



**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

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

**PUBLIC HEARING**

**July 17, 2025**

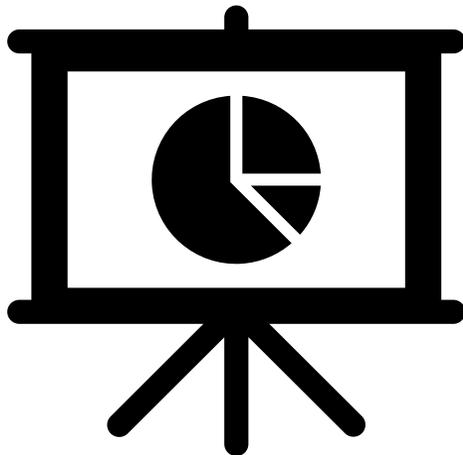
# Purpose of the Public Hearing

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The purpose of this public hearing is to share information with the public about the proposed improvement; its conceptual design; all alternatives under study; and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions regarding the project.

There are two primary components to this hearing:

PRESENTATION



FORMAL COMMENT PERIOD



# Title VI Compliance

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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

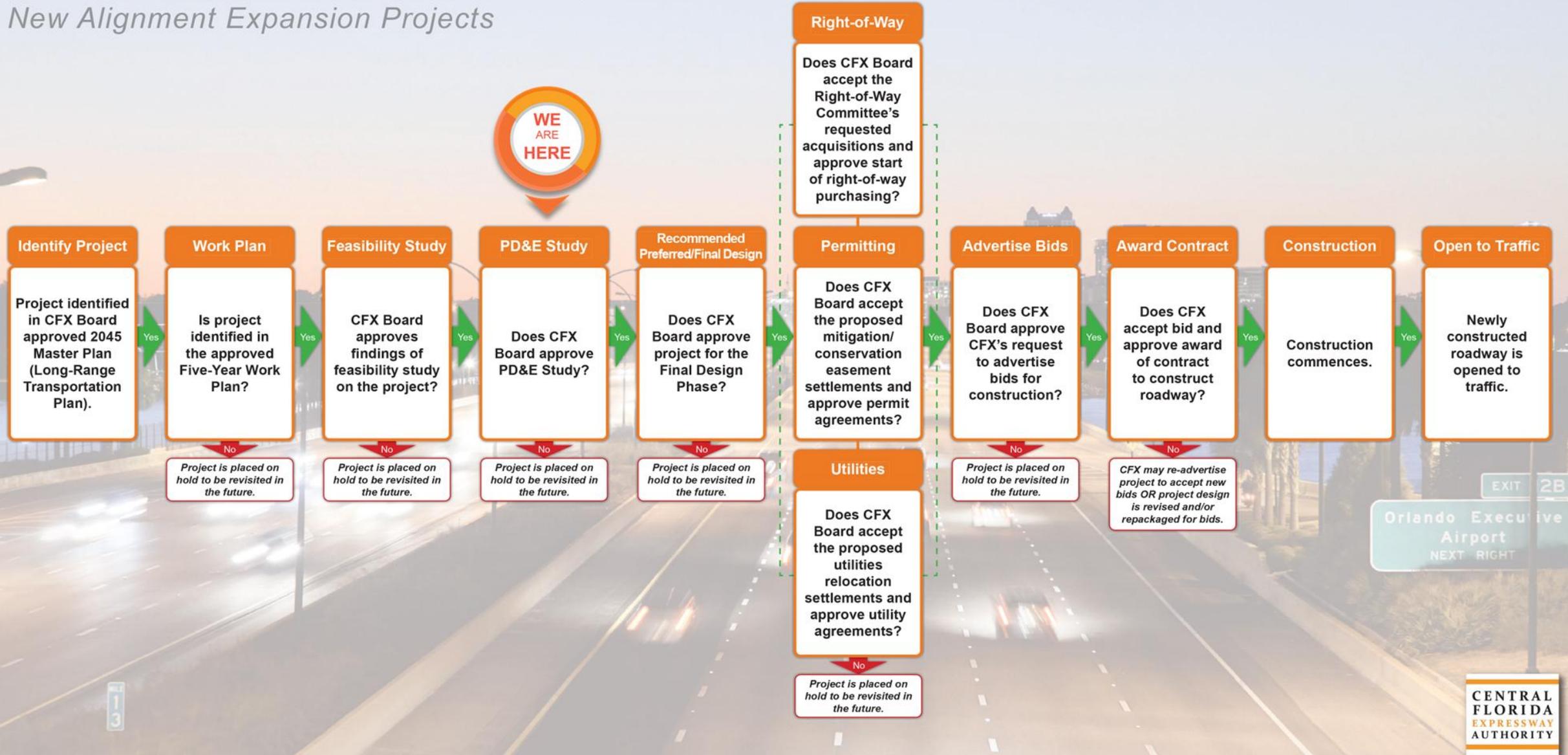
407-885-4743

[ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)

