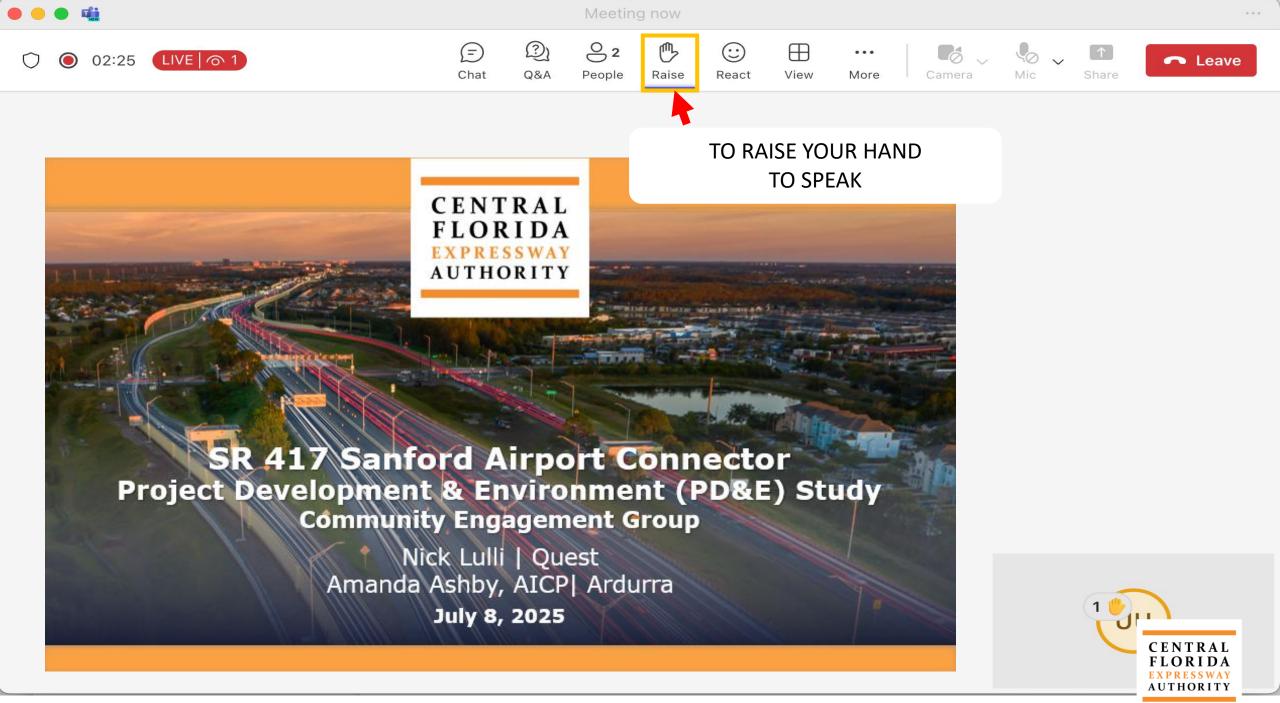
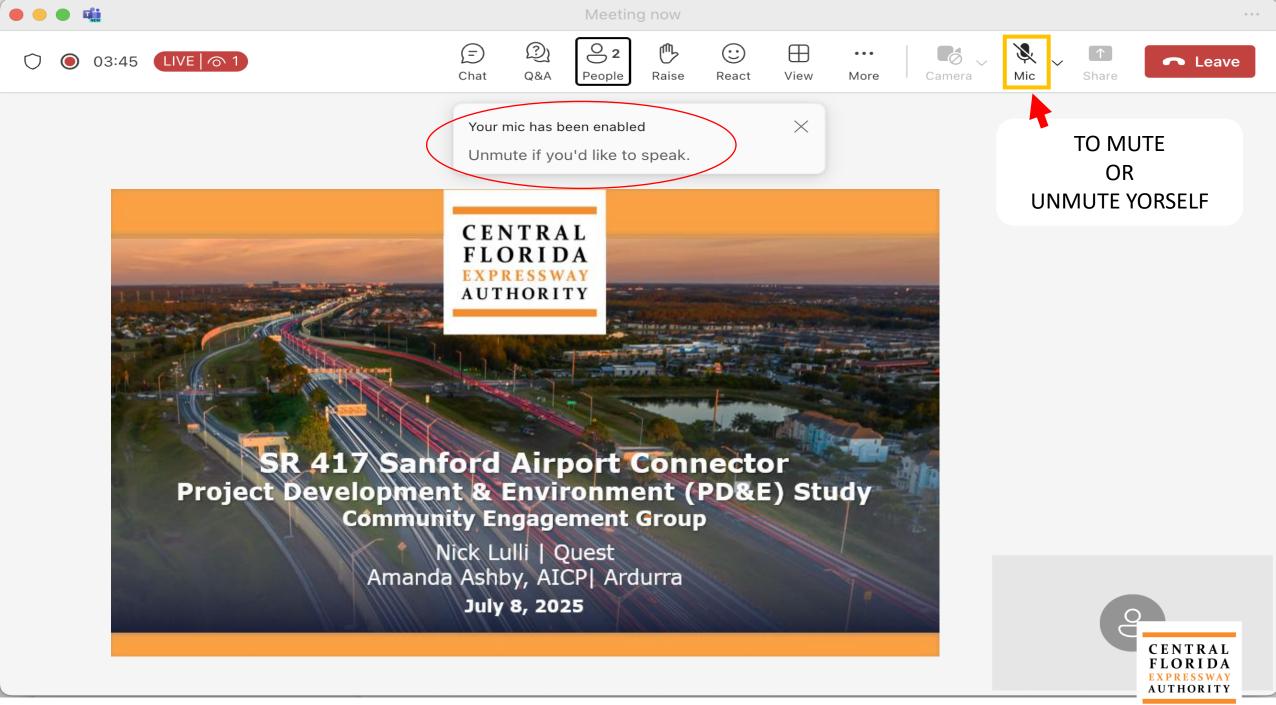
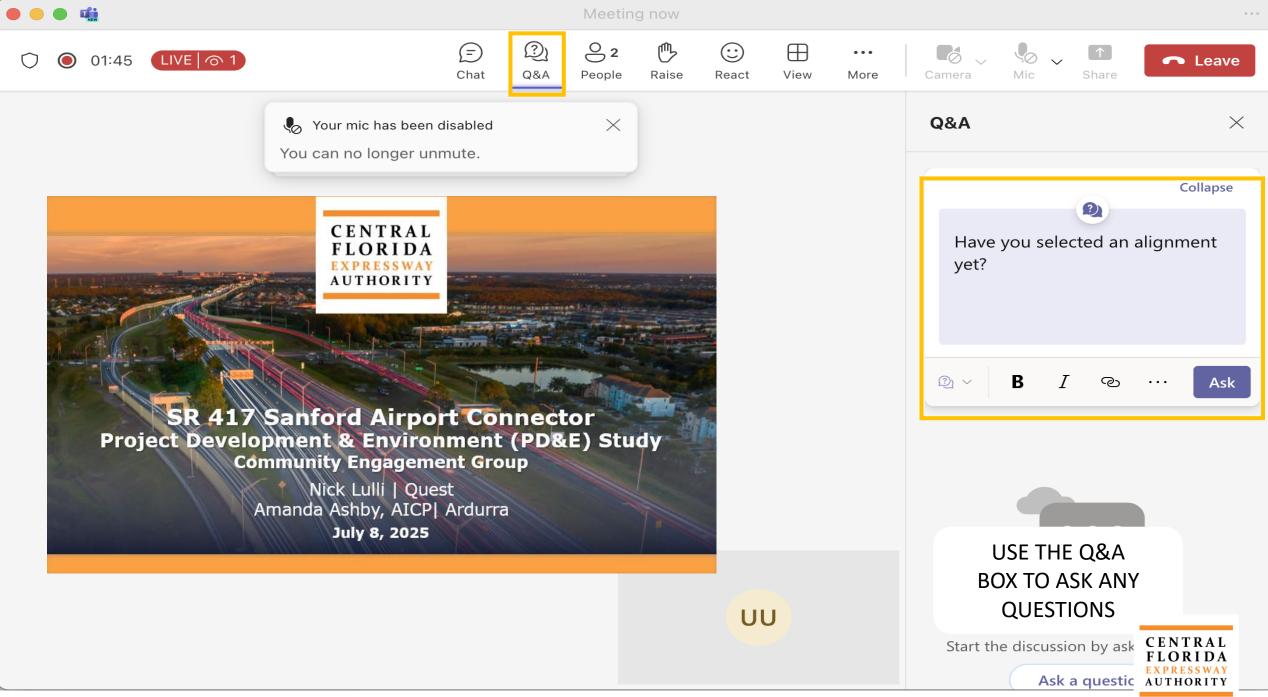
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SR 417 Sanford Airport Connector Project Development & Environment (PD&E) Study Community Engagement Group Nick Lulli | Quest Amanda Ashby, AICP| Ardurra July 8, 2025







