

# FINAL Project Environmental Impact Report

**State Road 414 Expressway Extension**  
**Project Development and Environment Study**  
From US 441 to SR 434  
Orange County and Seminole County, Florida

CFX Project Number: 414-227

**Prepared for:**

Central Florida Expressway Authority  
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MAY 2022

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY FINAL PROJECT ENVIRONMENTAL IMPACT REPORT

## 1. PROJECT DESCRIPTION AND PURPOSE AND NEED

### 1.1 Project Information

Project Name: State Road 414 Expressway Extension

Project Limits: From US 441 to SR 434

County: Orange and Seminole

ETDM Number: N/A

CFX Project Number: 414-227

Project Manager: Will Hawthorne, P.E.

The Central Florida Expressway Authority is conducting the State Road 414 Expressway Extension Project Development and Environment Study to evaluate alternatives for a proposed grade-separated expressway extension of the tolled SR 414 (John Land Apopka Expressway). The PD&E Study is evaluating alternatives to provide system linkage between the western terminus of the SR 414 (John Land Apopka Expressway) and Interstate 4. The SR 414 Expressway Extension includes alternatives for a facility with up to two lanes in each direction from U.S. Highway 441 to State Road 434. The project limits extend along the existing SR 414 (Maitland Boulevard) corridor from US 441 (Orange Blossom Trail) to SR 434 (Forest City Road). Figure 1 presents the Project Location Map. The project goals include reduced congestion, enhanced mobility options for longer trips, multimodal enhancements, avoidance of right-of-way impacts to residences, and improved vehicle, pedestrian and bicyclist safety. Additional goals include avoiding and minimizing environmental impacts and implementing aesthetic design elements, such as landscaping and lighting. The objective of the PD&E Study is to develop a proposed alternative that is technically sound, environmentally sensitive and publicly acceptable.

### 1.2 Purpose and Need

The purpose of the proposed SR 414 Expressway Extension is to provide needed capacity on SR 414 and improve system connectivity between State Road 429 and I-4 to meet future traffic needs. The 2.8-mile-long project corridor of SR 414 is an arterial connecting two limited-access facilities. The proposed project will complete the limited-access gap between US 441 and SR 434 and provide limited-access regional connectivity between SR 429 and I-4. The proposed grade-separated SR 414 Expressway Extension will separate the through traffic from the local traffic, allowing for greater mobility and reduced congestion for both facilities. The proposed improvements are to 1) accommodate anticipated transportation demand, 2) improve safety, 3) improve system connectivity/linkage and 4) support multimodal opportunities.

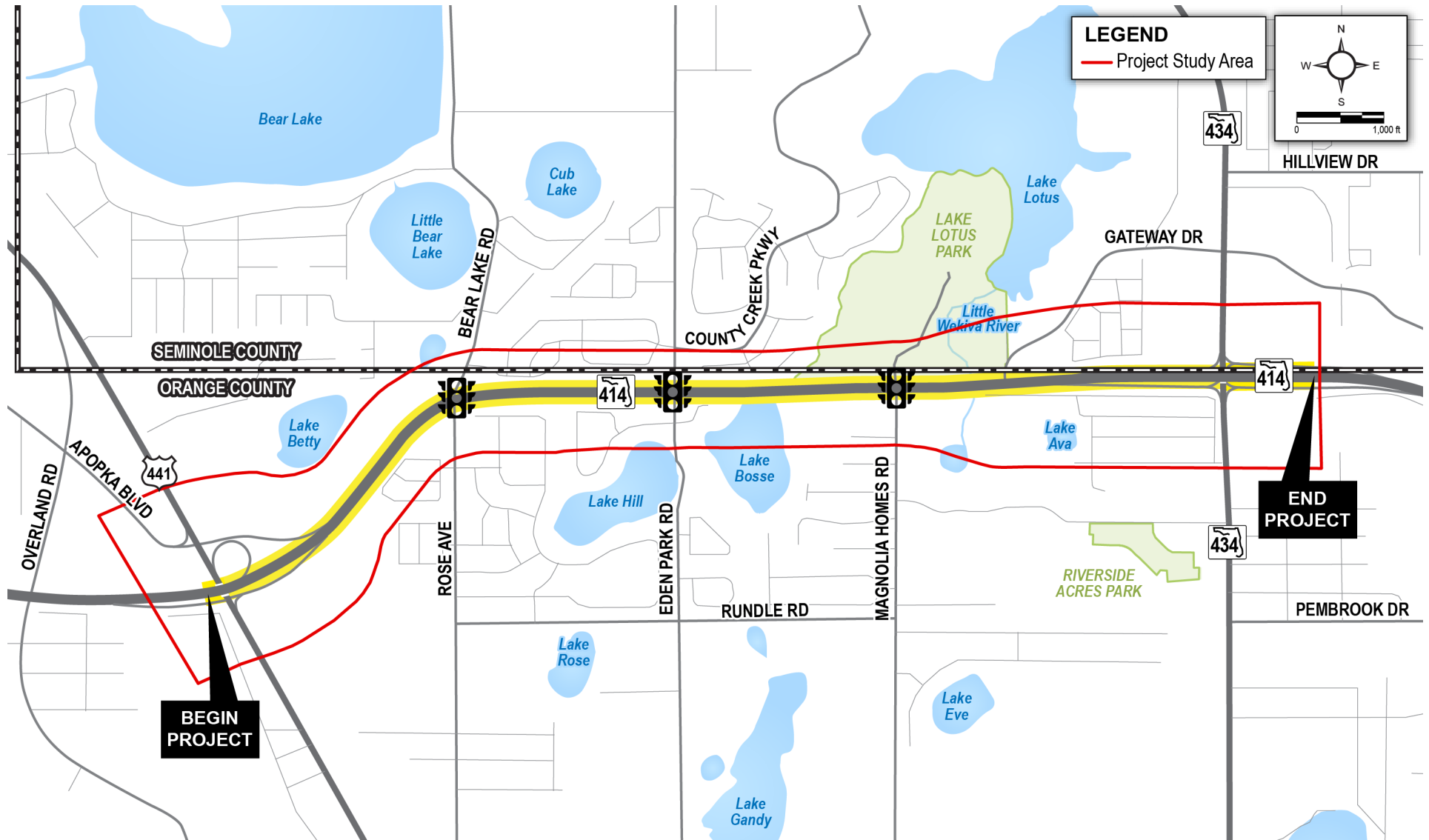


Figure 1. Project Location Map

### 1.2.1 Anticipated Traffic Demand

Traffic demand is based on the *Project Traffic Analysis Report*.<sup>1</sup> Traffic counts from October 2019 indicate that the annual average daily traffic on SR 414 is approximately 59,000 vehicles per day west of SR 434, exceeding an adopted Level of Service D. Within the project limits, the study corridor experiences significant peak-hour traffic congestion. In the existing condition, high-speed travelers on the limited-access facilities east and west of the project corridor transition to a signalized arterial roadway with lower speeds and multiple cross streets that provide access to significant residential land uses and serve as collector roadways. Within the study limits, the traffic signals along SR 414 are located approximately every 0.5 mile, which impedes traffic flow and increases travel time through the corridor by 15 minutes on average in the peak-hour direction. Preliminary traffic forecasts indicate that the AADT on SR 414 west of SR 434 will double by 2045. While there are no Developments of Regional Impact within the study area, residential land development projects are located in the northeast corner of US 441 and SR 414, as well as in the southeast corner of SR 434 and SR 414. Additionally, several mixed-use land development projects are located along SR 429 (Wekiva Parkway) northwest of the study area.

As noted in the PTAR, the Florida Bureau of Economic and Business Research estimates population in Orange County to grow 1.5 percent per year, Seminole County population is expected to grow 1.4 percent per year and Lake County population is anticipated to grow 1.7 percent per year. Employment growth rates are similar, with Orange County at 1.8 percent, Seminole County at 1.6 percent and Lake County at 1.7 percent. The Maitland Center, located on SR 414 just west of I-4, is a large office complex whose employment base contributes to the existing traffic congestion along SR 414 in the morning (eastbound direction) and afternoon (westbound direction) peak hours.

With increased population and employment growth in the region and continued development near SR 429, traffic volumes on SR 414 are expected to continue to increase. Traffic from eastern Lake County (west of the study area) heading to the employment centers in the Orlando Metropolitan Area is steadily increasing. The proposed improvements are needed to accommodate existing and future travel demand and to provide a limited-access connection between the northwestern portions of the Orlando Metropolitan Area and I-4.

### 1.2.2 Safety

According to crash data extracted from the state's Crash Analysis Reporting System, the study area experienced 694 total crashes between 2014 and 2018. Of these crash incidents, two fatalities were reported and another 164 resulted in injury.<sup>2</sup> In 2019, two pedestrian/bicycle fatalities occurred within the study area based on local media reports. However, the 2019 crash history is not yet available. By separating high-speed regional traffic from local traffic, along with improving the pedestrian and bicycle facilities, the proposed improvements will improve accommodations for pedestrians, bicyclists and motorized vehicles throughout the study area.

### 1.2.3 Improved System Connectivity/Linkage

As stated previously, there is a limited-access gap along SR 414 within the project study limits. Inter-regional traffic from surrounding counties and municipalities to the north and northwest travel through

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<sup>1</sup> Central Florida Expressway Authority. 2021. *Project Traffic Analysis Report*. Prepared by CDM Smith, Inc. July.

<sup>2</sup> Ibid.



the study corridor to access the Orlando Metropolitan Area via SR 429 and I-4. The I-4 Ultimate Improvement Project (under construction) includes improvements to SR 414 that provide a limited-access facility between SR 434 and I-4 at the eastern end of the study area as well as increased I-4 capacity. SR 414 connects two Strategic Intermodal System facilities: SR 429 and I-4. On the west side of the interchange of SR 414/US 441 is a large industrial area and the Florida Central Railroad. Florida Central Railroad is a Class III railroad serving industries in Lake and Orange counties and connects to CSX Transportation railroad in Orlando. These industrial and commercial land uses generate a significant amount of truck traffic through the study corridor. The proposed improvements will improve the system to system connectivity between SR 429 and I-4 and improve regional connectivity among the surrounding areas. Additionally, the proposed project is anticipated to improve truck traffic mobility between I-4 and the industrial area at the western end of the study area, thereby supporting regional economies and interregional connectivity.

#### **1.2.4 Multimodal Opportunities**

The surrounding land use within the project limits is primarily residential. West of Gateway Drive, 5-foot-wide sidewalks are located on both sides of SR 414 along with a 4-foot-wide undesignated bicycle lane east of Bear Lake Road. These facilities connect to nearby trails and Lake Lotus Park within the study area. The proposed improvements consider wider sidewalks and dedicated buffered bicycle lanes to enhance walking and bicycling through the corridor and improve multimodal connectivity.

A shared-use park & ride lot is located within the study area at the southeast corner of Magnolia Homes Road and SR 414. The lot shares parking spaces with Lake Lotus Park for the park's tram service and includes 33 parking spaces. This shared-use park & ride lot operates on a 'first come, first served' basis and is accessible 24 hours a day.

The Central Florida Regional Transportation Authority (also known as LYNX) provides bus transit for three counties in the region: Orange, Seminole and Osceola. There is no LYNX bus service along SR 414. However, bus service is available within the study area along SR 434 and US 441. The LYNX service from SR 414 east of the study area provides a connection to SunRail. Improved transportation facilities along the corridor will enhance access to nearby bus stops and improve multimodal connections to transit options, such as LYNX and SunRail.

### **1.3 Proposed Improvements**

As a result of the alternatives analyses conducted for the project, the proposed improvements include two new SR 414 Expressway Extension toll lanes in each direction from US 441 to SR 434, while maintaining the existing at-grade Maitland Boulevard access lanes with two lanes per direction on either side and below the SR 414 Expressway Extension. The at-grade portion of the facility on Maitland Boulevard will maintain the existing pavement width (60 feet) but shifts and restripes the existing lanes to provide a 7-foot-wide buffered bike lane east of Bear Lake Road. Figure 2 presents the typical section for the Preferred Alternative. The elevated expressway will cross four intersections (at Bear Lake Road/Rose Avenue, Eden Park Road, Magnolia Homes/Lake Lotus Park Road and Gateway Drive) and span two water features (Lake Bosse and Little Wekiva Canal). The project includes intersection improvements, stormwater management facility improvements and structural accommodations.

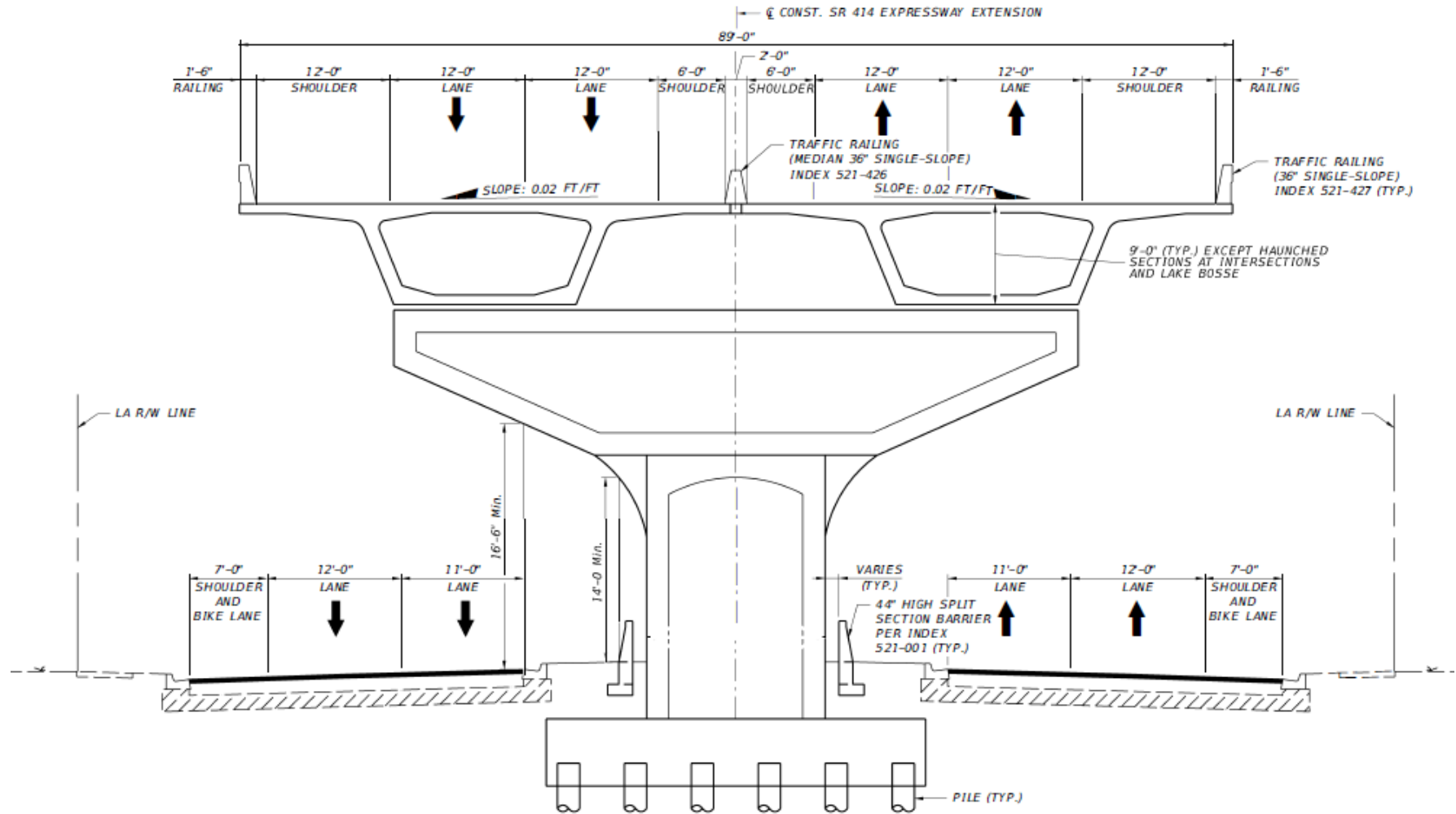


Figure 2. Preferred Alternative Typical Section

## 2. Environmental Analysis

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
<b>A. SOCIAL and ECONOMIC</b>					
1. Social	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.A.1</u>
2. Economic	[ ]	[ ]	[ X ]	[ ]	<u>Attachment 1.A.2</u>
3. Land Use Changes	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.A.3</u>
4. Mobility	[ ]	[ ]	[ X ]	[ ]	<u>Attachment 1.A.4</u>
5. Aesthetic Effects	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.A.5</u>
6. Relocation Potential	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.A.6</u>
<b>B. CULTURAL</b>					
1. Historic Sites/Districts	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.B.1</u>
2. Archaeological Sites	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.B.2</u>
3. Recreation Areas	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.B.3</u>
<b>C. NATURAL</b>					
1. Wetlands and Other Surface Waters	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.C.1</u>
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.C.2</u>
3. Water Quality and Water Quantity	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.C.3</u>
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.C.4</u>
5. Floodplains	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.C.5</u>
6. Coastal Barrier Resources	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.C.6</u>
7. Protected Species and Habitat	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.C.7</u>
8. Essential Fish Habitat	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.C.8</u>
<b>D PHYSICAL</b>					
1. Highway Traffic Noise	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.D.1</u>
2. Air Quality	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.D.2</u>
3. Contamination	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.D.3</u>
4. Utilities and Railroads	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.D.4</u>
5. Construction	[ ]	[ X ]	[ ]	[ ]	<u>Attachment 1.D.5</u>
6. Bicycles and Pedestrians	[ ]	[ ]	[ X ]	[ ]	<u>Attachment 1.D.6</u>
7. Navigation	[ ]	[ ]	[ ]	[ X ]	<u>Attachment 1.D.7</u>

\* Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

\*\*Supporting information is documented in the referenced attachment(s).

### 3. Anticipated Permits

- ☒ Individual Dredge and Fill Permit: Section 404
- ☐ Nationwide Permit
- ☐ Bridge Permit
- ☒ Environmental Resource Permit: Existing SJRWMD: 20930-1, Existing SJRWMD: 20930-2, Existing SJRWMD: 20432-27, SJRWMD: 20930-3, FDEP: 48-0262296-001, SJRWMD: 20930-7, SJRWMD: 20930-8, which all may be modified to include the proposed work
- ☒ Other: NPDES and SJRWMD Riparian Habitat Protection Zone

### 4. Engineering Analysis

Alternatives were developed considering multiple solutions of achieving the project goals of this PD&E Study. As part of the project development process, alternatives were developed to evaluate potential improvements along Maitland Boulevard and the addition of four new SR 414 express lanes. This section summarizes the analysis of alternatives.

#### 4.1 No-Build Alternative

The No-Build Alternative for the study area assumes previously programmed improvements are built including widening SR 414 to six lanes (at-grade with no elevated expressway) from US 441 to SR 434 as noted in MetroPlan Orlando's *2045 Metropolitan Transportation Plan Cost Feasible Plan*, Adopted December 9, 2020. The No-Build Alternative is not funded in the Florida Department of Transportation 5-Year Work Program, adopted July 2021, and is no longer programmed. As part of this project, coordination with local transportation agencies was conducted to help inform and update local transportation plans. The previously programmed improvements to SR 414 do not meet the future traffic needs through the year 2045 nor the purpose and need for the project to accommodate future transportation demand or improve system connectivity. An at-grade widening of SR 414 to six lanes would result in precluding a four-lane expressway within the median (two lanes per direction) or require substantial ROW impacts. Similarly, at-grade widening of SR 414 to six lanes and a two-lane expressway within the median (one lane per direction) would result in ROW impacts and impact the ability to maximize the use of the existing median to accommodate infrastructure (such as utilities and drainage needs). Therefore, the No-Build Alternative is not the Preferred Alternative. However, the No-Build Alternative shall remain under consideration throughout the PD&E Study for public input and to provide a comparison to the Preferred Alternative.

#### 4.2 Build Alternatives

Seven initial alternatives were developed and analyzed as part of this PD&E Study. Two typical section options were developed for the at-grade Maitland Boulevard, which included the No-Build Alternative. Four typical section options were developed for the elevated expressway.

All typical section options assumed the SR 414 Expressway Extension and the Maitland Boulevard local access lanes would be constructed within the existing ROW to avoid community and environmental impacts and, therefore, a variety of elevated expressway alternatives were developed within the median. All the potential typical sections were developed within the existing typical section footprint of 118 feet wide. The alignment is constrained by the ROW and median width needed for pier placement of the proposed elevated structure.

The development of Build Alternatives included typical sections, alignments and intersection configurations for the at-grade and elevated expressway facility. Initial options were developed, and a qualitative analysis was conducted to eliminate non-viable options.

#### 4.2.1 Viable Alternatives

As a result of the qualitative evaluation process, two viable alternatives were evaluated for the Build Alternative.

Viable Alternative 1 includes:

- **SR 414 Maitland Boulevard:** Maintains the pavement footprint of the four-lane facility but shifts and restripes the lanes to provide a 7-foot-wide buffered bike lane; includes Type F curb and gutter in the median with split concrete barrier wall offset 8 feet from the median curb and gutter.
- **SR 414 Elevated Expressway:** A four-lane, grade-separated facility in the existing SR 414 Maitland Boulevard median, with 12-foot-wide express lanes (two per direction) separated by median barrier.

Viable Alternative 2 includes:

- **SR 414 Maitland Boulevard:** Same as Viable Alternative 1.
- **SR 414 Elevated Expressway:** A three-lane, grade-separated facility in the existing SR 414 Maitland Boulevard median, with 12-foot-wide express lanes separated by a movable barrier wall. Morning peak traffic is controlled by two lanes eastbound and one lane westbound, and afternoon peak traffic is controlled by one lane eastbound and two lanes westbound. A movable barrier would be shifted approximately 12 feet via a specialty vehicle twice daily.

Table 1 summarizes the qualitative evaluation for the Viable Alternatives.

Table 1. Qualitative Analysis of Build Alternatives

Evaluation Criteria	Viable Alternative 1 <sup>a</sup>	Viable Alternative 2
	Potential Impacts	
Potential ROW Impacts	None	None
Community Use Parcels Impacted	None	None
Non-Residential Parcels Impacted	None	None
Residential Parcels Impacted	None	None
Potential Non-Residential Relocations	None	None
Potential Residential Relocations	None	None
Potential Wetland Impacts	Low	Low
Potential Surface Water Impacts	Low	Low
Potential Contamination Impacts	Medium	Medium
Compatible with Left-Turn Lanes	Yes	Yes
Meets Traffic Demand	Yes	Yes
Elevated Expressway Construction Costs	High	Medium



Table 1. Qualitative Analysis of Build Alternatives

Evaluation Criteria	Viable Alternative 1 <sup>a</sup>	Viable Alternative 2
	Potential Impacts	
Capital/Operating Costs	None	High

<sup>a</sup> Viable Alternative 1 indicates the Preferred Alternative.

Construction costs are higher with Viable Alternative 1 but are offset by significant capital and operating costs associated with the movable barrier wall in Viable Alternative 2. Additionally, greater capacity is provided by Viable Alternative 1, which also provides for safer incident management. Therefore, Viable Alternative 1 is selected as the Preferred Alternative.

## 5. Commitments

The following commitments have been made for the project:

- Avoidance and minimization of wetland and listed species impacts will continue to be evaluated during the final design, permitting and construction phases of this project and all possible and practicable measures to avoid or minimize these impacts will be incorporated.
- Pre-construction surveys will be conducted for listed species as required.
- The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.
- Best Management Practices to control erosion and sedimentation in accordance with Standard Specifications for Road and Bridge Construction will be implemented.
- Construction of feasible and reasonable noise abatement measures recommended in the Noise Study Report are contingent upon the following conditions:
  - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
  - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
  - Community input supporting types, heights and locations of the noise barrier(s) is provided to CFX.
- During the Design phase, the noise abatement locations, noise barrier types, lengths and heights will be determined. A Noise Study Addendum will be prepared during the final design phase to re-evaluate the need for noise barriers on the proposed SR 414 elevated expressway, identify and evaluate any new noise sensitive sites, re-evaluate the effectiveness of the existing noise barriers and re-evaluate any existing noise sensitive sites based on alignment and profile changes in design. As part of this noise re-evaluation, noise sensitive sites without existing noise walls (such as Lake Hill Woods, Crescent Place at Lake Lotus, Oranole Road, and Enclave at Bear Lake) will be re-evaluated in consideration of both existing noise levels and future noise levels.
- Mitigation of aesthetic effects and landscaping are determined during the project's final design and through the public involvement process. CFX will evaluate potential solutions that are feasible and reasonable.

- Relocation of utilities impacted by the construction of the project will be conducted prior to construction where feasible and reasonable. Interruption in services for relocated utilities will be minimized and coordinated with appropriate agencies.

## 6. CFX Adopted Preferred Alternative

The Preferred Alternative involves an elevated SR 414 Expressway Extension toll facility to serve regional traffic and at-grade Maitland Boulevard local access lanes (non-tolled) from US 441 to SR 434. The proposed SR 414 Expressway Extension typical section for the Preferred Alternative includes the elevated SR 414 facility in the median, as four 12-foot-wide express lanes (two lanes per direction) separated by a median barrier wall. The Preferred Alternative also includes maintaining the existing Maitland Boulevard access lanes at-grade with two lanes per direction on either side and below the SR 414 Expressway Extension. The at-grade portion of the facility on Maitland Boulevard will maintain the existing pavement width (60 feet) but shifts and restripes the existing lanes to provide a 7-foot-wide buffered bike lane east of Bear Lake Road. As part of the Preferred Alternative, operational improvements at intersections are anticipated to accommodate the elevated SR 414 Expressway Extension while maintaining local access at cross streets.

## 7. ☒ Approved for Public Availability

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02/24/2022

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CFX Chief of Infrastructure

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Date

## 8. Public Involvement

A public hearing was held on March 31, 2022, and the transcript is available.

## 9. Approval of Final Document

This project has been developed without regard to race, color, national origin, age, sex, religion, disability or family status.

The final PEIR reflects consideration of the PD&E Study and the public hearing.