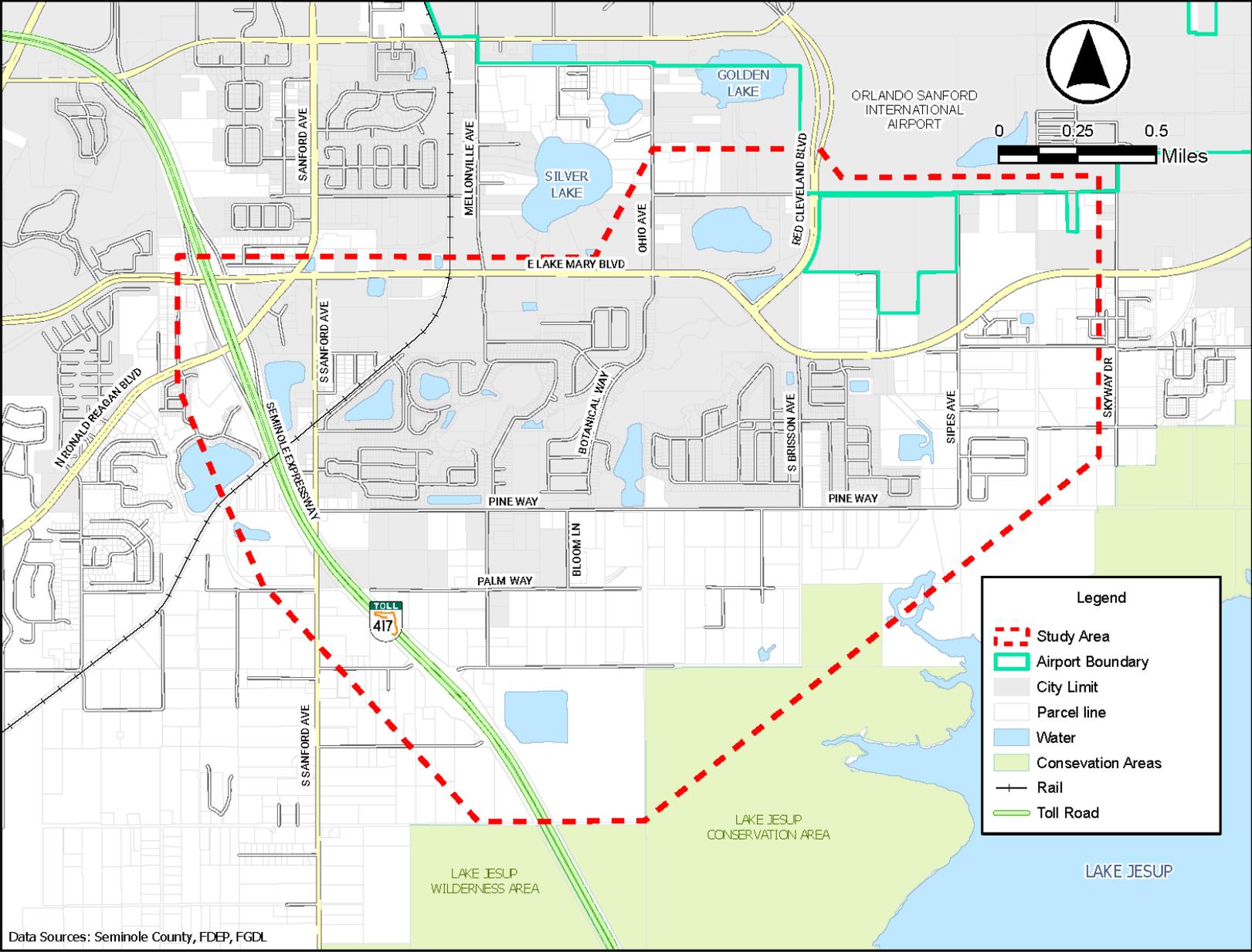
All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

# PROJECT DEVELOPMENT PROCESS

## New Alignment Expansion Projects



# 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 East Lake Mary Boulevard and the Orlando Sanford International Airport

# 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



# 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)

- East 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

# Public and Stakeholder Involvement

## Public Meetings

- Public Kickoff Meeting – September 12, 2024
- Alternatives Public Workshop– January 14, 2025
- Refined Alternatives Public Workshop – April 2, 2025
- Public Hearing – July 15 (virtual)/July 17 (in-person) 2025

