#### CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study Public Information Meeting

March 6, 2025

## **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:

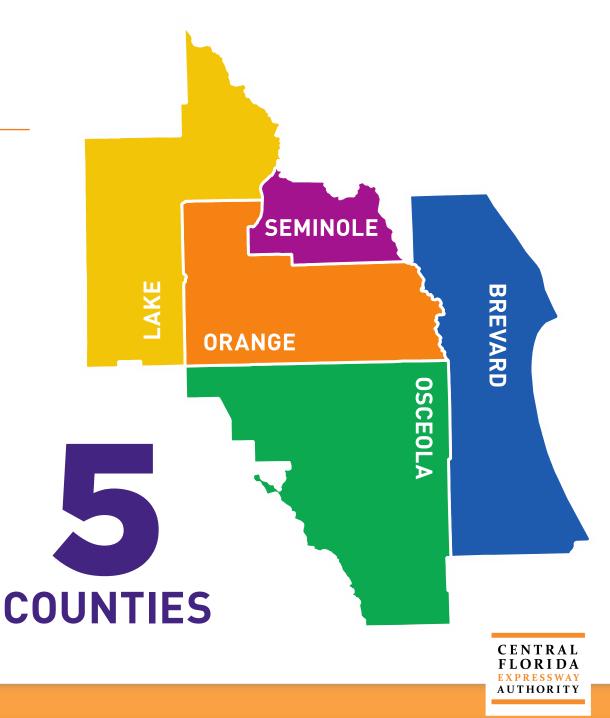
> Nick Lulli Public Involvement Coordinator 4974 ORL Tower Road Orlando, FL 32807 407-885-4743 ProjectStudies@CFXway.com

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

# **About CFX**

- 125 Miles of Expressway
- Brevard, Lake, Orange, Osceola and Seminole Counties
- \$4 Billion 5-Year Work Plan





## About CFX



Christopher "C.J." Maier Governor's Appointee



**Buddy Dyer** Vice Chairman, Mayor of Orlando



Andria Herr Seminole County Representative



**Brandon Arrington** Osceola County Representative



Katie Delaney **Brevard County Representative** 



Sean Parks Lake County Representative Governor's Appointee

#### Mission

To build, operate and maintain a mobility network through accountability, fiscally sound practices and a community focus.

#### Vision

To provide the region with a world-class, integrated mobility network that drives economic prosperity and quality of life.