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CFX Executive Director

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Date

## 10. Supporting Information

For supporting information for each issue/resource, refer to Attachment 1, Environmental Analysis, Attachment 2, Preferred Alternative Concept Plans, Attachment 3, Agency Concurrence Letters. Supporting documents for this PD&E Study include:

- Existing Conditions Technical Memorandum

- Typical Section Technical Memorandum
- Natural Resources Evaluation Report
- Water Quality Impact Evaluation Checklist
- Bridge Analysis Technical Memorandum
- Pond Siting Report
- Location Hydraulic Report
- Intelligent Transportation System Technical Memorandum
- Contamination Screening Evaluation Report
- Cultural Resource Assessment Survey
- Sociocultural Evaluation
- Noise Study Report
- Utility Assessment Package
- Air Quality Technical Memorandum
- Preliminary Engineering Report

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**Attachment 2 AN Package**

**Attachment 3 Preferred Alternative Concept Plans**

**Attachment 4 SHPO Concurrence Letters**

**Attachment 5 Public Hearing Transcript**

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**Acronyms and Abbreviations**

AMA	Alternative Mobility Area
APE	Area of Potential Effects
BE	buried electric
BFE	base flood elevation
BFO	buried fiber optic
BMAP	basin management action plan
BMP	Best Management Practice
BT	buried telephone
BTV	buried television
CFX	Central Florida Expressway Authority
CRAS	Cultural Resource Assessment Survey
dB(A)	decibel
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FM	force main
FWC	Florida Fish and Wildlife Conservation Commission
I-4	Interstate 4
NAVD	North American Vertical Datum
NRHP	National Register of Historic Places
OE	overhead electric
OFOC	overhead fiber optic cable
OFW	Outstanding Florida Water
OT	overhead telephone
OTV	overhead television
PD&E	Project Development and Environment
ROW	right-of-way
RWM	reclaimed water main
SHPO	State Historic Preservation Officer
SJRWMD	St. Johns River Water Management District
SR 414	State Road 414
SR 429	State Road 429
SR 434	State Road 434
UAO	Utility Agency Owner
US 441	U.S. Highway 441
USFWS	U.S. Fish and Wildlife Service
WM	water main

# Attachment 1

## Environmental Analysis

## **A. Social and Economic**

### **A.1 Social**

The study area was reviewed to identify minority and/or low-income populations as well as under-represented population groups protected under *Title VI of the Civil Rights Act of 1964* and related nondiscrimination statutes and regulations. Of the 10 Census block groups that intersect with the Preferred Alternative, eight block groups have low-income and/or minority populations greater than the averages of Seminole or Orange counties. While the Census block group may not be representative of the specific neighborhoods and business affected by the Preferred Alternative (because of the large size of the block group compared to the affected area), it is assumed that sensitive populations may be affected by the project. However, no disproportionate impacts are expected to low-income and/or minority populations.

This project involves improvements to the existing SR 414 roadway, which serves as a physical barrier between the north and south sides of the roadway. The roadway already serves as a boundary from which development patterns have established. Therefore, adding limited-access toll lanes to the center of the existing SR 414 will not further isolate a portion of an ethnic group or neighborhood nor further separate residences from any community services facility. Additionally, the project area is divided by the Seminole and Orange County line, which acts as a boundary for county services including schools. The project corridor is mostly a limited-access roadway and has only one median opening (at Gateway Drive) for opposing traffic flow to access adjacent properties. Access to adjacent openings for opposing traffic flow must be done through the existing signalized intersections. The addition of the elevated expressway is not expected to change any existing median openings or intersections. Access to existing community facilities in the build condition will be maintained and is anticipated to be similar to the existing condition. Therefore, access to community facilities will not be impacted. Given the existing physical barrier presented by SR 414, the project improvements will result in minimal impacts to community cohesion.

There are no emergency facilities within or adjacent to the project study area. Emergency vehicle access will not change along the at-grade Maitland Boulevard as a result of the Preferred Alternative. Because the SR 414 elevated expressway provides a higher-speed travel option and congestion is anticipated to improve along Maitland Boulevard, emergency response times are anticipated to improve through this area.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability or family status. No substantial impacts to the social environment are anticipated.

### **A.2 Economic**

A review of the most recently adopted county comprehensive plans (2030 Orange County Comprehensive Plan and the adopted Seminole County Vision 2020 Comprehensive Plans) was performed for this evaluation. The plans provide a forecast of planned land use changes and economic impacts and help to evaluate the economic impacts related to the proposed improvements.

The adopted 2030 Orange County's Comprehensive Plan shows that the study area is within the County Urban Boundary Area. Approximately half of the study area is within an Orange County Alternative Mobility Area. The Orange County AMA is exempt from transportation concurrency requirements and

promotes urban development and redevelopment to maximize the use of existing public infrastructure. The proposed project does not include additional right-of-way that would impact the AMA. Economic enhancement of the AMA is expected because of increased mobility and access to the area. The adopted Seminole County Vision 2020 Comprehensive Plan shows that the study area is within the County Urban Boundary and further notes that SR 434 within the study area is an Urban Corridor. The Urban Corridor incentivizes a mixed development pattern consistent with the Central Florida Regional Growth Vision. The proposed improvements are expected to enhance economic development of the SR 434 Urban Corridor by improving mobility and access to the area.

The SR 414 corridor provides regional connectivity between Orange and Seminole counties (greater Orlando area) and Lake County (Apopka), providing system linkage to designated Strategic Intermodal Systems including SR 429 and I-4. The project improvements will provide enhanced mobility of people and goods along this corridor and may also provide a positive economic effect for regional freight mobility. The project improvements will provide enhanced mobility of people and goods along this corridor and may also provide a positive economic effect for regional freight mobility. The project supports regional plans for a transportation network that connects workforce residences with concentrated areas of economic activity. In that way, the limited-access SR 414 facility will facilitate commuting to regional economic centers, including the Maitland Center Office Park located on the eastern end of the corridor, the city of Altamonte Springs and downtown Orlando. For these reasons, the project is anticipated to enhance economic conditions.

### **A.3 Land Use Changes**

Review of the Orange and Seminole county future land use maps<sup>1</sup> indicates that the future land use of the study area is expected to remain similar to the existing condition. The proposed project includes expanding an existing roadway corridor within an existing transportation network, and no ROW acquisition is anticipated. Stormwater resulting from the proposed improvements will be treated using the existing drainage ponds, which are expected to be modified with no additional ponds anticipated outside the existing ROW.

The purpose of the proposed project is to accommodate anticipated east-west travel demands forecasted for the study region. Additionally, there is a need in the region to relieve existing and future congestion. While regional growth is forecasted, it is not anticipated to occur because of the implementation of the proposed project. The proposed project is to support already forecasted growth and the needs that result from the growth. Therefore, no substantial land use changes are anticipated because of the project.

### **A.4 Mobility**

The project will enhance regional connectivity by allowing vehicular through traffic more efficient passage through the study area using the limited-access SR 414 elevated expressway to avoid traffic signals and slower local traffic. This connectivity improves the regional transportation network and will be particularly beneficial during state-wide or regional evacuations. Connectivity to local businesses and residential areas will remain the same as the existing condition.

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<sup>1</sup> Orange County Interactive Mapping System accessed February 16, 2021; Seminole County GIS Information Kiosk accessed March 1, 2021.

Access to the elevated facility is controlled and limited to two access points just east and west of the project corridor. Users of the SR 414 elevated expressway must use access ramps (entrance and exit) available just east of SR 434. Users may also access the elevated expressway if already traveling west on the SR 414 toll road (John Land Apopka Expressway). Because of limited ROW and residential property impacts, access to the elevated expressway within the project corridor was not feasible. By relocating through traffic from Maitland Boulevard onto the SR 414 elevated expressway, overall circulation through the study area improves. For local SR 414 Maitland Boulevard users, traffic movements will remain the same as the existing condition, but with reduced congestion and improved traffic circulation.

The Central Florida Regional Transportation Authority, also known as LYNX, provides bus transit for Orange, Seminole and Osceola counties. There are no LYNX routes along SR 414 within the project corridor, but service routes are present along SR 434 and US 441 in the study area. The LYNX service along Maitland Boulevard east of the study area provides a connection to the commuter rail, SunRail. Review of the LYNX Transit Development Plan Fiscal Year 2020–2029 indicates there are no proposed transit improvements along Maitland Boulevard within the project study area.

The proposed improvements enhance bicycle and motorist mobility along the SR 414 corridor.

## **A.5 Aesthetic Effects**

The ends of the study corridor include commercial and industrial areas surrounding the interchanges at US 441 and SR 434, while the majority of the corridor includes residential neighborhoods that are mostly accessible from the corridor's intersections. Most residential properties lie behind existing noise walls along SR 414, limiting the view of the existing roadway from many residences. Where Maitland Boulevard abuts Lake Lotus Park, the roadway is lined by natural landscape to the north that is heavily treed. Just west of Lake Lotus Park on the south side of the roadway is Lake Bosse, which is visible from Maitland Boulevard.

The Preferred Alternative will change the viewshed along the study corridor with the implementation of the proposed improvements. The new toll lanes will be elevated approximately 30 feet above the at-grade Maitland Boulevard along the entire project corridor, altering the viewshed along Maitland Boulevard. The piers and their associated barrier wall for the SR 414 elevated expressway will be visible along the median of SR 414 Maitland Boulevard. The SR 414 elevated expressway will be visible above the existing noise walls that currently limit the view of the roadway from many of the residential neighborhoods along the project corridor. Because of its height, the elevated expressway will be visible to residences that are distant from the project corridor. The elevated expressway may also be visible from Lake Lotus Park where the existing condition does not include a view of a roadway because of the heavily treed landscaping surrounding the park. Depending on the time of day, the elevated expressway will cast a shadow over the at-grade SR 414 Maitland Boulevard travel lanes, sidewalks and bicycle lanes, changing the viewshed for all travel modes using the corridor.

The proposed improvements incorporate enhancements to aesthetics including opportunities for landscaping and hardscaping. Potential hardscape treatments will consist of cosmetic improvements to bridge structures, such as the use of color pigments in the concrete, texturing the surfaces, modifications to fascia walls, beams, and surfaces, or more pleasing shapes for columns and caps. During the Design phase both standard and unique aesthetic enhancements will be considered based on community input. Based on these reasons, no substantial aesthetic effects are anticipated.



In addition to the viewshed changes as a result of the Preferred Alternative, increased noise is also anticipated along the study corridor. Noise barriers such as a noise wall are exterior structures designed to prevent and mitigate noise sources, such as vehicle traffic. The project's *Noise Study Report* (CFX 2021j) includes an analysis of noise effects from the proposed improvements and identified reasonable and feasible noise walls adjacent to the Rose Pointe subdivision.

## **A.6 Relocation**

The proposed improvements consist of no ROW impacts. Therefore, there are no anticipated residential or business relocations anticipated as part of this project and no involvement is anticipated with relocation.

## **B. Cultural**

A Phase I Cultural Resource Assessment Survey was prepared for the proposed roadway alignment and included surveys for historic and archaeological sites. The CRAS also included surveys for historic and archaeological sites for 10 potential pond locations of which seven are existing. The State Historic Preservation Officer concurrence letter is provided in Attachment 3 (signed by the SHPO on September 7, 2021). The following sections summarize the results of the evaluation of cultural resources.

### **B.1 Historic Sites/Districts**

The architectural survey resulted in the identification and evaluation of 24 historic resources within the SR 414 Expressway Extension Area of Potential Effects, including two previously recorded resources and 22 newly recorded resources. The two previously recorded historic resources are both linear resources (8OR10661, Seaboard Coastline Railroad, and 8OR11516, Orange Blossom Trail). The newly recorded historic resources include one resource group (8OR11668, Monroe Manor subdivision) and 21 structures (8OR11668-8OR11689). Based on the results of the current survey, both linear resources are recommended as ineligible for consideration in the National Register of Historic Places as neither maintain enough historic integrity. Monroe Manor is also not recommended for consideration in the NRHP neither individually nor as a contributing resource to a historic district, as the historic buildings within the group are not excellent examples of the architectural styles they represent nor associated with a prominent architect.

Based on the results of the historical survey and SHPO concurrence (September 7, 2021), the SR 414 Expressway Extension will have no effect on listed cultural resources or cultural resources eligible for listing in the NRHP. No further analysis is recommended.

### **B.2 Archaeological Sites**

The archaeological survey within the Area of Potential Effects included the excavation of 20 shovel tests, of which one was positive for cultural material. As a result, one archaeological occurrence was recorded within the SR 414 Expressway Extension archaeological APE. Archaeological occurrences are, by definition, ineligible for consideration on the NRHP. One previously recorded archaeological site, the Little Wekiva East site (8SE01663), has been recorded within the archaeological APE. This site was previously determined to be ineligible for the NRHP by the State Historic Preservation Office, and the current survey found no evidence to change this recommendation. No other archaeological sites or archaeological occurrences were recorded within the SR 414 Expressway Extension archaeological APE.

Based on the results of the archaeological survey, the SR 414 Expressway Extension will have no effect on listed cultural resources or cultural resources eligible for listing in the NRHP. No further analysis is recommended.

### **B.3 Recreation Areas**

The project would not directly impact any public parks or publicly owned lands intended for recreational use. The proposed improvements are not anticipated to encroach upon the Lake Lotus Park boundary. However, the Preferred Alternative will change the viewshed from the park grounds, as the elevated expressway will be visible from the park where the existing condition does not include a roadway view. Additionally, increased traffic noise within the park grounds is anticipated. The minor grade-separated overpass that exists over the Little Wekiva Canal to allow for an access road between the Lake Lotus Park and Ride lot and Lake Lotus Park will be maintained in the build condition. The existing Seminole Wekiva Trail along the north side of the corridor will also be maintained in the build condition. Therefore, no substantial impact to recreation areas are anticipated from this project.

## **C. Natural Environment**

### **C.1 Wetlands and Other Surface Waters**

The extent and types of wetlands in the project study limits were documented in accordance with Executive Order 11990, and the Florida Department of Transportation *PD&E Manual*, Part 2 Chapter 9; consideration was given to avoiding and/or minimizing wetland impacts.

Approximately 1 acre of wetlands and less than 0.5 acre of surface water impacts are expected to wetland systems considered jurisdictional by the Florida Department of Environmental Protection State 404 Program and the St. Johns River Water Management District, as a result of the Preferred Alternative. The wetlands are mixed forested and herbaceous wetland communities and have been impacted by the existing SR 414 and adjacent infrastructure. Nuisance/exotic vegetation and vines have become established along the edge. The surface waters contain emergent aquatic vegetation and mixed scrub-shrub species. These have also been impacted by the existing SR 414 and adjacent infrastructure.

Potential direct impacts to mixed forested wetlands are extremely minor and result from the placement of fill as well as the placement of support piers for the proposed elevated roadway associated with the existing bridge over Lake Bosse. Surface water impacts include the south side and north side of Little Wekiva Canal and result in less than 0.5 acre of impacts. This system is channelized on the south side of SR 414 and forms a natural stream profile on the north side of SR 414. A preliminary Uniform Mitigation Assessment Method score was not developed for this surface water as mitigation for impacts will not be required.

Potential indirect impacts anticipated to occur as a result of the Preferred Alternative may include shading and light from the elevated roadway structure. Potential indirect impacts will be assessed during the design and permitting phase when more design elements are known. Secondary impacts of migrating edge effects will likely occur. At locations where natural areas meet development, edge effects such as increased cover of nuisance/exotic vegetation and changes in microclimate generally take place. The wetlands within the Preferred Alternative project footprint already experience edge effects because of the existing SR 414 road surface and infrastructure. While the severity of these edge effects should not increase, it is expected that these effects would migrate to the new transitional area

between remaining wetlands and new construction. Because of the developed nature of the surrounding area, no cumulative impacts are anticipated to occur.

The Central Florida Expressway Authority will address wetland and/or surface water impacts and provide appropriate wetland mitigation in future phases of this project. Practicable measures to avoid or minimize impacts will be further addressed during final design for the project. Best Management Practices will be used for erosion control during construction to minimize impacts to any wetlands and surface waters that are affected by the proposed project, and unavoidable impacts to wetlands and surface waters will be mitigated pursuant to 373.4137 Florida Statutes to satisfy all mitigation requirements of Part IV, Chapter 373 Florida Statutes and *United States Code* Title 33, Section 1344, should state and/or federal regulations require it. Therefore, no substantial impacts to wetlands and/or surface waters are anticipated as a result of the Preferred Alternative.

## C.2 Aquatic Preserves and Outstanding Florida Waters

There are no Outstanding Florida Waters per *Florida Administrative Code* Chapter 62-302 in the project area. A segment of the Little Wekiva River is listed as a State of Florida OFW. However, the OFW segment of the Little Wekiva River is the last 4 miles that flows through the Wekiva River Aquatic Preserve, which is outside of the project study area.

## C.3 Water Quality and Stormwater

Water quality (treatment) and water quantity (attenuation) criteria are based on SJRWMD, FDOT, and CFX stormwater regulations.

The project is located within the Little Wekiva River Watershed, which is within the jurisdiction of the SJRWMD. The study corridor includes two existing bridge crossings that traverse waters: FDOT Bridge No. 770075 over Lake Bosse and FDOT Bridge No. 770074 over the Little Wekiva Canal. The majority of the study area is located within the Little Wekiva Canal Basin, which FDEP identifies as Water Body Identification No. 3004. The Little Wekiva Canal Basin is impaired for excessive concentrations of nitrates. There is an adopted FDEP Basin Management Action Plan for the Little Wekiva River Basin for reducing nitrates, total phosphorus and dissolved oxygen. Further, the study area falls within Wekiva Spring and Rock Springs, both of which are an Outstanding Florida Spring. The Wekiva Spring and Rock Springs have a pending BMAPs for the reduction of nitrates, but are expected to achieve phosphorus reductions as well. Because of the BMAPs, application of additional treatment volume and anti-degradation standards will be required. The study area is also located within the Wekiva River Hydrologic Basin and Wekiva Recharge Protection Basin and is subject to special treatment requirements.

The drainage patterns in the proposed conditions will remain the same as existing conditions, with basins outfalling into the Little Wekiva River, Lake Bosse and adjacent wetlands. The proposed drainage system for at-grade SR 414 Maitland Boulevard will convey stormwater via curb-and-gutter inlets and closed system into existing and proposed stormwater retention facilities for water quality treatment and attenuation before outfalling into the Little Wekiva River and Lake Bosse. The proposed drainage system for the new four-lane SR 414 Expressway Extension will consist of barrier wall inlets in a closed system similarly discharging into existing and proposed stormwater retention facilities for water quality treatment and attenuation before outfalling into tributaries and waterways of the Little Wekiva River and Lake Bosse.

Stormwater treatment and attenuation associated with the Preferred Alternative is proposed through the use of existing and proposed ponds and swales. Review of previous permits along the study corridor revealed that the project area is divided among 8 existing drainage basins with 3 existing CFX ponds (Ponds 4A, 4B and 4C) and 7 existing FDOT ponds [Ponds A, B, C, D, E, F and G (Pond G was transferred to another owner)]. The proposed drainage system includes maintaining the existing drainage basins, modifying existing Ponds 4A, 4B, 4C, C, D and E, and adding two new ponds (Ponds B1 and B2) and two new swales (Swales F and G). Refer to Attachment 2 for the pond and swale locations. Because a project goal is to not acquire additional ROW, existing permitted ponds within the study limits were evaluated first and then opportunities within the existing CFX and FDOT ROW were identified as potential new pond sites.

During the study, coordination between the study team and SJRWMD, FDOT, city of Altamonte Springs and Orange County took place to explore opportunities to discuss potential use of shared ponds and stormwater harvesting. In particular, a meeting with Orange County was held on August 27, 2020, to discuss Orange County Environmental Protection Division plans for the Little Wekiva/Lake Lotus Stormwater Project (in design) for water quality improvements to meet the requirements of the Wekiva River, Rock Springs Run and Little Wekiva Canal BMAP. There is potential for stormwater treatment credit associated with this future project. Further coordination with Orange County and the other agencies is expected to continue during the design and permitting phases.

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SJRWMD in Chapter 40C- 4.091(1)(a) and Rule 62-330.010 of the *Florida Administrative Code*. Therefore, no further mitigation for water quality impacts will be required. Refer to the project's *Pond Siting Report* (CFX 2021j) for more detail regarding the proposed drainage ponds.

Therefore, the proposed project is expected to have no substantial impacts to water quality and stormwater resources.

## **C.4 Wild and Scenic Rivers**

There are no designated as Wild and Scenic Rivers or other protected rivers in the project area.

## **C.5 Floodplains**

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The proposed project is within the 100-year floodplain and identified by the Federal Emergency Management Agency as being either of two floodplain zone types, defined as follows:

Zone AE: Base Flood Elevation determined (quantified)

Zone A: No BFE determined (approximated)

For areas in Zone A, the BFE was approximated using accepted practices and guidelines by FEMA with 1-foot contours (North American Vertical Datum) provided by Orange County Public Works dated 2007. Based on review of the FEMA Flood Insurance Rate Maps, the BFE at Lake Bosse is 63.8 feet (NAVD) (Zone AE) and the BFE at Little Wekiva River is approximately 65.0 feet (NAVD) (Zone A). Additionally, there is one designated regulatory floodway south of the Orange County-Seminole County border near the Lake Lotus Park parking lot and is identified in the FEMA Flood Insurance Study for Orange County as

the Little Wekiva River Regulatory Floodway. No impact to this regulatory floodway is expected as its limits end before the SR 414 ROW.

The SJRWMD allows for the “cup-for-cup” method to offset new fill put in the floodplain by excavating an additional floodable area to replace the lost flood storage area. Impacts to the 100-year floodplain are anticipated from the proposed construction of four 16-foot by 10-foot piers at SR 414 Over Lake Bosse Bridge. The proposed piers will result in approximately 2,470 cubic feet of impacts. To compensate for this impact, the existing Pond E footprint can be regraded. The existing pond berm and tie-down slope along the northern side of the pond can be reconstructed to provide 2,482 cubic feet of compensation. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, floodplain encroachment resulting from the proposed roadway extension and added bridge piers is not significant.

The proposed project will not create substantial differences in flood elevations nor cause adverse impacts to the floodplain as required by the SJRWMD permitting process. Impacts to the floodplain have been minimized to the extent practicable by limiting the total distance and area of the project within the 100-year floodplain. The encroachment and mitigation measures were analyzed, and the impact is found to be nominal. No impact is expected to the base flood, likelihood of flood risk, overtopping and backwater conditions. The impacts to flood elevations and limits by drainage features, such as the proposed bridge facilities, will be designed in accordance with the FDOT *Drainage Manual*, Topic No. 625-040-002, as a part of the design phase and no substantial impacts to floodplains are anticipated because of the project.

## **C.6 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

## **C.7 Protected Species and Habitat**

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A natural resource evaluation was performed as part of this study to document potential impacts to protected species and their habitats. The purpose of this evaluation was to document protected species and habitat, wetlands and Essential Fish Habitat; evaluate the project area's current potential to support species listed as endangered, threatened or of special concern; determine the effects of the Preferred Alternative's effects on any listed species in the project area; identify current permitting and regulatory agency coordination requirements for the project; and for coordination/consultation with federal and state agencies. Literature reviews, agency database searches and field reviews of potential habitat areas were conducted to identify state and federally protected species occurring or potentially occurring within the project study area. Project scientists conducted general surveys on May 7 and November 10, 2020.

The project's Natural Resources Evaluation Report was prepared under separate cover as part of the consultation required under Section 7 of the Endangered Species Act of 1973. Coordination with USFWS and FWC will continue throughout the project to ensure avoidance and minimization of impacts to natural resources.



The project area does not fall within US Fish and Wildlife Service designated critical habitat for any species. The project area occurs entirely within the USFWS consultation areas of the Florida scrub-jay (*Aphelocoma coerulescens*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*) and partially within the consultation area of the sand skink (*Neoseps reynoldsi*); however, suitable habitat for these species does not occur within the study area. The project is within the 15-mile Core Foraging Area of Lawne Lake, and Eagle Nest Park wood stork rookeries.

Federally listed species with a determination of no effect by the project include the sand skink (*Neoseps reynoldsi*), Florida scrub-jay, red-cockaded woodpecker (*Dryobates borealis*) and the Everglade snail kite. Federally listed species with a determination of may be affected, but are not likely to be adversely affected by the project, include the Eastern indigo snake (*Drymarchon corais couperi*) and wood stork.

State-listed species with a determination of no adverse effect anticipated by the project include the gopher tortoise (*Gopherus polyphemus*), Florida sandhill crane (*Antigone pratensis canadensis*), Southeastern American kestrel (*Falco sparverius Paulus*) and wading birds including the little blue heron (*Egretta caerulea*) and roseate spoonbill (*Platalea ajaja*). State-listed species with a determination of no effect anticipated by the project include the short-tailed snake (*Lampropeltis extenuate*), Florida pine snake (*Pituophis melanoleucus mugitus*) and the Florida burrowing owl (*Athene cunicularia floridana*).

The project will have no effect on the bald eagle (*Haliaeetus leucocephalus*) or various state-protected bat species. There is no adverse effect anticipated to the Florida black bear (*Ursus americanus floridanus*). These two species or groups of animals that may occur in the project vicinity are not listed as threatened, endangered or species of special concern, but receive other legal protection.

There are 11 federally protected plant species with the potential to occur within the study area as they have been reported in Seminole and Orange counties. Near the existing roadway, the dominant vegetation is bahia grass (*Paspalum notatum*), which is regularly mowed. The project area is highly urbanized but in some potential offsite pond locations vegetated areas remain. These are typically hardwood and coniferous forests that have been impacted by their proximity to the existing roadway and nuisance exotic species were observed at forest edges. There is no effect on the 11 federally protected plant species, with narrow habitat requirements for sandhills, scrub and scrubby flatwoods, which are absent from the project area.

The highest quality wildlife habitat within the study area is associated with Lake Lotus Park, which contains forested wetlands, marshes and upland forested systems. The project area is in an SJRWMD Riparian Habitat Protection Zone associated with the Wekiva River Hydrologic Basin. Future coordination with the SJRWMD will be required to address potential impacts of approximately 0.3 acre to the Riparian Habitat Protection Zone during design and permitting phases of the project.

