

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

Refined Alternatives Public Workshop

April 2, 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:

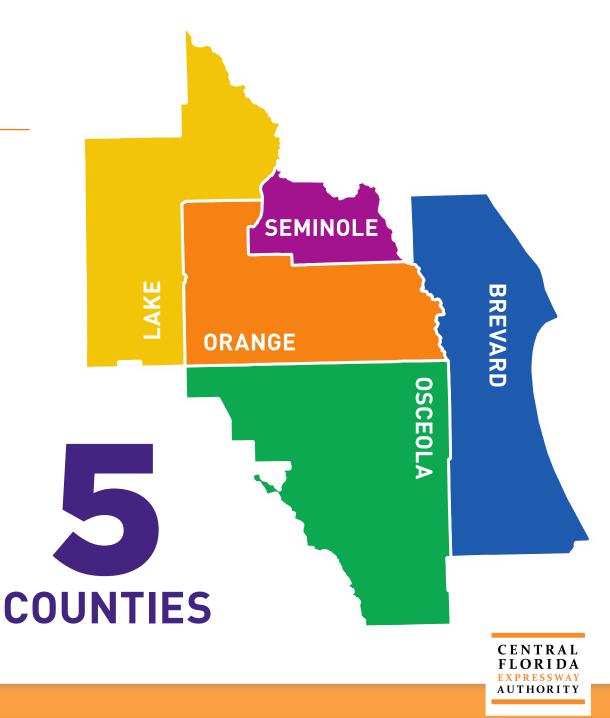
> Nick Lulli Public Involvement Coordinator 4974 ORL Tower Road Orlando, FL 32807 407-885-4743 ProjectStudies@CFXway.com