## CFX Environmental Stewardship Committee

- May 30, 2024; March 6, 2025; May 22, 2025

## Project Advisory Group

- August 20, 2024; January 9, 2025; March 26, 2025; July 8, 2025

## Environmental Advisory Group

- August 20, 2024; January 9, 2025; March 26, 2025; July 8, 2025

## Community Engagement Group

- August 21, 2024; January 8, 2025; March 26, 2025; July 8, 2025



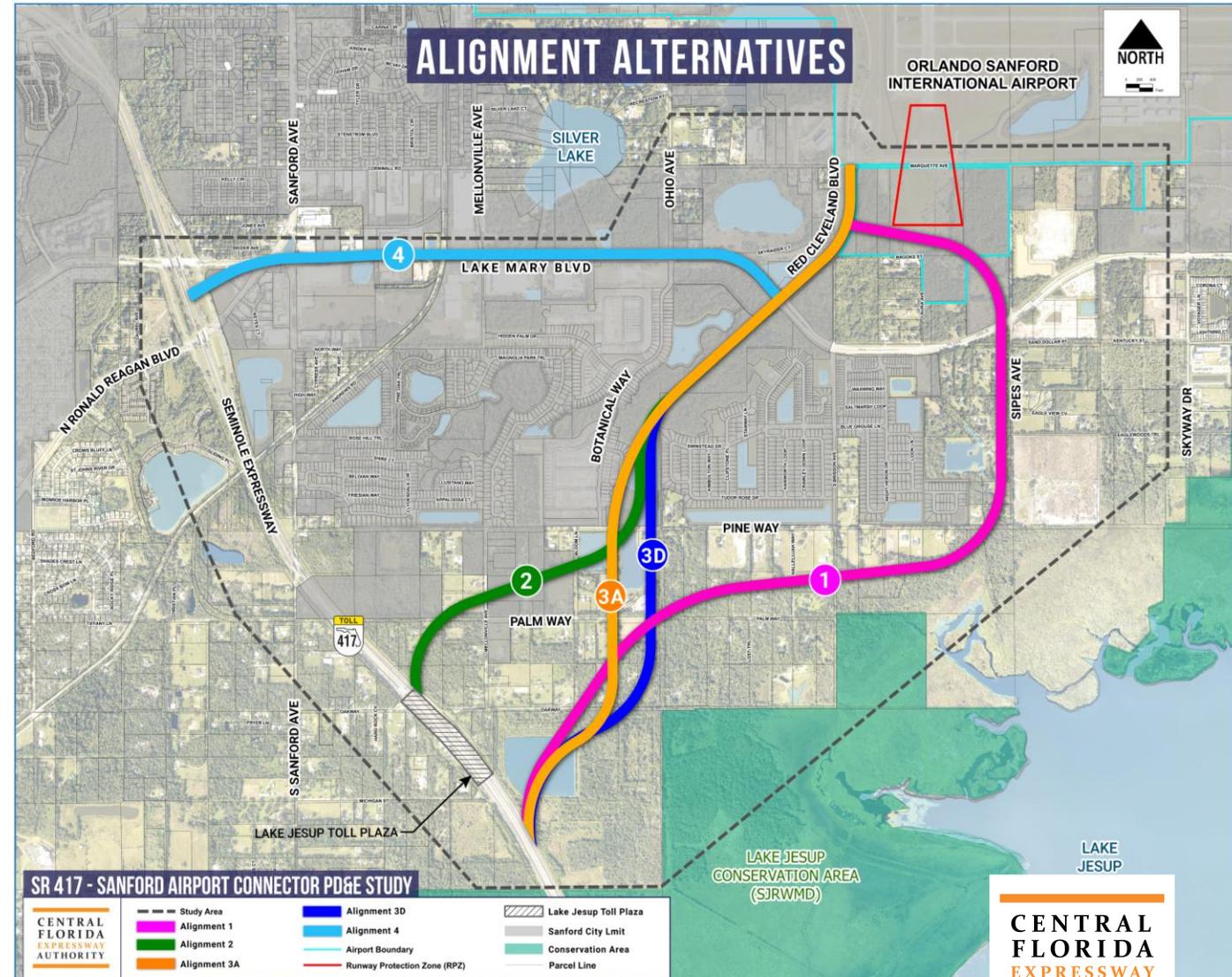
# Stakeholder Outreach

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



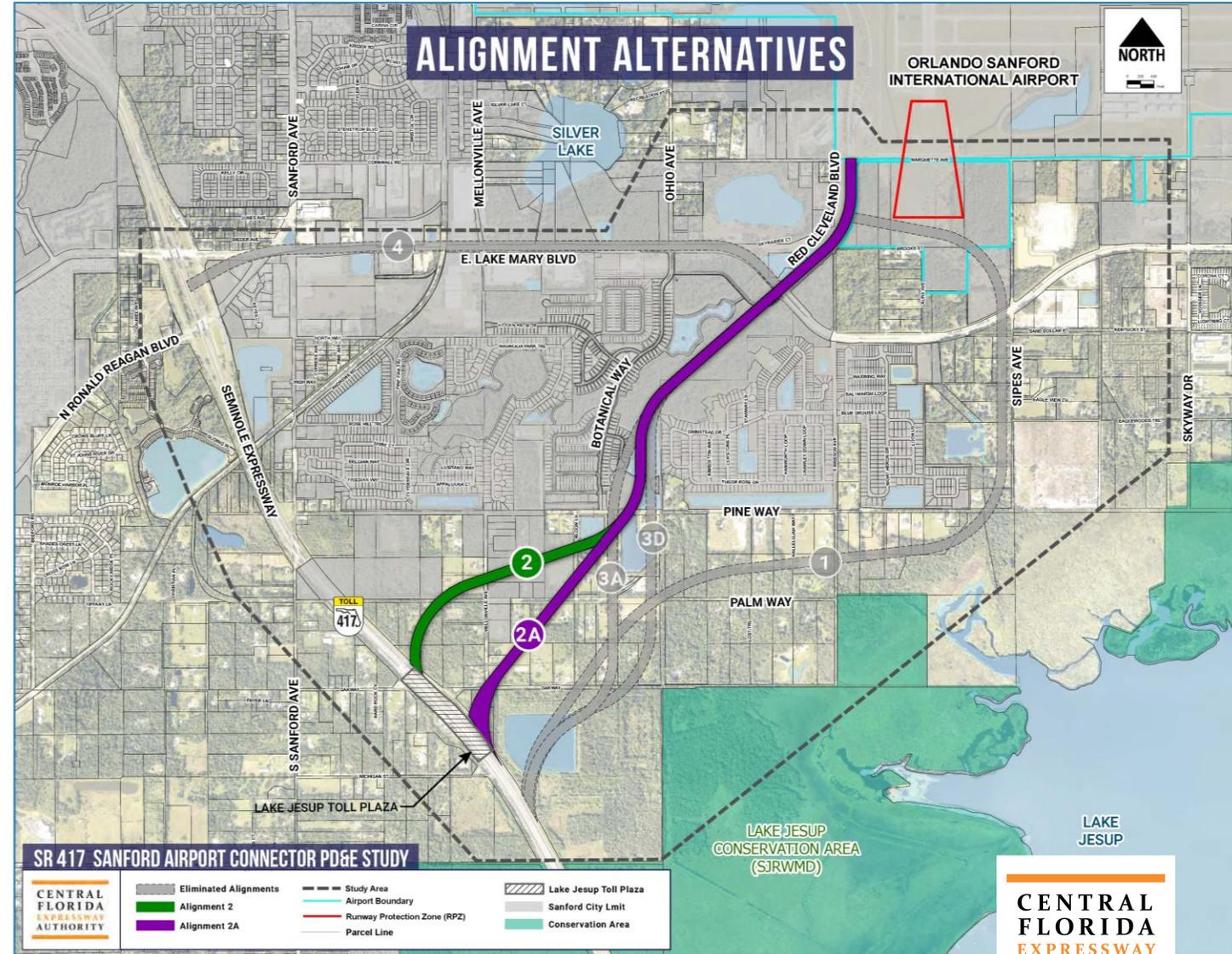
# Initial Study Alternatives

- Alternative 1 attempts to minimize direct impacts to residential and non-residential 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