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

Community Engagement Group

Nick Lulli | Quest Amanda Ashby, AICP| Ardurra July 8, 2025

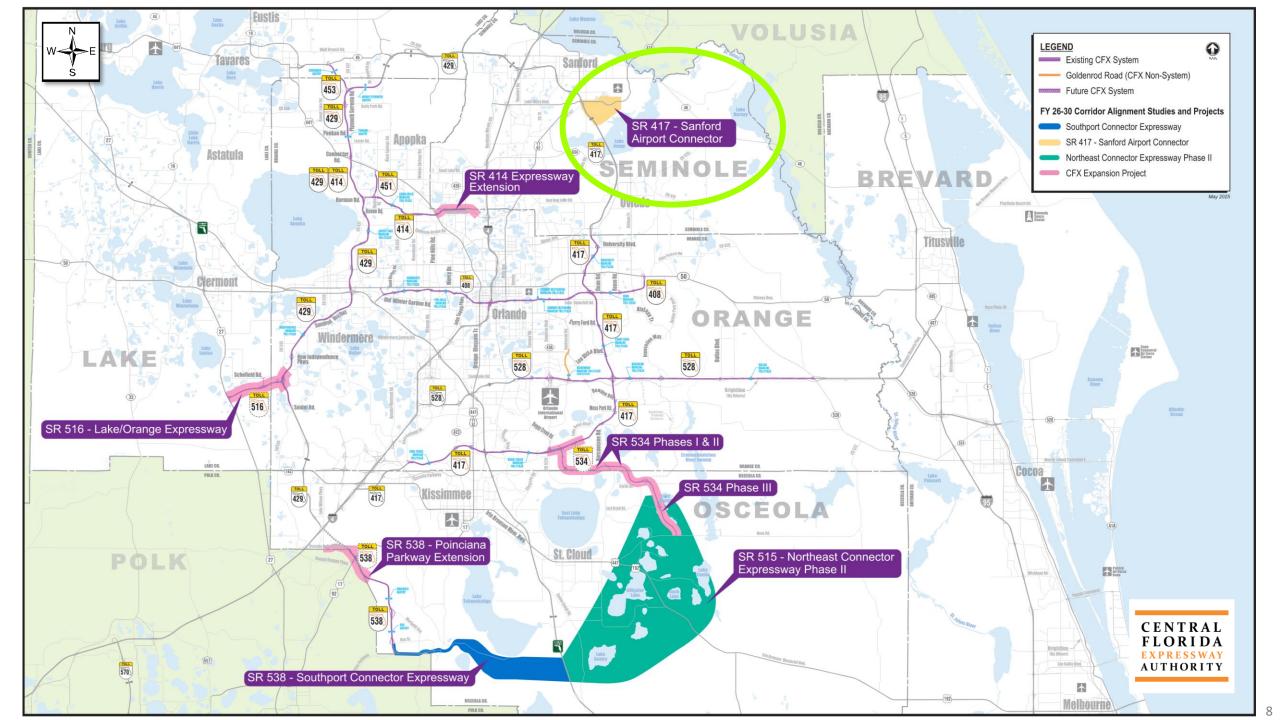


Title VI Compliance

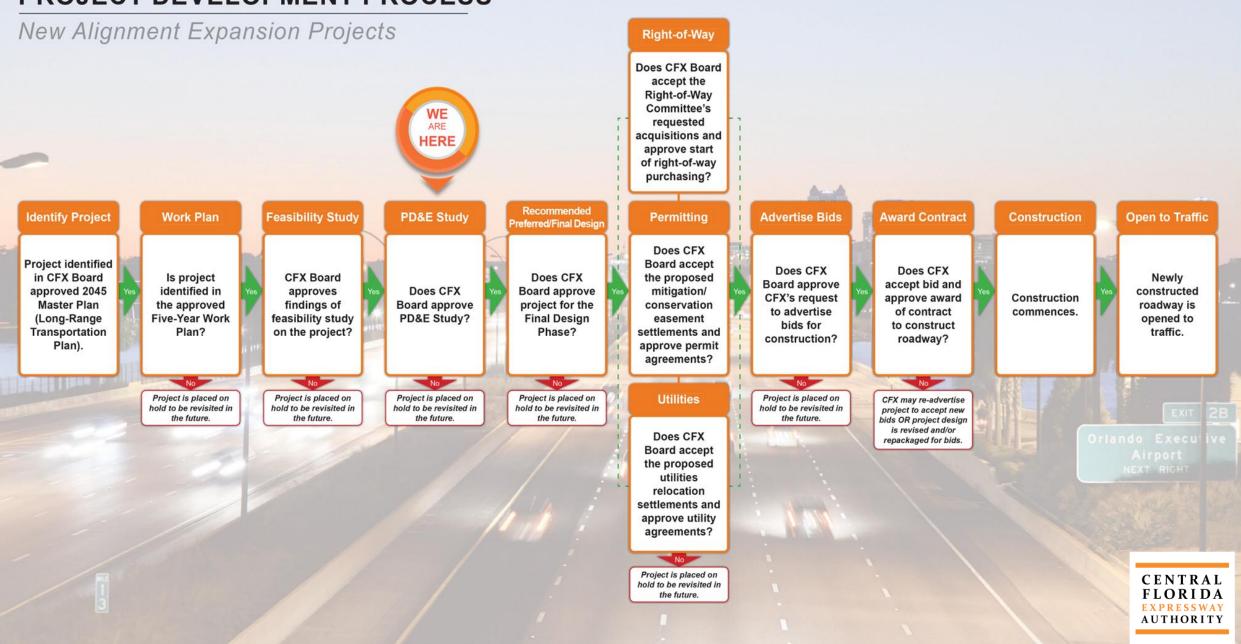
This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

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

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



PROJECT DEVELOPMENT PROCESS



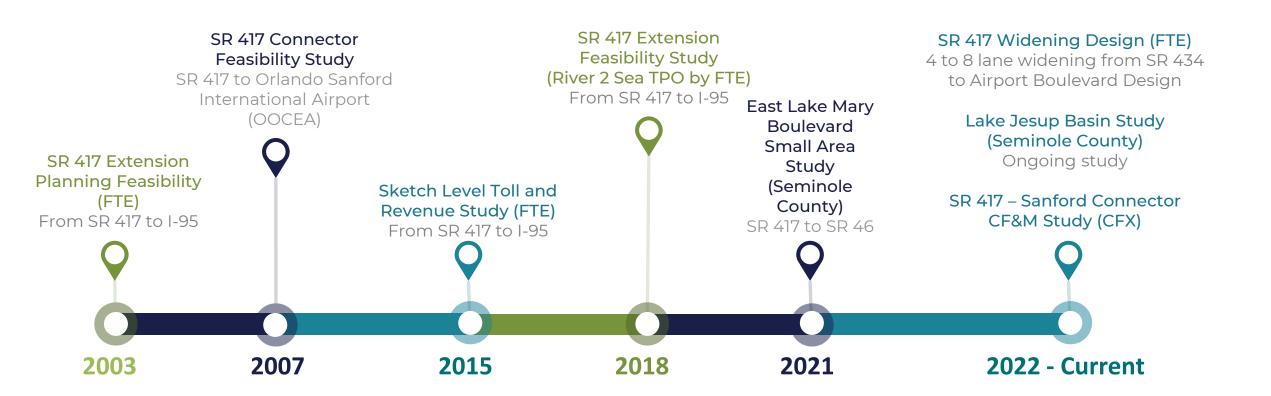
Background

- 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 has evaluated the alternatives recommended by the CF&M Study as well as an elevated viaduct alternative along East Lake Mary Boulevard





Corridor History



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Purpose and Need



Enhances Airport Access, Local & Regional Connectivity, and Mobility



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development

Improves Modal Connectivity

Orlando Sanford International Airport

- 87% increase in enplanements from (2024 2050)
- 400% increase in air freight tonnage (2017 2037)

