

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

MINUTES ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING May 22, 2025

Location: Central Florida Expressway Authority
4974 ORL Tower Road, Orlando, FL 32807
Pelican Conference Room

Committee Members Present:

Brittany Sellers, City of Orlando Representative, Chairman
Richard Durr, Seminole County Representative
Jason Hickson, Osceola County Representative
Beth Jackson, Orange County Representative
Timothee Sallin, Lake County Representative

Committee Member Appearing Telephonically:

Charles Lee, Citizen Representative

Staff Present:

Michelle Maikisch, Executive Director
Will Hawthorne, Director of Transportation Planning and Policy
Cristina Berrios, Deputy General Counsel
Mimi Lamaute Recording Secretary/Manager of Executive and Board Services
Glenn Pressimone, Chief of Infrastructure

A. CALL TO ORDER

The meeting was called to order at 2:30 pm by Chairman Sellers.

B. PUBLIC COMMENT

Ms. Mimi Lamaute, Recording Secretary, announced there were no public comments or written public comments received by the deadline.

C. APPROVAL OF MARCH 6, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES

A motion was made by Ms. Jackson and seconded by Mr. Sallin to approve the March 6, 2025 meeting minutes. The motion carried unanimously with all five (5) committee members in attendance voting AYE by voice vote. One (1) committee member, Mr. Lee voting AYE telephonically.

D. AGENDA ITEMS

1. SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, introduced the two projects on today's agenda: the Sanford Airport Connector PD&E Study in Seminole County and the Southport Connector PD&E Study in Osceola County. He distributed the CFX system map to demonstrate and describe the location of the projects and the Project Development Process, to demonstrate the current status of the projects within the overall process, both attached hereto as **Exhibit "A."**

Ms. Amanda Ashby with Ardurra Group, Inc. presented the Sanford Airport Connector PD&E Study, which evaluates a new expressway connection between SR 417 and the Orlando Sanford International Airport. Five alternatives were analyzed based on traffic projections, environmental and residential impacts, and public feedback.

Following the January 2025 public meeting, four alternatives were eliminated. A refined alignment, Alternative 2A, was introduced in April 2025, offering improved roadway geometry, reduced wetland impacts, and future expansion potential. Alternative 2A was selected as the Preferred Alternative due to its efficiency, safety, and stakeholder support. A map demonstrating the refined alternatives 2 & 2A and Refined Alternatives Evaluation Matrix were distributed and are attached hereto as **Exhibit "B."**

Ms. Ashby described the public involvement and survey results. The study will continue with further coordination and engagement. She shared the PD&E Study Schedule.

The Committee members commented and asked questions which were answered by Mr. Hawthorne, Mr. Pressimone, Mr. Jay Patel with Ardurra Group, Inc. and Ms. Ashby.

(This item was presented for information only. No committee action was taken.)

2. SOUTHPORT CONNECTOR EXPRESSWAY PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, introduced the Southport Connector Expressway PD&E project, noting its progression toward the public hearing phase.

Mr. Ralph Bove with Volkert, Inc. presented an update covering project alternatives, community engagement, and coordination efforts since May 2023. Following a temporary pause in public involvement due to a Title VI complaint in 2022, an enhanced engagement program resumed in mid-2024, featuring community meetings and a public workshop in March 2025. Community feedback favored the hybrid and wall options.

Mr. Bove provided an overview of the proposed design east of Pleasant Hill Road. He detailed three alignment alternatives, 3000, 4000, and 7000 which were evaluated east of Pleasant Hill Road, with Alternative 4000 emerging as the preferred choice due to its central location and compatibility with Osceola County's future roadway plans. Public and stakeholder input played a significant role in shaping the final recommendation, including refinements made following the March 2025 Alternatives Public Workshop. Mr. Bove distributed maps with the segment, proposed alternatives east of Pleasant Hill Road, an evaluation matrix and a map of the preferred alternative, which are attached hereto as **Exhibit "C."**

Mr. Bove provided the Project Schedule with public hearings scheduled for September 2025. The study findings will be presented to the CFX Governing Board in December 2025.

The Committee members commented and asked questions which were answered by Mr. Pressimone and Mr. Bove.

(This item was presented for information only. No committee action was taken.)

E. OTHER BUSINESS

Chairman Sellers invited committee members to submit recommendations for future agenda items.

Chairman Sellers asked the CFX team if it would be possible to provide an update on the ongoing CFX Sustainability Study at a future meeting, noting the potential interest among committee members in learning about the study's progress and any preliminary findings. Committee members expressed agreement and support for this suggestion.

Chairman Sellers also suggested exploring future ongoing discussions focused on identifying areas of alignment between CFX initiatives and each member jurisdiction's goals, focus areas, and innovative projects, especially those that intersect with or are impacted by the expressway system. She noted this could foster more meaningful two-way collaboration.

Mr. Sallin commented that further discussion on CFX's sustainability initiatives, including the landscape master plan, would be valuable.

Mr. Pressimone shared that Mr. Dale Allen, who leads the Florida Greenways and Trails effort, is working on a new "Lake-to-Lake Trail" initiative and is tentatively scheduled to present at the February meeting once additional groundwork is completed.

Mr. Hickson asked when the Northeast Connector will come before the Committee. Mr. Pressimone responded either in August or February.

F. ADJOURNMENT

Chairman Sellers announced that the next Environmental Stewardship Committee meeting is scheduled for August 28, 2025 at 10:00 a.m.

Chairman Seller adjourned the meeting at 3:59 p.m.