Jerry Demings **Orange County Mayor** 

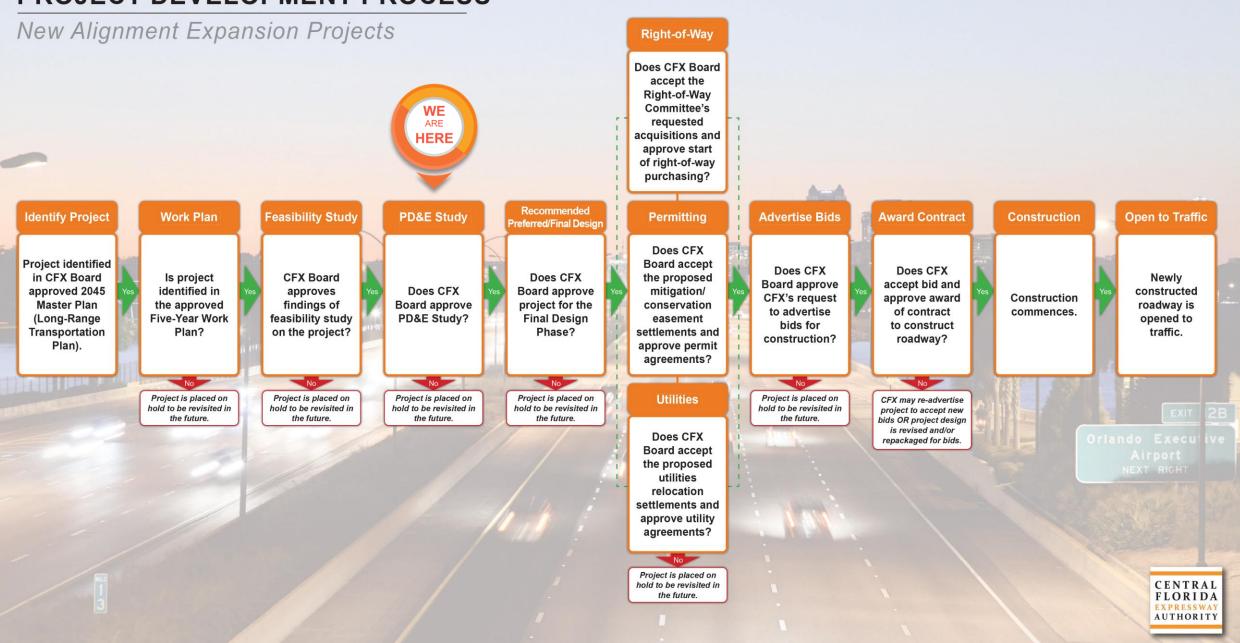


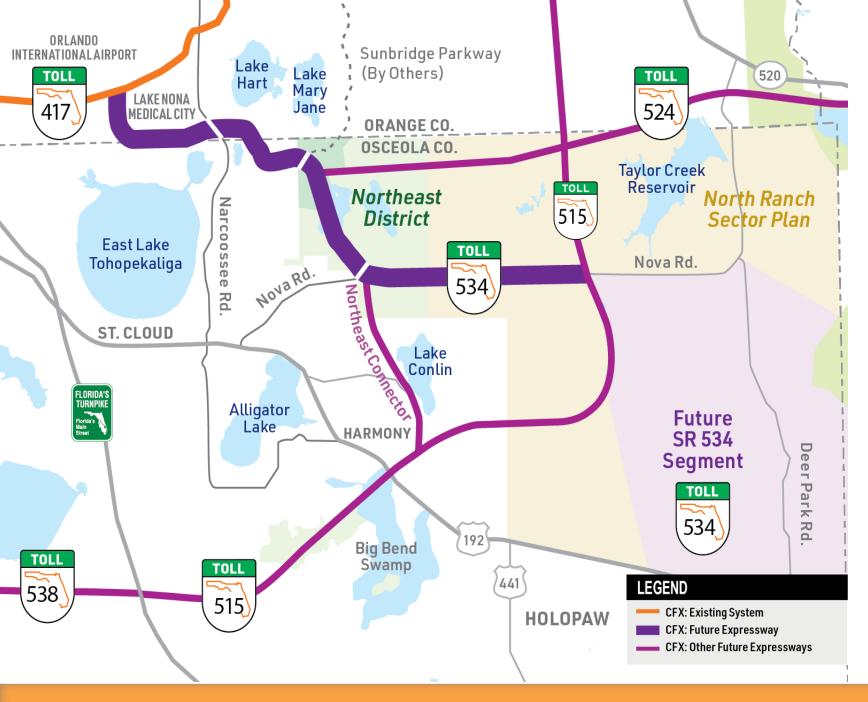
Rafael E. Martinez Governor's Appointee



**Christine Moore** Orange County Representative

#### **PROJECT DEVELOPMENT PROCESS**





### CFX 2045 Master Plan

CFX 2045 Master Plan regional beltway includes SR 515

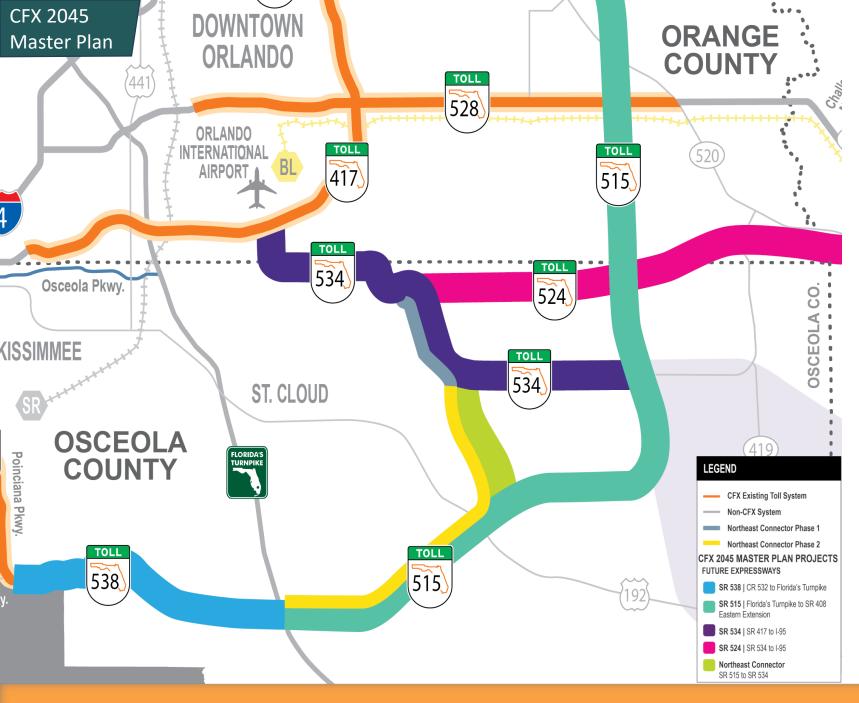
Considered by East Central Florida Corridor Task Force and subsequent Concept Feasibility & Mobility (CF&M) Studies

Begins at Florida's Turnpike

Continues northeast to serve as regional beltway in eastern Osceola County

Includes Northeast Connector between US 192 and SR 534 extension





# **Study Limits**

### CFX system linkage:

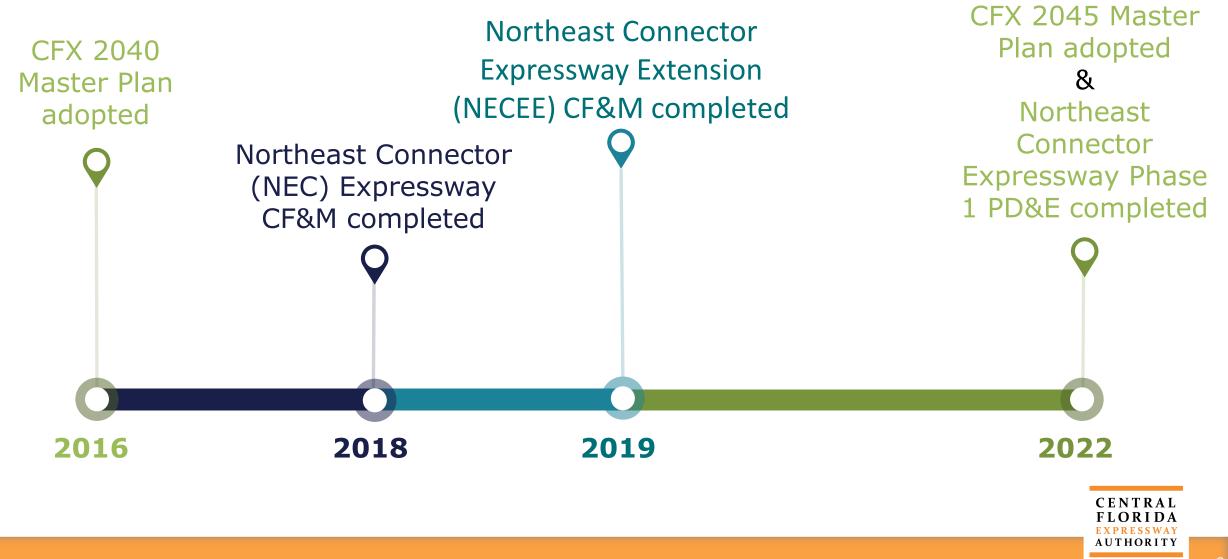
• SR 538

### (Southport Connector)

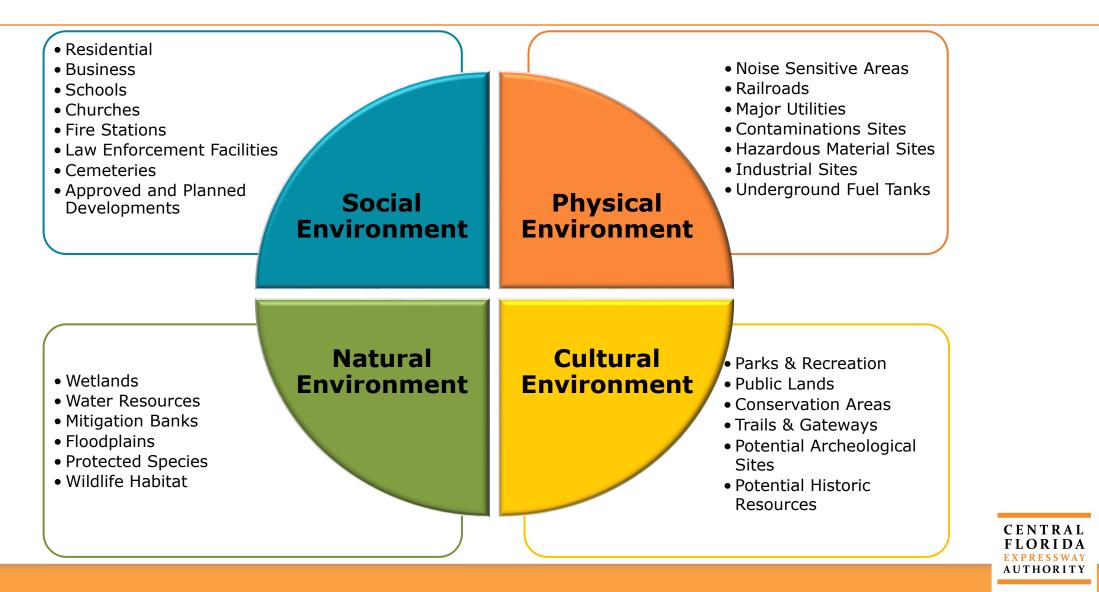
- Florida's Turnpike
- US 192
- SR 534



# **Project History**



## **PD&E Evaluation Criteria**



## **Purpose and Need**

#### **Osceola Transportation Southeast Area Transportation Study (SEATS):**

• NEC 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



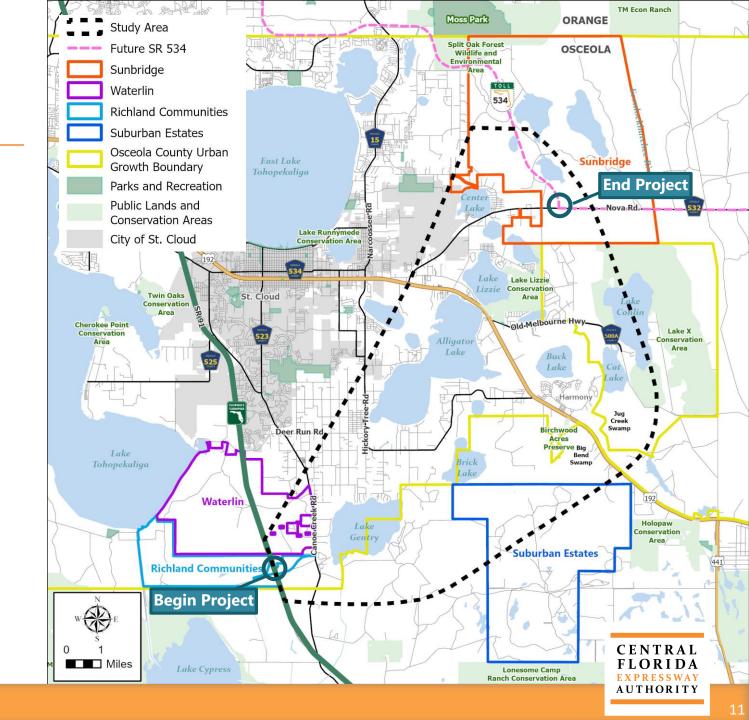
# Study Area

15- to 20-mile expressway

Southwest terminus at proposed Southport Connector Expressway/ Florida's Turnpike

