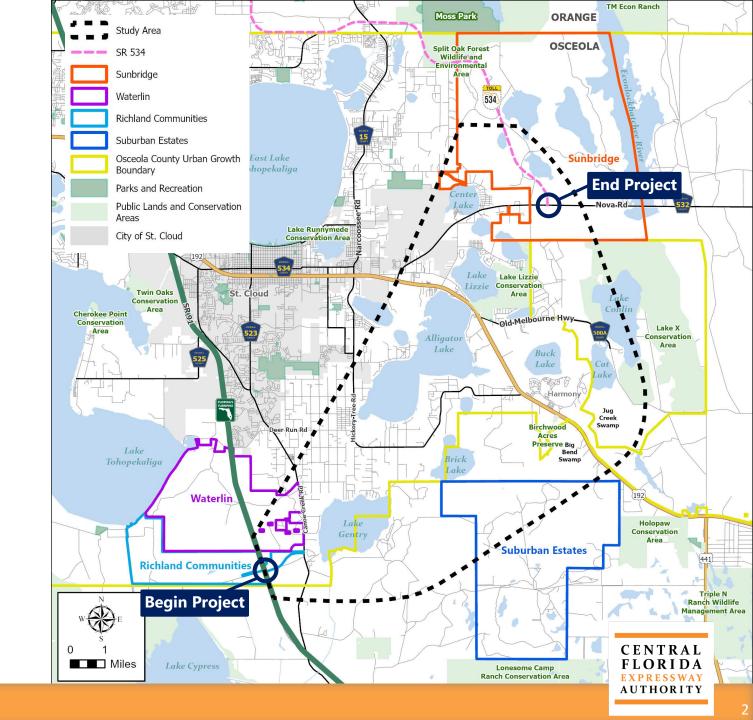


Study Area

- 15- to 20-mile expressway
- Southwest terminus: proposed Southport Connector Expressway/ Florida's Turnpike
- Northern terminus: SR 534 at Nova Road
- Full interchange: US 192



Study Process

Alternative Corridor Evaluation (ACE)

Alignment Analysis Alternatives Refinement/ Evaluation

Preferred Alternative

IdentifyReasonable alternatives

IdentifyRecommended alignment

Conduct Detailed Studies

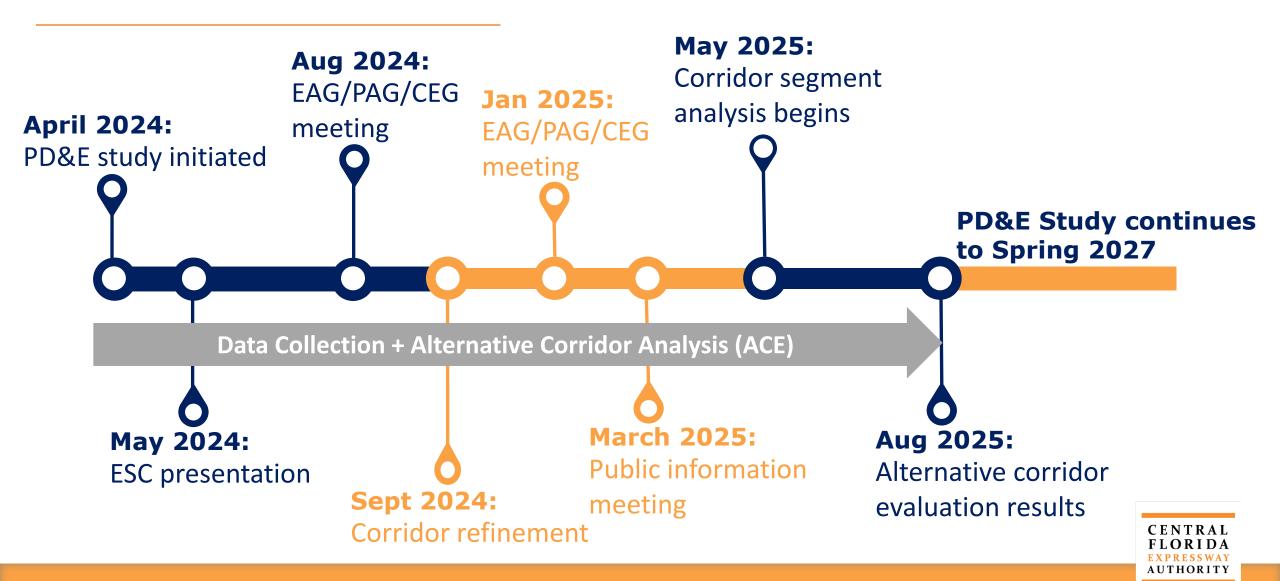
Examples: Traffic studies

Environmental studies
(stormwater, natural resources)