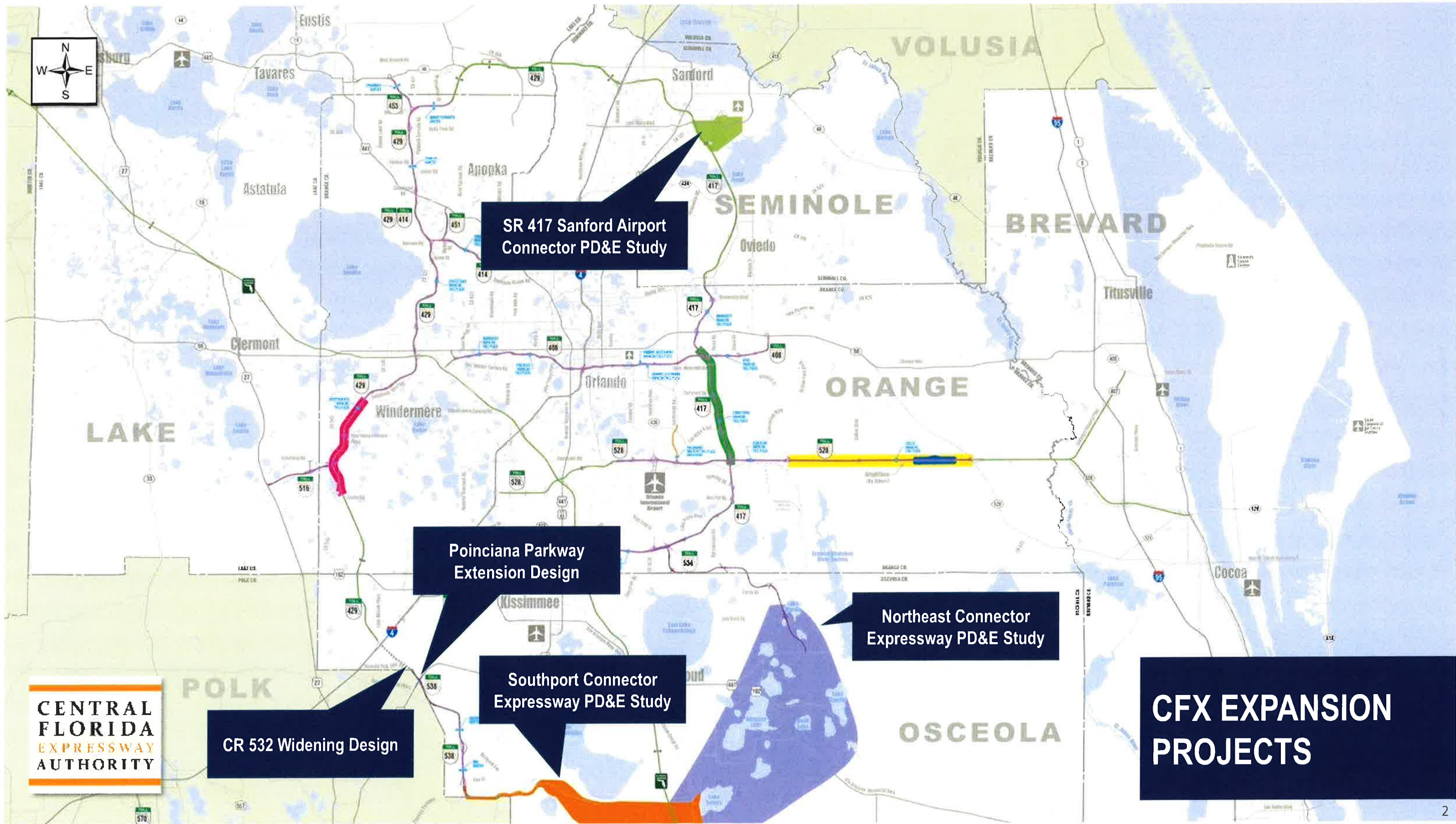
Minutes approved on August 28, 2025.

Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at publicrecords@CFXway.com or 4974 ORL Tower Road, Orlando, FL 32807.

