CENTRAL FLORIDA EXPRESSWAY AUTHORITY

FINAL

Alternative Corridor Evaluation Report

SR 515 Northeast Connector Expressway Phase 2 Project Development and Environment Study

Osceola County

CFX Project Number: 599-247

December 2025

Table of Contents

List of Tables

List of Figures

Appendices

EXECUTIVE SUMMARY

The Central Florida Expressway Authority (CFX) is studying a new expressway connection between Florida's Turnpike (State Road (SR) 91) and SR 534/Nova Road in Osceola County. The SR 515 Northeast Connector Expressway Phase 2 Project Development and Environment (PD&E) study area, shown in **Figure ES-1**, begins at the terminus of the proposed Southport Connector Expressway (SR 538) at the systems interchange with Florida's Turnpike and extends northeast to US 192 and north to SR 534/Nova Road, a total distance of approximately 15-20 miles.

The CFX 2045 Master Plan incorporates the Northeast Connector, shown in **Figure ES-2**, to provide system linkage from the planned Southport Connector Expressway (SR 538) at the Florida's Turnpike northeast to US 192 and SR 534. The SR 515 Northeast Connector Expressway Phase 2 study includes a portion of SR 515 and the Northeast Connector in the CFX 2045 Master Plan. The potential for future ultimate connectivity is identified in the 2045 Master Plan as SR 515, providing a regional outer beltway that continues north to SR 528 and SR 408.

In 2018, CFX completed a Concept, Feasibility, and Mobility (CF&M) Study for the SR 515 Northeast Connector Expressway from Florida's Turnpike northeast to the Osceola/Orange County line. At the conclusion of the CF&M Study, the CFX Governing Board decided to reevaluate the expressway periodically in the future as needed by changes in the surrounding communities. **Figure ES-3** shows the five corridors from the CF&M Study that served as the baseline for the PD&E study to evaluate, refine, and develop additional corridor alternatives with the purpose of identifying a preferred alternative. The Northeast Connector Expressway Phase 1 PD&E study was completed in 2022 for a segment of the CF&M Study corridor from Cyrils Drive to County Road (CR) 532/Nova Road, now a segment of the SR 534 Extension (from SR 417).

CFX authorized an Alternative Corridor Evaluation (ACE) as part of the PD&E Study for the SR 515 Northeast Connector Expressway in August 2024. The purpose of the ACE is to screen corridor alternatives within the study area and identify all reasonable corridor alternatives to advance to the next phase of the PD&E study. The ACE was conducted in two parts, with a Tier 1 and Tier 2 analysis. Tier 1 involved initial screening of corridors that do not meet the purpose and need of the project or have substantial impacts compared to other corridors. Corridor alternatives that moved forward from the Tier 1 analysis were further refined and evaluated in more detail during the Tier 2 analysis.

In the Tier 1 analysis, seven corridors were evaluated to identify corridors warranting further analysis. These seven corridors are shown in **Figure ES-4**. Five of the corridors (Corridors A through E) had been identified in the prior CF&M Study and previously recommended for further study. The westernmost and central corridors, Corridor A, Corridor B and Corridor C, involved higher social impacts to existing residential areas. The eastern corridors, Corridor D and E, involved higher natural environment impacts and impacts to the Suburban Estates recreational area.

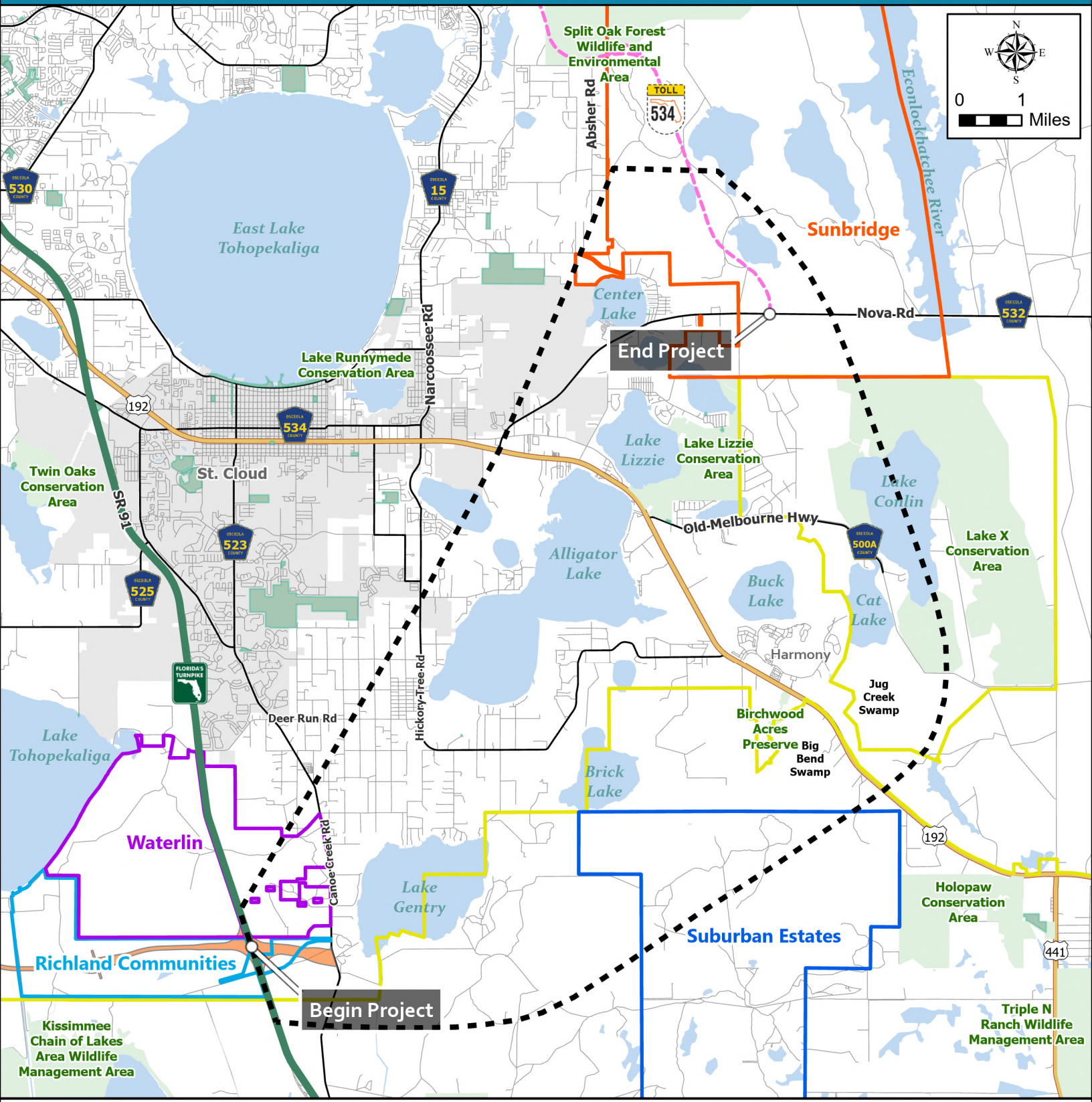
The final two corridors analyzed in Tier 1 (Corridors F and G) were developed as part of the corridor evaluation process to address significant land use changes in the study area. Corridor F is a refinement of the CF&M Study Corridor C to avoid impacts to recently permitted residential developments. Corridor G is a refinement of the CF&M Study Corridor E to avoid or minimize impacts to Suburban Estates and the Galt's Landing residential community west of Old Melbourne Highway.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure ES-1: Project Study Area

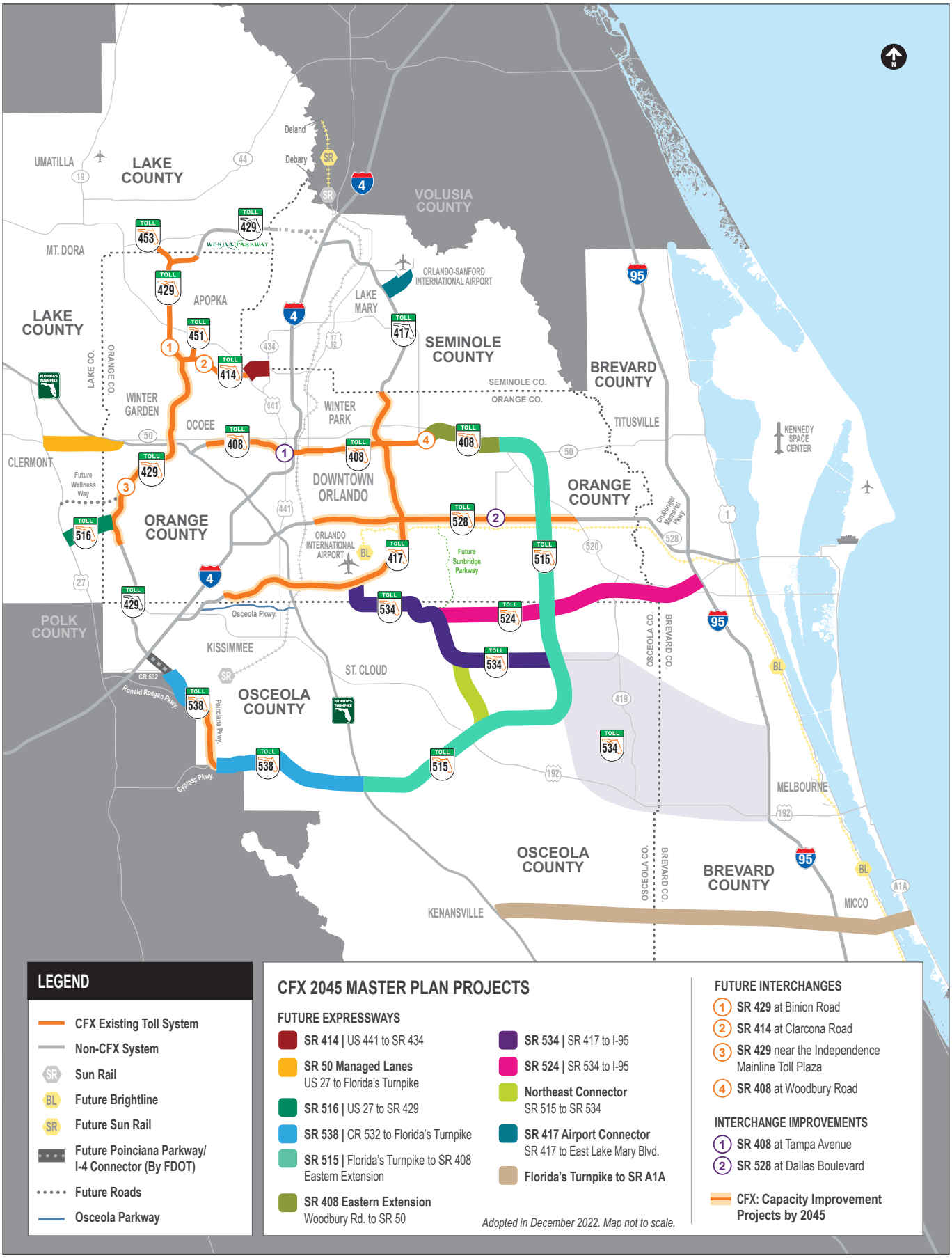


- Study Area
- City of St. Cloud
- Osceola County Urban Growth Boundary
- Toll Roads
- Water Bodies
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Expressway
- SR 534

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2
Project Development & Environment (PD&E) Study
CFX Project No. 599-247
Figure ES-2: CFX 2045 Master Plan



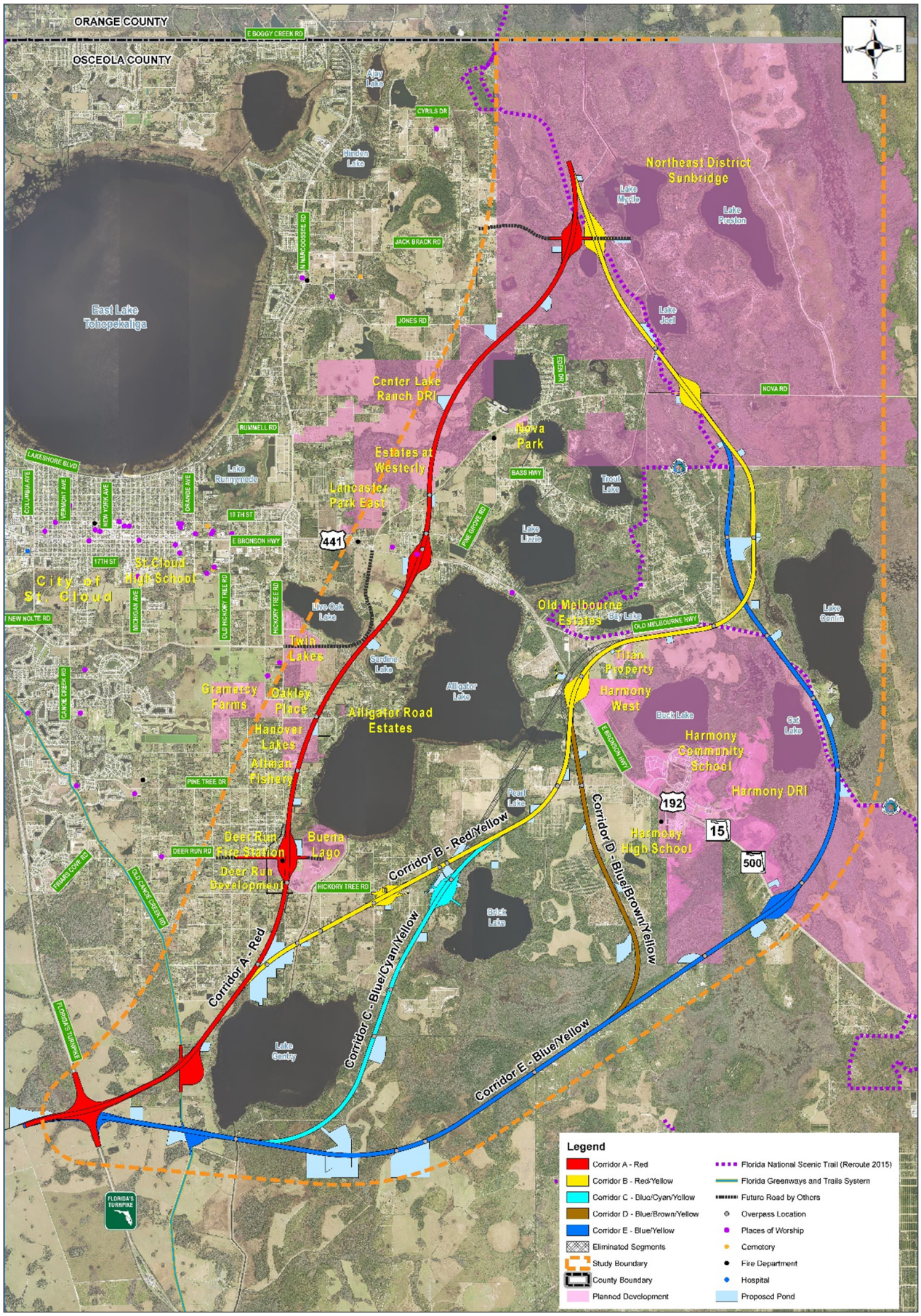
Data Sources: CFX 2045 Master Plan

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure ES-3: CFX CF&M Alternative Corridors



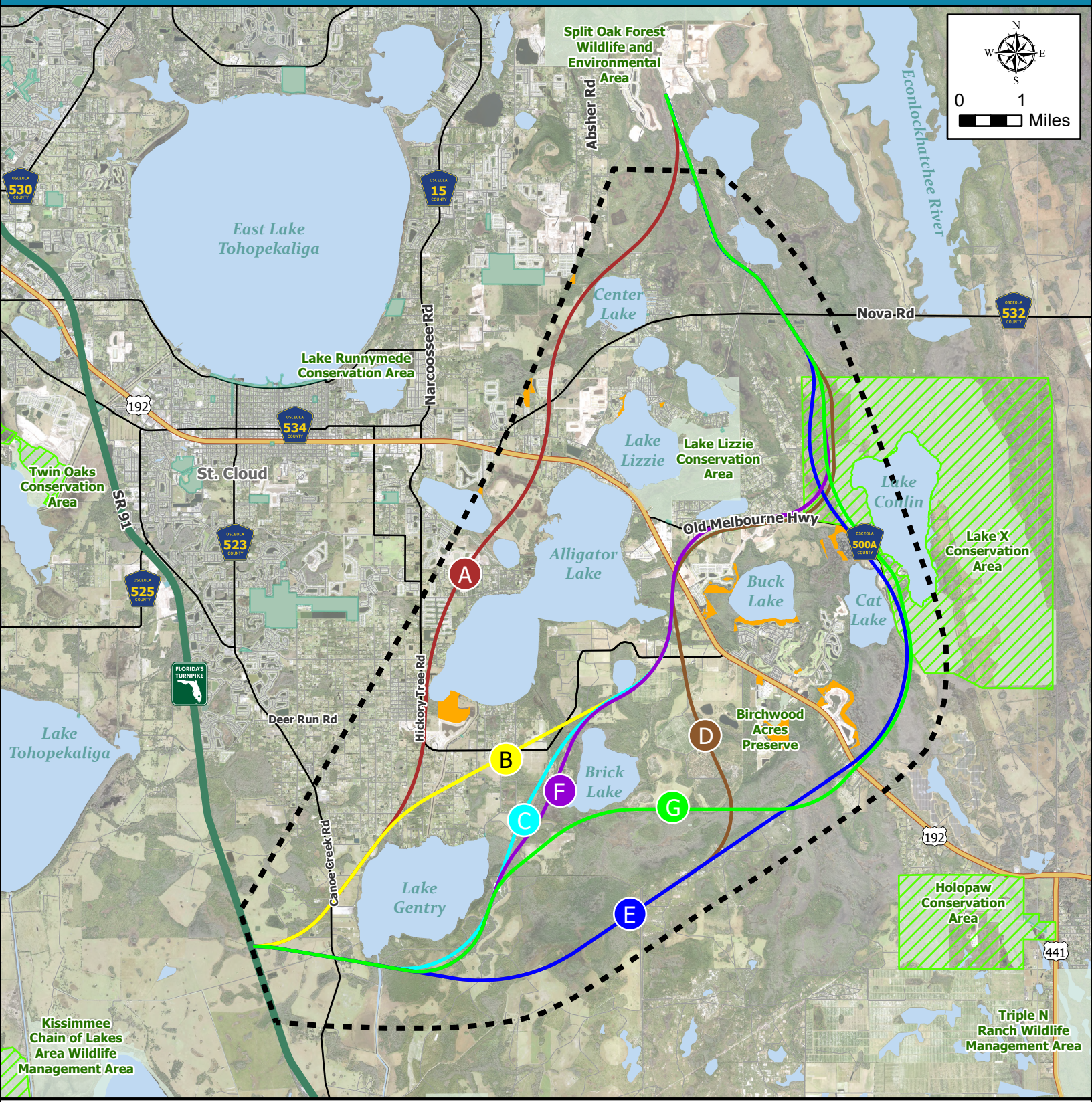
Data Source: CFX Northeast Connector Expressway Concept, Feasibility & Mobility Study (2018)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure ES-4: Tier 1 Corridors



- Study Area
- Parks and Recreation
- Public Lands and Conservation Areas
- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Corridor F
- Corridor G
- Mitigation Bank Holdings
- SFWMD Conservation Easements Associated with Individual Permits

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

A comparative analysis was used to evaluate each Tier 1 corridor alternative to determine which corridors should be carried forward for further evaluation in the Tier 2 analysis. All corridors were evaluated for the potential for relatively high impacts to social, natural, cultural, and physical environmental features. The Tier 1 analysis resulted in the advancement of Corridors B, D, F, and G to the Tier 2 analysis. Corridor A was not advanced due to the substantial number of residential impacts compared to the other corridors. Corridor C was not advanced as the corridor was very similar in alignment to Corridor F but had increased overall impacts. Corridor E was not advanced as the corridor was very similar in alignment to Corridor G but had increased overall impacts.

The Tier 2 corridor analysis began with a review of the four Tier 1 alternatives that were recommended to advance. Additional refinements were made to avoid impacts where possible, as shown in **Figure ES-5**. The four alternatives were evaluated based on the project purpose and need, engineering and design elements, and physical, natural, and social impacts. The Tier 2 corridor analysis maintained the same 330-foot corridor width for all four alternatives to provide an equal comparison of the corridors.

Due to the substantial residential and community cohesion impacts compared to the other corridors, Corridor B was recommended for elimination. The segment of Corridor D between the Florida's Turnpike/Southport Connector Expressway (SR 538) systems interchange and east of Brick Lake was eliminated from further consideration as it involved the most impacts outside the urban growth boundary and higher impacts to Suburban Estates. Therefore, Corridor D was refined to follow Corridor G between the Florida's Turnpike systems interchange and Brick Lake, continue northeast of Brick Lake to Corridor F, and then continue to follow the Corridor F alignment to Nova Road.

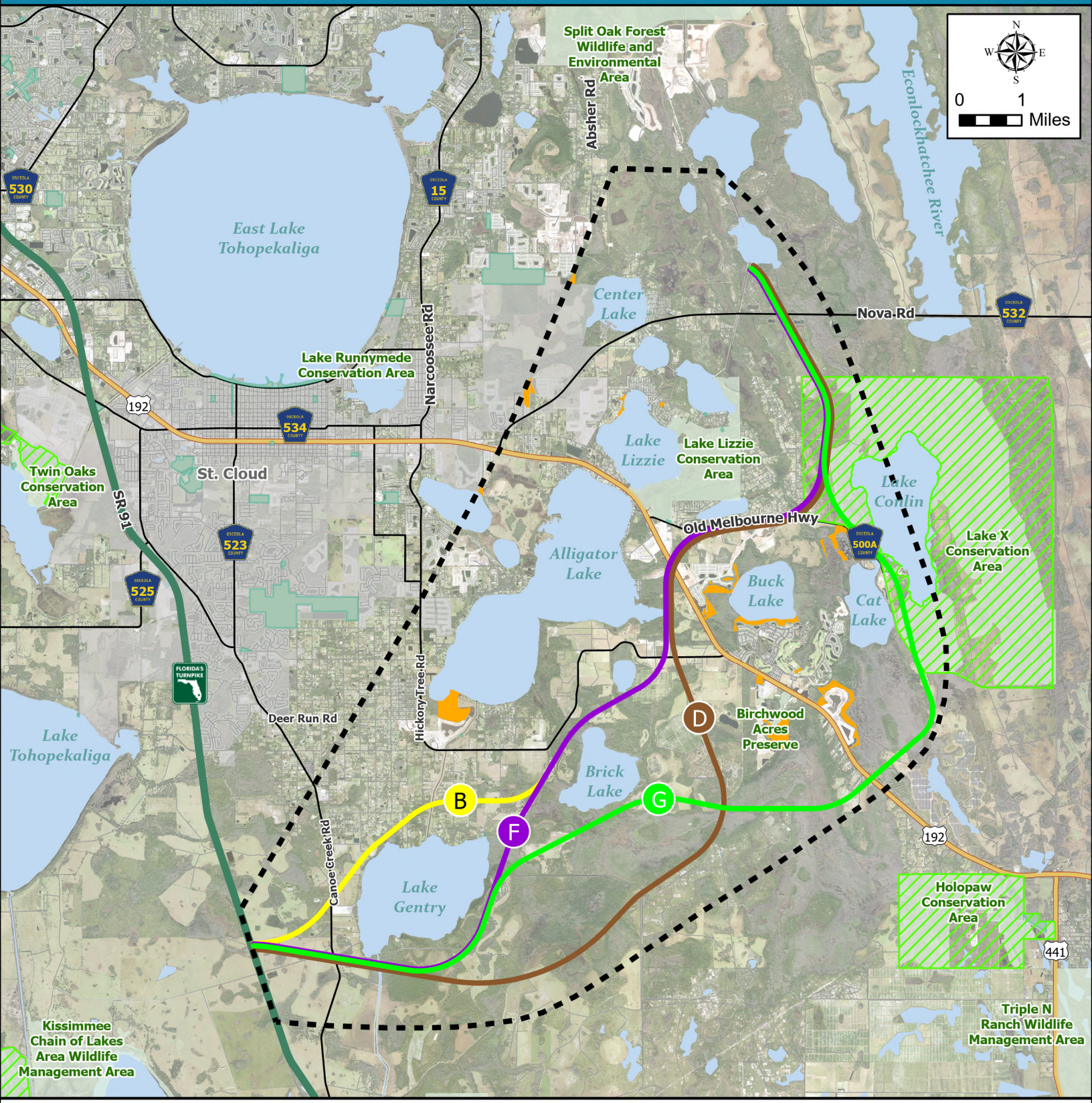
Corridor F was recommended for further evaluation as it minimizes social impacts compared to Corridor B and minimizes natural impacts compared to Corridor G. Corridor G was also recommended for further evaluation as it substantially avoids and minimizes residential and community cohesion impacts and reduces natural environment impacts as compared to Corridor D.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure ES-5: Tier 2 Corridors



- Study Area
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Mitigation Bank Holdings
- SFWMD Conservation Easements Associated with Individual Permits

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

Following the presentation of the Tier 2 analysis and reporting recommendations to project advisory groups, members of the public, and stakeholders, CFX received requests from the Environmental Stewardship Committee (ESC) and Environmental Advisory Group (EAG) to conduct further analysis on the Tier 2 corridors specifically along the segment from Florida's Turnpike to Brick Lake. A corridor segment analysis was performed, the goal of which was to determine whether a corridor north or south of Lake Gentry was recommended for further alignment analysis during the PD&E Study. **Figure ES-6** displays the limits of the corridors evaluated during the corridor segment analysis.