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

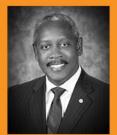
Mission

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**

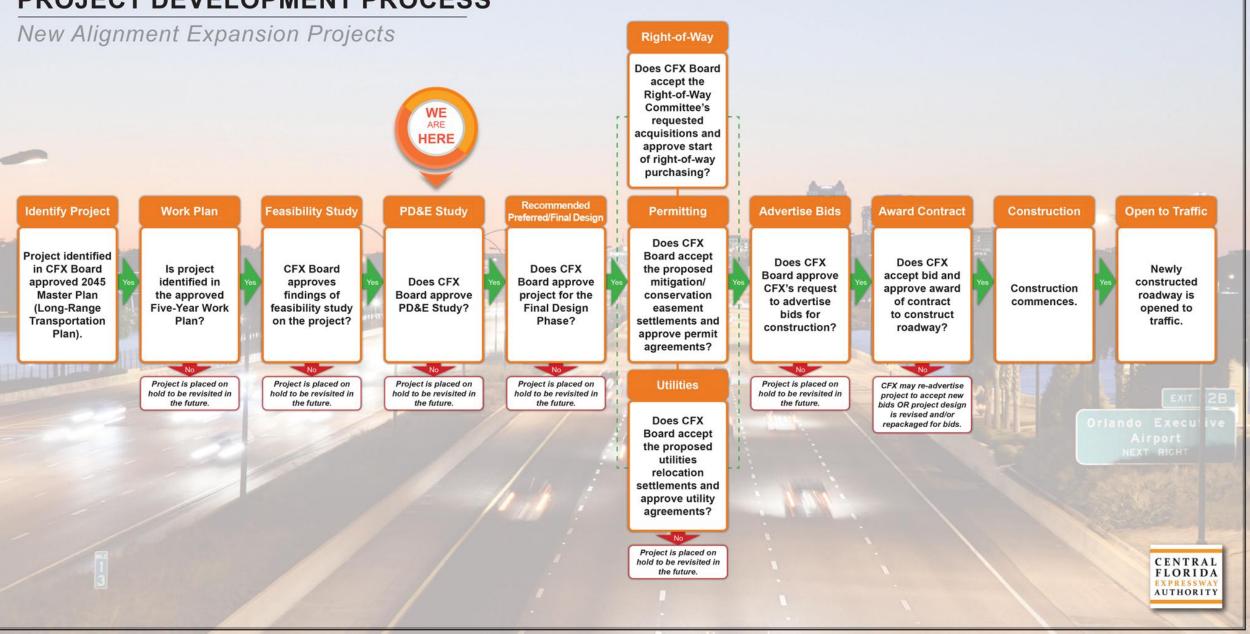


Rafael E. Martinez Governor's Appointee



Christine Moore Orange County Representative

PROJECT DEVELOPMENT PROCESS



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

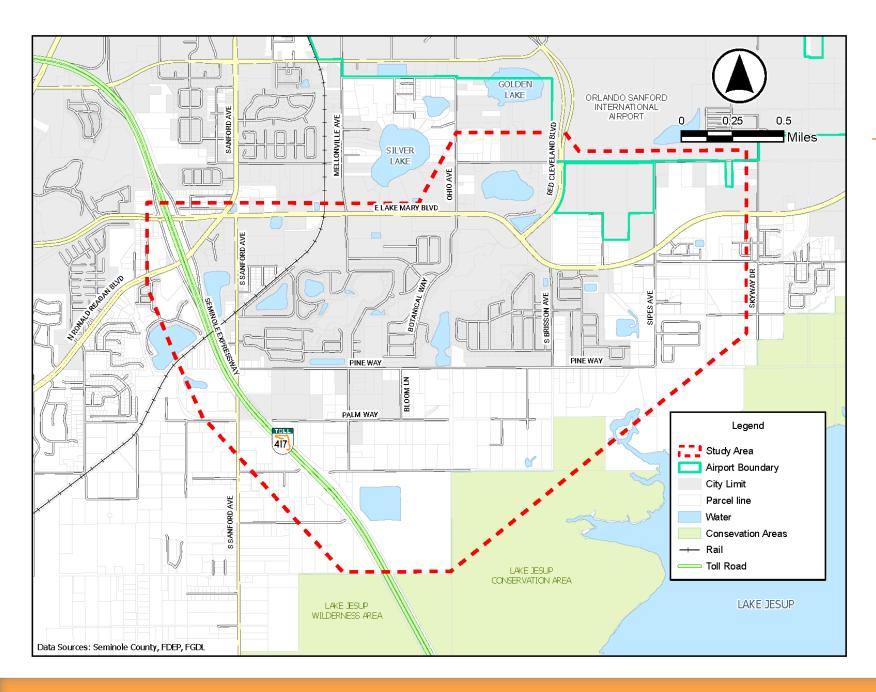




Project History







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

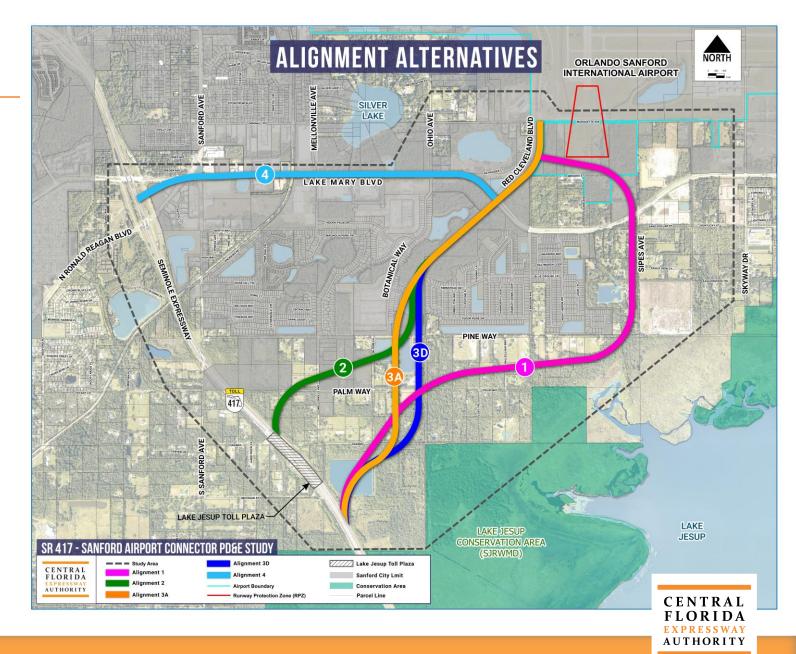


Improves Modal Connectivity

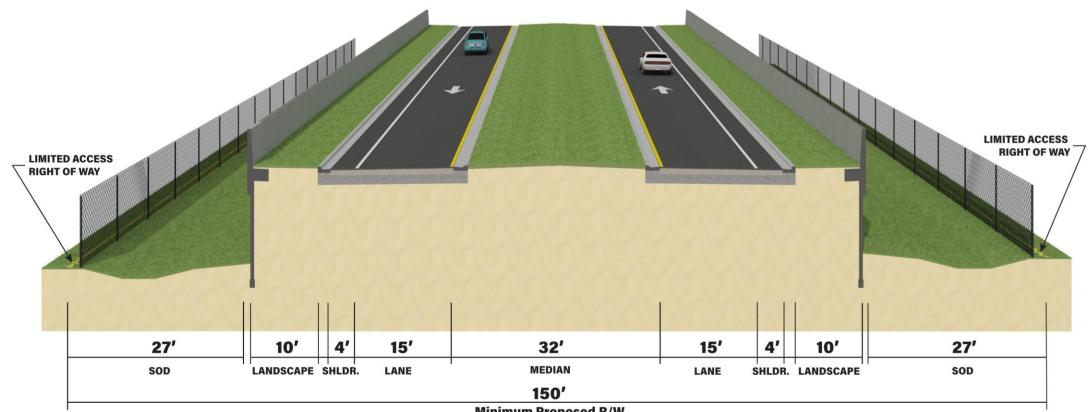


PD&E Study Alternatives

- 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



Proposed Connector Typical Section (2 lane)