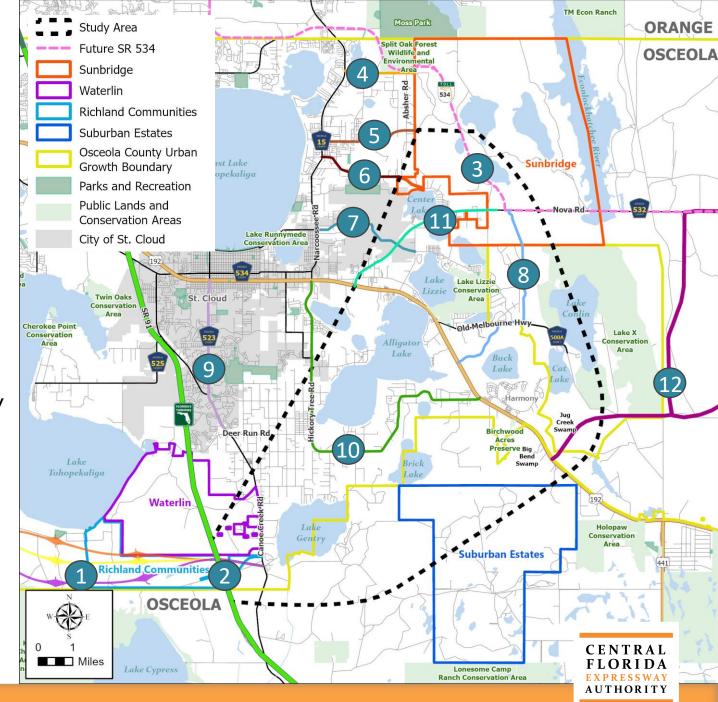
Northern terminus is SR 534 at Nova Road

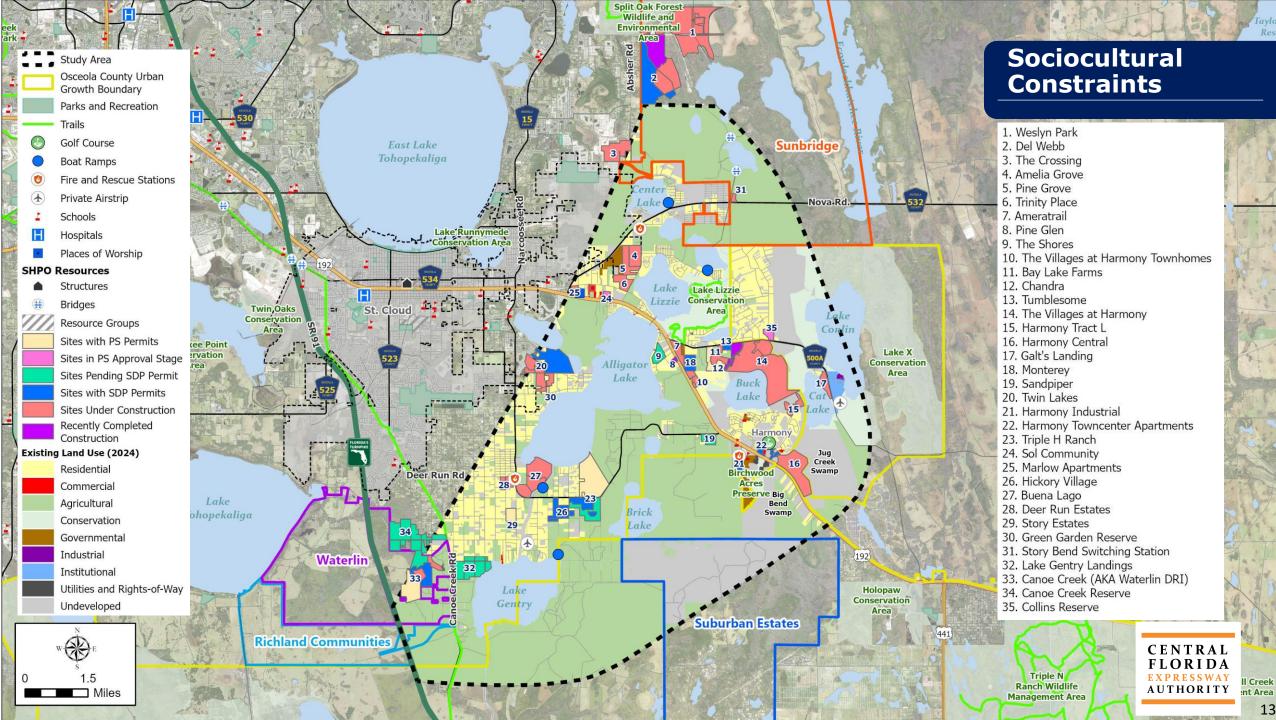
Full interchange at US 192



# **Related Projects**

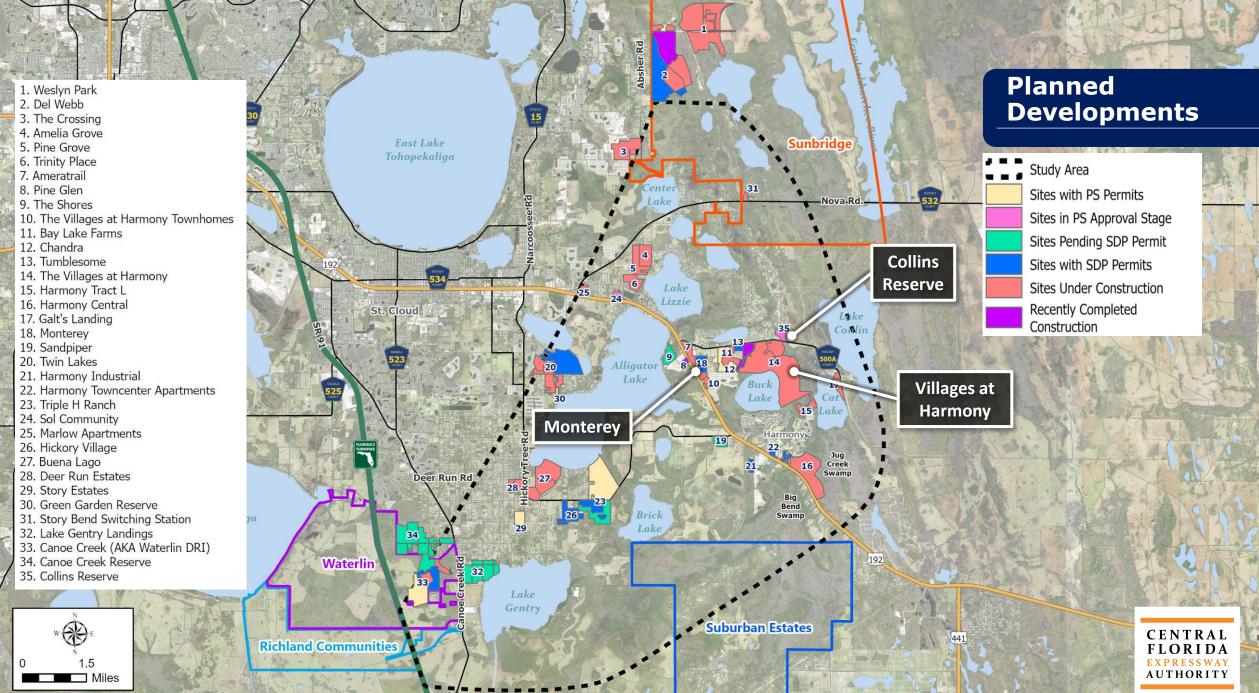
- Southport Connector Expressway
- Florida's Turnpike Widening
- SR 534
- Cyrils Drive Improvements
- Jack Brack Road Improvements
- Jones Road Widening
  - Bass Highway/Nova Connector New Roadway
- Sunbridge Parkway Extension PD&E
- Canoe Creek Road PD&E
- Hickory Tree Road PD&E
- Nova Road PD&E
- Northeast Connector Expressway Extension (NECEE)