**CENTRAL
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Environmental Stewardship Committee Meeting

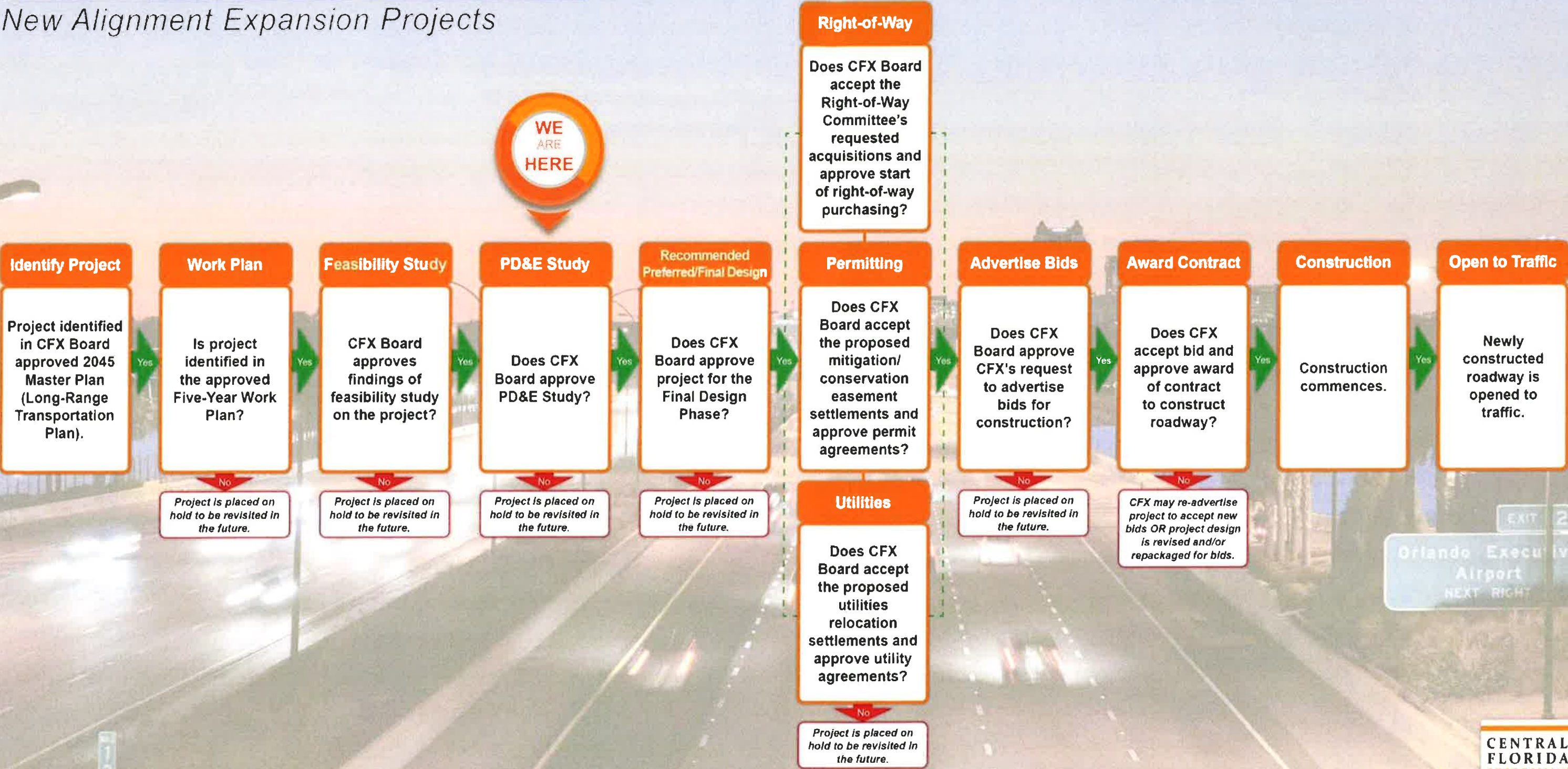
May 22, 2025

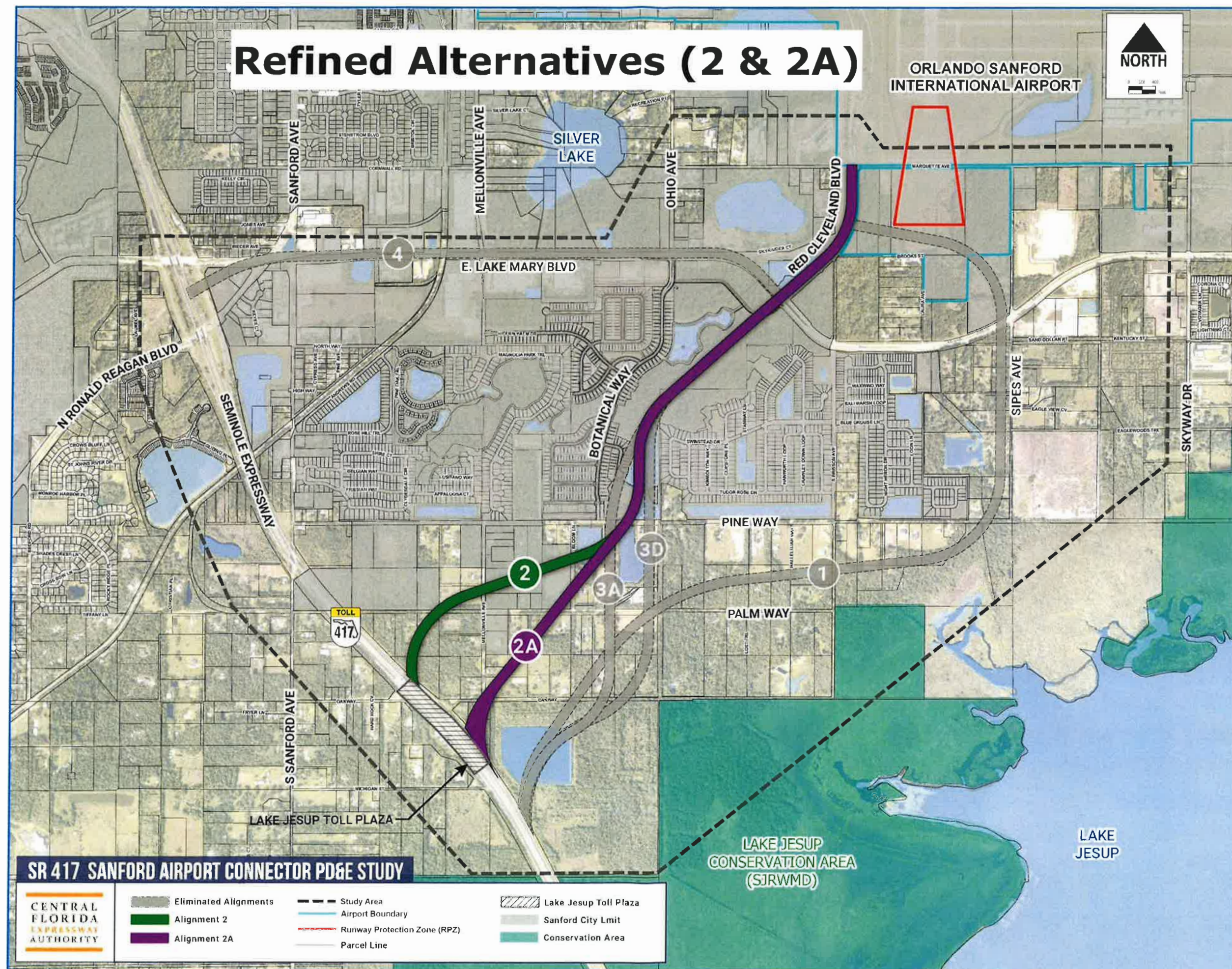


**CFX EXPANSION
PROJECTS**

PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



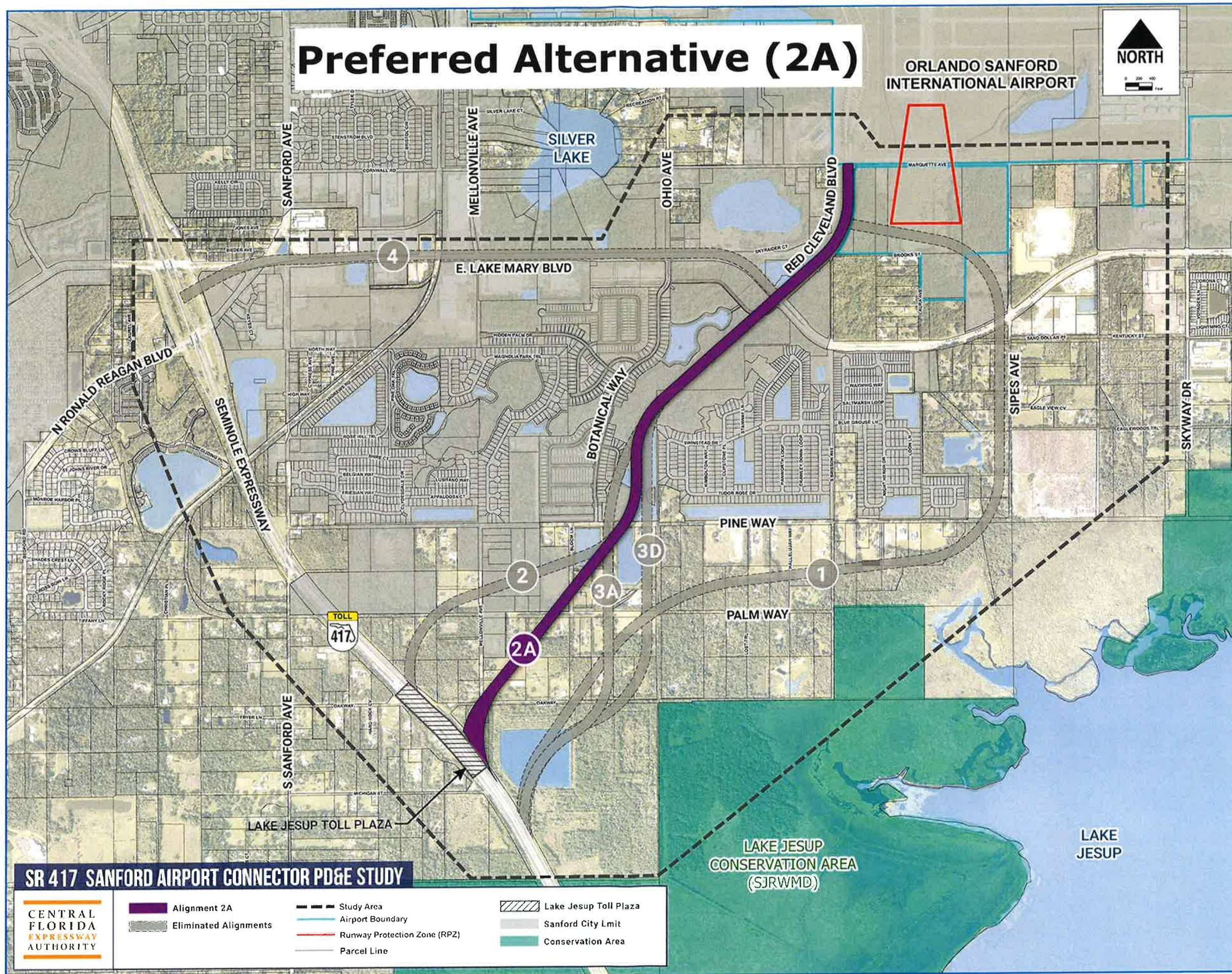


Refined Alternatives Evaluation Matrix

Evaluation Criteria	Unit of Measure	Alternatives		
		No Build	2	2a
Traffic				
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)	-16,900 (-46%)
Design				
Alternative Length	Miles	0	2.4	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150
Physical				
Utility Impacts	High/Med/Low/None	None	Low	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0
Railroad Involvement	No. of Conflicts	0	0	0
Cultural Environment				
Potential Known Historic Resources	No. of Resources	0	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	1c
Potential Known Archaeological Resources	No. of Resources	0	0	0
Natural Environment				
Potential Surface Water Impacts	Total Acres	0	1	1
Wetlands	Total Acres	0	18	17
Forested	Acres	0	15	16.5
Non-forested	Acres	0	3	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0	0