From Florida's Turnpike to just east of Canoe Creek Road, the corridor segment analysis included the right-of-way (ROW) for the proposed interchanges at Florida's Turnpike and Canoe Creek Road. East of Canoe Creek Road, the corridor segment analysis maintained the same 330-foot ROW width to provide an equal comparison of corridor segment alternatives.

Results of the corridor segment analysis support the Tier 2 analysis recommendations. Corridor B is recommended for elimination due to the significant social impacts (existing and approved residential parcels/acreages, ROW costs, and community cohesion impacts) compared to the other corridors. Corridor B also impacts the recommended Florida's Turnpike systems interchange geometry and impacts both the planned Lake Gentry Landings community and the adopted Waterlin Master Plan which is under construction within the study area.

Corridors D, F, and G are recommended for further evaluation as they substantially avoid and minimize residential and community cohesion impacts compared to Corridor B. The corridors that were recommended for further consideration following the Tier 2 analysis and the corridor segment analysis are shown in **Figure ES-7**.

Based on the results of this ACE, Corridors D, F, and G will be analyzed further as part of a more focused alignment evaluation between Florida's Turnpike and the northern project terminus at SR 534/Nova Road. The remaining three corridors (Corridors D, F, and G) will undergo further study to evaluate and identify the recommended alignment that minimizes environmental and community impacts. Following the alignment analysis, detailed studies will be conducted on the recommended alignment to evaluate traffic needs and the social, cultural, natural, and physical effects for the Preferred Alternative. As part of the PD&E Study, CFX will continue coordination with EAG, Project Advisory Group (PAG), Community Engagement Group (CEG), project stakeholders, and related projects during the PD&E Study.

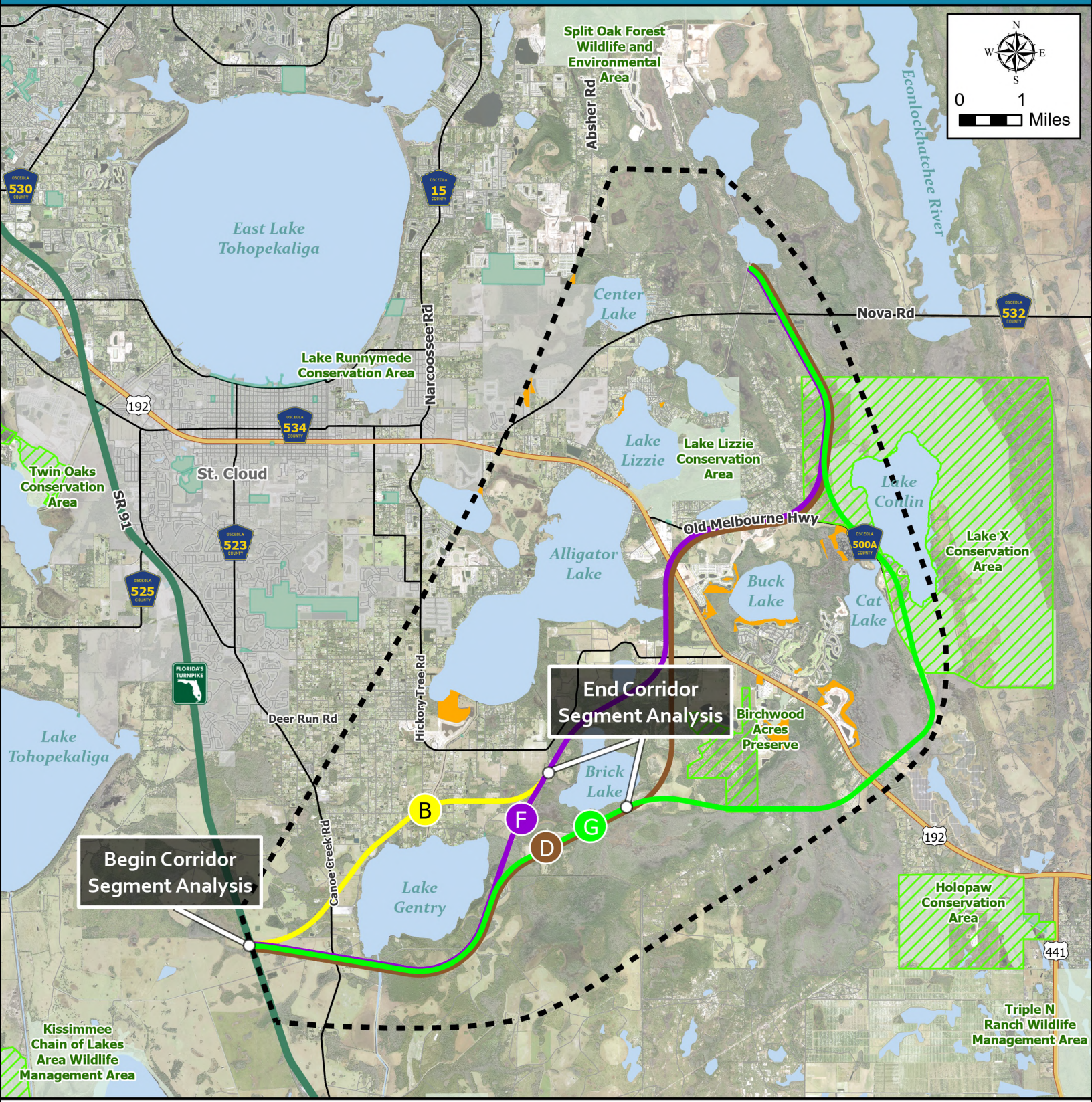
On October 31, 2025, the draft ACER, including the results and recommendations of the ACE, was distributed to members of the EAG, PAG, and CEG for a 21-calendar-day review period. No comments were received during the review period.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure ES-6: Corridor Segment Analysis Corridors



- Study Area
- Parks and Recreation
- Public Lands and Conservation Areas
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Mitigation Bank Holdings
- SFWMD Conservation Easements Associated with Individual Permits

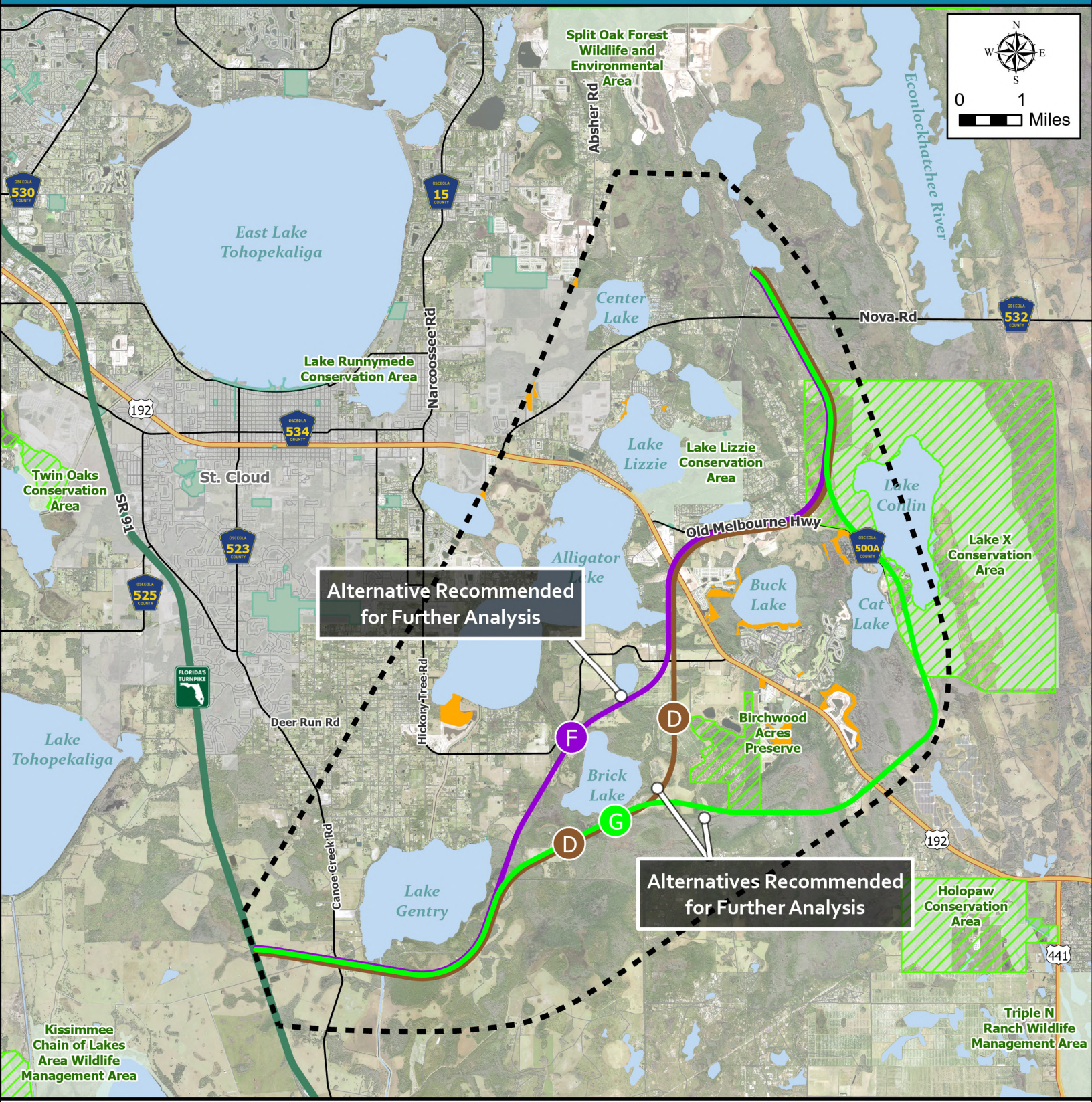
Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure E7-7: ACE Recommendations



Study Area

Parks and Recreation

Public Lands and Conservation Areas

Corridor D

Corridor F

Corridor G

Mitigation Bank Holdings

SFWMD Conservation Easements Associated with Individual Permits

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

1.0 Introduction

1.1. Purpose of the Alternative Corridor Evaluation

The Central Florida Expressway Authority (CFX) initiated an Alternative Corridor Evaluation (ACE) as part of the Project Development and Environment (PD&E) Study for the SR 515 Northeast Connector Expressway Phase 2 in August 2024. The purpose of the ACE is to evaluate each corridor alternative and identify alternatives which are considered reasonable for further analysis and alternatives considered unreasonable (and recommended for elimination from further study). Corridor alternatives were considered unreasonable if substantial impacts were identified in comparison to other reasonable alternatives based on the corridor evaluation. The ACE process includes analysis of potential impacts to the social, cultural, natural, and physical environment resources for each corridor. This ACE Report (ACER) is intended to document the results of the evaluation to support subsequent phases of the PD&E study to evaluate and identify a Preferred Alternative.

1.2. Project History and Background

The Osceola County Expressway Authority (OCX) included the Northeast Connector Expressway in their Master Plan 2040. As part of an interlocal agreement, CFX incorporated portions of the OCX Master Plan 2040 into CFX's Visioning + 2040 Master Plan and carried them forward into the 2045 Master Plan. As part of this interlocal agreement, CFX conducted Concept, Feasibility, and Mobility (CF&M) Studies for four transportation corridors to determine if they are financially viable in accordance with CFX policies and procedures. One of the corridors was the Northeast Connector Expressway. The CF&M Study evaluated numerous corridor alternatives and ultimately determined that all corridors were feasible and there were no significant flaws, but the project was not considered financially viable (toll revenue over 30 years did not cover at least 50% of project costs). The CFX Governing Board approved the findings of the Northeast Connector Expressway CF&M Study at the March 8, 2018, Board meeting, but decided not to advance the project to the next study phase at that time.

The CFX Governing Board decided to reevaluate the Northeast Connector Expressway corridor periodically in the future as needed by changes in the surrounding communities. As such, the Northeast Connector Expressway Phase 1 PD&E study was completed in 2022 for a segment of the CF&M Study corridor from Cyrils Drive to County Road (CR) 532/Nova Road, now a segment of the SR 534 Extension (from SR 417). The remaining portion of the Northeast Connector Expressway corridor identified in the 2018 CF&M Study is the focus of this SR 515 Northeast Connector Expressway Phase 2 PD&E study. This PD&E study builds upon the conclusions of the previous Northeast Connector Expressway CF&M Study, the Northeast Connector Expressway Phase 1 PD&E study, as well as the CFX 2045 Master Plan. **Figure 1.1** shows a regional location map with the study area in context of the surrounding CFX system connections.

1.2.1. Intent of the Study

For a PD&E Study to be approved by the CFX Governing Board, certain conditions must be met including CFX PD&E Study Documentation Guidance (2024), and applicable federal and state laws and regulations. The ACE process also follows the Florida Department of Transportation (FDOT) PD&E Manual, current edition, and is compliant with the *National Environmental Policy Act (NEPA) of 1969, Title 42 United States Code (U.S.C) 4321, et. Seq.* to support future federal actions. The ACER provides the following:

- Project background and history – the project sponsor, previous studies, existing transportation network, other related projects, and consistency with adopted land use plans.

- Project purpose and need statement – evaluation to determine if the alternatives meet the project purpose and need.
- Description of affected environment – data sources collected, results of analyses, and correspondence with environmental agencies.
- Identification of environmental constraints and opportunities for mitigation.
- Description of corridor alternatives and typical section(s) – alternatives that do not meet the purpose and need will not be considered reasonable alternatives.
- Explanation of the analyses and conclusions during the ACE process:
    - Reason(s) for eliminating alternative(s) including natural, social, physical, or social impacts of a substantial magnitude compared to other alternatives, access constraints, cost estimates, right-of-way (ROW) needs, consistency with comprehensive plans, and stakeholder input.
    - Reason(s) for advancing all feasible alternative(s) to the next phase of the PD&E study.
- Documentation of public and agency involvement – key coordination with federal, tribal, state, and local agencies, environmental and project advisory groups; and public and stakeholder coordination.

1.2.2. Status Update

The results of the ACE have been documented in this report and will be summarized and referenced in future project documents, as applicable. The results of the ACE led to the determination as to which corridor alternatives are considered unreasonable and were eliminated from further study.

Coordination with the Environmental Stewardship Committee (ESC), Environmental Advisory Group (EAG), Project Advisory Group (PAG), and Community Engagement Group (CEG) to provide input related to the project is ongoing throughout the PD&E study.

1.3. Project Description

The SR 515 Northeast Connector Expressway Phase 2 is a proposed expressway connection from Florida's Turnpike (SR 91) to SR 534, a distance of approximately 15-20 miles. The proposed facility begins at the terminus of the Southport Connector Expressway (SR 538) at the systems interchange at Florida's Turnpike and extends northeast to US 192 then north to SR 534. Seven alternative corridors are being considered to evaluate the location and potential phasing of an expressway connection from Florida's Turnpike northeast to US 192 and north to SR 534.

The study area is shown in **Figure 1.2** and is located within Osceola County, within the eastern portion of St. Cloud's jurisdiction. The Osceola County urban growth boundary, shown in yellow on Figure 1.2, is within the study area.

1.3.1. Logical Termini / Independent Utility

Logical termini are defined by Federal Highway Administration (FHWA) as "rational end points for both a transportation improvement and a review of potential environmental impacts." The alternative corridors to be evaluated in this report must be shown to meet the requirement of this definition to be considered reasonable. A project must also satisfy the requirements of "independent utility," which means it must function as a stand-alone project and be a reasonable expenditure even if no additional transportation improvements are made in the project area. The SR 515 Northeast Connector Expressway Phase 2 meets these requirements based on the following summary.

To satisfy the purpose and need of this project, no additional improvements or additions are necessary beyond those included in this project.

This PD&E study for the SR 515 Northeast Connector Expressway Phase 2 is included in the CFX 2045 Master Plan and the MetroPlan Orlando Transportation Improvement Program (TIP) Fiscal Year (FY) 2025/2026 – FY 2029/2030 and the 2025 CFX Five-Year Work Plan (FY 2026 – FY 2030), although no further phases are currently funded.

The ultimate 60-mile outer beltway system included in the CFX 2045 Master Plan is consistent with the East Central Florida Corridor Task Force Summary Report which identifies trends indicating a significant increase in demand for travel between Brevard, Osceola, and Orange counties during the next 50 years. The task force determined that, “Limited options for both east-west and north-south travel raise concerns about the region’s ability to achieve economic opportunities and to support the planned development of new population centers.”

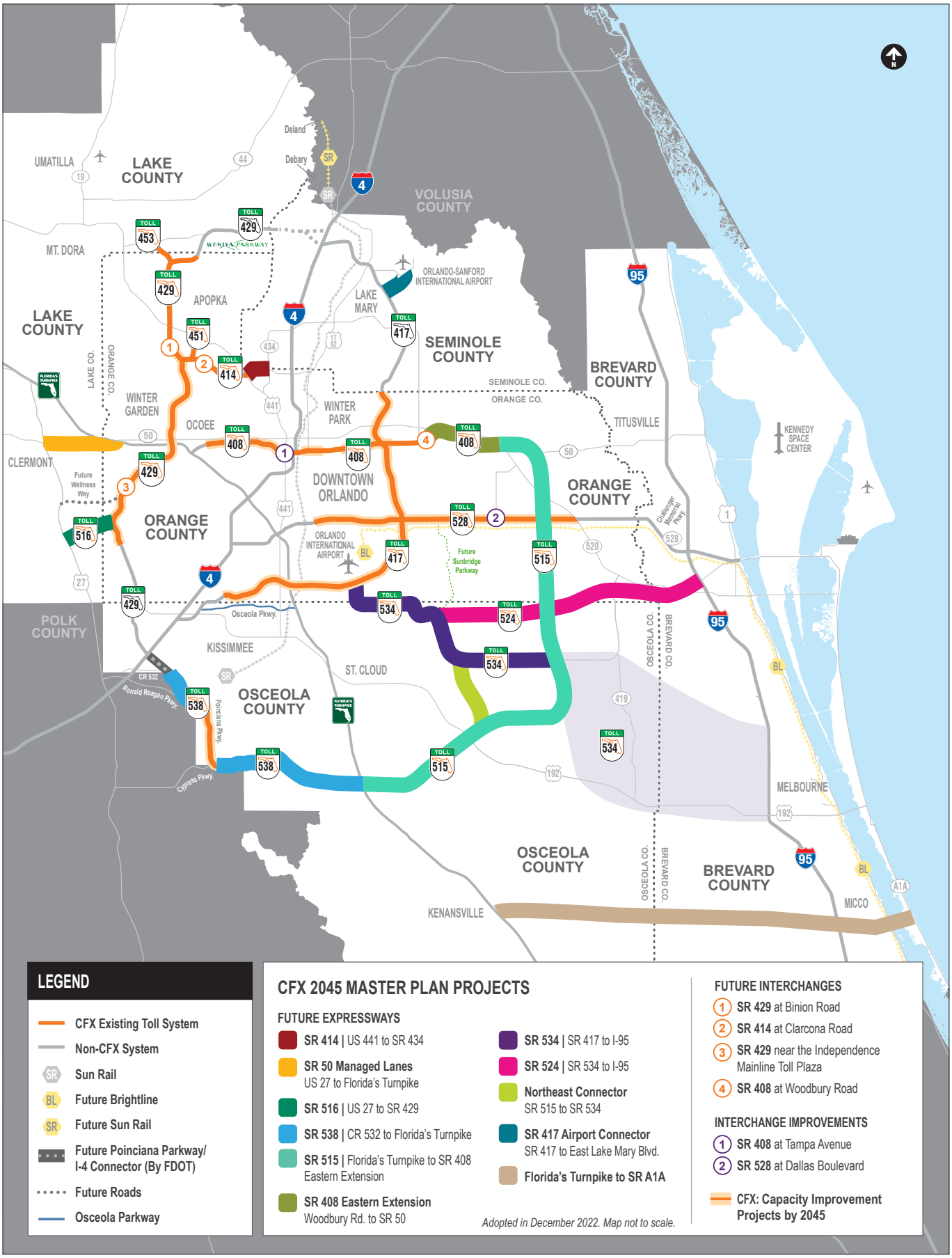
For logical termini, the southwest terminus of the Northeast Connector Expressway is the proposed Southport Connector Expressway (SR 538) and Florida's Turnpike interchange. The planned northern terminus is an interchange with SR 534 and Nova Road. The planned SR 534 terminates at Nova Road and is programmed for the Design phase in the adopted CFX 2026-2030 Five-Year Workplan. This PD&E study is evaluating system connectivity at each terminus, a full interchange at US 192, and the need for access to local roadways.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 1.1: CFX 2045 Master Plan



LEGEND

- CFX Existing Toll System
- Non-CFX System
- Sun Rail
- Future Brightline
- Future Sun Rail
- Future Poinciana Parkway/ I-4 Connector (By FDOT)
- Future Roads
- Osceola Parkway

CFX 2045 MASTER PLAN PROJECTS

FUTURE EXPRESSWAYS

- **SR 414** | US 441 to SR 434
- **SR 50 Managed Lanes** US 27 to Florida's Turnpike
- **SR 516** | US 27 to SR 429
- **SR 538** | CR 532 to Florida's Turnpike
- **SR 515** | Florida's Turnpike to SR 408 Eastern Extension
- **SR 408 Eastern Extension** Woodbury Rd. to SR 50
- **SR 534** | SR 417 to I-95
- **SR 524** | SR 534 to I-95
- **Northeast Connector** SR 515 to SR 534
- **SR 417 Airport Connector** SR 417 to East Lake Mary Blvd.
- **Florida's Turnpike to SR A1A**

Adopted in December 2022. Map not to scale.

FUTURE INTERCHANGES

1. **SR 429** at Binion Road
2. **SR 414** at Clarcona Road
3. **SR 429** near the Independence Mainline Toll Plaza
4. **SR 408** at Woodbury Road

INTERCHANGE IMPROVEMENTS

1. **SR 408** at Tampa Avenue
2. **SR 528** at Dallas Boulevard

CFX: Capacity Improvement Projects by 2045

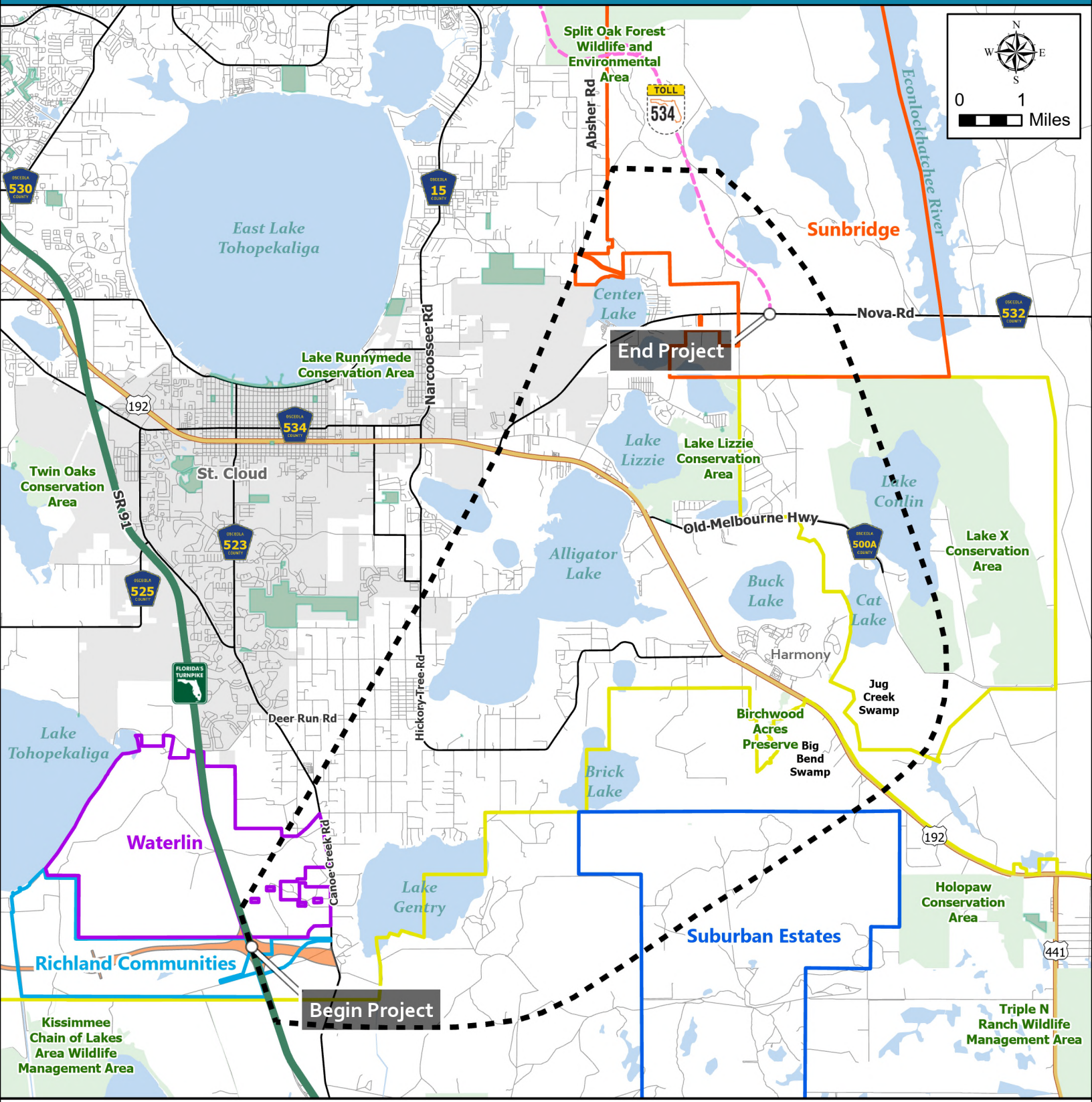
Data Sources: CFX 2045 Master Plan

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 1.2: Project Study Area



- Study Area
- City of St. Cloud
- Osceola County Urban Growth Boundary
- Toll Roads
- Water Bodies
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Expressway
- SR 534

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

1.4. Related Projects

A review of regional transportation plans and local government comprehensive plans was conducted to identify information on related projects or studies within or adjacent to the proposed SR 515 Northeast Connector Expressway Phase 2 project. **Figure 1.3** shows related transportation projects within or adjacent to the study area. **Table 1.1** presents the related projects details.

