
3 impacted wetlands are located within or adjacent to
4 the existing roadway right of way and were previously
5 disturbed by agricultural and residential
6 development, roadway construction, maintenance
7 activities, and the invasion of nuisance and exotic
8 species. CFX will mitigate wetland impacts
9 resulting from this project's construction to meet
10 regulatory requirements. The proposed project may
11 affect but is not likely to adversely affect the
12 existence of the federally listed species, the Wood
13 Stork. No adverse effect is anticipated to the
14 state protected Gopher Tortoise, Florida Sandhill
15 Crane, Southeastern American Kestrel, and wading
16 birds including the Little Blue Heron and Roseate
17 Spoonbill. CFX is coordinating with U.S. Fish and
18 Wildlife Service and the Florida Fish and Wildlife
19 Conservation Commission regarding potential impacts
20 of these species. Results of the environmental
21 contamination screening show that four sites with a
22 medium contamination risk are potentially impacted.
23 CFX will coordinate on further actions for these
24 sites during the design phase to address potential
25 contamination issues. Before construction,



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1 specially trained crews will address contamination
2 in these areas as required. Results of the utility
3 assessment showed that the A-First Pipeline Project
4 which recovers storm water from the I-4 Ultimate
5 Project and is treated for use as irrigation in the
6 City of Altamonte Springs will be impacted. CFX
7 will relocate this pipeline prior to the project's
8 construction. CFX is coordinating with other
9 utility agencies in the area to minimize or avoid
10 impacts. This slide presents a summary of potential
11 impacts associated with the preferred alternative.
12 A preliminary cost estimate that includes
13 construction, mitigation, and other design and
14 administrative fees has been prepared for this
15 project. The total cost for implementation of the
16 project is presently estimated at 365 million
17 dollars. The evaluation and analysis from the
18 engineering and environmental studies conducted for
19 this project were documented in a series of reports.
20 These preliminary plans showing the proposed
21 improvements also are available at the in-person
22 public hearing for review and at the locations shown
23 here, including the project web page. The study web
24 page has been updated with study documents. You can
25 navigate to the study website from the CFX home page,



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1 or you can use the shortened web address shown here.
2 All of the materials presented at tonight's public
3 hearing will be posted on the study web page. There
4 have been various opportunities for the public to
5 provide input on this project. We welcome your oral
6 or written comments. At the end of this
7 presentation, staff here this evening will
8 distribute speaker cards to those in the audience
9 who have not received one and who would like to make
10 a statement. A court reporter will record your
11 statement and a verbatim transcript will be made of
12 all oral proceedings at this hearing. If you do not
13 wish to speak at the microphone, you may present
14 your comments in writing, or directly to the court
15 reporter at the comment table in the cafeteria.
16 Every comment method carries equal weight. Written
17 comments received or postmarked by April 11, 2022
18 will become part of the public record for this
19 hearing. CFX thanks you for your participation in
20 this public hearing.

21 MS. PUTNAM: So thank you very much. We hope
22 that you're able to get some useful information from
23 the presentation. We'll now call upon those who
24 have turned in speaker cards. When you come
25 forward, I'm going to call a few people at a time to



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1 get people lined up. So when you come forward, if
2 you would please state your name, and your address,
3 and if you represent an organization, a
4 municipality, or some other public body, please
5 provide that information as well. We ask that you
6 limit your input to three minutes, and we have this
7 handy dandy timer that you see right here at the
8 front set for three minutes. It does give you a
9 yellow light and a red light, so just please make a
10 note of that timer. If you don't want to comment at
11 the microphone, once again, we do urge you to turn
12 in a written comment. Either one that you can leave
13 here tonight or one that you might want to think
14 about what you've seen here tonight and heard and e-
15 mail us at ProjectStudies@CFXWay.com. Please get
16 your comments in by April 11th. Please note there is
17 not a question-and-answer component in this public
18 hearing. The purpose of this public hearing, this
19 portion of it, is for you to present your comment
20 directly to agency representatives. If your questions
21 were not answered -- or we believe that we will have
22 time to go back into the cafeteria and you are
23 welcome to come back over, look at the displays, ask
24 questions of the study team and agency
25 representatives. We will be here until 7:30. So



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1 with that, let me call out a few names. We have
2 first Harry Skidmor. If you will make your way to
3 the front. We have Michael Ronnebaum. We have
4 Frederick Howell. If you will come forward? And
5 Downing Newman. If you will make your way. And we
6 also have Mark Newman. So if you two would like to
7 come up together, that would be great. Please go
8 ahead and start.

9 MR. SKIDMOR: Thank you. My name is Harry
10 Skidmor. My wife, Ann, and I own the house at 49087
11 Baywood Circle. Our backyard is parallel to
12 Maitland Boulevard, and we are directly impacted by
13 this proposed elevated highway extension. This
14 project, if implemented, will completely harm the
15 community environment. Instances across the country
16 show that the construction of a significant elevated
17 roadway through the middle of a community causes
18 irreparable and permanent harm. So why is this
19 elevation byway being promoted with all of these
20 fancy drawings and idealized designs? Your
21 development plan that you hope will solve traffic
22 problems and generate findings for another toll road
23 and that's okay. It was done with, in my belief,
24 little community involvement. This is only the
25 second meeting that I know about, one a month ago or



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1 so and this one, and okay. Fine, but it's not okay
2 to destroy the value of people's homes. Citizens
3 have spent lifetimes building equity in our homes.
4 We've just recovered from the 2008 financial crisis
5 where the equity is finally coming back in our
6 homes. My house backs up within 20 feet of the
7 highway. I will never be able to sell my house.
8 You just destroyed everything that I have worked a
9 lifetime for. So you can generate a toll road for
10 income. Where's that money going? Florida currently
11 has 1.7 million empty houses. You build this road,
12 you're going to have a lot more. You say that the
13 design that you're proposing, what are the
14 alternatives? I've seen no alternative designs
15 proposed. I'm asking the fancy designers. What
16 other designs? You're going to put a seven-foot
17 bike path on each side of the road. That's 14 feet.
18 These lanes are 11 foot wide. Why can't you put
19 other lanes in there? No one is going to be able to
20 answer that for me. You could cut out traffic
21 lights. Run down. Limit access to that -- on the
22 side roads and you'll bring traffic all the down but
23 nobody wants to get into that. They just say, "Oh,
24 well. That won't work." Nobody's answered that to
25 my satisfaction. Why you can't come up with



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1 designs? The community has a major stake in this
2 proposed project. They must have an active role in
3 the planning and decision-making process. To quote
4 Ronald Reagan, "The more the planners plan, the more
5 the plans fail," and this is a failing plan.

