CENTRAL FLORIDA EXPRESSWAY AUTHORITY

AGENDA ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING August 28, 2025 10:00 a.m.

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

A. CALL TO ORDER

B. PUBLIC COMMENT

Pursuant to Section 286.0114, Florida Statutes and Section 2.14, CFX Code, the Environmental Stewardship Committee provides for an opportunity for public comment at the beginning of each regular meeting. The Public may address the Committee on any matter of public interest under the Committee's authority and jurisdiction, regardless of whether the matter is on the Committee's agenda but excluding pending procurement issues. Public Comment speakers that are present and have submitted their completed Public Comment form to the Recording Secretary at least 5 minutes prior to the scheduled start of the meeting will be called to speak. Each speaker shall be limited to 3 minutes. Any member of the public may also submit written comments which, if received during regular business hours at least 48 hours in advance of the meeting, will be included as part of the record and distributed to the Committee members in advance of the meeting.

C. APPROVAL OF MAY 22, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES (action item)

D. AGENDA ITEMS

- 1. **LANDSCAPE MANAGEMENT PROGRAM DRAFT STRATEGIC PLAN** Christina Hite, Founding Partner, Dix.Hite+Partners, Inc. (info item)
- 2. SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE Will Hawthorne, Director of Transportation Planning and Policy and Sunserea Gates, Project Manager, VHB (info item)

E. OTHER BUSINESS

F. ADJOURNMENT

This meeting is open to the public.

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5316 or by email at Malaya.Bryan@CFXWay.com at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, then they should contact the Central Florida Expressway Authority at (407) 690-5000 no later than two (2) business days prior to the proceeding.

C. APPROVAL OF COMMITTEE MEETING MINUTES

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. <u>APPROVAL OF MARCH 6, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES</u>

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. <u>SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT</u> (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

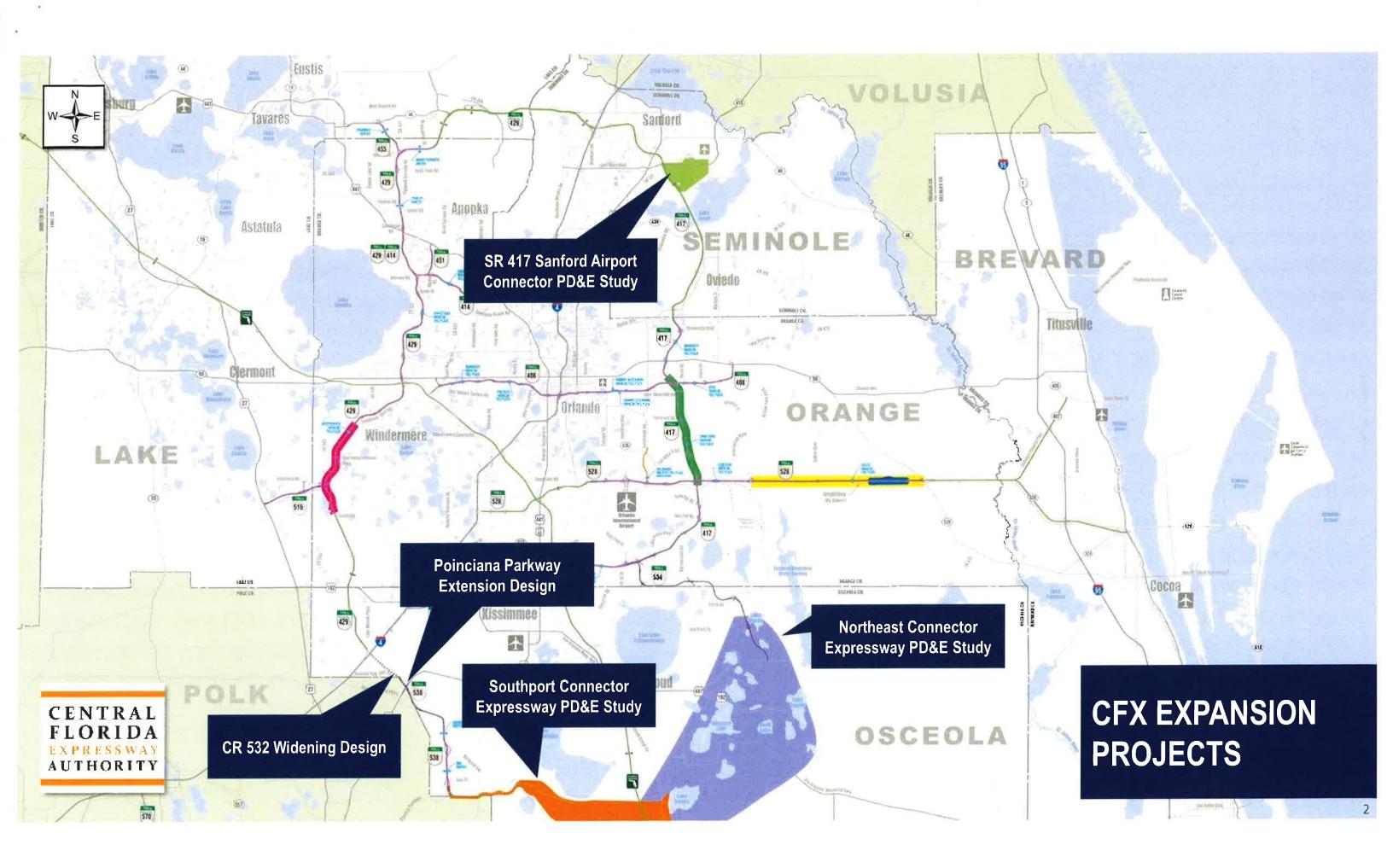
Chairman Sellers announced that the next Environmental Stewardship Committee meeting is scheduled for August 28, 2025 at 10:00 a.m.

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

Minutes approved on ______, 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.





PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

ARE HERE

Identify Project

Project identified in CFX Board approved 2045 Master Plan (Long-Range **Transportation** Plan).

Work Plan

Is project identified in the approved Five-Year Work Plan?

Project is placed on hold to be revisited in the future.

CFX Board approves findings of feasibility study on the project?

Project is placed on hold to be revisited in the future.

Feasibility Study

the future.

PD&E Study

Does CFX **Board approve** PD&E Study?

Project is placed on hold to be revisited in

Right-of-Way

Does CFX Board accept the Right-of-Way Committee's requested acquisitions and approve start of right-of-way purchasing?

Permitting

Recommended

Preferred/Final Design

Does CFX

Board approve

project for the

Final Design

Phase?

Project is placed on

hold to be revisited in

Does CFX **Board accept** the proposed mitigation/ conservation easement settlements and approve permit agreements?

Utilities

Does CFX Board accept the proposed utilities relocation settlements and approve utility agreements?

Project is placed on hold to be revisited in the future.

Advertise Bids

Does CFX **Board approve CFX's request** to advertise bids for construction?

Project is placed on hold to be revisited in

Award Contract

Does CFX accept bid and approve award of contract to construct roadway?

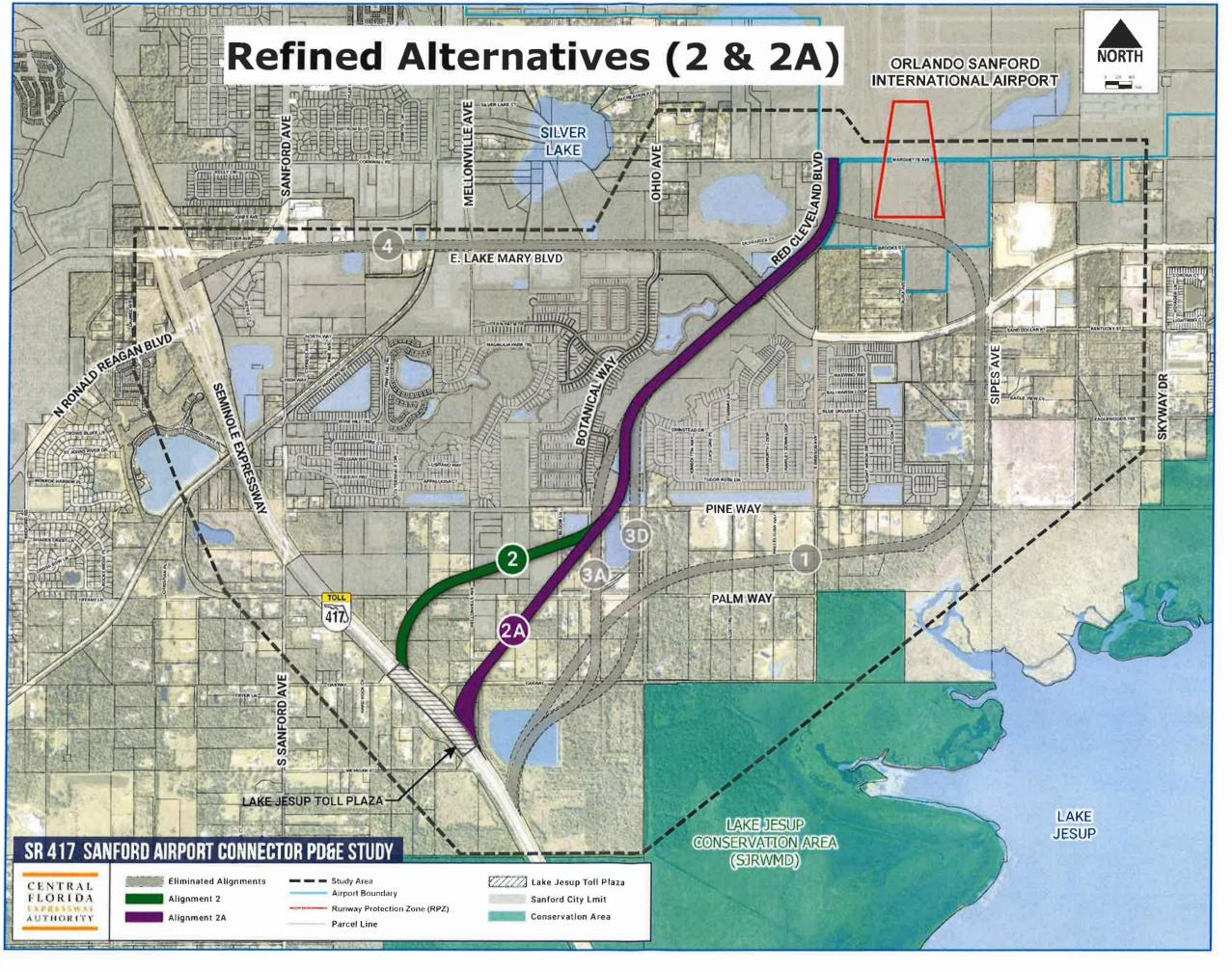
CFX may re-advertise project to accept new bids OR project design is revised and/or repackaged for bids.

Construction **Open to Traffic**

Newly constructed Construction roadway is commences. opened to traffic.