Listed Species Probability of Occurrence	Degree	0	High	High
Bald Eagle Nest	No. of Conflicts	0	3	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med
Social				
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	34	35
Potential Residential Parcels Affected	Total Parcels	0	8	12
Potential Non-Residential Parcels Affected	Total Parcels	0	17	20
Community Facilities	No. of Conflicts	0	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low
Estimated Costs				
Roadway Construction (includes design and CEI)	Dollars	\$0	\$170,900,000	\$172,200,000
Utility Relocation	Dollars	\$0	\$2,100,000	\$3,100,000
Right-of-Way	Dollars	\$0	\$16,400,000	\$18,300,000
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$7,100,000	\$6,800,000
Total Estimated Cost	Dollars	\$0	\$196,500,000	\$200,400,000

Preferred Alternative (2A)

ORLANDO SANFORD
INTERNATIONAL AIRPORT



SR 417 SANFORD AIRPORT CONNECTOR PD&E STUDY

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Alignment 2A
Eliminated Alignments

Study Area
Airport Boundary
Runway Protection Zone (RPZ)
Parcel Line

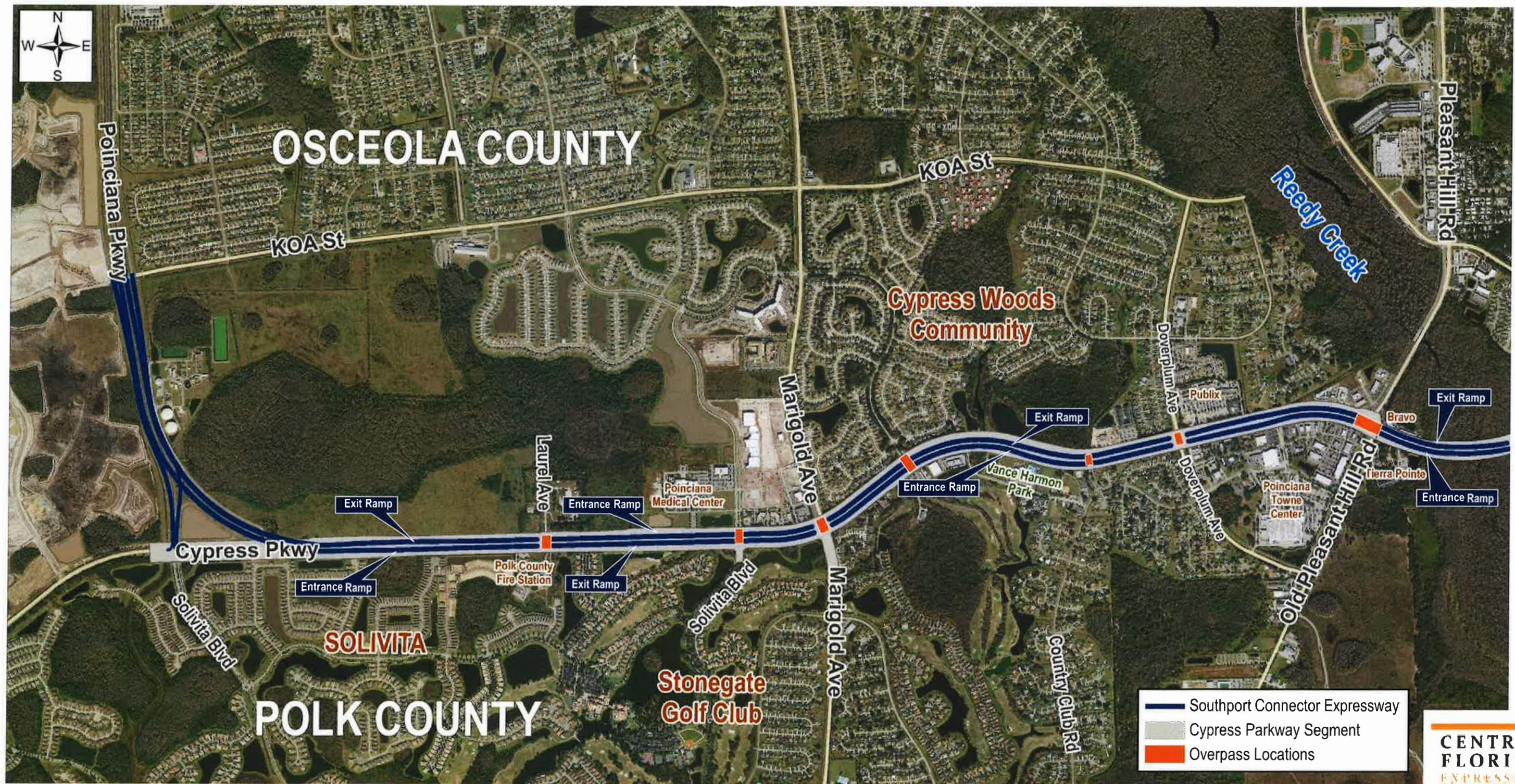
Lake Jesup Toll Plaza
Sanford City Limit
Conservation Area