6 MR. RONNEBAUM: My name is Michael Ronnebaum. I
7 live at 1226 Pine Needle Court, Altamonte Springs,
8 Florida. I'm the president of the HOA Southridge
9 that backs up to Maitland. The Southridge
10 neighborhood is one of eight subdivisions of Country
11 Creek. Country Creek consists of 837 homes located
12 at the corner of Bear Lake and 414 Maitland to Lake
13 Lotus and Maitland. There are three -- the three
14 stop lights on Maitland, must go. They just cause
15 too much traffic. Too many deaths have occurred and
16 that may have been prevented by removing the lights.
17 I'm against the building of the elevated roadway
18 because the additional noise and the lights that it
19 could generate. I propose to take out the three
20 lights and close the roads that intersect with 414.
21 There needs to be a sound wall next to the bridge
22 preventing sound from impacting the 837 homes in
23 Country Creek. If you all would give us money to
24 soundproof our windows, another option would be to
25 give us -- give the homeowners that are impacted,



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1 all or a portion of the toll revenue collected.
2 It's my understanding that the Maitland 414 is
3 currently exceeding the federal noise requirements
4 as it is. I created a petition last year to stop
5 the building of this elevated Expressway and as of
6 today, I have 88 signatures. I will be submitting
7 that to the Florida Department of Transportation.
8 Thank you all for your -- thank you all for --
9 Orlando Roadway and may God bless you in the
10 decisions that you have -- that affect the Seminole
11 County taxpayers. Thank you.

12 MS. NEWMAN: My name is Downing Newman. I live
13 at 5403 Myrica (phonetic) Road, Orlando, Florida. My
14 house is directly affected by this four-lane double
15 decker part that you're talking about is directly
16 behind my house. I've lived in this home over 40
17 years now. When I bought it, it was zoned a clean
18 belt behind it and that nothing would ever be built.
19 And then approximately 20 years ago, you-all came
20 through with the Maitland extension. You-all have
21 not followed up the promises made then.
22 Specifically, we were told that it would be a 35
23 mile an hour speed limit and it was just like this
24 and we were given the estimate of the number of cars
25 that would be back there and that it would be a



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1 four-lane road. Now, you're calling this a four-
2 lane road but behind my house there are eight lanes
3 because you have turn lanes. I spoke that it was
4 ridiculous for safety to have that busy a road with
5 no shoulders to pull out on. There are cones. All
6 of these traffic cones but nowhere for you to pull
7 if you have a flat tire or a car emergency or if
8 you're just distracted driving. Anybody could have
9 seen this would have foreseen an accident, but I
10 would like to remind you that on June 2019, two
11 people lost their lives right there at the
12 intersection of Eden Park Road and Maitland
13 Boulevard because there was nowhere for a car to go
14 but to hit into their bicycle and their toddler
15 daughter and they were killed. And I think you-all
16 know what I'm talking about. Furthermore, you are
17 not proposing any more sound barriers. Okay, and
18 the reason this is preferred is because it's the
19 cheapest. Well, you need to start thinking about
20 the people that live here and as the gentleman said,
21 you've now made our houses where we cannot sell
22 them. No one wants to live next to a double decker
23 highway. Now, you're going to have to give some
24 compensation to the people who have lived there or
25 find another route. The government cannot take our



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1 property without proper reimbursement and that's
2 what you-all are doing. You're taking our rights
3 for silence, that we can sleep at night. Noise
4 pollution has been shown to cause all sorts of
5 mental illnesses. Three houses in a row have
6 autistic children or grandchildren and are very
7 sensitive to noise and you-all are going to make it
8 even louder. All you-all are concerned about is
9 seeing how fast you can get the most number of cars
10 to drive. Well, that's not right and I'm going to
11 hold you accountable. I would like to hear exactly
12 how you can make this safer or different way.

13 MS. PUTNAM: And did Mark Newman, Mr. Newman
14 want to come up? And I'll also call Michael
15 Heavener. Dennis Dowling, Diana Shields. Go ahead,
16 please.

17 MR. NEWMAN: My name is Mark Newman and I live
18 at 5403 Line Wicker Road which is my wife that just
19 talked said, it's right backed up to Maitland
20 Boulevard. If for some reason this goes through,
21 there are things that need to be looked at greater.
22 I hope it doesn't go through, but one thing is the
23 sound barrier that she mentioned. You know, you
24 guys made a great flyer of a section of what this
25 road looks like, but one could say it's convenient



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1 that there's elevation shown on the height of this
2 road. And before we came in here, my wife asked
3 somebody and she was told 32 to 45 feet and it has
4 to be above the existing elevation of Maitland
5 Boulevard. But that's like twice as high as the
6 barrier -- the sound barrier wall that most people
7 have. So to say that you're not going to address
8 the sound barrier wall is just not responsible. She
9 also heard that right now, there's 58 decibels of
10 sound coming from the highway and it will only
11 increase it 64 decibels and that's -- that's a round
12 number and that may be off, but that's just what I
13 heard. But how can you not address something that's
14 going to be sticking way up above an existing sound
15 barrier wall and the sound's going to come right
16 into the houses and you say it's not necessary to do
17 anything with it? That doesn't make any reasonable
18 sense. And the same thing, I'll say it real quick
19 is it'd be nice to know if -- maybe it's in some of
20 the paperwork, is what type of impacts speed wise
21 and angle wise if a car was to hit the barrier on
22 the outside edge of the roadway, would it take for
23 that barrier to be broken or breached and the car
24 careen off into some of these houses that live 20
25 feet off of the - - off of the road. That'd be



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1 pretty serious. So I don't know if -- I know we're
2 -- we're not doing answers but I'd like to know if
3 that's been addressed in the -- in the study. Thank
4 you. Thank you for your time.