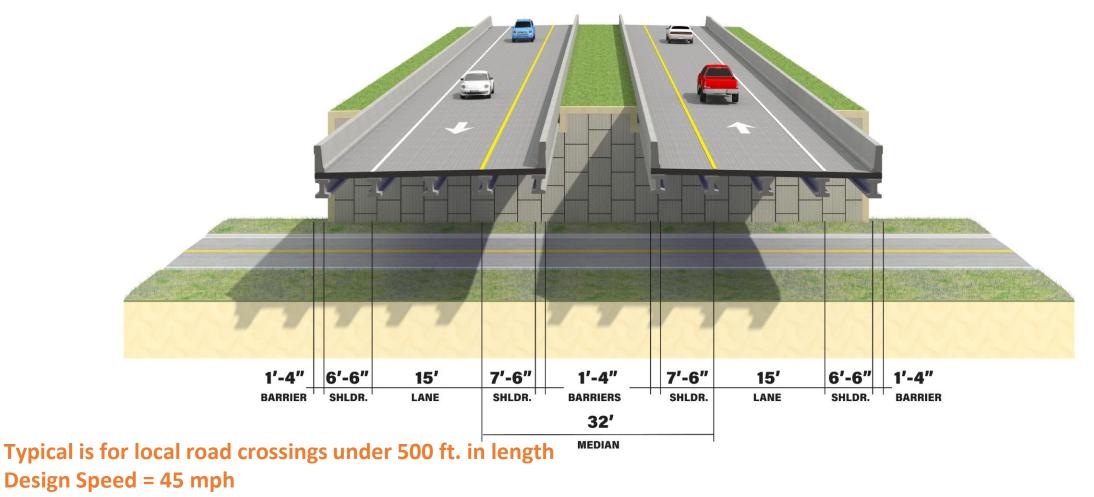


Minimum Proposed R/W

Design Speed = 45 mph Approximate ROW = 150 feet



Proposed Bridge Typical Section



Approximate ROW = 77 feet & 8 inches



Proposed Interchange at East Lake Mary Blvd.

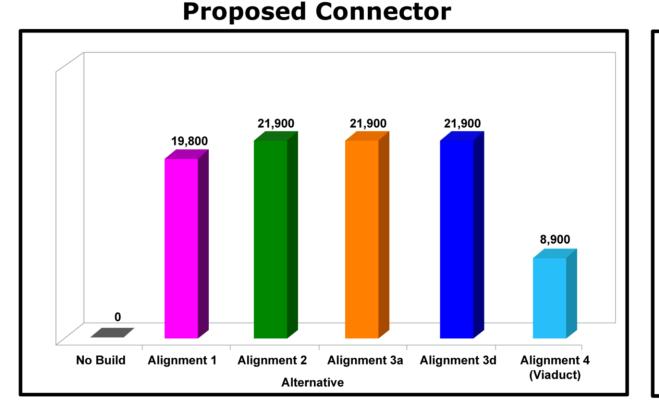
- Signalized Intersection
- Access to existing roadways maintained
- Full access to East Lake Mary Blvd.
- Improves future intersection operations



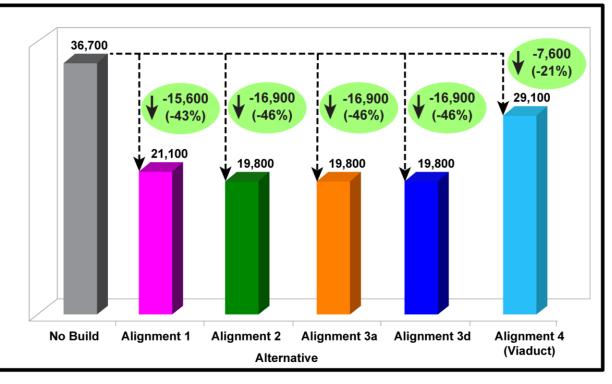


Preliminary Rendering

Year 2050 Daily Traffic



Lake Mary Blvd – SR 417 to Red Cleveland Blvd



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

		Alternatives							
Evaluation Criteria	Unit of Measure	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 3oulevard	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						1			
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									
Jtility 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	O	0	0	0		
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	14	0	le	1c	1r		
Potential Known Archaeological Resources	No. of Resources	0	0	0	0	0	0		
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		
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	right/med/cow	v	2010	2011	LOW	2010	LOW		
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