Traffic Conditions [In No-Build Condition] – (2024 – 2050)

- Lake Mary Boulevard 44% increase
- Red Cleveland Boulevard (Airport Entrance) 60% 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

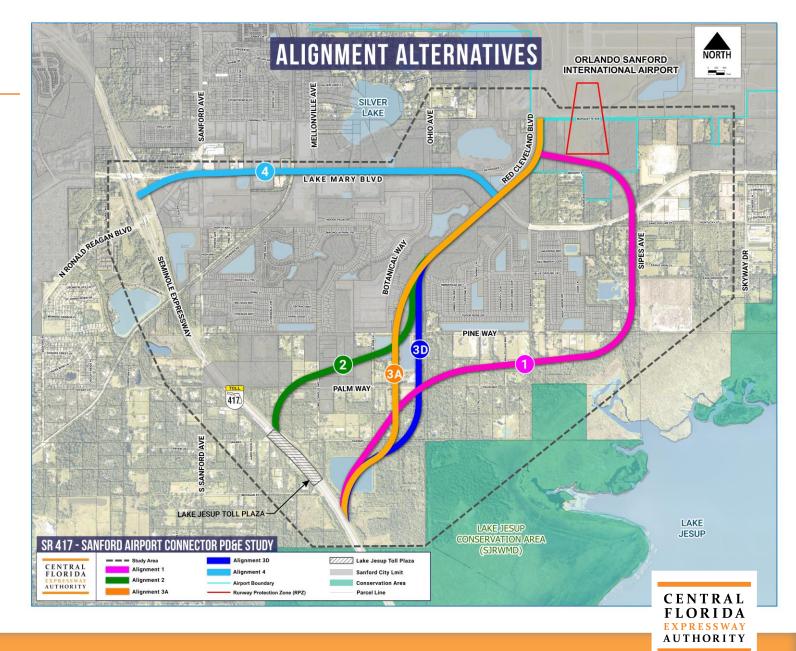
East Lake Mary Boulevard provides access to Orlando Sanford International Airport

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

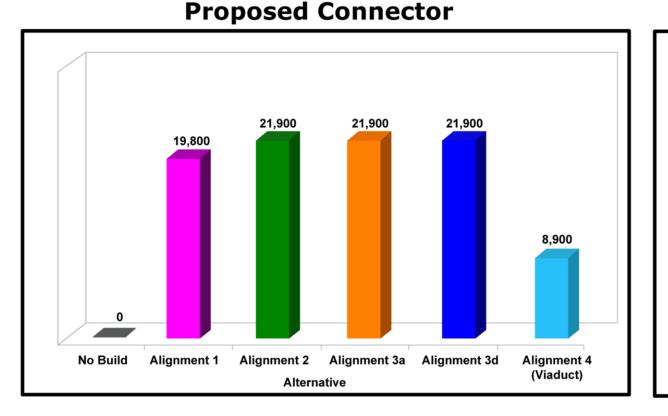


PD&E Study Alternatives

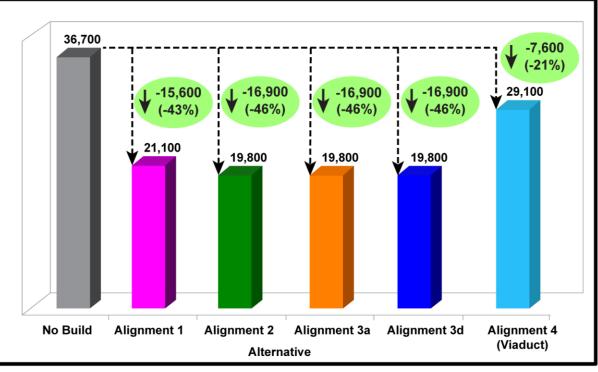
- Alternative 1 attempts to minimize direct impacts to residential and nonresidential parcels
- Alternative 2 has the least potential environmental impacts of the four original alignments
- Alternatives 3A and 3D attempt to balance direct impacts to residential development and environmentally sensitive 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