5 MR. HEAVENER: My name is Michael Heavener. I'm
6 at 8831 Eden Park Road, Orlando. We are the
7 westbound Lake Bosse south of 414. I talked to the
8 gentleman earlier that conducted your study and he
9 said basically what that gentleman just said was
10 that you-all are within the federal guidelines of
11 noise. I invite you to my home on any given day,
12 any time of day that you would like to come and sit
13 in my backyard. When I lived across on the lake,
14 you put a sound wall -- the last time you built
15 along up to the lake and across the street from the
16 lake, so you created a funnel and you shot the sound
17 across the lake and ignored all of us that live
18 there. And you're doing it again because there are
19 no plans to put any sound abatement or any sound
20 continuation. And when I asked the gentleman just
21 outside, he said, "Well, our current models really
22 don't account for how the sound will move." So you
23 really can't do a predicative modeling of what's
24 going to happen. At least he was honest and told us
25 the truth about that. So how can you sit here with



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1 a straight face and look at us and tell us that
2 you've done everything you could do when there's not
3 a single thing in the plan for noise abatement.
4 Thank you.

5 MS. SHIELDS: Hi, my name is Diana Shields. I'm
6 the president of The Trails at Country Creek. South
7 Ridge and Forest Edge are more directly impacted of
8 the trails. However, I -- in the middle of the --
9 Country Creek, can hear Maitland Boulevard as I walk
10 out of my house to go put the trash out in the
11 morning at 7:00. It is loud. There is no way in the
12 world that I can believe that South Ridge and Forest
13 Edge would not be adversely affected by the noise
14 and the elevated highway. When you look in your
15 backyard and all you see is an elevated highway, 30,
16 50 feet away from your house, you have destroyed the
17 value of that house. I understand you don't want to
18 take houses, you don't want to pay for the land.
19 You don't want to compensate from taking land. You
20 didn't want to do that, but you're still destroying
21 people's private lives, and you're doing it so that
22 the people west of us can have easy access to I-4
23 and the leading -- cause can take the responsibility
24 of everything that happens negatively between those
25 two streets. If you have this go through, I can,



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1 right now, go down I-4 either direction, get on
2 Maitland Boulevard and turn on Eden Park Road and
3 get into Country Creek. It sounds like, from what
4 I'm hearing, I will not be able to do that. I hope
5 that's not true but it sounds like it is, but I'll
6 tell you something, when you want to make an
7 elevated highway in a residential area, you need to
8 do a lot more homework than you have. This is not
9 fair to us. The people in Apopka and Western
10 Orlando do not have more of a right to our
11 property's value and our lifestyle to compensate for
12 their inconvenience of a few traffic lights. You've
13 really not taken Country Creek and these several
14 sections of residential homes into consideration.
15 You're looking at two sides, and you're not looking
16 at what's happening in the middle to us directly
17 affected. Do we have a lot of congestion? Yes, we
18 do. Is there a better alternative? I can't believe
19 there is not. Yes, take a six-lane road, expand it.
20 Take those homes, give a buffer. These people who
21 have direct access to that bridge above them, their
22 life is never going to be the same. If you wanted
23 an elevated -- if you wanted to live next to an
24 elevated highway, you wouldn't be living in Country
25 Creek. You wouldn't be living in these other



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1 subdivisions. You'd be living downtown or in New
2 York City with an elevated railroad. That's not
3 what we chose and that's not what we want. Thank
4 you very much.

5 MR. DOWLING: My name is Dennis Dowling. I
6 live in Tealwood Cove and speaking on behalf of
7 those neighborhoods. My home was -- we've been
8 there 44 years and my backyard stops, there's a
9 wall, and then there's 441 -- 414. My -- the
10 Newmans are my neighbors. Two things concern me.
11 Light pollution. Are you going to have lights
12 underneath that elevated highway? If you are in for
13 any safety standard, that's going to shine into our
14 homes and into our backyards and in our windows.
15 Number 2, sound abatement. You can use a simple
16 thing to stop the overwhelming truck, what they call
17 use it and take a break, is they downshift to use
18 their engines to stop. Four no jake brake signs,
19 fine \$500 will put an end to heavy noise from
20 trucks. Which is -- it'll wipe it out. I was a
21 trucker for a long time. I would very much like you
22 to consider that the elevated road will be a -- an
23 attraction for people going up I-4, down I-4, and
24 cutting across because no longer is there slow
25 traffic. They could get up and zoom across. My



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1 goodness, it's going to attract more people than
2 ever before. The traffic will increase
3 exponentially. The last thought that I have is that
4 you -- I didn't see any exhaust carbon monoxide
5 study or any -- any information concerning that.
6 The increased traffic is going to be horrendous.
7 Top -- top of the road is just going to increase
8 like crazy and you-all say, "Well, oh, the
9 underneath won't have as much traffic." That's not
10 true. It's going to increase evermore. So quickly
11 put up some no jake brake signs, that'll stop the
12 trucking noises in a -- in a big way. And I haven't
13 seen any alternative construction for a middle lane
14 or a -- a -- a toll lane instead of an elevated
15 highway. Thank you very much for listening.

16 MS. PUTNAM: Thank you. All right. We have
17 only two speaker cards left, so if anybody would
18 like to speak, again please raise your hand. My
19 colleagues will bring you a speaker card and a pen,
20 or if you have a card that you have filled out,
21 please -- someone's coming around to get that. And
22 yeah, Collin's getting that. So if you've got --

23 MR. HOWELL: I haven't spoken yet. My name's
24 Fred Howell. I've got --

25 MS. PUTNAM: Oh, I'm so sorry.



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1 MR. HOWELL: I was trying to get up --

2 MS. PUTNAM: Yeah, come on down.

3 MR. HOWELL: You're going to put \$365 million
4 worth of construction and replace a two-lane with a
5 two-lane road. I don't understand how that's going
6 to increase any traffic. You're still going to have
7 to zoom out on traffic lanes in the same area, but
8 for what? All you have to do is block off access to
9 the side roads and that highway's already built.
10 It's already there. What are you doing? You're
11 replacing two-lanes with two-lanes. How is that
12 going to increase the traffic? Thank you.