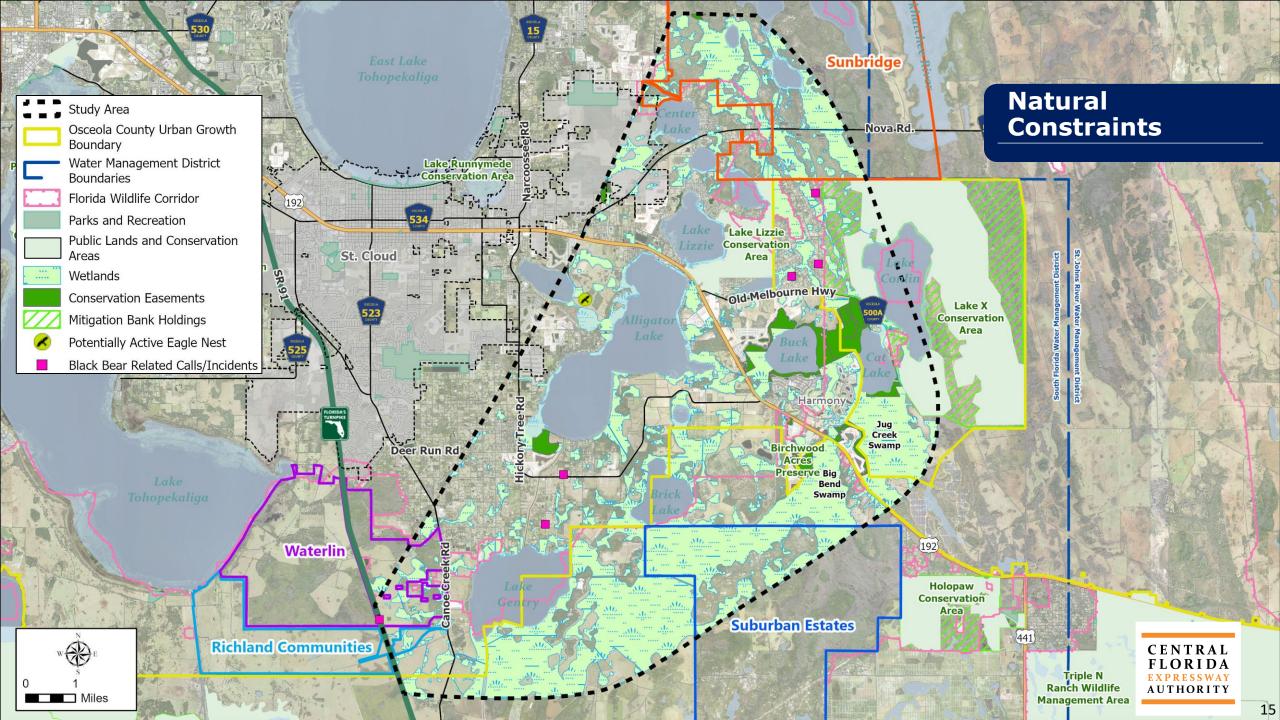


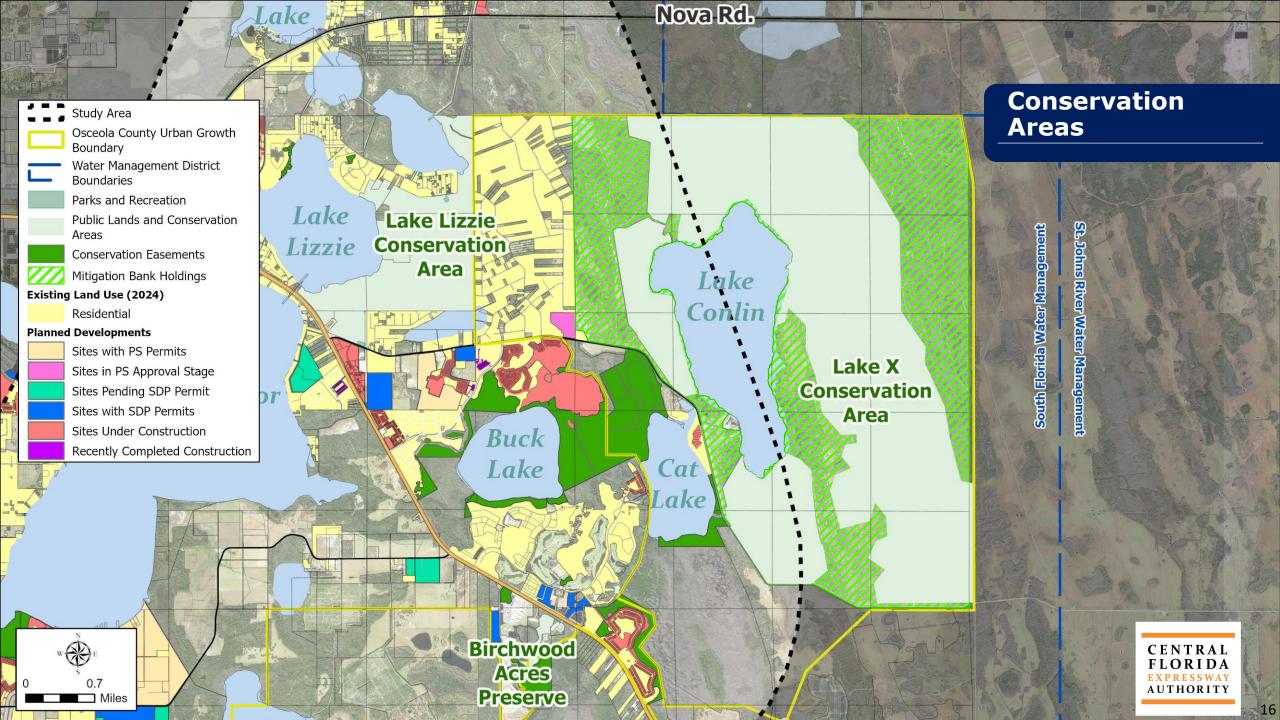


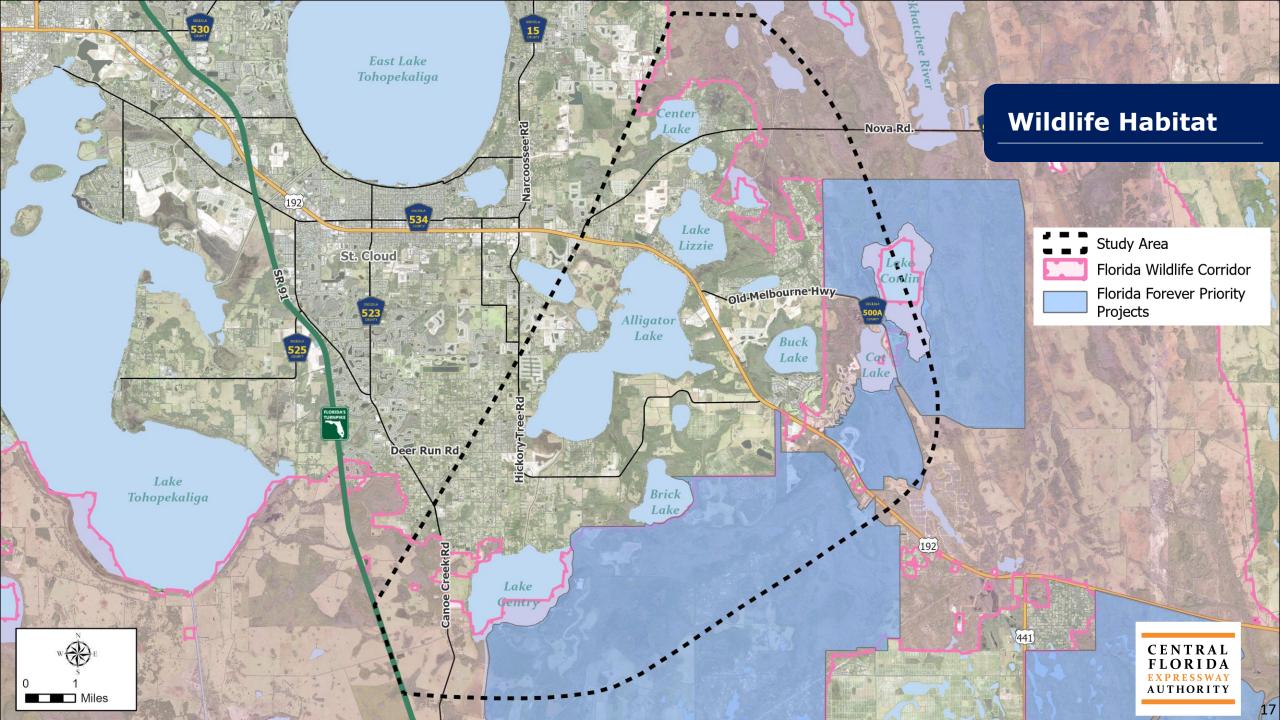
13

Rese

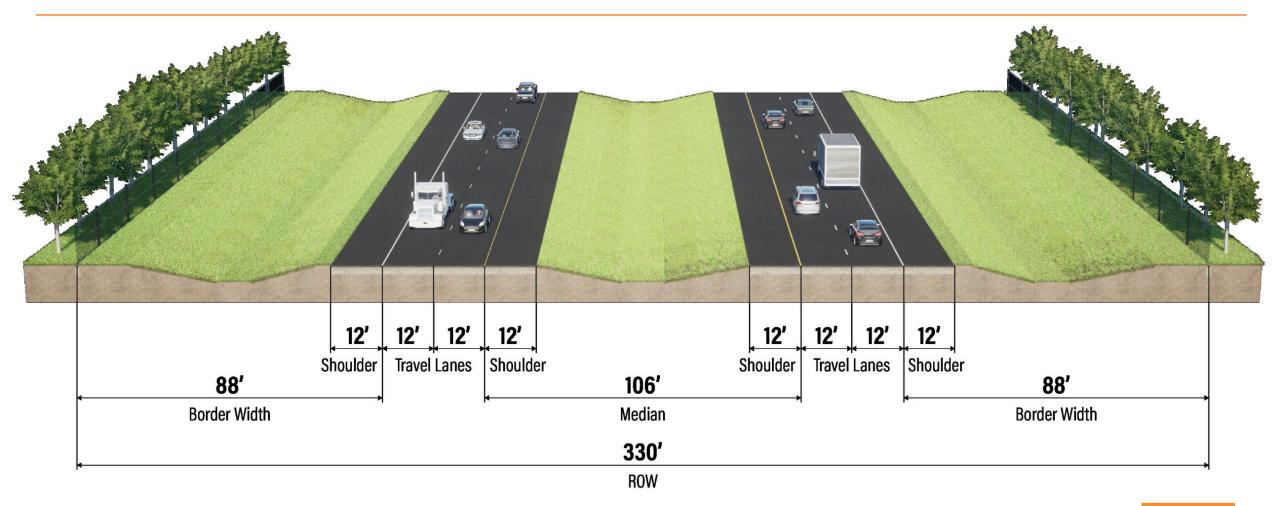




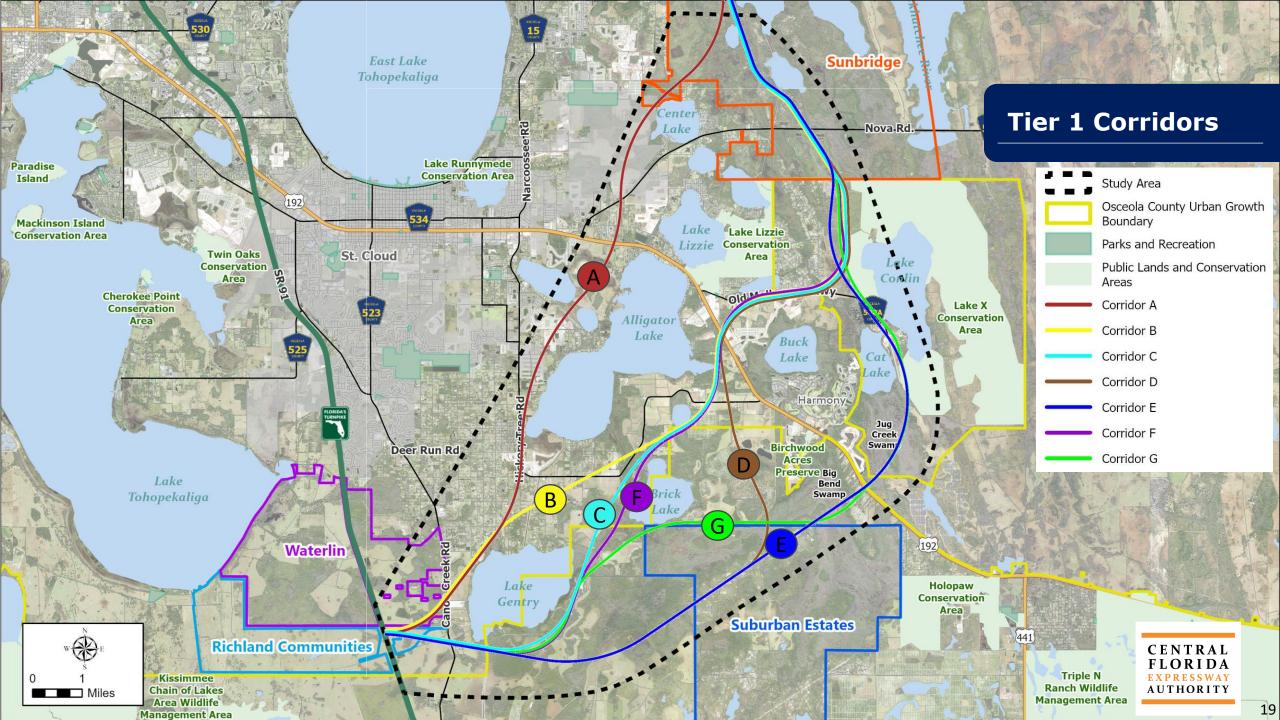


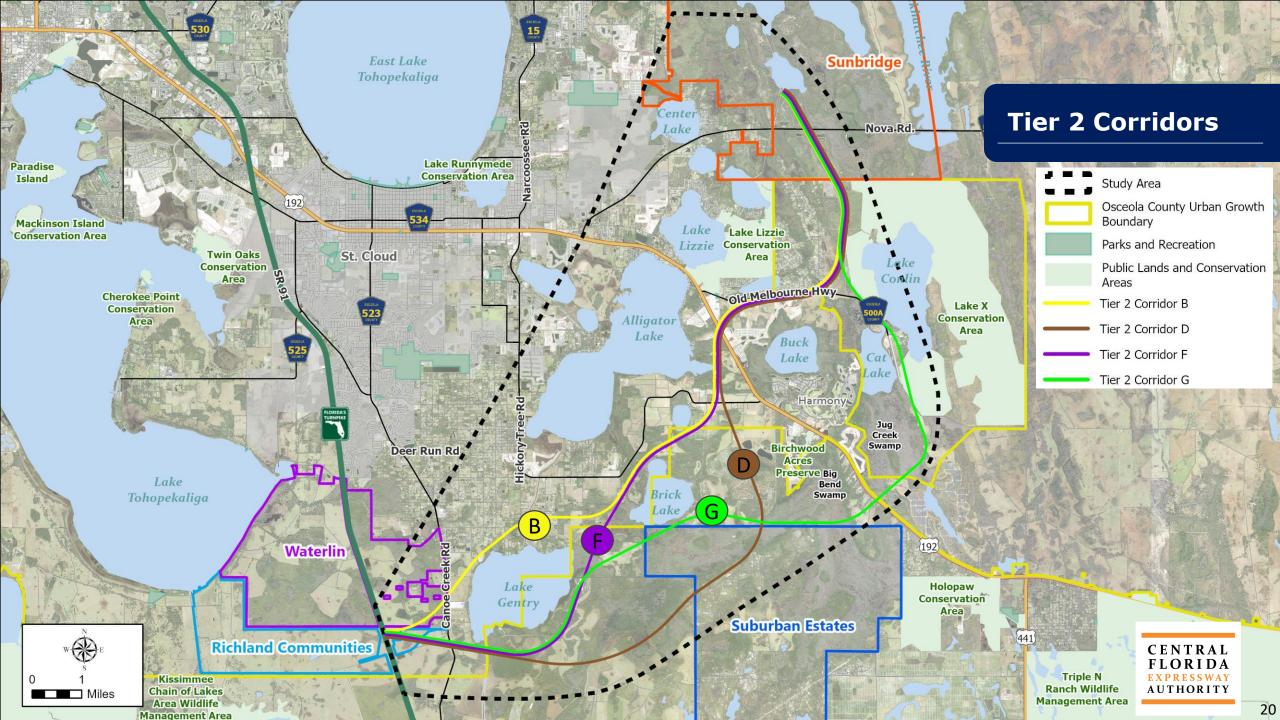


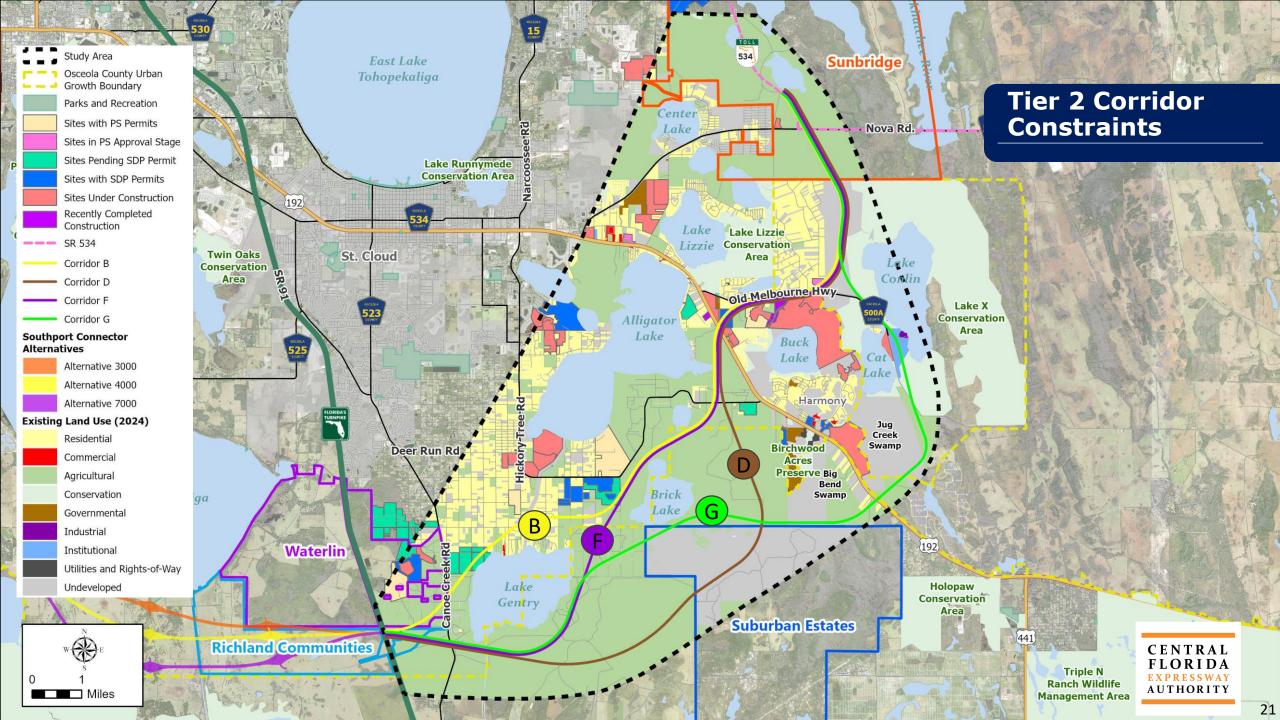
## **Corridor Typical Section**











## **Purpose & Need Evaluation**

Purpose and Need Criteria	Unit	В	D	F	G
Logical Termini					
Compatible with Proposed Southport Connector Expressway Systems Interchange <sup>*</sup>	Yes/No	No	Yes	Yes	Yes
Provides Connection to SR 534 at Nova Road	Yes/No	Yes/No Yes Yes		Yes	Yes
System Linkage / Regional Connectivity					
Complexity of interchange at US 192	High/Low	High	High	High	Low
Impacts Sunbridge Parkway Extension/Botanic Blvd. at US 192	Yes/No	Yes	No	No	No
Direct Connection to SR 515 Extension	Yes/No	No	No	No	Yes
Consistency with Adopted Transportation Plans					
Consistency with CFX Master Plan (SR 515 Extension) for CFX System Expansion	Yes/No	No	No	No	Yes

Notes:

\*Includes connection to Canoe Creek Road.