Traffic, Physical & Cultural Impacts

		Alternatives						
Evaluation Criteria	Unit of Measure	No Build	1	2	За	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	



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			

Social Impacts

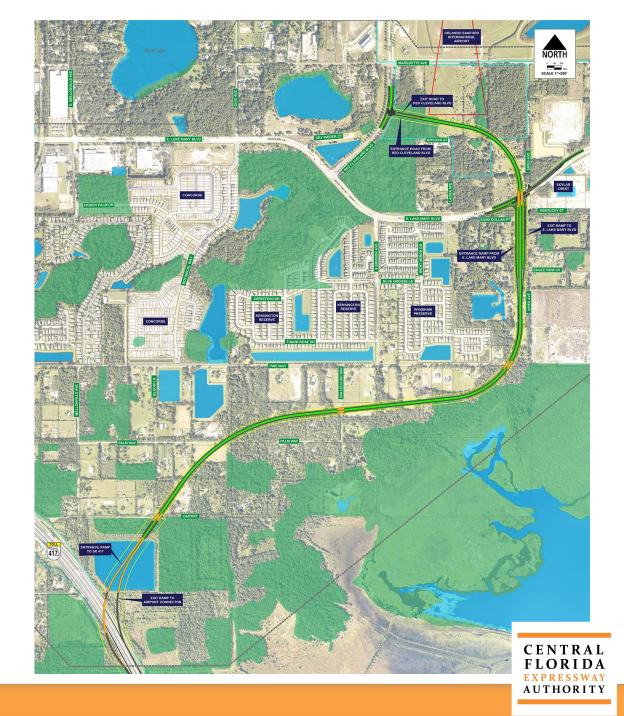
Evaluation Criteria	Unit of Measure	Alternatives						
		No Build	1	2	За	Зd	4 (Viaduct)	
Social								
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	62	34	48	58	8	
Potential Residential Parcels Affected	Total Parcels	0	23	8	22	3	0	
Potential Non-Residential Parcels Affected	Total 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	

Costs

	Unit of Measure	Alternatives						
Evaluation Criteria		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

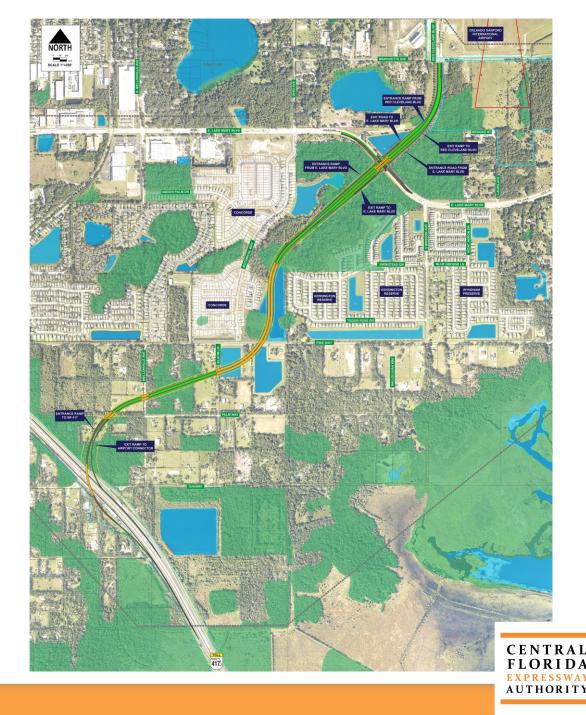
- Longest overall route with second highest overall cost
- Highest right-of-way costs
- Highest number or residential and non-residential parcels impacted
- Issues with new road adjacent to the Airport's Runway Protection Zone