CENTRAL FLORIDA AUTHORITY

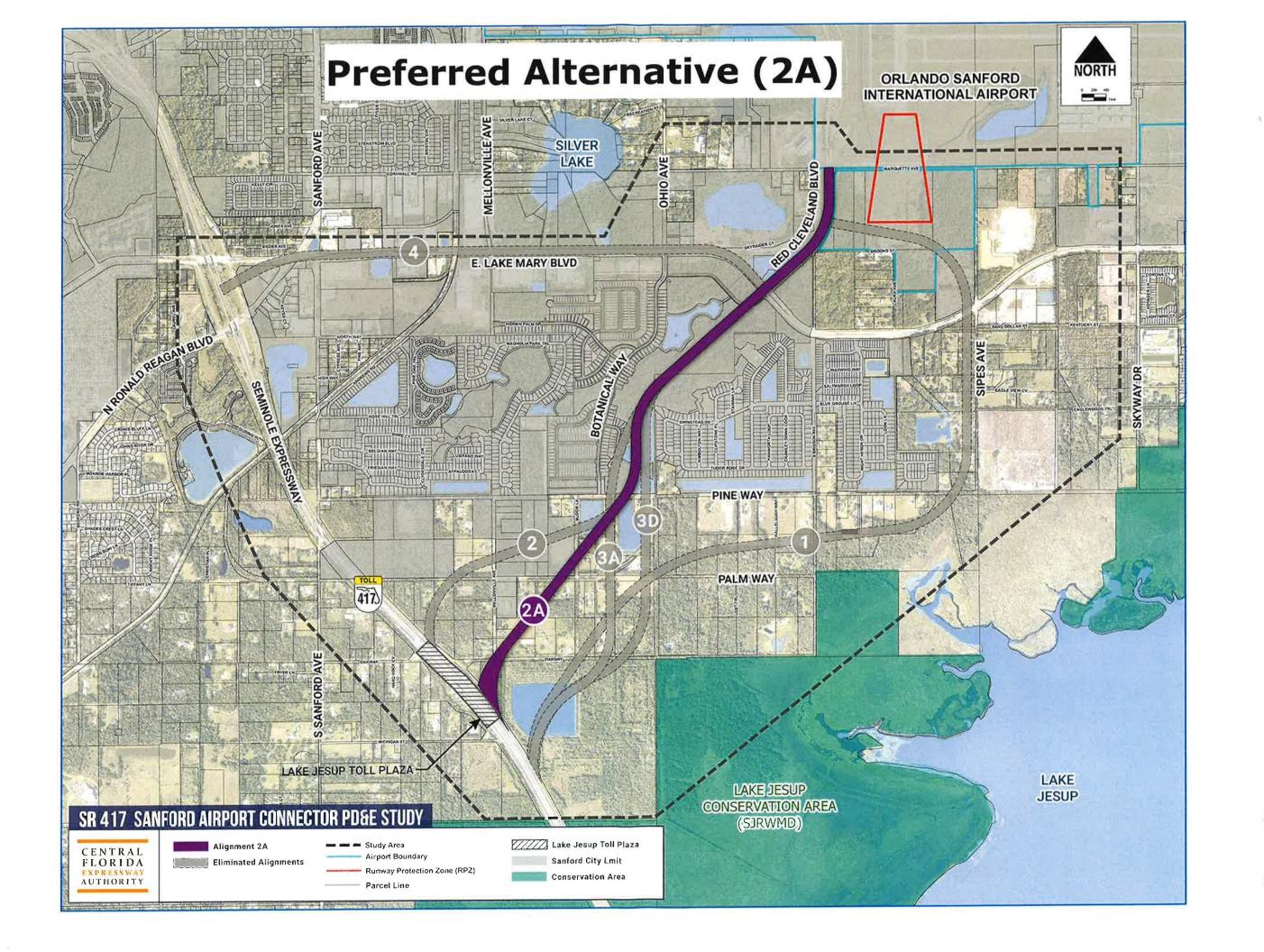
Exhibit "B"





Refined Alternatives Evaluation Matrix

		Alternatives			
Evaluation Criteria	Unit of Measure	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 Phy					
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	1 c	
Potential Known Archaeological Resources	No. of Resources	0	0	0	
Natural Environment				THE SH	
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	



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Preferred Alternative Evaluation Matrix

		Alternatives		
Evaluation Criteria	Unit of Measure	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 Phy	16-14-15			
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	1 c	
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	3,7,11,24,2011			
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



CYPRESS PARKWAY SEGMENT ALTERNATIVES EVALUATION MATRIX

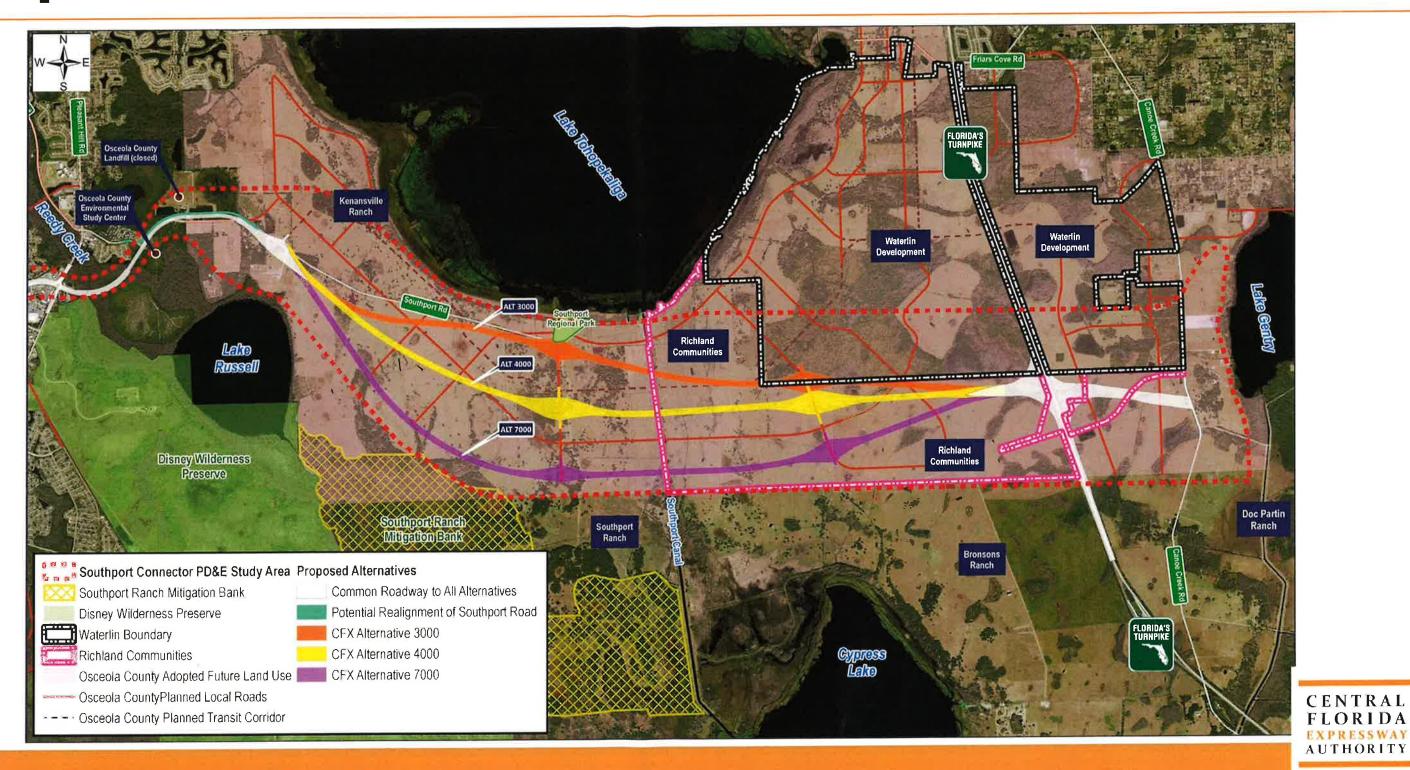
Evaluation Criteria	Unit of		Alternative	TO THE TANK	
Evaluation Criteria	Measure	Wall	Bridge	Hybrid	
Design					
Description Southport Connector Expressway typical section includes 6-lanes Cypress Parkway typical section includes 6-lanes and multi-use path	Description	Expressway constructed on wall 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 wal from Poinciana Parkway to Marigold Avenue then on bridg structure from Marigold Avenu to east of Pleasant Hill Road.	
lternative Length (approximate)	Miles	4.8	4.8	4.8	
roposed Right-of-Way Width	Feet	300-310	300-310	300-310	
verage 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	Connicts				
Public Recreation Lands	Acres	0	<1	<1	
Potential Historic Resources	No. of Conflicts	0	0	0	
Potential Historic Linear Resources	No. of	0	0	0	
(Canals/Highways/Railroads) Potential Archaeological Resources	Resources No. of	0	0	0	
Natural Environment	Resources				
Water Features					
Existing Ponds and Surface Waters	Acres	<1	<1	<1	
Canals / Regulated Floodways	No. of Conflicts	1	1	1	
Flood Hazard Areas - 100 Year Floodplain	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				1	
None	Acres	0	0	0	
Conservation Easement					
Solivita HOA	Acres	<1	<1	<1	
SFWMD Lands				1	
Upper Lakes Basin Watershed/KCOLA	Acres	<1	<1	<1	
Social		respectance to the second	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
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	\$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



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			MALES MALES	
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	Resources			
Water Features			* + - + + + + + + + + +	******
Existing Ponds and Surface Waters	Acres	1	1	1
Canals / Regulated Floodways	No. of	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Conflicts Acres	439	498	483
Wetlands (non-forested and forested)	Acres	112	100	109
Potential Habitat - Federal and State Listed Species	Acres	650	688	671
				As the second second
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Y	Υ	Υ
Mitigation Banks				*********
None	Acres	0	0	0
Conservation Easement				****
Solivita HOA	Acres	0	0	0
SFWMD Lands				
Upper Lakes Basin Watershed/KCOLA	Acres	25	25	25
Critical Smoke Dispersal Area			**************************************	
Within 1-Mile Buffer	Percentage of Alternative	1	32	84
Social	Alternative			
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
(1.555.ml) memana communica, south take rone	Currency in			

¹ "Other" includes Government and Vacant parcels

RED = Relatively High Impacts when Compared to Other Alternatives

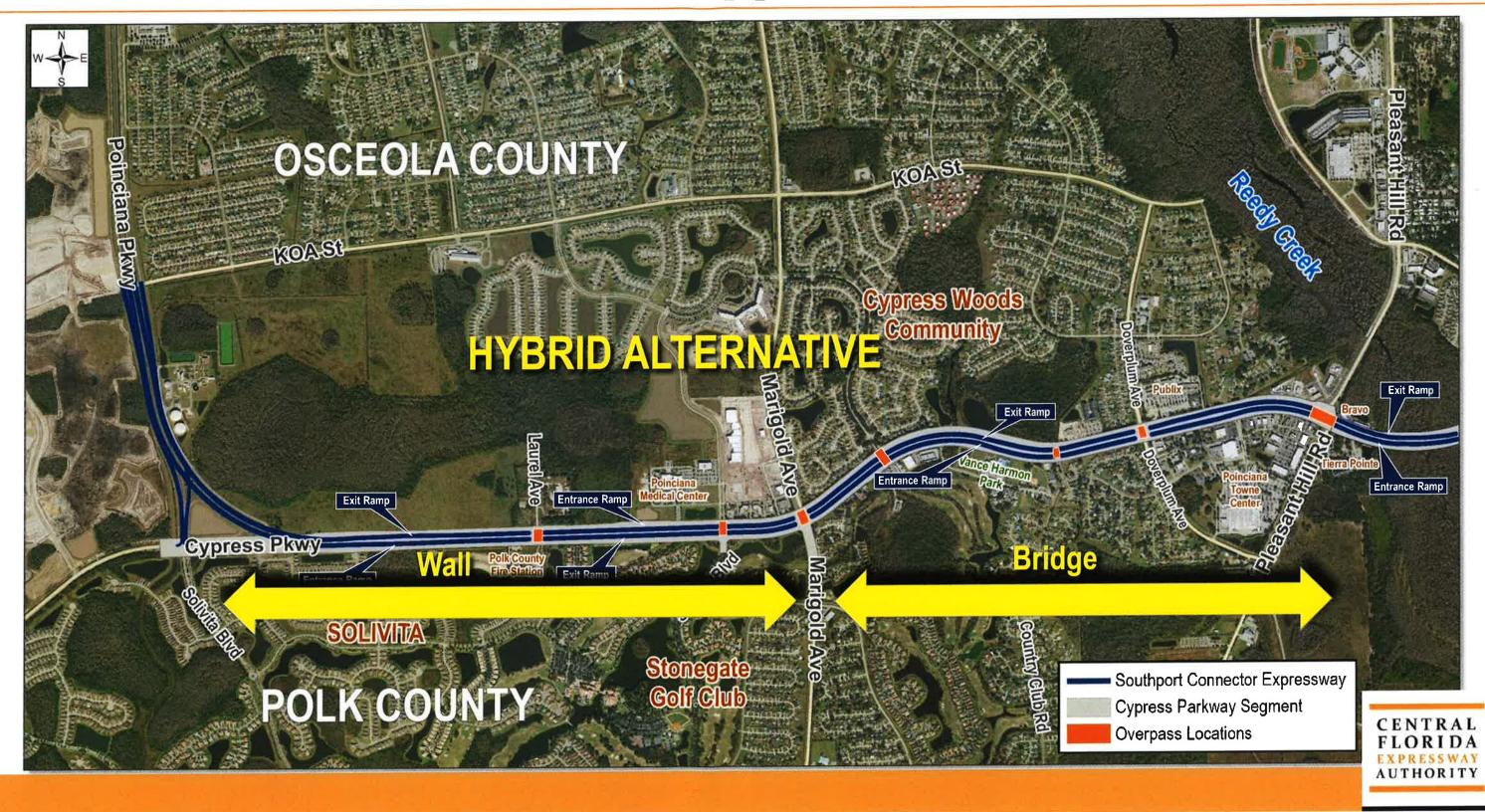
YELLOW = Relatively Medium Impacts when Compared to Other