13 MS. PUTNAM: Thank you, and I'm sorry. Is
14 there anyone else that I had called that's waiting
15 to speak? Okay. Well, the next -- Charles Lee? If
16 you will come up, sir?

17 MR. LEE: Good evening. Charles Lee, Director
18 of Advocacy of Audubon, Florida. Our address is
19 1101 Audubon Way, Maitland, Florida. Growth is a
20 difficult thing for people who are caught in the
21 areas that are affected by growth. And any highway
22 -- any highway improvement is going to present
23 impacts. There's no getting around that. We've
24 looked carefully at the design of this alternative
25 and at the potential alternative designs which would



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1 involve spreading this roadway out, taking a large
2 number of homes, generating a series of significant
3 additional environmental impacts. We believe that
4 the elevated design that you have chosen is a
5 sensible choice in the case of this particular
6 roadway. We do think that as urban areas grow and
7 the need to multiply the number of possible vehicles
8 using a given right-of-way that we are going to have
9 to look at elevated sections of road such as this
10 more and more frequently. And we think that
11 perfecting the design of these is a very important
12 thing to be done in the highway design process.
13 Noise is a concern. Noise is also subject to various
14 abatement techniques. One thing that I would
15 recommend to the people who are concerned about
16 noise with regard to this proposal is to take a
17 visit to the newly completed section of the Wekiva
18 Parkway crossing the Wekiva River and two
19 residential roads adjacent to it at the alignment of
20 State Road 46. The entire operational function of
21 State Road 46 is now up on that elevated bridge,
22 that in that case, is over 60 feet in the air. I
23 had the opportunity to spend an hour on the river on
24 both the upstream and downstream sides of that
25 project within the last month - and-a-half. I



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1 expected to hear a lot more noise from that elevated
2 section. The reality was the contrary was true.
3 The noise was relatively abated by the elevated
4 section. Having been in that section before, when
5 the road was just above the water surface, there was
6 considerable noise. The noise that I experienced
7 was less than 50 percent of what I'd heard before.
8 Now, that has to be verified by testing. My noise
9 is -- my ears are not a noise meter. But I
10 recommend that the Expressway Authority go and --
11 and do that to validate the --

12 MS. PUTNAM: If you will wrap up, sir? But I
13 know at least one other person went over.

14 MR. LEE: I'm done. Thank you very much.

15 MS. PUTNAM: And thank you. Now I would like
16 to call Reanne Bowman and Carol Lefkov.

17 MS. BOWMAN: Hi. My name is Reanne Bowman and
18 I live at 5951 Paxton Court in Apopka. I think that
19 something that everybody is losing sight of that we
20 are addressing the Expressway Authority and the road
21 is actually owned by FDOT. So in my opinion, what I
22 feel like has happened is that FDOT does not want to
23 pay to improve this road the way it needs to be
24 improved. Instead, the Expressway Authority will
25 improve it for a toll and then improve the local



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1 lanes that we all can use and then FDOT doesn't have
2 to spend any money. They get traffic flowing better
3 and everything like that. What my question would be
4 and this is really for FDOT is: Why can FDOT not
5 improve the road for us like they did to everybody
6 from 434 over through I-4, all the way to Maitland
7 Boulevard -- so or to Maitland Avenue. That is the
8 bigger question more for FDOT. Obviously, I'm very
9 opposed to this project. I do agree there needs to
10 be something done. I don't believe that this is it.
11 It seems that all of the local residents are not
12 being considered. You are only worried about the
13 people who are driving from Winter Garden to get to
14 Lake Mary and not -- worrying about anybody who
15 actually lives and has to deal with -- like, my
16 daughter's going to go on a swing set -- I'm sorry,
17 and see a 40-foot-high road above her instead of the
18 sky. Like, I don't understand how people can live
19 with saying that it's okay not to have to stop at
20 traffic. I was on 436 to get to the airport the
21 other day at 4:00 and I just knew it was going to
22 take time at 5:00 because that is rush hour. I
23 think that people need to learn that they are going
24 to have to live with traffic during rush hour. The
25 one thing I wish that there were elected



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1 representatives here because I would say to them,
2 you represent me, you don't represent the people
3 living in Winter Garden. Christine Moore, you
4 represent me, not the people living in Winter
5 Garden, so I would ask you to do something on behalf
6 of me. I would say the same thing for any Seminole
7 County representatives or anything else. Yes. Thank
8 you.

9 MS. PUTNAM: Carol Lefkov. Please come down.

10 MS. LEFKOV: Hi, my name is Carol Lefkov and I
11 live at 953 South Ridge Trail in Altamonte Springs
12 which is Country Creek. And my -- the back of my
13 houses faces the 414 wall. I've lived there since
14 before the road was built and my real estate agent
15 told me two weeks before I was going to closing that
16 they would never build the road. Oh, well. Most of
17 what I have to say has been already said by a lot of
18 people and I really appreciate everybody who came.
19 I just want to put into record the questions that I
20 wrote, and I sent to the mayor of Altamonte Springs
21 and all of the commissioners. I don't know if any of
22 them are here today. The mayor was my neighbor at
23 one -- when I first moved into Country Creek. So
24 I'm just going to read my questions as fast as I
25 can. A lot of them are going to be similar to what



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1 you all have said, but one thing is the gentleman
2 who talked -- who said he was the truck driver who
3 had the experience, if there's some way that what he
4 recommended as some kind of law for the truck
5 drivers to keep from making all that noise when
6 they're braking and when they're starting up and
7 changing gears, that -- that would help, so here I
8 go. I had attended a meeting on February 10th and
9 here are some of the questions that I wrote and
10 asked them. What alternatives were considered? Why
11 were they chosen? Why not chosen? That was already
12 talked about back then. What time of day will the
13 work be done? Are there any plans for sound
14 abatement? If not, why not? If so, what are they?
15 At least will the top of the current wall which dips
16 on the westward approach to Eden Park Road be
17 leveled off to limit the view of 12 vehicles on the
18 road? How will you compensate damage to our homes
19 and health due to the construction noise, pollution,
20 and vibrations? How about the value of our homes
21 during the build? Where will I gain access to 414
22 if it is built as planned? How long will the build
23 take once it is started? What do you mean by
24 refiguring the existing at-grade State Road 414?
25 Define bridge modifications, Lake Bosse -- or Bosse



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1 and Little Wekiva River. At least seven distinct
2 neighborhoods which border the 414 will be
3 negatively affected. Will you provide alternative
4 accommodations to residents who are most impacted?
5 Like, by sight and hearing during construction.
6 Before the current wall was built, residents were
7 promised that trees would be planted to hide the
8 wall and traffic. This was never done. What kind
9 of trees will be planted to hide the elevated road
10 if this is even possible? When would this take
11 place? Is there a new kind of sound barrier that
12 would work better to limit the noise? That's all I
13 have.