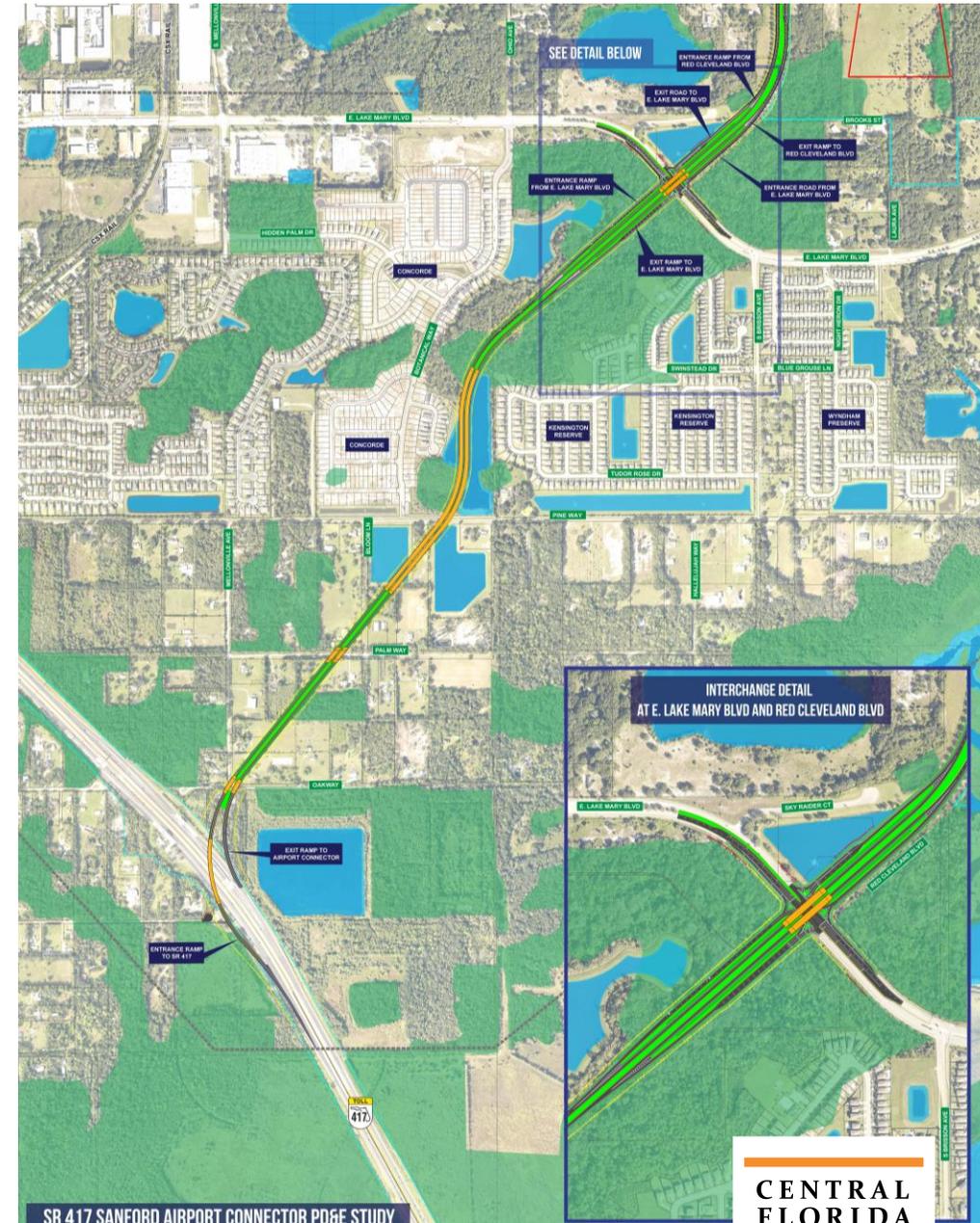
# Alternative 2 Refinement

- Refinement of Alignment 2 was considered significant enough to be evaluated as a new alternative – Alignment 2A
- The refinement moves the connection to SR 417 farther south, but still north of the Lake Jesup Conservation Area
- Provides a more direct connection from SR 417 to Red Cleveland Boulevard