Multiple avenues of protection will be employed to negate and minimize any potential effects to these species. Some measures employed may include detailed surveys and agency coordination during the project design phase, including providing appropriate mitigation to offset impacts. During construction, BMPs, adherence to FDOT's *Standard Specifications for Road and Bridge Construction* and use of reconstruction surveys are strategies that will be considered, as needed, for protection of listed species. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project. For these reasons, no substantial impacts to protected species or their habitats are anticipated.

## C.8 Essential Fish Habitat

There is no Essential Fish Habitat in the project area.

## D. Physical Impacts

### D.1 Highway Traffic Noise

A traffic noise study was performed pursuant to Title 23 of the *Code of Federal Regulations* Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, Florida Statutes 335.17, State highway construction; means of noise abatement, and FDOT's *PD&E Manual*, Part 2 Chapter 18.

The purpose of the noise study was to identify noise-sensitive sites that would be impacted with the proposed project and evaluate abatement measures at impacted noise-sensitive sites. The field measurements for sound along the project corridor were obtained at two locations: eastbound side of SR 414 south of the Rose Pointe subdivision and eastbound side of SR 414 on Oranole Road. These field measurements were used as inputs into a computer model used to predict existing as well as future design year traffic noise levels with and without proposed roadway improvements. Traffic noise levels were predicted for the project's existing year (2019) and the design year (2045) No-Build and Preferred Alternatives. Within the study area, the following four types of land use have the potential to be impacted by traffic noise—residences, recreational areas, a trail and the exterior use of an office building.

Existing FDOT highway traffic noise barriers stand between SR 414 and most of the residential areas along the project corridor. The barriers were considered in the noise analysis of the No-Build Alternative and the Preferred Alternative. Locations of the noise barriers are presented in Attachment 2 and exist at residential subdivisions. Two noise barrier scenarios were evaluated: the first scenario would provide a noise barrier inside the SR 414 ROW and the second scenario would provide both a noise barrier inside the ROW and a noise barrier on the edge of the elevated toll facility (that is, on structure). The noise barrier within the SR 414 ROW was evaluated at heights ranging from 8 to 22 feet, and the noise barrier on the edge of the elevated toll facility was evaluated at a height of 8 feet, following the requirements of FDOT's Noise Policy. In the existing condition (year 2019) with the existing roadway geometry, traffic noise is predicted to range from 37.7 to 76.3 decibels. The project's traffic noise is predicted to range from 40.5 to 78.3 dB(A) for the design year (year 2045) No-Build Alternative with the programmed improvements to SR 414. Finally, traffic noise is predicted to range from 44.0 to 76.5 dB(A) with the Preferred Alternative. The predicted traffic noise levels associated with the Preferred Alternative in 2045 would approach, meet or exceed the noise abatement criteria, but the levels are not predicted to increase substantially (that is, greater than 15.0 dB(A) over existing levels).

The results of the highway traffic noise analysis indicate that the Preferred Alternative would impact 46 properties with residential land use and the Seminole Wekiva Trail in the design year (2045). Noise abatement measures evaluated for the impacted properties included traffic management measures, alignment modifications, buffer zones and noise barriers. However, further evaluation indicates that a noise barrier inside the ROW (Scenario 1) may be feasible and reasonable for 10 of the 46 impacted residences. These 10 properties are associated with the Rose Pointe subdivision located on the south side of SR 414 just east of the US 441 interchange (refer to Attachment 2 for the potential noise barrier location). There appear to be no feasible and reasonable measures to abate predicted traffic noise impacts for the remaining 36 residences or the Seminole Wekiva Trail. Table D-1 provides further details of the potential noise barrier associated with the Preferred Alternative.

Construction of feasible and reasonable noise abatement measures recommended in the Noise Study Report are contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
- Community input supporting types, heights and locations of the noise barrier(s) is provided to CFX.
- During the Design phase, the noise abatement locations, noise barrier types, lengths and heights will be determined. A Noise Study Addendum will be prepared during the final design phase to re-evaluate the need for noise barriers on the proposed SR 414 elevated expressway, identify and evaluate any new noise sensitive sites, re-evaluate the effectiveness of the existing noise barriers and re-evaluate any existing noise sensitive sites based on alignment and profile changes in design. As part of this noise re-evaluation, noise sensitive sites without existing noise walls (such as Lake Hill Woods, Crescent Place at Lake Lotus, Oranole Road and Enclave at Bear Lake) will be re-evaluated in consideration of both existing noise levels and future noise levels.

**Table D-1. Summary of the Potential Noise Wall included in the Preferred Alternative**

Noise-Sensitive Area	Number of Impacted Receptors	Proposed Barrier Height/Length (feet)	Preliminary Noise Barrier Location	Number of Benefited Receptors <sup>1</sup>		Total Cost of Barrier <sup>2</sup>	Cost Per Benefited Receptor <sup>3</sup>
				Impacted	Total		
Rose Pointe Subdivision	14	16 / 807	Inside ROW along SR 414 Maitland Boulevard	10	10	\$387,360	\$38,736

<sup>1</sup> Receptors with a predicted reduction of 5 dB(A) or more are considered benefited.

<sup>2</sup> Estimated cost based on a unit cost of \$30 per square foot.

<sup>3</sup> FDOT cost reasonable criterion is \$42,000 per benefited receptor

## D.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards and because the project is expected to improve the Level of Service and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts would be minimized by adherence to applicable state regulations and to FDOT's *Standard Specifications for Road and Bridge Construction*. For these reasons, no substantial impacts to air quality are anticipated because of the proposed project. The project's *Air Quality Technical Memorandum* (CFX 2022a) documents the results of the air quality screening

## D.3 Contamination

A contamination screening evaluation was conducted and documented in accordance with the *FDOT PD&E Manual*. The purpose of this survey was to identify, review and provide risk ratings for properties or facilities that have potential contamination sites that may be impacted by the proposed

improvements. The evaluation included an identification of potential contamination sites within the study area, as documented in the project's Level 1 *Contamination Screening Evaluation Report* (CFX 2022e), available under separate cover.

Based on the Level 1 contamination screening evaluation, a total of 19 potential contamination sites were identified within the project limits. The following FDOT Risk Ratings were assigned to each potential contamination site:

- Risk Rating No: 0 Sites
- Risk Rating Low: 15 Sites
- Risk Rating Medium: 4 Sites
- Risk Rating High: 0 Sites

In addition, a total of eight potential pond alternatives were evaluated to address stormwater management. Not all the proposed stormwater ponds will be selected for use. Three pond alternatives were assigned a risk potential of Medium, which the others were assigned a risk potential of Low.

Medium Risk sites are recommended for Level II Impact to Construction Assessments, including soil and groundwater testing, if ROW acquisition or subsurface work is proposed on or adjacent to them. Level II Impact to Construction Assessments may be required for the Medium Risk pond sites, depending on the final pond locations and configurations.

Based on 1) the future completion of Level II field screening for the Medium Risk sites identified, 2) the completion of contamination remediation activities as determined necessary (following future testing activities) and 3) the inclusion of the appropriate contamination demarcation in the construction plans, contamination is not expected to have a substantial impact to the Preferred Alternative.

## **D.4 Utilities and Railroads**

A utility assessment was performed to document the existing or planned utilities in accordance with the *FDOT PD&E Manual*.

Overhead and buried utilities extend along the project corridor. There are no railroads within the project limits. Utility Agency Owners were identified from a Sunshine 811 design ticket. A field review was also conducted to further identify any designated existing facilities in the project corridor. Preliminary utility coordination was initiated through written communication to the listed utility contacts. The UAOs were informed of the PD&E Study through the notification letters and were requested to provide information regarding the location, type, dimension and characteristics of any major utilities along or crossing the existing ROW. UAOs were requested to note if any utility facility is located within the CFX and FDOT ROWs by easement or permit and to provide an order-of magnitude, worst-case estimate for the cost of relocating any utilities affected by the proposed project.

Because the Preferred Alternative will be constructed within the existing ROW, impacts to most utilities are expected to be minimal. However, the Duke Energy Transmission overhead electrical lines and associated poles near SR 414 east of US 441 may be impacted because of the proposed roadway elevation changes. Additionally, Altamonte Springs-FDOT-Integrated Reuse and Stormwater Treatment pipe is located under the existing median of SR 414 beginning at the Seminole Wekiva Trail and extends 2,850 feet east. The piers associated with the SR 414 elevated expressway are anticipated to impact the A-FIRST pipe. During the study, coordination between CFX and the city of Altamonte Springs took place to determine feasible relocation options. Coordination will continue between the city of Altamonte

Springs and CFX during the design phase to determine the new location of the pipeline. As a result of this coordination, CFX has committed to the following:

- Relocation of utilities impacted by the construction of the project will be conducted prior to construction where feasible and reasonable. Interruption in services for relocated utilities will be minimized and coordinated with the appropriate agencies.

The estimated impacts to utility facilities resulting from the Preferred Alternative are itemized by location in Table D-2, along with estimated relocation costs. The estimated impacts are based on the data provided by the UAO as previously summarized. Actual utility impacts will be verified during the design phase, when a detailed survey and subsurface utility information is available. The total combined estimated cost for relocations is \$2.3 million.

Mitigation measures will be implemented during the design phase of the project to minimize impacts to the existing utilities. If impacts are unavoidable, design alternatives will be reviewed to allow for relocation of impacted facilities in a manner that minimizes cost to the UAO and disruption to their customers. The Preferred Alternative is expected to have no significant impact to utilities in the project area.

## D.5 Construction

Construction activities for the proposed project may cause short-term impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable *FDOT Standard Specifications for Road and Bridge Construction*.

Air quality is anticipated to be temporary resulting primarily from emissions associated with diesel-powered construction equipment and dust associated with fill materials and road constructions. Temporary noise and vibration impacts are also anticipated during construction from heavy equipment movement and other construction activities.

In terms of construction noise, the nearby businesses and residences within the project limits are construction noise and vibration-sensitive sites. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with CFX and the contractor, will investigate additional methods of controlling these impacts. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the *FDOT Standard Specifications for Road and Bridge Construction* and through the use of BMPs. Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local businesses and other pertinent information to the traveling public.

The *FDOT Standard Specifications for Road and Bridge Construction* provides measures to be followed during construction that significantly reduces the risk of potential water quality impacts associated with erosion and stormwater runoff during construction. Therefore, no substantial impacts are expected during the construction of the proposed project.

Table D-2. Utility Impacts from Preferred Alternative by Location

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
AT&T Florida						
BT, BFO	Transverse	Crossing SR 414 west side Orange Blossom Trail (US 441)	4" Conduit 100 Pair Cable 12, 24, & 48 Fiber Cables	500 feet	No anticipated impacts	\$0
BT	Transverse	Crossing SR 414 east side Orange Blossom Trail (US 441)	4" Conduit 1200 Pair Cable	500 feet	No anticipated impacts	\$0
BT, BFO	Transverse	Crossing SR 414 west side Bear Lake Road/Rose Avenue	4" Conduit 48 BFO	200 feet	No anticipated impacts	\$0
OFOC, OT	Transverse	Crossing SR 414 east side Bear Lake Road/Rose Avenue	48 BFO 200 Pair Cable	200 feet	New overhead construction	\$16,000
BT, BFO	Transverse	Crossing SR 414 east side Bear Lake Road/Rose Avenue along ROW limit	400 Pair & 1200 Pair Cables 12 BFO	200 feet	No anticipated impacts	\$0
BT, BFO	Transverse	Crossing SR 414 east side Eden Park Road	4" Conduit 144 BFO	150 feet	No anticipated impacts	\$0
BT, BFO	Transverse	Crossing SR 414 east side Gateway Drive	48 BFO 50 Pair Cables	150 feet	No anticipated impacts	\$0
BT, BFO	Transverse	Crosses SR 414 100' west of bridge ending at STA. 1569+50	12 BFO 25 Pair Cable	300 feet	No anticipated impacts	\$0

Table D-2. Utility Impacts from Preferred Alternative by Location

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
BT, BFO	Transverse	Crossing SR 414 west side Forest City Road	2-4" Conduits 24 BFO 2-144 BFO 2-600 Pair, 3-1200 Pair, & 2-1800 Pair Cables	450 feet	No anticipated impacts	\$0
Lumen (fka CenturyLink)						
BFO	Transverse	Crossing SR 414 east side Forest City Road	2" HDPE 144 BFO	450 feet	No anticipated Impacts	\$0
BFO	Adjacent	Runs along north side of SR 414, beginning at Forest City Road	1.25" HDPE 24 BFO	900 feet	No anticipated impacts	\$0
Charter Communications						
OTV	Transverse	Runs north until SR 414 east side of Orange Blossom Trail. Ends at intersection crossing	Unknown	±50 feet	No anticipated impacts	\$0
BFO	Transverse	Crossing SR 414 east side of Orange Blossom Trail	Unknown	500 feet	No anticipated impacts	\$0
OTV	Transverse	Runs north along east side of Rose Avenue	Unknown	±50 feet	No anticipated impacts	\$0
BTV	Transverse	Curves around the southeast corner at the intersection of Rose Avenue and SR 414	Unknown	±50 feet	No anticipated impacts	\$0
OTV	Adjacent	Runs along the south side of SR 414 from the Rose Avenue intersection	Unknown	1200 feet	No anticipated impacts	\$0
OTV	Transverse	Runs along west side of Magnolia Homes Road and ends at the intersection of SR 414	Unknown	±50 feet	No anticipated impacts	\$0

**Table D-2. Utility Impacts from Preferred Alternative by Location**

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
BTV	Transverse/Adjacent	Crosses SR 414 on the west side of Magnolia Homes Road and then runs adjacent to SR 414 for another 250 feet	Unknown	Total 500 feet	No anticipated impacts	\$0
OTV	Adjacent	Runs adjacent to SR 414 on the south side of the roadway until the Forest City Road intersection	Unknown	600 feet	No anticipated impacts	\$0
OTV	Transverse	Runs along west side of Forest City Road to the southwest corner at the SR 414 intersection	Unknown	±50 feet	No anticipated impacts	\$0
BTV	Transverse	Crosses SR 414 on the west side of Forest City Road and continues from the southwest corner northbound	Unknown	450 feet	No anticipated impacts	\$0
BFO	Transverse	Crosses SR 414 continuously on the east side of Forest City Road	Unknown	450 feet	No anticipated impacts	\$0
City of Altamonte Springs						
RWM	Adjacent	Runs parallel beneath SR 414, crossing US 441 Connects to 24" PVC that follows the length of the Seminole Wekiva Trail	24" HDPE	550 feet	No impacts anticipated	\$0
RWM	Transverse	Extends from the south side of the Seminole Wekiva Trail into the median of SR 414 Connects to 24" PVC that runs beneath the median on SR 414	24" PVC	100 feet	No impacts anticipated	\$0
RWM	Adjacent	Runs beneath median on SR 414 from Seminole Wekiva Trail for 2850 feet until 90° bend	24" PVC	2850 feet	New construction	\$427,500



Table D-2. Utility Impacts from Preferred Alternative by Location

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
RWM	Transverse	Crosses westbound SR 414 from median to north side of the roadway Connects 24" PVC pipes adjacent to SR 414	24" PVC with 42" Steel Casing	50 feet (with steel casing)	No impacts anticipated	\$0
RWM	Adjacent	Runs along the north side of SR 414 before 90° bend, extending RWM north on Eden Park Drive 42" Steel casing from northwest corner to northeast corner at Eden Park Drive intersection	24" PVC with 42" Steel Casing	800 feet 100 feet (Steel casing only)	No impacts anticipated	\$0
Duke Energy (Distribution)						
OE	Transverse	Runs along east side Orange Blossom Trail to the southeast corner of the SR 414 intersection	12.4 kV	±50 feet	No impacts anticipated	\$0
BE	Transverse	Crosses SR 414 on the east side of Orange Blossom Trail through the Seminole Wekiva Trail	12.4 kV	500 feet	No impacts anticipated	\$0
OE	Adjacent	Runs along the south side of SR 414 from the southeast corner of the Orange Blossom Trail intersection	12.4 kV	1700 feet	No impacts anticipated	\$0
OE	Transverse	Runs along the east side of Rose Avenue and connects to the southeast corner of SR 414 intersection	12.4 kV	±50 feet	No impacts anticipated	\$0
OE	Transverse	Crosses SR 414 on the east side of Rose Avenue (to be replaced/modified)	12.4 kV	200 feet	New overhead construction	\$65,500
OE	Transverse	Runs along east side of Bear Lake Road until the northwest corner at the SR 414 intersection	12.4 kV	±50 feet	No impacts anticipated	\$0

Table D-2. Utility Impacts from Preferred Alternative by Location

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
OE	Transverse	Runs along east side of Eden Park Road to the southeast corner at the intersection of SR 414	12.4 kV	±50 feet	No impacts anticipated	\$0
OE	Transverse	Crosses SR 414 from the southeast corner through the northeast corner on the east side of Eden Park Road (to be replaced/modified)	12.4 kV	150 feet	New overhead construction	\$35,500
OE	Transverse	Extends from the northeast corner on the east side of Eden Park Road north from the SR 414 intersection	12.4 kV	±50 feet	No impacts anticipated	\$0
OE	Transverse	Runs along west side of Magnolia Homes Road and ends at the southwest corner of the SR 414 intersection	12.4 kV	±50 feet	No impacts anticipated	\$0
OE	Transverse	Crosses SR 414 on the west side of Magnolia Homes Road to the northwest corner of the intersection (to be replaced/modified)	12.4 kV	150 feet	New overhead construction	\$33,500
BE	Transverse	Extends from the northwest corner of SR 414 and Magnolia Home Road north	12.4 kV	±50 feet	No anticipated impacts	\$0
OE	Transverse	Crosses SR 414 midway between the intersections of Gateway Drive and Forest City Road (to be replaced/modified)	12.4 kV	200 feet	New overhead construction	\$56,000
BE	Transverse	Crosses SR 414 west side of Forest City Road	12.4 kV	450 feet	No impacts anticipated	\$0

**Table D-2. Utility Impacts from Preferred Alternative by Location**

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
Duke Energy (Transmission)						
OE	Adjacent	Runs along south side of SR 414 to east of US 441	Unknown	1500 feet	No anticipated impacts	\$0
OE	Transverse	Crosses SR 414 between US 441 and Rose Avenue/Bear Lake Road	Unknown	650 ft	New overhead construction	\$1,172,500
OE	Adjacent	Runs along north side of SR 414 east of US 441 to Bear Lake Road	Unknown	1800 ft	No anticipated impacts	\$0
Lake Apopka Natural Gas						
Gas	Transverse (Offset from SR 414)	Runs along west side of Apopka Boulevard	4" HP Steel	None	No impacts anticipated	\$0
Gas	Transverse (Offset from SR 414)	Runs along east side of Apopka Boulevard	2" Steel	None	No impacts anticipated	\$0
Gas	Adjacent (Offset from SR 414)	Begins at bridge end and runs along south side of Winfield Street, connects to 2" steel along west side of Forest City Road	2" Steel	100 feet (adjacent to SR 414)	No impacts anticipated	\$0
Gas	Adjacent (Offset from SR 414)	Runs along south side of Joyann Street, connects to 2" steel along west side of Forest City Road	1.5" Steel	None	No impacts anticipated	\$0
Gas	Transverse	Runs along Forest City Road, connected to 2" steel and 1.5" steel on side streets	2" Steel	None	No impacts anticipated	\$0
Orange County Utilities						
FM	Transverse	Crosses SR 414 approx. 250' west of the intersection of Orange Blossom Trail	16" DIP	1000 feet	No impacts anticipated	\$0
FM	Transverse	Crosses SR 414 on the west side of Orange Blossom Trail	16" PVC	±900 feet	No impacts anticipated	\$0

Table D-2. Utility Impacts from Preferred Alternative by Location

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
WM	Transverse	Crosses SR 414 on the east side of Orange Blossom Trail	12" PVC (beneath SR 414) 6" DIP 16" DIP	±900 feet	No impacts anticipated	\$0
WM	Adjacent (beneath SR 414)	Runs below SR 414 travelway east of Orange Blossom Trail intersection in a series of connected water mains	2-8" PVC (offset approx. 8 feet from each other) 12" PVC (1000 feet)	1300 feet	No impacts anticipated	\$0
WM	Transverse (beneath SR 414)	Runs below SR 414 travelway east of Orange Blossom Trail intersection in a series of laterals	3-8" DIP 3-6" DIP 5-8" PVC	Varies	No impacts anticipated	\$0
WM	Transverse/Adjacent	Runs along west side of SR 414, crosses travelway, and extends on the east side of SR 414, connecting to 16" HDPE water main at the Rose Avenue intersection	12" PVC 24" Steel	800 feet (PVC) 156 feet (steel WM)	No impacts anticipated	\$0
WM	Transverse	Runs along west side of Rose Avenue, connecting to 12" PVC water main at the southwest corner on SR 414	16" HDPE	±50 feet	No impacts anticipated	\$0
FM	Transverse	Crosses eastbound travelway of SR 414 from Tealwood Cover neighborhood, connecting to median	6" PVC	±100 feet	No impacts anticipated	\$0
FM	Transverse	Runs along west side Magnolia Homes Avenue and crosses travelway to southeast corner at SR 414 intersection	10" PVC	±50 feet	No impacts anticipated	\$0
WM	Adjacent (Offset from SR 414)	Runs along south side of Oranole Road, offset from SR 414	3" AC	1600 feet	No impacts anticipated	\$0

**Table D-2. Utility Impacts from Preferred Alternative by Location**

Utility Type	Transverse or Adjacent	General Location	Size	Approx. Length	Impacts	Cost Estimate
Seminole County						
WM	Adjacent	Runs along west side of SR 414 with above grade interconnect piping adjacent to the sidewalk; connects at northwest intersection of Bear Lake Road and extends north	10" PVC	1100 feet	Potential impacts to interconnect piping	\$120,000
Zayo Group						
BFO	Transverse	Runs along the west side Forest City Road under SR 414	Unknown	200 feet	No anticipated impacts	\$0

## Notes:

BE = buried electric

BFO = buried fiber optic

BT = buried telephone

BTV = buried television

FM = force main

OE = overhead electric

OFOC = overhead fiber optic cable

OT = overhead telephone

OTV = overhead television

RWM = reclaimed water main

WM = water main

## **D.6 Bicycles and Pedestrians**

The project corridor includes continuous sidewalks that extend along both sides of SR 414 from US 441 to Gateway Drive. Further, sidewalks extend along all of the cross streets within the study area. The sidewalks discontinue at Gateway Drive, which limits pedestrian access to SR 434. Because of the limited ROW, the proposed improvements do not include enhancements to the existing sidewalks and therefore the pedestrian mobility will remain the same as the existing condition.

Undesignated bicycle lanes are present between Bear Lake Road and Gateway Drive through the use of wide shoulders along both sides of SR 414 (4 feet wide along the mainline and 8 feet wide along the bridges). In addition, bicycle lanes are present north of the study area at Eden Park Road and SR 434. The Preferred Alternative includes 7-foot-wide bicycle lanes adjacent to the outside travel lane in each direction, allowing for a safety buffer between the motorized vehicle travel lanes and the bicycle lanes. Bicyclists' improved mobility will allow for safer access to nearby transit and existing/planned trails. Bicycle facilities are expected to be enhanced as a result of the Preferred Alternative.

## **D.7 Navigation**

The project will not affect any tidally influenced waterways, streams, or canals that are protected under Section 10 of the Rivers and Harbors Act. Therefore, the project will have no effect on navigation.

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## Attachment 2

### AN Package

**FINAL**  
**ADVANCED NOTIFICATION**  
**PACKAGE**

State Road (SR) 414 Expressway Extension  
Project Development and Environment (PD&E) Study  
From US 441 to SR 434

Orange and Seminole Counties, Florida

CFX Project Number: 414-227

April 2020

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PROJECT LOCATION MAPS

See **Figures 1 and 2** for maps of the region and study area.