14 MS. PUTNAM: Thank you. All right. I am now
15 going to ask my colleague Michael Baker to come up
16 to the microphone. He has been taking -- at the
17 same time that this meeting was going on, we've had
18 a virtual public meeting and in that virtual public
19 meeting we asked people, audience members if they
20 had comments that they would like read into the
21 record here tonight, that we would do that. So
22 Michael has 21 comments. It looks like most of them
23 are fairly short, but Michael, if you would come up
24 and please -- I know that you had collected people's
25 names and their addresses. If you would read that



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1 all into the record?

2 MR. BAKER: Absolutely. The first comment,
3 Robin Kranz, 1240 Woodridge Court. As a resident of
4 Country Creek, my house backs up to the present
5 sound wall. What will be done to protect us from
6 the increased noise? Second comment, Sarah Elbadri.
7 1520 Arlington Street, Orlando, Florida. Hello.
8 Thank you for hosting this public hearing on the 414
9 Expressway Extension. The Expressway Authority
10 proudly states on its website that CFX has a role in
11 developing a world- class regional mobility network.
12 In fact, legislation now allows CFX to incorporate
13 multimodal corridors and intermodal facilities
14 within its right-of-way. However, this design of
15 the 414 Expressway Extension Project is dangerous by
16 design. CFX is continuing a culture of engineering
17 that is dangerous by design and will likely result
18 in the injury and/or death of roadway users that are
19 bicyclists. Third comment, Sarah Elbadri, 1520
20 Arlington Street, Orlando, Florida. While Central
21 Florida continues to rank in the top three most
22 dangerous places for pedestrians and bicyclists
23 nationally, CFX is proposing to paint an unprotected
24 biplane on their extension of 414. This extension
25 is meant to reduce congestion, to move cars faster



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1 on this 45-mile an hour roadway. The design can be
2 fixed with the existing right-of-way. Instead of a
3 seven-foot unprotected biplane and five-foot
4 sidewalk, there is ample right-of-way for a ten-foot
5 shared use path for bicyclists and pedestrians. We
6 demand better from the Central Florida Expressway.
7 Do not approve this deadly design. Megan
8 Reiplinger, 1238 Woodridge Court, Altamonte Springs.
9 Will someone be contacting me specifically regarding
10 noise impact studies? I have not been contacted thus
11 far, and partway into my property is where the
12 existing sound barrier on the north side of 414
13 lives begins, and it is already quite noisy without
14 another road that appears to be above the sound
15 barrier wall being there. Milana Williams. 1352
16 American Elm Drive, Altamonte Springs. During
17 construction of the overpass, will Maitland
18 Boulevard be closed? If so, what alternate routes
19 will be available for local communities during
20 construction? Rachel Ramos. 15 -- or I apologize.
21 5337 Pepper Brush Cove, Apopka. Question: Is this
22 project final? If so, what would be the anticipated
23 timeline from project commencement to completion?
24 Comment seven. Erin Hearn. 1417 Oregon Street,
25 Orlando, Florida. Why is this bike lane not



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1 protected or separated? And why not a wide 12-foot
2 shared use path? Rex Wilson. 5605 Mariwood Drive,
3 Orlando, Florida. I sent an e-mail to
4 projectstudies@cfxway.com and info@CFXway.com
5 addressing some of my concerns about traffic studies
6 and landscaping the lower level as this is the
7 Western Gateway entry to Orange County and Seminole
8 County with Apopka, Altamonte Springs, Orlando and
9 Maitland cities almost touching borders. Has that
10 been considered? Tim McClary. 4508 Sailbreeze
11 Court. It was mentioned that there will be minimal
12 socioeconomic impacts. What is the expected impact
13 to the property values for the homes in the nearby
14 neighborhoods? Peter Chutinan. 1315 Ballentyne
15 Place, Apopka. Are there any additional traffic
16 lights that will be added on the local roadways as a
17 result of the elevated Expressway project? Rex
18 Wilson, 5605 Mariwood Drive, Orlando, Florida. I've
19 noticed many walls having lots of dirt or graffiti.
20 Who takes care of cleaning them and how often? Tim
21 McClary. 4508 Sailbreeze Court. There has been no
22 mention about the noise and vibration impacts of the
23 actual construction on the existing homes in the
24 area. What will be done to minimize these impacts
25 during construction? Rex Wilson, 5605 Mariwood



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1 Drive, Orlando, Florida. I've noticed that traffic
2 from 414 turning on Rose Ave backs up farther than
3 the turn lane length. Recently, the highway
4 department put up barriers to prevent entering the
5 turn lanes before they begin. This further
6 indicates the amount of traffic turning on Rose
7 Avenue from 414 is a lot. Much of this traffic may
8 be going to the Clarcona-Ocoee Road area. How is
9 this new corridor going to help this issue? Rachel
10 Ramos, 5337 Pepper Brush Cove, Apopka. Question:
11 How long would construction take once started? Joel
12 Pacheco, 1220 Woodridge Court. What are the
13 ramifications of just removing the current cross
14 traffic ability/stop lights, and expanding the lanes
15 in order to continue the flow of traffic? Rachel
16 Ramos, 5337 Pepper Brush Cove, Apopka. Question:
17 When should we expect a decision on whether or not
18 this project will move past the study phase? Robert
19 Krahn. 1343 American Elm Drive, Altamonte Springs.
20 The presentation mentioned a noise study claiming
21 that noise levels will not significantly increase if
22 the elevated Expressway is built. Since that
23 Expressway will be 30 to 45 feet above grade, taller
24 than the existing sound barrier, I do not understand
25 how that can be true. As a resident of Forest Edge,