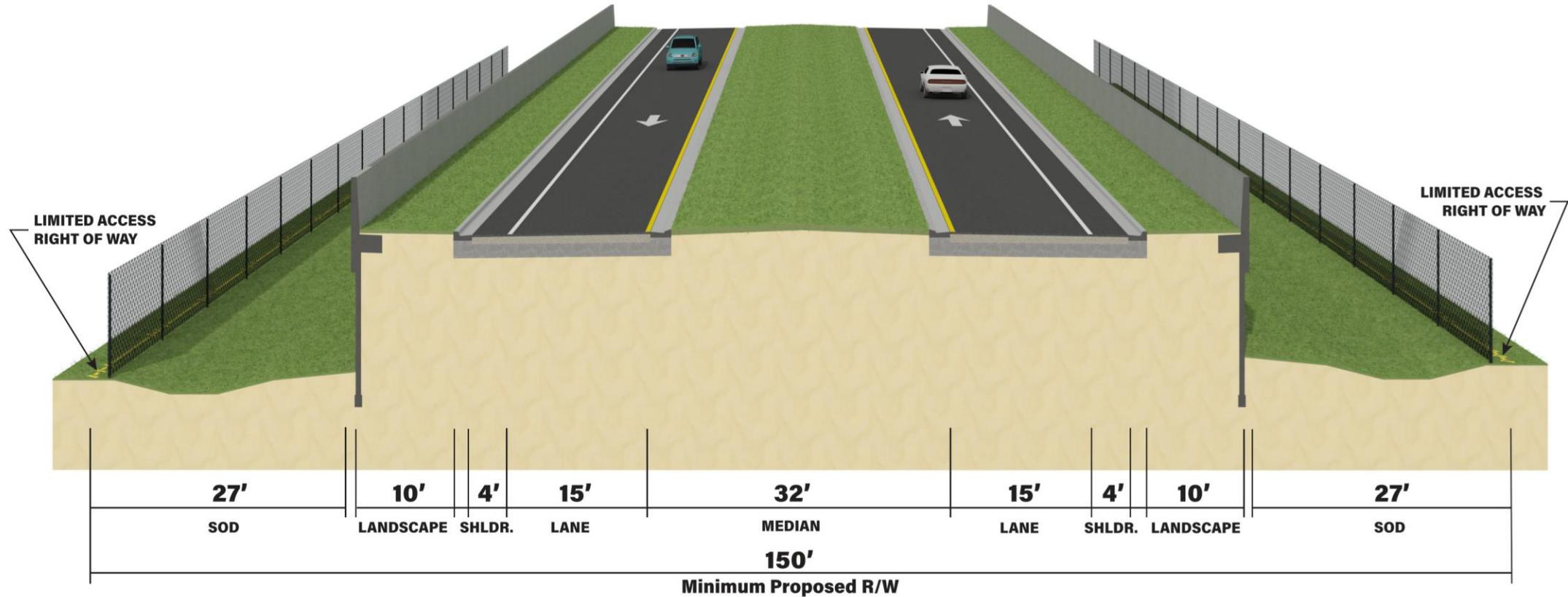


# Preferred Alternative – Alignment 2A

- Shortest and most direct route
- Lowest direct wetland impacts
- Optimized roadway geometry for safety and drivability
- Facilitates future addition of ramps to/from north on SR 417
- Support from stakeholders, including Orlando Sanford International Airport, Seminole County and Florida's Turnpike

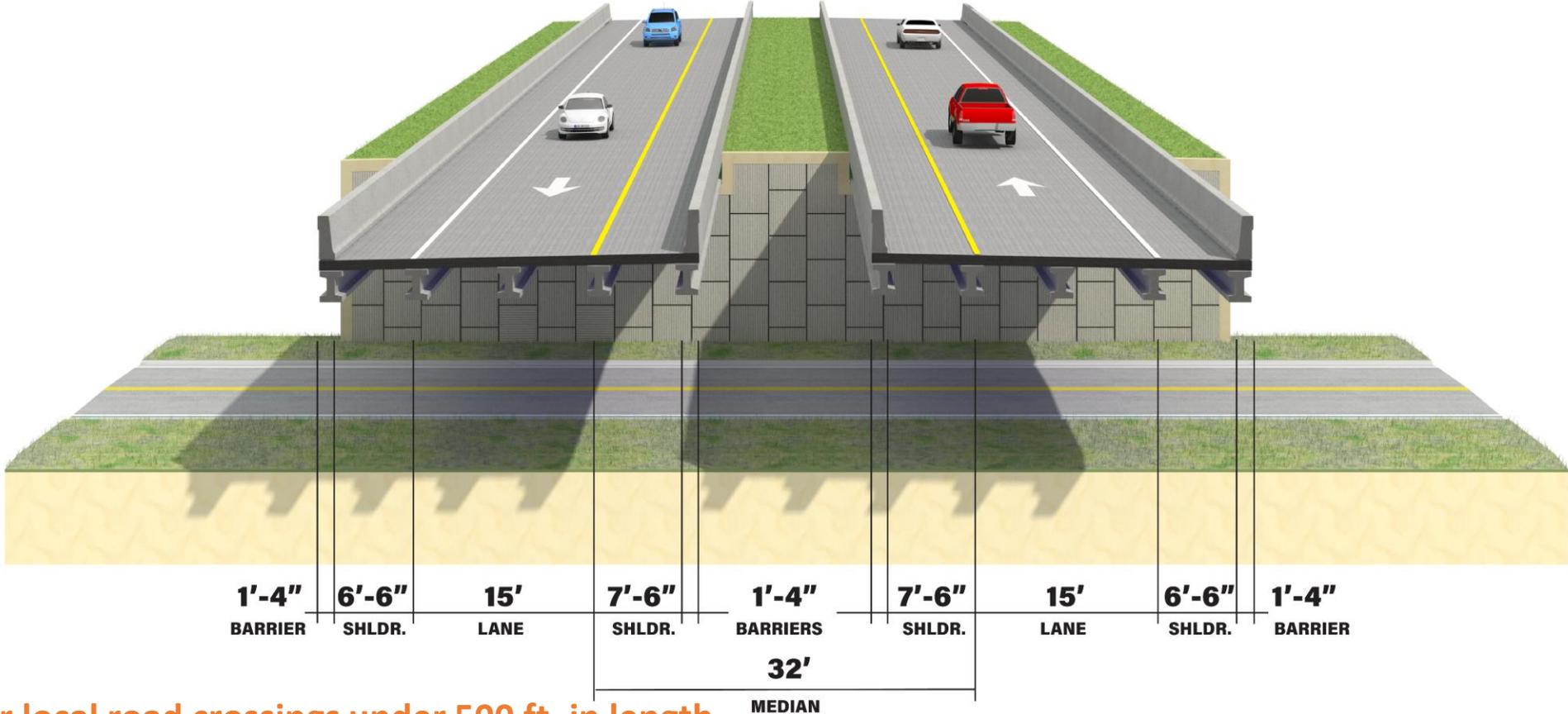


# Proposed Connector Typical Section (2 lane)



Design Speed = 45 mph  
Approximate ROW = 150 feet

# Proposed Bridge Typical Section



Typical is for local road crossings under 500 ft. in length  
Design Speed = 45 mph  
Approximate ROW = 77 feet & 8 inches

