

SR 417 Sanford Airport Connector Project Development & Environment (PD&E) Study Project Advisory Group

Nick Lulli | Quest David Dangel, PE | Ardurra **March 26, 2025**



































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Project Advisory Group

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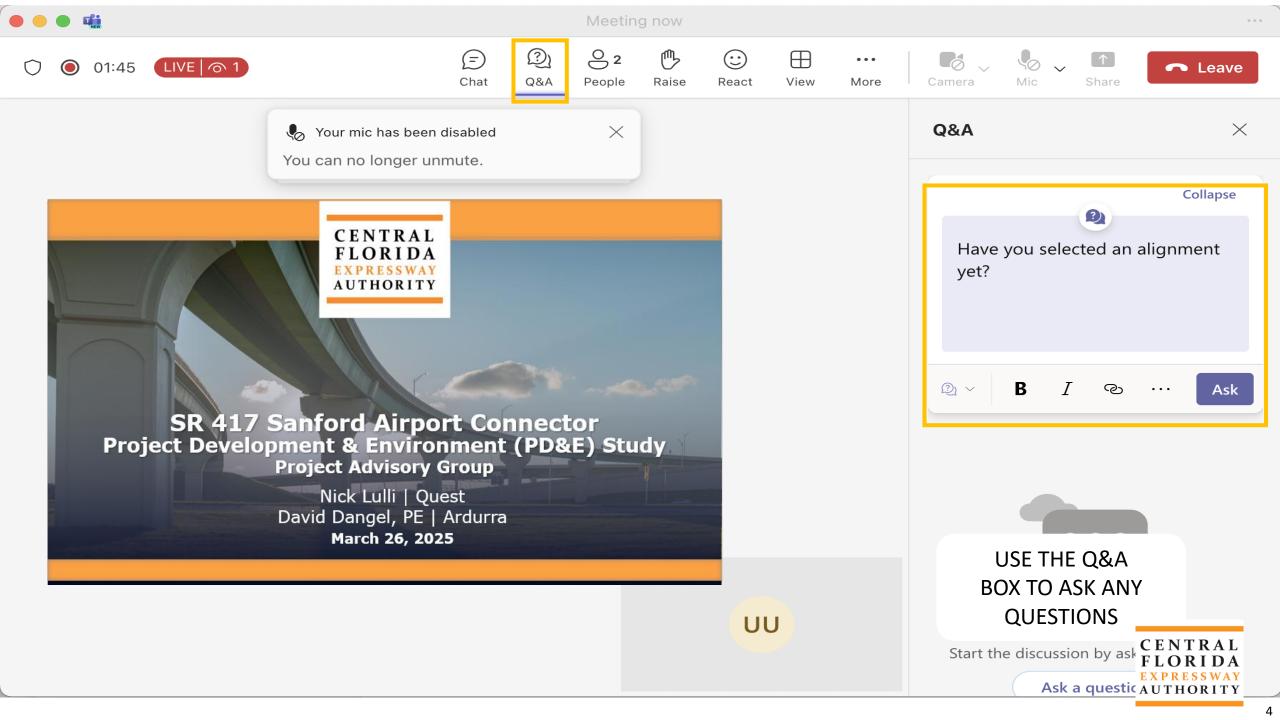