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1 I would like more assurances that noise will be
2 adequately mitigated, would like to know what
3 options are available to do that, such as increasing
4 the height of the current sound barrier. Jennifer
5 Marquez. 1327 Black Willow Trail, Altamonte
6 Springs. It was mentioned that the project could be
7 finished in five years, but how long will we be
8 under construction? Jennifer Marquez, 1327 Black
9 Willow Trail, Altamonte Springs. No properties are
10 in the right-of-way, and none will be acquired, but
11 what happens if the properties devalue due to this
12 project? David Smith, 578 Vineyard Way, Kissimmee,
13 Florida. Can you publish information as to the
14 State and Federal regulatory requirements governing
15 the conduct of this study and the preparation of the
16 reports? Final comment, Elizabeth Cooper. 8921
17 Eden Park Road. I am against the proposal you have
18 drawn up because the noise we have now is unbearable
19 and if you put roads above the ones that we have now
20 it is going to echo more across the lake. Not happy
21 at all with what you have planned.

22 MS. PUTNAM: Thank you very much, Michael. So
23 I see we are past our 7:30 time, but I did want to
24 ask is there anyone else here who would like to make
25 an oral comment tonight? And --



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1 MR. HOWELL: I would just like to ask: Why
2 does the road need to be raised at all?

3 MS. PUTNAM: So you can make a comment and I'm
4 sorry. As -- the leader -- this isn't a question
5 and we don't have questions and answer component to
6 this, but I do see a lady with a --

7 MS. CASSANO: Yeah, I'd like to make a comment.

8 MS. PUTNAM: Please, come on up and if you
9 would give me your card? And sir, if you would like
10 to make a comment, we'll get you a speaker card.

11 MR. HOWELL: I have a speaker card.

12 MS. PUTNAM: Thank you. Thank you. And
13 Jeannette Cassano --

14 MS. CASSANO: Hi, my name is Jeannette Cassano.
15 I live at 8696 Oceanside Drive in Tealwood Cove. My
16 house is approximately three houses away from the
17 wall. I get up in the 5:00 in the morning. I hear
18 the traffic rise and it's not a quiet rise. It's
19 loud. My door is closed. My -- I do have new
20 windows. I have the TV on sometimes and I can still
21 hear the noise through that. I know everybody has
22 been under mental stress from everything that's
23 going on. I teach high school. I -- I see 120
24 students during COVID. Made it through that and I
25 can tell you dealing with the traffic sounds and the



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1 noise mentally is very distressing. It's hard for
2 me to sleep. It's hard for me to know that I lived
3 in my house since '95. Raised two children by
4 myself. It is my biggest asset. My house is paid
5 off and you have basically come in and destroyed my
6 future. I don't make much money as a teacher. It's
7 not like I'm going to be able to sell my house and
8 move to a different house. I've been also told that
9 now, at this point, that we are under real estate
10 disclosure law. I don't know if that's true or not,
11 so you have already messed up my investment. My
12 over 30 years of working to have something because
13 with the disclosure, the value will go down. With
14 the building of -- of everything, my value will
15 definitely go down. Where will I go? Because I
16 can't handle the noise as it is. It comes right
17 over that wall. If you were to take aside anything
18 that has to do with sound and just look at the
19 aesthetics. I moved way out there to be away from
20 everything. Now, when I go to my mailbox, I -- I
21 thought 20 something or 32 feet would be bad enough
22 but now, I just learned -- why didn't I learn that
23 earlier, that you're talking about 45 feet. If I
24 wanted to live under the underpass, I would have
25 gone to New York. I would like to know how, not



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1 that business has anything to do with ethics or your
2 conscience, but if you wouldn't want that in your
3 backyard, why are you putting it in ours? Thank
4 you.

5 MS. PUTNAM: Thank you, Ms. Cassano. Do we
6 have -- yes? And if you will --

7 MS. SOLANO-PEREZ: Yeah, I don't have a card
8 but I --

9 MS. PUTNAM: Okay. If you'll come up to the
10 microphone, please? And I'll give you a card to
11 fill out afterwards, but if you would give us your
12 name and address?

13 MS. SOLANO-PEREZ: I -- I gave all my
14 information --

15 MS. PUTNAM: And we'll get you one.

16 MS. SOLANO-PEREZ: Yes. My name is Sylvia
17 Solano-Perez --

18 MS. PUTNAM: Can you speak up and get a little
19 closer?

20 MS. SOLANO-PEREZ: Oh.

21 MS. PUTNAM: Thank you.

22 MS. SOLANO-PEREZ: My name is Sylvia Solano-
23 Perez. I live at 3108 Oranole Road. The
24 construction - - the road you want to build, that
25 elevated highway is like -- from where I'm standing,



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1 to that wall there. That's the distance is going to
2 be practically from my home, okay? I spoke to the
3 lady here and I gave her all -- all my concerns,
4 okay? Environmental, the noise, what -- what --
5 what is going to happen to the value of my home,
6 okay? Is that going to decrease or increase? Most
7 likely it will decrease. I would have an issue, big
8 problem selling my home because nobody's going to
9 buy it. Literally in front of my house is the 414.
10 Right there, okay? So there's other concerns that I
11 have and a lot of other questions, okay? Mainly the
12 noise. Like everybody else here has that same
13 concern, okay? And there's health issues. A lot of
14 health issues, okay? So I would like to have some
15 answers like everybody else in this room -- and I --
16 and I -- I really like -- I've been living in my
17 home for 22 -- three, four years.

18 UNIDENTIFIED FEMALE SPEAKER: 25.

19 MS. SOLANO-PEREZ: 25, thank you, hun. Okay?
20 So this is a big concern and issue for me. It's a
21 big problem. You know, I'm -- I'm a retired teacher
22 and I don't have to just, you know, uproot and go.
23 The value of my home is going to go down and that is
24 a fact. What am I going to do? What's going to
25 happen with my equity? Thank you.



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1 MS. PUTNAM: Thank you. And I see a gentleman
2 back here? You've got a card. Come on down.