# Proposed Interchange at East Lake Mary Blvd.



*Preliminary Rendering*

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

# Proposed SR 417 Partial Interchange



- Southbound entrance ramp to SR 417
- Northbound exit ramp from SR 417
- Opportunity to add ramps to/from the north in the future
  - Currently does not meet projected traffic demand

# Alternatives Evaluation Matrix

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Traffic</b>			
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%)
<b>Design</b>			
Alternative Length	Miles	0	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150
<b>Physical</b>			
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
<b>Cultural Environment</b>			
Potential Known Historic Resources	No. of Resources	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1c
Potential Known Archaeological Resources	No. of Resources	0	0
<b>Natural Environment</b>			
Potential Surface Water Impacts	Total Acres	0	1
Wetlands	Total Acres	0	17
<i>Forested</i>	Acres	0	16.5
<i>Non-forested</i>	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
<b>Social</b>			
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
<b>Estimated Costs</b>			
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
<b>Total Estimated Cost</b>	<b>Dollars</b>	<b>\$0</b>	<b>\$200,400,000</b>

- Compares the preferred alternative and the no-build alternative
- Evaluates impacts to physical, cultural, natural, and social environments
- Considers existing and future traffic volumes
- Provides estimated costs

# Evaluation Matrix – Traffic & Design

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Traffic</b>			
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%)
<b>Design</b>			
Alternative Length	Miles	0	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150

# Evaluation Matrix – Physical & Cultural

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Physical</b>			
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
<b>Cultural Environment</b>			
Potential Known Historic Resources	No. of Resources	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	1
Potential Known Archaeological Resources	No. of Resources	0	0

# Evaluation Matrix – Natural

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Natural Environment</b>			
<b>Potential Surface Water Impacts</b>	Total Acres	0	1
<b>Wetlands</b>	Total Acres	0	17
<i>Forested</i>	<i>Acres</i>	<i>0</i>	<i>16.5</i>
<i>Non-forested</i>	<i>Acres</i>	<i>0</i>	<i>0.5</i>
<b>Regulatory (SJRWMD) Conservation Easement Impacts</b>	Acres	0	12
<b>Flood Hazard Area Impacts (100 Year Floodplain)</b>	Acres	0	0
<b>Listed Species Probability of Occurrence</b>	Degree	0	High
<b>Bald Eagle Nest</b>	No. of Conflicts	0	3
<b>Species Impacts (composite rating)</b>	High/Med/Low/None	None	Med

# Evaluation Matrix – Social

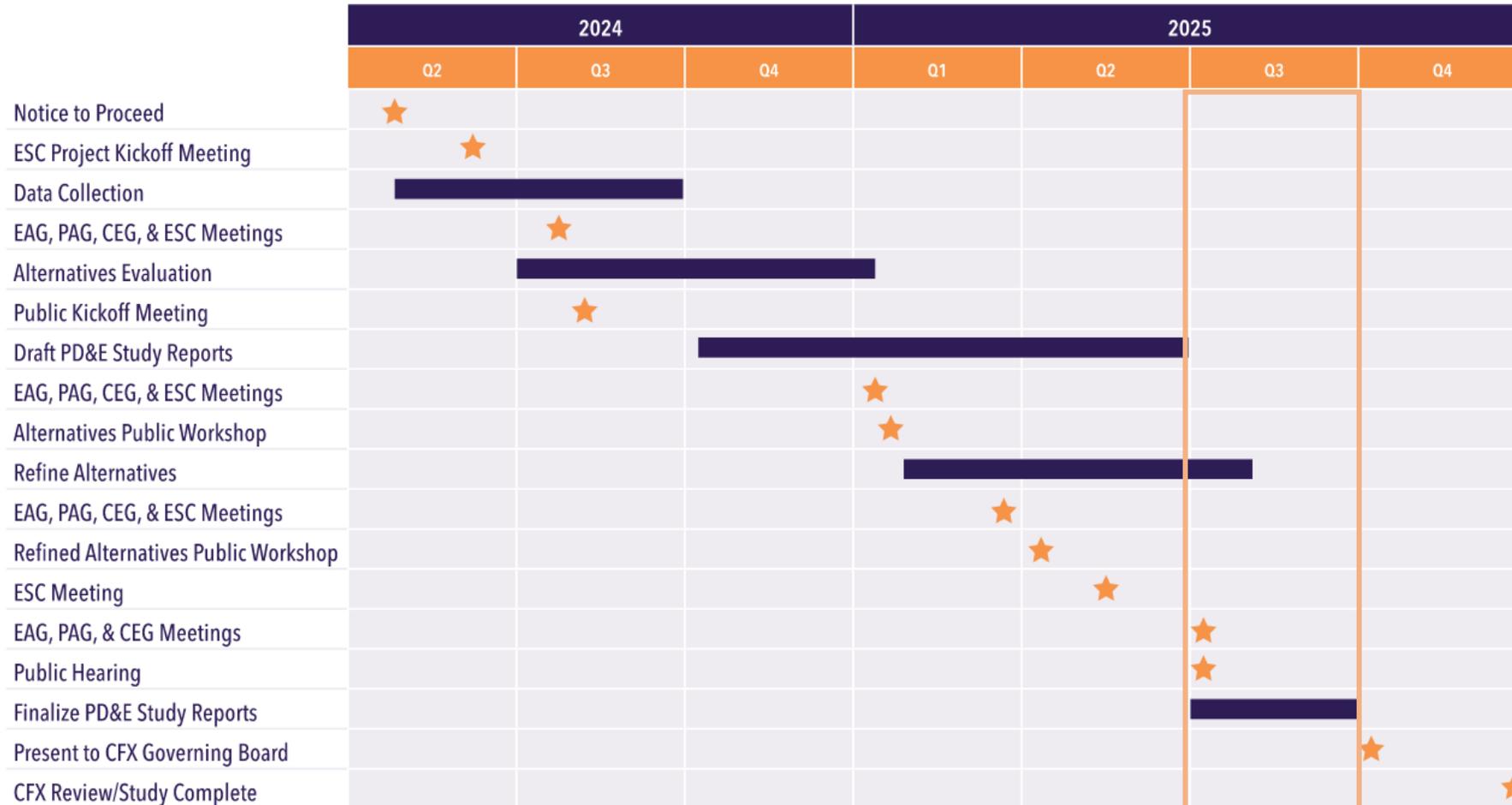
Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Social</b>			
<b>Right-of-Way Area Needed (not including proposed ponds)</b>	Total Acres	0	35
<b>Potential Residential Parcels Affected</b>	Total Parcels	0	12
<b>Potential Non-Residential Parcels Affected</b>	Total Parcels	0	20
<b>Community Facilities</b>	No. of Conflicts	0	0
<b>Parks and Recreational Facilities (public and private)</b>	No. of Conflicts	0	0
<b>Community Cohesion Effects</b>	High/Med/Low/None	None	Med
<b>Socio-Economic Impacts to Special Populations</b>	High/Med/Low/None	None	Low