CENTRAL
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Preferred Alternative Evaluation Matrix

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	2a
Traffic			
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)
Design			
Alternative Length	Miles	0	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150
Physical			
Utility Impacts	High/Med/Low/None	None	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0
Railroad Involvement	No. of Conflicts	0	0
Cultural Environment			
Potential Known Historic Resources	No. of Resources	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1c
Potential Known Archaeological Resources	No. of Resources	0	0
Natural Environment			
Potential Surface Water Impacts	Total Acres	0	1
Wetlands	Total Acres	0	17
Forested	Acres	0	16.5
Non-forested	Acres	0	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0
Listed Species Probability of Occurrence	Degree	0	High
Bald Eagle Nest	No. of Conflicts	0	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med
Social			
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	35
Potential Residential Parcels Affected	Total Parcels	0	12
Potential Non-Residential Parcels Affected	Total Parcels	0	20
Community Facilities	No. of Conflicts	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low
Estimated Costs			
Roadway Construction (includes design and CEI)	Dollars	\$0	\$172,200,000
Utility Relocation	Dollars	\$0	\$3,100,000
Right-of-Way	Dollars	\$0	\$18,300,000
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$6,800,000
Total Estimated Cost	Dollars	\$0	\$200,400,000

Cypress Parkway Segment



<div>CENTRAL FLORIDA TRANSPORTATION AUTHORITY</div>		Project Development & Environment Study Southport Connector Expressway May 2025		CYPRESS PARKWAY SEGMENT ALTERNATIVES EVALUATION MATRIX	
Evaluation Criteria		Unit of Measure	Alternative		
			Wall	Bridge	Hybrid
Design					
Description <i>Southport Connector Expressway typical section includes 6-lanes Cypress Parkway typical section includes 6-lanes and multi-use path</i>	Description	Expressway constructed on wall from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on bridge structure from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on wall from Poinciana Parkway to Marigold Avenue then on bridge structure from Marigold Avenue to east of Pleasant Hill Road.	
Alternative Length (approximate)	Miles	4.8	4.8	4.8	
Proposed Right-of-Way Width	Feet	300-310	300-310	300-310	
Average Height of Expressway	Feet	20	26	21	
Traffic Operations					
Projected 2050 Annual Average Daily Traffic (AADT) (Cypress Drive to Old Pleasant Hill Road)	Total vehicles	62,100	62,100	62,100	
Physical					
Major Utility Conflicts - Existing	No. of Conflicts	16	16	16	
Major Utility Conflicts - Planned	No. of Conflicts	2	2	2	
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	3	3	3	
Cultural Environment Effects					
Public Recreation Lands	Acres	0	< 1	<1	
Potential Historic Resources	No. of Conflicts	0	0	0	
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	0	
Potential Archaeological Resources	No. of Resources	0	0	0	
Natural Environment					
Water Features					
<i>Existing Ponds and Surface Waters</i>	Acres	<1	<1	<1	
<i>Canals / Regulated Floodways</i>	No. of Conflicts	1	1	1	
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	20	20	22	
Wetlands (non-forested and forested)	Acres	8	9	8	
Potential Habitat Federal and State Listed Species	Acres	14	14	14	
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	N	N	
Mitigation Banks					
<i>None</i>	Acres	0	0	0	
Conservation Easement					
<i>Solivita HOA</i>	Acres	<1	<1	<1	
SFWMD Lands					
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	<1	<1	<1	
Social					
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	32	16	17	
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	34	34	35	
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	3	3	2	
Potential Existing Parcel Impacts (residential common areas)	Acres	4	4	4	
Right-of-Way Area (not including proposed ponds)	Total Acres	6	7	6	
Preliminary Project Construction Cost	Currency in millions	\$525	\$1,113	\$880	