GREEN = Relatively Low Impacts when Compared to Other Alternatives

Preferred Alternative



Preferred Alternative - Cypress Parkway Segment



CENTRAL
FLORIDA
Southport Connector Expressway
May 2025

CYPRESS PARKWAY SEGMENT ALTERNATIVES EVALUATION MATRIX

Evaluation Criteria	Unit of	No Build			
Evaluation Criteria	Measure	NO Bulla	Wall	Bridge	Hybrid
Design					
Description Southport Connector Expressway typical section includes		Expressway would not be	Expressway constructed on	Expressway constructed on	Expressway constructed on wall from
6-lanes	Description	constructed and Cypress	wall from Poinciana Parkway to east of Pleasant Hill Road	bridge structure from	Poinciana Parkway to Marigold Avenue then on bridge structure fr
Cypress Parkway typical section includes 6-lanes and	Description	Parkway remains a 2 and	to east of Pleasant Hill Koad.	Poinciana Parkway to east of Pleasant Hill Road.	Marigold Avenue
multi-use path		4-lane local roadway.		Ticasant Till Noba.	to east of Pleasant Hill Road.
ternative Length (approximate)	Miles	4.8	4.8	4.8	4.8
roposed Right-of-Way Width	Feet	300	300-310	300-310	300-310
verage Height of Expressway	Feet	0	20	26	21
Traffic Operations					
Projected 2050 Annual Average Daily Traffic	Total vehicles	66,000	62,100	62,100	62,100
(AADT) (Cypress Drive to Old Pleasant Hill Road)	Total Tallianes		02,100	02,100	02,100
Physical	No. of				
Major Utility Conflicts - Existing	Conflicts	0	16	16	16
Major Utility Conflicts - Planned	No. of	0	2	2	2
Control of the City of Eq. 1951	Conflicts				
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
	No. of	, and the second			\1
Potential Historic Resources	Conflicts	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	0	0
Potential Archaeological Resources	No. of	0	0	0	0
Natural Environment	Resources				
Water Features					
water reatures	-				
Existing Ponds and Surface Waters	Acres	0	<1	<1	<1
Canals / Regulated Floodways	No. of Conflicts	0	1	1	1
Flood Hazard Areas - 100 Year Floodplain	Acres	0	20	20	22
Wetlands (non-forested and forested)	Acres	0	8	9	8
Potential Habitat	A	0	14		
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					
None	Acres	0	0	0	0
Conservation Easement					
Solivita HOA	Acres	0	<1	<1	<1
SFWMD Lands					
Upper Lakes Basin Watershed/KCOLA	Acres	0	<1	<1	<1
Social	Acres		1		(1
Potential Existing Residential Impacts			The Prince of th		
(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	Total Acres	0	6	7	6
(not including proposed ponds)	Currency in		\$525	£1 112	\$880
Preliminary Project Construction Cost	millions	ŞU	\$323	\$1,113	\$880

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 - East of Pleasant Hill Road



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	ivilles	0	11.6	11.0	11.0	12.4
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	0	0	0	0	0
Contamination Sites & Facilities	Conflicts No. of	0	6	6	6	7
(Medium and High-Risk Sites)	Conflicts	Ů	Ü	· ·	Ů	<u> </u>
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	Kesources					
Water Features	117418811					******
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	Υ	Υ	Υ	Υ
Mitigation Banks						
None	Acres	0	0	0	0	0
Conservation Easement					6000000	
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						1501011
Within 1-Mile Buffer	Percentage of	NA NA	1	32	78	84
Social	Alternative					
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
(vidicinity filetinaria communities, south, cane forte)						

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

D. Agenda Items

D.1



LANDSCAPE MANAGEMENT PROGRAM STRATEGIC PLAN - DRAFT

Environmental Stewardship Committee

Christina Hite | Dix-Hite

— August 28, 2025 —



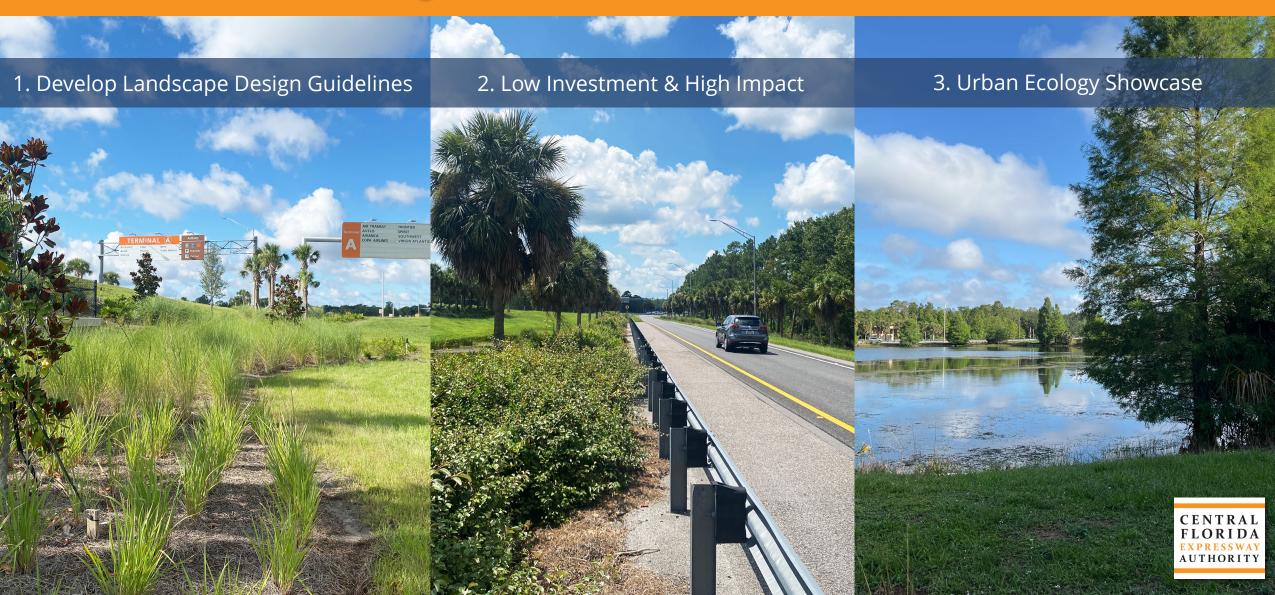
AGENDA

- 1. Introduction
- 2. Discovery
- 3. Landscape Program Manager
 - Roles and responsibilities for program oversight
- 4. Landscape Master Plan
 - Strategies and tools for implementation
- 5. The Road Ahead
 - Scopes, budgets, and putting the plan into action





LANDSCAPE ASSESSMENT Key Recommendations





Landscape Management Program

Strategic Plan

THE CENTRAL FLORIDA EXPRESSWAY AUTHORITY

A WORLD-CLASS LEADER IN ECOLOGICALLY RESPONSIVE LANDSCAPE DESIGN AND MANAGEMEN

Final Report July 2025



Landscape Management Program Strategic Plan - DRAFT

July 2025

The document establishes a comprehensive, proactive approach to caring for CFX's landscape assets. It treats landscapes as vital infrastructure requiring long-term stewardship, consistent quality, and measurable performance.





IMPLEMENTATION PRIORITIES

- Environmental performance
- Water conservation
- Maintenance & Safety
- Economic efficiency
- Human-Centered design

Introduction



Environmental Performance

Goal: Strengthen ecological communities.

Monitor ecosystem services

maintenance, and investment decisions.

· Integrate groundcovers, control erosion on slopes.



Water Conservation

Goal: Reduce water use through smart design.

- · Use native plants and healthy soils
- · Slow runoff and retain moisture



Maintenance & Safety

Goal: Design safe, durable landscapes.

- · Provide clear access
- · Avoid high-risk maintenance areas



Economic Efficiency Goal: Maximize long-term ROI.

- · Select cost-effective plants
- · Reduce mowing and labor needs
- · Plan for lifecycle costs



Human-Centered Design

Goal: Reflect local identity and values.

- · Use site-sensitive, seasonal planting
- · Engage and educate the public



DRAFT

CFX LANDSCAPE MANAGEMENT PROGRAM STRATEGIC PLAN 6



Chapter 01: Introduction

Introduction

High Level Overview

environmental, and social well-being of Plan is CFX's road map for how landscapes Central Florida. As CFX marks 60 years of within the right-of-way will evolve, be connecting communities, the organization maintained, and contribute lasting value to the is looking ahead to build a more efficient, expressway system over the next 20 years.

Transportation plays a key role in the economic, The Landscape Management Program Strategic

By planning, designing, and maintaining with care, strengthen CFX's position as a world-class leader CFX is transforming roadway corridors into in ecologically responsive roadway design - creating reinforces the agency's commitment to stewardship enhanced, safe, and memorable travel experiences.

WHAT TO EXPECT



The Landscape Management Program Strategic Plan establishes a comprehensive, proactive approach to caring for CFX's landscape assets. It treats landscapes as vital infrastructure requiring long-term stewardship, consistent quality, and measurable performance.

This document is organized into five chapters:

Chapter 01 - Introduction Overview, design process, goals and strategies.

Chapter 02 - Discovery Review of past plans, studies, and Work Plans.

Chapter 03 - Landscape Program Manager Roles and responsibilities for program oversight.

Chapter 04 - Landscape Master Plan

Strategies and tools for implementation: 04A: Align with CFX Master Plan & Work Plan 04B: Landscape Design Guidelines 04C: Pilot Projects & Test Plots

04D: Landscape Lifecycle Monitoring 04E: Storytelling

Chapter 05 - The Road Ahead Scopes, budget, and putting the plan into action.