# Evaluation Matrix – Estimated Costs

Evaluation Criteria	Unit of Measure	Alternatives	
		No Build	Preferred (Alignment 2A)
<b>Estimated Costs</b>			
<b>Roadway Construction (includes design and CEI)</b>	Dollars	\$0	\$172,200,000
<b>Utility Relocation</b>	Dollars	\$0	\$3,100,000
<b>Right-of-Way</b>	Dollars	\$0	\$18,300,000
<b>Mitigation, Wetlands, and Wildlife</b>	Dollars	\$0	\$6,800,000
<b>Total Estimated Cost</b>	Dollars	\$0	<b>\$200,400,000</b>

# PD&E Study Schedule

(Subject to Change)



# Project Documents

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Air Quality Technical Memorandum  
Contamination Technical Memorandum  
Cultural Resources Assessment Survey  
Geotechnical Technical Memorandum  
Interchange Justification Report  
Location Hydraulics Report  
Natural Resources Evaluation  
Noise Study Report  
Pond Siting Report  
Preliminary Engineering Report  
Project Environmental Impact Report  
Utility Assessment Package  
Water Quality Impact Evaluation

## DOCUMENTS ON DISPLAY

June 27, 2025, through July 31, 2025

### CFX Headquarters

4974 ORL Tower Road, Orlando, FL 32807

Monday - Friday, 8:30 a.m. – 4:30 p.m.

Saturday-Sunday, Closed

### Seminole County Public Library - North Branch

150 N Palmetto Ave., Sanford, FL 32771

Monday - Thursday, 9 a.m. - 8 p.m.

Friday - Saturday, 9 a.m. - 5 p.m.; Sunday, 1 p.m. - 5 p.m.

On the study website at <http://bit.ly/SR417-Sanford-Airport-Connector>

# Study Website

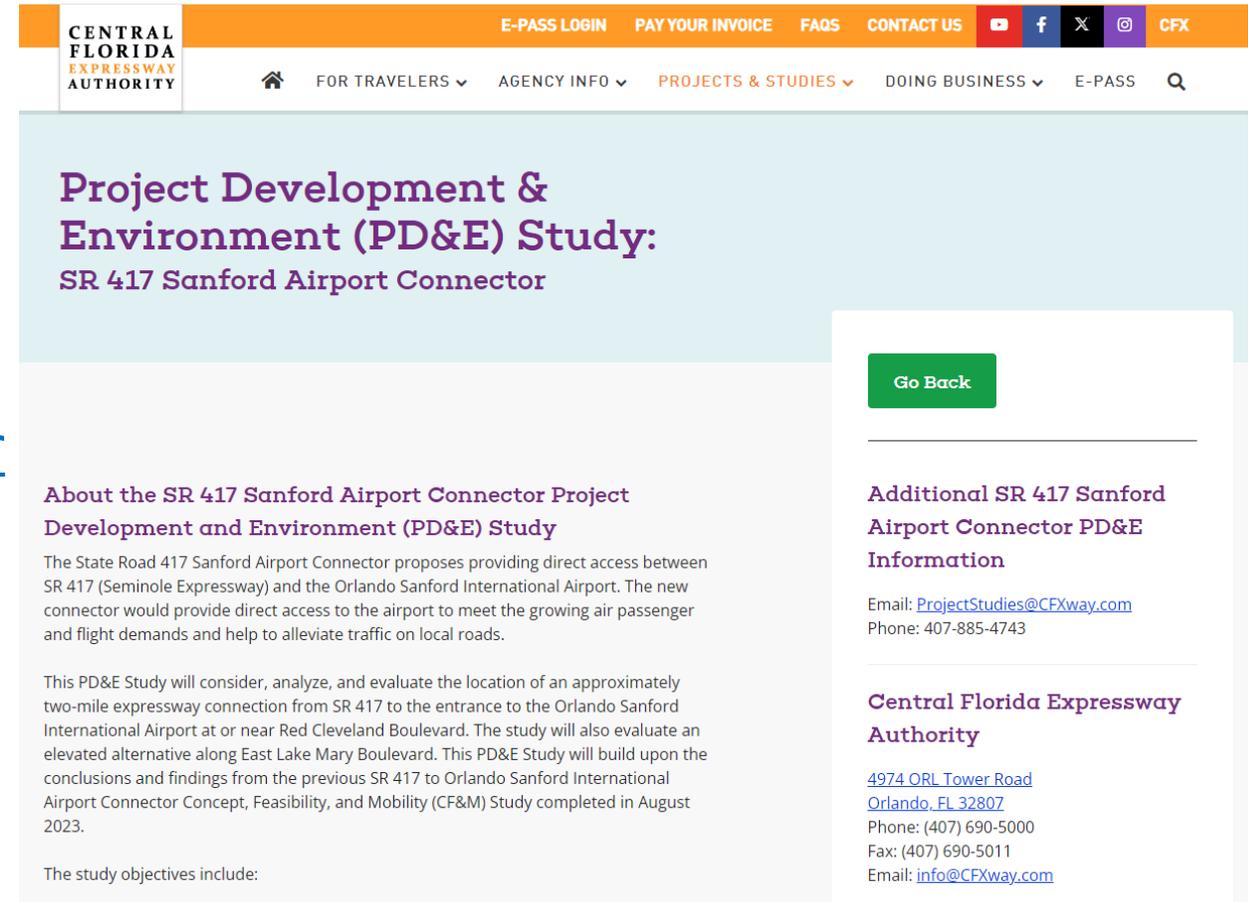
Study documents and meeting materials are posted to the project webpage