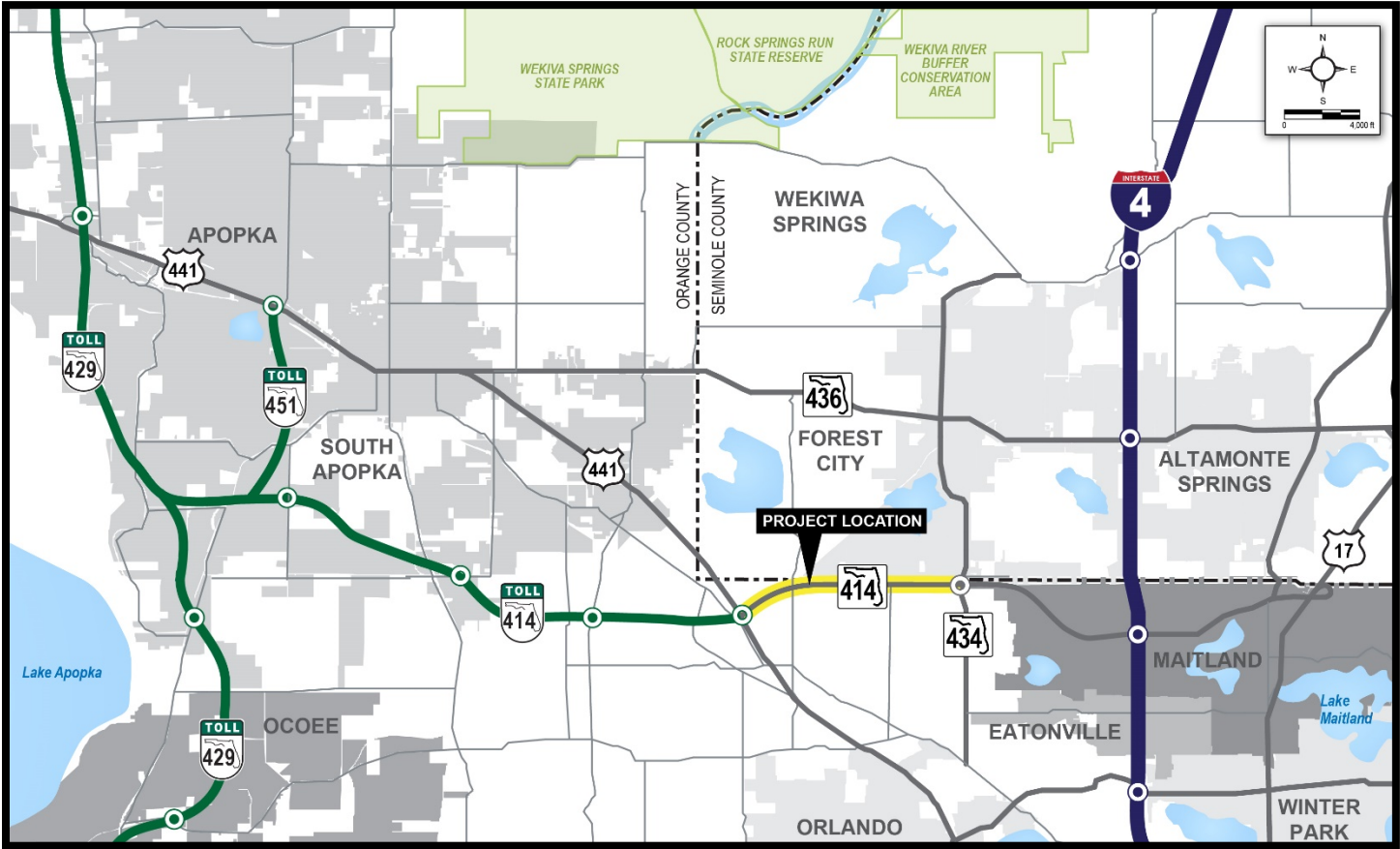


Figure 1: Regional Map



Figure 2: Study Area Map

## FACT SHEET

<b>Project Name:</b>	State Road (SR) 414 Expressway Extension PD&E Study
<b>Project Limits:</b>	The study area limits are generally described as: from US Highway 441 (Orange Blossom Trail) to SR 434 (Forest City Road)
<b>Counties:</b>	Orange and Seminole
<b>Proposed Activity:</b>	To evaluate alternatives for a proposed grade-separated expressway extension of the tolled SR 414 (John Land Apopka Expressway) along SR 414 (Maitland Boulevard) from US 441 to SR 434 to provide system linkage between the eastern terminus of the SR 414 Expressway and I-4. Project alternatives will involve various configurations of grade-separated express lanes on SR 414 (Maitland Boulevard) to provide needed capacity between US 441 and SR 434 while maintaining the existing local access lanes.
<b>Responsible Agency:</b>	Central Florida Expressway Authority (CFX); The Florida Department of Transportation (FDOT) owns and operates SR 414 (Maitland Boulevard) within the project study limits. The PD&E Study is being developed with FDOT coordination.
<b>Planning Organization:</b>	CFX
<b>Phase:</b>	Programming Screen
<b>Federal Involvement:</b>	Applicable Federal Permits
<b>Project Contact Information:</b>	
<b>Chief of Infrastructure</b>	<b>Director of Engineering</b>
Glenn M. Pressimone, P.E. Central Florida Expressway Authority 4974 ORL Tower Road Orlando, FL 32807 Office: 407-690-5000 E-mail: <a href="mailto:Glenn.Pressimone@CFXway.com">Glenn.Pressimone@CFXway.com</a>	Will Hawthorne, P.E. Central Florida Expressway Authority 4974 ORL Tower Road Orlando, FL 32807 Office: 407-690-5337 E-mail: <a href="mailto:Will.Hawthorne@CFXway.com">Will.Hawthorne@CFXway.com</a>

## PROJECT DESCRIPTION

The Central Florida Expressway Authority (CFX) is conducting the State Road (SR) 414 Expressway Extension Project Development and Environment (PD&E) Study to evaluate alternatives for a proposed grade-separated expressway extension of the tolled SR 414 (John Land Apopka Expressway). The existing SR 414 Expressway provides regional connectivity from SR 429 and US 441 in Apopka and extends south and east to SR 414 (Maitland Boulevard) just east of US 441. The study limits extend along the existing SR 414 (Maitland Boulevard) corridor from US 441 (Orange Blossom Trail) to SR 434 (Forest City Road). The approximate 2.3-mile study corridor generally runs along the Orange and Seminole County lines (see **Figures 1 and 2**) and is located within the City of Maitland (Orange County) and the City of Altamonte Springs (Seminole County). CFX owns and operates the SR 414 (John Land Apopka Expressway) from SR 429 to just east of US 441 and the Florida Department of Transportation (FDOT) owns and operates SR 414 (Maitland Boulevard) from just east of US 441 to US 17/92. Both CFX and FDOT own portions of SR 414 within the project study limits. The existing SR 414 (Maitland Boulevard) is a four-lane divided urban principal arterial with three major signalized intersections at Rose Avenue/Bear Lake Road, Eden Park Road, and Magnolia Homes Road, and an unsignalized intersection at Gateway Drive between the grade-separated intersections of SR 414/US 441 and SR 414/SR 434.

The PD&E Study will evaluate alternatives for a proposed grade-separated SR 414 Expressway Extension to provide system linkage between the western terminus of the SR 414 (John Land Apopka Expressway) and I-4. Project alternatives will involve various configurations of grade-separated express lanes on SR 414 (Maitland Boulevard) to provide needed capacity between US 441 and SR 434 while maintaining the existing local access lanes. CFX recently completed the SR 414 Reversible Express Lanes Schematic Report that included an assessment of tolled, directional express lanes within the median of SR 414. The SR 414 Expressway Extension will involve alternatives for a new grade-separated, limited-access SR 414 toll facility with up to two lanes in each direction from US 441 to SR 434. The SR 414 Expressway Extension will be evaluated for various configurations including reversible, bi-directional and convertible express lanes along the project corridor to avoid right-of-way needs.

The proposed improvements also include reconfiguring the existing at-grade SR 414 (Maitland Boulevard) to accommodate the SR 414 toll facility while maintaining two (2) SR 414 local access lanes in each direction. The study will involve analysis of 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 will also be considered.

## PROJECT PURPOSE AND NEED

The purpose of the SR 414 Expressway Extension PD&E Study is to provide needed capacity on SR 414 and improve system connectivity between SR 429 and I-4 to meet future traffic needs. The 2.3-mile project corridor of SR 414 is an arterial link between two limited access facilities, creating a limited-access gap along SR 414 between SR 429 and I-4. The proposed grade-separated SR 414 Expressway Extension will separate the high-speed through traffic from the



local traffic, allowing for greater mobility and reduced congestion for both facilities. The proposed improvements are to: 1) accommodate anticipated transportation demand; 2) improve safety; 3) improve system connectivity / linkage; and 4) support multimodal opportunities.

#### *Anticipated Transportation Demand*

According to the CFX's General Traffic and Earnings Consultant's Annual Report (Fiscal Year 2019), Orange County's population for 2018 is estimated at 1.38 million and Seminole County's is estimated at 468,000. The historical annual growth rates of 2.9 percent (Orange County) and 2.5 percent (Seminole County) since 1980 are anticipated to continue with population increasing to 1.9 million in Orange County and 633,000 in Seminole County by 2040.

Additionally, historical annual growth of employment in these two counties is 3.6 percent and 4.1 percent since 1980 and growth in employment is expected to continue with both county employment bases growing by 43% to 1.61 million jobs in Orange County and 406,000 jobs in Seminole County.

With growth rates in population and employment in these two counties continuing to grow and continued development near SR 429, the traffic volumes on SR 414 continue to increase. Traffic from eastern Lake County (west of the study area) heading to the employment centers in the Orlando Metropolitan Area is steadily increasing. The Maitland Center, located on SR 414 just west of I-4, is a large office complex whose employment base contributes to the existing traffic congestion in the morning (eastbound direction) and afternoon (westbound direction) peak hours, along SR 414.

Traffic counts from November 2019 indicate that the Average Daily Traffic (ADT) on SR 414 are 58,000 vehicles per day (vpd) west of SR 434, exceeding a Level of Service (LOS) D. Within the project limits, the study corridor experiences significant peak hour traffic congestion as high-speed travelers on the limited-access facilities to the east and west of the project corridor transition to signalized arterial roadways and residential collector roadways. On SR 414 within the study limits, the traffic signals are located approximately every half-mile which impedes traffic flow, causing travel time through the 2.3-mile corridor to take 15 to 20 minutes on average in the peak hour.

Preliminary traffic analysis indicates that the ADT through study corridor could be as high as 105,000 vpd by 2045. The proposed improvements are needed to accommodate the existing traffic congestion and future transportation demand along SR 414.

#### *Safety*

According to historic crash data, the study area has experienced 233 total crashes between 2013 and 2017. Of these crash incidents, 14 have been designated as severe. Most recently in 2019, two pedestrian/bicycle fatalities occurred within the study area. By separating high-speed through traffic from local traffic, along with improving the pedestrian and bicycle facilities, the proposed improvements will improve safety for pedestrians, bicyclists, and motorized vehicles throughout the study area.

### *Improved System Connectivity / Linkage*

As stated above, there is a limited-access gap along SR 414 within the project study limits. Interregional traffic from surrounding counties and municipalities to the north and northwest travel through the study limits to access urban areas via SR 429 and I-4. The I-4 Ultimate project (under construction) provides new limited-access between SR 434 and I-4 at the eastern end of the study area as well as increased capacity. SR 414 connects two Strategic Intermodal System (SIS) facilities, SR 429 and I-4. On the west side of the interchange of SR 414/US 441 is a large industrial area and the Florida Central Railroad (FCEN). The FCEN is a Class III railroad serving industries in Lake and Orange counties and connects to CSX Transportation (CSXT) railroad in Orlando. These industrial and commercial land uses generate a significant amount of truck traffic through the study corridor. The proposed improvements will improve the system to system connectivity between SR 429 and I-4, and improve regional connectivity between the surrounding areas. Additionally, the proposed project is anticipated to improve truck traffic mobility traveling between I-4 and the industrial area at the western end of the study area, thereby supporting regional economies and interregional connectivity.

### *Multimodal Opportunities*

The surrounding land use within the project limits is primarily residential. West of Gateway Drive, 5-foot sidewalks are located on both sides of SR 414 along with a 4-foot undesignated bicycle lane. These facilities connect to nearby trails and the City of Altamonte Springs Lake Lotus Park within the study area. The proposed improvements will consider wider sidewalks and dedicated buffered bicycle lanes to enhance walking and bicycling through the corridor and improve multimodal connectivity.

The Central Florida Regional Transportation Authority, also known as Lynx, provides bus transit for three counties in the region, Osceola, Orange, and Seminole. Lynx offers bus service along SR 414, just east and west of the study area, leaving a service gap along the study limits. The Lynx service east of the study area provides a connection to SunRail. Should Lynx consider future service in the area, the improved pedestrian and bicycle facilities will enhance access to bus stops and improve multimodal connections to transit options such as SunRail. Coordination with Lynx is anticipated during the PD&E study.

### **Consistency with Planning Documents**

Planning consistency of the proposed project is documented in various local planning documents (see **Table 1**). A brief explanation of each follows. Consistency with local comprehensive plans will be evaluated during the PD&E Study.

- Central Florida Expressway Authority - The project is currently listed in the CFX Visioning + 2040 Master Plan and in the Five-Year Work Plan (Fiscal Year 2020 – 2024) dated June 13, 2019. The design and construction phases are not funded.
- MetroPlan Orlando - The project is listed in MetroPlan's 2040 Long Range Transportation Plan (LRTP) Plan Development and Cost Feasible Projects (Technical Report 3) adopted January 2016 and updated December 2019. The project is listed as a CFX funded project in 2040. Additionally a project to widen SR 414 from four lanes to six

lanes from the Orange County Line to SR 434 in Orange County is listed as cost feasible for Construction by 2030. In the MetroPlan Transportation Improvement Plan (TIP) FY 2019/20 – 2023/24 adopted July 10, 2019 and updated March 2020, a project is listed in the Prioritized Project List to widen SR 414 from Bear Lake Road to the Orange/Seminole County line in Seminole County to six lanes, but no phases are funded.

**Table 1. Local Planning Consistency**

Agency	Remarks
<b>Central Florida Expressway Authority (CFX)</b>	Included in the CFX Visioning + 2040 Master Plan and Five-Year Work Plan (FY 2020 – 2024), June 13, 2019. No funding for design and construction.
<b>MetroPlan Orlando</b>	Included in the 2040 LRTP Plan Development and Cost Feasible Projects (adopted January 2016, updated December 2019). Funded by CFX in 2040.

## PRELIMINARY ENVIRONMENTAL DISCUSSION

### SOCIAL AND ECONOMIC

#### *Land Use Changes:*

Within 500 feet of the study area, existing land use within the study area is primarily residential with industrial land use on the west end of the study corridor. Lake Lotus Park is a 150-acre public recreational facility and nature preserve on the north side of SR 414 within the study limits. Commercial/retail land use is mostly located on the eastern end of the study corridor where SR 414 intersects with SR 434.

Future land use is not expected to change significantly as the majority of the study corridor is mostly developed. **Attachment A** presents the Existing and Future Land Use Maps.

#### *Social*

The US Census Bureau 2015 Census Block Groups for the State of Florida shows the majority of the populations in Orange County (66 percent) and Seminole County (79 percent) are non-minority populations (identified as white). Based on a review of the block groups within the study area, the non-minority populations (identified as white) range from 50 percent to 93 percent, with higher non-minority populations in Seminole County as compared to Orange County. The lowest concentration of minority populations within the study area (based on block groups) are between Bear Lake Road and Magnolia Homes Road (6 to 20 percent minority). The highest concentration of minority populations within the study area (based on block groups) are on the south side of SR 414 west of Bear Lake Road and east of Magnolia Homes Road (47 to 62 percent minority). These minority populations also have a Limited English Proficiency (LEP) of six to nine percent. There is limited potential for environmental justice concerns or impacts to underserved populations due to the proposed project.

Community facilities and services in or adjacent to the study area include Lake Lotus Park, Seminole State College, DeVry University, six religious centers, and three assisted housing communities. Lake Lotus Park is a natural preserve managed by the City of Altamonte Springs

and extends through both Orange and Seminole counties and is accessible to the public. Four of the existing religious centers are located north of SR 414 in Seminole County, while two religious centers are located south of SR 414 in Orange County. All three assisted housing communities are located south of SR 414 in Orange County.

#### *Relocation Potential*

This project is planned to be constructed within the median of SR 414 and additional right-of-way is not anticipated. Therefore, relocations are not anticipated.

#### *Farmlands*

Review of the 2015 Natural Resource Conservation Service (NRCS) Geographic Information System (GIS) data layer for Prime and Unique Farmlands, indicates no farmlands are located within or adjacent to the study corridor. Therefore, no impacts to farmlands are anticipated.

#### *Aesthetic Effects*

Since the proposed project involves a grade-separated structure adjacent to residential areas and Lake Lotus Park, aesthetics effects to residential neighborhoods adjacent to the corridor will be evaluated during the PD&E Study. As existing grade-separated intersections are located at US 441 and SR 434 at the western and eastern study limits as well as existing noise walls along most of the corridor, aesthetic effects are not anticipated to be substantial. The bridge alternatives will be evaluated based upon input from all stakeholders and aesthetic effects will be taken into consideration during the PD&E phase of this project.

#### *Economic*

The proposed improvements are anticipated to create further economic enhancements by providing additional transportation mobility and improved access to employment centers for surrounding and regional populations.

#### *Mobility*

The project is anticipated to enhance regional mobility along SR 414 between US 441 and SR 434. This project has been identified as a part of CFX's long-range plan to provide continuous limited-access between SR 429 and I-4.

### **CULTURAL**

#### *Historic and Archaeological Sites*

Based on review of Florida Master Site File data (January 2020) and the Orange County Property Appraiser's GIS database from Florida Geographic Data Library (FGDL), the following historical and archaeological resources within 500 feet of the study corridor include:

- One (1) Linear Resource
  - 8OR10661/8SE02138, SCL Railroad (Recorded Segments Ineligible)
- One (1) Archaeological Site
  - 8SE01663, Little Wekiva East (Ineligible)
- Two (2) Structures
  - 8OR04359, 3070 Apopka Boulevard (Ineligible)

– 8OR11020, 8201 North Orange Blossom Trail (Ineligible)

Resource 8OR10661/8SE02138 is a historic railroad within 500 feet of the study corridor. Based on review of aerials and Florida Master Site File (FMSF) Survey No. 24974, the section of Resource 8OR10661/8SE02138 within the study area has been removed and converted to a multi-use trail (Seminole Wekiva Trail). A survey will be conducted to confirm that there are no surviving railroad materials. The recorded segments of 8OR10661 have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO). As a linear resource, each segment of the railroad must be assessed regarding eligibility (some segments may be ineligible while others may be eligible). Both previously recorded historic structures and the archaeological site have been previously determined ineligible by the SHPO. However, there is scope for the determination of eligibility of structures to change, and each will need to be re-assessed as part of the current study. Additionally, approximately 47 unrecorded structures and potential resource groups appear to fall within 500 feet of the study corridor based on GIS data. A Cultural Resources Assessment Survey will be performed during the study.

#### *Recreation Areas*

There are two recreational areas adjacent to the study corridor: Lake Lotus Park and the Seminole Wekiva Trail. Lake Lotus Park was created by two conservation easements (Parcels J & K) that were provided as mitigation for the original construction of SR 414 within the study limits (Maitland Boulevard Extension project). The total park area is approximately 150 acres and includes 120 acres of natural preserve, pavilions, an education center, fishing pier, and a playground. There is designated public parking within the park, however overflow parking is available at the southeast corner of Magnolia Homes Road and SR 414. Tram service from the overflow parking lot is available on the weekends.

The Seminole Wekiva Trail is multi-use trail adjacent to the north side of the study corridor just west of Bear Lake Road. The trail begins southwest of the SR 46 and I-4 interchange in Seminole County and ends at the west end of the project study corridor at SR 414/US 441. The trail was constructed on former railroad right-of-way and is 14 miles in length. A section of the trail north of the study corridor, at the Wekiva River, is also a designated part of the Florida National Scenic Trail. Additionally, the planned Florida Coast to Coast Trail from the Canaveral National Seashore in Titusville, Florida to the Gulf of Mexico in St. Petersburg, Florida, includes the Seminole Wekiva Trail as a potential segment.

The Seminole Wekiva Trail may be temporarily impacted during construction of the proposed project. However, the trail will be maintained in all Build Alternatives. The improved pedestrian and bicycle facilities associated with the project are anticipated to enhance access to the trail and Lake Lotus Park.

## **NATURAL**

### *Wetlands and Essential Fish Habitat*

Review of the FGDL within 500 feet of the study corridor indicate forested and herbaceous wetlands and surface waters associated with Lake Bosse, Lake Betty, and Lake Lotus are

present. These systems are hydrologically contiguous with Little Wekiva River, which crosses under SR 414 via FDOT Bridge No. 770075. Additional hydrologic connectivity of the Lake Bosse flowway is maintained under FDOT Bridge No. 770074. A Natural Resources Evaluation will be performed during this study.

No Essential Fish Habitat (EFH) occurs within the study area.

#### *Water Quality and Quantity*

The project occurs within the jurisdiction of the St. Johns River Water Management District (SJRWMD). Within the study area are several surface water bodies and lakes such as Lake Bosse and the Little Wekiva Canal within the Little Wekiva River watershed. SR 414 is located within both open and closed basins and stormwater runoff is treated in multiple permitted stormwater treatment ponds.

The majority of the study area is within Little Wekiva River Water Body Identification (WBID) 3004, which is impaired for coliforms, biological oxygen demand (BOD), and dissolved oxygen (DO). There is an adopted Basin Management Action Plan (BMAP) for the Wekiva River for nitrates, total phosphorous, and DO. There is a pending BMAP for Outstanding Florida Springs for Wekiwa Spring for nitrates and total phosphorus. This may require application of additional treatment volume and anti-degradation standards.

The study area is also located within the Wekiva River Hydrologic Basin and Wekiva Recharge Protection Basin and is subject to special requirements. The Lake Lotus Park Regional Stormwater Treatment Facility is located adjacent to the study area. A Pond Siting Report will be developed as part of this study.

#### *Floodplains*

Based on the Federal Emergency Management Agency's Flood Insurance Rate Maps, most of the study area is located within Floodzone X, which is outside the floodplain and considered moderate to low risk. Regions designated as Floodzones A and AE are found throughout the study area but are primarily centered on Lake Bosse and the Little Wekiva Canal. These floodzones are located within the 100-year floodplain and are considered high risk. A FEMA No Rise Certification will be required at these locations. No net reduction of storage within the 100-year floodplain is permitted and SJRWMD Storage Standards for the Wekiva River Hydrologic Basin must be met. Several regional hydraulic models in addition to the FEMA Flood Insurance Study are available for the Little Wekiva Watershed. A Location Hydraulics Report will be developed as part of this study.

#### *Wildlife and Habitat*

The project is situated within a developed, suburban corridor. Review of the SJRWMD Land Use within 1000 feet of the study corridor, indicates residential uses predominate the land surrounding the proposed project. Wildlife habitat, with potential to support protected wildlife species, occurs within the study area, including wetland and upland habitat comprising a Riparian Habitat Protection Zone (RHPZ) surrounding Little Wekiva River, downstream of SR 414. The highest quality wildlife habitat within the study area is associated with Lake Lotus Park which contains forested wetlands, marshes, and upland forested systems.

Federally listed species with reasonable potential to occur in the study area include the eastern indigo snake (*Drymarchon corais couperi*), and wood stork (*Mycteria americana*). The project is within the 15-mile Core Foraging Area of Lawne Lake and Eagle Nest Park wood stork rookeries. Suitable foraging habitat for wood stork is likely located along the SR 414 right-of-way, including swales, ditches, and pond edges. The project area occurs within the U.S. Fish and Wildlife Service (USFWS) consultation areas of the Florida scrub-jay (*Aphelocoma coerulescens*), Everglade snail kite (*Rostrhamus sociabilis*), and sand skink (*Neoseps reynoldsi*); however, suitable habitat for these species does not occur within the study area.

State listed species with reasonable potential to occur in the study area include the gopher tortoise (*Gopherus polyphemus*), Florida sandhill crane (*Antigone canadensis pratensis*), state-listed wading birds, Florida pine snake (*Pituophis melanoleucus mugitus*), short-tailed snake (*Lampropeltis extenuata*), and southeastern American kestrel (*Falco sparverius paulus*). Sandhill cranes have been observed foraging in the project vicinity.

Florida Fish and Wildlife Conservation Commission (FWC) records indicate a bald eagle nest (#OR-084, last surveyed and last documented as active in 2017) occurs to the south of the project corridor near Lake Bosse. The project corridor is approximately 900 feet from the documented location of this nest, but is outside of the FWC 330-foot primary and 660-foot secondary protective zones. A historic bald eagle nest (#OR-026) documented along SR 414, was last recorded as active in 1993. Since then the area has since been cleared and developed as Rose Pointe subdivision. Black bears are well documented within the study area. In 2015, a vehicle collision killed a juvenile black bear on SR 414 to the west of the SR 434 intersection. A Natural Resources Evaluation will be performed during the study.

#### *Coastal and Marine*

No coastal or marine resources occur within the study area and the project is not subject to Coastal Zone Consistency Review.

### **PHYSICAL**

#### *Noise*

Noise sensitive sites within 500 feet of the study corridor occur at the residential neighborhoods and Lake Lotus Park. There are existing FDOT highway traffic noise barriers between SR 414 and most of the residences. A Noise Study will be performed as part of this study to evaluate noise effects and reasonable and feasible noise mitigation including increased noise wall heights.

#### *Air Quality*

The study area is not located within any US Environmental Protection Agency (USEPA) Air Quality Maintenance Area or Non-Attainment Area. Therefore, the Clean Air Act Conformity requirements do not apply to this project. Temporary impacts to air quality are anticipated during construction as a result of fugitive dust and exhaust emissions, but no permanent impacts to air quality are anticipated. The proposed project should not meaningfully impact either traffic volumes or the mix of vehicles, and therefore no analysis related to Mobile Source

Air Toxics (MSATs) requirements is necessary. An Air Quality Technical Memorandum will be developed during the study.

### *Contamination*

The FDEP Map Direct GIS database was reviewed for potential contamination sites located within the required buffer distances from the project corridor as noted in FDOT's PD&E Manual, Part 2 Chapter 20. The following facility listings and concerns were identified: five petroleum tank sites, twelve hazardous material generator sites, a disaster debris storage facility, a parallel railroad corridor, and historical agricultural land uses.

The SR 414/US 441 interchange encompasses three historical sites; a rail line, a former gas station, and the East Coast Tank Service. The SR 414/SR 434 interchange includes a historical gas station. Based on historical records, no contamination impacts are known to exist at either intersection.

Based on the preliminary review of the study area, no documented contamination impacts to the project were identified. A more detailed review of potential contamination sources will be performed during the Contamination Screening Evaluation Report prepared during the study.

### *Infrastructure*

Within 500 feet of the study corridor, several wastewater/water facilities are located including: at least one limited-use drinking water well, one Florida Department of Health monitored well for petroleum, and 28 Onsite Sewage Treatment and Disposal Systems. There are no wastewater or solid waste facilities within or adjacent to the study limits.

Based on a review of as-builts and design plans and a Sunshine One-Call, 17 utility agencies/owners have been identified within the study corridor. These include overhead transmission lines, water mains, gas mains, sanitary sewer, force mains, and buried electric lines. A Utility Assessment Package will be developed during the study.

### *Navigation*

The Little Wekiva River crosses under SR 414 via FDOT Bridge No. 77007 and is not navigable near the project study corridor. No coordination with the U.S. Coast Guard is anticipated.

### *Special Designations*

**Outstanding Florida Waters.** The Wekiva River System which includes the Little Wekiva River south to its confluence with the southernmost run of Sanlando Springs, is an Outstanding Florida Water (OFW). However, the segment of the Little Wekiva River within the study area is considerably south of the OFW boundary and therefore, no OFWs are within or adjacent to the project corridor.

**Outstanding Florida Springs.** The Wekiwa Spring is a designated Outstanding Florida Spring (OFS). The spring forms the headwater of the Wekiva River. The spring is considerably north of the project corridor and therefore, no OFS occur within or adjacent to the project corridor.

**Aquatic Preserves.** There are no aquatic preserves that occur within or adjacent to the project corridor.



**Scenic Highways.** There are no scenic highways in or around the study area, therefore, no impacts from the proposed project are anticipated.