Table 1.1: Related Projects

Project Name	Agency	Project Limits	Description	Current Phase/Project Status
SR 534 Segments 1, 2 and 3	CFX	SR 417 to Narcoossee Road	New Expressway	Design; Construction programmed FY 2026
SR 534 Segments 4 and 5	CFX	Narcoossee Road to Cyrils Drive	New Expressway	Design, Construction, and Partial Landscaping programmed (FY 2026-2030)
SR 534 Segments 6, 7 and 8	CFX	Cyrils Drive to Nova Road	New Expressway	Design and Partial Construction programmed (FY 2026-2030)
Northeast Connector Expressway Extension (NECEE)	CFX	US 192 to SR 408 Eastern Extension	New Expressway	On Hold
Southport Connector Expressway (SR 538)	CFX	SR 538 to Florida's Turnpike	New Expressway	PD&E Study completion anticipated December 2026
Cyrils Drive Improvements	Osceola County	Narcoossee Road to Absher Road	Widening to four lanes	Under Construction (anticipated completion 2025)
Jack Brack Road Improvements	Osceola County	Narcoossee Road to Absher Road	Widening to two lanes	Design
Jones Road	Osceola County	Narcoossee Road to Sunbridge Boundary	Widening to two lanes	Planned
Bass Highway/Nova Connector	Osceola County	Narcoossee Road to Pine Grove Road	New Roadway	Planned
Canoe Creek Road (CR 523) Widening	Osceola County	Deer Run Road to US 192	Widening to four lanes	PD&E Study (anticipated completion 2025); Design programmed FY 2026
Canoe Creek Road (CR 523) Widening	Osceola County	Southport Connector Expressway (SR 538) to Deer Run Road	Widening to four lanes	PD&E Study

Project Name	Agency	Project Limits	Description	Current Phase/Project Status
Hickory Tree Road Widening	Osceola County	US 192 (south) to US 192 (north)	Widening	PD&E Study (anticipated completion 2025)
Nova Road (CR 532) Improvements	Osceola County	US 192 to Future Sunbridge Parkway	Widening to four lanes	PD&E Study (anticipated completion 2025)
Sunbridge Parkway Extension	Osceola County	US 192 to Nova Road	New Roadway	PD&E Study; Design programmed FY 2025
Florida's Turnpike Widening	Florida's Turnpike Enterprise	Neptune Road to Osceola Parkway	Widening to eight lanes	Design
Florida's Turnpike Widening	Florida's Turnpike Enterprise	SR 60 to Clay Whaley Road	Widening to six lanes from SR 60 to south of planned Southport Connector Expressway (SR 538) and eight lanes to Clay Whaley Road	PD&E Study (anticipated completion 2026)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2
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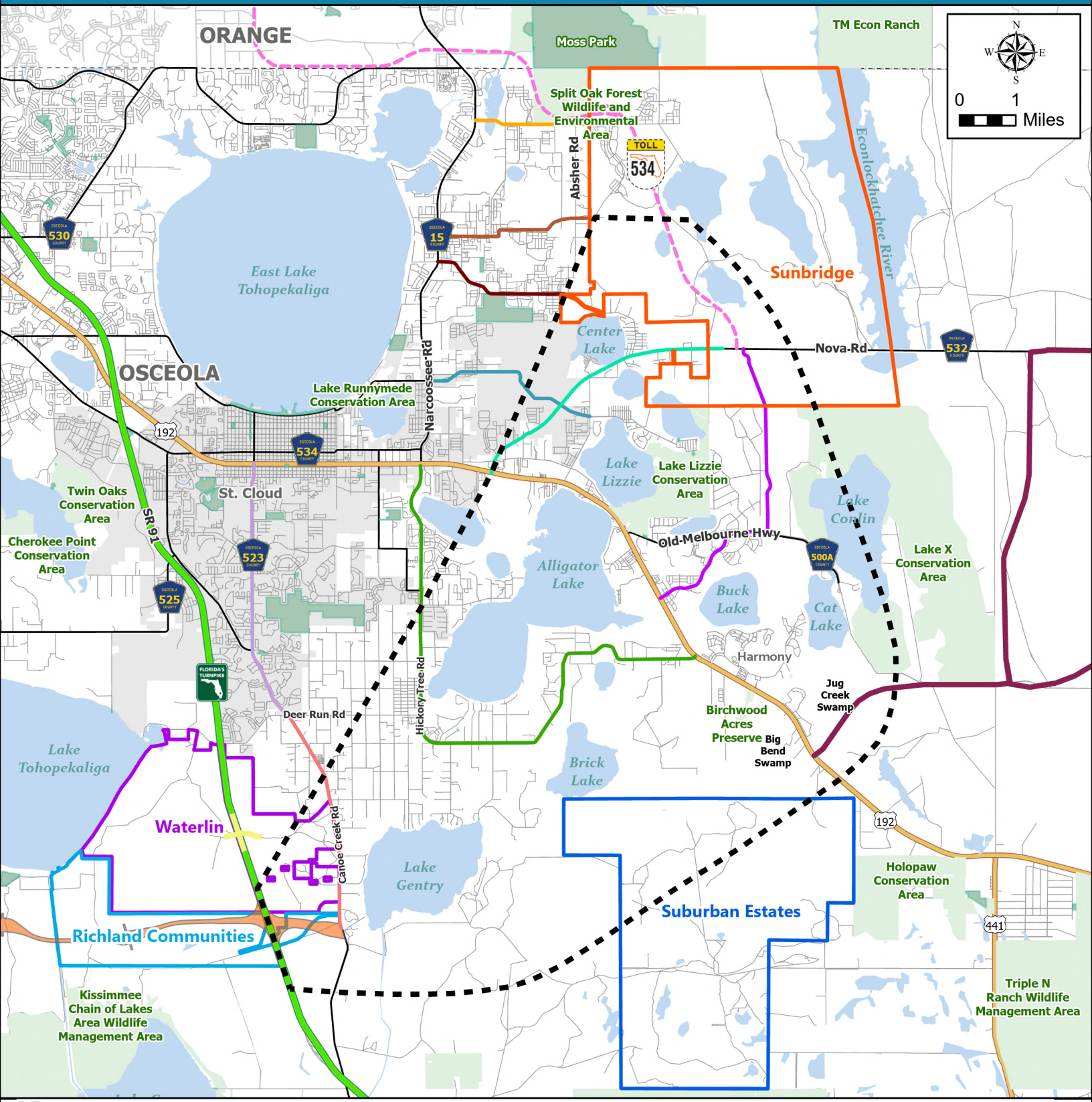
Figure 1.3: Related Projects in the Vicinity of the Project Area



- Study Area
- Public Lands and Conservation Areas
- Parks and Recreation
- City of St. Cloud
- County Boundaries
- SR 534
- Turnpike Widening
- Turnpike/Waterlin Interchange
- Sunbridge Parkway Extension
- Cyrils Drive Improvements
- Jack Brack Road Widening
- Jones Road Widening
- Bass Highway/Nova Connector
- Nova Road Widening
- Hickory Tree Road Widening
- Canoe Creek Road Widening
- Canoe Creek PD&E Phase 2
- NECEE CF&M Alternatives
- Southport Connector Expressway

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

2.0 Purpose and Need

The purpose and need for a project provides the basis for developing, considering, evaluating, and eliminating alternatives while also shaping the alternatives considered and assisting with the identification of reasonable and feasible alternatives. The need aspect lays the foundation and basis of a proposed project while the project purpose presents a concise statement of why the project is being proposed to address the need. The range of alternatives considered for any proposed action must address the purpose and need. An alternative that does not meet the purpose and need is, by definition, unreasonable, and should be eliminated in the alternatives screening process.

2.1. Purpose

The purpose of the SR 515 Northeast Connector Expressway Phase 2 is to provide additional traffic capacity and enhanced mobility within northeast Osceola County. The SR 515 Northeast Connector Expressway Phase 2 will provide additional east-west regional connectivity and provide system linkage to interregional transportation systems such as Florida's Turnpike, Interstate 4 (I-4) and future planned expressways identified in the CFX 2045 Master Plan adopted in December 2022, including the SR 534 and the Southport Connector Expressway (SR 538). The proposed project will also address anticipated future traffic needs, enhance evacuation and emergency efficiency, and support socioeconomic growth and planned development within Osceola County's designated urban growth boundary.

2.2. Need

The need for the project is to provide system linkage and regional connectivity, meet social and economic needs, provide additional transportation capacity, achieve consistency with transportation plans, provide multimodal opportunities, and improve safety and evacuation routes. Additionally, the East Central Florida Corridor Task Force Report recommended continuing the project development process for the SR 515 Northeast Connector Expressway Phase 2. The following sections describe the need for the project in more detail.

System Linkage

System linkage is defined as linking two or more existing transportation facilities or types of modal facilities between geographic areas or regional traffic generators. Preceding the CFX 2040 Master Plan, the OCX Master Plan (adopted May 8, 2012) included the Northeast Connector Expressway among the other proposed limited access expressways planned for Osceola County. In December 2018, following the culmination of OCX, CFX included these projects into their 2040 Master Plan.

Connecting to I-4 at CR 532 near the communities of Champions Gate and Reunion on the southwest side of Orlando, the planned regional beltway will extend southeasterly through Poinciana, continue south of Lake Toho, connect to Florida's Turnpike with a systems interchange, pass southeast of St. Cloud, and ultimately connect to SR 417 (Central Florida GreeneWay). The SR 515 Northeast Connector Expressway Phase 2 comprises the segment which connects from the Florida's Turnpike systems interchange (and the future Southport Connector Expressway (SR 538)) south of the City of St. Cloud, extending northeastward through the Alligator Chain of Lakes and continuing north to the future SR 534 at CR 532/Nova Road.

The planned continuous 60-mile regional beltway is consistent with a December 1, 2014, report completed by the East Central Florida Corridor Task force commissioned by Governor Rick Scott. According to the East Central Florida Corridor Task Force Summary Report, the total population of Brevard, Osceola and Orange counties is projected to nearly double from two to 3.8 million residents over the next 50 years.

The CFX 2040 Master Plan includes this proposed limited access, high-speed toll facility for the purposes of serving northeast Osceola residents and the southern region of the Greater Orlando area.

Regional Connectivity & Mobility

Currently, US 192 is the only existing east-west principal arterial corridor serving northeast Osceola County, and there are no existing north-south principal arterial corridors in the area. This means that many commuters in the area, and a large part of the regional traffic passing through the area will need to use local and county roads for access between Florida's Turnpike and SR 534.

According to the 2022 American Community Survey (ACS), the average commute time for Osceola County residents is 35 minutes, compared to an average of 28 minutes for the State of Florida. According to the Florida Department of Economic Opportunity (FDEO), of the 93,035 people who are employed in Osceola County, 60.0% are workers who live outside Osceola County and commute into the county. Of the 162,016 workers who live within Osceola County, 77.1% are residents who work outside the county. These statistics indicate high levels of commuter traffic, for which an improved regional transportation network is needed to provide northeast Osceola County with more reliable access to the greater Orlando area and surrounding counties.

Capacity

The SR 515 Northeast Connector Expressway Phase 2 project is needed to meet anticipated additional roadway capacity needs in the study area and distribute local and regional trips.

Transportation Demand

Osceola County conducted the Southeast Area Transportation Study (SEATS) in 2023 to identify roadway network needs in northeast Osceola County through 2045. The SEATS analysis concluded that a four-lane expressway is a roadway network priority within the northeast Osceola County roadway network by 2040. These needs were determined based on the analysis of projected population and traffic growth, as well as the projected trip generation of 12 initial Mixed-Use District developments. There are approximately 18 additional planned developments in the study area, many of which are already under construction.

Social Demands and Economic Development

The existing land use in the study area is mostly agricultural and timberland in the southern part of the study area, with large residential land use areas in the northern and western parts of the study area, as well as north of Lake Gentry. There are also numerous planned developments throughout the study area.

Recent US Census data indicates that Osceola County continues to be the fastest growing county in the Central Florida region, with 3.4% population growth between 2022 and 2023 (424,946 to 439,225). Medium level population forecasts from the Bureau of Economic and Business Research (BEBR) show a 58% population increase is anticipated by 2050, from an estimated population of 439,225 in 2023 to 695,000 in 2050. According to the US Bureau of Labor Statistics, Osceola County had the second highest increase in employment percentage (2.8%) from 2022 to 2023. The FDEO anticipates this growth continuing, with the employment percentage increasing by 9.7% by 2031 in the Central Florida Region.

Multimodal Opportunities

Policy objectives within the Osceola County Comprehensive Plan indicate a desire to accommodate and provide multi-modal transportation options. These objectives establish a commitment to planning and supporting multimodal corridors, bicycle and pedestrian networks, and transit through highly connected, gridded street networks. Currently, the regional corridors (Florida's Turnpike and US 192) within the study area do not contain any notable multimodal accommodations. There are no documented freight or

intermodal logistics centers present within the study area. Alternatives for the proposed expressway may be developed to accommodate multimodal facilities as part of this study.

Safety

The East Central Florida Corridor Task Force expressed concern over the region's ability to support effective evacuation and response during extreme weather events and other emergencies. The SR 515 Northeast Connector Expressway Phase 2 project will provide an enhanced evacuation route during emergency evacuations.

The Florida Division of Emergency Management (FDEM) identified I-4, Florida's Turnpike and SR 528 as significant evacuation routes in the region. Nova Road is also a critical evacuation route in the study area. The SR 515 Northeast Connector Expressway Phase 2 project would provide a direct connection to Florida's Turnpike, an indirect connection to SR 528 via the Northeast Connector Expressway Phase 1 (SR 534) and SR 417, and a direct connection to Nova Road. Therefore, the Northeast Connector Expressway will enhance emergency evacuation in the study area.

3.0 Tier 1 Alternative Corridor Evaluation

3.1. Tier 1 Alternative Corridor Development

The Tier 1 corridor analysis began with a review of the five CF&M alternatives that were recommended to advance for ACE during the PD&E Study. Refinements to each of the CF&M alternatives were considered, along with the addition of two alternatives, and a variety of social, cultural, natural, and physical resources were identified and evaluated. This section provides details of the Tier 1 ACE. The No-Build Alternative will also be evaluated throughout the study.

3.1.1. Tier 1 Corridor Refinement

The five CF&M alternatives (**Figure ES-3**, presented previously) are called Corridor A through Corridor E for the Tier 1 evaluation. Minor refinements to the five CF&M alternatives were made to address current design criteria. After the CF&M Study was completed, substantial land use changes occurred within the study area. The existing conditions within the study area were thoroughly evaluated and documented in the Existing Conditions Technical Memorandum (October 2024) prepared for the PD&E Study. A variety of environmental resources and physical constraints were identified within this study area including existing residential areas, roads, water resources, wetlands, and floodplains. Based on significant land use changes in the study area since the CF&M, two additional alternative corridors (Corridor F and Corridor G) were developed as part of the Tier 1 corridor evaluation process, for a total of seven Tier 1 corridors.

Corridor F was created based on refinements to CF&M Corridor C. Between Lake Gentry and Brick Lake, an eastward shift of the alignment eliminated anticipated impacts to the recently permitted residential development, Triple H Ranch. East of US 192, Corridor F was shifted north of Old Melbourne Highway, as compared to south of Old Melbourne Highway for Corridor C. This resulted in less impacts to the proposed developments south of Old Melbourne Highway and reduced potential residential impacts. Between Old Melbourne Highway and Nova Road, Corridor F was shifted west compared to Corridor C, which resulted in reduced wetlands and floodplains impacts.

Corridor G was created based on refinements to CF&M Corridor E. East of Lake Gentry, the alignment was shifted north and west to reduce impacts to the Suburban Estates parcels and recreation areas. Between US 192 and Lake Conlin, Corridor G was shifted east slightly compared to Corridor E, which resulted in reduced wetlands impacts and eliminated anticipated impacts to the Galt's Landing residential community and the Lake X Airstrip. Between Lake Conlin and Nova Road, Corridor G was shifted east compared to Corridor E, which resulted in reduced wetlands and floodplains impacts, and avoided a crossing of Old Melbourne Highway.

The geometric refinements and increase from five corridors to seven corridors maintain consistency of the same connection points on the west end at the Florida's Turnpike and terminating at the same location north of the proposed interchange with SR 534/Nova Road.

3.1.2. Data Collection

Data used to evaluate social, cultural, natural, and physical environmental impacts for each potential corridor was derived from various geographic information system (GIS) datasets within the Florida Geographical Data Library (FGDL), the South Florida Water Management District (SFWMD), the Florida Department of Environmental Protection (FDEP), the Florida Natural Area Inventory (FNAI), the Federal Emergency Management Agency (FEMA), the Florida Fish and Wildlife Conservation Commission (FWC) and Osceola County. Aerial interpretation and literature reviews were performed to verify key project corridor constraints. **Table 3.1** lists GIS data layers used in the analyses of the project area.

Table 3.1: GIS Data Information (Tier 1 Analysis)

GIS Layer	Source	Year
Physical		
Contamination Sites (Medium and High Risk Sites)	FDEP	2024
Major Utility Conflicts	Available Design Plans	2024
Cultural		
Public Recreation Lands	FGDL	2024
Historic Resources	SHPO	2024
Historic Linear Resources (Canals/Highways/Railroads)	SHPO	2024
Archaeological Resources	FMSF	2024
Natural		
Floodplain Involvement (100 Year Floodplain)	FEMA	2022
Canals / Regulated Floodways	SFWMD	2024
Wetlands (non-forested and forested)	SFWMD	2018
Species Habitat and Occurrence (Federal and State Listed Species)	FWC & USFWS	2018-2024
Conservation Lands	FNAI	2024
Regulatory Conservation Easements	SFWMD	2023
Florida Wildlife Corridor	UF	2021
Florida Forever Priority Projects	FNAI	2023
Social		
Existing Land Use	Osceola County	2024
Planned Developments	Osceola County	2024
Community Facilities	FDEP, Osceola County, FGDL, USGS, Aerial imagery interpretation	2024

3.1.3. Land Suitability Mapping

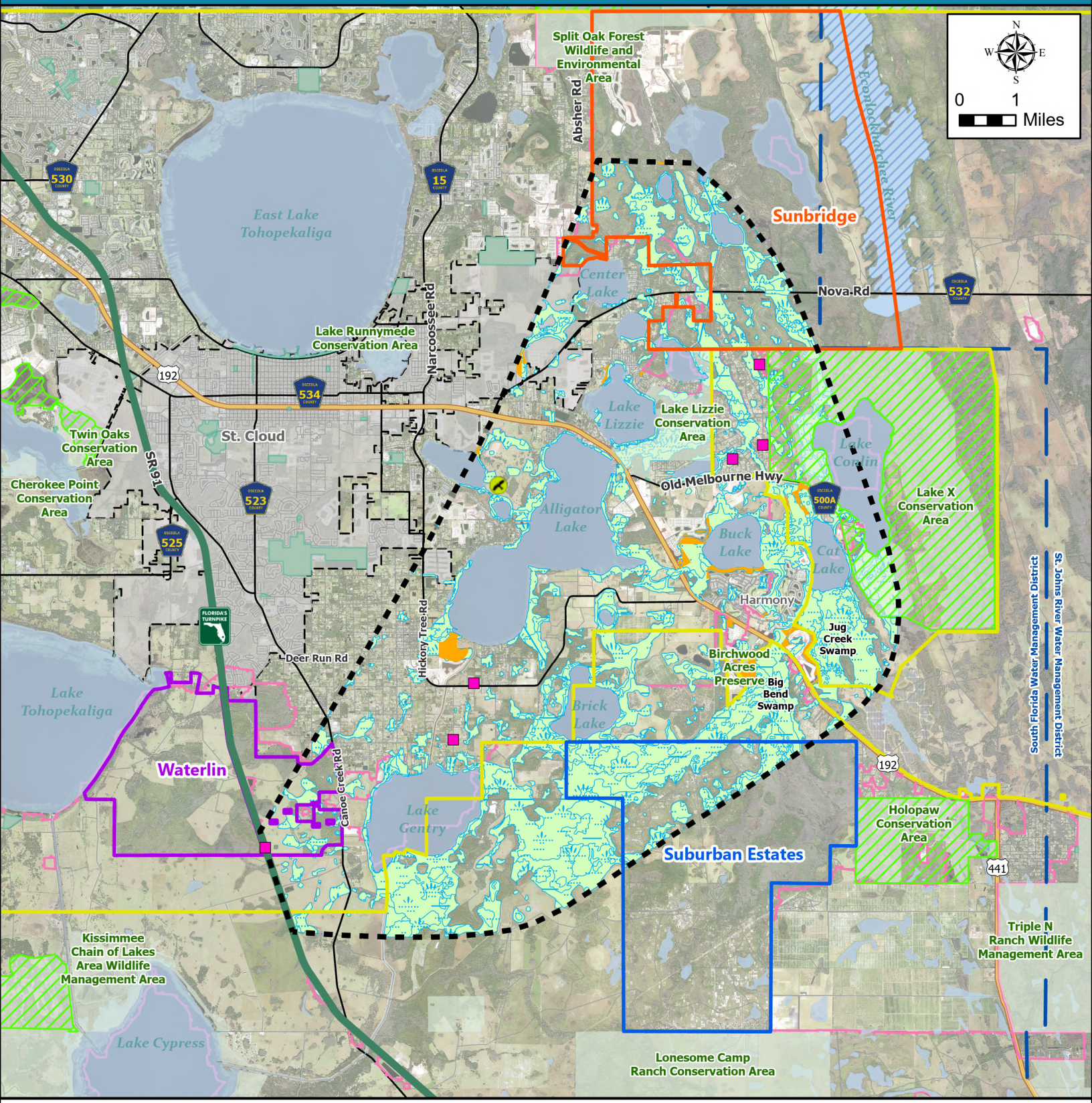
Land Suitability Mapping (LSM) was used to identify corridors within the study area that meet the criteria established in the project's purpose and need. GIS data was used to locate and map potential areas of concern within the project area including existing and future land uses, schools, major infrastructure, public lands, historic and archaeological sites, recreational areas, conservation lands and easements, mitigation banks, wetlands, floodplains, Florida Forever priority acquisition areas, the Florida Wildlife Corridor, and federally and state-listed wildlife habitat. These maps were used to further refine corridor alternatives to avoid or minimize impacts on sensitive environmental and social resources. The LSM maps used for the Tier 1 corridor evaluation can be found on **Figure 3.1** and **Figure 3.2**.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 3.1: Environmental Constraints (Tier 1 Analysis)