Lake Mary Blvd - SR 417 to Red Cleveland Blvd



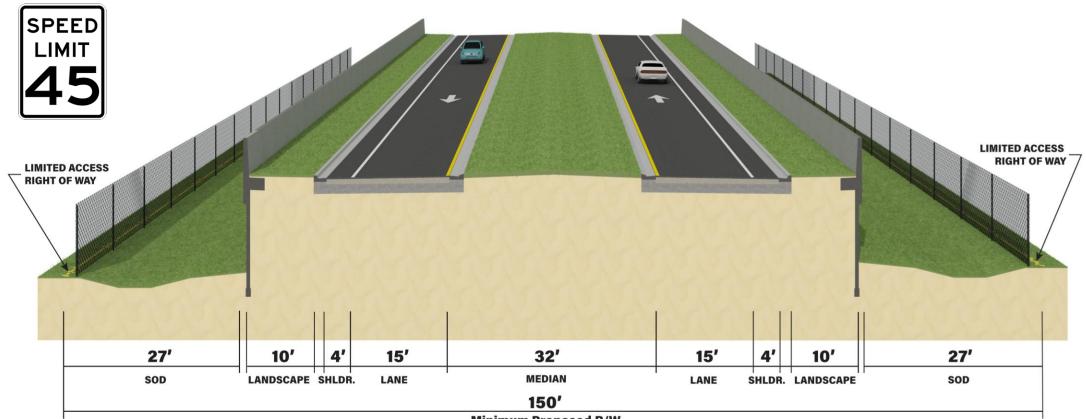


Alignment 2 Refinement

- Alignments 1, 3A, 3D and 4 were 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)



Proposed Connector Typical Section (2 lane)

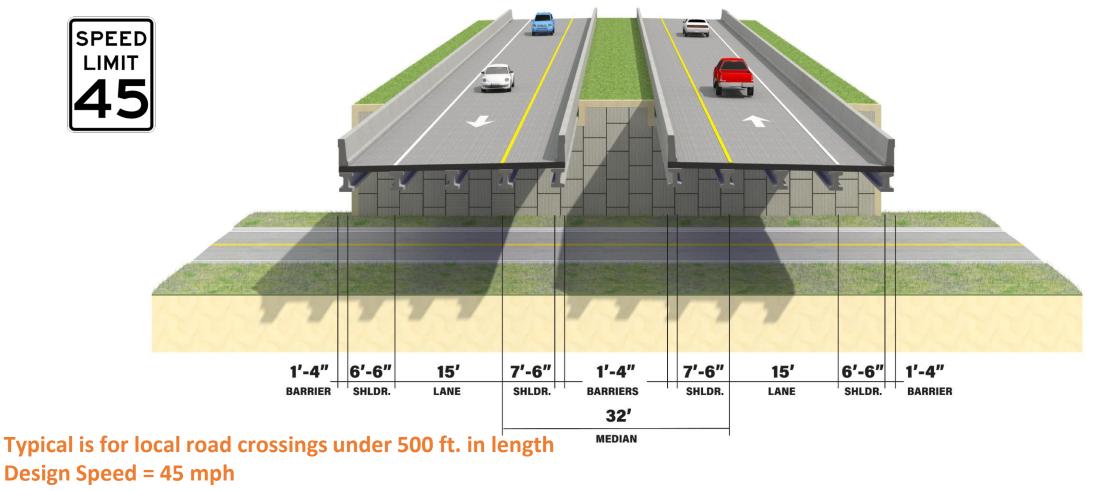


Minimum Proposed R/W

Design Speed = 45 mph Approximate ROW = 150 feet



Proposed Bridge Typical Section (2 lane)

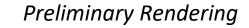


Approximate ROW = 77 feet & 8 inches



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





Agency & Stakeholder Input

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





AUTHORITY

ESC and Advisory Group Input

PD&E Study Comments	CFX Environmental Stewardship Committee (ESC)	Project Advisory Group (PAG)	Environmental Advisory Group (EAG)	Community Engagement Group (CEG)
Potential impacts to businesses and properties along E Lake Mary Blvd		\checkmark		\checkmark
Managing the increased traffic from the new planned developments and improvements in the study area		\checkmark		
Congestion management measures needed at E Lake Mary Blvd/Ronald Reagan Blvd intersection		\checkmark		
The need for adequate signage for the Connector		\checkmark		
The desire for a 4-lane expressway over a 2-lane expressway	\checkmark	\checkmark	\checkmark	
Support for the E Lake Mary Blvd elevated viaduct option	\checkmark		\checkmark	
The need to avoid conservation areas	\checkmark		\checkmark	
Concerns regarding impacts to stormwater treatment	\checkmark		\checkmark	\checkmark
The need for coordination with Seminole County and Sanford for limiting growth in the area				\checkmark
Potential toll rates on the Connector				
The potential for future ramps to and from the north on SR 417	\checkmark	\checkmark		
				AUT