**Wild and Scenic Rivers.** There are no designated Wild and Scenic Rivers within or adjacent to the project corridor.

#### **ANTICIPATED PERMITS**

The proposed project has the potential to impact wetlands, which would necessitate a SJRWMD or FDEP Environmental Resource Permit as well as a Section 404 permit from the US Army Corps of Engineers (USACE). Coordination with FDEP for permitting jurisdiction may be necessary. A dewatering permit from the SJRWMD may also be necessary and a National Pollutant Discharge Elimination System (NPDES) permit from FDEP is anticipated. Federal Consistency Reviews will be conducted during the permit phase, as applicable. Mitigation is anticipated for unavoidable impacts to wetlands and wood stork suitable foraging habitat. Permitting for impacts to gopher tortoise through the FWC is also anticipated.

#### **ANTICIPATED TECHNICAL STUDIES**

Anticipated technical studies include a Location Hydraulics Report, Pond Siting Report, Geotechnical Report, Noise Study Report, Air Quality Technical Memorandum, Contamination Screening Evaluation Report, Sociocultural Effects Evaluation, Cultural Resource Assessment Survey, Natural Resources Evaluation Report, Noise Study Report, Project Environmental Impact Report, Preliminary Engineering Report, Water Quality Impact Evaluation, Utility Assessment Package, and Bridge Analysis Report.

## TRANSMITTAL LIST

The AN will be distributed throughout the State of Florida system by the Florida State Clearinghouse, an office within the Florida Department of Environmental Protection that acts as the state's single point of contact for review of transportation projects. Accordingly, the transmittal list below includes the Florida State Clearinghouse as the only state entity to receive this AN.

Name	Agency
Chris Stahl, Florida State Clearinghouse	Florida Department of Environmental Protection
Jason Watts	Florida Department of Transportation (FDOT)
	Native American Coordinator
Denise Rach	FDOT Office of Environmental Management
Karen Snyder	FDOT District Five
Bill Walsh	FDOT District Five
Kathaleen Linger	FDOT ETDM Coordinator
Alyssa McManus	Florida Department of State – Division of Historic Resources
Matt Preston	Florida Department of Economic Opportunity
Vincent Morris	Florida Department of Agriculture and Consumer Services
Jennifer Goff	Florida Fish and Wildlife Conservation Commission
Andrew Kizlauskas	US Army Corps of Engineers
Lisa Lovvorn	US Army Corps of Engineers
Randy Turner	US Army Corps of Engineers
Randy Overton	US Coast Guard
Kim Gates	US Environmental Protection Agency
Ntale Kajumba	US Environmental Protection Agency
Alya Singh-White	US Environmental Protection Agency
Amanetta Somerville	US Environmental Protection Agency
Roshanna White	US Environmental Protection Agency
Zakia Williams	US Fish and Wildlife Service
Erika Davis	US Forest Service
Jennifer Schull	National Marine Fisheries Service
Leroy Crockett	National Resources Conservation Service
Gary Huttman	MetroPlan Orlando
Keith Caskey	MetroPlan Orlando
Nick Lepp	MetroPlan Orlando
Bob Dallari	MetroPlan Orlando
Jim Harrison	Lynx
Mike Ikeler	Orange County
Renzo Nastasi	Orange County
Diane Almodovar	Orange County
Joe Abel	Seminole County
Jean Jreij	Seminole County

<b>Name</b>	<b>Agency</b>
Anthony Nelson	Seminole County
Rebecca Hammock	Seminole County
Franklin Martz, II	City of Altamonte Springs
Ed Torres	City of Altamonte Springs
Brett Blackabar	City of Altamonte Springs
Shelly Nooft	City of Altamonte Springs
Sharon Anselmo	City of Maitland
Kimberley Tracy	City of Maitland
Alyssa Eide	City of Maitland
Jay Conn	City of Maitland
Cammie Dewey	SJRWMD
Melissa Bryan Parsons	SJRWMD
Lee Kissick	SJRWMD
Mark von Canal	SJRWMD
Barbara Hatchitt	SJRWMD
Billy Cypress	Miccosukee Tribe of Indians of Florida
Kevin Donaldson	Miccosukee Tribe of Indians of Florida
James Floyd	Muscogee (Creek) Nation
Historic and Cultural Preservation Department	Muscogee (Creek) Nation
Stephanie A. Bryan	Poarch Band of Creek Indians
Larry D. Haikey	Poarch Band of Creek Indians
Marcellus Osceola	Seminole Tribe of Florida
Victoria Menchaca	Seminole Tribe of Florida
Paul N. Backhouse, Ph.D.	Seminole Tribe of Florida
Alison Swing	Seminole Tribe of Florida
Bradley Mueller	Seminole Tribe of Florida
Brigita Leader	Seminole Nation of Oklahoma
Gregory Chilcoat	Seminole Nation of Oklahoma
Hugh Harling	East Central Florida Regional Planning Council

## Agency Comments to Advanced Notification

Stakeholder/Agency	Comment Date	Comment Summary
Florida Department of Environmental Protection	4/27/20	Confirmed AN Package received.
MetroPlan Orlando	4/28/20	I have reviewed the attached information and have no specific questions or comments.
Orange County Transportation Planning Division Planning, Environmental and Development Services Department	5/21/20	<p>Signal maintenance:</p> <ul style="list-style-type: none"> <li>▪ Existing signals owned by FDOT; maintained by Seminole County</li> <li>▪ I-4 Ultimate improvements; local road signal at SR 434 to be maintained by City of Maitland Signal inspection</li> <li>▪ Future interagency agreements and coordination</li> </ul> <p>Assessment/ documentation:</p> <ul style="list-style-type: none"> <li>▪ Water quality and quantity impacts; floodplain; infrastructure related to stormwater utilities</li> </ul>
City of Altamonte Springs City Engineer	6/1/20	<p>Support for project need.</p> <p>Recreation Areas:</p> <ul style="list-style-type: none"> <li>▪ Working with FDOT to take ownership of Lake Lotus Park parking lot <ul style="list-style-type: none"> <li>– Critical that the amount of parking in this area is not decreased as a result of this project.</li> <li>– Tram access under the SR 414 bridge will need to be maintained.</li> </ul> </li> <li>▪ Continue coordination with Orange County who is moving forward with an improvement to the Little Wekiva River adjacent to Lake Lotus Park parking area. Please be sure to take into account the design of this project into your study as well.</li> <li>▪ A connection between Lake Lotus Park and the Seminole Wekiva Trail would be very beneficial for recreational purposes; Please consider providing a multi-use path that is at least 10 feet wide on the north side of the corridor.</li> </ul>
Southeast Regional Office, Habitat Conservation, National Oceanic and Atmospheric Administration Fisheries   U.S. Department of Commerce	6/4/20	<ul style="list-style-type: none"> <li>▪ The project is likely to impact forested and herbaceous freshwater wetlands, marshes and surface waters.</li> <li>▪ There will be no impact to Essential Fish Habitat or federally managed fisheries in the unnamed wetlands, nor impacts to Endangered Species Act listed species under National Marine Fisheries Service purview.</li> <li>▪ Construction activities may impact adjacent wetlands through sedimentation and runoff; to minimize these impacts, NMFS recommends the applicant utilize best management practices.</li> <li>▪ Mitigation for unavoidable impacts to freshwater wetlands should be offset by purchasing appropriate credits from a mitigation bank, or through another suitable mitigation strategy to ensure functional values are offset in the same watershed as the impact.</li> </ul>

## Agency Comments to Advanced Notification

Stakeholder/Agency	Comment Date	Comment Summary
Office of the Regional Administrator, U.S. Environmental Protection Agency, Region 4, NEPA Section, Chief Strategic Programs Office	6/11/20	<ul style="list-style-type: none"> <li>▪ EPA recommends that new or enhanced stormwater management facilities be considered to maximize the collection and treatment of stormwater to prevent receiving waters from experiencing secondary impacts from the proposed new construction.</li> <li>▪ EPA suggests that CFX consider the potential adverse effect of construction, urban runoff and hydrologic modifications on surface and groundwater and the potential benefits of wetlands such as absorption of various pollutants, including excess nutrients and sediment, before these pollutants reach rivers, lakes and other water bodies. Where applicable, EPA also recommends that CFX consider vegetated buffers or filter strips along stream corridors to stabilize the banks, trap sediments and nutrients and reduce peak flows.</li> <li>▪ EPA recommends meaningful public involvement that enables transportation professionals to develop systems, services and solutions that meet the needs of the community and the vulnerable populations that potentially may be temporarily or permanently impacted by the project. We also recommend that CFX consider strategies to help communicate effectively with Limited English Proficiency individuals within the affected community.</li> </ul>
Florida State Clearing House Coordinator	6/18/20	<ul style="list-style-type: none"> <li>▪ Florida State Clearinghouse staff has reviewed the proposal under the following authorities: Presidential Executive Order 12372; § 403.061(42), Florida Statutes; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.</li> <li>▪ The state has no objections to the subject project and, therefore, it is consistent with the Florida Coastal Management Program.</li> <li>▪ Please refer to comments provided earlier by state agencies during the Efficient Transportation Decision Making review period.</li> <li>▪ The state's final concurrence of the project's consistency with the FCMP will be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes.</li> </ul>
Historic and Cultural Preservation Department Cultural Resource Specialist Muscogee (Creek) Nation	6/23/20	We would definitely like to engage in government-to-government consultation once or if this undertaking will acquire federal involvement.
Owner of CVS at SR 414 and Bear Lake Road	5/19/20	Seeking information as to a sign in the median of SR 414 detailing closures

# Attachment 3

## Preferred Alternative Concept Plans

CENTRAL FLORIDA  
EXPRESSWAY AUTHORITY

PREFERRED ALTERNATIVE  
CONCEPT PLANS

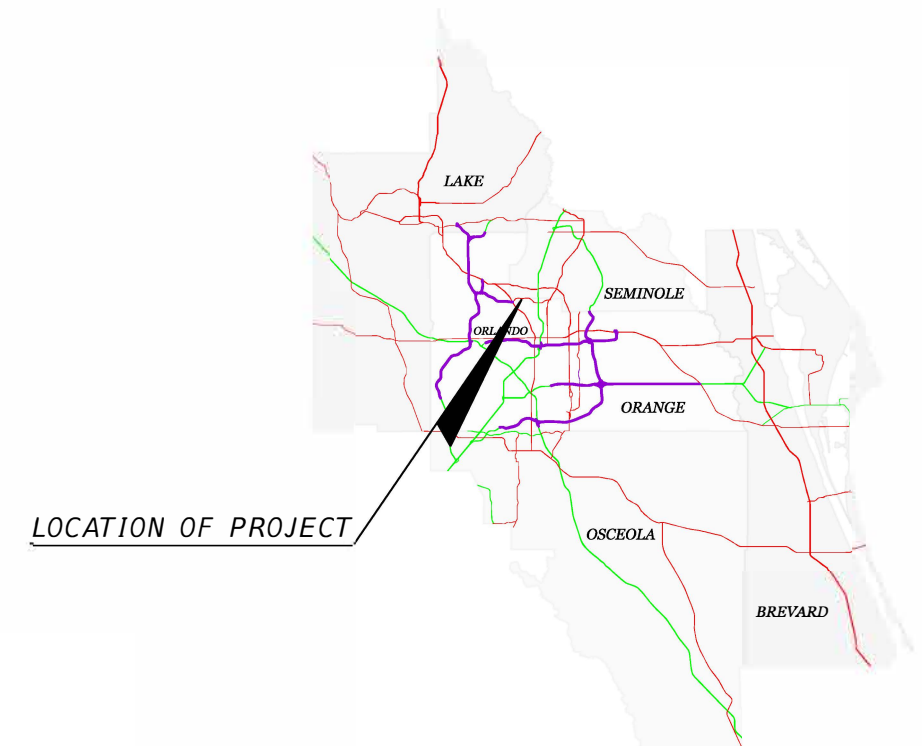
SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

STATE ROAD NO. 414  
CFX PROJECT NUMBER: 414-227

INDEX OF ROADWAY PLANS

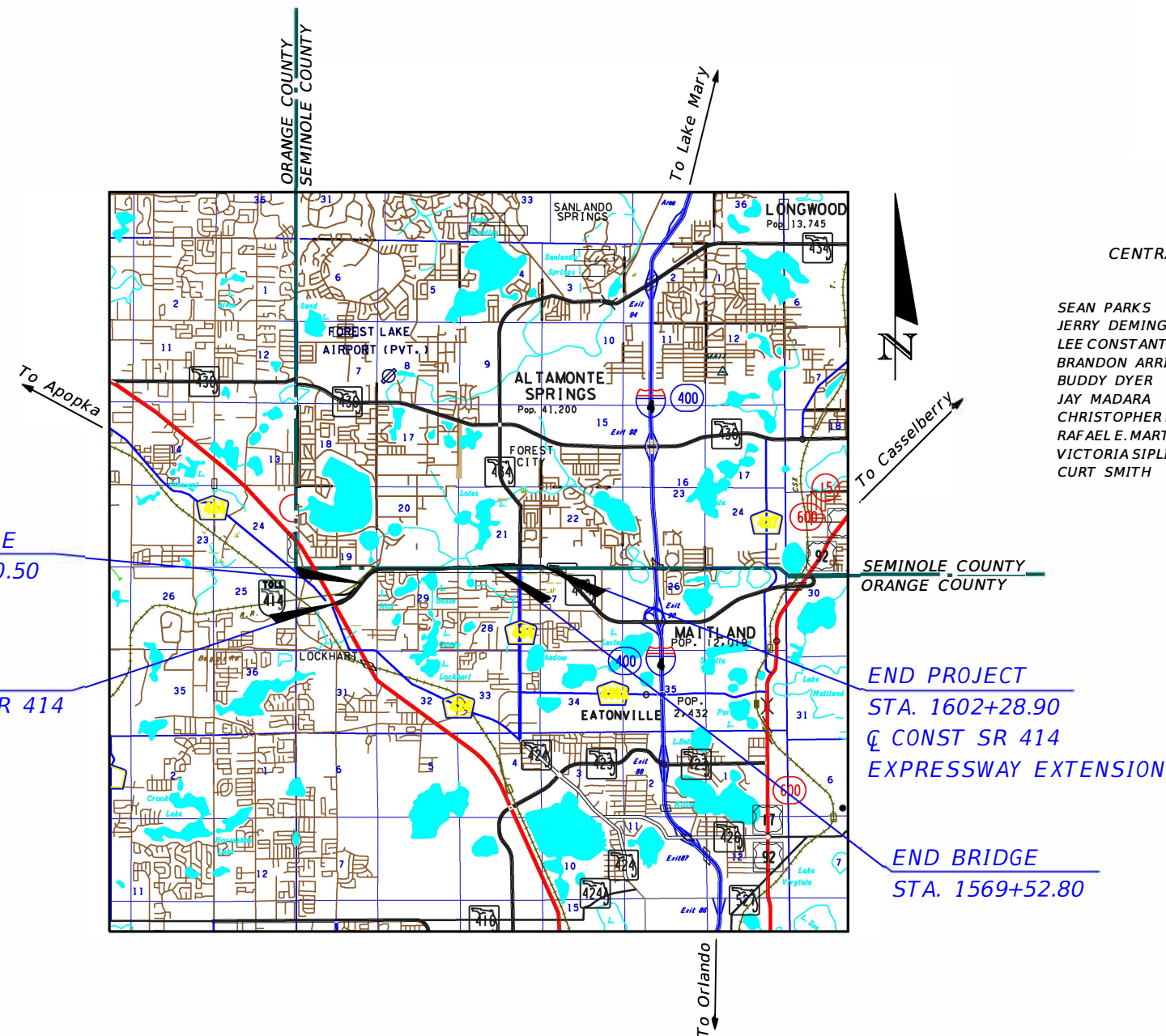
SHEET NO.	SHEET DESCRIPTION
001	KEY SHEET TYPICAL SECTIONS (UNDER SEPARATE COVER)
002	PROJECT LAYOUT
003 - 005	CURVE & COORDINATE DATA
006 - 011	SR 414 ELEVATED PLAN SHEETS
012 - 017	SR 414 AT-GRADE PLAN SHEETS
018 - 024	PROFILE SHEETS

DRAFT CONCEPT  
NOT FOR CONSTRUCTION  
APRIL 2022



BEGIN BRIDGE  
STA. 1481+10.50

BEGIN PROJECT  
STA. 1452+90.59 @ CONST SR 414  
EXPRESSWAY EXTENSION



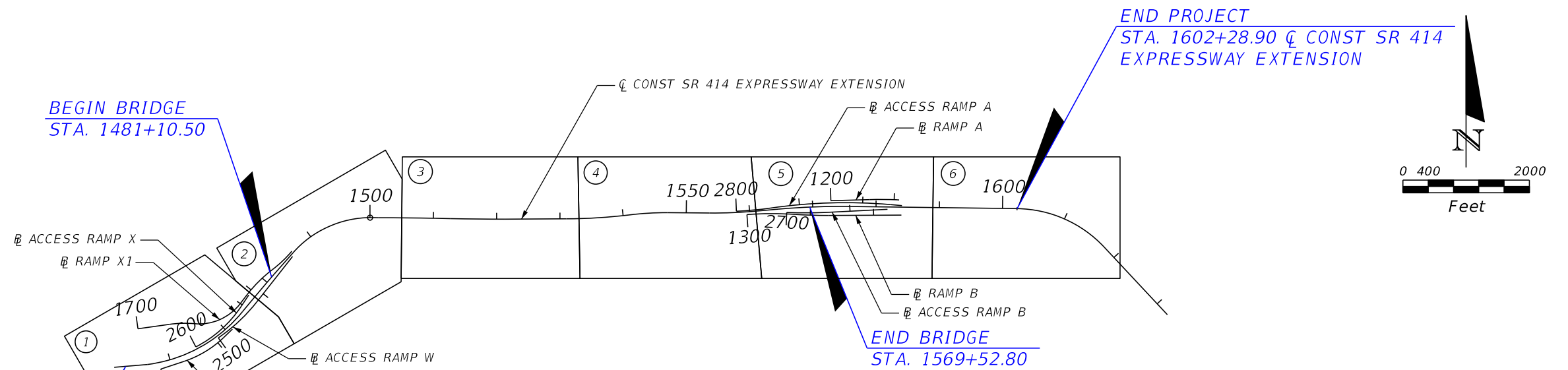
CENTRAL FLORIDA EXPRESSWAY AUTHORITY  
GOVERNING BOARD

SEAN PARKS	CHAIRMAN, LAKE COUNTY REPRESENTATIVE
JERRY DEMINGS	VICE CHAIRMAN, ORANGE COUNTY MAYOR
LEE CONSTANTINE	TREASURER, SEMINOLE COUNTY REPRESENTATIVE
BRANDON ARRINGTON	OSCEOLA COUNTY REPRESENTATIVE
BUDDY DYER	MAYOR OF ORLANDO
JAY MADARA	GOVERNOR'S APPOINTEE
CHRISTOPHER MAIER	GOVERNOR'S APPOINTEE
RAFAEL E. MARTINEZ	GOVERNOR'S APPOINTEE
VICTORIA SIPLIN	ORANGE COUNTY REPRESENTATIVE
CURT SMITH	BREVARD COUNTY REPRESENTATIVE

CFX PROJECT MANAGER:  
WILL HAWTHORNE, P.E.

SHEET  
NO.

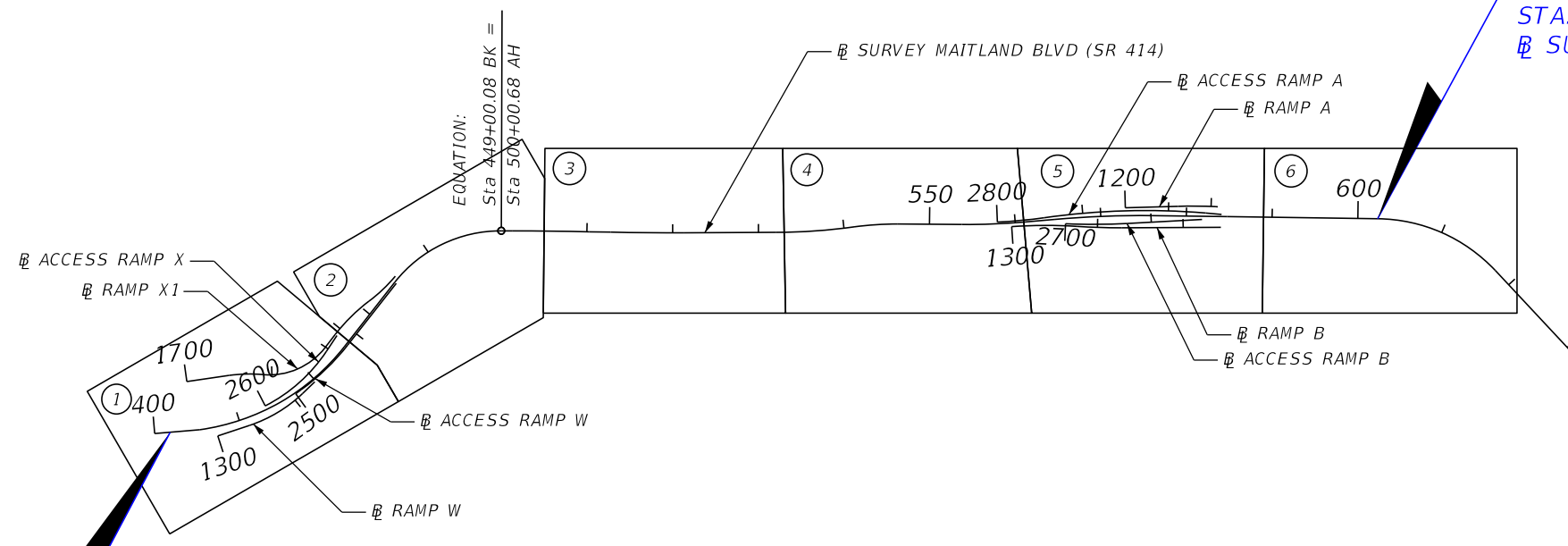
001



### SR 414 ELEVATED

BEGIN PROJECT  
STA. 1452+90.59 CL CONST SR 414  
EXPRESSWAY EXTENSION

END PROJECT  
STA. 1602+28.90 CL CONST SR 414  
EXPRESSWAY EXTENSION =  
STA. 602+28.92  
CL SURVEY MAITLAND BLVD



### SR 414 AT-GRADE

BEGIN PROJECT  
STA. 1452+90.59 CL CONST SR 414  
EXPRESSWAY EXTENSION =  
STA. 401+80.00 CL SURVEY MAITLAND BLVD  
EXPRESSWAY EXTENSION

PRELIMINARY - SUBJECT TO CHANGE

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
P.E. LICENSE NO. 60883  
  
JACOBS ENGINEERING GROUP INC.  
200 S. ORANGE AVENUE, STE 900  
ORLANDO, FL 32801; PHONE (407) 903-5001  
CERTIFICATE OF AUTHORIZATION No. 000072

SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

PROJECT LAYOUT

SHEET  
NO.

002



CURVE AND COORDINATE DATA											
CHAIN	CURVE NO.	PC STA.	PT STA.	D	L	R	Direction	Design Speed	e <sub>max</sub>	Superelev.	DESIGN NOTES
					LF	LF	LT/RT	mph	5%/10%	(ft./ft.)	
BL_SR414_PROP EXPRESSWAY	BL_SR414_PROP_3	1456+39.26	1459+58.55	2° 12' 13"	319.29	2600.00	LT	55 mph	10%-Rural	0.055	MATCH EXISTING 'e' ON BRIDGE
		COMPOUND CURVE									
	BL_SR414_PROP_4	1459+58.55	1473+95.17	2° 29' 59"	1436.61	2292.00	LT	50 mph	10%-Rural	0.049	
		REVERSE CURVE									
	BL_SR414_PROP_5	1473+95.17	1481+66.28	0° 16' 22"	771.11	21000.00	RT	50 mph	10%-Rural	NC	
	BL_SR414_PROP_8	1486+15.76	1500+15.52	3° 30' 00"	1399.76	1637.00	RT	50 mph	10%-Rural	0.065	AT BEAR LAKE RD/ROSE AVE
	BL_SR414_PROP_11	1501+27.07	1510+30.33	0° 06' 40"	903.26	51556.20	RT	50 mph	10%-Rural	NC	
	BL_SR414_PROP_14	1512+74.87	1521+34.87	0° 09' 53"	860.00	34768.27	LT	50 mph	10%-Rural	NC	
	BL_SR414_PROP_17	1530+98.79	1540+96.33	0° 41' 14"	997.53	8337.00	LT	50 mph	10%-Rural	NC	
		REVERSE CURVE									
	BL_SR414_PROP_18	1540+96.33	1546+96.60	1° 15' 00"	600.27	4584.00	RT	50 mph	10%-Rural	0.026	CURVE LENGTH CONSTRAINED BY PROPOSED PIER PLACEMENT WITHIN EXISTING BRIDGE MEDIAN
	BL_SR414_PROP_21	1553+63.52	1561+14.05	0° 43' 15"	750.53	7950.00	LT	50 mph	10%-Rural	RC	
	BL_SR414_PROP_24	1564+56.36	1576+02.56	0° 30' 00"	1146.19	11459.16	RT	50 mph	10%-Rural	NC	
	BL_SR414_PROP_27	1602+31.22	1617+69.55	3° 00' 00"	1538.33	1909.86	RT	50 mph	10%-Rural	0.06	MATCH EXISTING ROADWAY

NOTE: SHADING OF ADJACENT CURVES INDICATES COMPOUND CURVES OR REVERSE CURVES.