DISCOVERY POWERS INNOVATION

Chapter 02: Discovery

Discovery



Previous planning efforts provide the foundation for this discovery phase. Each document reviewed offers valuable insight into the vision, goals, and systems that shape CFX's evolving approach to landscape strategy and implementation. While not all documents are summarized in this chapter, they reflect years of investment in planning for mobility, innovation, and infrastructure - and together, they establish the framework, performance benchmarks, and funding mechanisms that the Landscape Management Program Strategic Plan must align with. In addition, insights into current landscape management and consultant oversight were gathered through interviews, meetings, and internal conversations, supplementing the written record.

These combined planning efforts ensure that the strategies developed are informed, relevant, and scalable - providing a solid foundation for discovery to build momentum.

Built on decades of planning, policy, and purpose.





Chapter 02: Discovery

CFX 2045 Master Plan



Key Takeaways

Strategic Corridor Expansion

New and widened expressways are planned to support regional growth and relieve congestion.

Innovative & Resilient Infrastructure

design: Includes solar integration, EV readiness, and context-sensitive landscaping.

Phased, Data-Driven Delivery

Projects are prioritized using a clear framework that balances need, funding, and input.



INSIGHTS INFORMING THE PLAN

- \$4B Capital Investment Through 2030
- Resilient & Efficient Systems



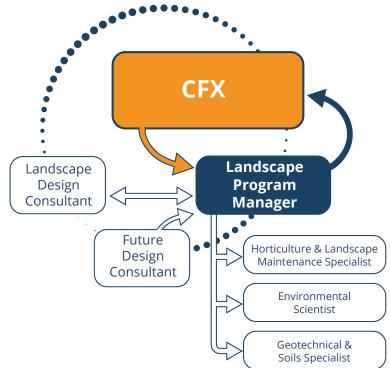






LANDSCAPE PROGRAM **MANAGER**

Leverage past successes, strengthen collaboration, and guide how CFX designs, delivers, and maintains its landscapes.



CENTRAL

Landscape Program Manager

An Overarching Approach

The Landscape Program Manager isn't just a role - it's the framework that holds everything else together.

From setting design guidelines to piloting innovation, from tracking assets to telling the story of the system, this position ensures that every piece of the landscape program functions as part of a larger, coordinated whole. The following sections dive deeper into the components that bring this vision to life.

Guiding Principle

The framework unifies all program components to ensure coordinated management and resilient, system-wide performance.

FRAMEWORK

VISION

- Landscape Master Plan Vision
- Identify Key Areas + Concepts
- Develop Budgets

PLAN

- Existing Landscape Intensity
- Work Plan
- Identify Gaps + Opportunities
- Future Projects

MANAGE

- Landscape Master Plan Implementation
- Design Consultant Management
- Construction + Maintenance Administrative Support



- The Landscape Master Plan sets the overall framework to guide targeted, effective landscape improvements.
- It is divided into five sections:
 - 1. Aligning with CFX Master Plan and Work Plan
 - 2. Landscape design guidelines
 - 3. Test Plots and Pillot projects
 - 4. Landscape lifecycle monitoring
 - 5. Storytelling



Chapter 04: Landscape Master Plan

Landscape Master Plan

Building Consistency

WHAT THE MASTER PLAN DELIVERS

The Master Plan is a unified framework that guides how landscapes are envisioned, implemented, and sustained across the corridor. It organizes the essential tools and strategies into one cohesive, long-term approach - ensuring every decision contributes to a resilient, Florida-friendly transportation landscape.





ALIGN WITH CFX MASTER PLAN & WORK PLAN

- Update priorities and phasing
- Identify pilot projects
- Integrate landscape design guidelines
- Revise work plans to reflect goals



Align with CFX Master Plan & Work Plan

Grounding Vision in Reality

WHY THIS MATTERS

The CFX roadway system is dynamic, continually evolving to meet regional mobility, safety, and economic goals. As infrastructure expands or is upgraded, so must the landscapes that shape the experience and performance of these corridors.

Integrating the 5-Year Work Plan, the recently adopted Work Program, and the 2045 Master Plan ensures that landscape improvements are not isolated enhancements but part of a coordinated, long-term strategy. This alignment makes the most of public investment, supports operational efficiency, and reflects a commitment to stewardship and accountability.

LANDSCAPE STRATEGY

This section offers a framework to embed landscape enhancements into the 5-Year Work Plan and recently adopted Work Program.

- 1. Update priorities and phasing strategies
- 2. Identify pilot projects for early implementation
- 3. Integrate landscape design standards in capital
- 4. Provide revised work plans reflecting landscape

Together, these elements make the Landscape Program an integral part of CFX's planning and delivery.

GOALS



Align Investments

Coordinate landscapes with capital



Prioritize Impact

Focus on areas with the greatest



Ensure Consistency

Apply unified design standards across



Enable Flexibility

Adapt plans as needs and priorities



Strengthen Accountability
Track and report progress clearly.





FRAMEWORK

- 1. Policy and regulatory context
- 2. Landscape design principles
- 3. Planting standards
- 4. Soil and site preparation standards
- 5. Irrigation and water use
- 6. Hardscape elements
- 7. Maintenance and operations
- 8. Stormwater and roadside ecology
- 9. Construction documentation
- 10. Monitoring and evaluation



Landscape Design Guidelines

Consistency Meets Context

WHY THIS MATTERS

Establishing uniform Landscape Design Guidelines for CFX, corridors will enhance visual quality, safety, environmental function, and system identity.

These standards are essential for delivering consistent, high-performing environments that align with CFX's vision and brand. They create a foundation for resilient, adaptable design rooted in regional ecology and cultural identity. By incorporating principles of geo-design, CFX can build landscapes that support biodiversity, reduce maintenance, and reinforce a strong sense of place.

DESIGN LOGIC

Roadway typologies define the role of corridor elements based on context and function. They form the basis for evaluating and designing adjacent landscapes within the CFX right-of-way.

Building on this framework, the guidelines provide a flexible, performance and process-driven approach that adapts to site conditions and local character. Informed by field data, native plant communities, and cultural context, this system balances visual cohesion with responsiveness to ecological patterns. Together, these tools guide smarter design and long-term planning aligned with CFX's goals.

GOALS



Define Guidelines
Projects, pilots, typologies



Flexible System
Menu-based, adaptable



Resilience, biodiversity, simplicity



Cohesive Design Identity, system-wide principles



Continuous Update Research, pilots, feedback





TWO APPROACHES, ONE GOAL

- Test Plots: Test specific strategies from the Landscape Assessment (e.g. plant material, soil, irrigation).
- Pilot Projects: Apply and monitor strategies in real-world settings integrated with CFX maintenance.

Pilot Projects & Test PlotsApproach to Testing & Evaluation

Research Driven: Pilot Projects and Test Plots work together to advance a research-informed, implementable landscape strategy for the CFX corridor, each serving a distinct role in testing and refining



ideas.

Evaluation Methods

- Evaluation methods include literature review, qualitative and quantitative data collection, and ongoing monitoring and reporting tailored to each initiative
- Test Plots emphasize experimental rigor and comparative analysis
- Pilot Projects focus on real-world performance, operational feedback, and long-term adaptability

PROCESS OVERVIEW



Install Pilot Projects & Test Plots



Document Findings & Lessons Learned

· Develop plans at key corridor typologies

- Select sites reflecting target conditions
- Structure tests for meaningful comparisons
- · Establish maintenance protocols

Quarterly Data Collection, Annual Reviews, Data Analysis







FIELD TESTING STRATEGIES

Landscape lifecycle monitoring and planning creates a living record that guides stewardship, investment, and adaptation over time.



Landscape Lifecycle Monitoring

Building a Smarter Landscape Future

WHY THIS MATTERS

Most infrastructure programs already track the life cycle of pavement, structures, and equipment. Yet landscape elements are often overlooked, despite carrying significant costs and delivering essential benefits like shade, stormwater filtration, habitat, and beauty. Establishing a uniform Landscape Lifecycle Monitoring System will enable CFX to manage these assets as living systems rather than static features. With this approach, managers can replacements, and updates as landscapes mature. Clear data will show which strategies succeed and which fall short, creating a continuous feedback loop that informs future design, implementation, and management decisions.

WHAT WE'RE DOING

The Strategic Master Plan proposes developing Geospatial Landscape Lifecycle Monitoring System to track conditions, maintenance activities, performance, and durability of landscapes across the CFX system. By integrating spatial data, asset management, and real-time monitoring, this platform will give CFX a clear picture of every landscape asset in one place. Over time, it will expand to include all sites, making it easier to forecast costs and schedules for maintenance, share information across teams and align decisions with long-term goals. Combining GIS analysis, field observations, and maintenance records will allow CFX to pinpoint trends, adapt strategies, and proactively plan replacements - reducing costs and improving resilience.