Shortened study website address:

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

CFX Web Address:

[www.CFXway.com](http://www.CFXway.com)



The screenshot shows the website for the Central Florida Expressway Authority. The header includes the agency logo and navigation links for E-PASS LOGIN, PAY YOUR INVOICE, FAQs, CONTACT US, and social media icons. The main content area features the title "Project Development & Environment (PD&E) Study: SR 417 Sanford Airport Connector" and a "Go Back" button. Below the title, there is a section titled "About the SR 417 Sanford Airport Connector Project Development and Environment (PD&E) Study" which describes the project's purpose and location. A sidebar on the right provides "Additional SR 417 Sanford Airport Connector PD&E Information" including contact details for the Central Florida Expressway Authority.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**

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## 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

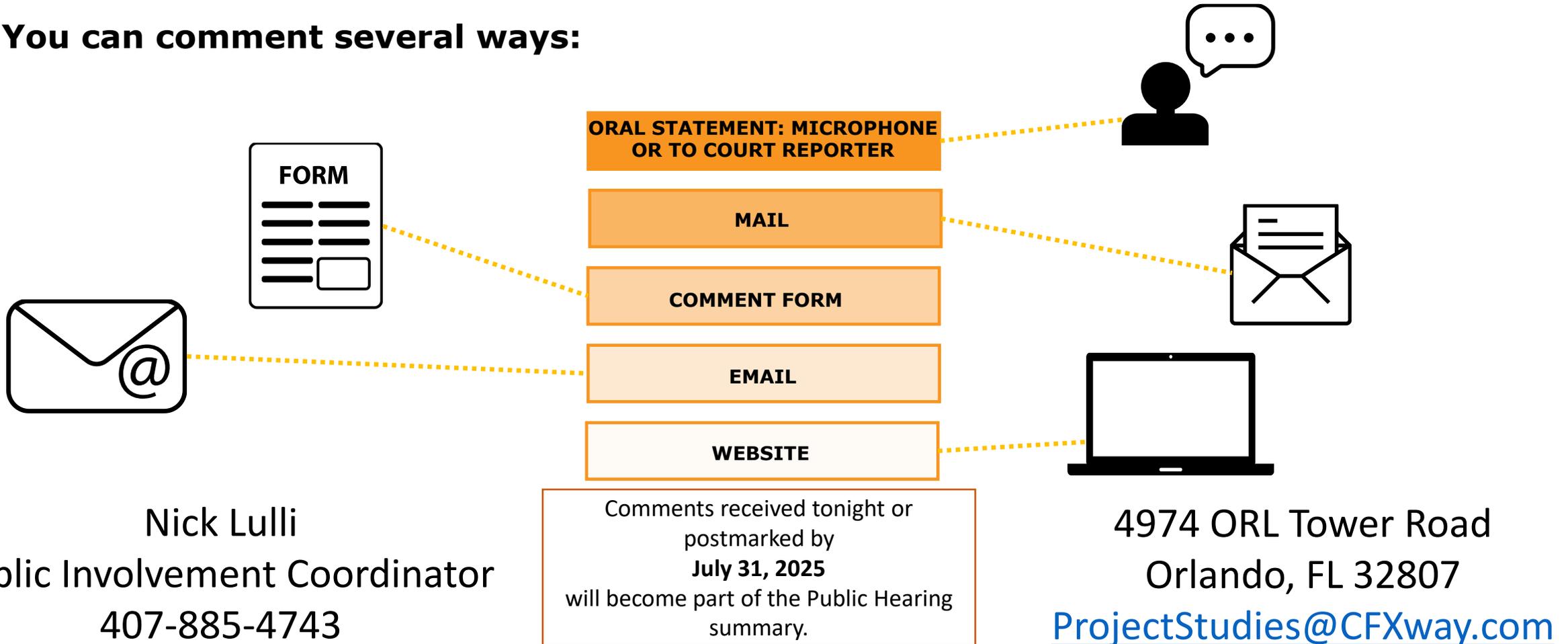
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)  
Phone: 407-885-4743

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[4974 ORL Tower Road Orlando, FL 32807](#)  
Phone: (407) 690-5000  
Fax: (407) 690-5011  
Email: [info@CFXway.com](mailto:info@CFXway.com)

# Public Comment

You can comment several ways:



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



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**Thank You**