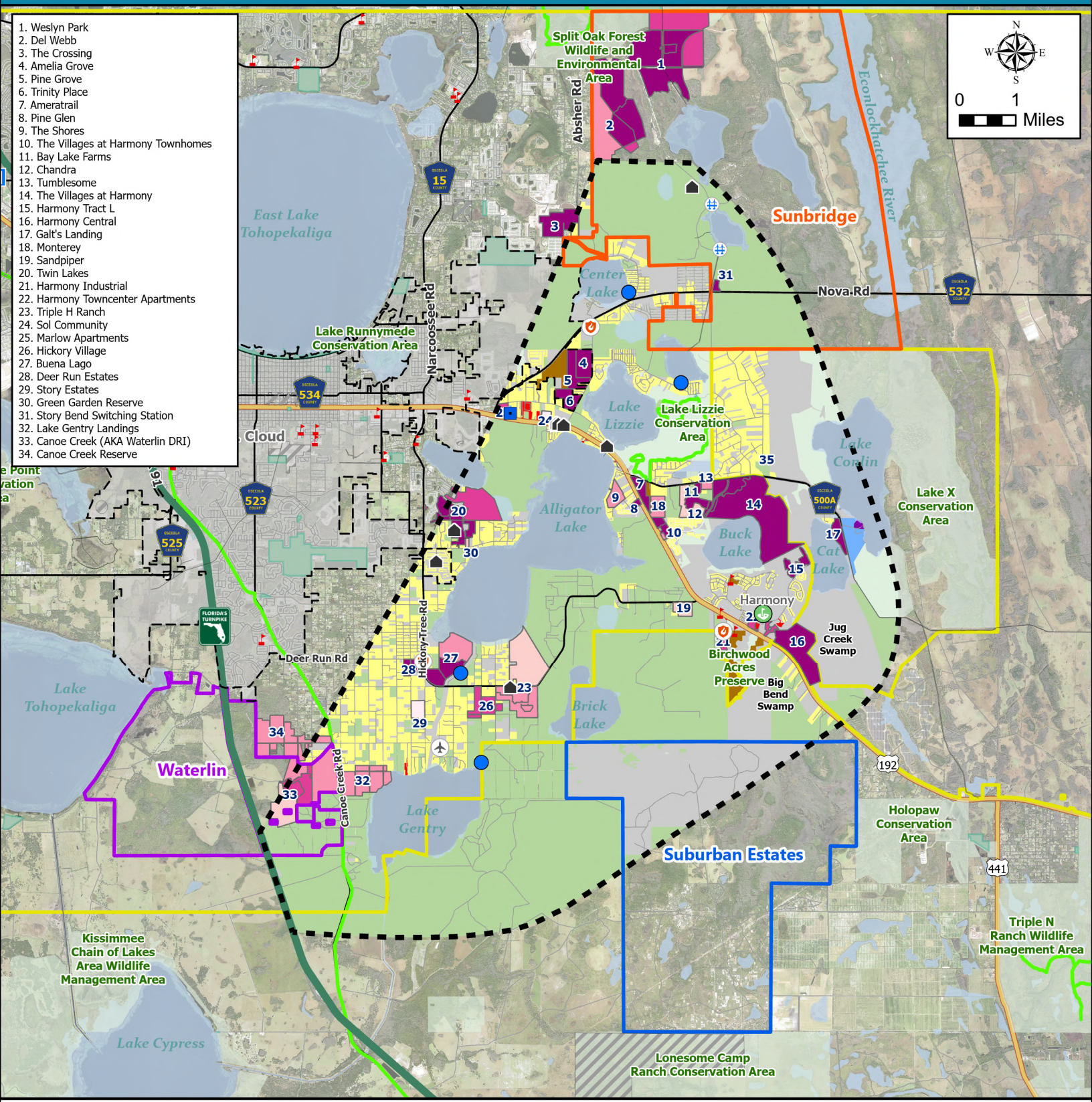


- Study Area
- Osceola County Urban Growth Boundary
- Water Management District Boundaries
- Florida Wildlife Corridor
- Parks and Recreation
- Public Lands and Conservation Areas
- Wetlands
- SFWMD Conservation Easements Associated with Individual Permits
- Mitigation Bank Holdings
- Outstanding Florida Waters
- Potentially Active Eagle Nest
- Black Bear Related Calls/Incidents

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL, FWC, FNAI

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2
Project Development & Environment (PD&E) Study
CFX Project No. 599-247
Figure 3.2: Sociocultural Constraints (Tier 1 Analysis)



Study Area
Osceola County Urban Growth Boundary
Parks and Recreation
Trails
Golf Course
Boat Ramps

Fire and Rescue Stations
Private Airstrip
Schools
Hospitals
Places of Worship

SHPO Resources
Structures
Bridges
Resource Groups
Sites in PS Approval Stage
Sites with PS Permit
Sites Pending SDP Permit

Sites with SDP Permits
Sites Under Construction

Existing Land Use (2024)
Residential
Commercial
Agricultural
Conservation
Governmental
Industrial
Institutional
Utilities and Rights-of-Way
Undeveloped

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

3.1.4. Geometric Design

Following the LSM process, geometric constraints and design criteria were used in the final refinement of the corridor alternatives to ensure constructability while avoiding and minimizing impacts environmental resources. Design criteria as defined in the 2024 Florida Design Manual (FDM) was used in the development of the alternative corridors and is shown in **Table 3.2 – Table 3.6**.

Table 3.2: Design Control List

Category	Design Standard	Sources
Design Year	2050	Selected by Study
Functional Classification	Limited Access Facility (Interstate) Arterials and Collectors	CFX Design Guidelines 200.1/ FDM Table 200.2.1
Design Vehicle Limited Access Facilities Arterials and Collectors Ramps Shared Use Path	 70 mph 25-70 mph 30-50 mph 18-30 mph	 FDM Table 201.5.1/Context Classification Guide FDM Table 201.5.2 FDM 224.9
Design Vehicle	WB-62FL	FDM 201.6

Table 3.3: Design Criteria for Typical Section

Category	Design Standard				Sources
Median Width Interstate (without barrier) Interstate (with barrier) Arterials	 106 ft. 26-50 ft. 15.5-40 ft.				 CFX Design Guidelines 211.3 FDM Table 211.3.1 FDM Table 210.3.1
Lane Width					
Interstate	12 ft.				FDM 211.2
Ramp (One Lane)	15 ft.				FDM 211.2.1
Ramp (Two Lane)	24 ft.				FDM 211.2.1
Ramp (Turning Roadway)	Case dependent				
Arterials	10-12 ft.				FDM Table 210.2.1
Collector/Service Road	10-12 ft.				FDM Table 210.2.1
Bike Lane	7 ft. (buffered)				FDM 223.2.1.1
Shared Use Path	12 ft.				FDM 224.4
Shoulder Width	Outside/Rt.		Inside/Lt.		
	Total (ft.)	Paved (ft.)	Total (ft.)	Paved (ft.)	
Interstate (2 Lanes)	14	12	14	12	CFX Design Guidelines 211.4
Interstate (3 Lanes or more)	14	12	14	12	CFX Design Guidelines 211.4
Ramp (One Lane)	6	4	6	2	FDM Table 211.4.1
Ramp (Two Lane)	12	10	8	4	FDM Table 211.4.1
Auxiliary Lane	12	10	8	4	FDM Table 211.4.1
Arterials and Collectors (1 or 2 Lane)	10	5	8	4	FDM Table 210.4.1
Arterial and Collector (3 or more Lanes)	10	5	10	4	FDM Table 210.4.1

Category	Design Standard		Sources
Bridge Shoulder Width	Outside/Rt.	Inside/Lt.	
Bridge (Two Lane)	12 ft.	12 ft.	CFX Design Guidelines 260.1.1
Bridge (Three Lane or more)	12 ft.	12 ft.	CFX Design Guidelines 260.1.1
Ramp Bridge (One Lane)	6 ft.	6 ft.	FDM 260.3/FDM Figure 260.1.1
Ramp Bridge (Two Lane)	10 ft.	6 ft.	FDM 260.3/FDM Figure 260.1.1
Arterials and Collectors	Case Dependent	Case Dependent	FDM Figure 260.1.1-4
Border Width			
Interstate	88 ft. (94 ft.)		Selected by Study (FDM 211.6)
Ramp	88 ft. (94 ft.)		Selected by Study (FDM 211.6)
Arterials/Collectors	33-40 ft.		FDM Table 210.7.1
Arterials/Collectors (Curbed)	12-35 ft.		FDM Table 210.7.1
Clear Zone (CZ) Width	Travel Lane & Multilane Ramps	Auxiliary Lane & Single Lane Ramps	
Design Speed (mph)	12 ft.	10 ft.	
30 or less	14 ft.	10 ft.	FDM Table 215.2.1
35	18 ft.	10 ft.	
40	24 ft.	14 ft.	
45	24 ft.	14 ft.	
50	30 ft.	18 ft.	
55	36 ft.	24 ft.	
60 or greater	4 ft.		
Shared Use Path			FDM 224.7
Roadside Slopes	Fill Height	Rate	
Front Slope	0-5 ft.	1:6	
	5-10 ft.	1:6 to CZ & 1:4	
	10-20 ft.	1:6 to CZ & 1:3	
	>20 ft.	1:3 with guardrail	CFX Design Guidelines 215.2.6/ FDM Table 215.2.3
Front Slope (Curbed)	All	1:3 not flatter than 1:6	
Back Slope	All	1:4	
Back Slope (Curbed)	All	1:3 not flatter than 1:6	
Transverse Slope	All	1:10 or flatter	
Transverse Slope (Curbed)	All	1:4	
Berm Width			
Guardrail	10 ft. (3 ft. min), 1:10 slope max.		CFX Design Guidelines 215.2.6
Walls (>5 ft.)	10 ft., 1:10 slope max.		FDM 262.1
Cross Slopes			
Travel Way (One Lane)	-0.02 ft./ft.		FDM Figure 211.2.1
Travel Way (Second Lane)	-0.02 ft./ft.		
Auxiliary Lane (Third Lane)	-0.03 ft./ft.		
Shoulders (Inside/Lt.)	-0.05 ft./ft		FDM 211.4.2/FDM Figure 211.4.1
Shoulders (Outside/Rt.)	-0.06 ft./ft		
Bridge Cross Slope (All lanes)	-0.02 ft./ft.		FDM 211.2.2
Shared Use Path/Sidewalk	-0.02 ft./ft.		FDM 224.5
Maximum Lane “Cross-over”			
Design Speed (mph)			
All	4.0% (Between Adjacent Through Lanes) 6.0%		Figure 211.2.1
<35 (Ramp Terminals)	(Between Through Lane and Auxiliary Lane) 5.0%		FDM Table 211.2.2
35 or greater (Ramp Terminals)	(Between Through Lane and Auxiliary Lane)		

Table 3.4: Design Criteria for Horizontal Alignment

Category	Design Standard		Sources
Maximum Deflection without a Horizontal Curve			
Design Speed (mph)			
40 or less	2˚00'00"		FDM 210.8.1/FDM 211.7.1
45 (with Curb)	1˚00'00"		FDM 210.8.1
45 or greater	0˚45'00"		FDM 210.8.1/FDM 211.7.1
Horizontal Curve Length	Desirable	Minimum	
Interstate	30V	15V	FDM 211.7.2/FDM Table 211.7.1
Ramps	30V	400 ft.-15V	FDM Table 211.7.1
Arterials/Collectors	30V	400 ft.	FDM 210.8.2/FDM Table 210.8.1
Minimum Stopping Sight Distance (+/-2%)			
Design Speed (mph)	Distance (ft.)		
25	155		
30	200		
35	250		FDM Table 210.11.1
40	305		
45	360		
50	425		
55	495		
60	570		
65	645		
70	730		
Interstate Only			
50	495		
55	570		
60	645		FDM Table 211.10.1
65	730		
70	820		
Superelevation Transition			
Design Speed (mph) 45 or less 50 or greater	 e max = 0.05 (100 ft. min length on curve) e max = 0.10 (200 ft. min length on curve)		 FDM 210.9/FDM 211.8 FDM Table 210.9.1/FDM Table 210.9.2
Tangent Curve	80% (50% min.) 20% (50% max.)		FDM 210.9.1
Superelevation Transition	1-2 Lanes	3 Lanes	
Rates			
e max = 0.05			
Design Speed (mph)			
25-35	1:100	1:100	FDM Table 210.9.3
40	1:125	1:125	
45	1:150	1:150	
e max = 0.10			
Design Speed (mph)			
25-40	1:175	N/A	
45-50	1:200	1:160	
55-60	1:225	1:180	
65-70	1:250	1:200	

Table 3.5: Design Criteria for Vertical Alignment

Category	Design Standard		Sources
Maximum Longitudinal Grade	LA Facility	Ramps	
Design Speed (mph)			
25	N/A	7%	FDM Table 211.9.1
30	N/A	7%	
35	N/A	6%	
40	N/A	6%	
45	N/A	5%	
50	4%	5%	
55	4%	4%	
60	3%	4%	
65	3%	3%	
70	3%	3%	
Shared Use Path	5%	5%	FDM 224.6
Minimum VPI Distance Interstate Curbed Roadways	5 x Design Speed 250 ft.		CFX Design Guidelines 211.9.1/ FDM 210.10.1.1
Maximum Change in Grade without Vertical Curve			
Design Speed (mph)			
25-30	1.00%		FDM Table 210.10.2
35	0.90%		
40	0.80%		
45	0.70%		
50	0.60%		
55	0.50%		
60	0.40%		
65	0.30%		
70	0.20%		
K Values for Vertical Curves	Sag Curve	Crest Curve	
Interstate			
Design Speed (mph)			
50	115	185	FDM Table 211.9.2
55	136	245	
60	157	313	
65	181	401	
70	206	506	
Arterials/Collectors/Ramps			
Design Speed (mph)			
25	26	19	FDM Table 211.9.2/FDM Table 210.10.3
30	37	31	
35	49	47	
40	64	70	
45	79	98	
50	96	136	
55	115	185	
60	136	245	
65	157	313	
70	181	401	

Category	Design Standard			Sources
Minimum Vertical Curve Length	Sag Curve (ft.)	Crest Curve (Open Highway)	Crest Curve (Interchange)	
Interstate				
Design Speed (50-70 mph)	800 ft.	1,000 ft.	1,800 ft.	FDM Table 211.9.3
Arterials/Collectors/Ramps				
Design Speed (mph)	75 ft.	75 ft.		
25	90 ft.	90 ft.		FDM Table 210.10.4/FDM Table 211.9.3
30	105 ft.	105 ft.		
35	120 ft.	120 ft.		
40	135 ft.	135 ft.		
45	200 ft.	300 ft.		
50	250 ft.	350 ft.		
55	300 ft.	400 ft.		
60	350 ft.	450 ft.		
65	400 ft	500 ft.		
70				
Minimum Vertical Clearance				
Over Roadway	16.5 ft.			FDM Table 260.6.1
Over Railroad	23.5 ft.			FDM Table 260.6.1
Toll Plaza Signing/DMS	19.5 ft.			CFX Design Guidelines 210.10.3/FDM 210.10.3
Sign Over Roadway	17.5 ft.			FDM 210.10.3
Shared Use Path	10 ft.			FDM 224.8
Over Regulated/Controlled	6 ft.			FDM 260.8.1
Lakes and Canals				
Base Clearance	1-3 ft.			FDM 210.10.3

Table 3.6: Other Design Criteria

Category	Design Standard		Sources
Lane Taper Length	Length (ft.)		
Design Speed (mph)			FDM 211.2.4/FDM 210.2.5
40 or less	L=(W*S^2)/60		
45 or greater	L=W*S		
Ramp Connection Spacing	LA Facility Length (ft.)	C-D Road Length (ft.)	
On-On Off-Off Off-On Turning Roadways On-Off (weaving)	1,000 ft. 1,000 ft 500 ft. 800 ft. (System) 2,000-1,600 ft.	800 ft. 800 ft. 400 ft. 600 ft. (Service) 1,600-1,000 ft.	FDM Figure 211.12.1
Ramp Terminal Types Single Lane Exit Terminal (Desired) Exit Terminal (High Volume) Entrance Terminals	Taper Type Design Parallel Type Design (25:1 Taper Rate) Parallel Type Design (1,200 ft. + Taper Length)		CFX Design Guidelines 211.13
Limited Access ROW Limits Desired Constrained Rural Constrained Urban Constrained Crossroad overpass (no interchange)	1,320 ft. 300 ft. (min.) 100 ft. (min.) 200 ft.		FDM 211.15

3.2. Tier 1 Alternative Corridors Considered

The Tier 1 corridors identified for evaluation are shown in **Figure ES-4** in the Executive Summary and were evaluated using the CFX standard new location 330-foot-wide typical section shown in **Figure 3.3**. The typical section includes a 106-foot-wide median, four 12-foot-wide travel lanes, and 88-foot-wide borders for consistency with the adjacent CFX projects including the Southport Connector Expressway (SR 538) to the west and the SR 534 Extension north of Nova Road. This typical section allows for a multimodal corridor and future expansion. Below are descriptions of the seven Tier 1 corridors.

Corridor A begins at a proposed interchange with Florida's Turnpike and traverses in a northeasterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in a northeasterly direction to the west and north of Lake Gentry and crosses Hickory Tree Road (CR 534). It then continues in a northerly direction east of Hickory Tree Road (CR 534) and west of Alligator Lake. Corridor A crosses Alligator Lake Road and then traverses northeast to a proposed interchange with US 192 (SR 500) east of Nova Road (CR 532). It then crosses Nova Road (CR 532) and continues north of Center Lake to a proposed interchange with the SR 534 Extension.

Corridor B begins at a proposed interchange with Florida's Turnpike and traverses in a northeasterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in a northeasterly direction, west and north of Lake Gentry and crosses the C-33 canal. It then continues in a northeasterly direction east of Alligator Lake and north of Buck Lake and crosses Hickory Tree Road (CR 534). Corridor B

continues north to a proposed interchange with US 192 (SR 500) just east of the US 192/Breezy Pine Road intersection. North of US 192, Corridor B continues in an easterly direction south of Old Melbourne Highway (CR 500A) and then turns in a northerly direction west of Lake Conlin. It continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

Corridor C begins at a proposed interchange with Florida's Turnpike and traverses in an easterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in an easterly direction, south of Lake Gentry, and crosses the C-34 canal. It then continues in a northeasterly direction north of Buck Lake and crosses Hickory Tree Road (CR 534). Corridor C continues north to a proposed interchange with US 192 (SR 500) just east of the US 192/Breezy Pine Road intersection. North of US 192, Corridor C continues in an easterly direction south of Old Melbourne Highway (CR 500A) and then turns in a northerly direction west of Lake Conlin. It continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

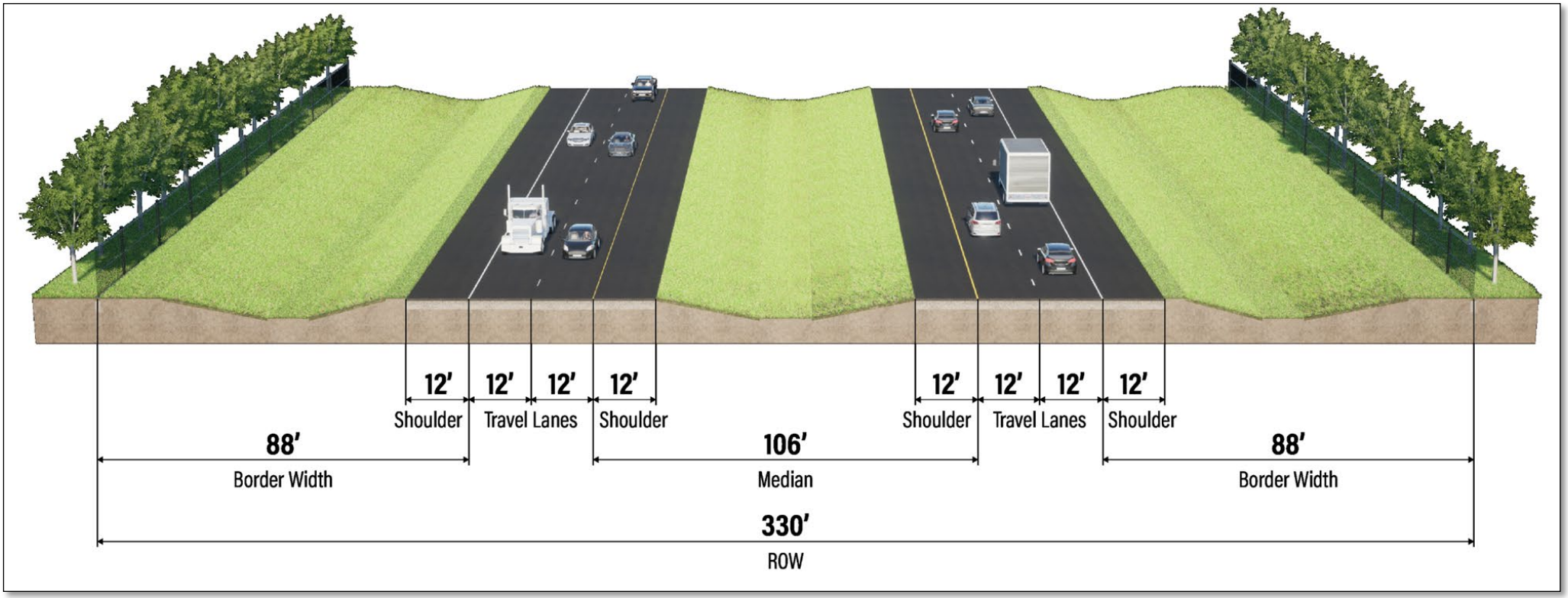
Corridor D begins at a proposed interchange with Florida's Turnpike and traverses in an easterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in an easterly direction, south of Lake Gentry, and crosses the C-34 canal. It then continues in a northeasterly direction south of Buck Lake through Suburban Estates. Corridor D continues in a northerly direction to a proposed interchange with US 192 (SR 500) just east of the US 192/Breezy Pine Road intersection. Corridor D continues in an easterly direction south of Old Melbourne Highway (CR 500A) and then turns in a northerly direction west of Lake Conlin. It continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

Corridor E begins at a proposed interchange with Florida's Turnpike and traverses in an easterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in an easterly direction, south of Lake Gentry, and crosses the C-34 canal. It then continues in a northeasterly direction south of Buck Lake through Suburban Estates to a proposed interchange with US 192 (SR 500) east of the Harmony community. Corridor E continues in a northerly direction between Cat Lake and Lake Conlin and continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

Corridor F is a minor refinement of Corridor C to avoid impacts to recently permitted residential developments. It begins at a proposed interchange with Florida's Turnpike and traverses in an easterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in an easterly direction, south of Lake Gentry, and crosses the C-34 canal. It then continues in a northeasterly direction east of Corridor C and north of Buck Lake and crosses Hickory Tree Road (CR 534). Corridor F continues north to a proposed interchange with US 192 (SR 500) just east of the US 192/Breezy Pine Road intersection. North of US 192, Corridor F continues in an easterly direction north of Old Melbourne Highway (CR 500A) and then turns in a northerly direction west of Lake Conlin. It continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

Corridor G is a refinement of Corridor E to avoid or minimize impacts to Suburban Estates and the Galt's Landing residential community west of Old Melbourne Highway. It begins at a proposed interchange with Florida's Turnpike and traverses in an easterly direction to a proposed interchange with Canoe Creek Road (CR 523). It continues in an easterly direction, south of Lake Gentry, and crosses the C-34 canal. It then continues in a northeasterly direction south of Buck Lake along the northern boundary of Suburban Estates to a proposed interchange with US 192 (SR 500) east of the Harmony community. Corridor G continues in a northerly direction between Cat Lake and Lake Conlin just east of Corridor E and continues in a northwesterly direction to a proposed interchange with Nova Road (CR 532) at SR 534.

Figure 3.3: SR 515 Northeast Connector Expressway Phase 2 Mainline Typical Section



3.3. Tier 1 Alternative Corridor Evaluation Results

The Tier 1 corridor alternatives were evaluated using project-specific criteria to provide an equal comparison of alternatives. The factors used for the evaluation included the potential direct and indirect impacts on the environment, engineering considerations including preliminary costs, a narrative assessment of the corridors, an inventory of resources affecting each of the proposed alternatives, and agency/public input. Detailed descriptions of these factors are provided in this section.

3.3.1. Corridor Design Evaluation

The corridor design analysis was based on the 330-foot-wide corridor footprint and did not include potential interchange footprints. The length of each corridor was measured to calculate the proposed ROW acreage for each corridor.

3.3.2. Potential Environmental Impacts

The potential direct and indirect impacts on the environment have been considered for each of the Tier 1 alternative corridors. **Table 3.7** provides quantifiable values and a comparative evaluation of the potential physical, cultural, and natural resource impacts for each corridor.

3.3.2.1. Physical Resources

Potential contamination concerns were identified and mapped (**Figure 3.4**) by performing a desktop analysis and utilizing aerial photographs, a U.S. Geological Survey (USGS) Quadrangle Map of Ashton, St. Cloud South, Narcoossee and Holopaw SW, Florida, the Natural Resources Conservation Service (NRCS) Soil Survey and FDEP's Map Direct website. These concerns include cattle grazing operations that may have incorporated cattle dip vats and cattle pens/barns (arsenic/pesticides), citrus groves (herbicides/pesticides/heating oil), fuel tank sites, release of petroleum products at road sites, hazardous material handlers, and agricultural/active farm sites.