Based on CFX
Governing Board
approval

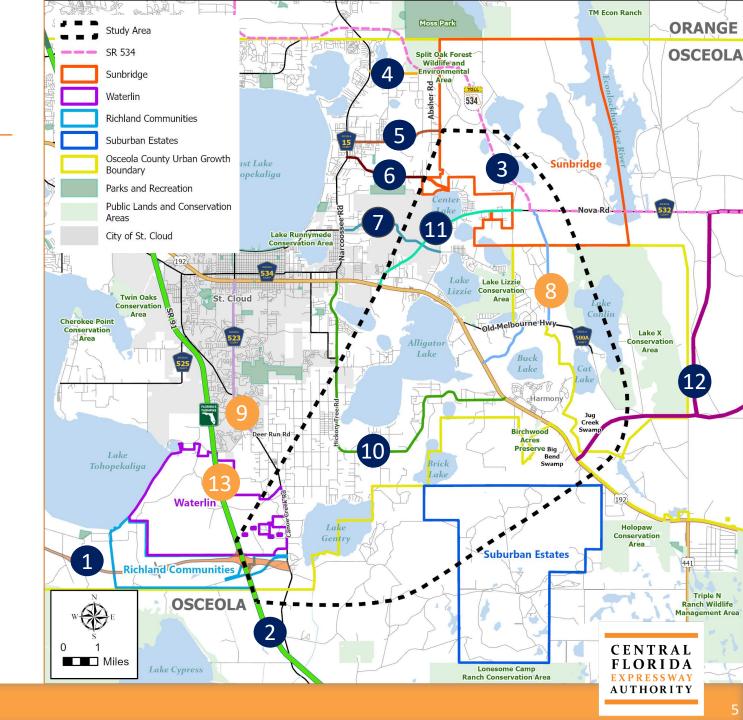


Study Timeline



Other Area Projects

- 1 Southport Connector Expressway PD&E
- 2 Florida's Turnpike Widening PD&E
- 3 SR 534 extension
- 4 Cyrils Drive improvements
- 5 Jack Brack Road improvements
- 6 Jones Road widening
- Bass Highway/Nova Connector new roadway
- 8 Sunbridge Parkway extension PD&E
- Canoe Creek Road PD&E
- 10 Hickory Tree Road PD&E
- 11 Nova Road PD&E
- Northeast Connector Expressway extension (NECEE) CF&M
- 13 Florida's Turnpike / Waterlin interchange



Purpose and Need

Osceola Transportation Southeast Area Transportation Study (SEATS):

Northeast Connector Phase 2 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



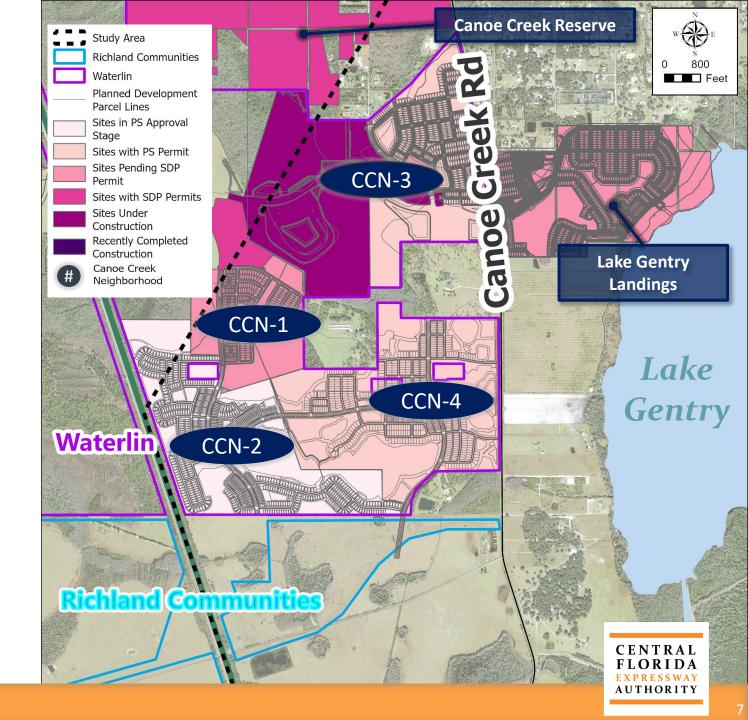
Supports socioeconomic growth and planned development