Alignment 2

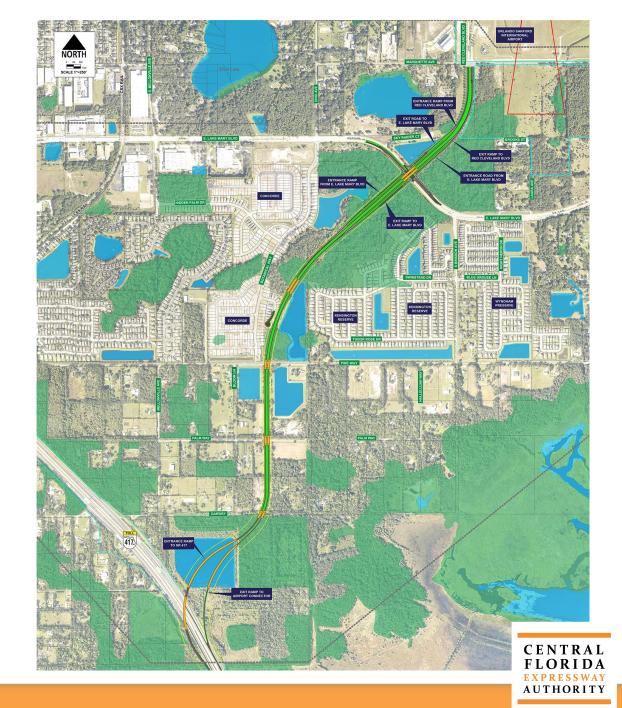
Proposed to be further evaluated

- 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



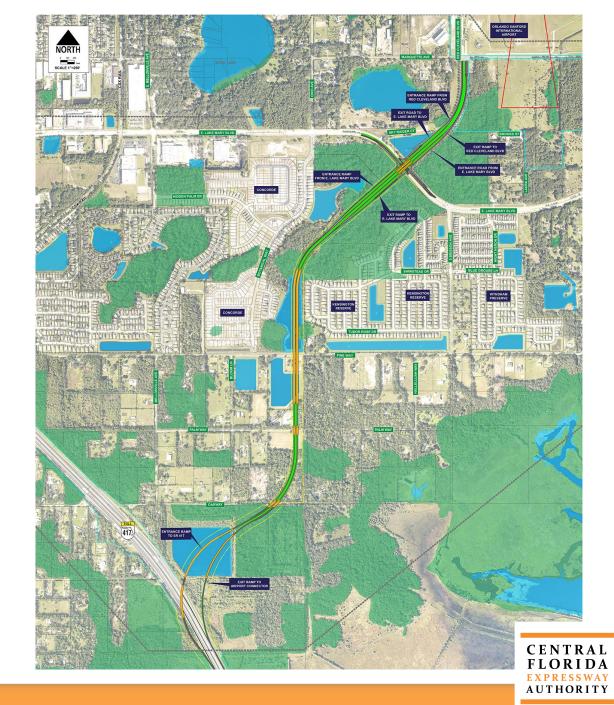
Alignment 3a

- 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						
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	\$168,100,000	\$168,500,000		
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	ŚO	\$193,700,000	\$196,700,00		

- 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



PD&E Study Schedule

	2024			2025					
	Q2	Q3	Q4	Q1	Q2	Q3			
Notice to Proceed	*								
ESC Project Kickoff Meeting	*								
Data Collection									
EAG, PAG, CEG, & ESC Meetings		*							
Alternatives Evaluation				-					
Public Kickoff Meeting		*							
Draft PD&E Study Reports									
EAG, PAG, CEG, & ESC Meetings				*					
Alternatives Public Workshop				*					
Refine Alternatives									
EAG, PAG, CEG, & ESC Meetings					*				
Refined Alternatives Public Workshop					*				
EAG, PAG, CEG, & ESC Meetings					*				
Public Hearing						*			
Finalize PD&E Study Reports									
CFX Review/Study Complete						*			

(Subject to Change)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Public Involvement Opportunities

Shortened study website address:

https://bit.ly/SR417-Sanford-Airport-Connector

CFX Web Address: www.CFXway.com



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



Project Development & Environment (PD&E) Study:

SR 417 Sanford Airport Connector

Go Back

About the SR 417 Sanford Airport Connector Project Development and Environment (PD&E) Study

The State Road 417 Sanford Airport Connector proposes providing direct access between SR 417 (Seminole Expressway) and the Orlando Sanford International Airport. The new connector would provide direct access to the airport to meet the growing air passenger and flight demands and help to alleviate traffic on local roads.

This PD&E Study will consider, analyze, and evaluate the location of an approximately two-mile expressway connection from SR 417 to the entrance to the Orlando Sanford International Airport at or near Red Cleveland Boulevard. The study will also evaluate an elevated alternative along East Lake Mary Boulevard. This PD&E Study will build upon the conclusions and findings from the previous SR 417 to Orlando Sanford International Airport Connector Concept, Feasibility, and Mobility (CF&M) Study completed in August 2023.

The study objectives include:

Additional SR 417 Sanford Airport Connector PD&E Information

Email: ProjectStudies@CFXway.com Phone: 407-885-4743

Central Florida Expressway Authority

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Thank You