Refined Alternatives Public Workshop

- Held April 2, 2025 In-person and Virtual
 - 118 attendees in person
 - 97 virtual attendees
- Input received
 - Preference for Alignment 2
 - Opposition of both Alignments 2 and 2A due to proximity to the Concorde neighborhood
 - Concerns regarding property values, noise, and pollution from Concorde and Kensington Reserve neighborhoods
 - Stormwater runoff & flooding in Palm Hammock
- Survey
 - Received 927 responses



Refined Alternatives Evaluation Matrix

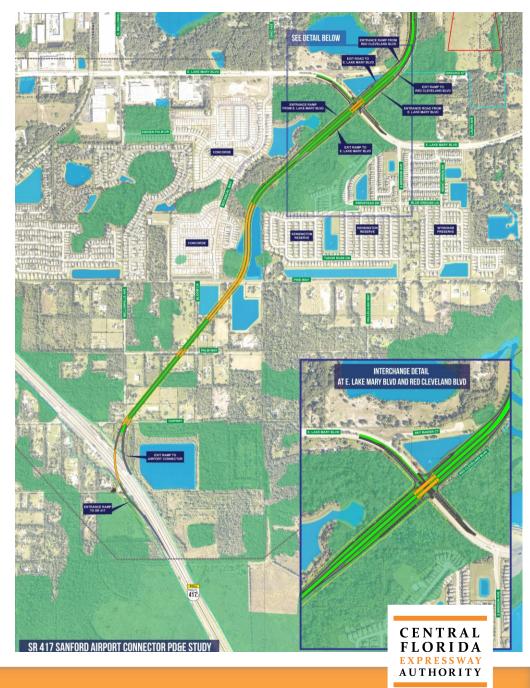
100 B 100 B	023/022	Alternatives			
Evaluation Criteria	Unit of Measure	No Build	2	2A	
Traffic					
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900	21,900	
2050 Projected AADT on E. Lake Mar Mary Boolevard West of Red Cleveland Boolevard	Vehicles per Day	36,700	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	D	2.4	2.3	
Right-of-Way Width (Varies per Alternative)	Foot	0	150	150	
Physical					
Utility impacts	High/Med/Low/None	None	Low	Low	
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	Ð	0	0	
Rairoad Involvement	No. of Conflicts	0	0	0	
Cultural Environment					
Potential Known Historic Resources	No. of Resources	0	٥	0	
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	14	
Potential Known Archaeological Resources	No of Resources	0	0	0	
Natural Environment	In particular of the local data	1. XV			
Potential Surface Water Impacts	Total Acres	0	1	3	
Wetlands	Total Acres	0	18	17	
Formented	Acres	٥	25	16.5	
Non-forested	Acres	0	3	0.5	
Regulatory (SJRWIMD) 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 Necreational Facilities (public and private)	No. of Conflicts	0	0	0	
Community Cohesion Effects	High/Med/Low/None	None	Med	Med	
Socio Economic Impects to Special Populations	High/Med/Low	0	Low	Low	
Estimated Costs	and the second second	31. 1			
Roadway Construction (includes design and CD)	Dollars	50	\$170,900,000	5172,200,00	
Utility Relocation	Dollars	\$0	\$2,100,000	53,100,000	
Right of Wey	Dollars	50	\$16,400,000	\$18,300,00	
Mitigation, Wetlands, and WildFile	Dollars	\$0	\$7,100,000	56,800,000	
Total Estimated Cost	Dollars	50	\$196,500,000	\$200,400,00	

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



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



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Discussion

PD&E Study Schedule

	2024			2025					
	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
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					*				
ESC Meeting					*				
EAG, PAG, & CEG Meetings						*			
Public Hearing						*			
Finalize PD&E Study Reports									
Present to CFX Governing Board							*		
CFX Review/Study Complete							*		

(Subject to Change)



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Thank You