CURVE AND COORDINATE DATA

CHAIN	CURVE NO.	PC STA.	PT STA.	D	L	R	Direction	Design Speed	e <sub>max</sub>	Superelev.	DESIGN NOTES
					LF	LF	LT/RT	mph	5%/10%	(ft./ft.)	
BL_SR414	BL_SR414_3	405+28.67	425+19.62	2° 12' 13"	1990.95	2600.00	LT	55 mph	10% - Rural	0.055	OVER US 441
EXISTING											
MAITLAND BLVD.	BL_SR414_6	434+73.95	449+00.08	3° 38' 52"	1426.13	1570.72	RT	45 mph	5% - Urban	RC	AT BEAR LAKE RD/ROSE AVE
STA EON 449+00.08 BK = 500+00.68 AH											
	BL_SR414_9	501+27.16	510+30.43	0° 06' 40"	903.26	51556.20	RT	45 mph	5% - Urban	NC	
	BL_SR414_12	512+74.96	521+34.96	0° 09' 53"	860.00	34768.27	LT	45 mph	5% - Urban	NC	
	BL_SR414_15	532+09.25	541+20.01	0° 50' 53"	910.07	6755.80	LT	45 mph	5% - Urban	NC	
		REVERSE CURVE									
	BL_SR414_16	541+20.01	546+31.40	1° 38' 13"	511.38	3500.00	RT	45 mph	5% - Urban	NC	
	BL_SR414_19	553+78.79	561+00.00	0° 45' 00"	721.21	7639.44	LT	45 mph	5% - Urban	NC	
	BL_SR414_22	564+56.98	576+03.17	0° 30' 00"	1146.19	11459.16	RT	45 mph	5% - Urban	NC	
	BL_SR414_27	602+31.84	617+70.17	3° 00' 00"	1538.33	1909.86	RT	50 mph	10% - Rural	0.060	MATCH EXISTING ROADWAY

NOTE: SHADING OF ADJACENT CURVES INDICATES COMPOUND CURVES OR REVERSE CURVES.

PRELIMINARY - SUBJECT TO CHANGE

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
P.E. LICENSE NO. 60883  
  
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200 S. ORANGE AVENUE, STE 900  
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CERTIFICATE OF AUTHORIZATION No. 000072

SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.

SR 414

PROJECT NO.

414-227



CURVE & COORDINATE DATA

SHEET NO.

004



CURVE AND COORDINATE DATA

CHAIN	CURVE NO.	PC STA.	PT STA.	D	L	R	Direction	Design Speed	e <sub>max</sub>	Superelev.	DESIGN NOTES
					LF	LF	LT/RT	mph	5%/10%	(ft./ft.)	
RAMP A_ACC	RAMPA_ACC_1	2800+00.00	2805+45.18	1° 00' 00"	545.18	5730.00	LT	45 mph	5%-Urban	NC	CONNECTS TO AT-GRADE 45 MPH
		REVERSE CURVE									
	RAMPA_ACC_2	2805+45.18	2824+36.14	0° 41' 14"	1890.96	8337.00	RT	50 mph	10%-Rural	NC	
RAMP B_ACC	RAMPB_ACC_1	2700+00.00	2707+17.87	0° 45' 00"	717.87	7639.00	LT	50 mph	10%-Rural	RC	
RAMP W_ACC	RAMPW_ACC_1	2500+80.30	2508+32.53	2° 07' 19"	752.23	2700.00	LT	50 mph	10%-Rural	0.043	
RAMP X_ACC	RAMPX_ACC_1	2600+00.00	2609+65.89	2° 59' 59"	965.89	1910.00	LT	50 mph	10%-Rural	0.057	
RAMP A	RAMPA_3	1206+14.56	1210+46.50	1° 00' 00"	431.93	5730.00	RT	40 mph	5%-Urban	NC	
RAMP B	RAMPB_1	1300+00.00	1307+58.33	1° 00' 00"	758.33	5730.00	RT	40 mph	5%-Urban	NC	
		REVERSE CURVE									
	RAMPB_2	1307+58.33	1312+82.19	0° 45' 00"	523.87	7639.00	LT	40 mph	5%-Urban	NC	
RAMP W	RAMPW_3	1303+90.27	1311+17.40	3° 30' 00"	727.13	1637.00	LT	45 mph	5%-Urban	RC	
RAMP X1	RAMPX1_3	1704+99.54	1708+99.96	3° 16' 27"	400.41	1750.00	RT	45 mph	5%-Urban	RC	
		REVERSE CURVE									
	RAMPX1_4	1708+99.96	1717+17.94	6° 59' 45"	817.99	819.00	LT	45 mph	5%-Urban	0.030	
	RAMPX1_7	1719+14.15	1724+64.15	2° 45' 02"	550.00	2083.00	RT	45 mph	5%-Urban	NC	
		REVERSE CURVE									
	RAMPX1_8	1724+64.15	1728+89.15	2° 59' 59"	425.00	1910.00	LT	45 mph	5%-Urban	RC	

NOTE: SHADING OF ADJACENT CURVES INDICATES COMPOUND CURVES OR REVERSE CURVES.

PRELIMINARY - SUBJECT TO CHANGE

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P.E. LICENSE NO. 60883  
  
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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

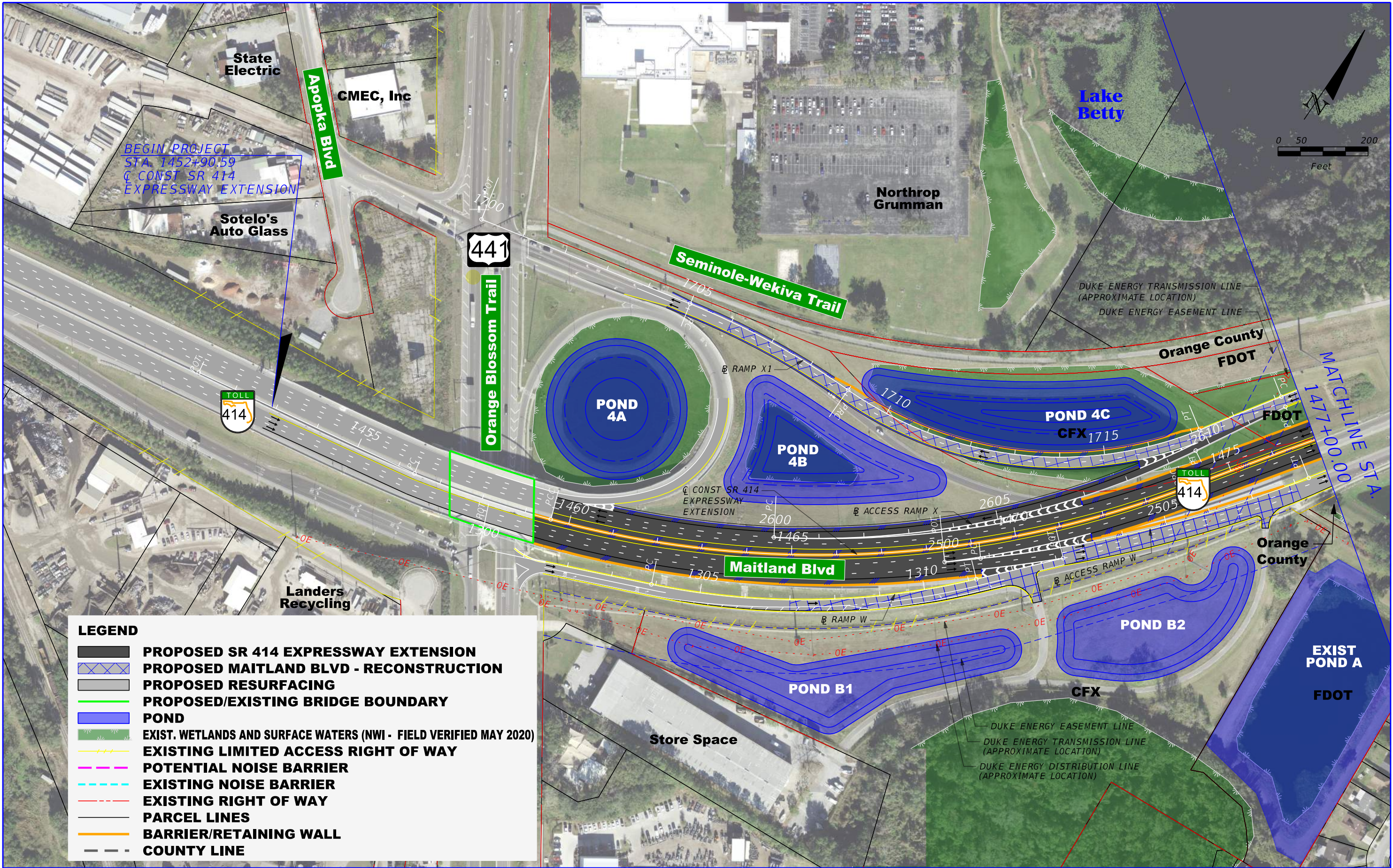


CURVE & COORDINATE DATA

SHEET NO.

005





**LEGEND**

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

PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

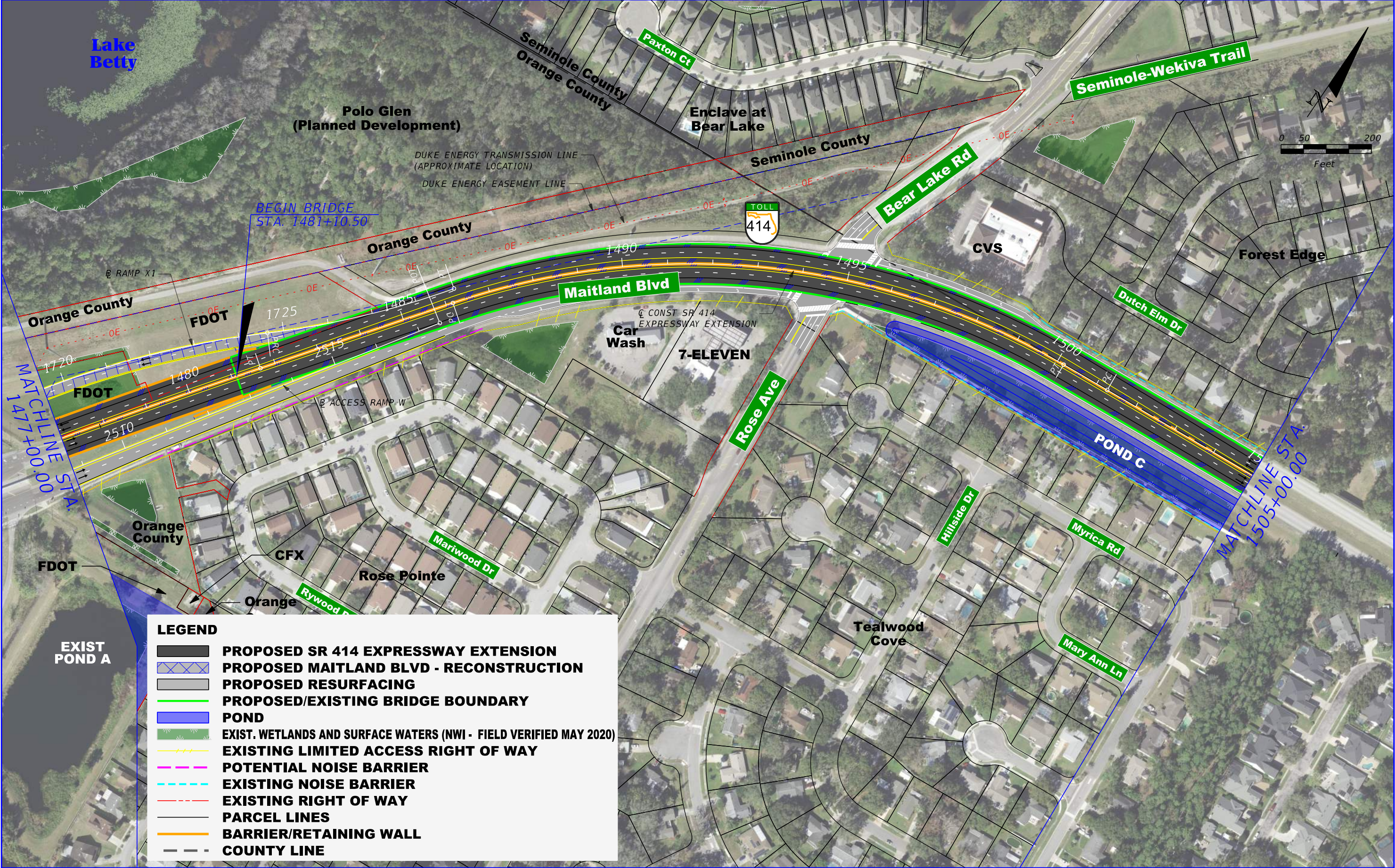
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 ELEVATED  
PLAN SHEET (1)

SHEET  
NO.

006





PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

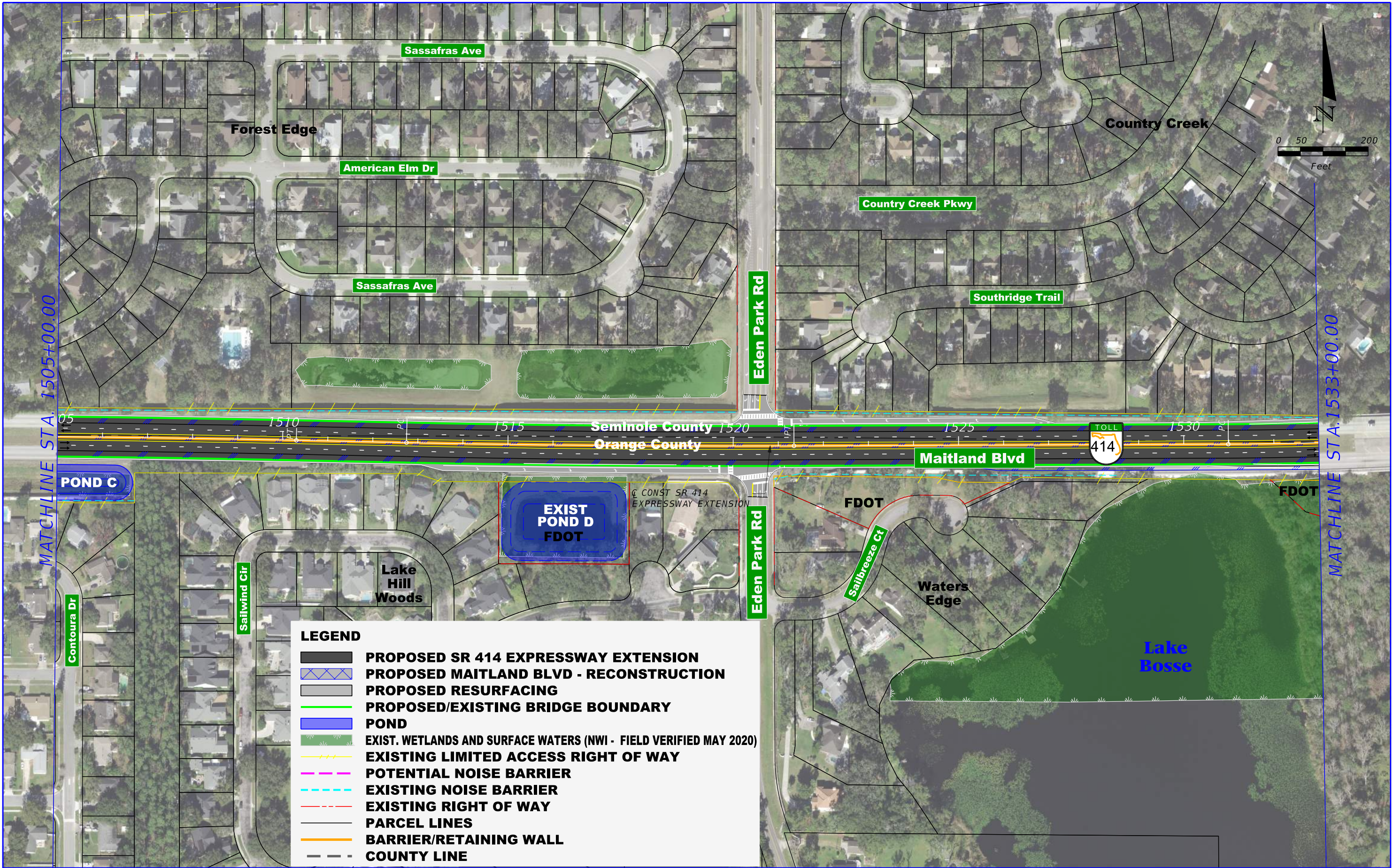
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 ELEVATED  
PLAN SHEET (2)

SHEET  
NO.

007





PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
P.E. LICENSE NO. 60883  
JACOBS ENGINEERING GROUP INC.  
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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

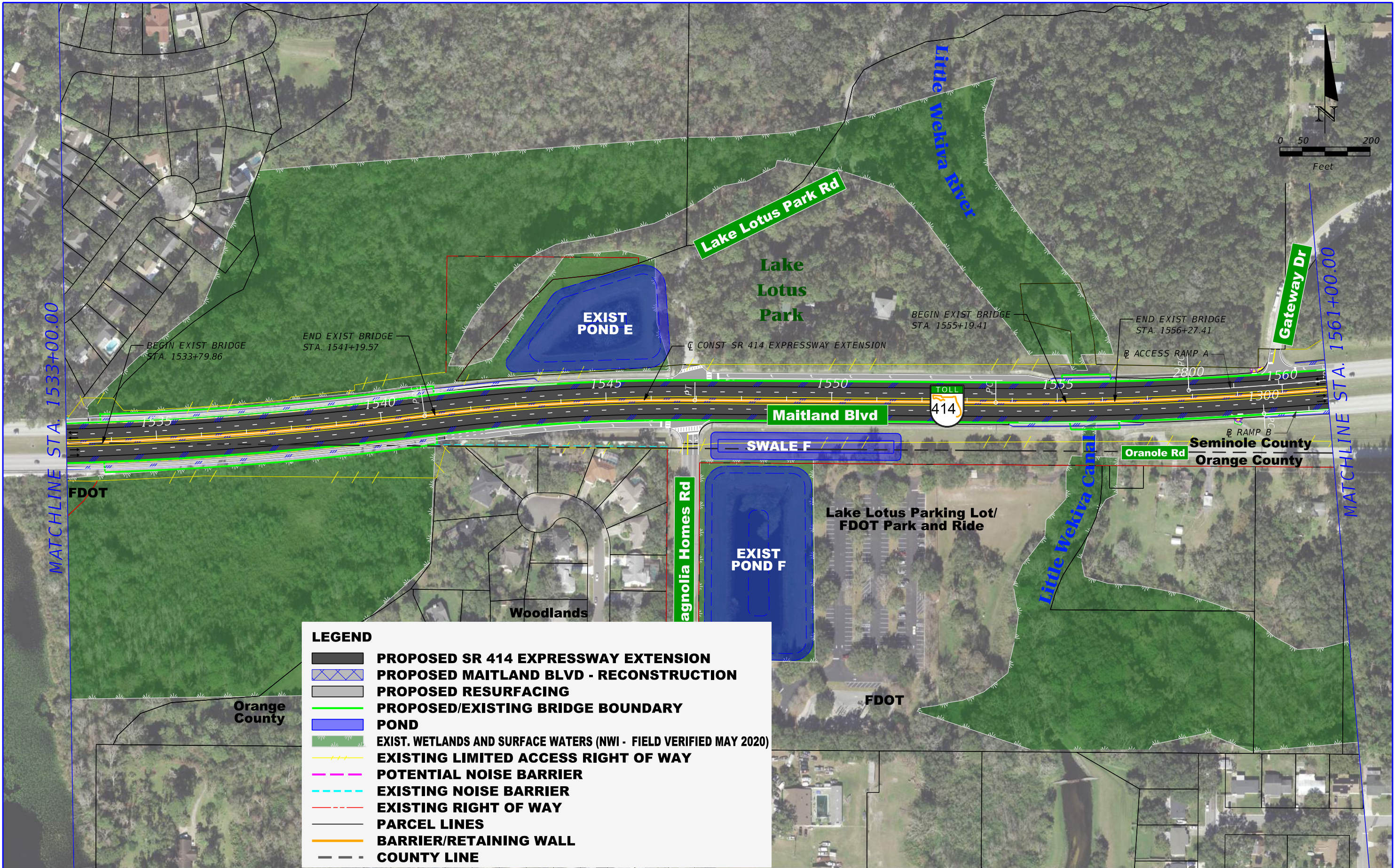
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 ELEVATED  
PLAN SHEET (3)

SHEET  
NO.

008





PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
P.E. LICENSE NO. 60883  
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ORLANDO, FL 32801; PHONE (407) 903-5001

SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 ELEVATED  
PLAN SHEET (4)

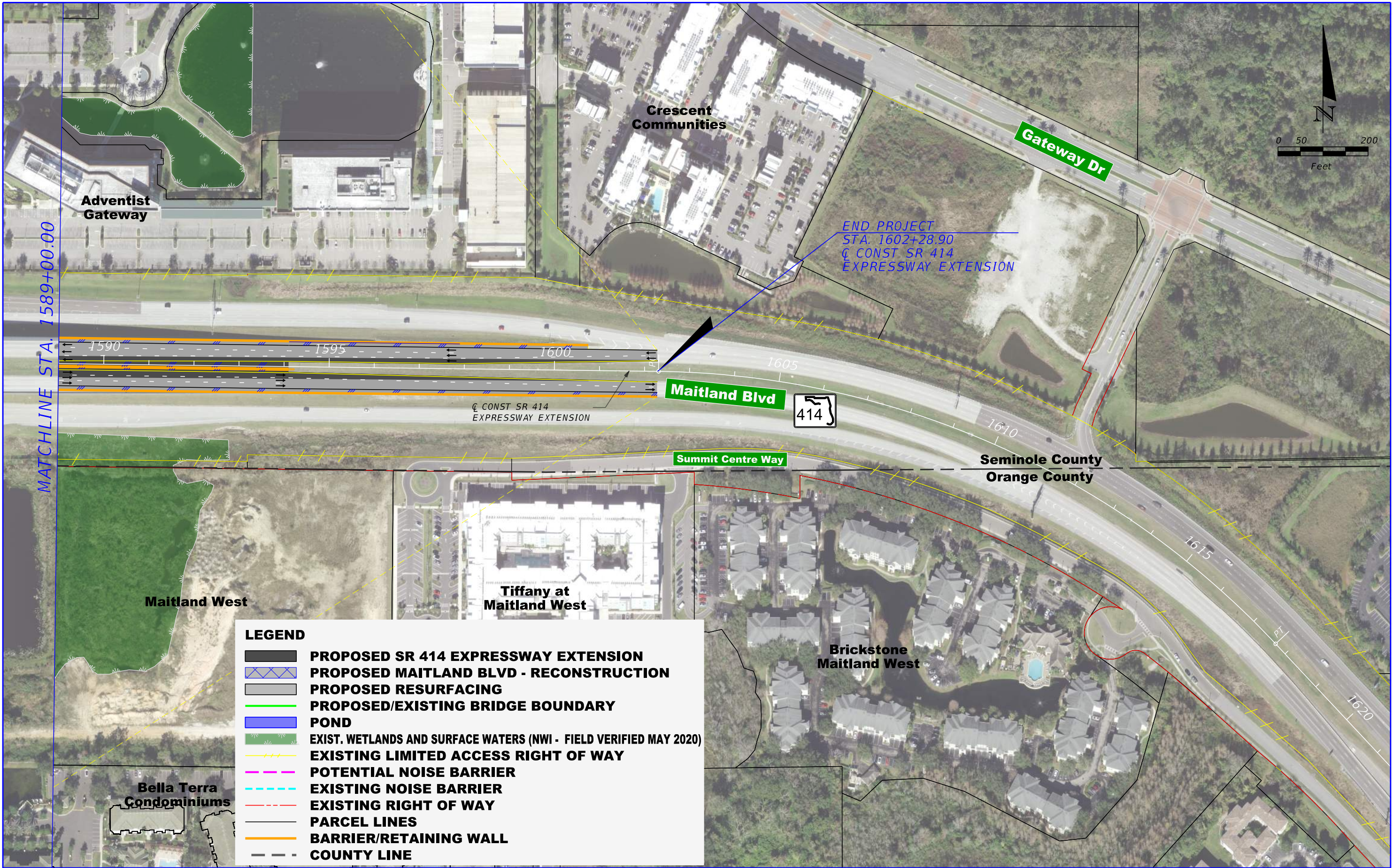
SHEET  
NO.

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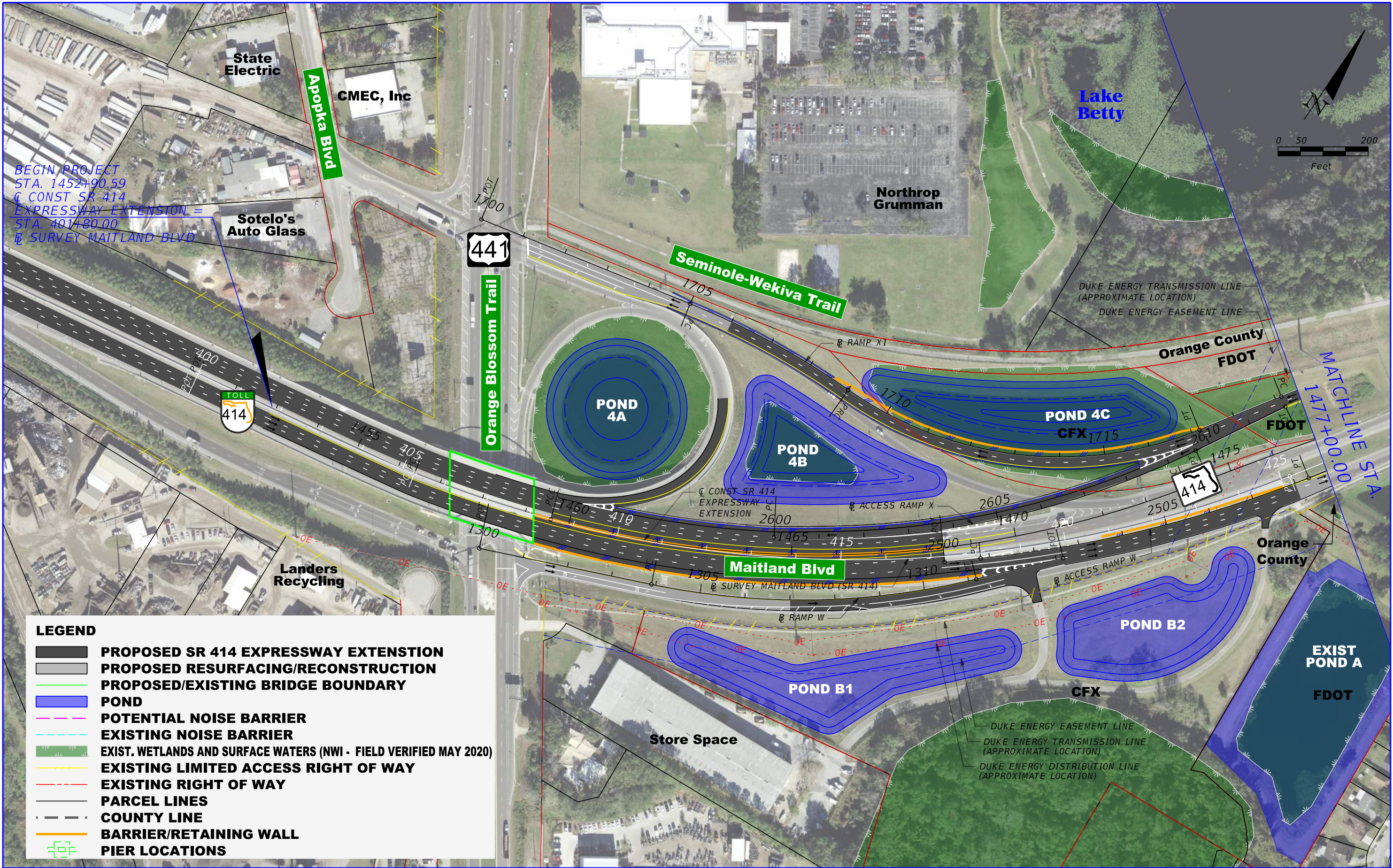












**LEGEND**

- 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**
- PIER LOCATIONS**

PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

SR 414 AT-GRADE  
PLAN SHEET (1)

SHEET  
NO.