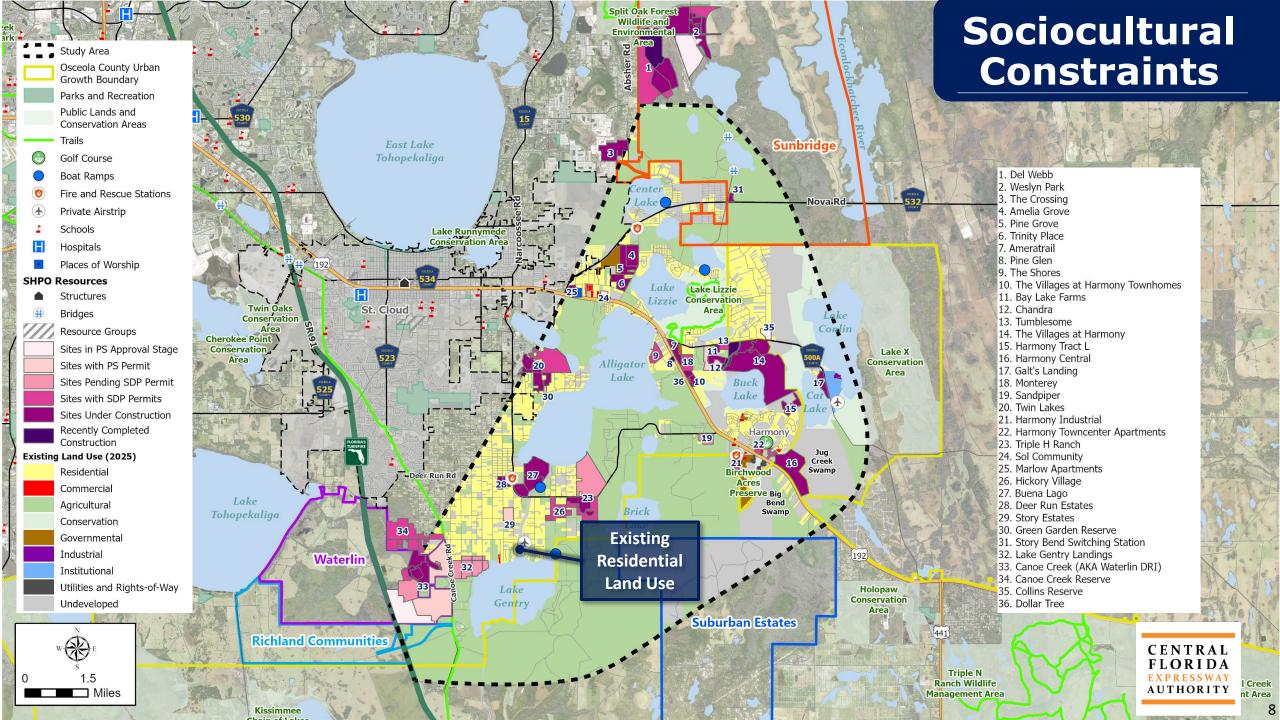


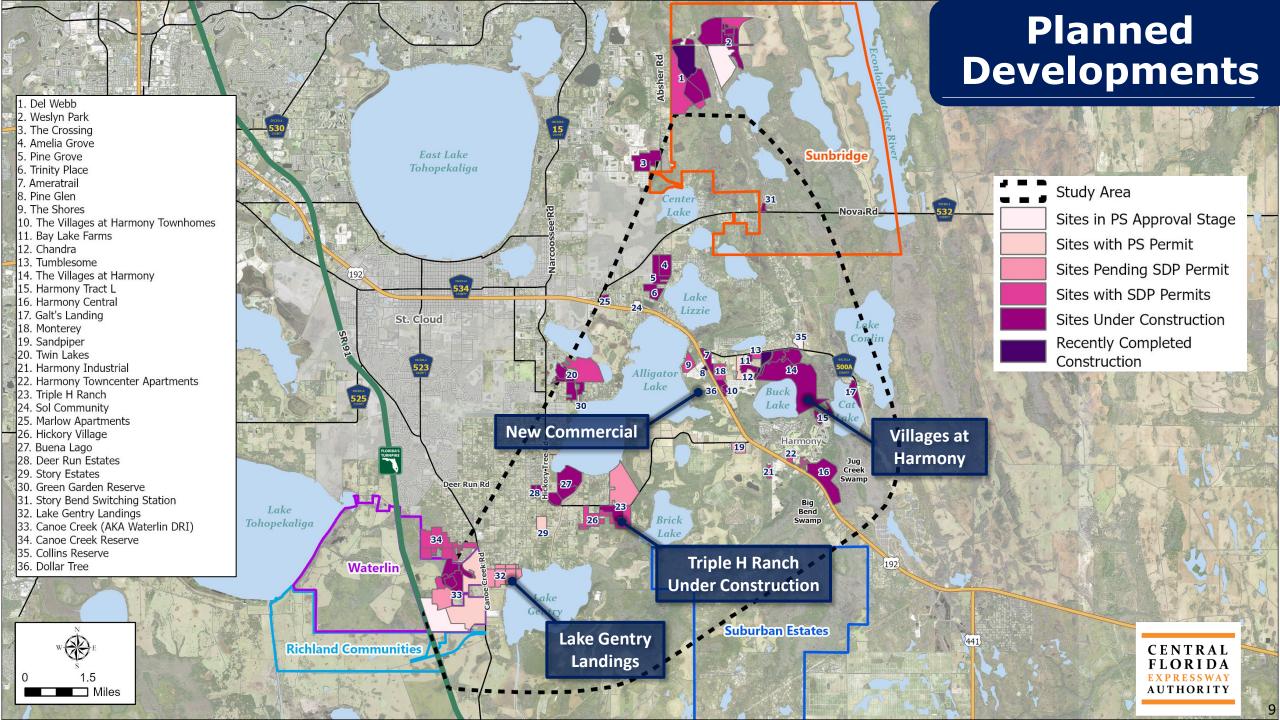
Provides additional East-West regional connectivity