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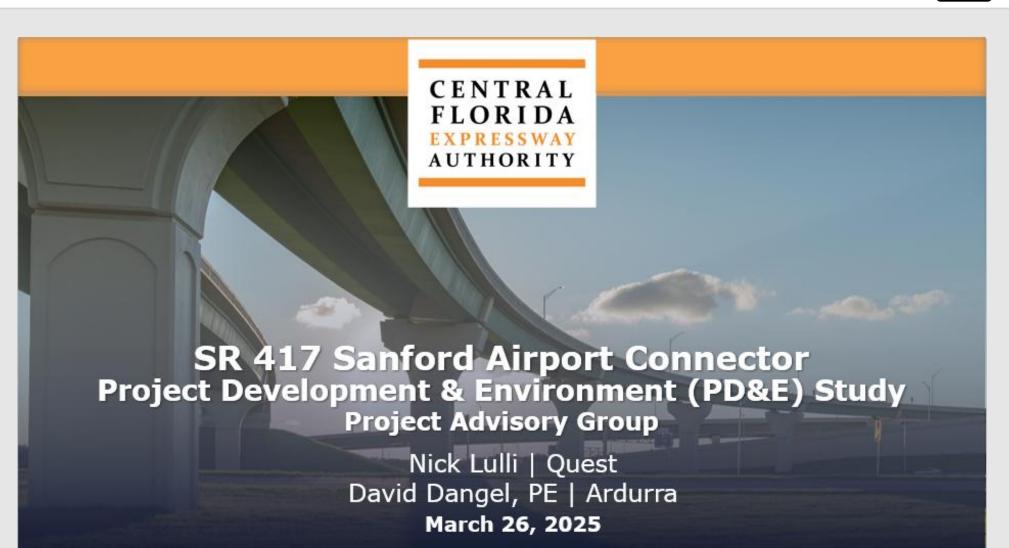














Title VI Compliance

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

Nick Lulli
Public Involvement Coordinator
4974 ORL Tower Road Orlando, FL 32807
407-885-4743

ProjectStudies@CFXway.com

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



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



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

No

PD&E Study

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

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

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

referred/Final Design

Does CFX

Board approve

project for the

Final Design

Phase?

Project is placed on

hold to be revisited in

the future.

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

the future.

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

Construction commences.

constructed roadway is opened to traffic.

Newly

Open to Traffic

CENTRAL FLORIDA AUTHORITY



Background

- In 2023, CFX completed a CF&M Study to evaluate a new direct expressway connection between SR 417 and the Orlando Sanford International Airport
- CFX Board approved CF&M Study and authorized a PD&E Study to further evaluate the alternatives
- The PD&E Study began in May 2024 and is refining and evaluating the alternatives recommended by the CF&M Study as well as an elevated viaduct alternative along East Lake Mary Boulevard