3.3.2.2. Cultural Resources

A desktop analysis was conducted to identify and map (**Figure 3.5**) potential cultural resources and previously recorded historic properties that are listed, or may be eligible for listing, in the National Register of Historic Places (NRHP). The Florida Master Site File (FMSF) database was reviewed for any previous surveys or previously recorded resources. Archaeological site probability was evaluated based on various environmental conditions demonstrated to be reliable indicators for past human occupation, including topography, soil drainage, distance to water, and prior disturbance.

3.3.2.3. Natural Resources

The Tier 1 natural resource involvement was determined based on available GIS data. No protected species surveys, cultural resource surveys, or wetland delineation were conducted as part of the Tier 1 analysis.

Literature reviews and agency database searches were conducted to identify and map (**Figure 3.6**) federal and state protected species occurring or potentially occurring within the study area. SFWMD Florida Land Use Cover and Forms Classification System (FLUCFCS) was reviewed to determine habitat types occurring within and adjacent to the project corridor. Numerous state- and federally-listed species are known to occur within the project study area. However, many of these species are habitat generalists (i.e., having habitat requirements that are satisfied by areas that occur within all of the proposed corridors) including the Red- Cockaded Woodpecker (*Picoides borealis*), Florida Scrub Jay (*Aphelocoma coerulescens*), Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*), Everglade Snail Kite (*Rostrhamus sociabilis*

plumbeus), and Audubon's Crested Caracara (*Polyborus plancus audubonii*). The study area is also located within a Wood Stork *(Mycteria americana)* Core Foraging Area. A review of the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Mapper indicated that there is no USFWS designated critical habitat within the study area.

It should be noted that all seven corridors involve SFWMD wetland and surface jurisdictional waters. Based on aerial interpretation and GIS data research, it is anticipated that wetlands within the study area are medium to high quality due to large intact wetland systems being hydrologically connected.

A review of the FNAI Florida Conservation Lands GIS and SFWMD permitting databases were used to identify and quantify acreages of conservation easements or mitigation lands for each corridor. All conservation areas are managed by SFWMD.

Table 3.7: Potential Physical and Environmental Impacts of Tier 1 Corridors

Evaluation Criteria	Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Physical								
Contamination Sites (Medium and High Risk Sites)	No. of Conflicts	4	2	1	1	0	0	0
Cultural Environment Effects								
Public Recreation Lands	Acres	0	0	0	0	0	0	0
Potential Historic Resources	No. of Conflicts	0	2	1	1	1	1	1
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	3	3	3	3	3	3
Potential Archaeological Resources	No. of Resources	1	3	3	3	3	3	3
Natural Environment								
Floodplain Involvement (100 Year Floodplain)	Acres	282	223	304	385	603	315	573
Canals / Regulated Floodways	No. of Conflicts	0	3	3	2	2	3	2
Wetlands (non-forested and forested)	Acres	98	136	198	274	315	196	344
Potential Species Involvement[1] (Federal and State Listed Species)	Low/Medium/ High	Low	Low	Medium	Medium	High	High	High
Conservation Lands[2]	Acres	0	20	20	20	24	4	80
Regulatory Conservation Easements	Acres	3	0	0	0	2	0	0
Florida Wildlife Corridor	Acres	249	406	543	703	892	544	917
Florida Forever Priority Projects[3]	Acres	0	77	228	388	531	247	529

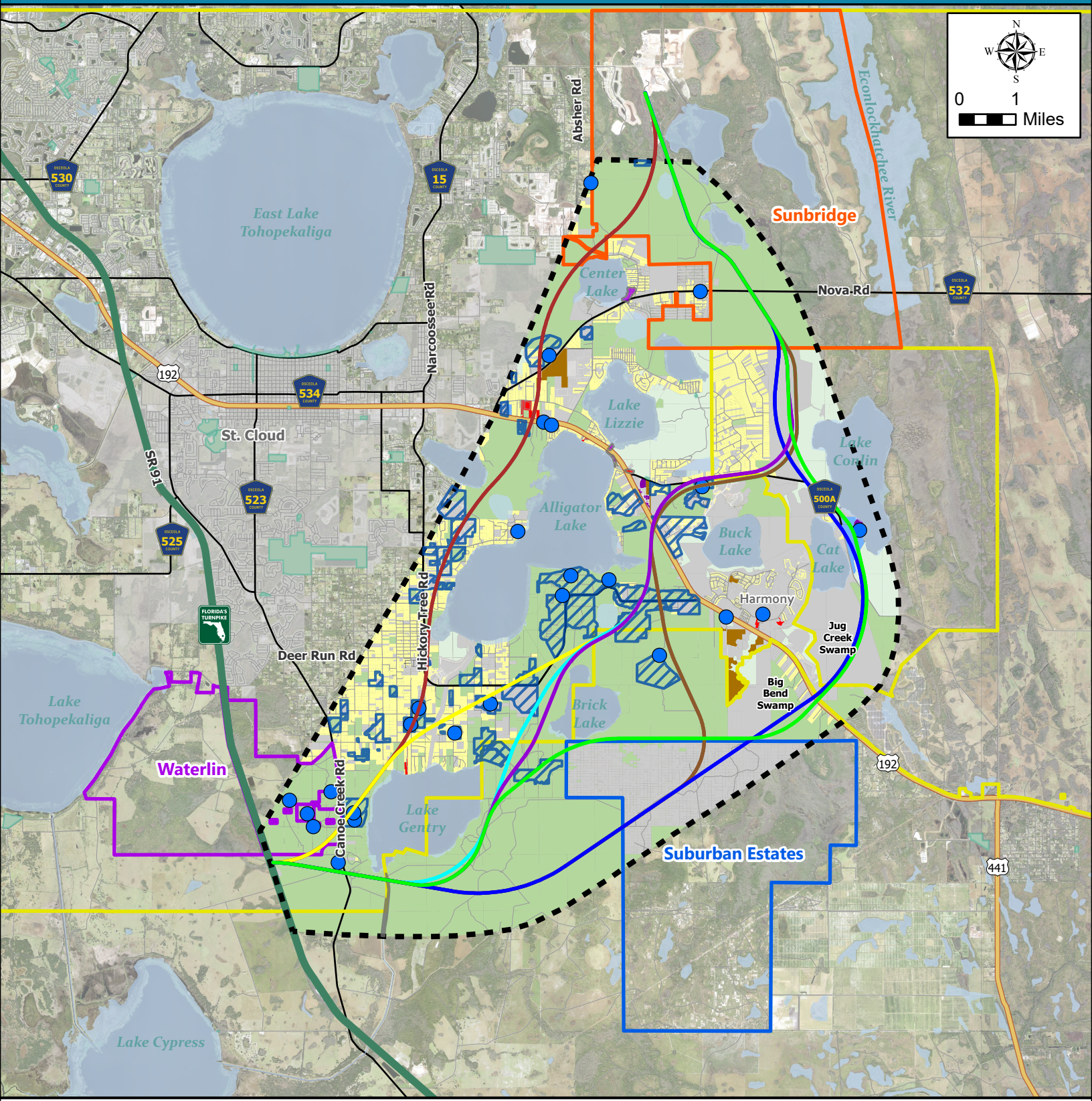
[1] Potential Species Involvement was determined based on a GIS data review of protected species habitat. No protected species surveys were conducted during the Tier 1 Analysis.
[2] Lake X Conservation Area, which is also within a mitigation bank.
3 Value does not include overlap areas designated as mitigation bank.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 3.4: Potential Physical Impacts (Tier 1 Analysis)



Study Area

Osceola County Urban Growth Boundary

Corridor A

Corridor B

Corridor C

Corridor D

Corridor E

Corridor F

Corridor G

Medium Risk Rating Site Location

Areas of Citrus Groves (Medium Risk Rating)

Areas of Arents (Medium Risk Rating)

Areas of Pits (Medium Risk Rating)

Existing Land Use (2024)

Residential

Commercial

Agricultural

Governmental

Industrial

Institutional

Conservation

Utilities and Rights-of-Way

Undeveloped

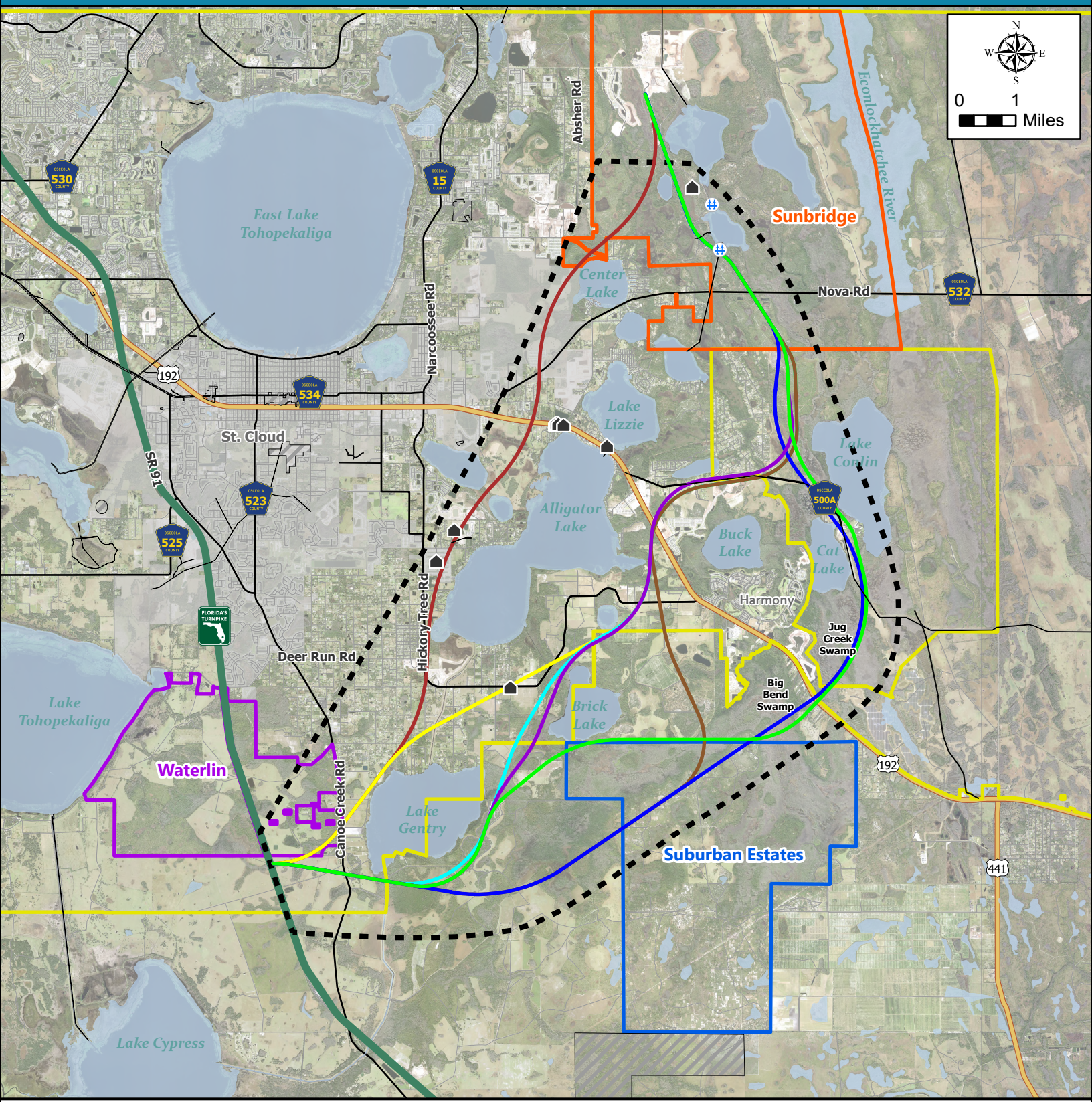
Data Sources: Osceola County, FGIO, US Census, FDOT, USGS, NRCS, FDEP, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 3.5: Potential Cultural Resources Impacts (Tier 1 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Corridor F
- Corridor G

SHPO Resources

- Structures
- Bridges
- Resource Groups

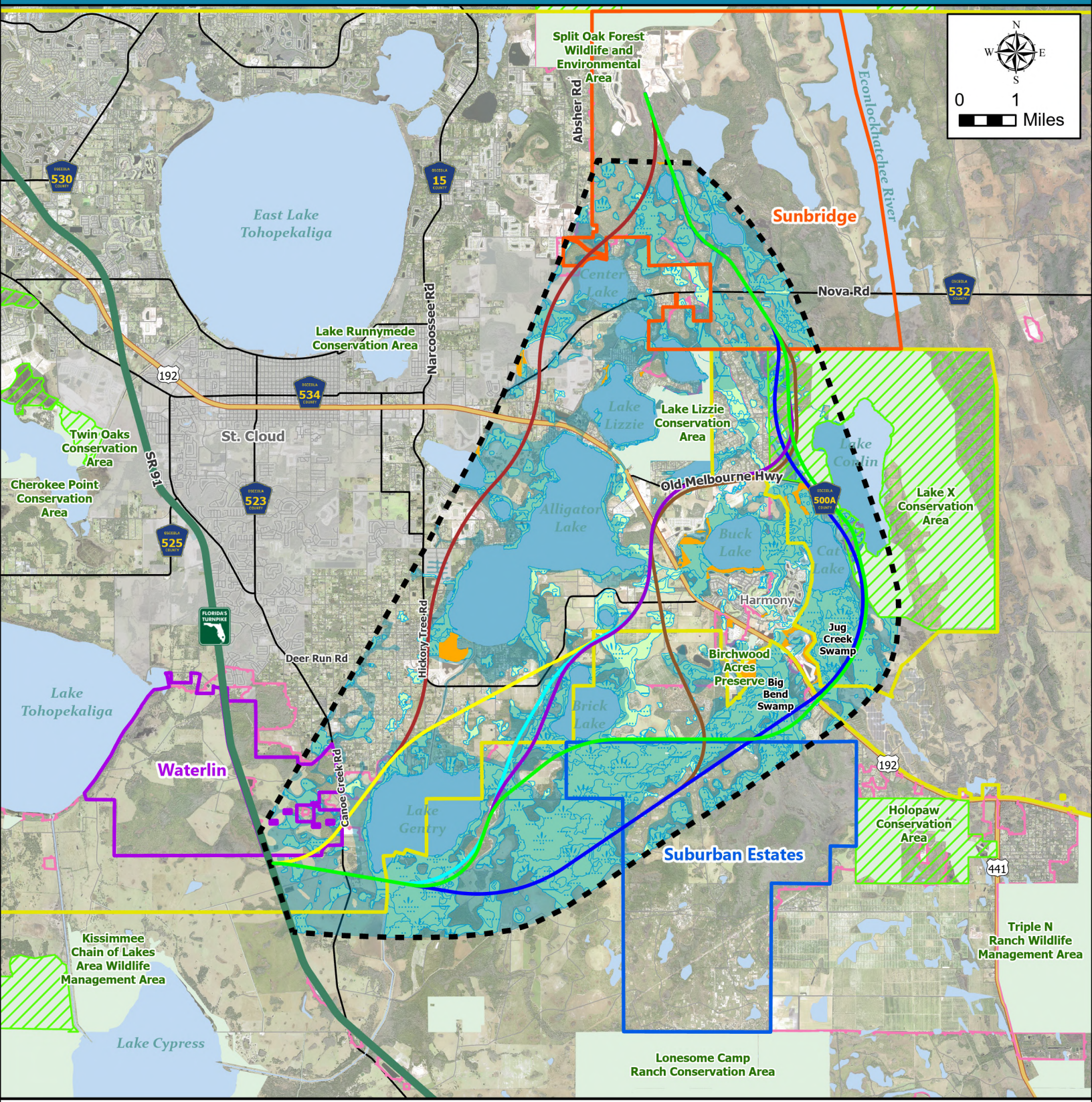
Data Sources: Osceola County, FGIO, US Census, FDOT, FMSF, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 3.6: Potential Natural Resources Impacts (Tier 1 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Public Lands and Conservation Areas
- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Corridor F
- Corridor G
- Florida Wildlife Corridor
- Mitigation Bank Holdings
- SFWMD Conservation Easements Associated with Individual Permits
- 100-Year Floodplain
- Wetlands

Data Sources: Osceola County, FGIO, FWC, FNAI, FDOT, SFWMD, FGDL

3.3.3. Social Environment

Potential social impacts (**Figure 3.7**) for the Tier 1 analysis were evaluated using parcel and land use data obtained from Osceola County. Residential and non-residential parcel impacts, acres of agricultural lands and potential conflicts with community facilities were included in the analysis. Thorough research of planned developments within the study area was conducted to identify all planned developments and permitting phases within the study area. Where available, planned developments with approved permits and site plans were incorporated in the study GIS mapping to quantify potential planned impacts. For planned developments in earlier stages, with no site plans available, parcel impacts were quantified by existing parcel data. **Table 3.8** lists the total number of potentially impacted parcels which includes any parcel, whole or partial, within each corridor footprint.

Table 3.8: Potential Social Impacts of Tier 1 Corridors

Evaluation Criteria	Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Social								
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	227	32	4	3	1	51	0
Potential Planned Residential Impacts (includes partially impacted parcels)	Total Parcels	92	166	160	159	10	56	0
Potential Existing Non-Residential Impacts (includes partially impacted parcels)	Total Parcels	26	8	2	4	23	4	15
Potential Existing Non-Residential Impacts (includes partially impacted parcels)	Total Parcels	6	4	6	4	2	4	2
Potential Agricultural Lands	Acres	412	508	632	605	463	634	537
Community Facilities	No. of Conflicts	1	0	0	0	0	0	0

3.3.4. Engineering Considerations

Several engineering factors including utility conflicts, ROW, and cost estimates were considered and evaluated for a comparative corridor analysis. Below are detailed descriptions of each of these factors and the impacts evaluated for each corridor. Results of the engineering evaluation are provided in **Table 3.9**.

3.3.4.1. Utility Conflicts

Within the study area, there are 22 existing major utility agencies. Major utility owners include Florida Gas Transmission, which has a 20-inch and a 30-inch Gas Main that generally runs parallel to US 192, a wastewater facility owned by TOHO Water Authority that is located just west of Lake Myrtle, near the north edge of the study area, and a substation owned by the City of St. Cloud located east of Wetlands Place and northwest of Eden Drive, near the northwestern edge of the study area. An additional substation owned by Duke Energy is located on the north side of US 192 east of Briar Patch Lane. The number of potential existing and planned utility conflicts is listed in **Table 3.9**.

3.3.4.2. Right-of-Way

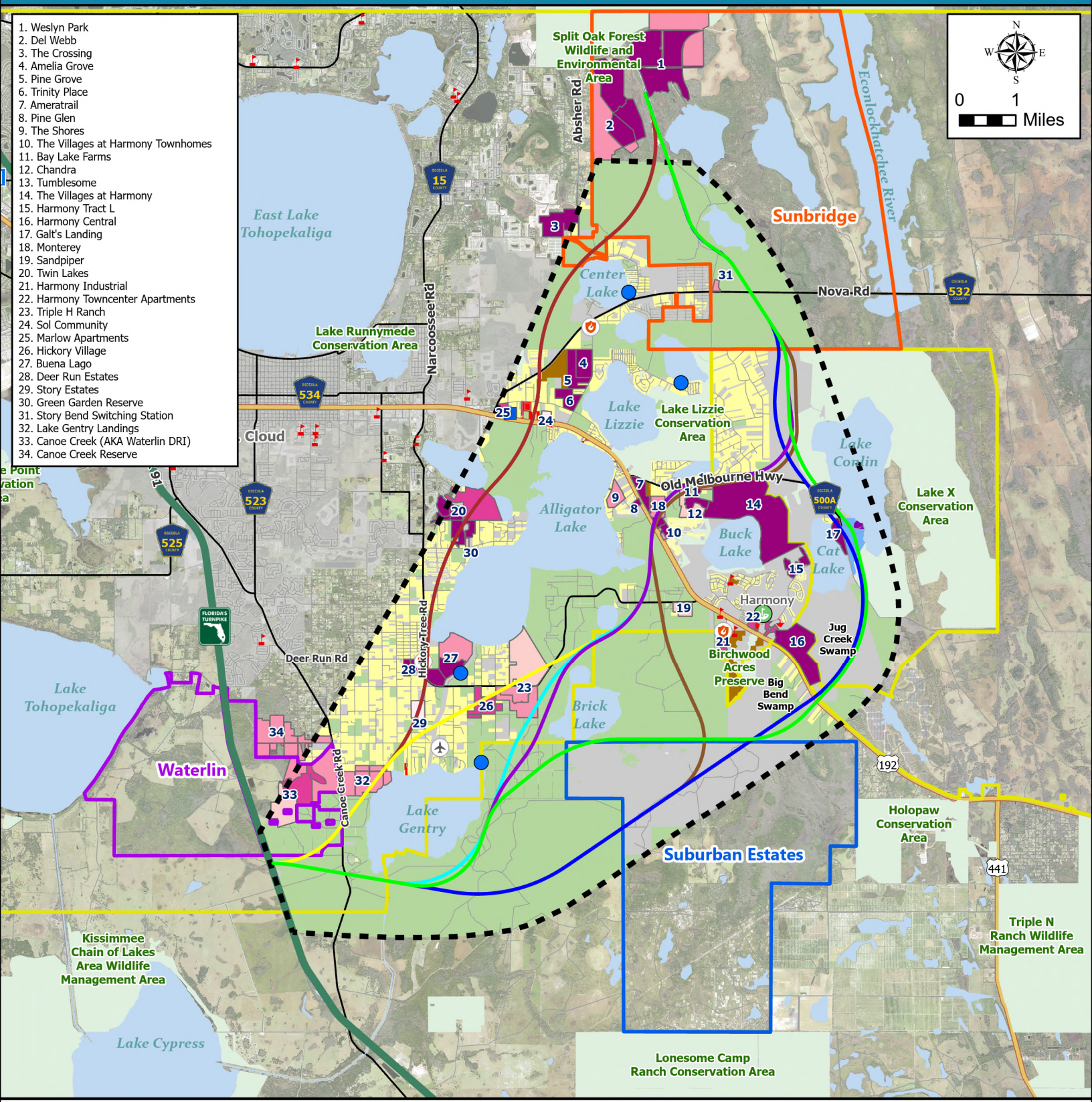
ROW data was gathered from parcel lines obtained from the Osceola County Property Appraiser (collected June 7, 2024) and utilized to calculate the impacts for each corridor alternative. The area of impact was determined using the typical section shown in **Figure 3.3** and does not include the area for potential interchanges. **Table 3.9** below shows the comparison of potential ROW impacts for each corridor.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 3.7: Potential Social Impacts (Tier 1 Analysis)



Data Sources: Osceola County, US Census, FGIO, FDOT, FGDL

3.3.4.3. Cost Estimate

The Tier 1 construction costs represent a preliminary value for comparative purposes. The cost estimates were calculated using 2024 unit costs provided by CFX and were calculated based on a cost per mile and does not include design, ROW, environmental mitigation, or structures.

Table 3.9: Engineering Considerations for Tier 1 Corridors

Evaluation Criteria	Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Engineering Considerations								
Major Utility Conflicts	No. of Conflicts	6	6	4	4	3	3	3
ROW Area of Impact	Acres	645	788	830	916	913	829	931
Preliminary Construction Cost	Currency (in millions)	$548	$612	$616	$702	$690	$593	$653

3.4. Evaluation of Potential Impacts

The potential impacts to social, natural, cultural, and physical environmental features were documented and summarized into an evaluation matrix. This matrix represents a comparative evaluation of resources affected by each of the proposed alternatives and includes a summary description of the engineering and design elements. A color-coded system of red, yellow, and green was used to illustrate the order of magnitude of impact and comparison of each alternative in each resource category (**Table 3.10**). When each alternative is compared to other alternatives, red represents a high level of impact, yellow is moderate or medium, and green is relatively low. Potential construction costs for each alternative were also considered. The comparative evaluation matrix is presented in **Table 3.11.**

Table 3.10: Evaluation Matrix Legend

RED	Relatively High Impacts when compared to other alternatives
YELLOW	Relatively Medium Impacts when compared to other alternatives
GREEN	Relatively Low Impacts when compared to other alternatives

Table 3.11: Comparative Evaluation of Corridor Alternatives (Tier 1 Analysis)

Evaluation Criteria		Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Design									
Corridor Length (approximate)		Miles	16	20	21	23	23	21	23
Proposed Right-of-Way / Width		Feet	330	330	330	330	330	330	330
Proposed Right-of-Way (approximate)		Acres	645	788	830	916	913	829	931
Physical									
Major Utility Conflicts		No. of Conflicts	6	6	4	4	3	3	3
Contamination Sites (Medium and High Risk Sites)		No. of Conflicts	4	2	1	1	0	0	0
Cultural Environment Effects									
Public Recreation Lands		Acres	0	0	0	0	0	0	0
Potential Historic Resources		No. of Conflicts	0	2	1	1	1	1	1
Potential Historic Linear Resources (Canals/Highways/Railroads)		No. of Resources	1	3	3	3	3	3	3
Potential Archaeological Resources		No. of Resources	1	3	3	3	3	3	3
Natural Environment									
Floodplain Involvement - 100 Year Floodplain		Acres	282	223	304	385	603	315	573
Canals / Regulated Floodways		No. of Conflicts	0	3	3	2	2	3	2
Wetlands (non-forested and forested)		Acres	98	136	198	274	315	196	344
Potential Species Involvement (Federal and State Listed Species)[1]		Low/Medium/High	Low	Low	Medium	Medium	High	High	High
Conservation Lands[2]		Acres	0	20	20	20	24	4	80
Regulatory Conservation Easements		Acres	3	0	0	0	2	0	0
Florida Wildlife Corridor		Acres	249	406	543	703	892	544	917
Florida Forever Priority Projects[3]		Acres	0	77	228	388	531	247	529
Social									
Potential Residential Parcels Affected (includes partially impacted parcels)	Existing	Total Parcels	227	32	4	3	1	51	0
	Planned	Total Parcels	92	166	160	159	10	56	0
Potential Non-Residential Parcels Affected (includes partially impacted parcels)	Existing	Total Parcels	26	8	2	4	23	4	15
	Planned	Total Parcels	6	4	6	4	2	4	2
Community Facilities		No. of Conflicts	1	0	0	0	0	0	0
Agricultural Lands		Acres	412	508	632	605	463	634	537
Suburban Estates Impacts (approximate)		Acres	0	0	0	148	138	0	62
Estimated Cost									
Preliminary Construction Cost Estimate (based on cost per mile)		Currency (in millions)	$548	$612	$616	$702	$690	$593	$653

[1] Potential species involvement was determined based on GIS data review of protected species habitat. No protected species surveys were conducted during the Tier 1 Analysis.
[2] Lake X Conservation Area, which is also within a mitigation bank.
[3] Values do not include overlap areas designated as mitigation bank.