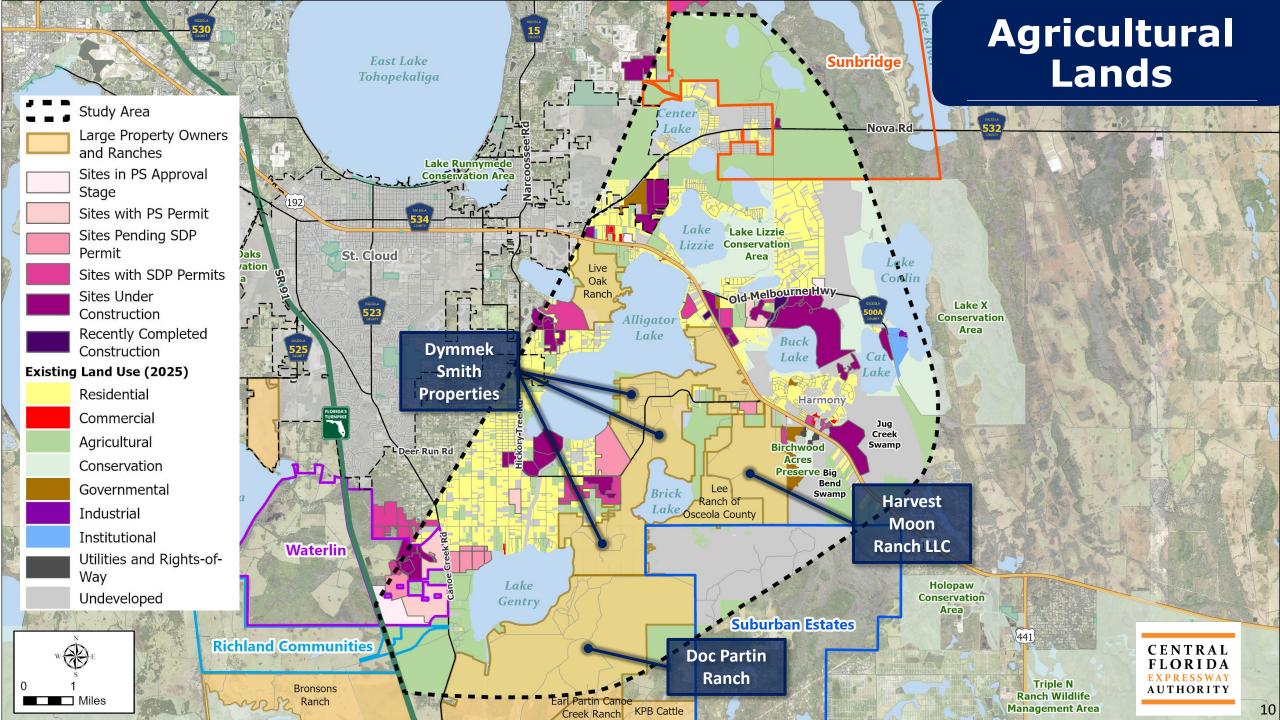
Major Project Consideration

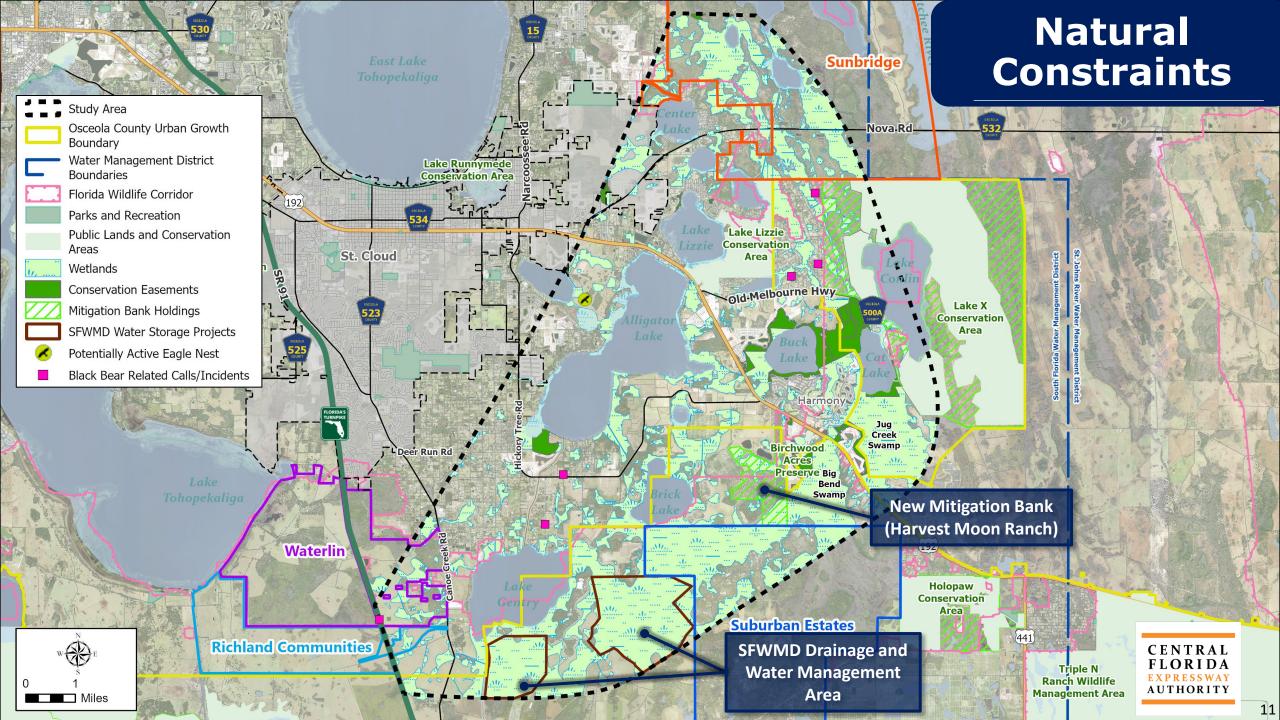
- Waterlin Master Plan
- Framework adopted in County's South Lake Toho Conceptual Master Plan (since 2010)
- Developer agreement approved in March 2024
- Cumulative 3,015 units
- Phases in various stages from preliminary subdivision approval to under construction