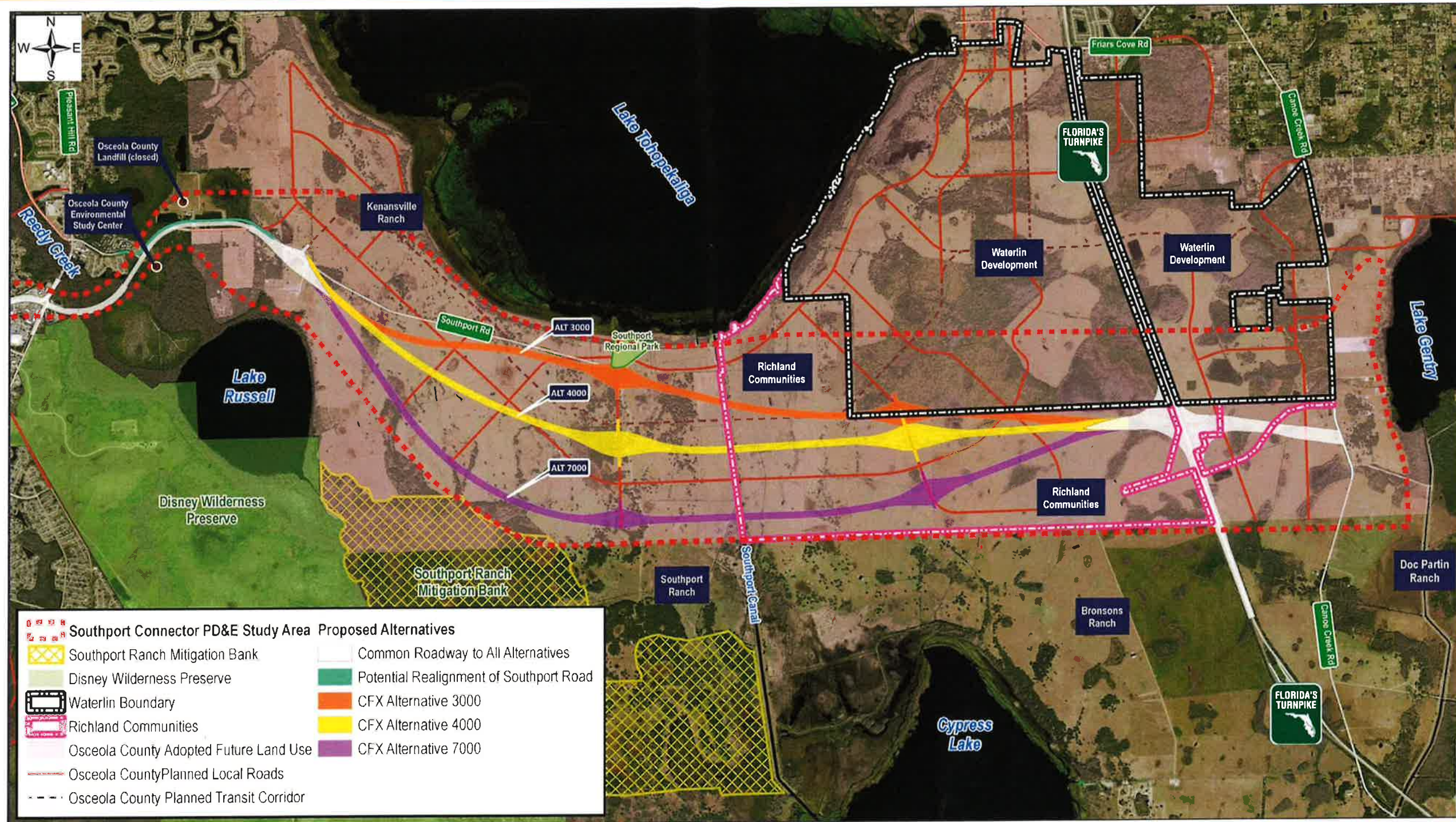
¹ "Other" includes Government and Proposed Development parcels


RED = Relatively High Impacts when Compared to Other Alternatives

YELLOW = Relatively Medium Impacts when Compared to Other Alternatives

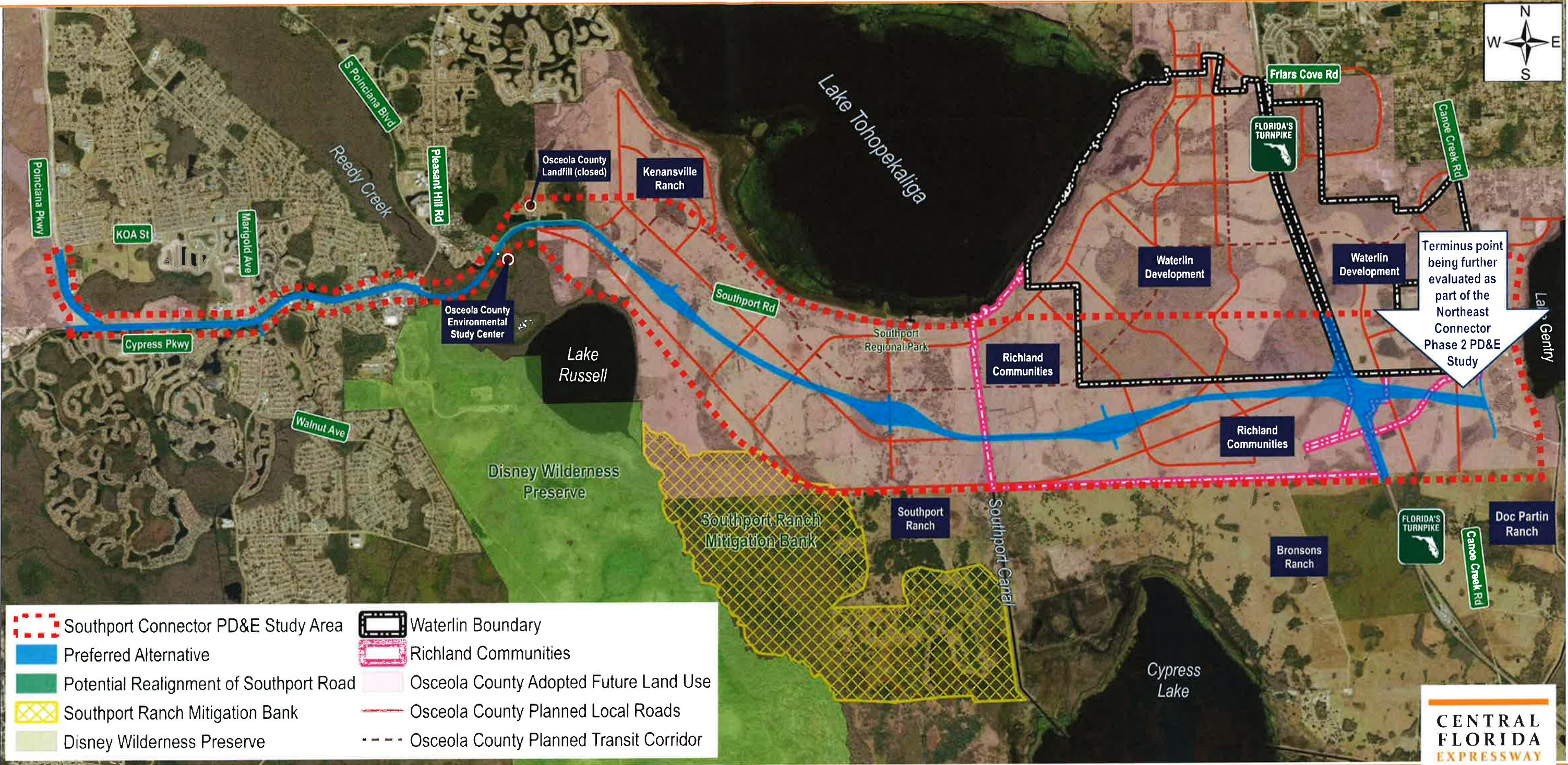
GREEN = Relatively Low Impacts when Compared to Other Alternatives