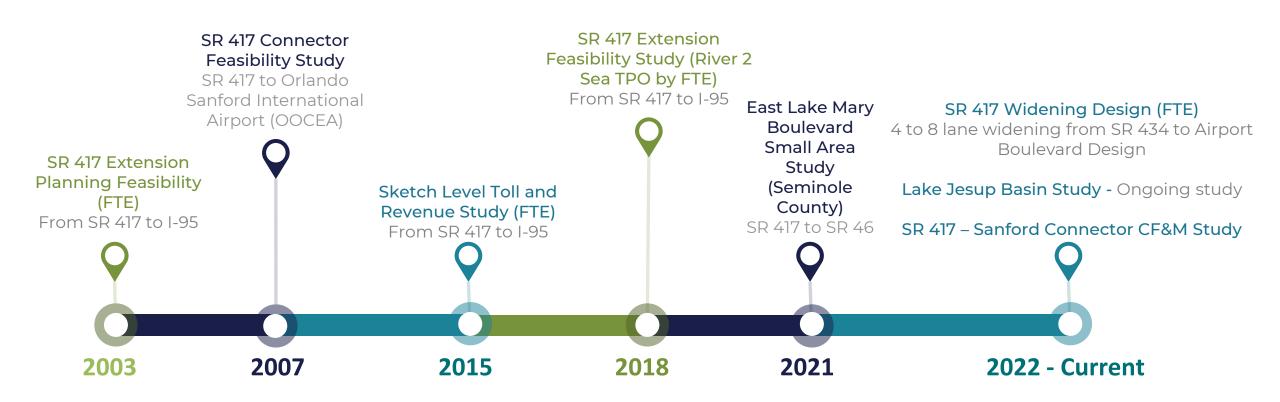


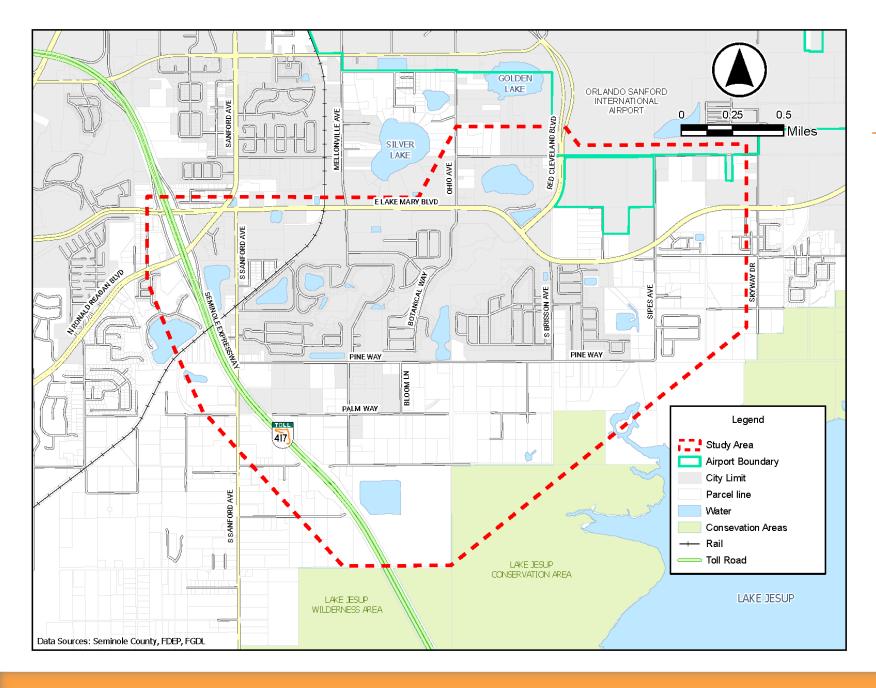






Project History





Study Area

The Study Area extends from west of SR 417 to Skyway Drive to the east, and from the Lake Jesup Wilderness Area boundary north to Lake Mary Boulevard and the Orlando Sanford International Airport



Purpose and Need

Orlando Sanford International Airport

- 91% increase in enplanements through 2037
- 400% increase in air freight tonnage through 2037

Traffic Conditions (In No-Build Condition)

- Lake Mary Boulevard 44% increase
- Red Cleveland Boulevard (Airport Entrance) 69% increase

Population Growth

- Seminole County 11.4% growth from 2010 to 2020
- Projected to increase another 21% by 2050

Planned Development

- Numerous new residential developments
- Additional residential and commercial development planned

East Lake Mary Boulevard provides access to Orlando Sanford International Airport

- Long delays at the SR 417 interchange
- Roadway and intersections nearing capacity