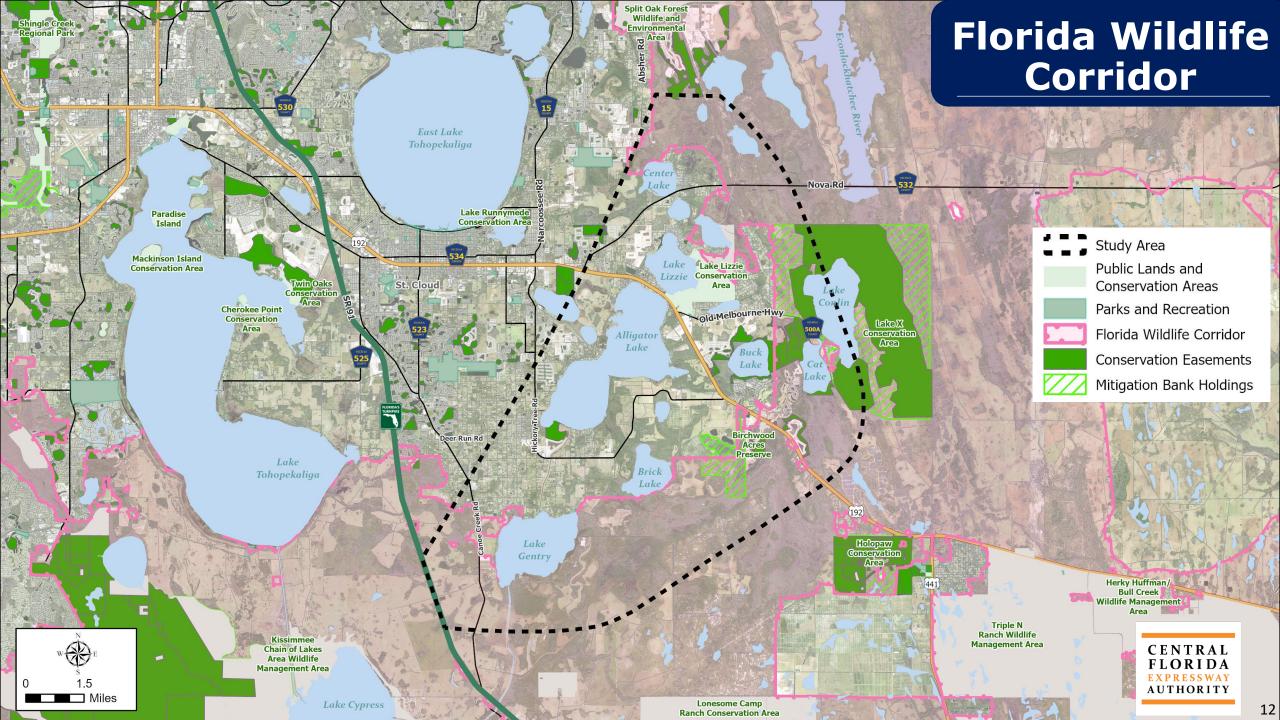




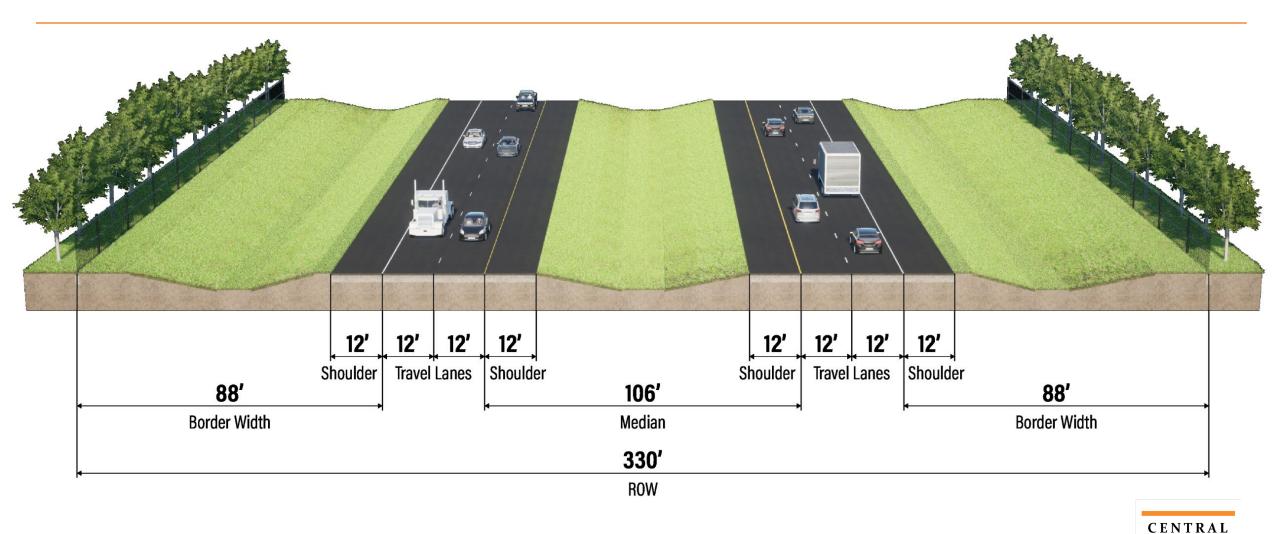




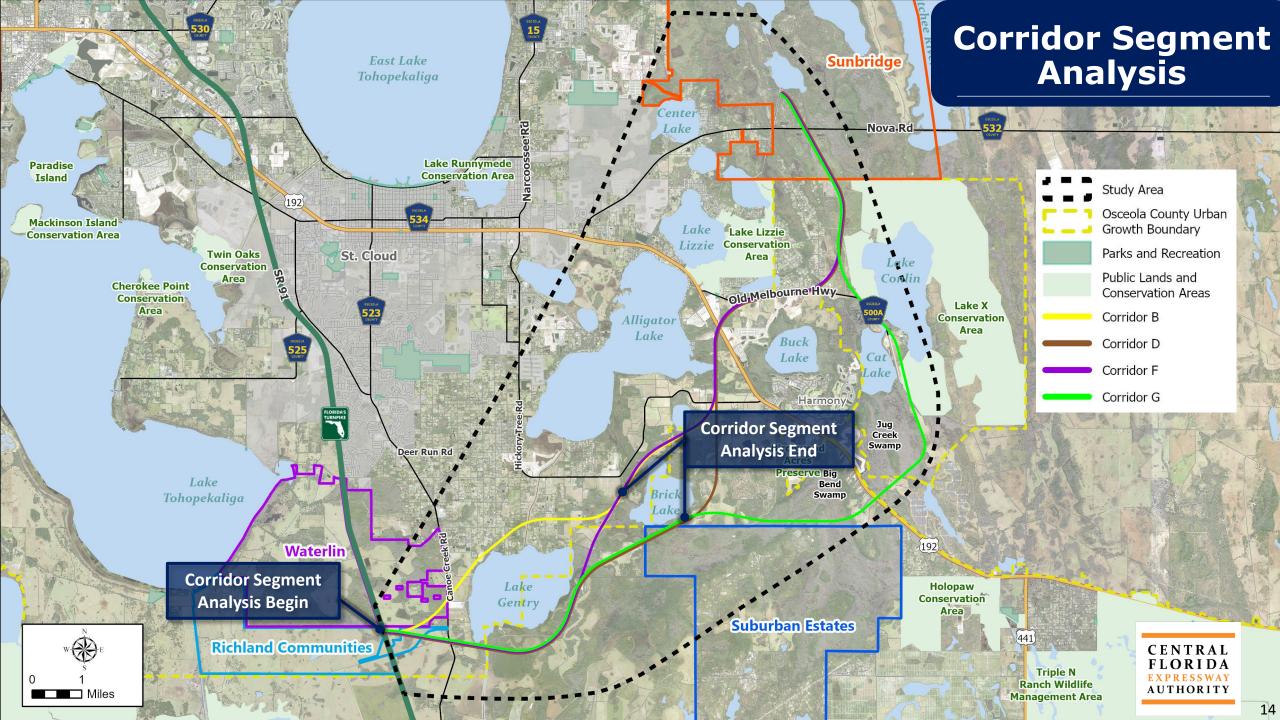




Mainline Typical Section



FLORIDA EXPRESSWAY AUTHORITY