GOALS



Unified Database

Assets, integrate with maintenance records



Performance Analysis GIS mapping, condition tracking



Data-Driven Strategies Guidelines, pilot projects **Data-Driven Strategies**



Proactive Maintenance
Repairs, replacements



Transparency & Storytelling Value, public trust



Responsible Leadership Innovation, best practices





STORIES WORTH SHARING

- Regional character + impact
- Resilient landscape
- Building trust as leaders

- Systemwide vision
- Prioritized investments + Work Plan
- Innovation









STORIES WORTH SHARING

- Regional character + impact
- Resilient landscape
- Building trust as leaders

- Systemwide vision
- Prioritized investments + Work Plan
- Innovation



Sandhills



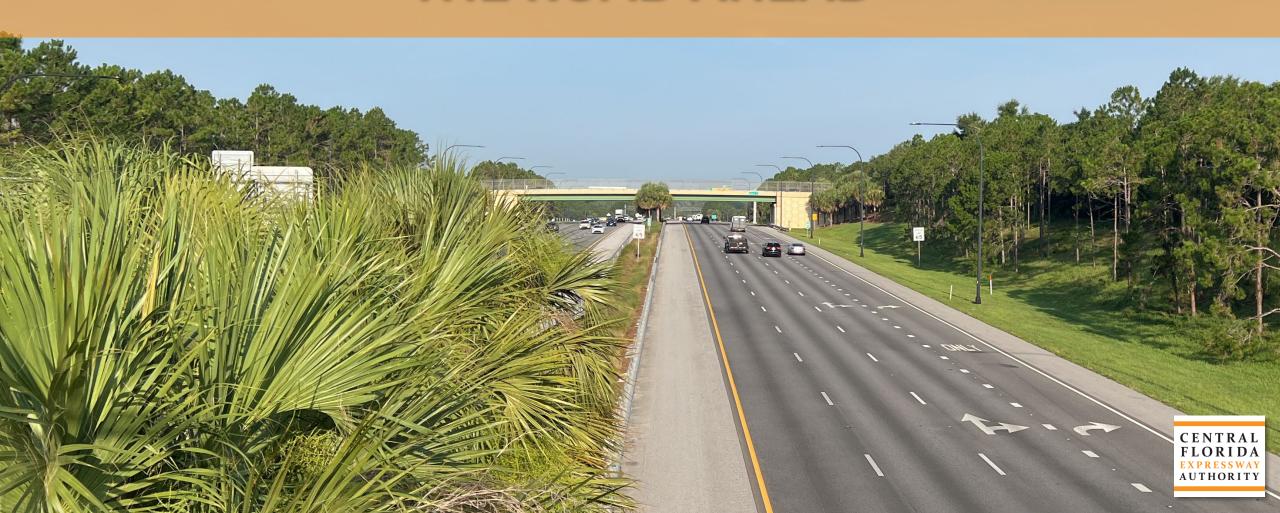
Pine Flatwoods



Cypress Swamp

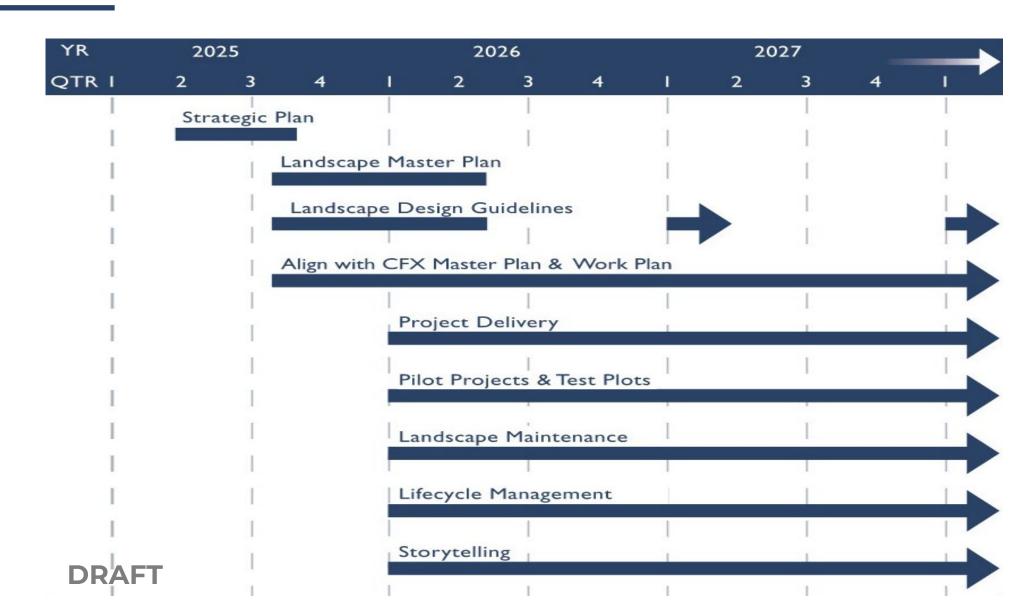


THE ROAD AHEAD



THE ROAD AHEAD

Landscape Program Milestones





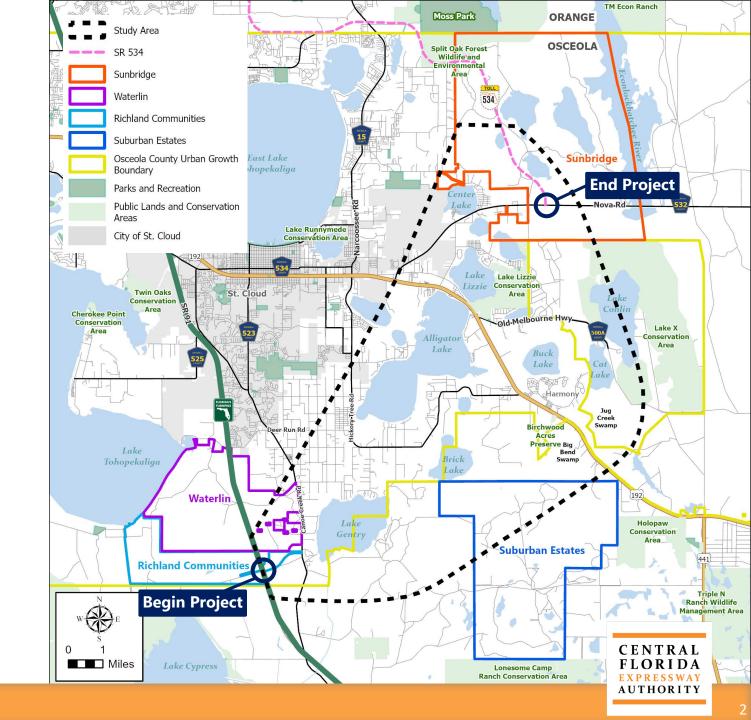


D.2



Study Area

- 15- to 20-mile expressway
- Southwest terminus: proposed Southport Connector Expressway/ Florida's Turnpike
- Northern terminus: SR 534 at Nova Road
- Full interchange: US 192



Study Process

Alternative Corridor Evaluation (ACE)

Alignment Analysis Alternatives Refinement/ Evaluation

Preferred Alternative

IdentifyReasonable alternatives

Identify Recommended alignment

Conduct Detailed Studies

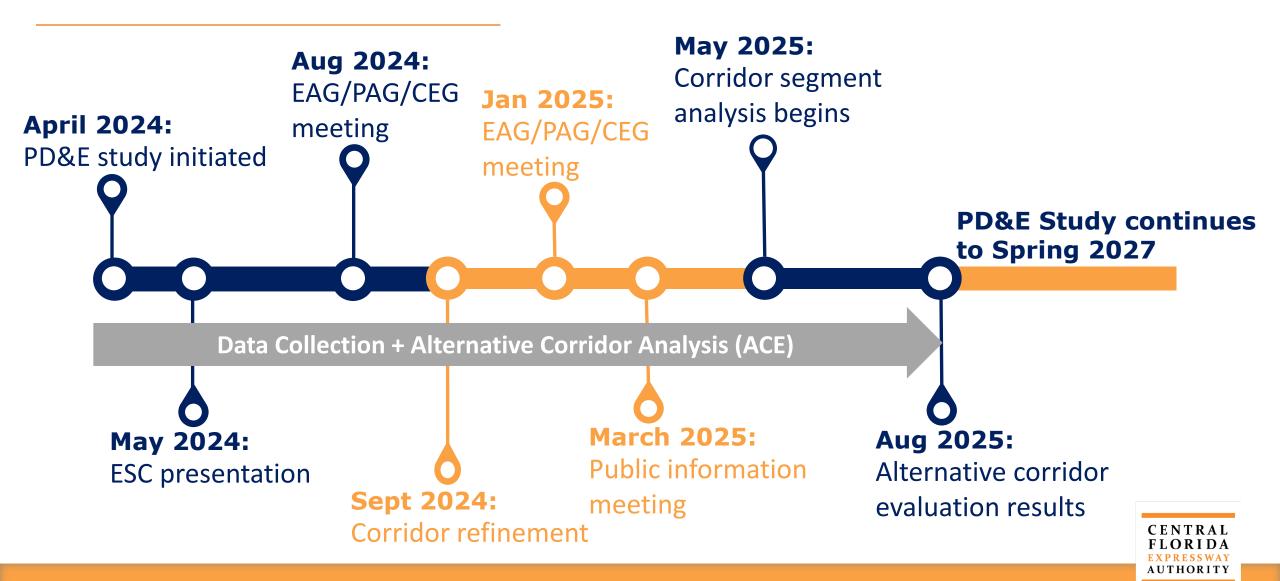
Examples: Traffic studies

Environmental studies
(stormwater, natural resources)

Based on CFX
Governing Board
approval

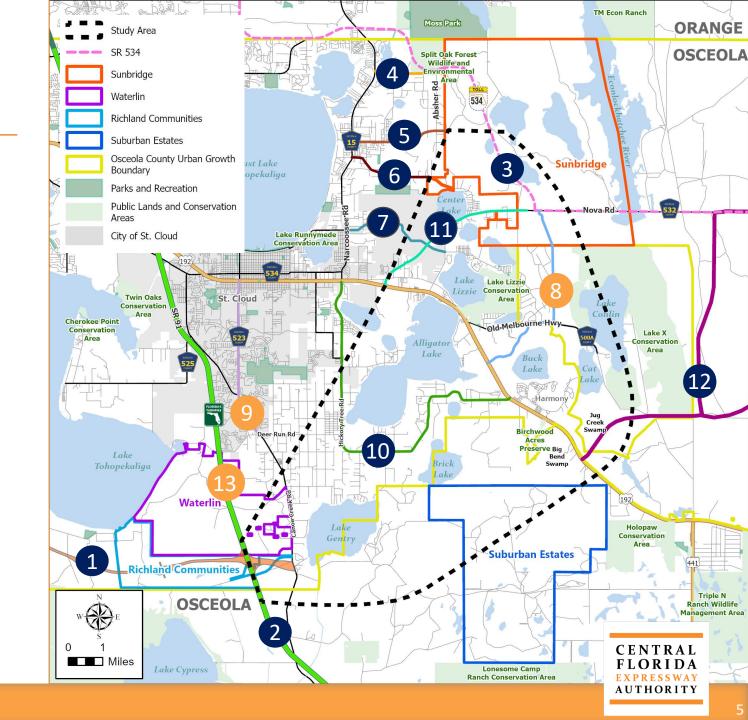


Study Timeline



Other Area Projects

- 1 Southport Connector Expressway PD&E
- 2 Florida's Turnpike Widening PD&E
- 3 SR 534 extension
- 4 Cyrils Drive improvements
- 5 Jack Brack Road improvements
- 6 Jones Road widening
- 7 Bass Highway/Nova Connector new roadway
- 8 Sunbridge Parkway extension PD&E
- Canoe Creek Road PD&E
- 10 Hickory Tree Road PD&E
- 11 Nova Road PD&E
- Northeast Connector Expressway extension (NECEE) CF&M
- 13 Florida's Turnpike / Waterlin interchange



Purpose and Need

Osceola Transportation Southeast Area Transportation Study (SEATS):

Northeast Connector Phase 2 needed by 2040

Population Growth:

- 3.6% recent annual growth
- Projected to increase by 37% by 2050

Planned Development:

- ➤ 12 Mixed-Use Districts
- 30 More Planned Developments

US 192 only existing East-West corridor



Provides system linkage



Addresses anticipated future traffic needs



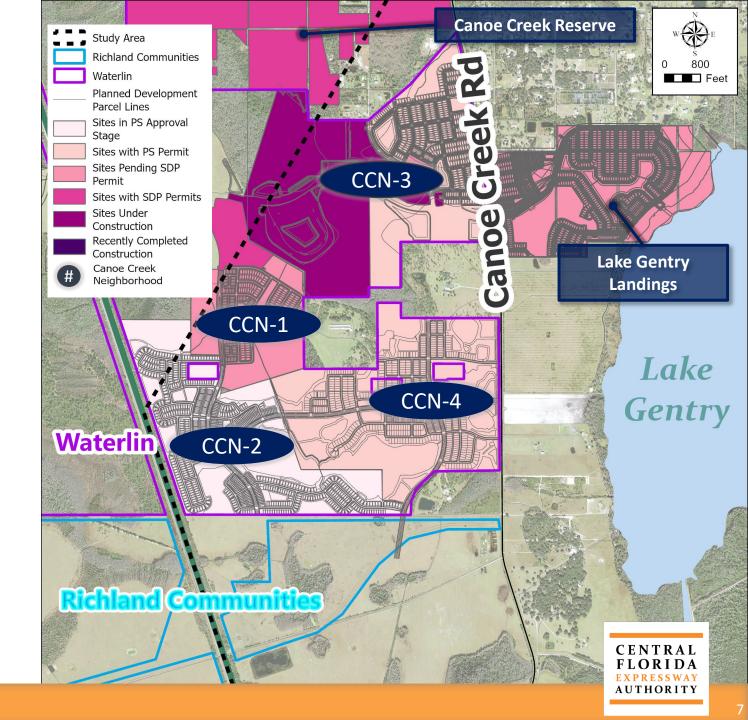
Supports socioeconomic growth and planned development