Proposed Alternatives East of Pleasant Hill Road

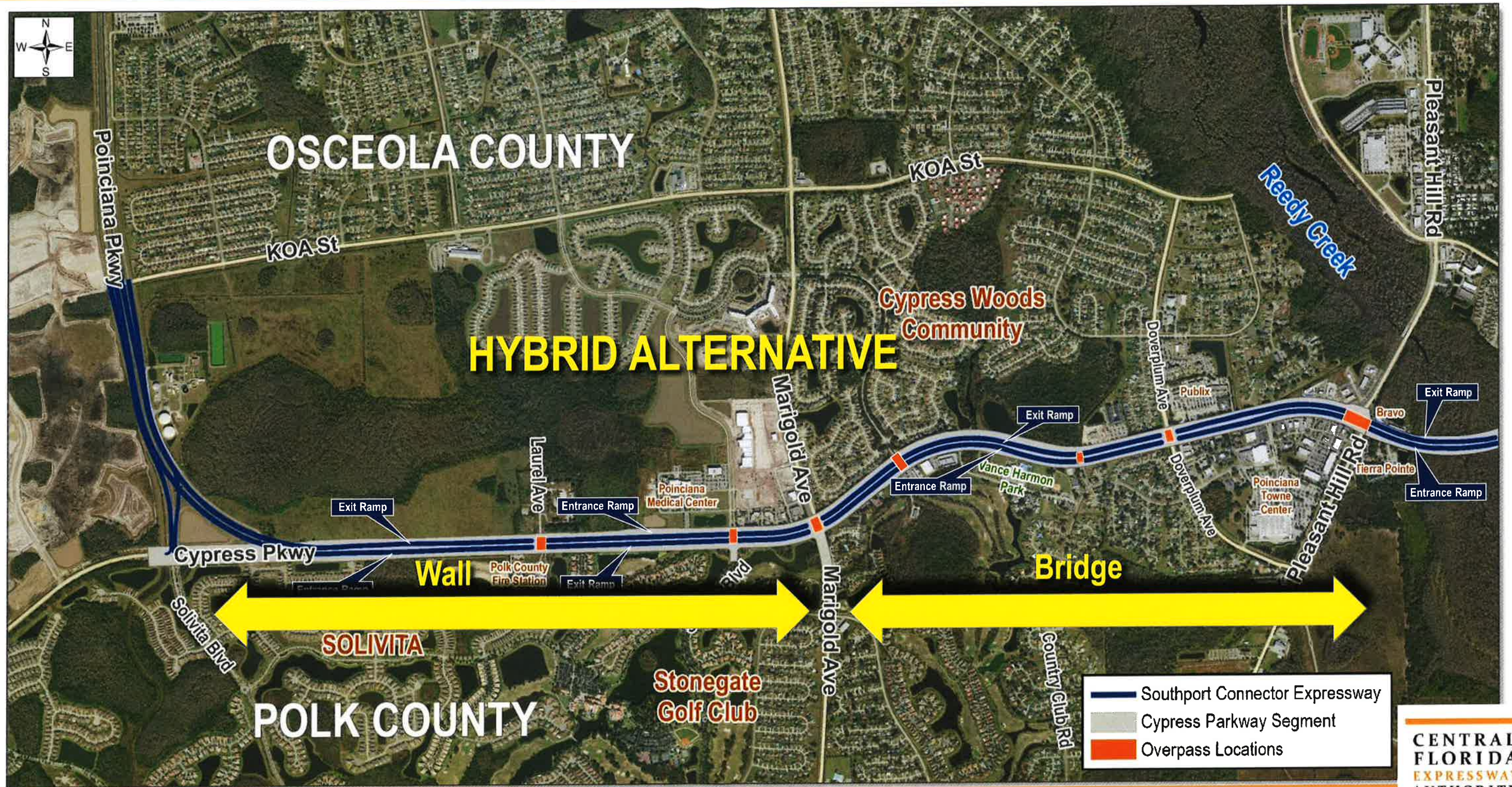


	Project Development & Environment Study Southport Connector Expressway May 2025		EAST OF PLEASANT HILL ROAD SEGMENT ALTERNATIVES EVALUATION MATRIX		
	Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Design					
Alternative Length (approximate)	Miles	11.6	11.8	12.4	
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	330	330	330	
Proposed Bridges - total structures per alternative	Structures	23	21	17	
Total length of all structures	Feet	10,707	10,340	8,575	
Proposed Interchanges (includes Florida's Turnpike)	Number	4	4	4	
Projected 2050 Annual Average Daily Traffic (AADT) (interchange west of Florida's Turnpike to Florida's Turnpike)	Vehicles	72,100	72,100	72,100	
Physical					
Major Utility Conflicts - Existing	No. of Conflicts	3	3	3	
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	6	6	7	
Cultural Environment Effects					
Public Lands (Public Recreation Lands)	Acres	0	0	0	
Potential Historic Resources	No. of Conflicts	0	0	0	
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	1	1	
Potential Archaeological Resources	No. of Resources	1	1	1	
Natural Environment					
Water Features					
<i>Existing Ponds and Surface Waters</i>	Acres	1	1	1	
<i>Canals / Regulated Floodways</i>	No. of Conflicts	2	2	2	
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	439	498	483	
Wetlands (non-forested and forested)	Acres	112	100	109	
Potential Habitat - Federal and State Listed Species	Acres	650	688	671	
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Y	Y	Y	
Mitigation Banks					
<i>None</i>	Acres	0	0	0	
Conservation Easement					
<i>Solivita HOA</i>	Acres	0	0	0	
SFWMD Lands					
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	25	25	25	
Critical Smoke Dispersal Area					
<i>Within 1-Mile Buffer</i>	Percentage of Alternative	1	32	84	
Social					
Right-of-Way Area (not including proposed ponds) (includes FTE and Canoe Creek interchanges)	Acres	851	881	860	
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	9	5	5	
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	7	7	6	
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	45	41	40	
Community Facilities (Environmental Learning Center)	No. of Conflicts	1	1	1	
Trails	No. of Conflicts	2	2	2	
Community Cohesion Effects	High/Med/Low	Med	Med	Low	
Proposed / Planned Development (Waterlin, Richland Communities, South Lake Toho)	Acres	503	453	479	
Preliminary Project Construction Cost	Currency in millions	\$1,132	\$1,122	\$1,089	
¹ "Other" includes Government and Vacant parcels					
RED = Relatively High Impacts when Compared to Other Alternatives					
YELLOW = Relatively Medium Impacts when Compared to Other Alternatives					
GREEN = Relatively Low Impacts when Compared to Other Alternatives					