012





**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
- PIER LOCATIONS

PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

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US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

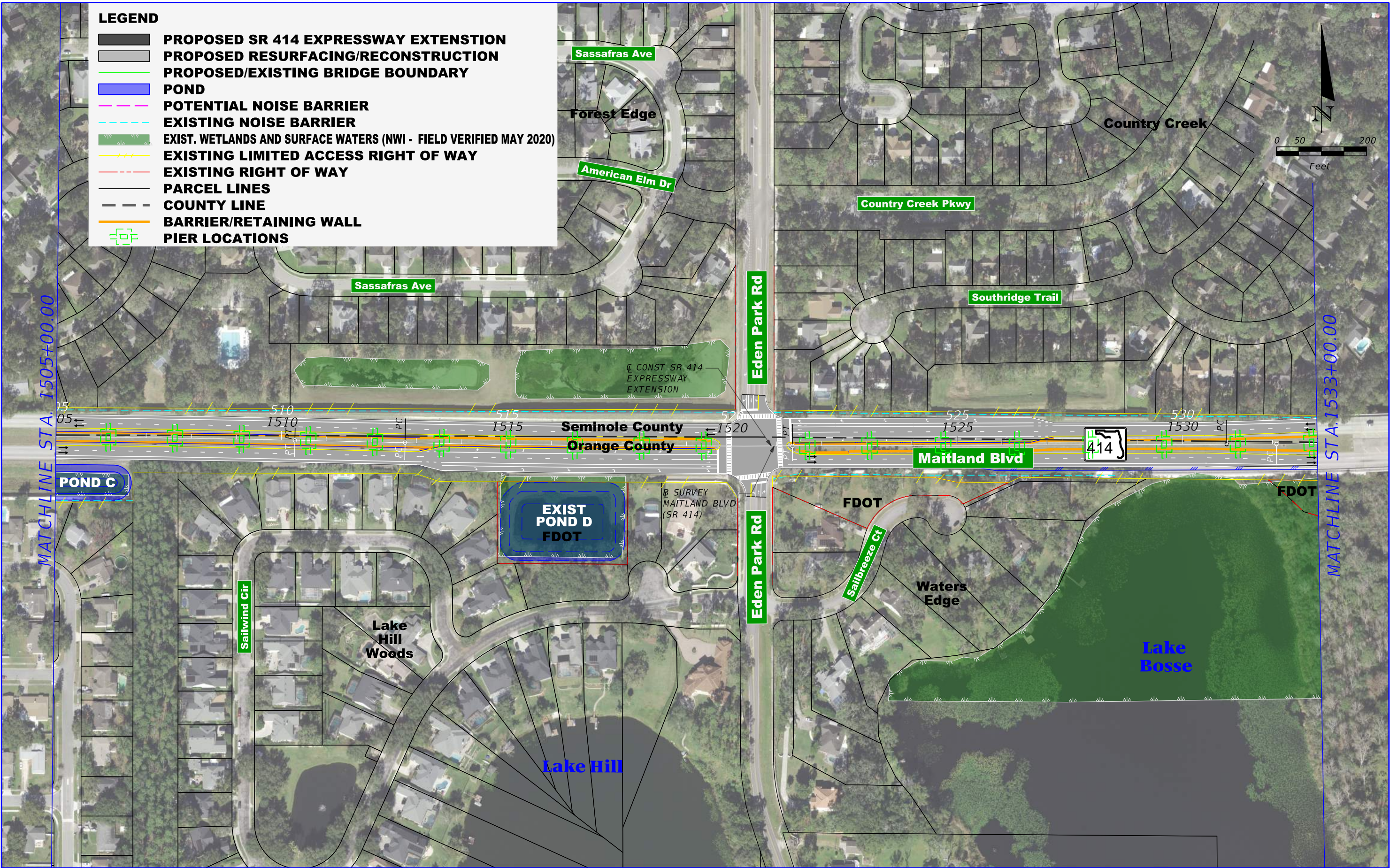
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 AT-GRADE  
PLAN SHEET (2)

SHEET  
NO.

013





PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

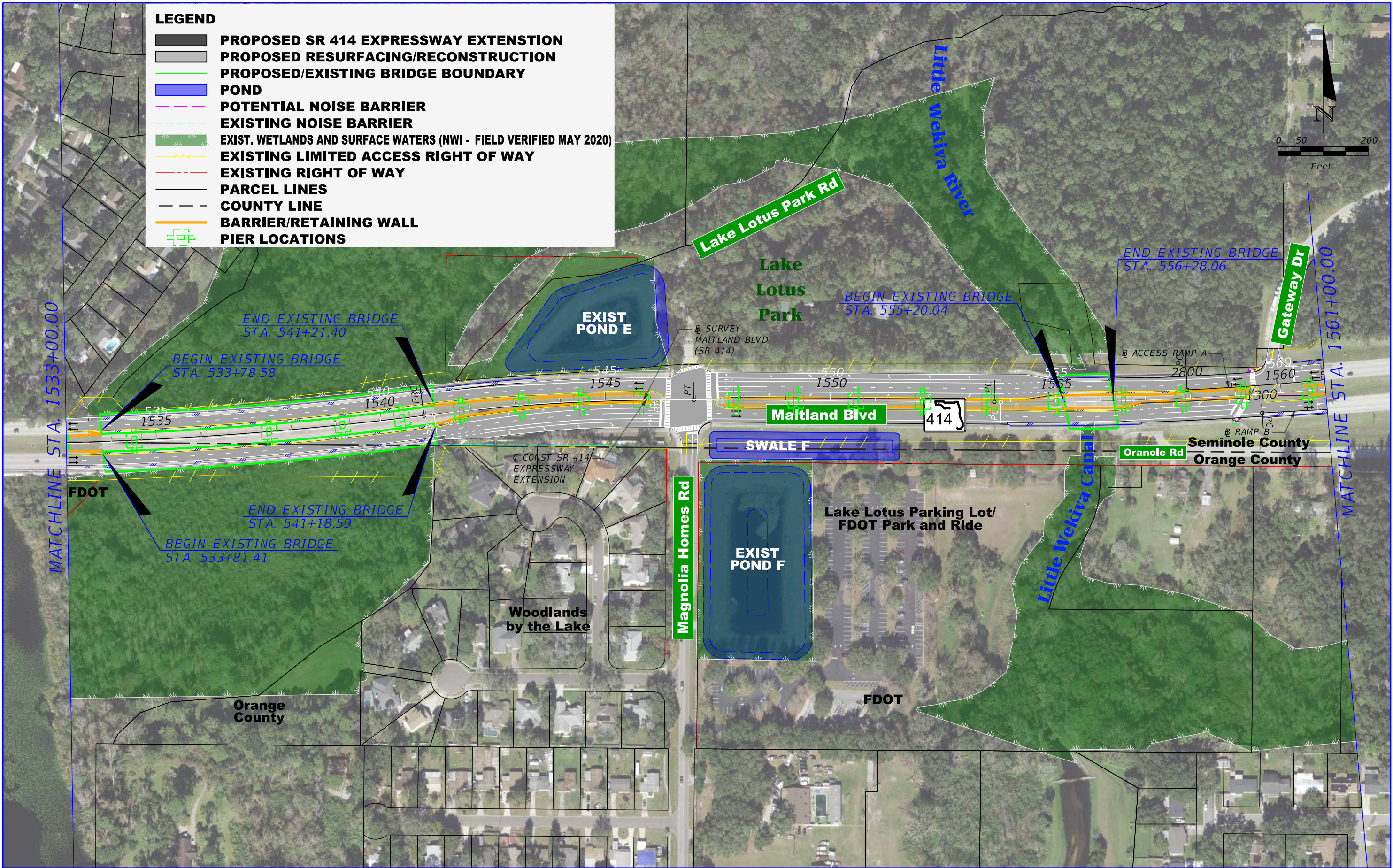
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 AT-GRADE  
PLAN SHEET (3)

SHEET  
NO.

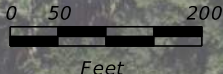
014





**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
- PIER LOCATIONS



PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

ROAD NO.  
SR 414

PROJECT NO.  
414-227

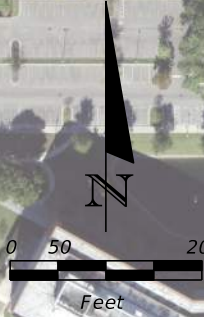
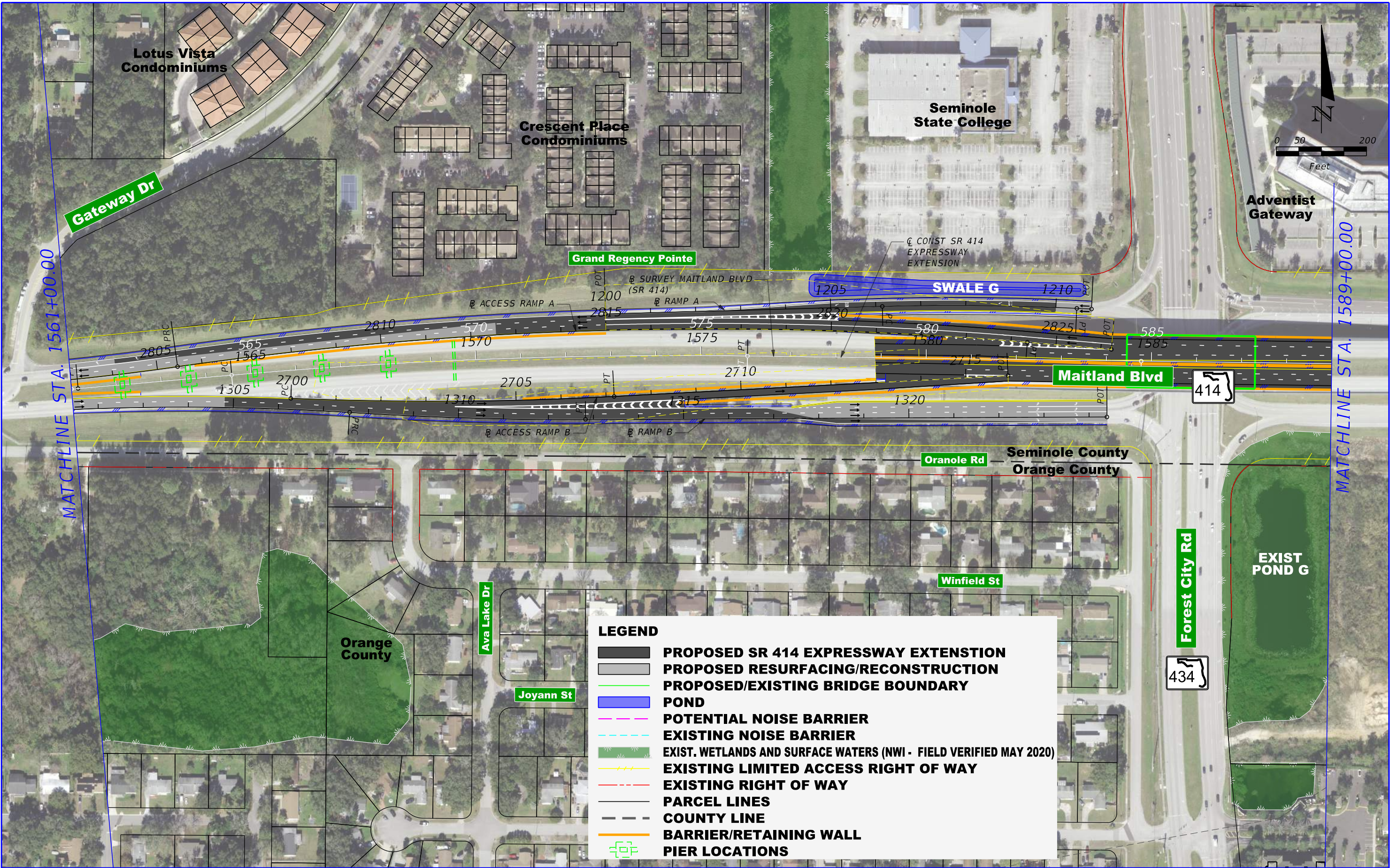
CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY

SR 414 AT-GRADE  
PLAN SHEET (4)

SHEET  
NO.

015





**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**

**PIER LOCATIONS**

PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

ENGINEER OF RECORD: KRYSTAL H. BURNS, P.E.  
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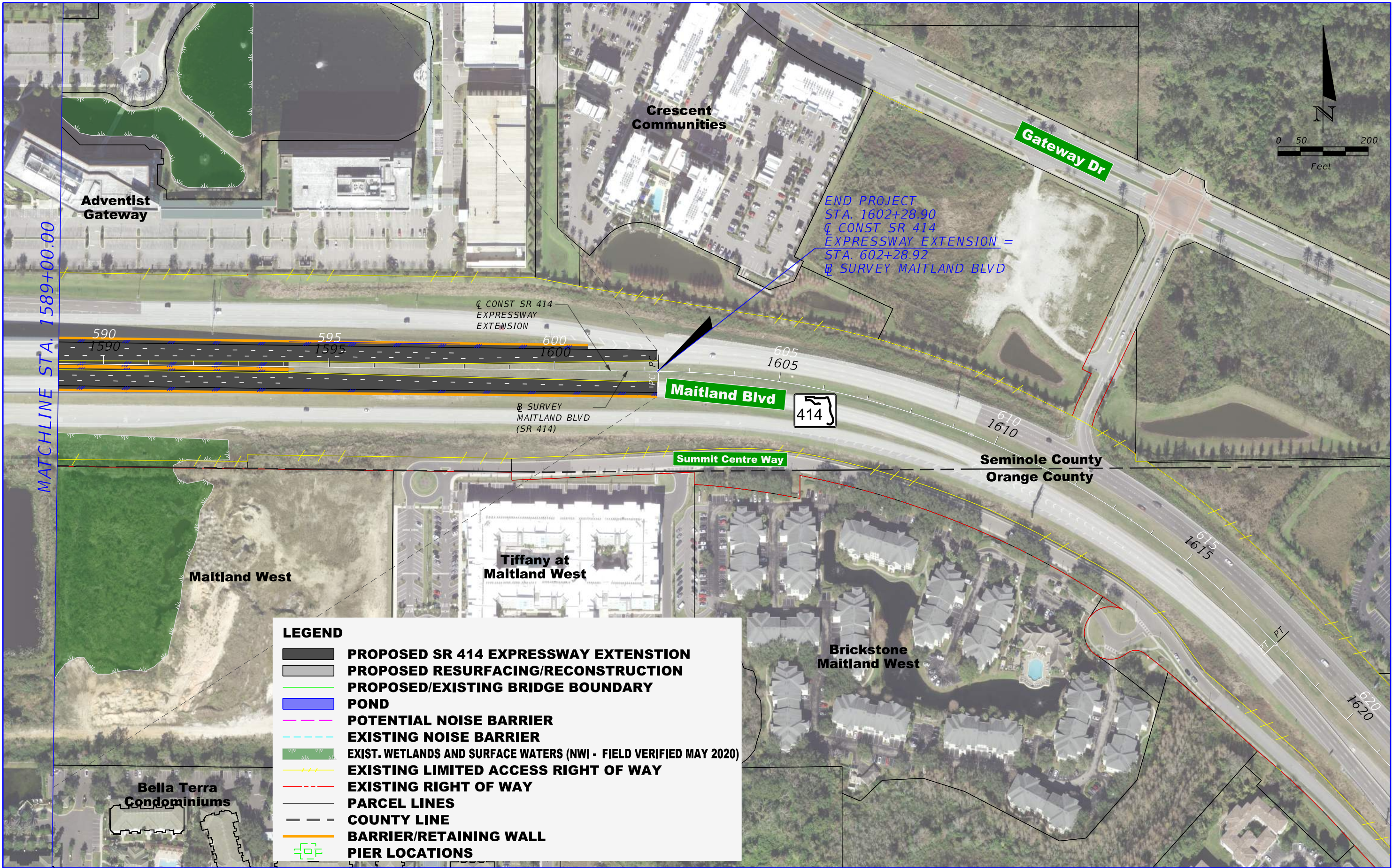
SR 414 MAITLAND BLVD. EXPRESSWAY EXTENSION US 441 TO SR 434	
ROAD NO.	PROJECT NO.
SR 414	414-227

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

SR 414 AT-GRADE  
PLAN SHEET (5)

SHEET NO.
016





**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**
- PIER LOCATIONS**

PRELIMINARY - SUBJECT TO CHANGE  
FINAL 4/6/2022

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SR 414 MAITLAND BLVD.  
EXPRESSWAY EXTENSION  
US 441 TO SR 434

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414-227

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

SR 414 AT-GRADE  
PLAN SHEET (6)

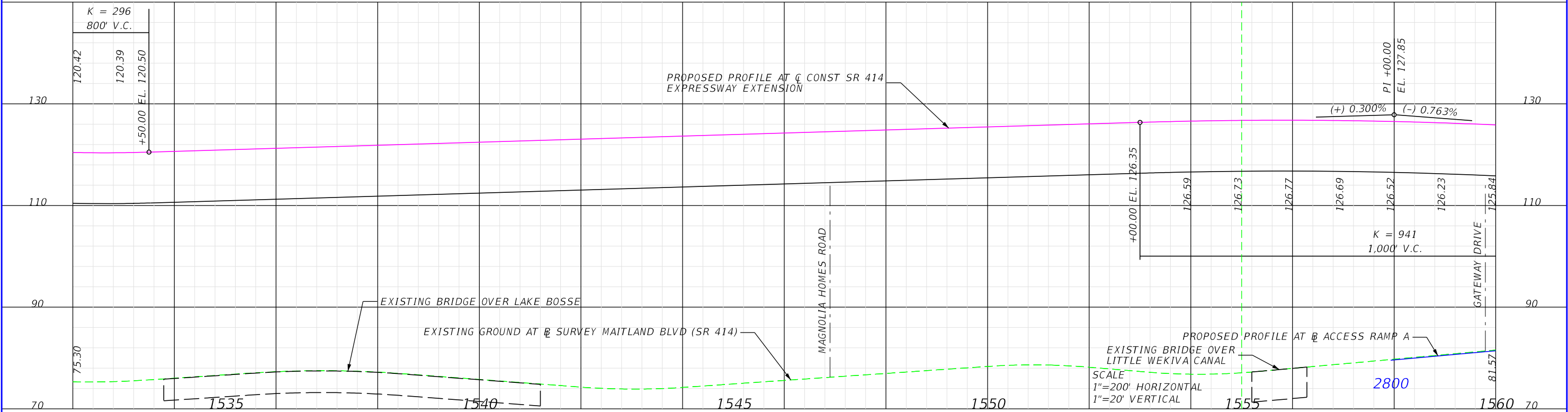
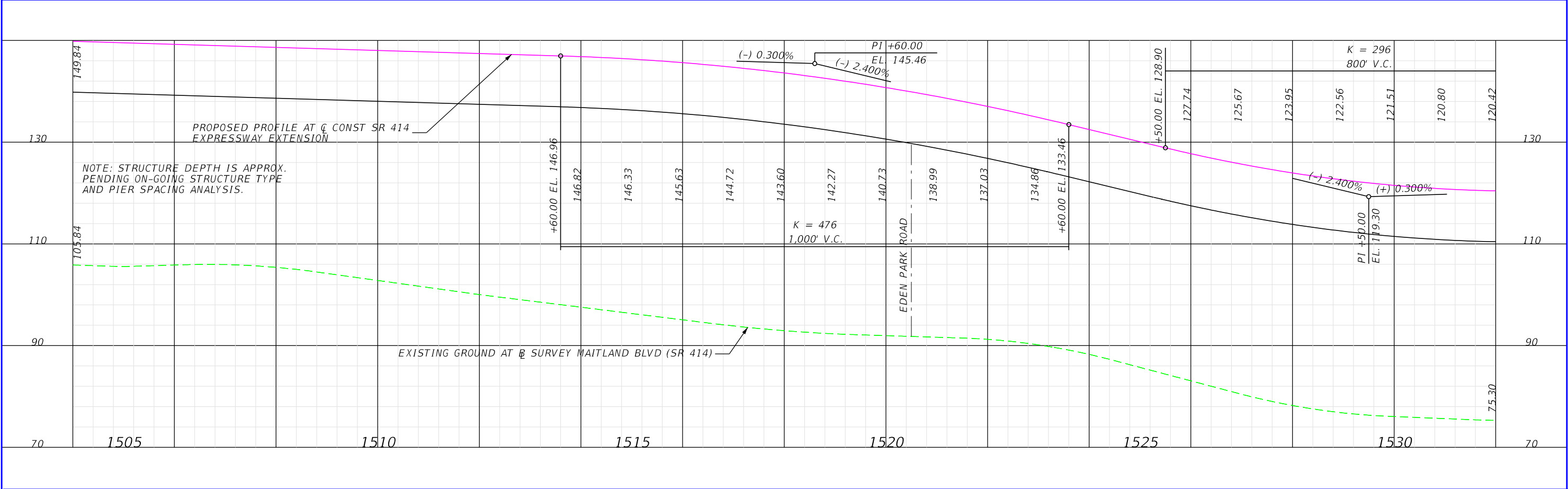
SHEET  
NO.