Purpose and Need Evaluation

System Linkage

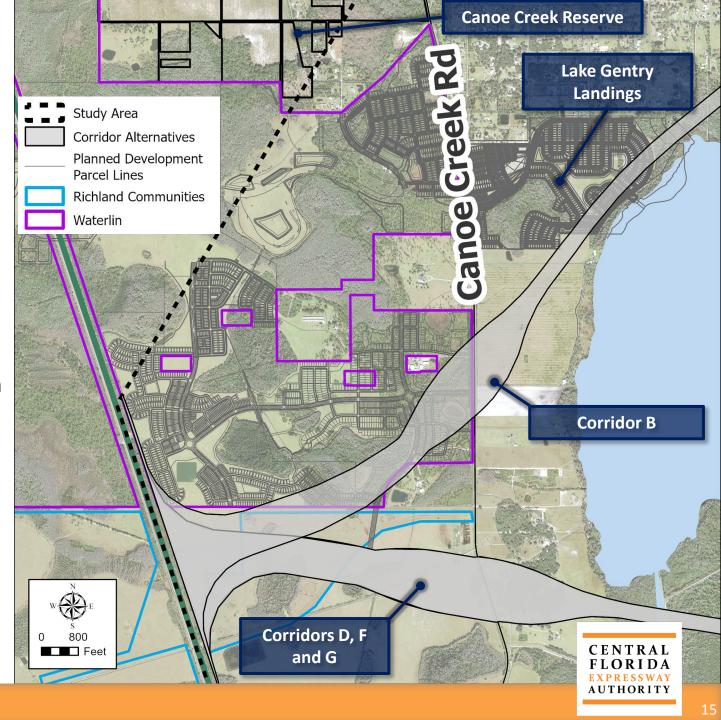
 Corridor B: not consistent with proposed Turnpike systems interchange/Southport Connector Expressway