Preferred Alternative



Preferred Alternative - Cypress Parkway Segment



CENTRAL FLORIDA EXPRESSWAY AUTHORITY		Project Development & Environment Study Southport Connector Expressway May 2025		CYPRESS PARKWAY SEGMENT ALTERNATIVES EVALUATION MATRIX		
Evaluation Criteria	Unit of Measure	No Build	Alternative		Hybrid	
			Wall	Bridge		
Design						
Description <i>Southport Connector Expressway typical section includes 6-lanes Cypress Parkway typical section includes 6-lanes and multi-use path</i>	Description	Expressway would not be constructed and Cypress Parkway remains a 2 and 4-lane local roadway.	Expressway constructed on wall from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on bridge structure from Poinciana Parkway to east of Pleasant Hill Road.	Expressway constructed on wall from Poinciana Parkway to Marigold Avenue then on bridge structure from Marigold Avenue to east of Pleasant Hill Road.	
Alternative Length (approximate)	Miles	4.8	4.8	4.8	4.8	
Proposed Right-of-Way Width	Feet	300	300-310	300-310	300-310	
Average Height of Expressway	Feet	0	20	26	21	
Traffic Operations						
Projected 2050 Annual Average Daily Traffic (AADT) (Cypress Drive to Old Pleasant Hill Road)	Total vehicles	66,000	62,100	62,100	62,100	
Physical						
Major Utility Conflicts - Existing	No. of Conflicts	0	16	16	16	
Major Utility Conflicts - Planned	No. of Conflicts	0	2	2	2	
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	0	3	3	3	
Cultural Environment Effects						
Public Recreation Lands	Acres	0	0	< 1	<1	
Potential Historic Resources	No. of Conflicts	0	0	0	0	
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	0	0	
Potential Archaeological Resources	No. of Resources	0	0	0	0	
Natural Environment						
Water Features						
<i>Existing Ponds and Surface Waters</i>	Acres	0	<1	<1	<1	
<i>Canals / Regulated Floodways</i>	No. of Conflicts	0	1	1	1	
<i>Flood Hazard Areas - 100 Year Floodplain</i>	Acres	0	20	20	22	
Wetlands (non-forested and forested)	Acres	0	8	9	8	
Potential Habitat Federal and State Listed Species	Acres	0	14	14	14	
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	0	
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	N	N	N	N	
Mitigation Banks						
<i>None</i>	Acres	0	0	0	0	
Conservation Easement						
<i>Solivita HOA</i>	Acres	0	<1	<1	<1	
SFWMD Lands						
<i>Upper Lakes Basin Watershed/KCOLA</i>	Acres	0	<1	<1	<1	
Social						
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	0	32	16	17	
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	0	34	34	35	
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)	Total Parcels	0	3	3	2	
Potential Existing Parcel Impacts (residential common areas)	Acres	0	4	4	4	
Right-of-Way Area (not including proposed ponds)	Total Acres	0	6	7	6	
Preliminary Project Construction Cost	Currency in millions	\$0	\$525	\$1,113	\$880	
¹ "Other" includes Government and Proposed Development parcels						
RED = Relatively High Impacts when Compared to Other Alternatives						

Preferred Alternative - East of Pleasant Hill Road



<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	Project Development & Environment Study Southport Connector Expressway May 2025		EAST OF PLEASANT HILL ROAD SEGMENT				
			ALTERNATIVES EVALUATION MATRIX WITH PREFERRED				
Evaluation Criteria		Unit of Measure	No-Build	Alternative 3000	Alternative 4000	Refined Alternative 4000	Alternative 7000
Design							
Alternative Length (approximate)		Miles	0	11.6	11.8	11.8	12.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)		Feet	0	330	330	330	330
Proposed Bridges - total structures per alternative		Structures	0	23	21	21	17
Total length of all structures		Feet	0	10,707	10,340	10,340	8,575
Proposed Interchanges (includes Florida's Turnpike)		Number	0	4	4	4	4
Projected 2050 Annual Average Daily Traffic (AADT) (interchange west of Florida's Turnpike to Florida's Turnpike)		Vehicles	0	72,100	72,100	72,100	72,100
Physical							
Major Utility Conflicts - Existing		No. of Conflicts	0	3	3	3	3
Major Utility Conflicts - Planned		No. of Conflicts	0	0	0	0	0
Contamination Sites & Facilities (Medium and High-Risk Sites)		No. of Conflicts	0	6	6	6	7
Cultural Environment Effects							
Public Lands (Public Recreation Lands)		Acres	0	0	0	0	0
Potential Historic Resources		No. of Conflicts	0	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)		No. of Resources	0	1	1	1	1
Potential Archaeological Resources		No. of Resources	0	1	1	1	1
Natural Environment							
Water Features							
Existing Ponds and Surface Waters		Acres	0	1	1	1	1
Canals / Regulated Floodways		No. of Conflicts	0	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain		Acres	0	439	498	447	483
Wetlands (non-forested and forested)		Acres	0	112	100	113	109
Potential Habitat - Federal and State Listed Species		Acres	0	650	688	740	671
Submerged Aquatic Vegetation (SAV)		Acres	0	0	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)		Y/N	N	Y	Y	Y	Y
Mitigation Banks							
None		Acres	0	0	0	0	0
Conservation Easement							
Solivita HOA		Acres	0	0	0	0	0
SFWMD Lands							
Upper Lakes Basin Watershed/KCOLA		Acres	0	25	25	25	25
Critical Smoke Dispersal Area							
Within 1-Mile Buffer		Percentage of Alternative	NA	1	32	78	84
Social							
Right-of-Way Area (not including proposed ponds) (includes FTE and Canoe Creek interchanges)		Acres	0	851	881	908	860
Potential Existing Residential Impacts (includes partially impacted parcels)		Total Parcels	0	9	5	6	5
Potential Existing Commercial Impacts (includes partially impacted parcels)		Total Parcels	0	7	7	4	6
Potential Existing Parcel Impacts (Other ¹) (includes partially impacted parcels)		Total Parcels	0	45	41	30	40
Community Facilities (Environmental Learning Center)		No. of Conflicts	0	1	1	1	1
Trails		No. of Conflicts	0	2	2	2	2
Community Cohesion Effects		High/Med/Low	NA	Med	Med	Med	Low
Proposed / Planned Development (Waterlin, Richland Communities, South Lake Toho)		Acres	0	503	453	512	479
Preliminary Project Construction Cost		Currency in millions	\$0	\$1,132	\$1,122	\$1,122	\$1,089

¹ "Other" includes Government and Vacant parcels

RED = Relatively High Impacts when Compared to Other Alternatives

YELLOW = Relatively Medium Impacts when Compared to Other Alternatives

GREEN = Relatively Low Impacts when Compared to Other Alternatives