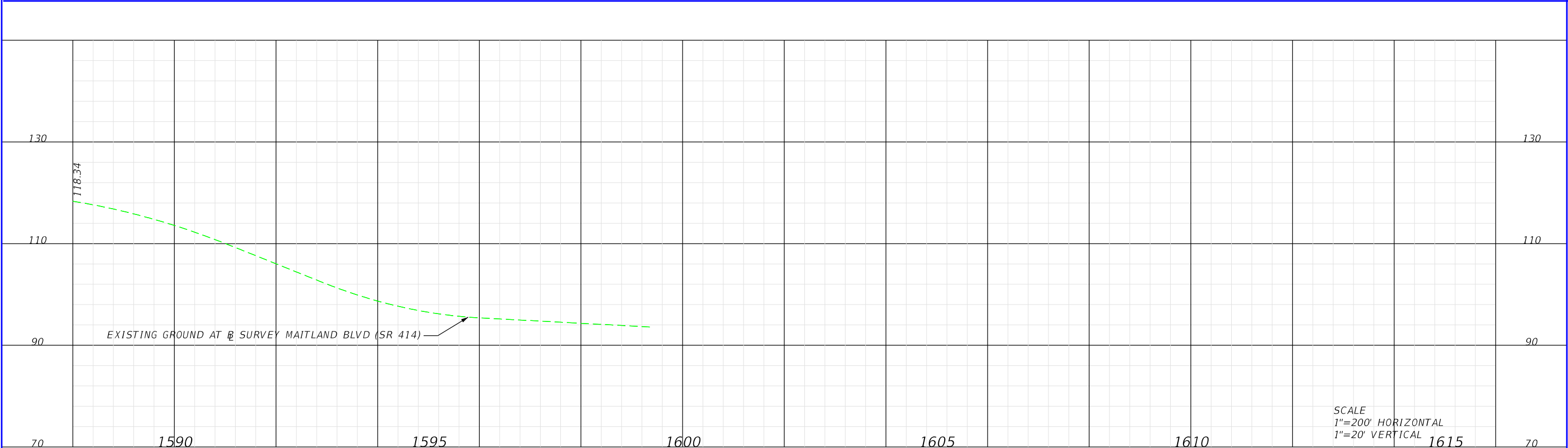
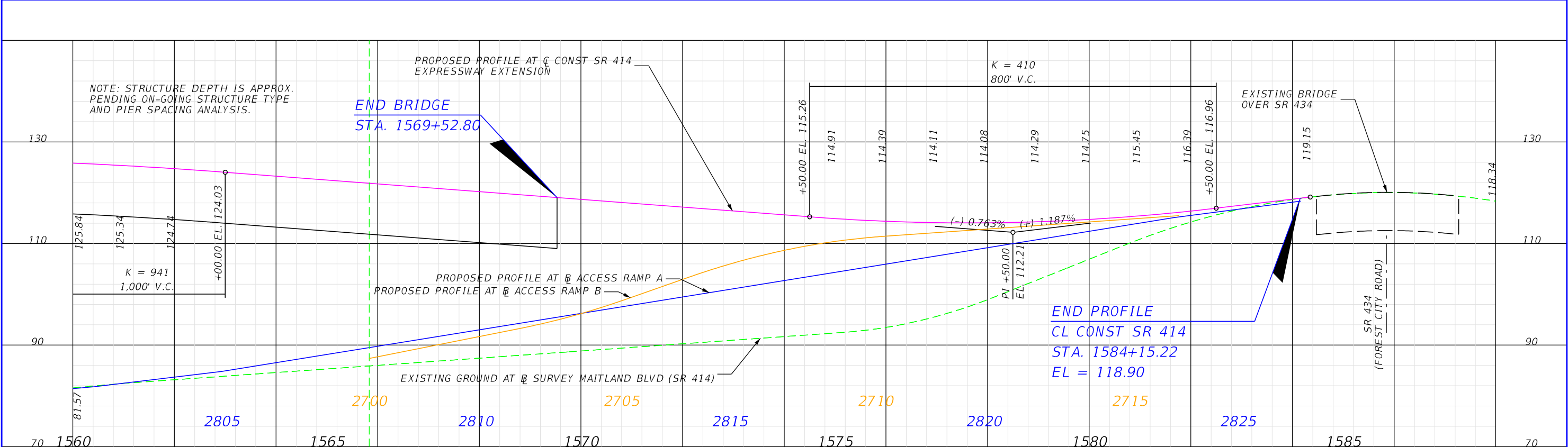
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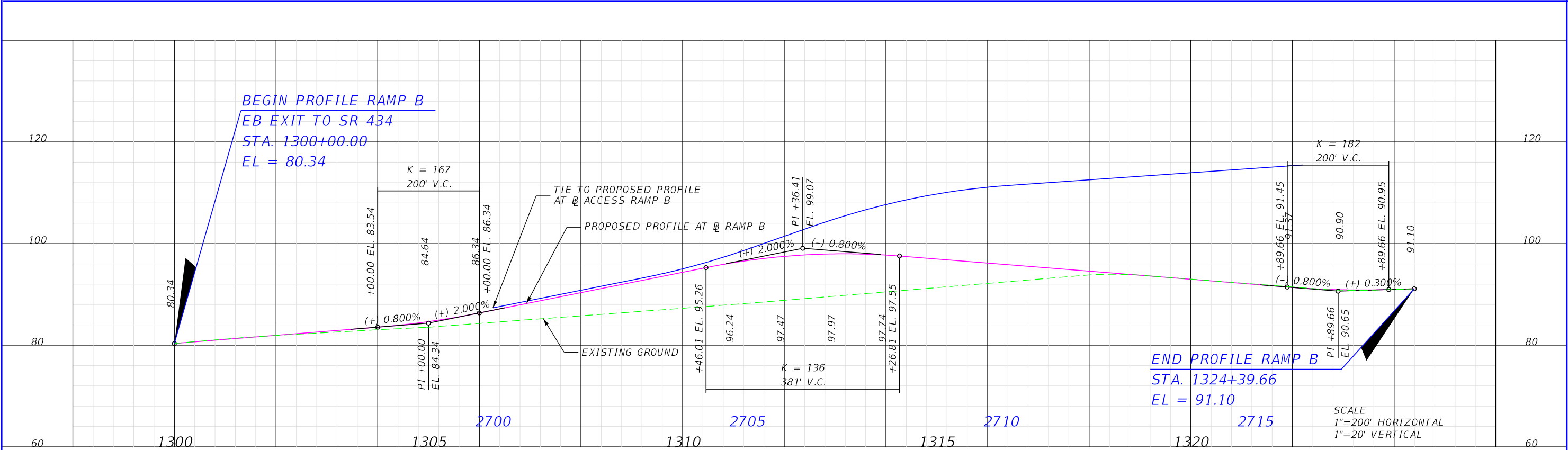
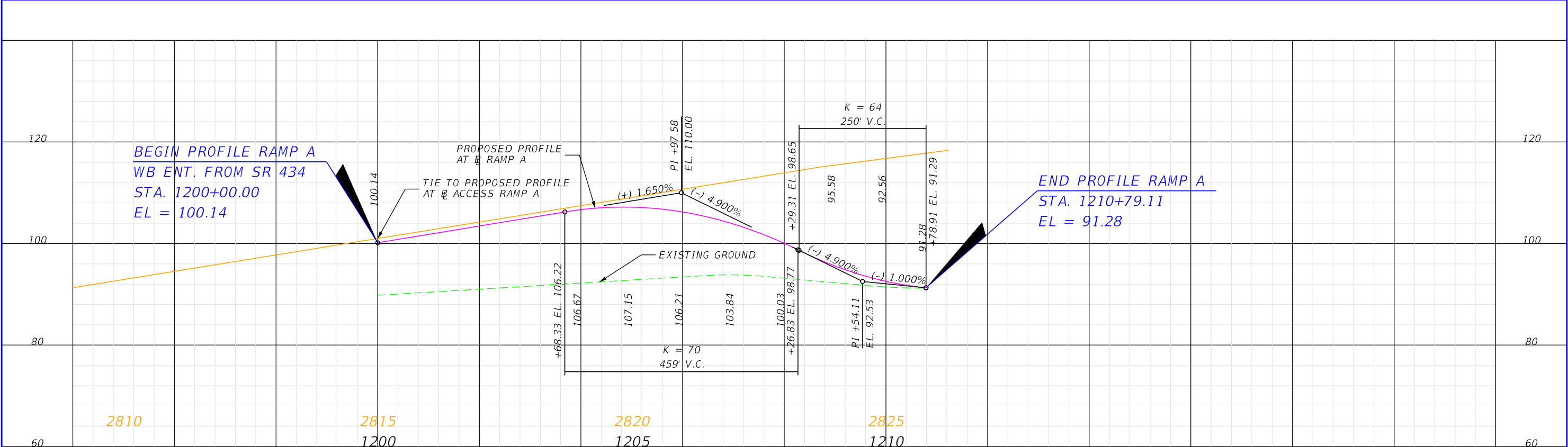


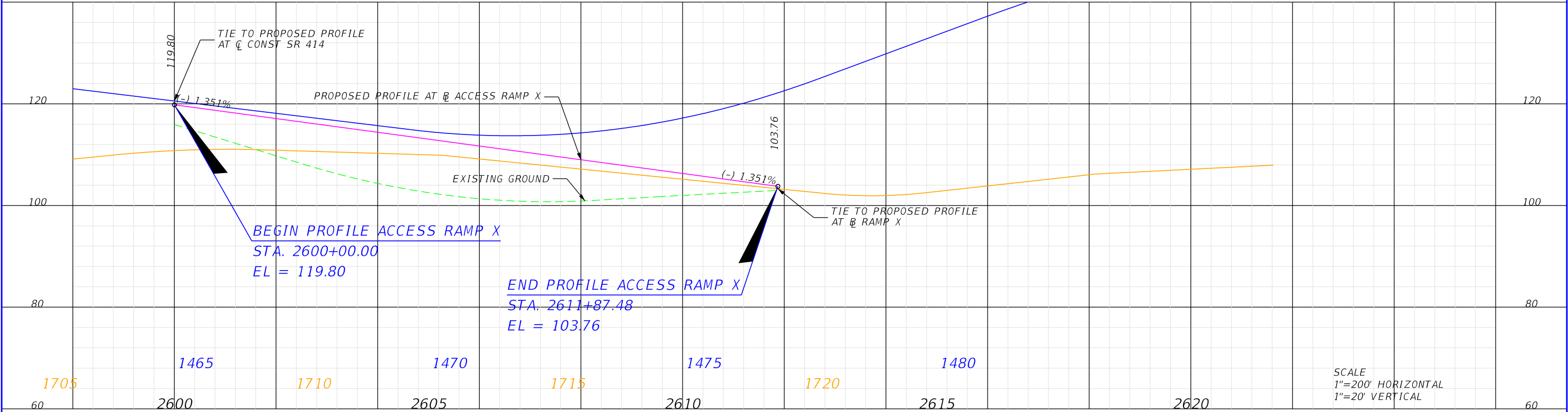
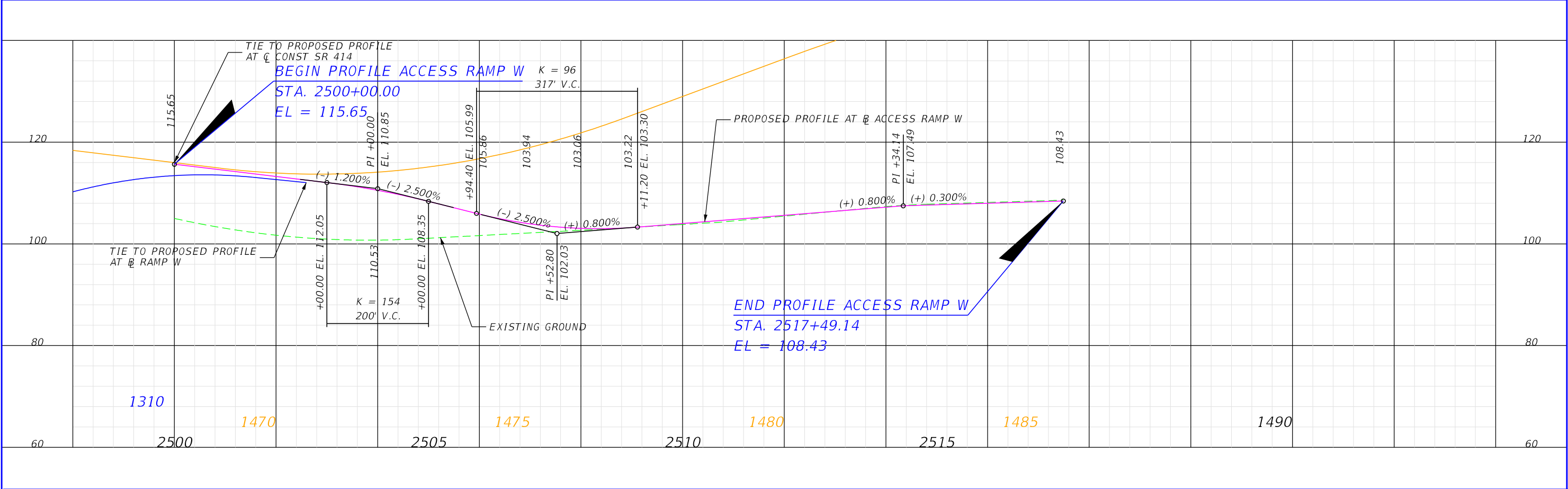


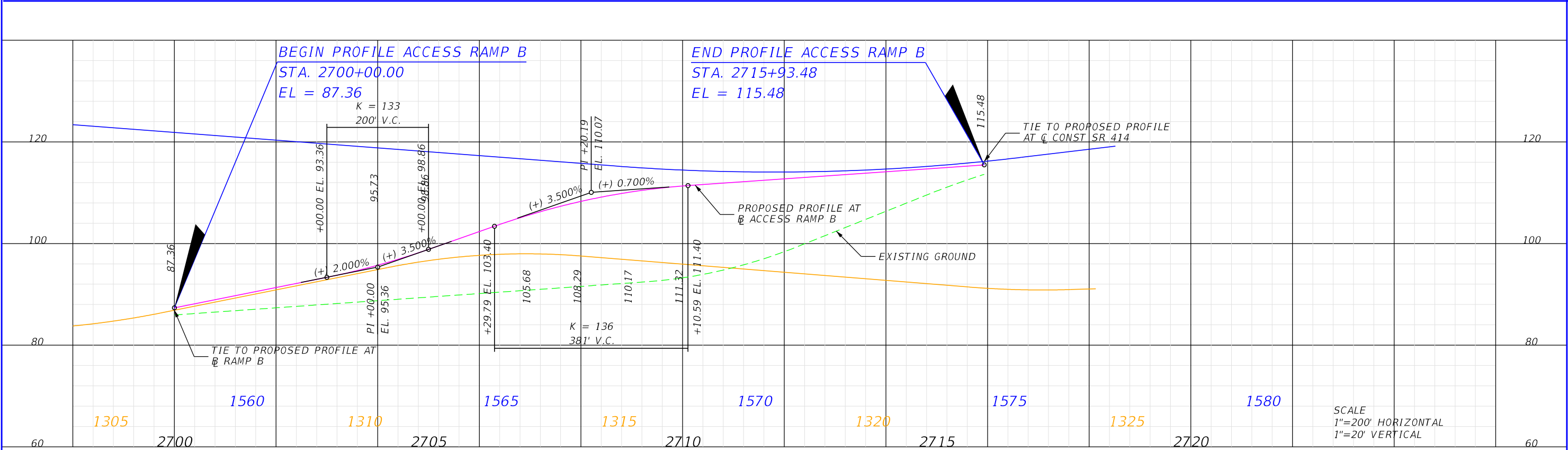
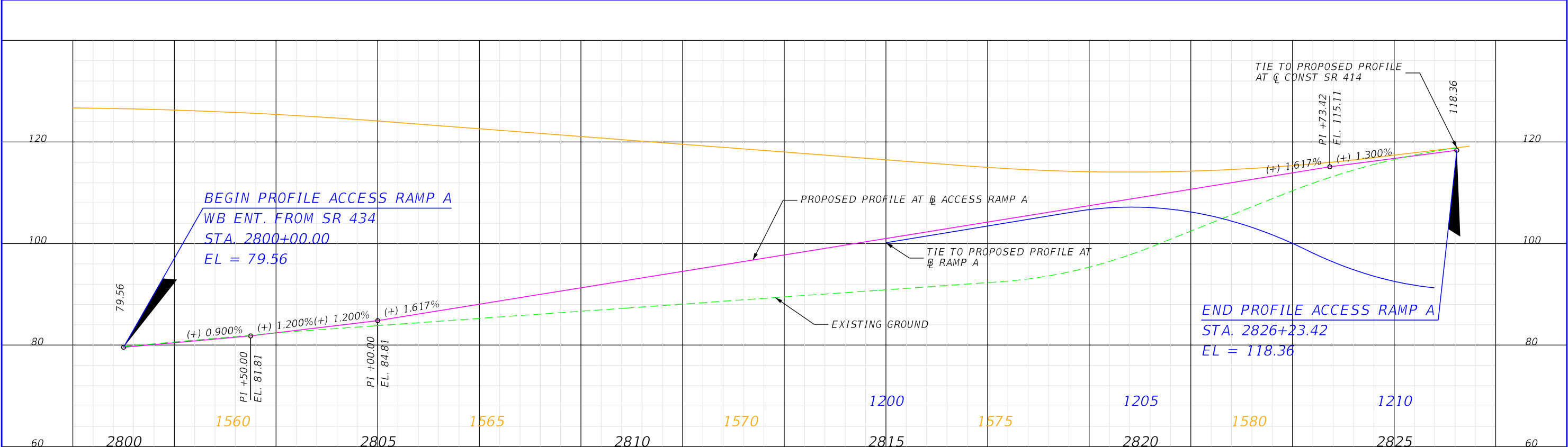












Attachment 4  
SHPO Concurrence Letters

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

July 27, 2021

Timothy A. Parsons, Ph.D.,  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
Florida Department of State  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Attn: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
State Road 414 Expressway Extension  
Project Development & Environment Study  
Orange and Seminole Counties, Florida

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the State Road 414 Expressway Extension Project Development & Environment Study from US 441 to State Road 434, Orange and Seminole Counties, Florida*. The Central Florida Expressway Authority (CFX) is reviewing various alternatives for a proposed grade-separated expressway extension of State Road (SR) 414 from SR 429 to US Highway 441. Total project length is approximately 2.3 miles (3.7 kilometers). The project also includes the construction of up to 10 retention ponds. All proposed work will take place within the existing right-of-way.

The project area of potential effects (APE) for the roadway was defined to include the existing SR 414 right-of-way where improvements are proposed. This APE was extended 328 feet (100 meters) from the existing right-of-way. The APE defined for the ponds includes the proposed pond footprints with the addition of a 30.5-meter (100-foot) buffer. The archaeological survey was conducted within the existing right-of-way, plus the pond footprints. The architectural history survey was conducted within the entire APE.

This cultural resource assessment survey (CRAS) was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 8 (Archaeological and Historical Resources) of the Florida Department of Transportation's (FDOT) Project Development and Environment (PD&E) Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) *Cultural Resource Management Standards and Operations Manual* (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Due to heavy disturbance within the archaeological APE, only 19 shovel tests were able to be excavated within the APE, of which one was positive for cultural material. As a result, one archaeological occurrence was recorded. Archaeological occurrences are, by definition, ineligible for consideration on the National Register of Historic Places (NRHP). The remainder of the APE was subjected to pedestrian survey and



# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

surface inspection. One archaeological site, 8SE01663, has been previously recorded within the archaeological APE; however, this site was determined to be ineligible for the NRHP by the State Historic Preservation Officer (SHPO), and the current survey revealed that the site has been paved over and heavily modified by SR 414. No other archaeological sites or archaeological occurrences were identified and no further archaeological work is recommended.

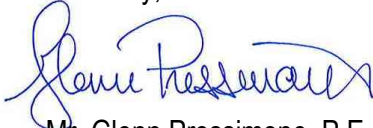
The architectural history survey resulted in the identification and evaluation of 24 historic resources, of which two were previously recorded (8OR10661 and 8OS11516) and 22 newly recorded (8OS11668-8OR01689). All of the resources are recommended ineligible for the NRHP. No existing or potential historic districts were identified. No further architectural history work is recommended.

Based on the results of this CRAS, it is the opinion of CFX that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Sunserea Dalton, P.E., Project Manager, by email: [sunserea.dalton@jacobs.com](mailto:sunserea.dalton@jacobs.com) or by phone: 321-279-7566.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glenn Pressimone".

Mr. Glenn Pressimone, P.E.  
Chief of Infrastructure  
Central Florida Expressway Authority

Enclosure

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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The Florida State Historic Preservation Officer:

☒ finds the attached report complete and sufficient and ☒ concurs/ ☐ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

☐ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ Jason Aldridge DSHPO

For: Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

September 7, 2021  
Date

2021-5317  
DHR No.

Attachment 5  
Public Hearing Transcript

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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

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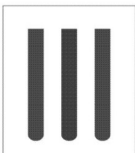
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## APPEARANCES

1  
2  
3 Kathy Putnam, Quest Corporation of America  
4 Sunserea 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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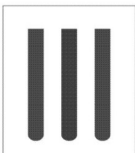
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## PROCEEDINGS

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

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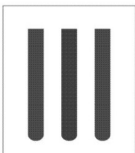
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1 have one at the end of each of these aisles. We do  
2 have speaker cards. Please, if you have speaker  
3 cards, we have folks standing around the auditorium.  
4 If you haven't turned in a speaker card and you  
5 decide that you would like to 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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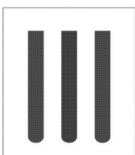
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1 future connection with the Seminole Wekiva Trail at  
2 U.S. 441. Shown here is the overall view of the  
3 preferred alternative lane configuration. The  
4 preferred alternative would maintain local access to  
5 the at-grade Maitland Boulevard 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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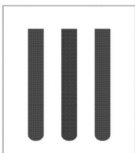
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1 or you can use the shortened web address shown here.  
2 All of the materials presented at tonight's public  
3 hearing will be posted on the study web page. There  
4 have been various opportunities for the public to  
5 provide input on this project. 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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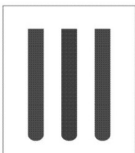
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1 get people lined up. So when you come forward, if  
2 you would please state your name, and your address,  
3 and if you represent an organization, a  
4 municipality, or some other public body, please  
5 provide that information as well. We ask 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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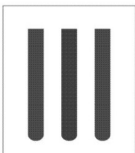
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1 with that, let me call out a few names. We have  
2 first Harry Skidmor. If you will make your way to  
3 the front. We have Michael Ronnebaum. We have  
4 Frederick Howell. If you will come forward? And  
5 Downing Newman. If you will make your 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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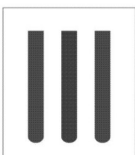
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1 designs? The community has a major stake in this  
2 proposed project. They must have an active role in  
3 the planning and decision-making process. To quote  
4 Ronald Reagan, "The more the planners plan, the more  
5 the plans fail," and this 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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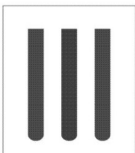
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1 all or a portion of the toll revenue collected.  
2 It's my understanding that the Maitland 414 is  
3 currently exceeding the federal noise requirements  
4 as it is. I created a petition last year to stop  
5 the building of this elevated Expressway 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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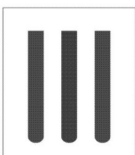
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1 property without proper reimbursement and that's  
2 what you-all are doing. You're taking our rights  
3 for silence, that we can sleep at night. Noise  
4 pollution has been shown to cause all sorts of  
5 mental illnesses. Three houses in a row 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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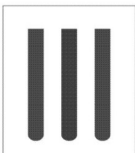
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1 pretty serious. So I don't know if -- I know we're  
2 -- we're not doing answers but I'd like to know if  
3 that's been addressed in the -- in the study. Thank  
4 you. Thank you for your time.

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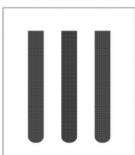
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1 a straight face and look at us and tell us that  
2 you've done everything you could do when there's not  
3 a single thing in the plan for noise abatement.  
4 Thank you.

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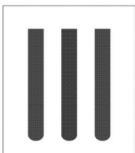
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1 subdivisions. You'd be living downtown or in New  
2 York City with an elevated railroad. That's not  
3 what we chose and that's not what we want. Thank  
4 you very much.

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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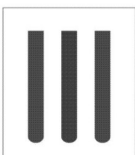
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1 goodness, it's going to attract more people than  
2 ever before. The traffic will increase  
3 exponentially. The last thought that I have is that  
4 you -- I didn't see any exhaust carbon monoxide  
5 study or any -- any information concerning 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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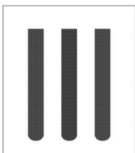
1 MR. HOWELL: I was trying to get up --

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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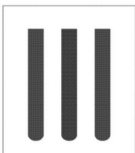
1 expected to hear a lot more noise from that elevated  
2 section. The reality was the contrary was true.  
3 The noise was relatively abated by the elevated  
4 section. Having been in that section before, when  
5 the road was just above the water surface, there was  
6 considerable noise. The noise 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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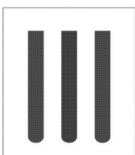
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1 lanes that we all can use and then FDOT doesn't have  
2 to spend any money. They get traffic flowing better  
3 and everything like that. What my question would be  
4 and this is really for FDOT is: Why can FDOT not  
5 improve the road for us 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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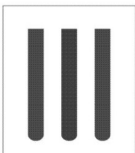
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1       representatives here because I would say to them,  
2       you represent me, you don't represent the people  
3       living in Winter Garden. Christine Moore, you  
4       represent me, not the people living in Winter  
5       Garden, so 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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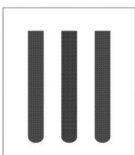
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1       you all have said, but one thing is the gentleman  
2       who talked -- who said he was the truck driver who  
3       had the experience, if there's some way that what he  
4       recommended as some kind of law for the truck  
5       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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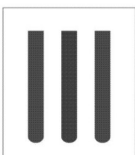
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1 and Little Wekiva River. At least seven distinct  
2 neighborhoods which border the 414 will be  
3 negatively affected. Will you provide alternative  
4 accommodations to residents who are most impacted?  
5 Like, by sight and hearing during construction.  
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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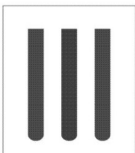
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1 all into the record?

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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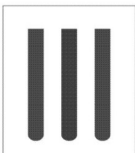
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1 I would like more assurances that noise will be  
2 adequately mitigated, would like to know what  
3 options are available to do that, such as increasing  
4 the height of the current sound barrier. Jennifer  
5 Marquez. 1327 Black Willow Trail, 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 --

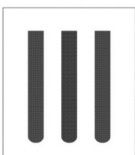
7 MS. CASSANO: Yeah, I'd like to make a comment.

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.

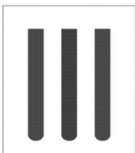
16              MS. SOLANO-PEREZ: Yes. My name is Sylvia  
17      Solano-Perez --

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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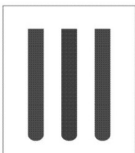
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1 to that wall there. That's the distance is going to  
2 be practically from my home, okay? I spoke to the  
3 lady here and I gave her all -- all my concerns,  
4 okay? Environmental, the noise, what -- what --  
5 what is going to happen to the 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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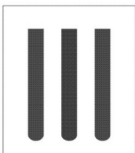
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1 MS. PUTNAM: Thank you. And I see a gentleman  
2 back here? You've got a card. Come on down.

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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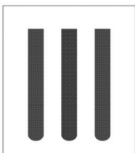
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1 the traffic flow at all. You're replacing the  
2 existing system with a system that is going to be  
3 just a complete eyesore and a nightmare for  
4 everybody with the accidents and amount of traffic.  
5 And you have the ability to just widen 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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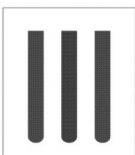
1 nothing because all where that line is from Seminole  
2 County to Orange County off of Fern Park (phonetic)  
3 Road. If the road was a dirt road, it was nice --  
4 at the lake. I moved out there because I'm a farmer  
5 and I like nice areas, birds, bees, and all of this.  
6 Right now, in front 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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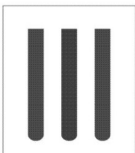
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1       retired. I've been retired 15 years. I can't afford  
2       to move. So we put up with what we have, but if  
3       you're going to put that in, it's just going to  
4       destroy a lot of elderly people like myself. Thank  
5       you.

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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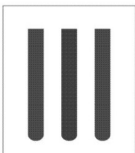
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1 people in conditions like the older gentleman was  
2 saying? And you know, the traffic that -- that I-4  
3 traffic, you know, because now we're going to shrink  
4 for the period of time that you guys take to build  
5 the road. Power losses, you 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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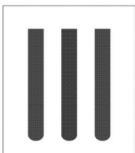
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1 hearing tonight and most especially for your input  
2 on this project. It is now 6:53 [sic] p.m. We  
3 hereby officially close the public hearing for the  
4 State Road 414 Expressway Extension project  
5 development and environmental study. Thank 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.

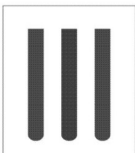
I FURTHER CERTIFY that I am not of counsel for,  
related to, or employed by any of the parties or  
attorneys involved herein, nor am I financially  
interested in said action.

Submitted on: April 14, 2022.



PENELOPE THANOS

Court Reporter, Notary Public



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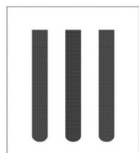
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