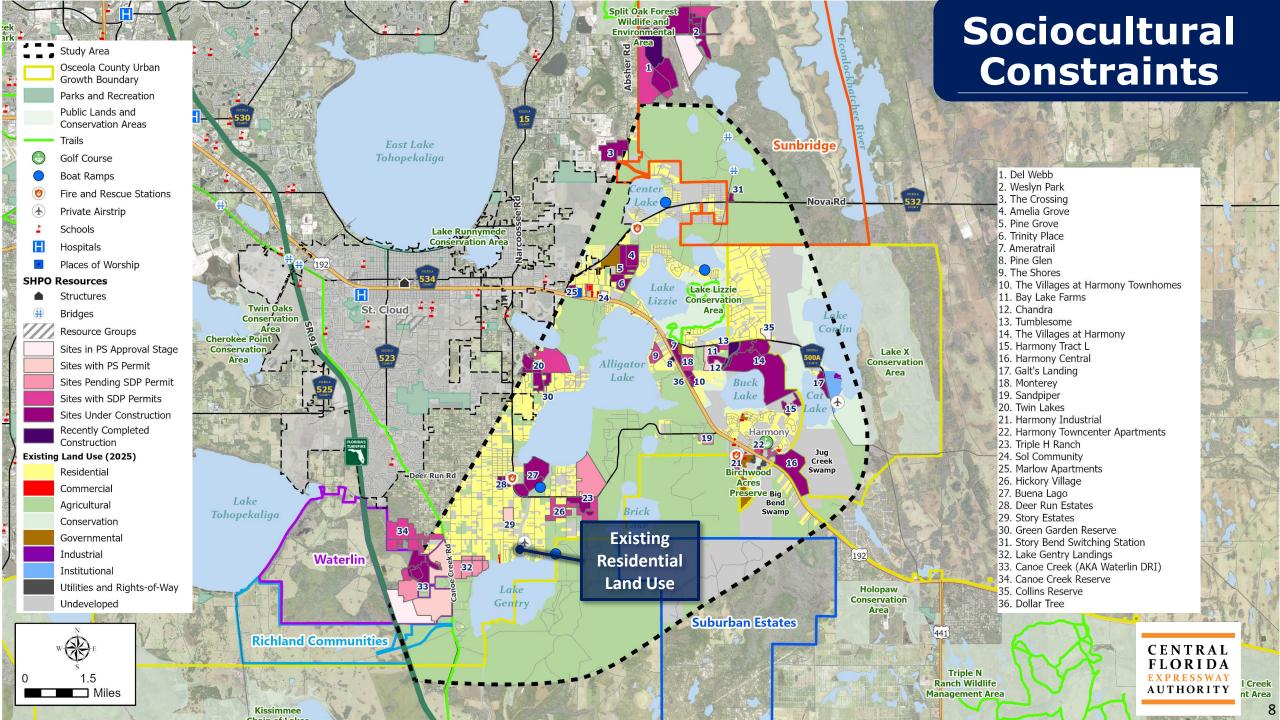


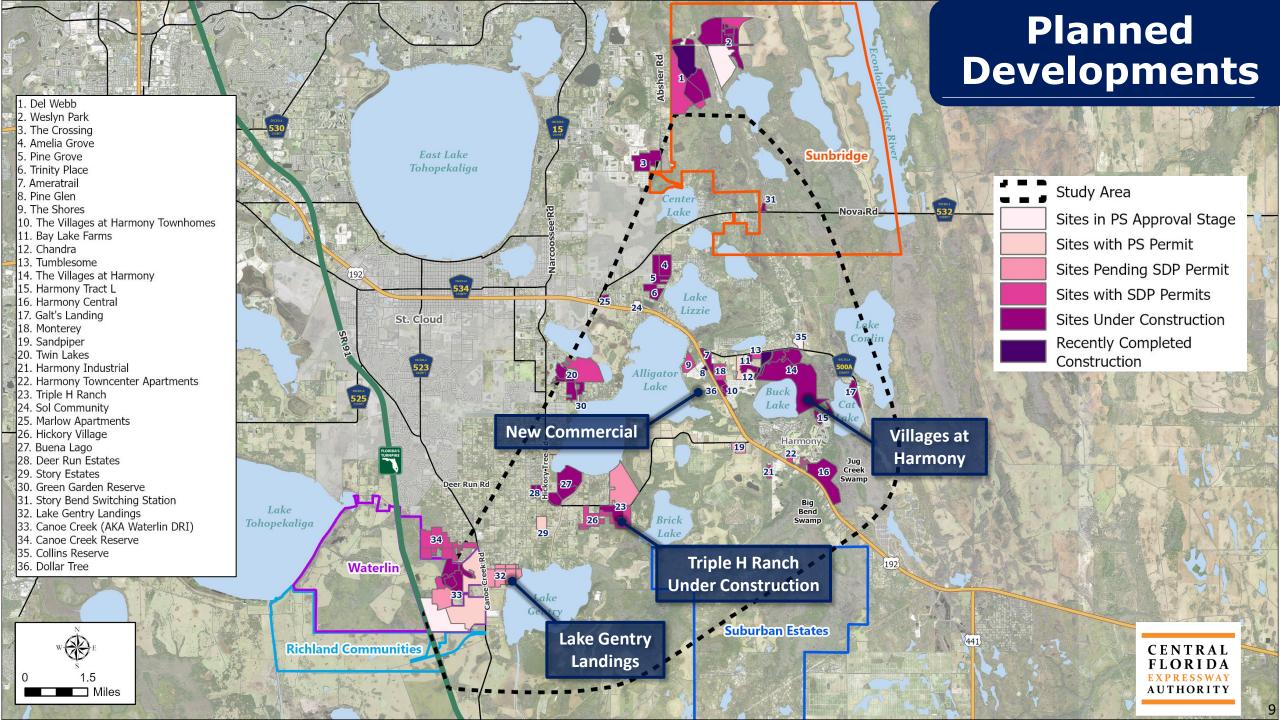
Provides additional East-West regional connectivity

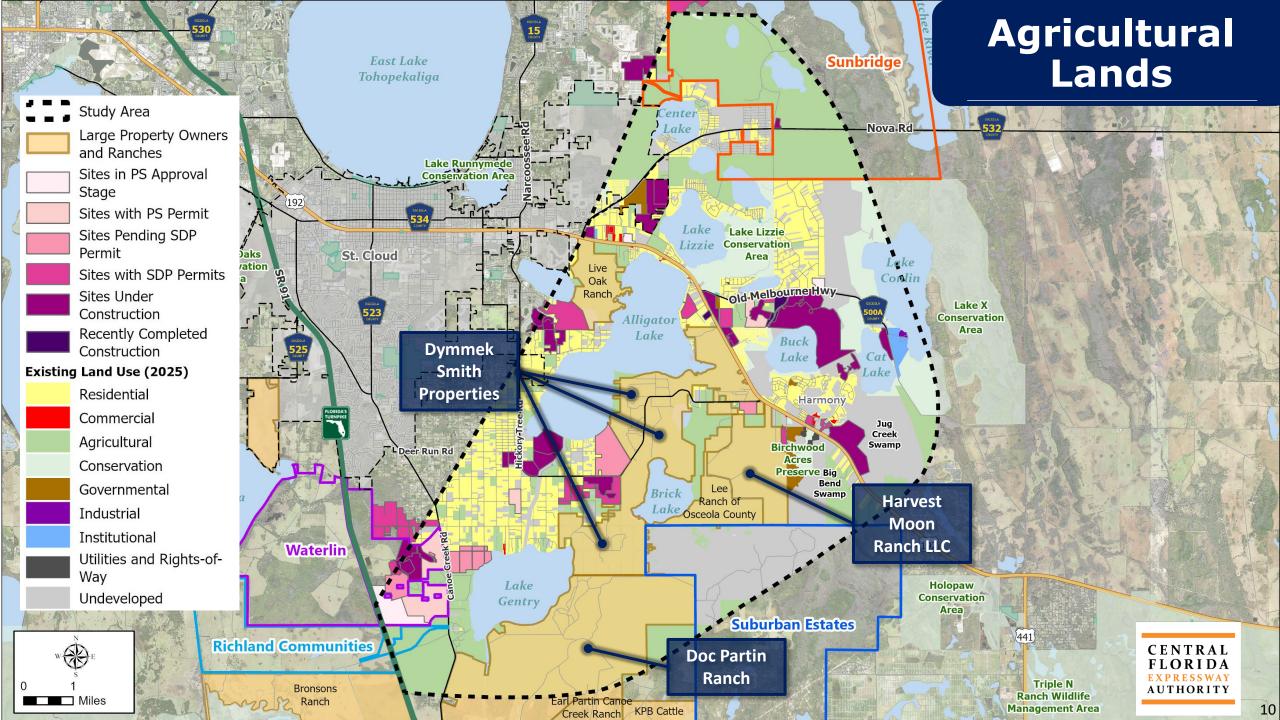
Major Project Consideration

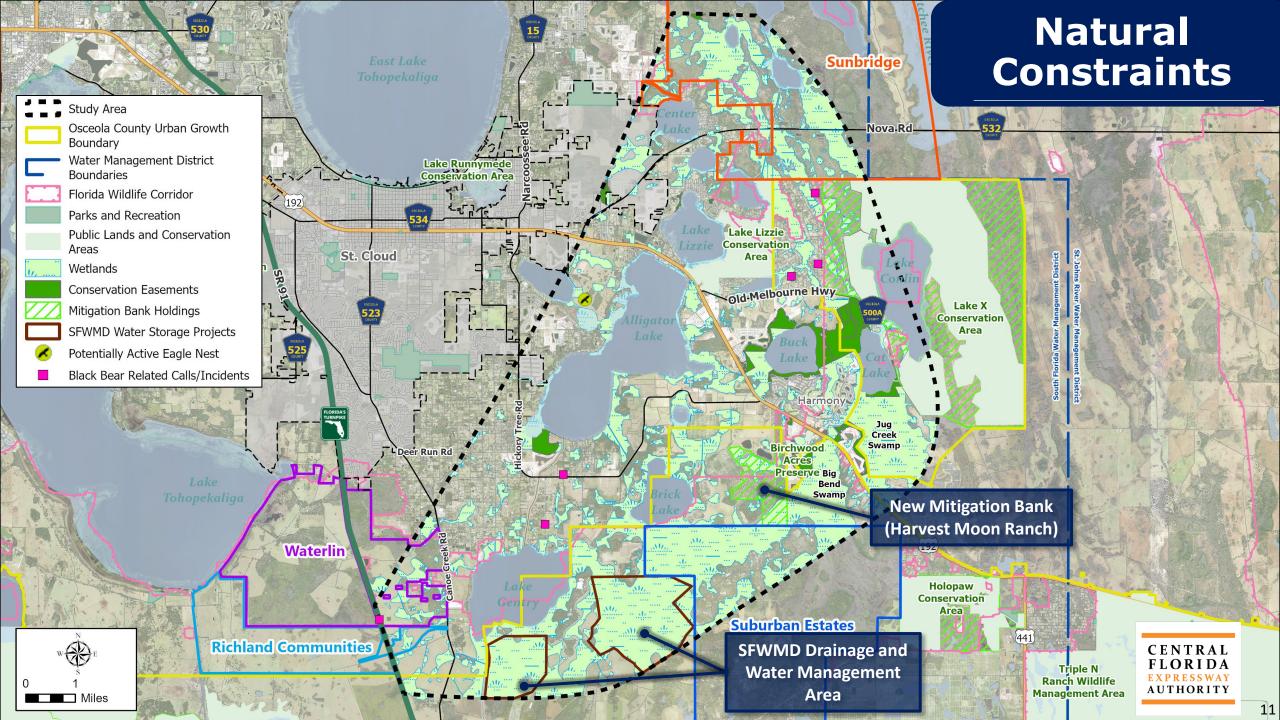
- Waterlin Master Plan
- Framework adopted in County's South Lake Toho Conceptual Master Plan (since 2010)
- Developer agreement approved in March 2024
- Cumulative 3,015 units
- Phases in various stages from preliminary subdivision approval to under construction