Enhances Airport Access, Local & Regional Connectivity, and Mobility



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development

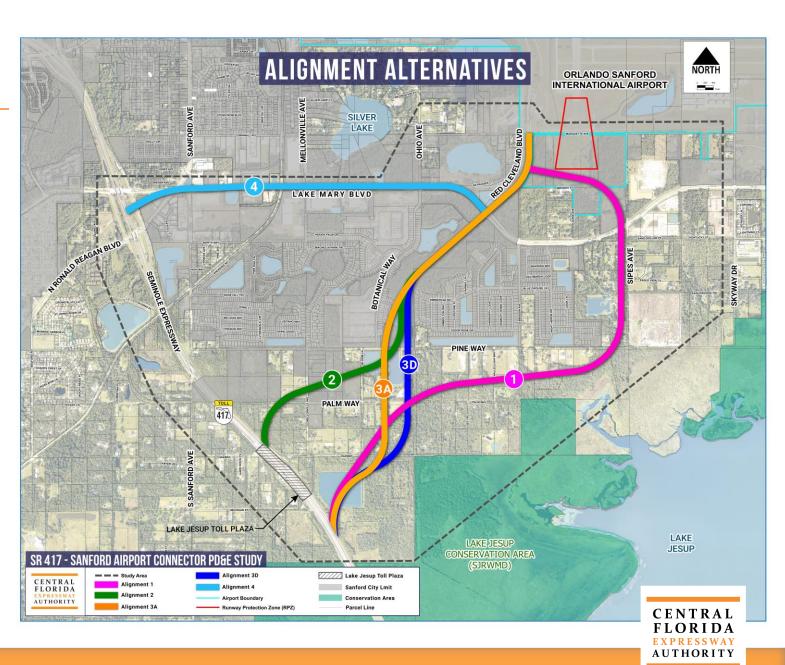


Improves Modal Connectivity



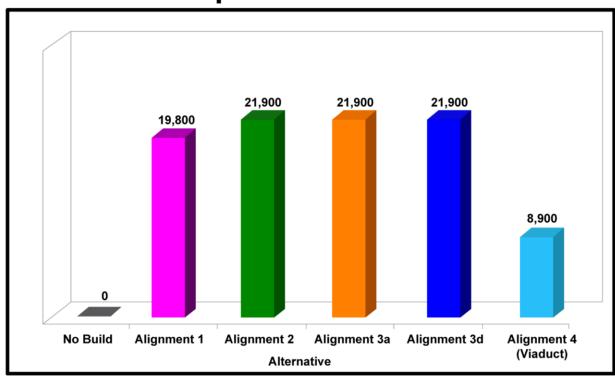
PD&E Study Alternatives

- Alternative 1 attempts to minimize direct impacts to residential and nonresidential parcels
- Alternative 2 has the least potential environmental impacts
- Alternatives 3a and 3d attempt to balance direct impacts to residential development and environmentally sensitive land
- Alternative 4 attempts to utilize the existing East Lake Mary Boulevard roadway corridor to minimize impacts to the environment and residences