Evaluation Measure	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Design					
Corridor Length	Miles	17	19	18	21
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330
Proposed ROW total (approximate)	Acres	1,018	1,136	1,065	1,132
Proposed bridges (roadway/canal crossings)	Number of Structures	50	42	44	32
fotal length of all structures (roadway/canal crossings)	Feet	13,063	12,977	13,038	11,865
Proposed interchanges	Number	4	4	4	4
Projected 2050 AADT Volume <sup>1</sup>	Number of Vehicles per Day	48,200	49,300	46,400	43,500
Physical					
1ajor Utility Conflicts - Existing	Number of Conflicts	4	4	4	3
Aajor Utility Conflicts - Planned	Number of Conflicts	0	0	0	0
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	11	8	9	3
Cultural Environment					
Public Recreation Lands	Acres	0	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0	0
Natural Environment					
-loodplain Involvement - 100 Year Floodplain <sup>2</sup>	Acres	354	547	445	696
Canals / Regulated Floodways	Number of Conflicts	2	1	2	1
Netlands (non-forested and forested) <sup>3</sup>	Acres	202	384	238	423
Potential Habitat <sup>4</sup>	Acres	953	1115	996	1,125
Conservation Lands <sup>5</sup>	Acres	89	89	89	130
Regulatory Conservation Easement	Acres	0	0	0	0
Florida Wildlife Corridor <sup>6</sup>	Acres	488	805	659	1,119
Elorida Forever Priority Projects <sup>6</sup>	Acres	0	302	156	399
SFWMD DWMP (Watershed Management Program)	Acres	0	109	49	49
Social					
Residential Parcels					
Potential Residential Parcels Affected (Existing) <sup>7,8,10</sup>	Number of Parcels	91	71	72	3
Potential Residential Parcels Affected (Planned) <sup>7,11</sup>	Number of Parcels	112	36	37	0
Non-Residential Parcels					
otal Potential Non-Residential Parcels Affected 7,9	Number of Parcels	72	58	59	44
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	Medium	Medium	Low
Community Facilities	Number of Conflicts	0	0	0	1
Agricultural Lands	Acres	745	876	870	809
Suburban Estates Impacts (approximate)	Acres	0	73	0	27
Estimated Cost					
Preliminary Construction Cost Estimate	Currency (in millions)	\$1,663	\$1,784	\$1,649	\$1,702