3.5. Narrative Assessment by Corridor

Below is a narrative assessment of each of the Tier 1 corridors. Each narrative provides a description of the results of the impact analyses in an effort to reveal any specific factors that may result in screening out a corridor from moving forward to the Tier 2 analysis of this PD&E study. Corridor alternatives were considered unreasonable if substantial impacts were identified in comparison to other reasonable alternatives based on the corridor evaluation. Public and agency input, such as input received from the ESC, the PAG, the EAG, the CEG, project stakeholders, and the general public, is also summarized in the narrative assessment.

Purpose and Need: At the initial stages of corridor evaluation for the Tier 1 analysis, all corridors could meet the purpose of the project to provide additional traffic capacity and enhanced mobility within northeast Osceola County. Direct system linkage to the proposed Southport Connector Expressway (SR 538) at the western project terminus and to the SR 534 extension at the eastern project terminus would enhance regional connectivity. The proposed project would meet socioeconomic growth in the study area, accommodate future multimodal opportunities, and congestion relief to improve safety and provide an additional regional evacuation route.

Each corridor meets social and economic needs consistent with area transportation plans, can accommodate multimodal opportunities, and would provide evacuation support to area traffic.

The need for the project is to provide system linkage and regional connectivity, meet social and economic needs, provide additional transportation capacity, achieve consistency with transportation plans, provide multimodal opportunities, and improve safety and evacuation routes.

Consistency with Local Planning: All corridors are consistent with the East Central Florida 2060 Plan (East Central Florida Regional Planning Council, 2011), MetroPlan Orlando's 2045 Metropolitan Transportation Plan Cost Feasible Plan (MetroPlan Orlando, 2024), MetroPlan Orlando's TIP (2024), and CFX's 2045 Master Plan (CFX, 2022).

3.5.1. Corridor A

Social Environment: Corridor A passes through more developed areas than all other corridors and therefore has the highest number of potential social impacts. The corridor could impact 227 existing residential parcels compared to the next highest (Corridor F) at 51 potential existing residential parcels. Corridor A also has the highest existing non-residential impacts at 26 and is the only Alternative with a potential conflict with an existing community facility. This corridor does not pass through Suburban Estates.

Cultural Environment: Corridor A has the lowest potential for cultural impacts compared to other corridors. Only one historic resource and one archaeological resource have the potential of occurring within the footprint of Corridor A compared to three in all other corridors.

Natural Environment: Overall, Corridor A has the lowest potential for impacts to the natural environment compared to other corridors. However, in the specific criteria of regulatory conservation easements, it has the potential to impact three acres compared to two acres for Corridor E and zero for all other corridors. The corridor would cross through 249 acres of the Florida Wildlife Corridor compared to the next lowest at 406 acres (Corridor B). Corridor A has no involvement with Florida Forever Priority Projects and is anticipated to have low involvement with listed species.

Physical Environment: Corridor A has the highest number of potential conflicts with the physical environment. The corridor has the potential to impact four medium or high-risk contamination sites and has the potential of encountering six major utility conflicts. These conflicts will likely result in the relocation of major utilities.

Project Estimated Costs: Corridor A has the lowest estimated preliminary project cost; however, these costs do not include potential ROW costs. Corridor A involves the highest number of potential residential relocations, which was not factored into the preliminary, per mile cost. The estimated project cost for Corridor A is $548,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor A would require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike. Corridor A would require a northeast orientation to the proposed interchange. Corridor A is equal to Corridor E for highest number of potential relatively high impacts.

Agency & Public Input: During project stakeholder meetings, questions were raised regarding the elimination of Corridor A, as it has the least environmental impact compared to other corridors. Agencies are amenable to the removal of Corridor A based on anticipated social impacts. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor A is **not recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.2. Corridor B

Social Environment: Corridor B passes through more developed areas than corridors C, D, E, F and G; however, it has less potential social impacts than Corridor A. It has the potential of impacting 32 existing residential impacts, eight existing non-residential impacts, and has the highest number of potential impacts to planned residential parcels at 166. This corridor does not pass through Suburban Estates.

Cultural Environment: Corridor B is the only corridor with the potential to conflict with two historic resources compared to Corridor A with zero conflicts and Corridors C, D, E, F and G with one conflict. This corridor is comparable with Corridors C, D, E, F and G with potential impacts to three historic linear resources and three archaeological resources.

Natural Environment: Corridor B has the second lowest potential for impacts to the natural environment compared to other corridors. It has the lowest number of acres of potential floodplain involvement at 223 acres compared to the next lowest (Corridor A) at 282 acres. Corridor B has the second lowest number of potential wetland impacts at 136 acres compared to the highest at 344 acres (Corridor G). It would cross through 406 acres of the Florida Wildlife Corridor compared to the lowest at 249 acres (Corridor A), and the highest at 917 acres (Corridor G). Corridor B has no involvement with regulatory conservation easements and is comparable to Corridors C, D and E with the total acreage of potential impacts to conservation lands. This corridor is anticipated to have low involvement with listed species.

Physical Environment: Corridor B has the second highest number of potential conflicts with the physical environment. The corridor has the potential to impact two medium or high-risk contamination sites and is comparable to Corridor A with having the potential of encountering six major utility conflicts. These conflicts will likely result in the relocation of major utilities.

Project Estimated Costs: Corridor B has the second lowest estimated preliminary project cost and is comparable to the cost of Corridor C. The estimated project cost for Corridor B is $612,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor B would require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike. Corridor B would require a northeast orientation to the proposed interchange.

Agency & Public Input: During project stakeholder meetings, it was noted that Corridor B would have higher impacts to residential land uses and planned developments. It was also indicated that Corridor B would impact the natural environment surrounding Lake Lizzie.

Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor B is **recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.3. Corridor C

Social Environment: Corridor C is comparable to Corridor D with potentially impacting a low number of existing residential parcels (4) and a high number of planned residential parcels (160). It has the lowest potential impacts to existing non-residential parcels; however, it has the second highest amount of potential impacts to agricultural lands (632 acres). This corridor does not pass through Suburban Estates.

Cultural Environment: Corridor C has equal potential for cultural impacts as Corridors D, E, F and G. All these corridors have the potential to conflict with one historic resource, three historic linear resources and three archaeological resources.

Natural Environment: Corridor C has a moderate potential for natural impacts comparable to Corridor D. This corridor could have approximately 304 acres of floodplain impacts, 198 acres of potential forested and non-forested wetland impacts, it would pass through approximately 543 acres of the Florida Wildlife Corridor, and 228 acres of Florida Forever Priority Projects. Corridor C would have no involvement with regulatory conservation easements and is comparable to Corridors B, D and E with the total acreage of potential impacts to conservation lands (20 acres). This corridor is anticipated to have medium involvement with listed species.

Physical Environment: Corridor C has a moderate potential for impacts to the physical environment comparable to Corridors E, F and G and equal to Corridor D. The corridor has the potential to impact just one medium or high-risk contamination site. Corridor C has the potential of encountering four major utility conflicts which could result in the relocation of major utilities.

Project Estimated Costs: The preliminary cost for Corridor C is comparable to Corridor B, which has the second lowest estimated preliminary project cost. The estimated project cost for Corridor C is $616,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor C would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor C.

Agency & Public Input: During project stakeholder meetings, questions were raised regarding the elimination of Corridor C. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor C is **not recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.4. Corridor D

Social Environment: Corridor D is comparable to Corridor C with potentially impacting a low number of existing residential parcels (3) and a high number of planned residential parcels (159). It has a low number of potential impacts to existing and planned non-residential parcels. Corridor D has a comparable acreage of potential impacts to agricultural lands (605 acres) as Corridor C which has the second highest at 632 acres. This corridor has the highest number of acres passing through Suburban Estates (148 acres).

Cultural Environment: Corridor D has equal potential for cultural impacts as Corridors C, E, F and G. All these corridors have the potential to conflict with one historic resource, three historic linear resources and three archaeological resources.

Natural Environment: Corridor D has a moderate potential for natural impacts comparable to Corridor C. This corridor could have approximately 385 acres of floodplain impacts, 274 acres of potential forested and non-forested wetland impacts, it would pass through approximately 703 acres of the Florida Wildlife Corridor, and 388 acres of Florida Forever Priority Projects. Corridor D would have no involvement with regulatory conservation easements and is comparable to Corridors B, C and E with the total acreage of potential impacts to conservation lands (20 acres). This corridor is anticipated to have medium involvement with listed species.

Physical Environment: Corridor D has a moderate potential for impacts to the physical environment comparable to Corridors E, F and G and equal to Corridor C. The corridor has the potential to impact just one medium or high-risk contamination site. Corridor D has the potential of encountering four major utility conflicts which could result in the relocation of major utilities.

Project Estimated Costs: Corridor D has the highest estimated preliminary project cost of all Alternatives. The estimated project cost for Corridor D is $702,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor D would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor D.

Agency & Public Input: During project stakeholder meetings, concerns were raised regarding impacts to the natural environment. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor D is **recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.5. Corridor E

Social Environment: Corridor E has the potential to impact one existing residential parcel and 10 planned residential parcels. It has the second highest potential to impact existing non-residential parcels (23), which is only three less than Corridor A which has the highest with 26 existing non-residential parcels.

Corridor E has a moderate amount of impact to agricultural lands at 463 acres and the second highest amount of ROW passing through Suburban Estates (138 acres).

Cultural Environment: Corridor E has equal potential for cultural impacts as Corridors C, D, F and G. All these corridors have the potential to conflict with one historic resource, three historic linear resources and three archaeological resources.

Natural Environment: Corridor E has a high potential for natural impacts. It has the highest floodplain impacts at 603 acres and the highest acreage passing through Florida Forever Priority Projects with 531 acres. Corridor E has the second highest potential impact to forested and non-forested wetlands, as well as the Florida Wildlife Corridor, with impacts at 315 acres and 892 acres, respectively. This corridor is anticipated to have high involvement with listed species.

Physical Environment: Corridor E has no anticipated involvement with contamination sites. It is comparable to Corridors D, F and G with a moderate potential for impacts to major utilities. The corridor has the potential to encounter three major utility conflicts which is equal to the number of potential major utility conflicts within Corridors F and G. These conflicts could result in the relocation of major utilities.

Project Estimated Costs: Corridor E has the second highest estimated preliminary project cost and is comparable to Corridor D which has the highest. The estimated project cost for Corridor E is $690,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor E would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor E. Corridor E is equal to Corridor A for highest number of potential relatively high impacts.

Agency & Public Input: No direct comments regarding this corridor were received during project stakeholder meetings held in August 2024. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor E is **not recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.6. Corridor F

Social Environment: Corridor F has a moderate potential for impacts to the social environment. This corridor could impact 51 existing residential parcels, four existing non-residential parcels, 56 planned residential parcels and four planned non-residential parcels. Corridor F has the highest number of potential impacts to agricultural lands at 634 acres, comparable to Corridor C at 632 acres. This corridor does not pass through Suburban Estates.

Cultural Environment: Corridor F has equal potential for cultural impacts as Corridors C, D, E and G. All these corridors have the potential to conflict with one historic resource, three historic linear resources and three archaeological resources.

Natural Environment: Corridor F has a moderate potential for natural impacts. This corridor could have approximately 315 acres of floodplain impacts, 196 acres of potential forested and non-forested wetland impacts, it would pass through approximately 247 acres of the Florida Wildlife Corridor, and 544 acres of Florida Forever Priority Projects. Corridor F would have no involvement with regulatory conservation easements and has the second lowest potential of impacts to conservation lands at 4 acres, which is

considerably lower than Corridors B, C, D, E and G. This corridor is anticipated to have high involvement with listed species.

Physical Environment: Corridor F has no anticipated involvement with contamination sites. It is comparable to Corridors D, E and G with moderate potential for impacts to major utilities. The corridor has the potential to encounter three major utility conflicts which are equal to the number of potential major utility conflicts within Corridors E and G. These conflicts could result in the relocation of major utilities.

Project Estimated Costs: Corridor F has the second lowest estimated preliminary project cost. The estimated project cost for Corridor F is $593,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor F would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor F.

Agency & Public Input: During project stakeholder meetings, concerns were raised regarding impacts to the natural environment. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor F is **recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.5.7. Corridor G

Social Environment: Corridor G has the lowest potential for impacts to the social environment. This corridor is not anticipated to impact any existing or planned residential parcels. It has the potential to impact 15 existing non-residential parcels and is equal to Corridor E having the lowest number of impacts to planned non-residential parcels (2). Corridor G could pass through 537 acres of agricultural land and 62 acres of Suburban Estates property.

Cultural Environment: Corridor G has equal potential for cultural impacts as Corridors C, D, E and F. All these corridors have the potential to conflict with one historic resource, three historic linear resources and three archaeological resources.

Natural Environment: Corridor G has a high potential for natural impacts. It has the second highest floodplain impacts at 573 acres and the highest acreage of forested and non-forested wetlands with 344 acres. Corridor G has the highest acreage of impact to the Florida Wildlife Corridor and conservation lands, at 917 acres and 80 acres, respectively. The number of acres Corridor G has for potential impacts to Florida Forever Priority Projects is 539 acres, which is comparable to the highest, Corridor E, at 531 acres. This corridor is anticipated to have high involvement with listed species.

Physical Environment: Corridor G has no anticipated involvement with contamination sites. It is comparable to Corridors D, E and F with moderate potential for impacts to major utilities. The corridor has the potential to encounter three major utility conflicts which are equal to the number of potential major utility conflicts within Corridors E and F. These conflicts could result in the relocation of major utilities.

Project Estimated Costs: Corridor G has an average estimated preliminary project cost. The estimated project cost for Corridor G is $653,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor G would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor G.

Agency & Public Input: During project stakeholder meetings, it was indicated that Corridor G has the highest potential for environmental impacts. Stakeholders expressed concerns for impacts to wetlands, floodplains, and wildlife. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor G is **recommended** to be carried forward for further analysis in the Tier 2 analysis.

3.6. Alternative Corridor Evaluation Summary

The Tier 1 analysis resulted in the advancement of Corridor B, Corridor D, Corridor F, and Corridor G to Tier 2 analysis, for a total of four Tier 2 Corridors. Corridor A was eliminated from further consideration due to the substantial number of residential impacts compared to the other corridors. Corridor C was eliminated from further consideration due to the similarity to Corridor F; however, Corridor C had more impacts overall compared to Corridor F. Corridor E was not advanced due to the similarity to Corridor G; however, Corridor E had more impacts overall compared to Corridor G.

4.0 Tier 1 Agency and Public Input

Agency and public outreach throughout the PD&E process are important to engage stakeholders and identify the benefits and concerns of the affected public that may influence the development and evaluation of the project corridor alternatives. The Tier 1 coordination efforts provided input to the purpose and need, study area constraints, and the initial corridor alternatives to be evaluated. Input received during the Tier analysis assisted in the evaluation and refinement of the Tier 2 corridors.

Three advisory groups were created for this PD&E study to inform the project team of local knowledge, issues and concerns and provide input in the evaluation of the project alternatives at key milestones.

- The Environmental Advisory Group (or EAG) is an important component of the natural environment analysis. The EAG provides input on potential environmental impacts documented in the evaluation of the project alternatives.
- The Project Advisory Group (or PAG) is an important component of the mobility analysis. The PAG provides input in the evaluation of the project alternatives, information on related projects, and transportation planning consistency.
- The Community Engagement Group (or CEG) is an important component of the community effects analysis. The CEG provides input in the evaluation of the project alternatives.

CFX identifies and invites individuals to join the EAG, PAG, and CEG. The PAG members come from groups that are comprised of representatives from state, regional and local environmental and government agencies and organizations; well-known advocacy groups and organizations; and other key stakeholders. The CEG consists of community stakeholders within the study area including master or large homeowners' association board members and/or community association managers; civic, ethnic/cultural and business group leaders; faith-based organization leaders; community school or school district officials; law enforcement and emergency services personnel; large landowners and developers; business owners and other entities determined to be appropriate.

A summary of the advisory group meetings and key stakeholder outreach efforts during the Tier 1 analysis are shown in **Table 4.1** and detailed summaries are included in **Appendix A**. A summary of the key input received from each advisory group during the Tier 1 analysis includes:

- Emphasis on preserving natural resources in the area, including the Florida Wildlife Corridor and Florida Forever Lands, wetlands and existing/proposed conservation
- Concerns for high impacts to existing and planned residential areas and neighborhoods
- Need to investigate opportunities for wildlife crossings and maintaining habitat connectivity
- Concerns for potential impacts on floodplains and wetland connectivity, highlighting their value in mitigating flooding and drainage concerns
- Suggestion to maintain flexibility for opportunities for future expansion or to incorporate multimodal transportation options within the proposed typical section
- Desire to avoid growth outside urban growth boundary
- Expressed importance of continued coordination with related projects within the study area

These comments were taken into consideration when advancing the recommended corridors for the Tier 2 analysis.

Table 4.1: Summary of Key Stakeholder Meetings

Item	Description	Date
CFX ESC	The ESC assists the CFX Governing Board by providing oversight and guidance for the protection of the natural environment. The purpose of the meeting was to introduce the study team to the Committee and to discuss the project. Key topics of discussion were the advancement of the project to the PD&E stage and next steps.	May 30, 2024
EAG Meeting	At this meeting members were provided an overview of the project with a focus on the environmental features and constraints within the project study area.	August 14, 2024
PAG Meeting	At this meeting members were provided an overview of the project with a focus on planned developments, social features, and constraints within the project study.	August 14, 2024
CEG Meeting	At this meeting members were provided an overview of the project with a focus on planned developments, social features, and constraints within the project study.	August 15, 2024

4.1. Public Input on Tier 1 Analysis

A project kick-off newsletter was mailed to property owners within the study area in August 2024 to inform the public of the proposed project and provide an opportunity for comment. Additionally, the results of the Tier 1 corridor analysis were presented at the PAG and EAG held virtually on August 14, 2024, and at the CEG meeting held on August 15, 2024. These meetings were open to the public and advertised on CFX's website. The meeting materials and summaries were also posted on the project website for input. As a result of these coordination efforts, several comments were received to avoid existing residential areas north of Lake Gentry and along the corridors. Also, public input was provided to minimize impacts to natural and conservation areas while avoiding community impacts.

5.0 Tier 2 Alternative Corridor Evaluation

5.1. Tier 2 Alternative Corridor Development

The Tier 2 corridor analysis began with a review of the four Tier 1 alternatives that were recommended to advance to a more detailed ACE during the PD&E Study. A comprehensive review of engineering and design elements and a more thorough analysis of physical, natural, and social constraints was conducted to further screen the corridor alternatives to determine recommended alignments.

5.1.1. Tier 2 Corridor Refinement

Refinements made to the four corridors evaluated in the Tier 2 analysis are described below.

Corridor B was refined to reduce impacts across the corridor. Between Lake Gentry and Pearl Lake, the alignment was shifted south and east to reduce residential impacts and direct impacts to proposed developments such as Hickory Village and Triple H Ranch. Near the US 192 crossing, the alignment was shifted west and north. This shift minimizes impacts on residential properties being constructed and allows the corridor to pass through the proposed Monterey development, which is the only proposed development in the area that is still pending SPD permits. East of US 192, the alignment was shifted north to minimize impacts to the proposed developments just south of Old Melbourne Highway. Between Old Melbourne Highway and Nova Road, the alignment was shifted west to minimize impacts to wetlands and conservation easements near Lake Conlin. **Figure 5.1** displays the refinement of Corridor B.

Corridor D was refined to reduce impacts across the corridor. Between south of Lake Gentry through Suburban Estates, the alignment was shifted north to reduce impacts to Suburban Estates internal access. North of Suburban Estates, the alignment was shifted west to reduce wetlands impacts. North of this point, the alignment adjustments are the same as what were made for Corridor B. **Figure 5.2** displays the refinement of Corridor D.

Corridor F was refined to reduce impacts across the corridor. Between northeast of Lake Gentry and west of Brick Lake, the alignment was shifted west to reduce wetlands impacts near Brick Lake. Between Brick Lake and Hickory Tree Road, the alignment was shifted south to minimize wetlands impacts. North of this point, the alignment adjustments are the same as what were made for Corridor B and Corridor D. **Figure 5.3** displays the refinement of Corridor F.