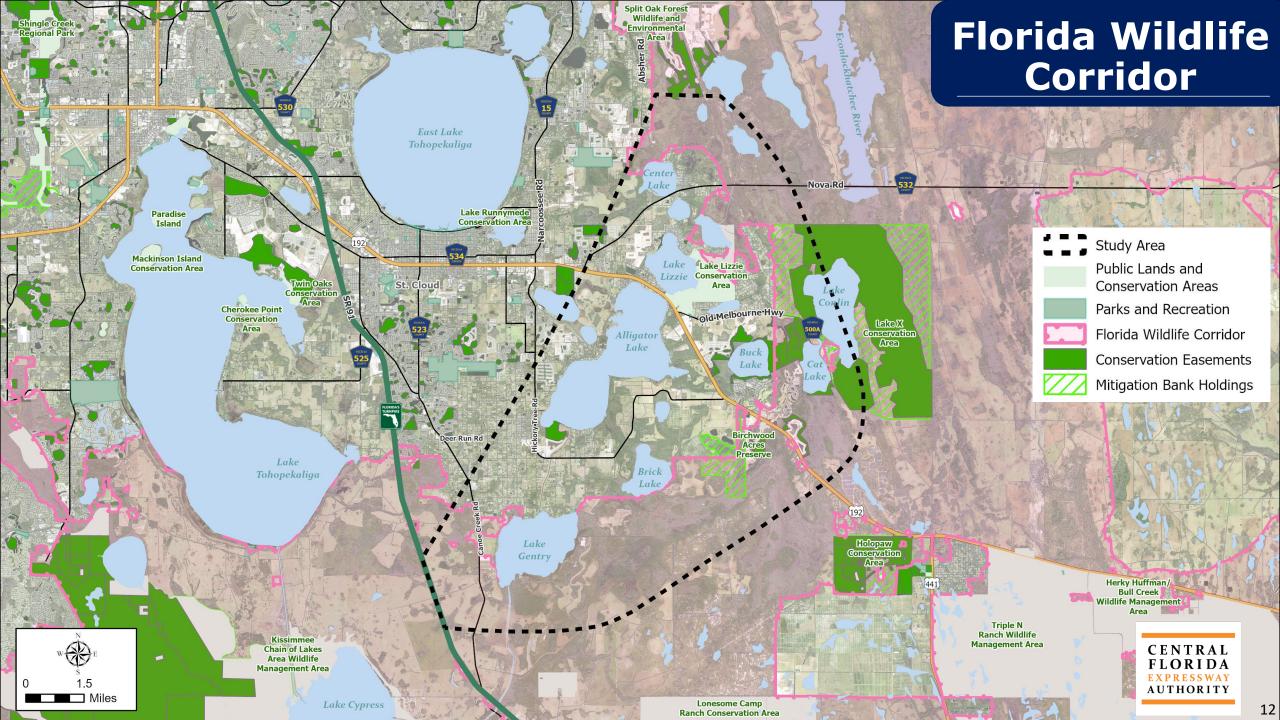




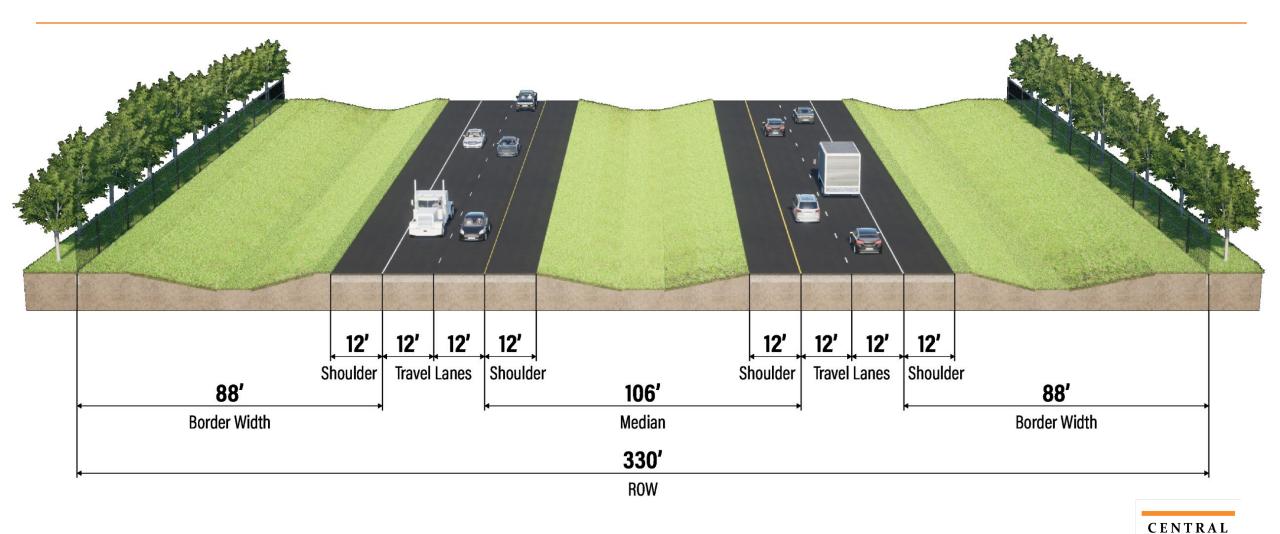




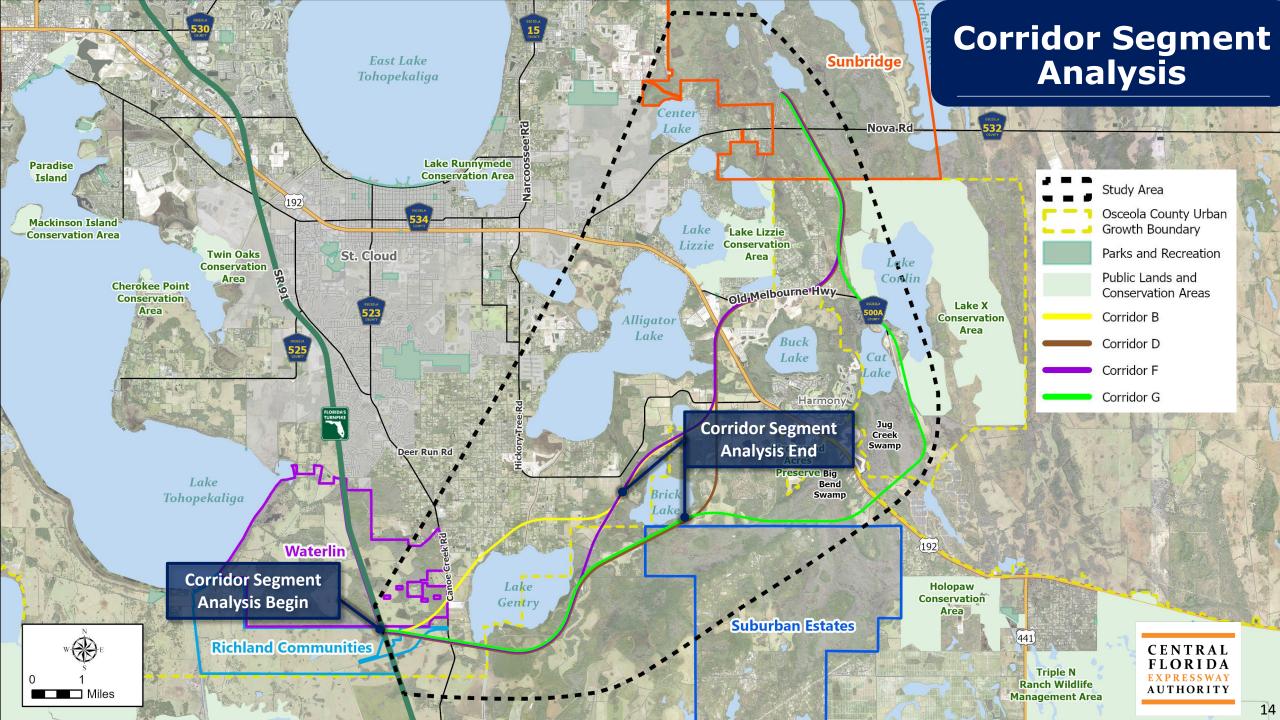




Mainline Typical Section



FLORIDA EXPRESSWAY AUTHORITY



Purpose and Need Evaluation

System Linkage

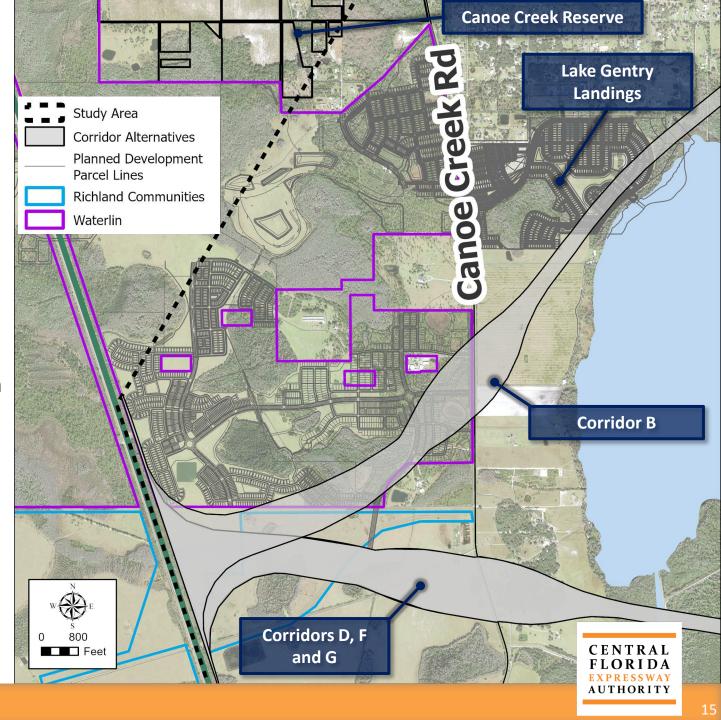
 Corridor B: not consistent with proposed Turnpike systems interchange/Southport Connector Expressway