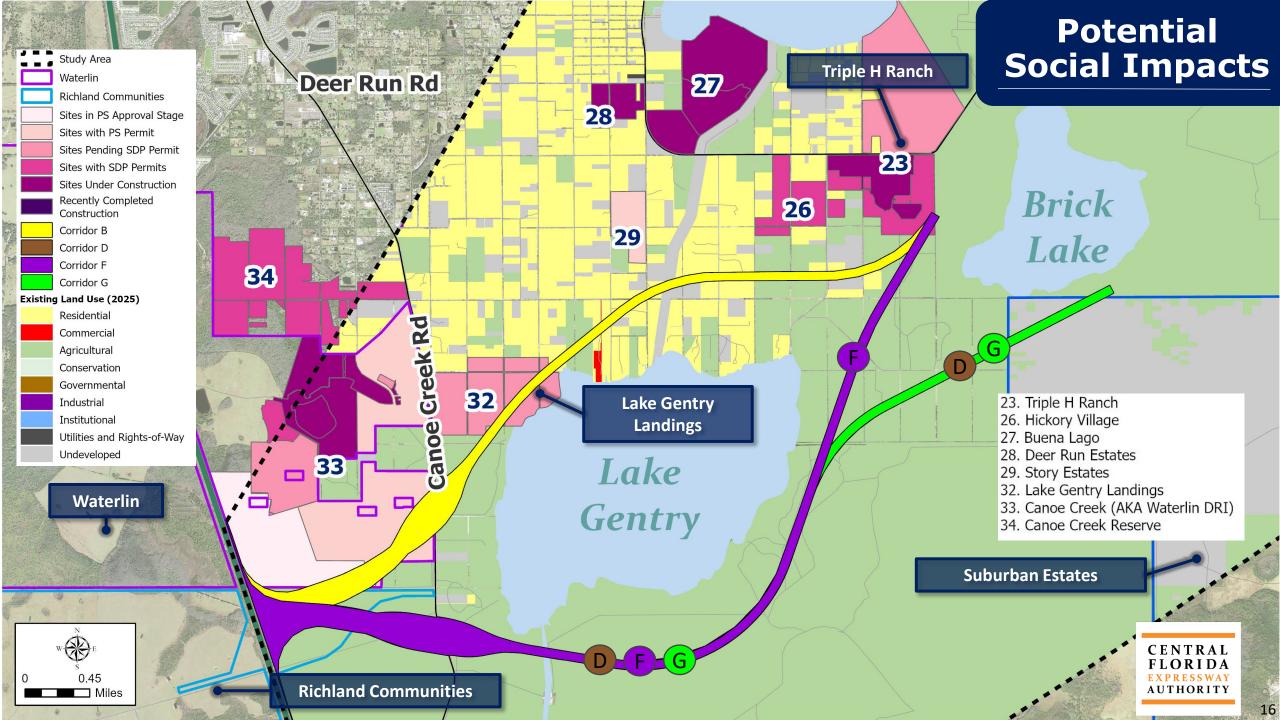
Comprehensive Plan Consistency

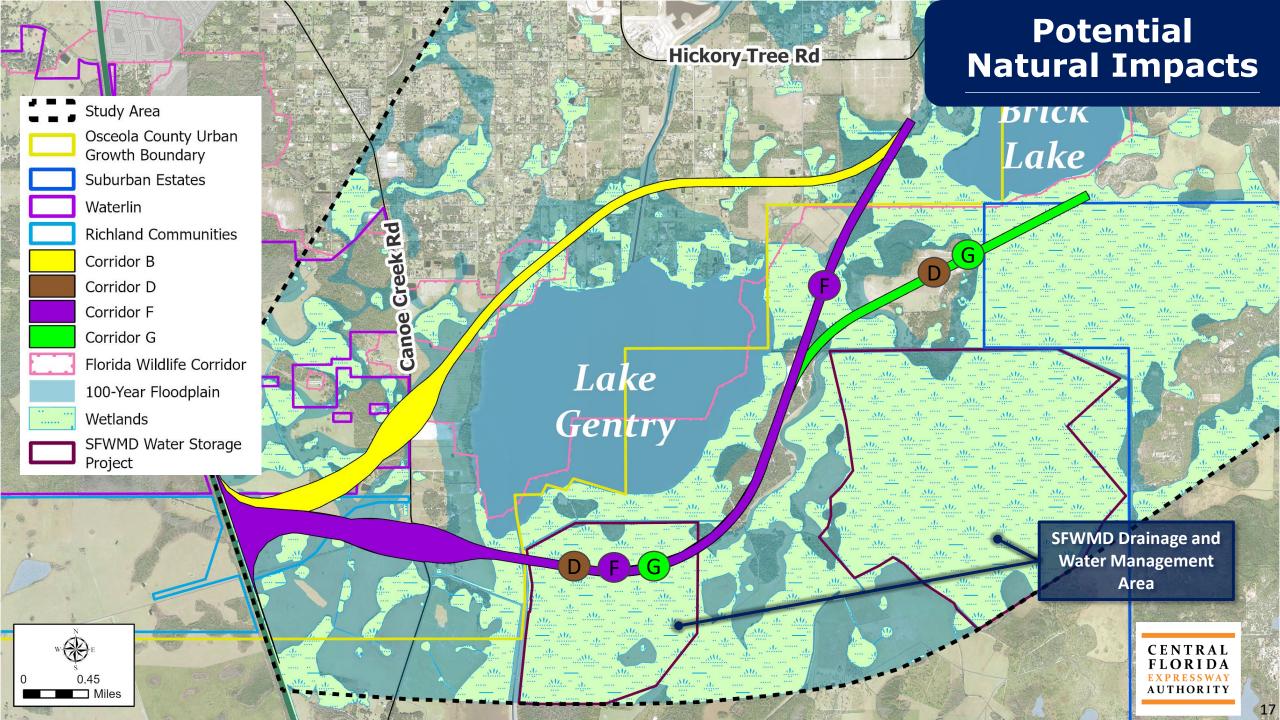
- Corridor B: not consistent with approved development in Osceola County Comprehensive Plan
- Corridor B: not compatible with purpose and need criteria to support socioeconomic growth and planned development
- Corridors D, F & G: primarily outside Urban Growth Boundary

Transportation Plan Consistency

• Corridor G: consistent with CFX 2045 Master Plan







Evaluation Measure	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G	
Design	•	•			•	
Segment Length	Miles	5.8	7.1	6.7	7.1	\neg
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330	\neg
Proposed ROW total (approximate)	Acres	606	553	538	553	ヿ
Proposed bridges (roadway/canal/environmental crossings) ¹	Number of Structures	26	28	28	28	ヿ
Total length of all structures (roadway/canal/environmental crossings) ¹	Feet	11,444	15,760	15,496	15,760	ヿ
Proposed interchanges	Number	2	2	2	2	\neg
Physical						\neg
Major Utility Conflicts - Existing	Number of Conflicts	0	0	0	0	
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	5	2	3	2	—
Cultural Environment						\neg
Public Recreation Lands	Acres	0	0	0	0	\blacksquare
Potential Historic Resources	Number of Conflicts	0	0	0	0	
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	0	0	0	0	
Potential Archaeological Resources	Number of Resources	0	0	0	0	
Natural Environment						
Floodplain Involvement - 100 Year Floodplain ²	Acres	251	309	319	309	—
Canals / Regulated Floodways ³	Number of Conflicts	1	2	2	2	
Wetlands (non-forested and forested) ⁴	Acres	87	143	122	143	
Potential Species Habitat ⁵	Acres	379	478	422	478	
Conservation Lands	Acres	0	0	0	0	
Regulatory Conservation Easement	Acres	0	0	0	0	
Florida Wildlife Corridor ⁶	Acres	250	468	422	468	
Florida Forever Priority Projects (Planned) ⁶	Acres	0	201	156	201	
SFWMD DWMP (Watershed Management Program)	Acres	0	49	49	49	
Social						
Residential Parcels - Existing						\neg
Potential Residential Parcels Affected 8.7.9	Number of Parcels	34	1	2	1	
Potential Residential Parcels Affected 8,7,9	Acres	166	3	9	3	
Potential Residential Displacements ^{10, 11}	Number	13	4	4	4	
Residential Parcels - Planned						\neg
Potential Residential Parcels Affected ^{6,12}	Number of Parcels	358	34	35	34	
Potential Residential Parcels Affected ^{6,12}	Acres	194	44	55	44	
Non-Residential Parcels						\neg
Total Potential Non-Residential Parcels Affected ^{6,8}	Number of Parcels	2	1	1	1	
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	high	none	none	none	
Community Facilities	Number of Conflicts	0	0	0	0	
Agricultural Lands	Acres	396	499	509	499	
Suburban Estates Impacts (approximate)	Acres	0	36	0	36	
Preliminary Estimated Cost						\neg
Estimated Total Project Cost	Currency (in billions)	\$ 1.25	\$ 1.10	\$ 1.10	\$	1.10
	Surrency (in situatio)	1.25	7 1.10	7 2.20	*	