3 MR. HOWELL: Yeah. You don't have to --

4 MS. PUTNAM: Would you come down and -- I know
5 we have a card for you already but if you again
6 state your name and address --

7 MR. HOWELL: My name is Fred Howell. I own
8 property on both sides of the roads, in both Orange
9 County and -- and Seminole County. And in my
10 experience, most of the accidents and deaths that
11 are occurring are at the stoplights. And again, I
12 go back to the point of if there's room to put a 60-
13 foot tall double lane road and place an existing
14 double lane road in between the existing lanes, what
15 would stop you from just adding a third lane and
16 bringing the stoplights down? That would
17 substantially increase the amount of traffic that
18 goes through there. There's already local access
19 roads from 441 and 434 that were there before the
20 414 came through. I've lived in that area for 30
21 years and I know because we've been able to get to
22 any of those neighborhoods off of where Maitland is,
23 and it was never a problem for anybody. It actually
24 made it nicer. The area was much nicer, so if you're
25 looking at increased traffic, you're not increasing



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1 the traffic flow at all. You're replacing the
2 existing system with a system that is going to be
3 just a complete eyesore and a nightmare for
4 everybody with the accidents and amount of traffic.
5 And you have the ability to just widen the road
6 instead of building another bridge. That would help
7 traffic. You got three lanes going both directions
8 as opposed to two lanes. You already have a road
9 there and it would be a heck of a lot cheaper, you
10 know. It'd be better for all the residents and all
11 you have to do is remove the stoplights because they
12 have lanes where you can cross and it does nothing.
13 It would be cheaper, it'd be faster, and you'd have
14 more through traffic. I understand it wouldn't cost
15 so much and obviously somebody is making a lot of
16 money off of these projects now. But if you think
17 about anybody that lives in the area -- you actually
18 -- if you actually want to improve the traffic,
19 there's no reason to do what you're doing because
20 it's not going to improve the traffic at all. You're
21 not going to have any capacity. Thank you.

22 MS. PUTNAM: Thank you, Mr. Howell. And John
23 Rowe.

24 MR. ROWE: Yes. I'm going to echo what the
25 neighbors -- who I call my neighbors. They're not



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1 all my neighbors. A lot of them are down the road.
2 And I moved out there probably 35 years ago when the
3 orange groves and the problem that I see that might
4 be had in this is -- nobody's going to one side to
5 Seminole County. The other side of the road is
6 Orange County . And what happens if Seminole County
7 says, "Build the road?" What about the people on
8 the Orange side of that line, Orange County, who
9 have a say over Seminole County because most of the
10 construction is on the Seminole County side? When
11 they first put that road in, I'm still paying for
12 damages that were done when they put it in because
13 we got that overpass. I'm the fifth house from 434.
14 My driveway was cracked. My pool got cracked. I've
15 sent the information in. They said that it didn't
16 come from that. It came from just regular, and I
17 said, "No, it didn't." When you're driving by --
18 now you're talking 45 foot, drilling and banging and
19 driving, them doing that drove me crazy. Once this
20 system is put in, the house is going to devalue even
21 more than it is now. Oh, and we come back to the
22 same question they asked. Who's going to compensate
23 us to move from a noisy area like that? That's the
24 question I have, and like I say, Seminole County
25 will say, "Yeah, put it in." Orange County can say



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1 nothing because all where that line is from Seminole
2 County to Orange County off of Fern Park (phonetic)
3 Road. If the road was a dirt road, it was nice --
4 at the lake. I moved out there because I'm a farmer
5 and I like nice areas, birds, bees, and all of this.
6 Right now, in front of us we have a fence, we still
7 -- we still get some bears come by and everything
8 and a few other little animals, too. But when you
9 put this in, it's going to take care of all of that.
10 It's going to wipe everything out. And I have told
11 my wife, I said, "You know it's a shame that we're
12 going to have to wake up every morning and look at a
13 condo where we live," because that's what it looking
14 like. So my answer to the question, who's going to
15 come and save the people that would like to move out
16 of the situation, back to another situation to
17 better their life? Now, in the smog and all of
18 that --

19 MS. PUTNAM: Mr. Rowe --

20 MR. ROWE: -- and changing the toll --

21 MS. PUTNAM: If you would wrap it up? We've
22 gone over the three minutes, sir --

23 MR. ROWE: All right. The smog that has taken
24 its toll is going to get worse. So to finish it up,
25 like the lady said, she can't afford me. I'm



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1 retired. I've been retired 15 years. I can't afford
2 to move. So we put up with what we have, but if
3 you're going to put that in, it's just going to
4 destroy a lot of elderly people like myself. Thank
5 you.

6 MS. PUTNAM: I will call Roberto Vasquez.

7 MR. VASQUEZ: Good evening, everybody. Just a
8 few concerns. I'm a neighbor of Sylvia on Oranole
9 Road. I literally -- she was saying earlier, I
10 literally live behind the bushes in that picture on
11 the left. It's -- It's that ground on Rose Street,
12 it's about ten houses. Three concerns. The first
13 one, how are you guys going to mitigate people
14 coming from I-4 and people coming in -- in on I-4
15 with the one thing? Second concern, you know,
16 everybody is saying noise and vibration but why not
17 pollution? My daughter and my wife got asthma.
18 Third concern, all the construction, my wife, she
19 just started working from home like a lot of people
20 in Florida and in the United States. So you know,
21 what's going to happen? Is she going to have to go
22 back to the field and pick up the downtown traffic
23 again and all -- all that craziness, you know, here
24 in Orlando? Like, you know, what are the solutions
25 for -- for people that work at home, and you know,



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1 people in conditions like the older gentleman was
2 saying? And you know, the traffic that -- that I-4
3 traffic, you know, because now we're going to shrink
4 for the period of time that you guys take to build
5 the road. Power losses, you know, with the
6 vibration or whatever, you know, the big machinery
7 and equipment, storage and all of that, maybe a
8 little bit of deforestation. That's are those --
9 you know, those concerns. Thank you.