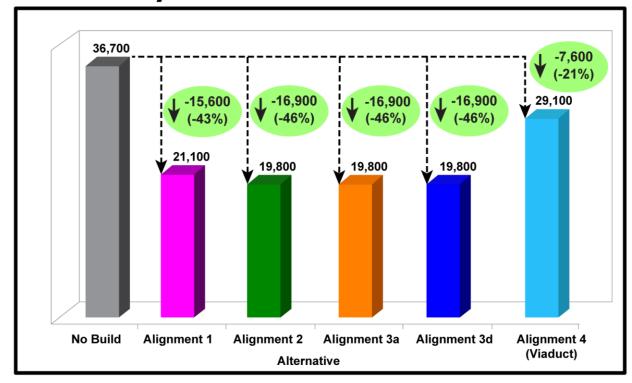


Year 2050 Daily Traffic

Proposed Connector



Lake Mary Blvd - SR 417 to Red Cleveland Blvd





Evaluation Matrix

Evaluation Criteria		Alternatives							
	Unit of Measure	No Build	1	2	3a	3 d	4 (Viaduct)		
Traffic									
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	19,800	21,900	21,900	21,900	8,900		
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	21,100	19,800	19,800	19,800	29,100		
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-15,600 (-43%)	-16,900 (-46%)	-16,900 (-46%)	-16,900 (-46%)	-7,600 (-21%)		
Design									
Alternative Length	Miles	0	3.1	2.4	2.5	2.5	2		
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150	150	150-200	130 - 140		
Physical									
Utility Impacts	High/Med/Low/None	None	Med	Low	Low	Low	High		
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0	0	0	6		
Railroad Involvement	No. of Conflicts	0	0	0	0	0	1		
Cultural Environment									
Potential Known Historic Resources	No. of Resources	0	1	0	0	0	0		
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1c	0	1c	10	1r		
Potential Known Archaeological Resources	No. of Resources	0	0	0	0	0	0		
Natural Environment	1 1111111111111111111111111111111111111		_		_				
Potential Surface Water Impacts	Total Acres	0	0	1	1	1	1		
Wetlands	Total Acres	0	7	18	17	16	4		
Forested	Aores	0	3	15	16	14	1		
Non-forested	Acres	0	4	3	1	2	3		
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	2	12	13	10	1		
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	2	0	2	2	1		
Listed Species Probability of Occurrence	Degree	0	High	High	High	High	Med		
Bald Eagle Nest	No. of Conflicts	0	2	3	4	4	3		
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med	Med	Med	Low		
Social									
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	62	34	48	58	8		
Potential Residential Parcels Affected	Total Parcels	0	23	8	22	3	0		
Potential Non-Residential Parcels Affected	Total Parcels	0	27	17	13	19	28		
Community Facilities	No. of Conflicts	0	0	0	0	0	0		
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	0		
Community Cohesion Effects	High/Med/Low/None	None	Med	Med	Med	Med	Low		
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low	Low	Low	Low		
Estimated Costs									
Roadway Construction (includes design and CEI)	Dollars	\$0	\$174,900,000	\$168,100,000	\$180,500,000	\$192,700,000	\$467,600,000		
Utility Relocation	Dollars	\$0	\$3,800,000	\$2,100,000	\$2,100,000	\$2,100,000	\$22,100,000		
Right-of-Way	Dollars	\$0	\$64,100,000	\$16,400,000	\$28,800,000	\$16,300,000	\$25,500,000		
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$2,800,000	\$7,100,000	\$6,600,000	\$6,500,000	\$1,500,000		
Total Estimated Cost	Dollars	\$0	\$245,600,000	\$193,700,000	\$218,000,000	\$217,600,000	\$516,700,000		

- Updated following Alternatives Public Workshop
- Traffic projections for Airport Connector and East Lake Mary Boulevard
- Physical Impacts
- Cultural Impacts
- Natural Environment Impacts
- Social Impacts
- Estimated Costs
 - Roadway Construction (includes design and CEI)
 - Utility Relocation
 - Right-of-Way
 - Mitigation



Evaluation Matrix *Traffic, Physical & Cultural Impacts*

Evaluation Criteria	Unit of Measure	Alternatives						
		No Build	1	2	3a	3d	4 (Viaduct)	
Traffic								
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	19,800	21,900	21,900	21,900	8,900	
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	21,100	19,800	19,800	19,800	29,100	
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-15,600 (-43%)	-16,900 (-46%)	-16,900 (-46%)	-16,900 (-46%)	-7,600 (-21%)	
Design								
Alternative Length	Miles	0	3.1	2.4	2.5	2.5	2	
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150	150	150-200	130 - 140	
Physical								
Utility Impacts	High/Med/Low/None	None	Med	Low	Low	Low	High	
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0	0	0	6	
Railroad Involvement	No. of Conflicts	0	0	0	0	0	1	
Cultural Environment								
Potential Known Historic Resources	No. of Resources	0	1	0	0	0	0	
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1 c	0	1 c	1 c	1 r	
Potential Known Archaeological Resources	No. of Resources	0	0	0	0	0	0	



Evaluation Matrix *Environmental Impacts*

Evaluation Criteria	Unit of Measure	Alternatives							
		No Build	1	2	3a	3d	4 (Viaduct)		
Natural Environment									
Potential Surface Water Impacts	Total Acres	0	0	1	1	1	1		
Wetlands	Total Acres	0	7	18	17	16	4		
Forested	Acres	0	3	15	16	14	1		
Non-forested	Acres	0	4	3	1	2	3		
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	2	12	13	10	1		
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	2	0	2	2	1		
Listed Species Probability of Occurrence	Degree	0	High	High	High	High	Med		
Bald Eagle Nest	No. of Conflicts	0	2	3	4	4	3		
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med	Med	Med	Low		