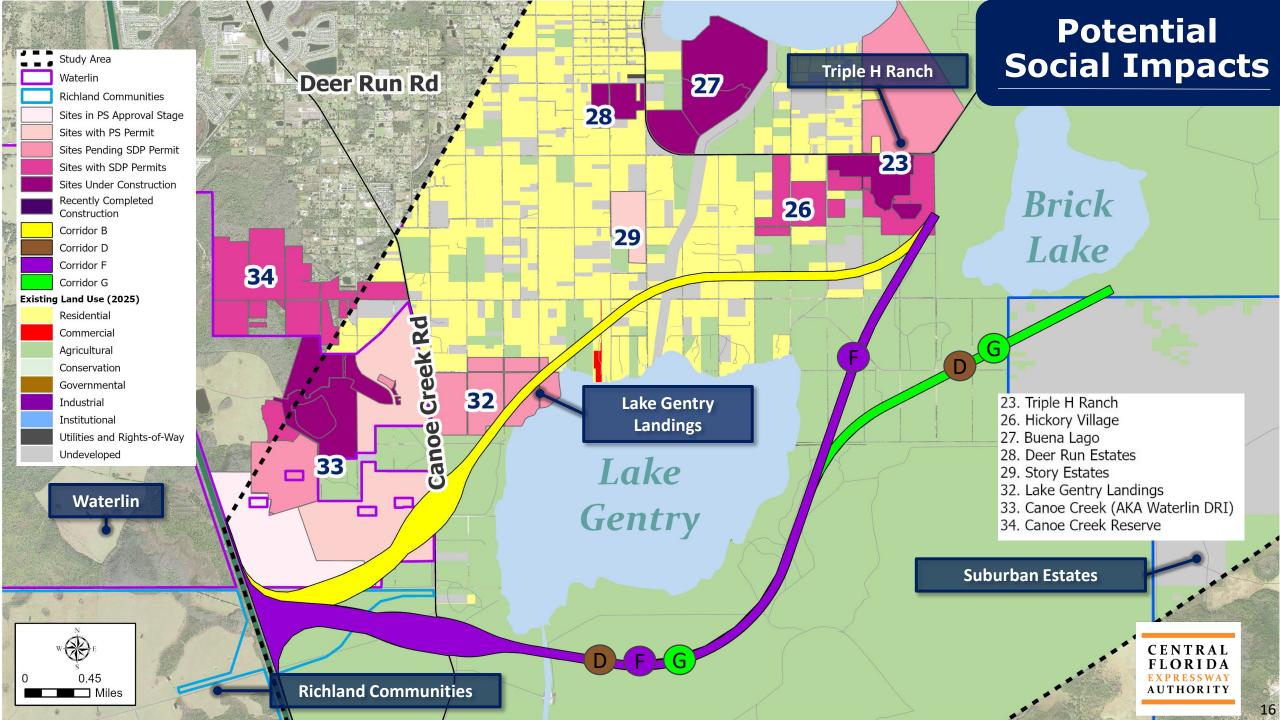
Comprehensive Plan Consistency

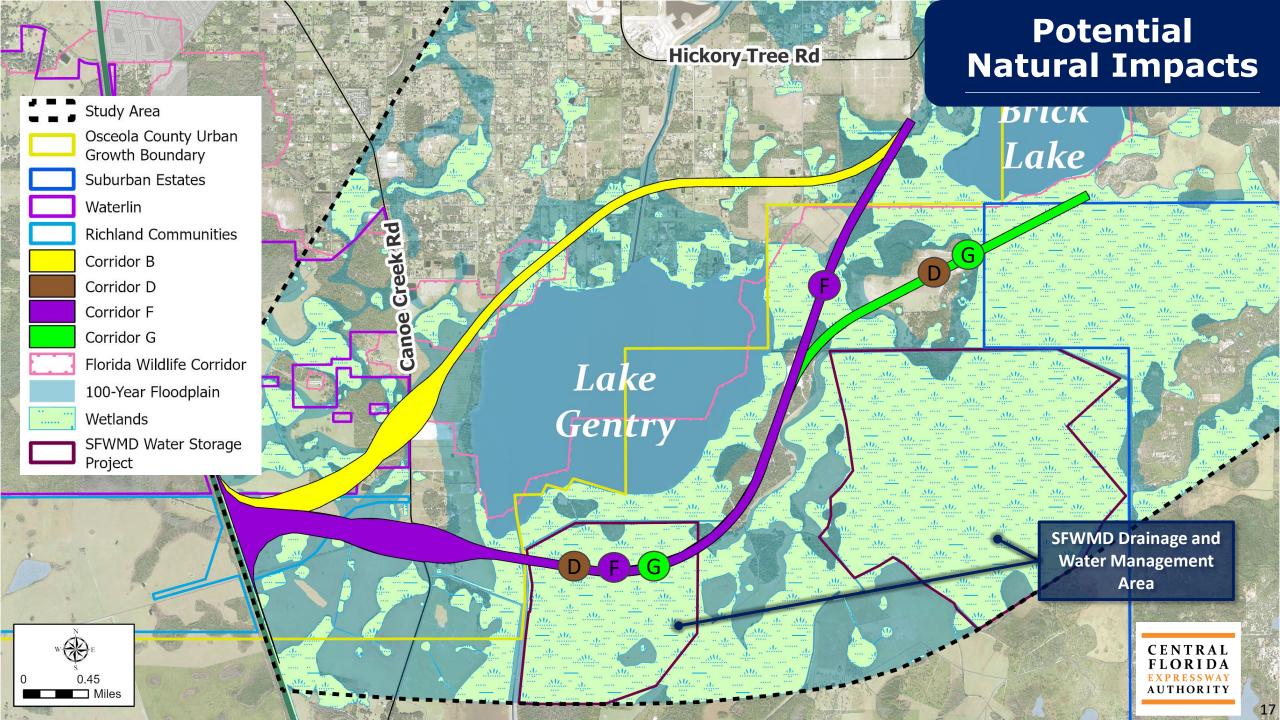
- Corridor B: not consistent with approved development in Osceola County Comprehensive Plan
- Corridor B: not compatible with purpose and need criteria to support socioeconomic growth and planned development
- Corridors D, F & G: primarily outside Urban Growth Boundary

Transportation Plan Consistency

• Corridor G: consistent with CFX 2045 Master Plan







Evaluation Measure	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G	
Design	•	•			•	
Segment Length	Miles	5.8	7.1	6.7	7.1	\neg
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330	\neg
Proposed ROW total (approximate)	Acres	606	553	538	553	ヿ
Proposed bridges (roadway/canal/environmental crossings) ¹	Number of Structures	26	28	28	28	ヿ
Total length of all structures (roadway/canal/environmental crossings) ¹	Feet	11,444	15,760	15,496	15,760	ヿ
Proposed interchanges	Number	2	2	2	2	\neg
Physical						\neg
Major Utility Conflicts - Existing	Number of Conflicts	0	0	0	0	
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	5	2	3	2	—
Cultural Environment						\neg
Public Recreation Lands	Acres	0	0	0	0	\blacksquare
Potential Historic Resources	Number of Conflicts	0	0	0	0	
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	0	0	0	0	
Potential Archaeological Resources	Number of Resources	0	0	0	0	
Natural Environment						
Floodplain Involvement - 100 Year Floodplain ²	Acres	251	309	319	309	—
Canals / Regulated Floodways ³	Number of Conflicts	1	2	2	2	
Wetlands (non-forested and forested) ⁴	Acres	87	143	122	143	
Potential Species Habitat ⁵	Acres	379	478	422	478	
Conservation Lands	Acres	0	0	0	0	
Regulatory Conservation Easement	Acres	0	0	0	0	
Florida Wildlife Corridor ⁶	Acres	250	468	422	468	
Florida Forever Priority Projects (Planned) ⁶	Acres	0	201	156	201	
SFWMD DWMP (Watershed Management Program)	Acres	0	49	49	49	
Social						
Residential Parcels - Existing						\neg
Potential Residential Parcels Affected 8.7.9	Number of Parcels	34	1	2	1	
Potential Residential Parcels Affected 8,7,9	Acres	166	3	9	3	
Potential Residential Displacements ^{10, 11}	Number	13	4	4	4	
Residential Parcels - Planned						\neg
Potential Residential Parcels Affected ^{6,12}	Number of Parcels	358	34	35	34	
Potential Residential Parcels Affected ^{6,12}	Acres	194	44	55	44	
Non-Residential Parcels						\neg
Total Potential Non-Residential Parcels Affected ^{6,8}	Number of Parcels	2	1	1	1	
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	high	none	none	none	
Community Facilities	Number of Conflicts	0	0	0	0	
Agricultural Lands	Acres	396	499	509	499	
Suburban Estates Impacts (approximate)	Acres	0	36	0	36	
Preliminary Estimated Cost						\neg
Estimated Total Project Cost	Currency (in billions)	\$ 1.25	\$ 1.10	\$ 1.10	\$	1.10
	Surrency (in situatio)	1.25	7 1.10	7 2.20	*	

Corridor Segment Evaluation Matrix

- Right of Way impacts: 538-606 acres
- Potential contamination sites: highest for Corridor B
- Potential wetland impacts: 87-143 acres
- Florida Wildlife Corridor impacts: 250-468 acres
- Potential residential parcels*:
 - Corridor B: 392
 - Corridor D, F & G: 35 to 37
- Right of Way costs: substantial for Corridor B
- Total costs: \$1.25B (Corridor B) to \$1.1B

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

^{*}existing and approved development

Advisory Group and Stakeholder Input



































Advisory Group Feedback

Environmental Stewardship Committee (ESC) & Environmental Advisory Group (EAG)

- Minimize impacts and preserve natural resources
- Investigate opportunities to maintain wildlife permeability
- Minimize effects on drainage, floodplains and wetland connectivity
- Desire to avoid growth outside Urban Growth Boundary
- Further evaluation of Corridor B and corridors south of Lake Gentry
- Further evaluate mitigation costs for corridors south of Lake Gentry
- Considerations for alternative environmental mitigation
- Florida Forever priority areas
- Connectivity to existing conservation

Project Advisory Group (PAG)

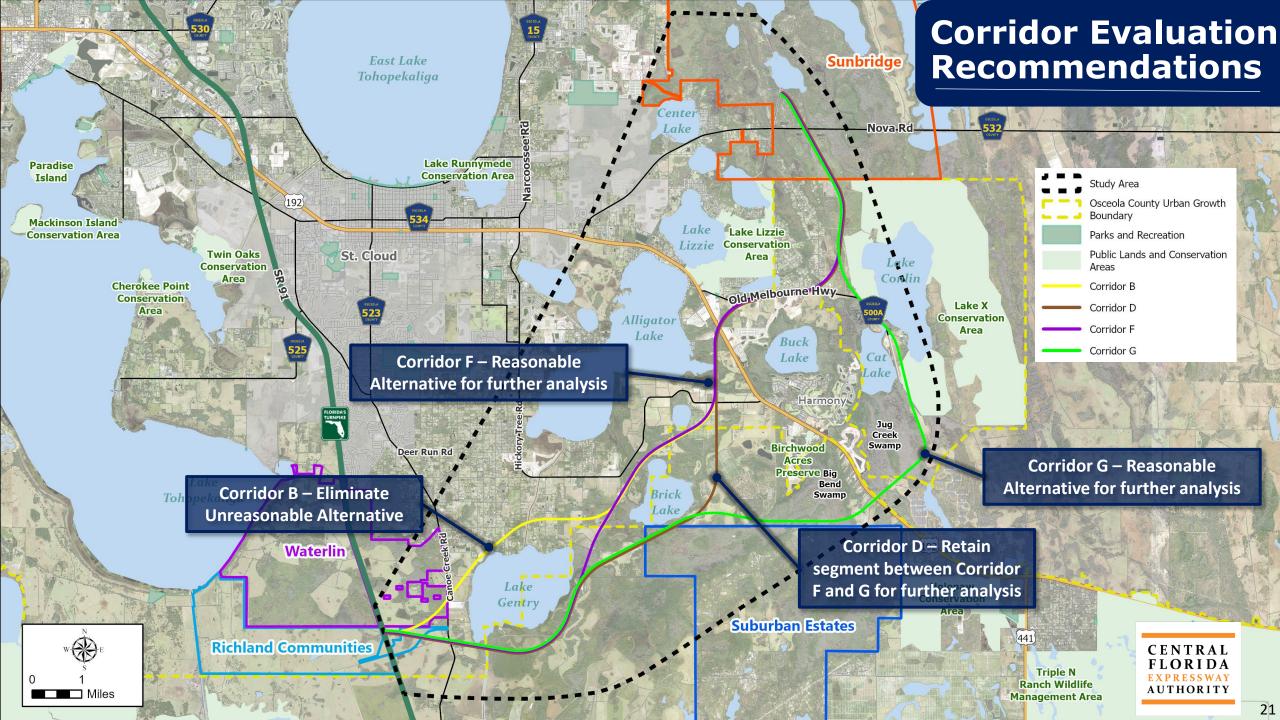
- Avoidance of existing residential areas and planned residential developments
- Suggestion to consider future expansion and multimodal transportation options
- Expressed importance of continued coordination with related projects and ongoing development in the areas

Community Engagement Group (CEG)

- Concerns for affects to existing and planned residential areas and neighborhoods
- Avoid and minimize impacts to natural and social impacts

Public Meeting

- Prefer corridor options with least impacts to residential communities
- Concerns over impacts to Suburban Estates and natural environment



PD&E Schedule