## Evaluation Matrix

#### Design

- Corridor Length
- Proposed Right-of-Way
- Projected Traffic Volumes

#### **Physical Impacts**

**Cultural Environment Impacts** 

Natural Environment Impacts

#### Social Impacts

#### **Estimated Costs**

 Roadway Construction (includes design and environmental mitigation costs)

FLORIDA EXPRESSWAY AUTHORITY

### **Evaluation Matrix –** *Design*

Evaluation Criteria	Unit	В	D	F	G	
Design						
Corridor Length	Miles	17	19	18	21	
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330	
Proposed ROW total (approximate)	Acres	1,018	1,136	1,065	1,132	
Proposed bridges (roadway/canal crossings)	Number of Structures	50	42	44	32	
Total length of all structures (roadway/canal crossings)	Feet	13,063	12,977	13,038	11,865	
Proposed interchanges	Number	4	4	4	4	
Projected 2050 AADT Volume <sup>1</sup>	Number of Vehicles per Day	49,300	46,400	48,200	43,500	

Notes:

1 AADT values represented north of Nova Road interchange within study area.

### **Evaluation Matrix –** *Physical & Cultural Impacts*

Evaluation Criteria	Unit	В	D	F	G
Physical			l		
Major Utility Conflicts - Existing	Number of Conflicts	4	4	4	3
Major Utility Conflicts - Planned	Number of Conflicts	0	0	0	0
Contamination Sites (Medium and High-Risk Sites)	Number of Conflicts	11	8	9	3
Cultural Environment		•		•	•
Public Recreation Lands	Acres	0	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0	0



## **Evaluation Matrix –** *Natural Environment Impacts*

Evaluation Criteria	Unit	Unit B		F	G	
Natural Environment			1	1		
Floodplain Involvement - 100 Year Floodplain <sup>2</sup>	Acres	354	547	445	696	
Canals / Regulated Floodways	Number of Conflicts	2	1	2	1	
Wetlands (non-forested and forested) <sup>3</sup>	Acres	202	384	238	423	
Potential Habitat <sup>4</sup>	Acres	953	1,115	996	1,125	
Conservation Lands <sup>5</sup>	Acres	89	89	89	130	
Other Regulatory Conservation Easements <sup>6</sup>	Acres	0	0	0	0	
Florida Wildlife Corridor <sup>6</sup>	Acres	488	805	659	1,119	
Florida Forever Priority Projects <sup>6</sup>	Acres	0	302	156	399	
SFWMD DWMP (Watershed Management Program)	Acres	0	109	49	49	

Notes:

2 Floodplain involvement based on GIS data only and doesn't include minimization efforts to reduce direct ROW impacts.

3 Wetland values based on FLUCCS and limited review of permits. No wetland survey was conducted during Tier 2. Wetland impacts do not include minimization efforts to reduce direct ROW impacts.

4 Limited observation data available due to undeveloped nature of the study area. Species habitat identified based on FLUCCS and typical habitat for gopher tortoise, caracara, snail kite, grasshopper sparrow, scrub jay, red cockaded woodpecker, wood stork, eagle nest, Florida panther, and black bear. Telemetry data indicates the presence of the Florida panther 2,100 feet west of the Florida's Turnpike; however, the panther is absent within all of the corridors. Additionally, the corridors are not within the focus area which includes the primary and secondary zones. Black bear are "occasional" throughout the corridors and not within the primary range of the black bear.

5 Lake X Conservation Area, which is also within a mitigation bank.

6 Values do not include overlap areas designated as mitigation bank.



### **Evaluation Matrix –** Social Impacts & Est. Cost

Evaluation Criteria	Unit	В	D	F	G
Social					
Residential Parcels			•		
Potential Residential Parcels Affected (Existing) <sup>7,8,10</sup>	Number of Parcels	91	71	72	3
Potential Residential Parcels Affected (Planned) <sup>7,11</sup>	Number of Parcels	112	36	37	0
Non-Residential Parcels		•	•		
Total Non-Residential Parcels Affected <sup>7,9</sup>	Number of Parcels	72	58	59	44
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	Medium	Medium	Low
Community Facilities	Number of Conflicts	0	0	0	1
Agricultural Lands	Acres	745	876	870	809
Suburban Estates Impacts (approximate)	Acres	0	73	0	27
Estimated Cost		•		•	
Preliminary Construction Cost Estimate	Currency (in millions)	\$1,663	\$1,784	\$1,649	\$1,702

Notes:

7 Includes partially impacted parcels.

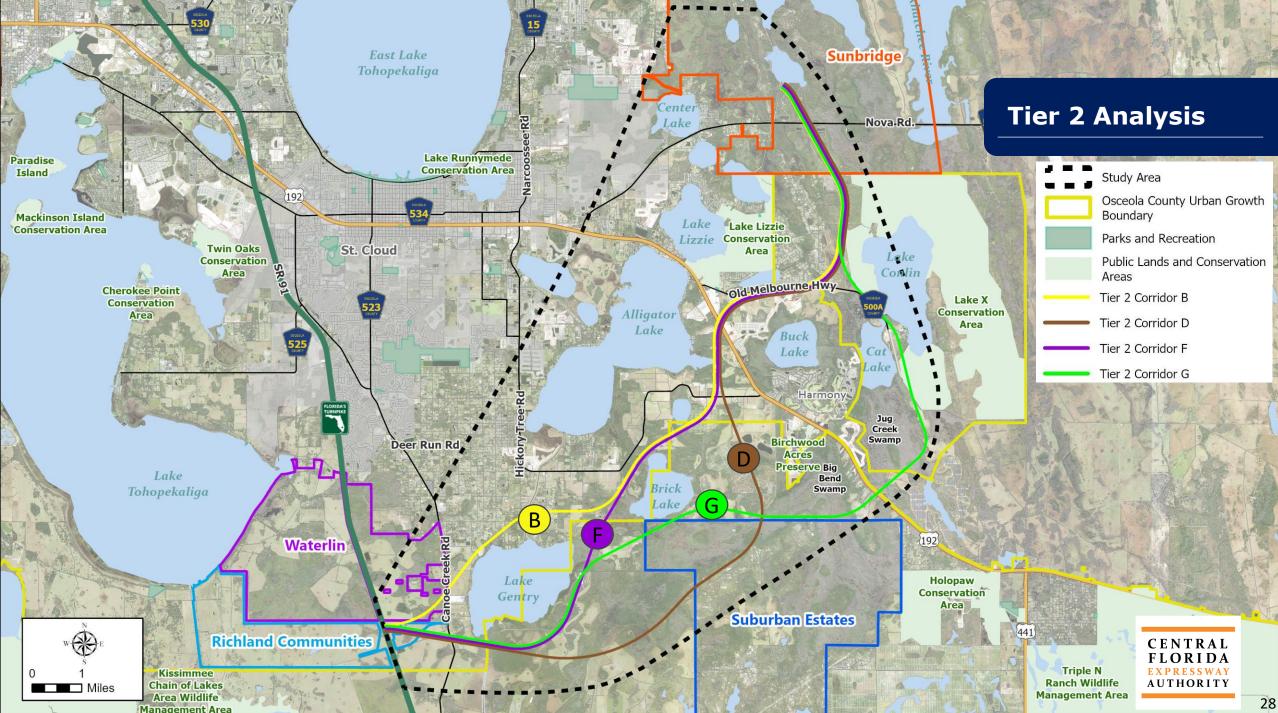
8 Includes undeveloped parcels within existing residential communities.