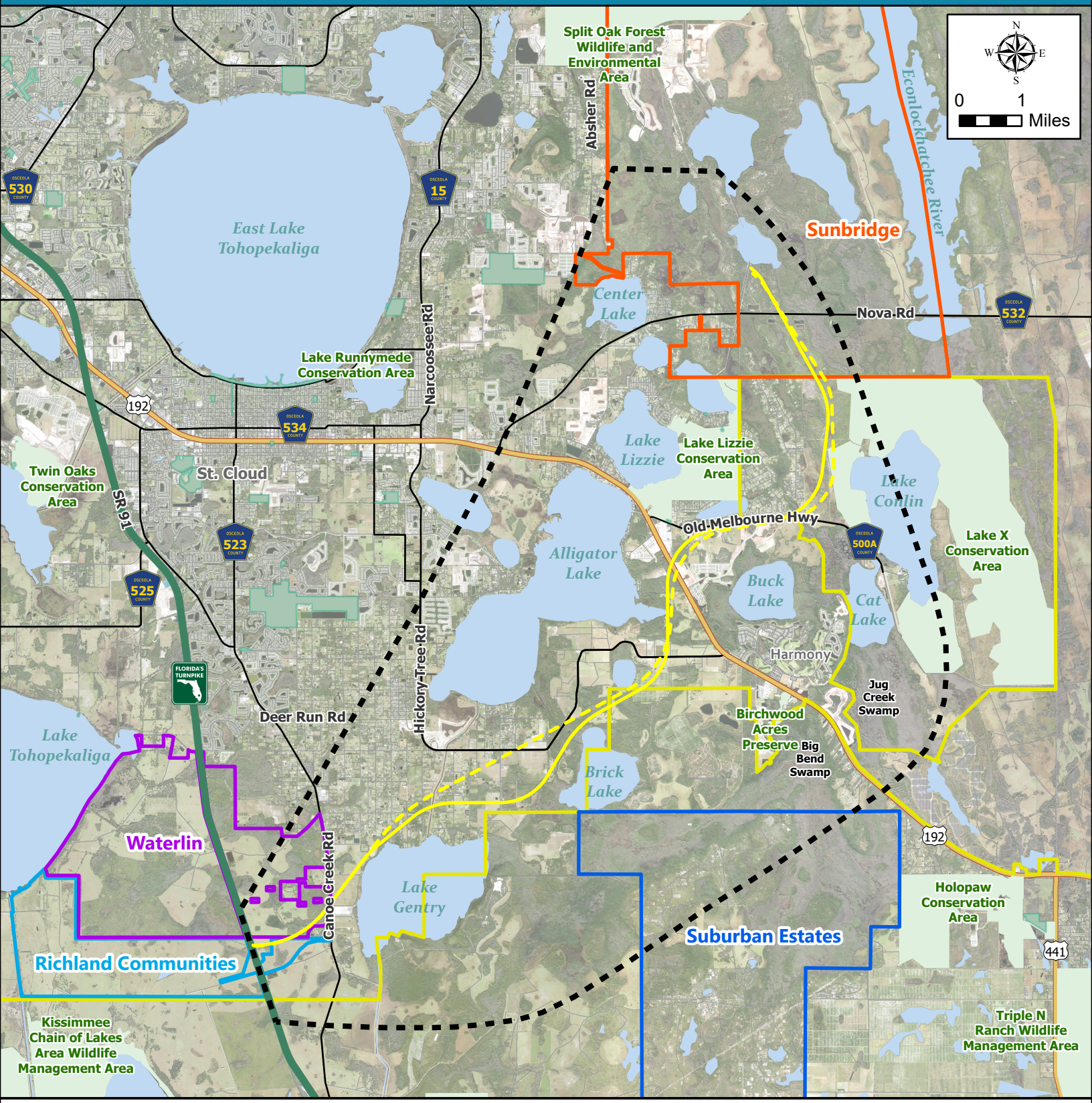
Corridor G was refined to reduce impacts across the corridor. Between the area east of Lake Gentry and US 192, several adjustments were made to the alignment to reduce wetlands impacts. Near the US 192 crossing, the alignment was shifted south to minimize wetlands impacts. East of US 192 and south of Lake Conlin, the alignment was shifted southeast, and a curve radius was reduced to provide better future connectivity to NECEE Corridor I and further reduce wetland impacts. Between north of Lake Conlin and Old Melbourne Highway, the alignment was adjusted to minimize wetlands impacts. Between Old Melbourne Highway and Nova Road, the alignment adjustments are the same as what were made for Corridor B. **Figure 5.4** displays the refinement of Corridor G.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.1: Corridor B Refinements (Tier 1 to Tier 2)



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Tier 1 Corridor B
- Tier 2 Corridor B

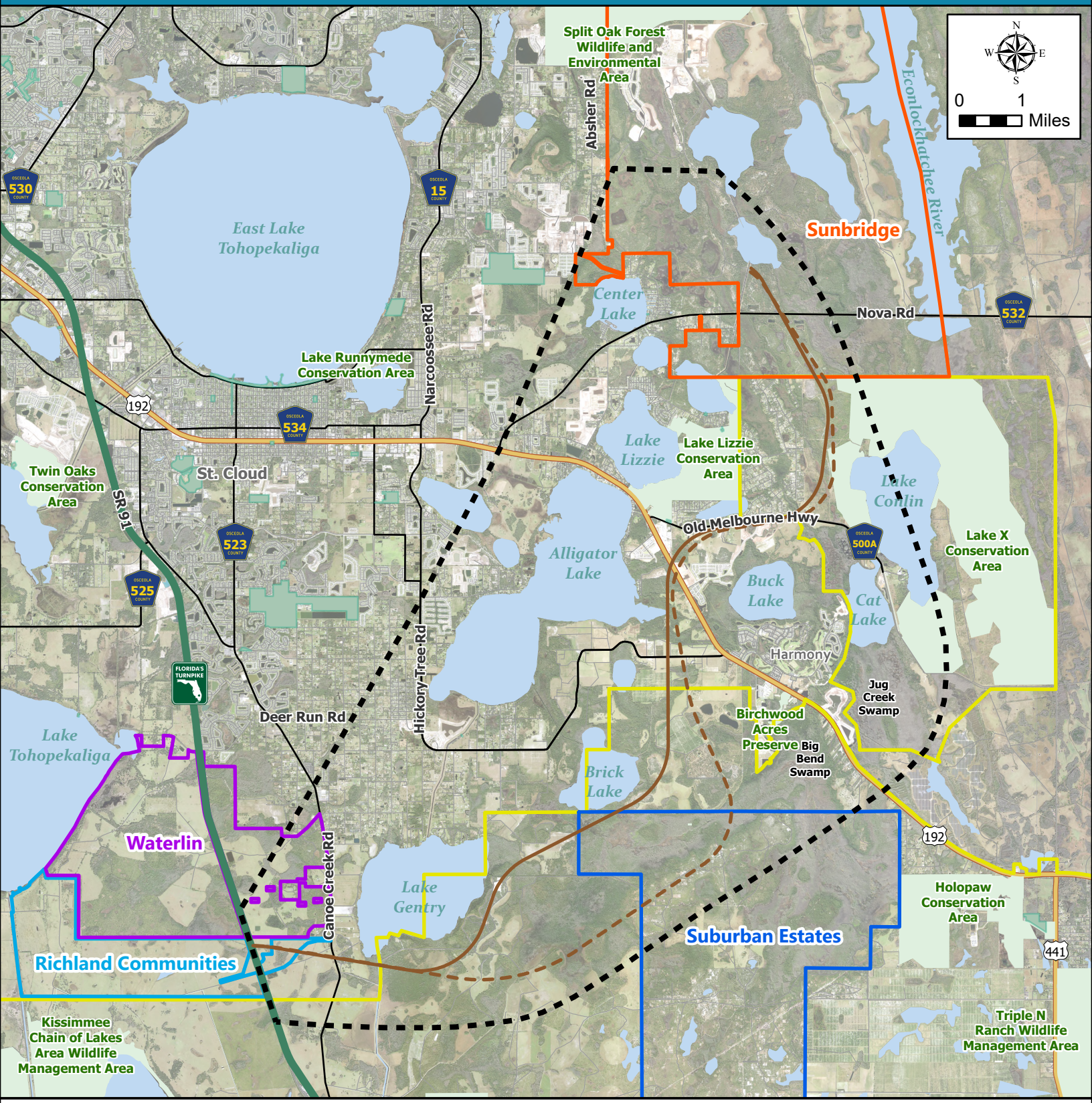
Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.2: Corridor D Refinements (Tier 1 to Tier 2)



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Tier 1 Corridor D
- Tier 2 Corridor D

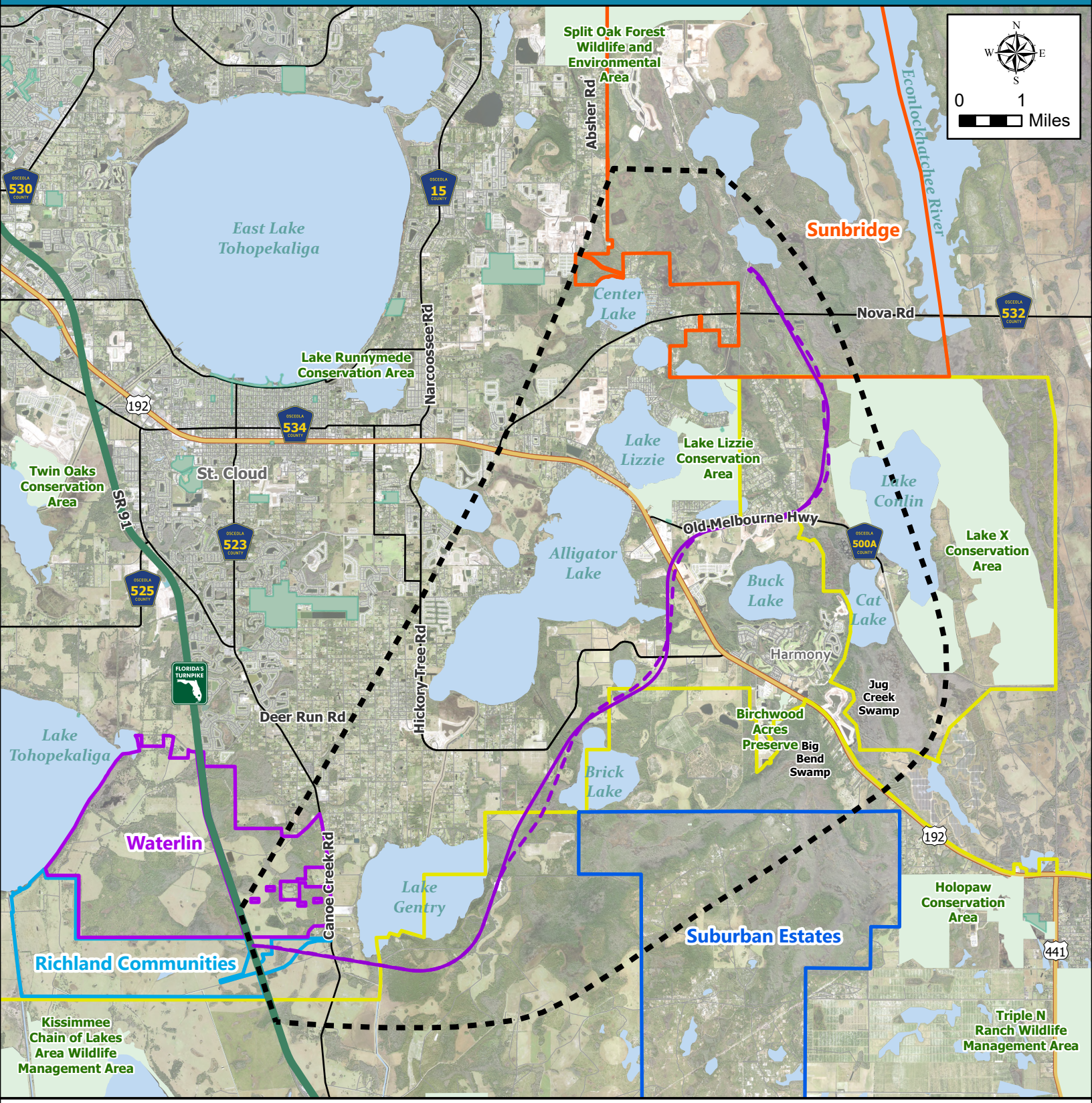
Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.3: Corridor F Refinements (Tier 1 to Tier 2)



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Tier 1 Corridor F
- Tier 2 Corridor F

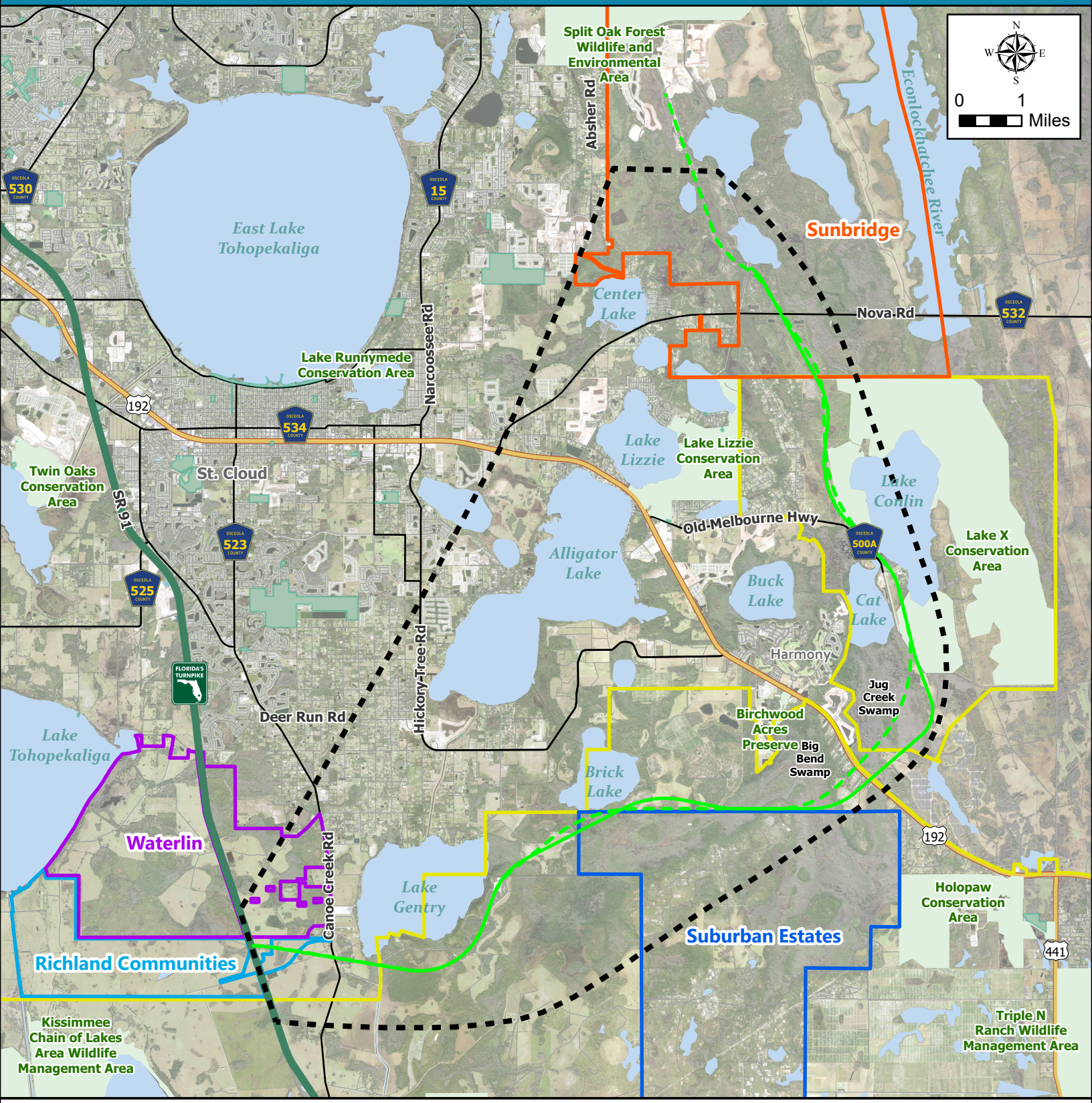
Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.4: Corridor G Refinements (Tier 1 to Tier 2)



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Tier 1 Corridor G
- Tier 2 Corridor G

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

5.1.2. Data Collection

Continued use of the most up-to-date GIS datasets within the FGDL, SFWMD, the FDEP, FNAI, FEMA, FWC and Osceola County data was used to evaluate social, cultural, natural, and physical environmental impacts for each potential Tier 2 corridor. The Tier 2 analysis also included field surveys in key areas, additional aerial interpretation, literature reviews and more robust public engagement involvement to verify key project corridor constraints. Refer to **Table 5.1** for the GIS data layers used in the Tier 2 analysis of the project area.

Table 5.1: GIS Data Information (Tier 2 Analysis)

GIS Layer	Source	Year
Physical		
Contamination Sites (Medium and High Risk Sites)	FDEP	2024
Major Utility Conflicts	Available Design Plans & Field Survey	2024
Cultural		
Public Recreation Lands	FGDL	2024
Historic Resources	SHPO	2024
Historic Linear Resources (Canals/Highways/Railroads)	SHPO	2024
Archaeological Resources	FMSF	2024
Natural		
Floodplain Involvement (100 Year Floodplain)	FEMA	2024
Canals / Regulated Floodways	SFWMD	2024
Wetlands (non-forested and forested)	SFWMD, USFWS, Permit Research & Field Review	2018, 2024
Potential Species Habitat	SFWMD, USFWS, Permit Research, Osceola County & Field Review	2024
Conservation Lands	FNAI	2024
Regulatory Conservation Easements	SFWMD	2024
Florida Wildlife Corridor	UF	2021
Florida Forever Priority Projects	FNAI	2024
SFWMD Watershed Management Program (WMP)	SFWMD	2024
Social		
Existing Land Use	Osceola County	2024
Planned Developments	Osceola County	2024
Community Facilities	FDEP, Osceola County, FGDL, USGS, Aerial imagery interpretation & Field Survey	2024

5.1.3. Land Suitability Mapping

LSM was used to identify refinements to the Tier 2 corridors within the study area that meet the project's purpose and need. GIS data was used to locate and map potential areas of concern within the project area including public lands, historic and archaeological sites, recreational areas, wetlands, federally and state-listed wildlife habitat, and existing land uses. These maps were used to further refine Tier 2 corridors to avoid or minimize impacts on sensitive environmental and social resources. The LSM maps can be found on **Figure 5.5** and **Figure 5.6.**

5.1.4. Geometric Design

No changes to the geometric design criteria were made for the Tier 2 analysis. Refer to **Tables 3.2** through **3.6** for the design control list used throughout the PD&E Study.

5.2. Tier 2 Alternative Corridors Considered

The Tier 2 corridors identified for evaluation are shown in **Figure 5.7** and were evaluated using the CFX standard new location 330-foot-wide typical section shown in **Figure 3.3**.

5.3. Tier 2 Alternative Corridor Evaluation Results

The Tier 2 corridor alternatives were evaluated using project-specific criteria to complete a comparative analysis. The Tier 2 analysis included an evaluation of satisfying the project purpose and need, potential direct and indirect effects on the physical, cultural, natural, and social environment, and engineering considerations. Factors used in the evaluation included an inventory of resources affecting each of the proposed alternatives, agency/public input, and cost. Detailed descriptions of these factors are provided in this section.

5.3.1. Purpose and Need Satisfaction

Each Tier 2 corridor was evaluated to determine if the purpose and need for the project was satisfied by analyzing each corridor's compatibility with logical termini, regional connectivity, and consistency with the adopted CFX 2045 Master Plan. **Table 5.2** below displays the results of the purpose and need satisfaction evaluation.

Table 5.2: Purpose and Need Satisfaction Evaluation

Purpose and Need Criteria	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Logical Termini					
Compatible with Proposed Southport Connector Expressway (SR 538) Systems Interchange[1]	Yes/No	No	Yes	Yes	Yes
Provides Connection to SR 534 at Nova Road	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 Boulevard 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 2045 Master Plan (SR 515 Extension) for CFX System Expansion	Yes/No	No	No	No	Yes

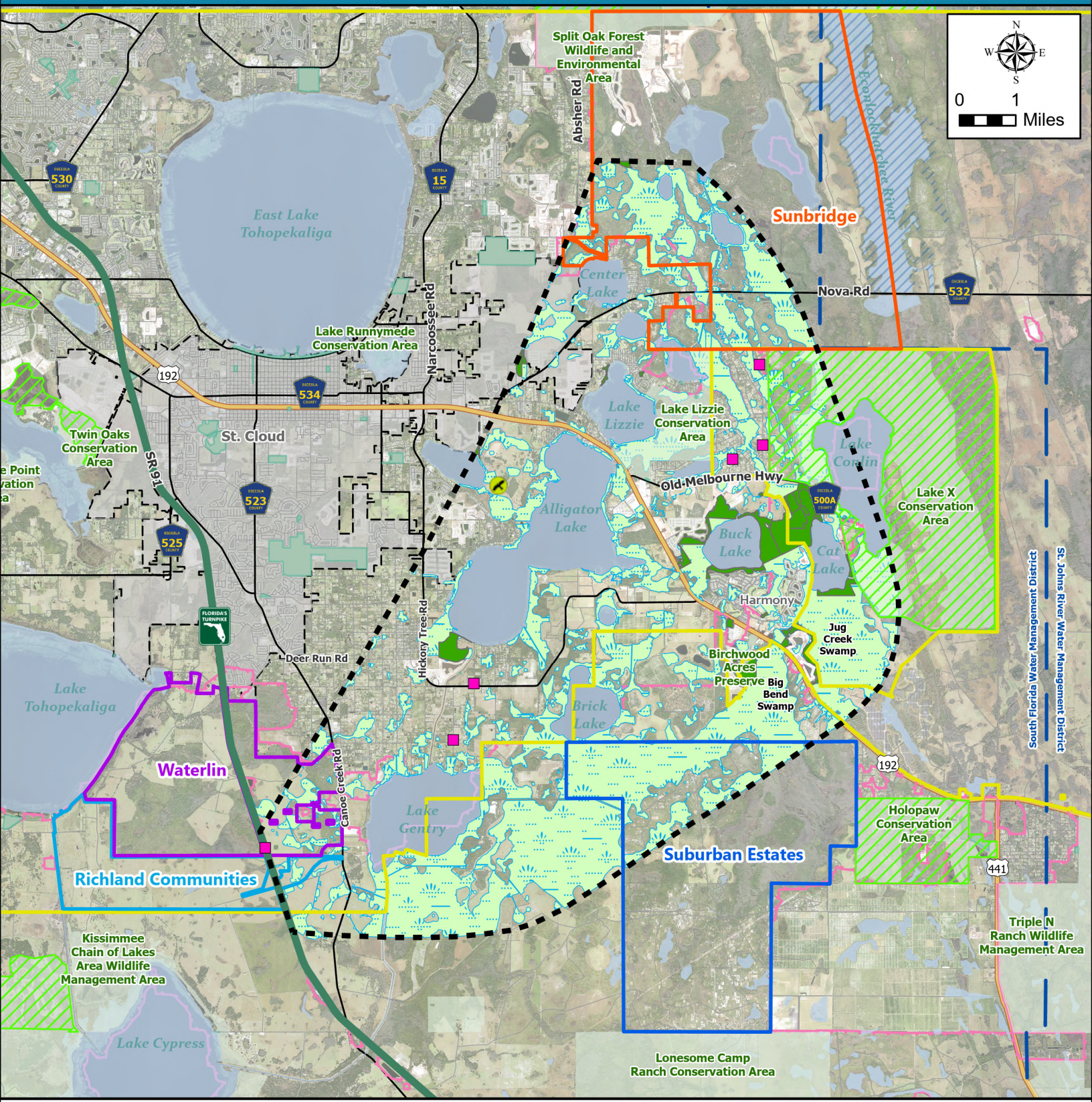
[1] Includes connection to Canoe Creek Road.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.5: Environmental Constraints (Tier 2 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Water Management District Boundaries
- Florida Wildlife Corridor
- Parks and Recreation
- Wetlands
- Mitigation Bank Holdings
- Outstanding Florida Waters
- Potentially Active Eagle Nest
- Black Bear Related Calls/Incidents
- Conservation Easements

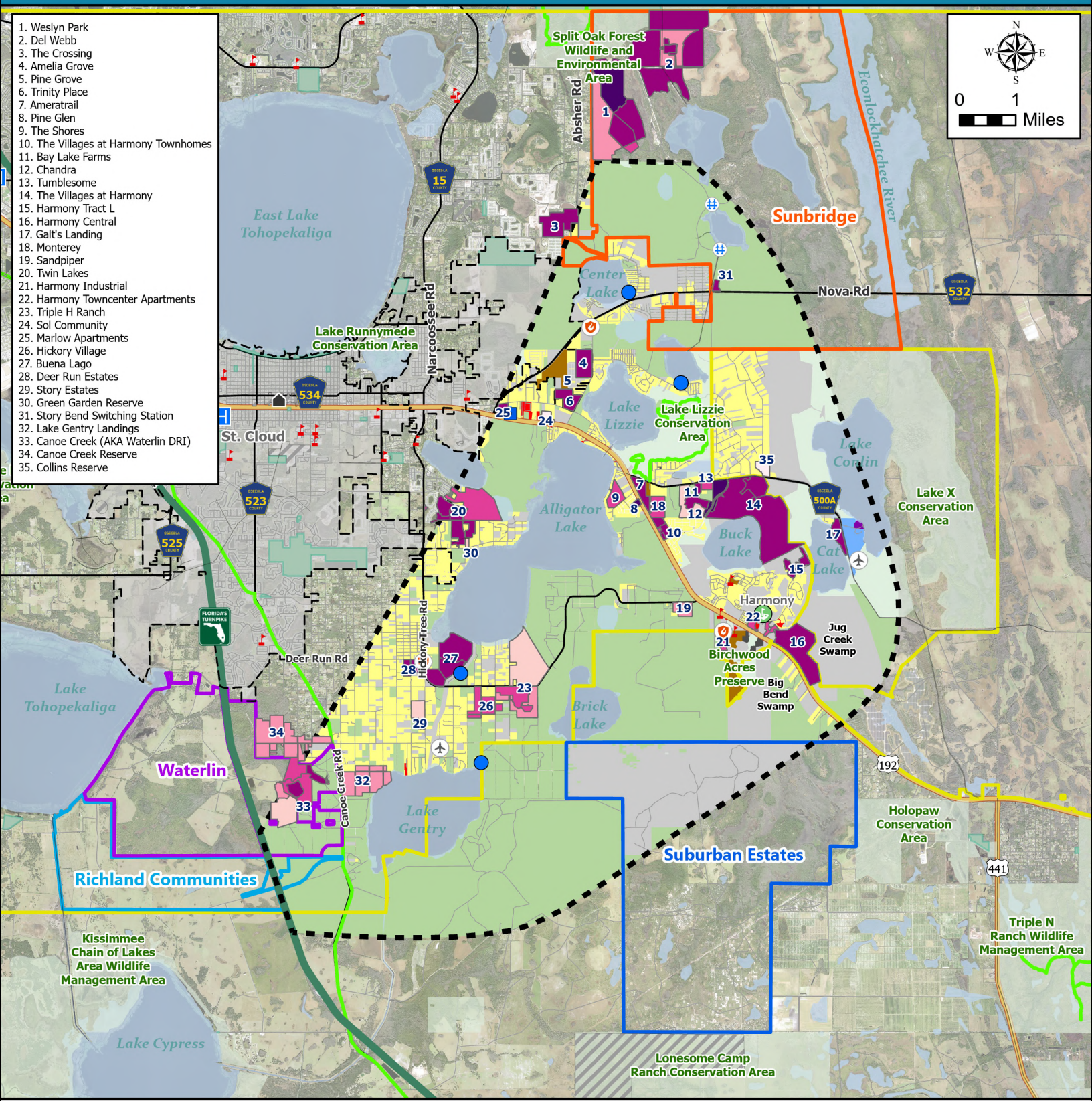
Data Sources: Osceola County, FGIO, FWC, FNAI, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.6: Sociocultural Constraints (Tier 2 Analysis)