Evaluation Matrix *Social Impacts*

Evaluation Criteria	Unit of Measure	Alternatives						
		No Build	1	2	За	3d	4 (Viaduct)	
Social								
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	62	34	48	58	8	
Potential Residential Parcels Affected	Total Parcels	0	23	8	22	3	0	
Potential Non-Residential Parcels Affected	Total Parcels	0	27	17	13	19	28	
Community Facilities	No. of Conflicts	0	0	0	0	0	0	
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	0	
Community Cohesion Effects	High/Med/Low/None	None	Med	Med	Med	Med	Low	
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low	Low	Low	Low	



Evaluation Matrix

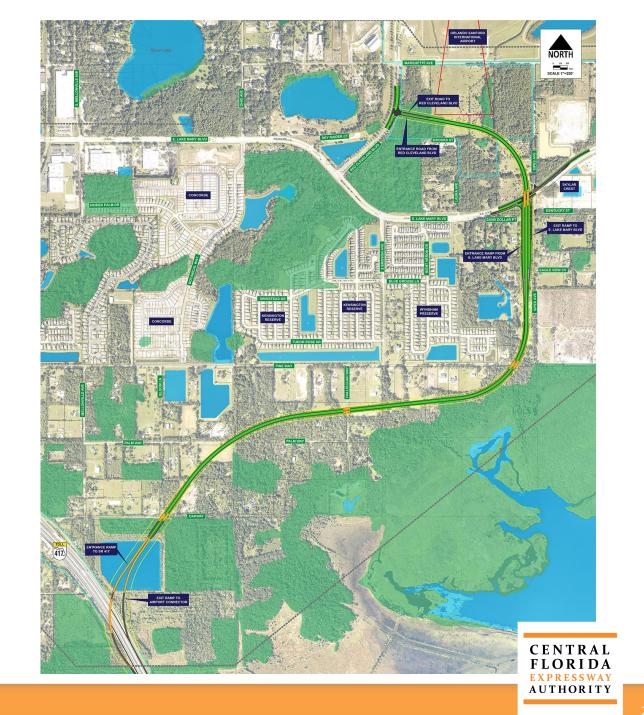
Costs

Evaluation Criteria		Alternatives							
	Unit of Measure	No Build	1	2	3a	3d	4 (Viaduct)		
Traffic									
Estimated Costs									
Roadway Construction (includes design and CEI)	Dollars	\$0	\$174,900,000	\$168,100,000	\$180,500,000	\$192,700,000	\$467,600,000		
Utility Relocation	Dollars	\$0	\$3,800,000	\$2,100,000	\$2,100,000	\$2,100,000	\$22,100,000		
Right-of-Way	Dollars	\$0	\$64,100,000	\$16,400,000	\$28,800,000	\$16,300,000	\$25,500,000		
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$2,800,000	\$7,100,000	\$6,600,000	\$6,500,000	\$1,500,000		
Total Estimated Cost	Dollars	\$0	\$245,600,000	\$193,700,000	\$218,000,000	\$217,600,000	\$516,700,000		



Alignment 1

- Longest overall route with second highest overall cost
- Highest right-of-way costs
- Highest number or residential and non-residential parcels impacted
- Issues with new road adjacent to the Airport's Runway Protection Zone