9 Does not include suburban estates

10 Includes planned developments under construction.

11 Includes planned developments with pending and approved Site Development Plan permits. Parcel count is based on subdivided parcels at time of analysis





# Advisory Group + Stakeholder Input

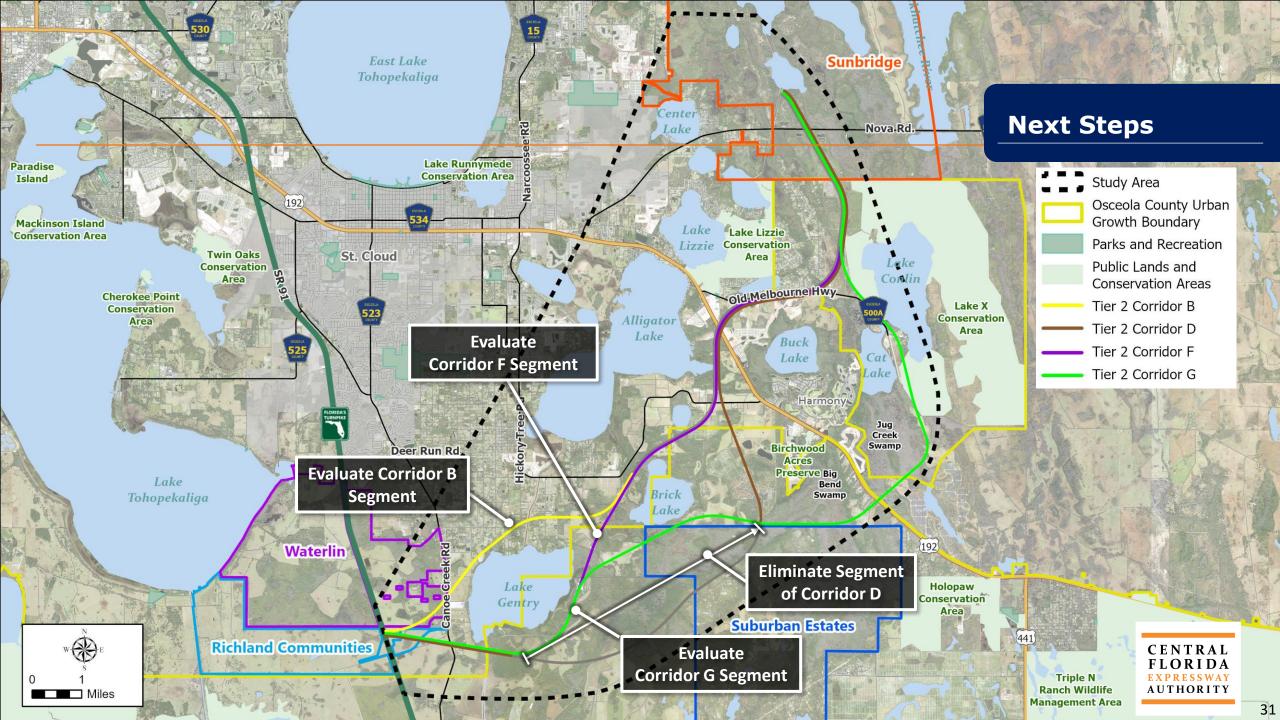
- Emphasis on minimizing impacts and preserving natural resources, including Florida Wildlife Corridor and Florida Forever Lands, wetlands, and conservation
- Need to investigate opportunities for wildlife crossings and habitat connectivity
- Concerns for high impacts to existing and planned residential areas and neighborhoods
- Concerns for potential impacts on drainage, floodplains and wetland connectivity
- Desire to avoid growth outside Urban Growth Boundary
- Suggestion to consider future expansion and multimodal transportation options
- Expressed importance of continued coordination with related projects and ongoing development in the area



# Advisory Group + Stakeholder Input

- Environmental Advisory Group recommended further evaluation of Corridor B and corridors south of Lake Gentry for social impacts, including ROW costs
- Consideration of higher anticipated mitigation costs for corridors south of Lake Gentry
- Environmental Mitigation Opportunities
  - Florida Forever priority areas
  - Connectivity to existing conservation
- Community Engagement Group recommended avoidance of existing residential areas and planned residential developments
- Avoid and minimize impacts to natural and social impacts during a more-focused alignment evaluation, including a focus on Lake X Conservation Area and mitigation bank areas





### **PD&E Schedule**

#### Subject to Change

	2024				2025				2026			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Notice to Proceed	*											
ESC Project Kickoff Meeting	*											
Data Collection												
EAG, PAG, CEG & ESC Meetings		*		*								
Corridor Evaluation					-							
Public Information Meeting				*								
Alternatives Evaluation				_								
Draft PD&E Study Reports												
EAG, PAG, CEG, & ESC Meetings						*						
Alternatives Public Workshop							*					
EAG, PAG, CEG, & ESC Closeout Meetings									*			
Public Hearing										*		
Finalize PD&E Study Reports												

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

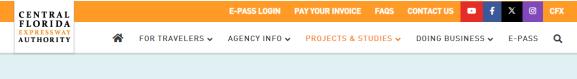
### **Public Involvement Opportunities**

### Shortened study website address: <u>https://bit.ly/sr515\_pde</u>

### CFX Web Address: <u>www.CFXway.com</u>



Nick Lulli Public Involvement Coordinator 407-885-4743 ProjectStudies@CFXway.com



#### Project Development & Environment (PD&E) Study:

SR 515 Northeast Connector Expressway Phase 2 PD&E Study

Go Back

#### About the SR 515 Northeast Connector Expressway Phase 2 Project Development and Environment (PD&E) Study

The proposed State Road 515 Northeast Connector Expressway Phase 2 envisions linking Florida's Turnpike (SR 91) northeast to US 192 and extending north toward the future SR 534, segments of which are presently in the design phase.

The Project Development and Environment (PD&E) Study will consider, analyze, and evaluate the location and potential phasing of an approximately 15-20-mile expressway connection from Florida's Turnpike (SR 91) northeast to US 192 and north to SR 534. This study will build upon the conclusions of the previous Northeast Connector Expressway Concept, Feasibility, and Mobility (CF&M) Study, the Northeast Connector Expressway Extension CF&M Study, as well as the Central Florida Expressway Authority (CFX) 2045 Master Plan.

The study objectives include:

Providing additional east-west routes within the project area

Additional SR 515 Northeast Connector Expressway Phase 2 PD&E Information

Email: <u>ProjectStudies@CFXway.com</u> Phone: 407-885-4743

#### Central Florida Expressway Authority

<u>4974 ORL Tower Road</u> <u>Orlando, FL 32807</u> Phone: (407) 690-5000 Fax: (407) 690-5011 Email: <u>info@CFXway.com</u>





# Thank You

Public Information Meeting — March 6, 2025 —