10 MS. PUTNAM: Thank you, Mr. Vasquez. All
11 right. I think we've gotten -- do we have one more
12 speaker? No? Okay. Very good. Well, first I did
13 want to recognize Orange County Commissioner
14 Christine Moore who is here this evening and we do
15 thank you for being here this evening. Thank you,
16 Commissioner. So the verbatim script of this
17 hearing or proceedings together with all written
18 material received as part of the hearing record and
19 all studies, displays, and informational material
20 provided at the hearing will be made part of the
21 project decision-making process. So we will be
22 posting all of the materials from tonight's public
23 hearing to the study's webpage. So please expect to
24 see that -- a post on the webpage by next week. If
25 I may thank you very much for attending the public



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1 hearing tonight and most especially for your input
2 on this project. It is now 6:53 [sic] p.m. We
3 hereby officially close the public hearing for the
4 State Road 414 Expressway Extension project
5 development and environmental study. Thank you
6 again for being here and for participating and have
7 a good evening.

8 (PUBLIC HEARING CONCLUDED AT 7:53 P.M.)
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C E R T I F I C A T E

STATE OF FLORIDA)

COUNTY OF ORANGE)

I, PENELOPE THANOS, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the said proceeding.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: April 14, 2022.



PENELOPE THANOS

Court Reporter, Notary Public



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4 _____/

5 PUBLIC MEETING BEFORE THE CENTRAL FLORIDA EXPRESSWAY

6 AUTHORITY - PRIVATE ORAL COMMENTS

7 DATE: MARCH 31, 2022

8 REPORTER: PENELOPE THANOS

9 PLACE: WEKIVA HIGH SCHOOL

10 2501 NORTH HIAWASSEE ROAD

11 APOPKA, FLORIDA 32703

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APPEARANCES

James Bok, Local Resident

Sylvia Solano-Perez, Local Resident



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(None marked)



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PROCEEDINGS

COURT REPORTER: Okay. We are on record. Go ahead and spell your name into the record for me, please.

MR. BOK: James, J-A-M-E-S, last name Bok, B-O-K.

COURT REPORTER: And what would you like to comment on today?

MR. BOK: Basically, that I'm in favor of the project assuming that they put sound walls on the bridge.

COURT REPORTER: Okay.

MR. BOK: That's pretty much one of my only -- my only caveats is that in order to maintain some semblance of noise reduction to the surrounding neighborhoods -- I live in Forest Edge which is -- it borders the project. I want to make sure that if they can put sound walls on the bridge which is constructable, but that becomes a key element of the project because that's -- otherwise you're going to put 30, 40 feet in the air a lot of traffic making a lot of noise that's just going to project for thousands of feet in each direction. So to me that seems to be a -- a critical component of this because you can't retime the lights on the cross



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1 streets to keep Maitland Boulevard the way it is
2 right now. We -- they've got some of the backup
3 solved by that but then the cross streets wait eight
4 minutes for traffic lights, so I think the project
5 is necessary. It just needs a little bit more design
6 to it based on what I'm seeing on the graphics.

7 COURT REPORTER: Is that the end of your
8 statement? Thank you, sir. What is your -- I --
9 the finished project. You can go ahead and say your
10 name into the record.

11 MS. SOLANO PEREZ: Okay. Sylvia Solano Perez.

12 COURT REPORTER: Can you spell your name for
13 me?

14 MS. SOLANO PEREZ: S-Y-L-V-I-A, Solano, S-O-L-
15 A-N-O, Perez, P-E-R-E-Z as in zebra.

16 COURT REPORTER: Excellent. What was your
17 comment?

18 MS. SOLANO PEREZ: The finishing plans, what
19 the -- what -- what's it going to look like? I'm at
20 3108 Oranole.

21 COURT REPORTER: 3108 --

22 MS. SOLANO PEREZ: Oranole. O -- O-R -- O-R-
23 A-N-L -- I mean, O, N-O-L-E on the end. Sorry.

24 COURT REPORTER: That's okay. Is there
25 anything else you'd like to make?



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1 MS. SOLANO PEREZ: I have a bunch of questions
2 but I just -- it's like this -- this has been a
3 little bit overwhelming for me ever since we -- we
4 got the -- the -- because I -- I don't know what to
5 think of it. When -- when does this take off? When
6 does it -- is going to --

7 COURT REPORTER: So I'm just here to take your
8 comment down and to not answer any questions --

9 MS. SOLANO PEREZ: Oh --

10 COURT REPORTER: -- today --

11 MS. SOLANO PEREZ: -- I see.

12 COURT REPORTER: -- but we're just officially
13 putting it so that you can give your opinion to the
14 committee that wants to go over this. So I'm just
15 here officially to take your statement, your name,
16 and they'll read over these notes and --

17 MS. SOLANO PEREZ: Okay.

18 COURT REPORTER: -- make a consideration.

19 MS. SOLANO PEREZ: First, how is this going to
20 affect the environment? Is this going to invade my
21 property? Oh, my God. I should have written down
22 all the questions I wanted because I -- I do have --
23 I do have other questions. What are our rights if
24 there's any other changes that -- we would have to
25 uproot ourselves. One of my main concerns is that



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1 the -- the environment for the animals. I'm not --
2 I'm, not a -- I'm an animal -- you know. There's a
3 lot of -- a lot of, you know, the cats, the birds,
4 the racoons, there's a lot of -- that are -- there's
5 a lot of -- you know, what's going to happen to
6 them? The poor things. And is this going to really
7 help the traffic wise? Is it -- is it necessary?
8 And what -- I feel like I'm going to be
9 inconvenienced in the -- that -- that's, you know,
10 my -- my -- my main thing. The inconvenience of
11 this all. The dust, the construction. Health-wise.
12 You know, the allergies because that's a -- that's a
13 -- that's a big project. Construction. That's --
14 that's a lot of dust, a lot of debris, and in what
15 way are we going to be helped if this project --
16 when it starts, how are we going to be helped to
17 maintain our air quality? I guess that's it for
18 now. I'm -- I'm like --

19 COURT REPORTER: Okay. I'm going to go off
20 record.

21 (PRIVATE STATEMENTS CONCLUDED)

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STATE OF FLORIDA)
COUNTY OF ORANGE)

I, PENELOPE THANOS, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the said proceeding.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: April 14, 2022.



PENELOPE THANOS
Court Reporter, Notary Public