Corridor Segment Evaluation Matrix

- Right of Way impacts: 538-606 acres
- Potential contamination sites: highest for Corridor B
- Potential wetland impacts: 87-143 acres
- Florida Wildlife Corridor impacts: 250-468 acres
- Potential residential parcels*:
 - Corridor B: 392
 - Corridor D, F & G: 35 to 37
- Right of Way costs: substantial for Corridor B
- Total costs: \$1.25B (Corridor B) to \$1.1B

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

^{*}existing and approved development

Advisory Group and Stakeholder Input



































Advisory Group Feedback

Environmental Stewardship Committee (ESC) & Environmental Advisory Group (EAG)

- Minimize impacts and preserve natural resources
- Investigate opportunities to maintain wildlife permeability
- Minimize effects on drainage, floodplains and wetland connectivity
- Desire to avoid growth outside Urban Growth Boundary
- Further evaluation of Corridor B and corridors south of Lake Gentry
- Further evaluate mitigation costs for corridors south of Lake Gentry
- Considerations for alternative environmental mitigation
- Florida Forever priority areas
- Connectivity to existing conservation

Project Advisory Group (PAG)

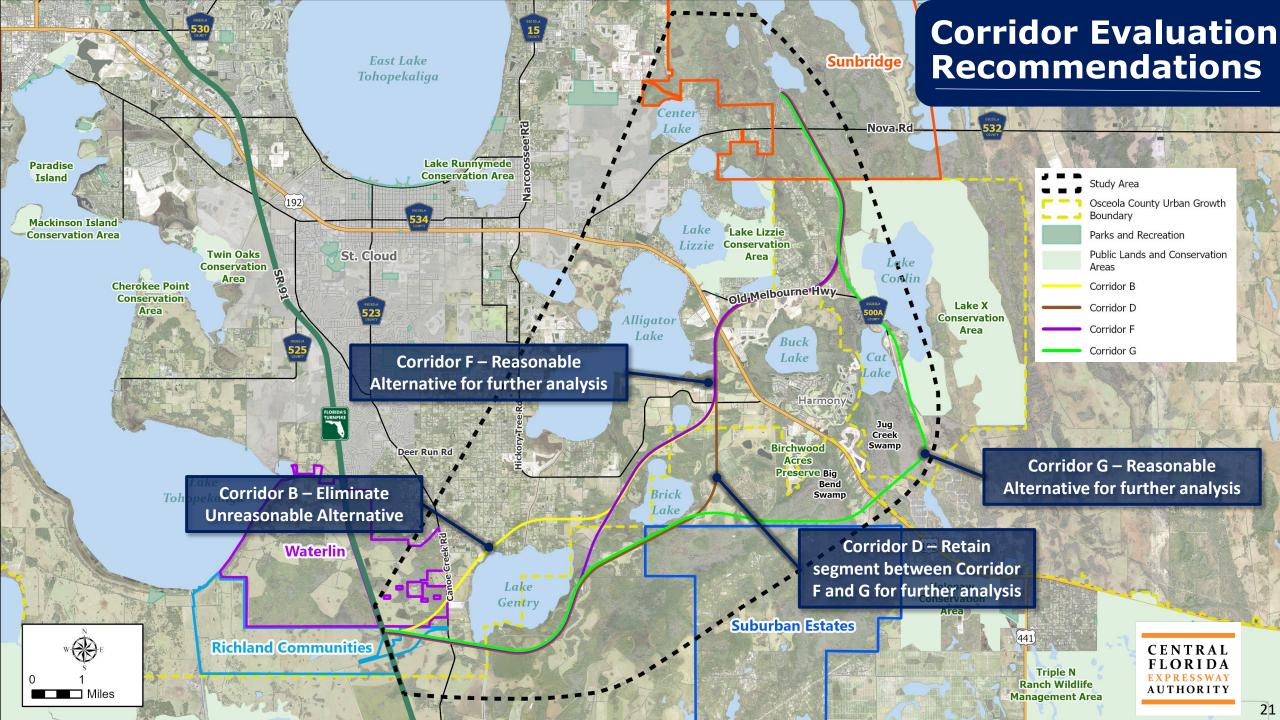
- Avoidance of existing residential areas and planned residential developments
- Suggestion to consider future expansion and multimodal transportation options
- Expressed importance of continued coordination with related projects and ongoing development in the areas

Community Engagement Group (CEG)

- Concerns for affects to existing and planned residential areas and neighborhoods
- Avoid and minimize impacts to natural and social impacts

Public Meeting

- Prefer corridor options with least impacts to residential communities
- Concerns over impacts to Suburban Estates and natural environment



PD&E Schedule