Alignment 2

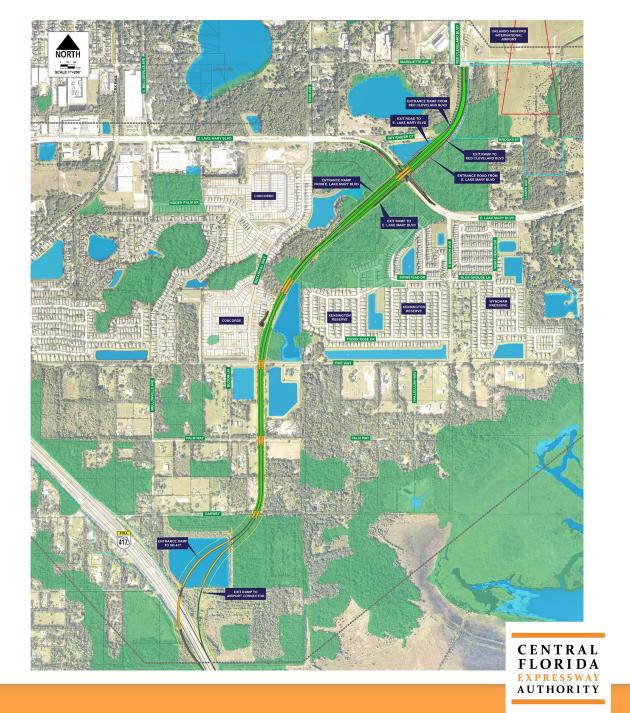
Proposed to be further evaluated

- Shortest and most direct route
- Lowest overall cost
- Second lowest overall number of residential parcels impacted
- Connection to SR 417 farther from Lake Jesup Conservation Area than other alignments



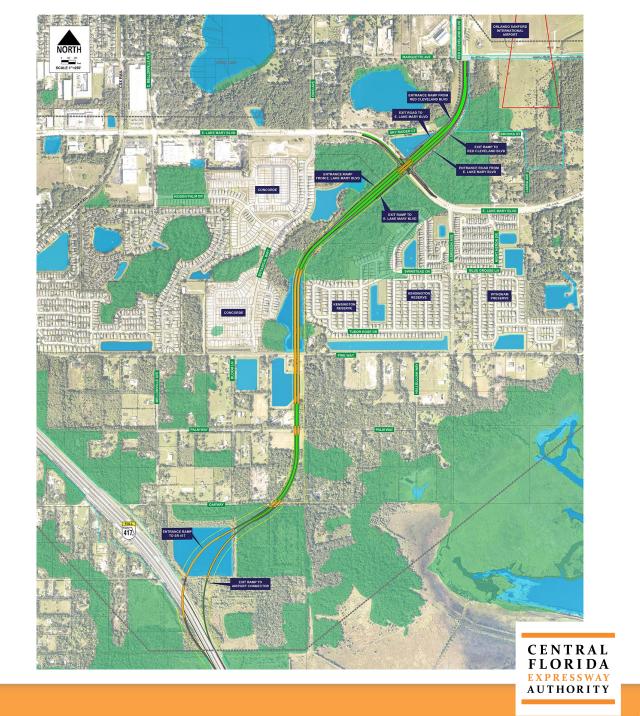
Alignment 3a

- Second most residential parcels impacted
- Directly impacts new houses in Concorde development
- Higher cost than Alignment 2
- Connection to SR 417 closer to Lake Jesup Conservation Area than Alignment 2



Alignment 3d

- Higher cost than Alignments 2 and 3a
- Requires more bridges over private retention ponds than Alignment 3a
- Connection to SR 417 closer to Lake Jesup Conservation Area than Alignment 2



Alignment 4 (Viaduct)

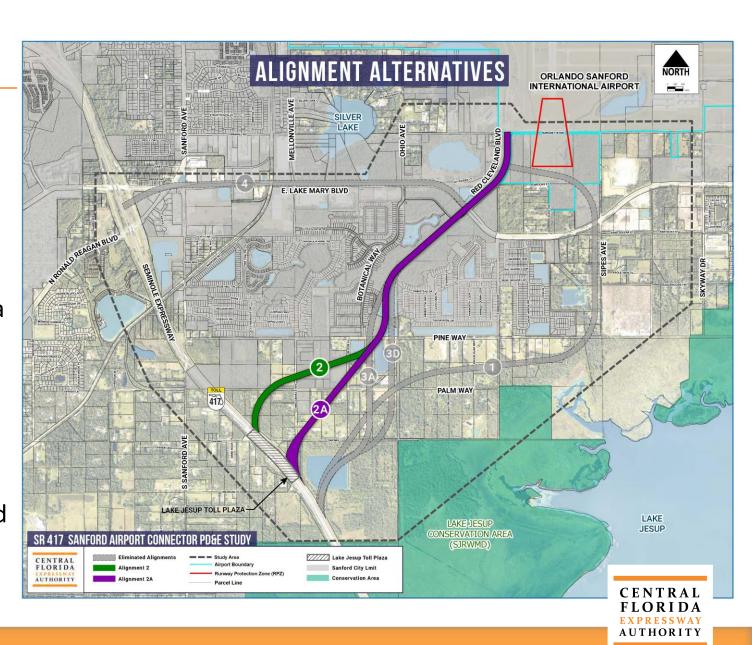


- Significantly higher cost than all other alternatives
- Significantly lower projected ridership than all other alternatives



Alignment 2 Refinement

- Alignments 1, 3A, 3D and 4 have been eliminated from further consideration
- Alternative 2 moved the interchange with SR 417 away from the Lake Jesup Conservation Area and utilized the pavement and right of way at the toll plaza
- The refinement of Alignment 2 was made to move the interchange with SR 417 farther south, but still north of the Lake Jesup Conservation Area
- Refinement of Alignment 2 was considered significant enough to be evaluated as a new alternative (Alignment 2A)



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						
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	No. of Resources	0	U	U		
	714	0				
Potential Surface Water Impacts Wetlands	Total Acres Total Acres	0	1	1 17		
Forested	Acres	0	15	16.5		
		0	3	0.5		
Non-forested	Acres	-				
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	\$168,100,000	\$172,300,0		
Utility Relocation	Dollars	\$0	\$2,100,000	\$3,100,00		
Right-of-Way	Dollars	\$0	\$16,400,000	\$18,300,00		
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$7,100,000	\$6,800,00		
Total Estimated Cost	Dollars	S0	\$193,700,000	\$200,500.0		

- Traffic projections for Airport Connector and East Lake Mary Boulevard are the same
- Physical, Cultural, and Social Impacts are very similar
- Wetland impacts are slightly higher with Alignment 2
- Estimated Costs
 - Roadway Construction (includes design and CEI) are similar
 - Utility Relocation Slightly higher with Alignment 2A
 - Right-of-Way Higher with Alignment 2A
 - Mitigation Higher with Alignment 2



Agency & Stakeholder Input

- Related Projects
- Planned Developments (Seminole County and City of Sanford)
- SJRWMD Conservation Easements and Criteria
- Alternatives and Engineering Considerations
- Environmental Effects
- Mobility Alternatives













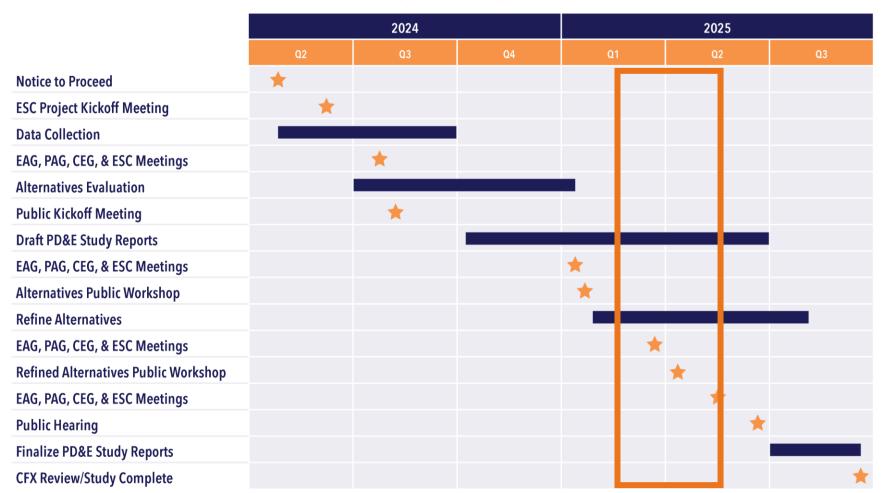






PD&E Study Schedule

(Subject to Change)





Project Contact

For more information contact:

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