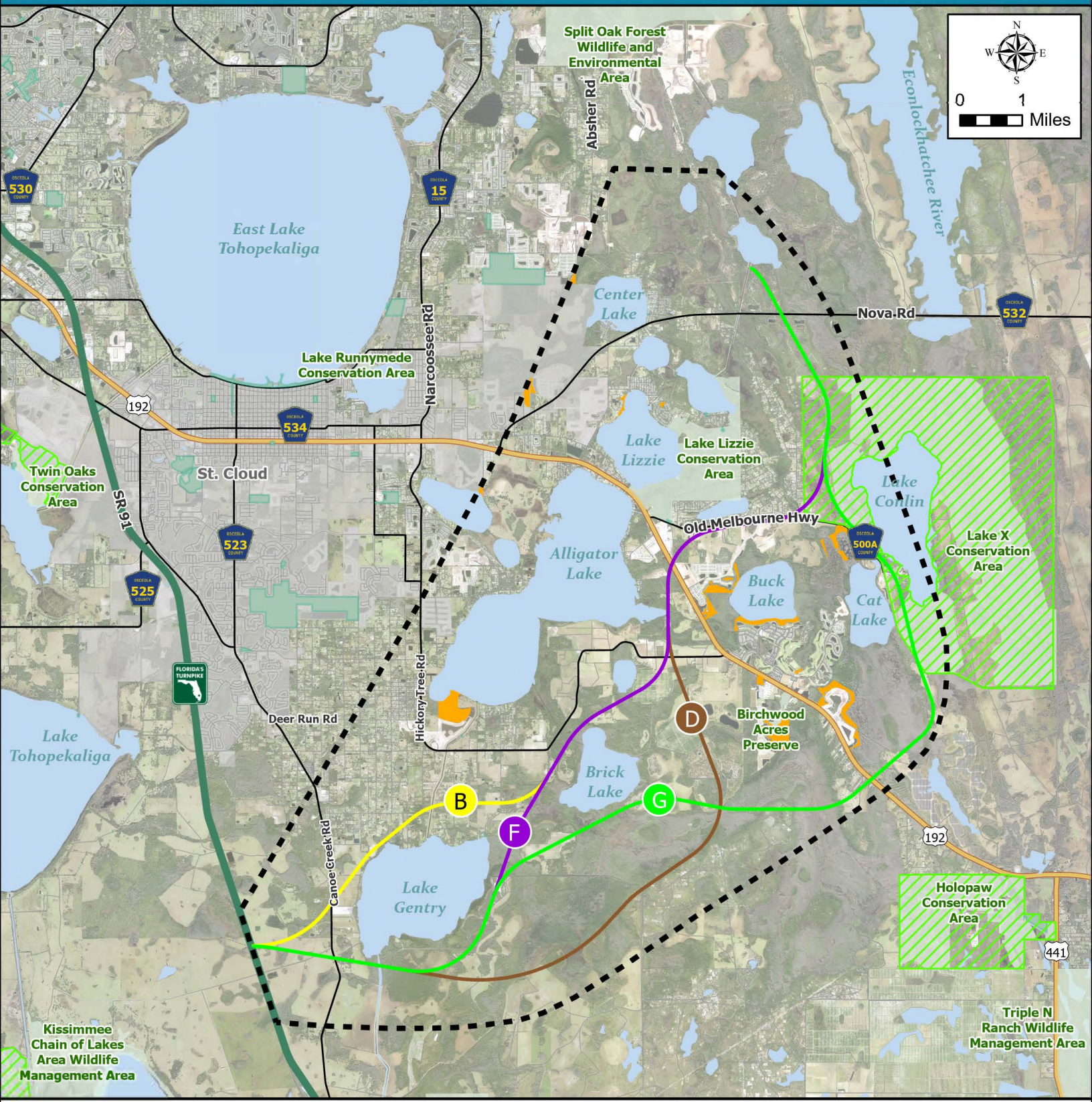
Data Sources: Osceola County, FGIO, FDOT, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.7: Tier 2 Corridors



- Study Area
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Mitigation Bank Holdings
- SFWMD Conservation Easements Associated with Individual Permits

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

5.3.2. Tier 2 Corridor Engineering Evaluation

Several engineering factors, including design, utility conflicts and ROW were considered and evaluated for a comparative corridor analysis. The analysis was based on the 330-foot-wide typical section shown in **Figure 3.3.** Below are detailed descriptions of each of these factors and the effects they have on each corridor. Results of the engineering evaluation are provided in **Table 5.3**.

Table 5.3: Corridor Design Considerations

Evaluation Criteria	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)	No. 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[1]	No. of Vehicles per Day	49,300	46,400	48,200	43,500

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

5.3.2.1. Design Considerations

The number and length of all proposed bridges for roadway and canal crossings was included in the Tier 2 analysis, and traffic volumes were calculated using the FDOT's Central Florida Regional Planning Model (CFRPM). All corridors have four proposed interchanges: Florida's Turnpike, US 192, SR 534, and SR 532. Impact and cost calculations for the Tier 2 analysis include these potential interchanges.

5.3.2.2. Utility Conflicts

Within the study area, there are 22 existing major utility agencies. Major utility owners include Florida Gas Transmission, which has a 20-inch and a 30-inch Gas Main that generally runs parallel to US 192, a wastewater facility owned by TOHO Water Authority that is located just west of Lake Myrtle, near the north edge of the study area, and a substation owned by the City of St. Cloud located east of Wetlands Place and northwest of Eden Drive, near the northwestern edge of the study area. An additional substation owned by Duke Energy is located on the north side of US 192 east of Briar Patch Lane.

5.3.2.3. Right-of-Way

ROW data was gathered from parcel lines obtained from the Osceola County Property Appraiser (collected June 7, 2024) and utilized to calculate the area of take for each corridor alternative. The area of take was determined using proposed corridor footprint and includes the potential interchanges.

5.3.3. Potential Environmental Impacts

Through literature reviews, GIS analyses and limited field reviews, impact analyses were conducted to further refine the approximate extent of impacts to environmental resources for each of the four alternative corridors. **Table 5.4** provides quantifiable values and a comparative evaluation of the potential physical, cultural, and natural resource impacts for each corridor.

Table 5.4: Potential Environmental Impacts

Evaluation Criteria	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Physical					
Major Utility Conflicts - Existing	No. of Conflicts	4	4	4	3
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0
Contamination Sites (medium and high-risk sites)	No. of Conflicts	11	8	9	3
Cultural Environment Effects					
Public Recreation Lands	Acres	0	0	0	0
Potential Historic Resources	No. of Conflicts	0	0	0	0
Potential Historic Linear Resources (canals/highways/railroads)	No. of Resources	1	1	1	1
Potential Archaeological Resources	No. of Resources	0	0	0	0
Natural Environment					
Floodplain Involvement 100 Year Floodplain[1]	Acres	354	547	445	696
Canals / Regulated Floodways	No. of Conflicts	2	1	2	1
Wetlands (non-forested and forested)[2]	Acres	202	384	238	423
Potential Habitat[3]	Acres	953	1,115	996	1,125
Conservation Lands[4]	Acres	89	89	89	130
Other Regulatory Conservation Easements[5]	Acres	0	0	0	0
Florida Wildlife Corridor[6]	Acres	488	805	659	1,119
Florida Forever Priority Projects[5]	Acres	0	302	156	399
SFWMD Watershed Management Program (WMP)	Acres	0	109	49	49

[1] Floodplain involvement based on GIS data only and does not include minimization efforts to reduce direct ROW impacts.

[2] 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.

[3] 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 is "occasional" throughout the corridors and not within the primary range of the black bear.

[4] Lake X Conservation Area, which is also within a mitigation bank.

[5] Values do not include overlap areas designated as mitigation bank.

5.3.3.1. Physical Resources

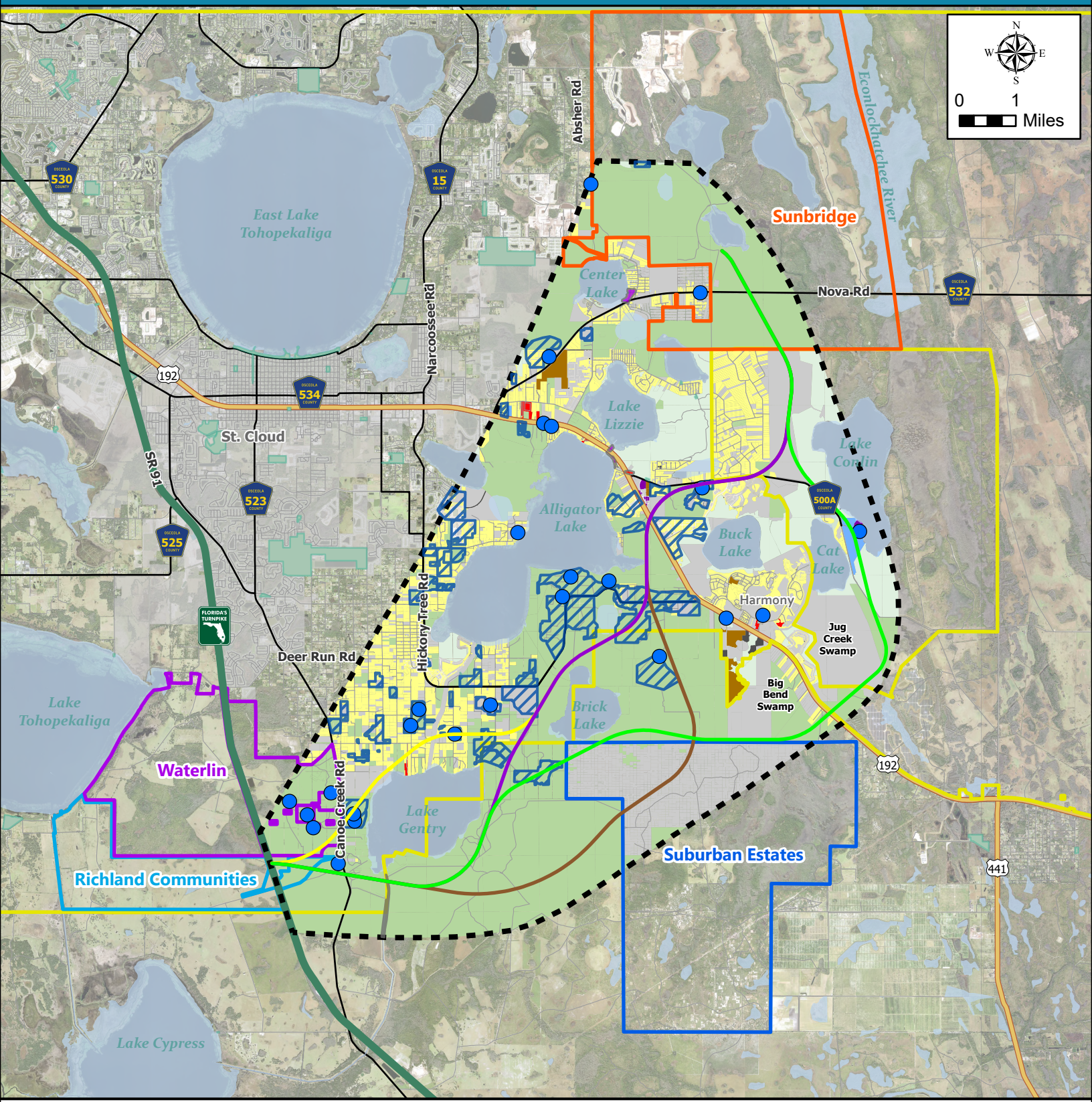
Potential contamination concerns were identified and mapped (**Figure 5.8**) by performing a GIS analysis of each corridor in relation to medium and high-risk contamination sites. Potential conflicts include cattle grazing operations that may have incorporated cattle dip vats and cattle pens/barns (arsenic, pesticides), citrus groves (herbicides, pesticides, heating oil), fuel tank sites, release of petroleum products at road sites, hazardous material handlers, and agricultural/active farm sites.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.8: Potential Physical Impacts (Tier 2 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Medium Risk Rating Site Location
- Areas of Citrus Groves (Medium Risk Rating)
- Areas of Arents (Medium Risk Rating)
- Areas of Pits (Medium Risk Rating)

Existing Land Use (2025)

- Residential
- Commercial
- Agricultural
- Conservation
- Governmental
- Industrial
- Institutional
- Utilities and Rights-of-Way
- Undeveloped

Data Sources: Osceola County, FGIO, US Census, FDOT, USGS, NRCS, FDEP, FGDL

5.3.3.2. Cultural Resources

A GIS analysis was conducted to identify and map (**Figure 5.9**) potential cultural resources and previously recorded historic properties that are listed, or may be eligible for listing, in the NRHP. A current review of the FMSF database was performed to map any previous surveys or previously recorded resources. Archaeological site probability was evaluated based on various environmental conditions demonstrated to be reliable indicators for past human occupation, including topography, soil drainage, distance to water, and prior disturbance.

5.3.3.3. Natural Resources

Protected species and habitats were identified and mapped (**Figure 5.10**) to determine the presence or potential for occurrence of wildlife and plant species protected by the USFWS, the FWC, and the Florida Department of Agriculture and Consumer Services (FDACS). Based on available data, it was determined that the study area is within the USFWS Consultation Area for the Audubon's crested caracara (*Caracara plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida bonneted bat, Florida grasshopper sparrow, Florida scrub-jay (*Aphelocoma coerulescens*), and red cockaded woodpecker (*Picoides borealis*). Additionally, there is potential for state protected species and their habitat, specifically the gopher tortoise (Gopherus polyphemus), to occur within each of the four alternative corridors. Therefore, the four alternative corridors were evaluated for required habitat for these species and documented occurrences.

The Bald Eagle (*Haliaeetus leucocephalus*) receives federal protection under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act and state protection under 68A-16.002, Florida Administrative Code (F.A.C.) One (1) Bald Eagle nest is documented within the study area. The Florida Black Bear (*Urus americanus floridanus*) is no longer listed as a threatened species by the FWC; however, it is still protected through the Florida Black Bear Conservation Rule F.A.C. 68A-4.009. One documented occurrence of Black Bear Road Mortality was documented 1.7 miles east of the study area.

Regulatory requirements dictate that projects consider practical design alternatives to avoid and minimize or eliminate and reduce impacts to wetlands and surface waters. It is anticipated that all four alternative corridors involve impacts to Army Corps of Engineers (USACE) and SFWMD jurisdictional wetlands and surface waters. The USACE has jurisdiction of wetlands and surface waters that are hydrologically connected to Lake Collin, Alligator Lake, Brick Lake, and Lake Gentry. The SFWMD has jurisdiction of all wetlands and surface waters within each of the four alternative corridors.

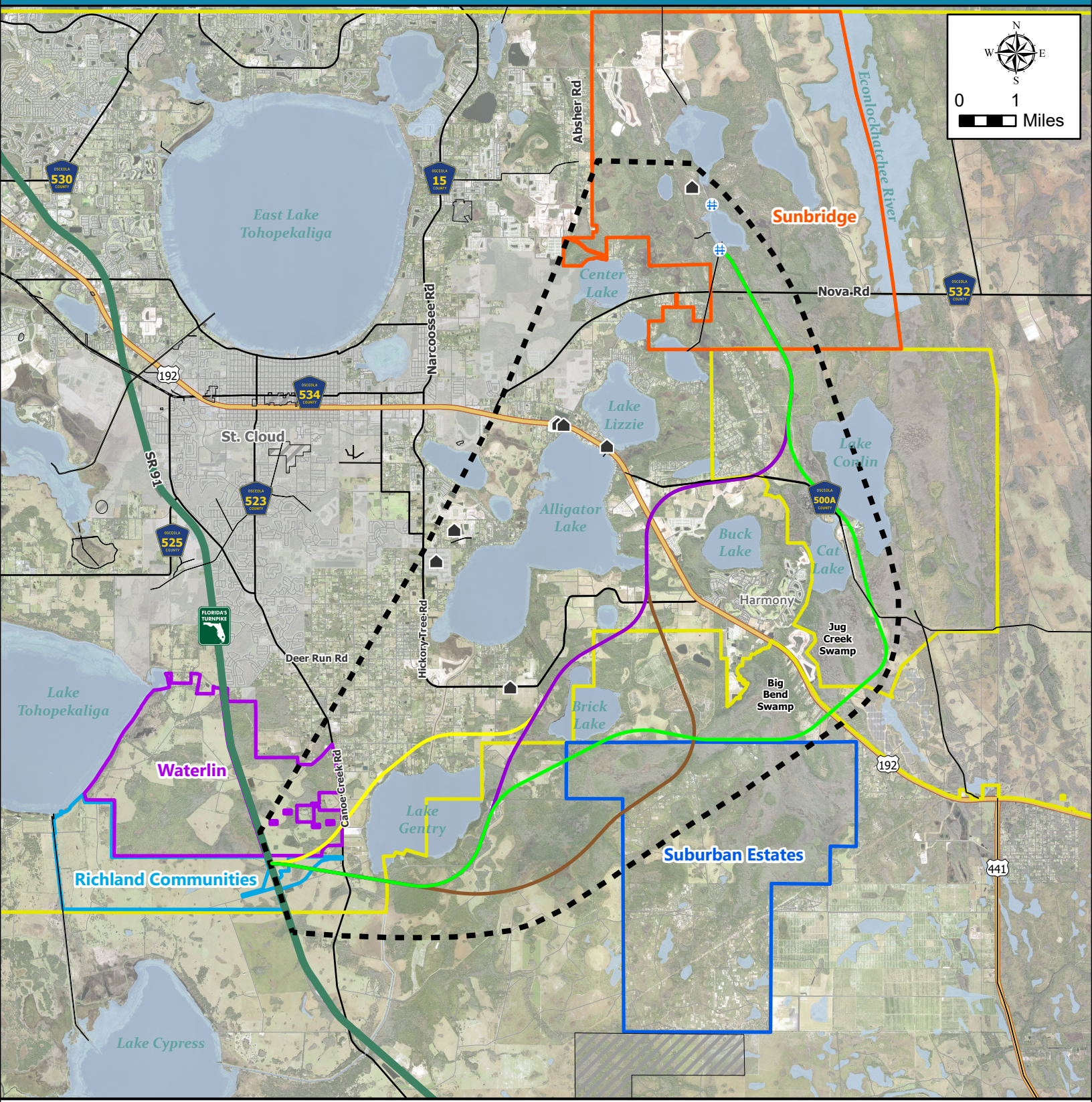
Two conservation areas are located within the study area: Lake X Conservation Area, managed by SFWMD and Lake Lizzie Conservation Area, managed by Osceola County. All four alternative corridors are located within Lake X Conservation Area. The four alternative corridors were also evaluated for potential impacts to the Florida Wildlife Corridor and Florida Forever Priority Projects. The SFWMD program, Watershed Management Programs (WMP), partners with landowners within the study area to improve water quality and storage. Two of these WMP areas are within the study area. Prescribed burning on these conservation areas is implemented to maintain a diverse native plant community, eliminate invasive plant species, and reduce the risk of wildfires. Prescribed burns increase the potential for smoke intrusion on adjacent roadways which can lead to hazardous driving conditions.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.9: Potential Cultural Resources Impacts (Tier 2 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- **SHPO Resources**
  - Structures
  - Bridges
- Resource Groups

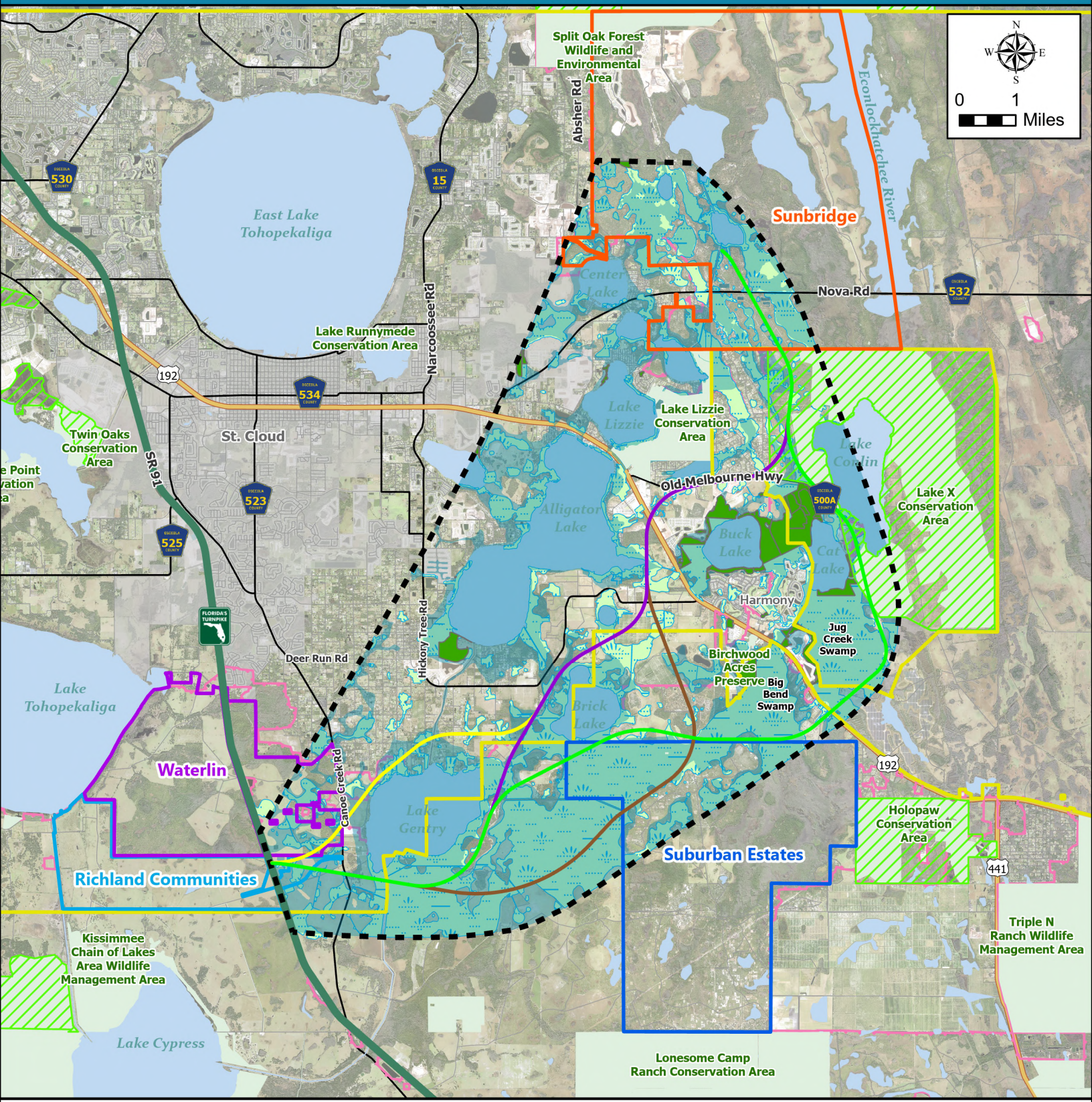
Data Sources: Osceola County, FGIO, US Census, FDOT, FMSF, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.10: Potential Natural Resources Impacts (Tier 2 Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Public Lands and Conservation Areas
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Florida Wildlife Corridor
- Mitigation Bank Holdings
- Conservation Easements
- 100-Year Floodplain
- Wetlands

Data Sources: Osceola County, FGIO, FWC, FNAI, FDOT, SFWMD, FGDL

5.3.4. Social Environment

Potential social impacts (**Figure 5.11**) for the Tier 2 analysis were evaluated using parcel and land use data obtained from Osceola County. Residential and non-residential parcel impacts, acres of agricultural lands and potential conflicts with community facilities were included in the analysis. Additional research of planned developments within the study area was conducted to update all planned developments and permitting phases within the study area. Where available, planned developments with approved permits and site plans were incorporated in the study GIS mapping to quantify potential planned impacts. For planned developments in earlier stages, with no site plans available, parcel impacts were quantified by existing parcel data. The total number of potentially impacted parcels includes any parcel, whole or partial, within each corridor footprint. Results of the evaluation are shown in **Table 5.5**.

Table 5.5: Potential Social Impacts

Evaluation Criteria	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Social					
Residential Parcels					
Potential Residential Parcels Affected (Existing)[1,2,4]	No. of Parcels	91	71	72	3
Potential Residential Parcels Affected (Planned)[1,5]	No. of Parcels	112	36	37	0
Non-Residential Parcels					
Total Non-Residential Parcels Affected[1,3]	No. of Parcels	72	58	59	44
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Med/High	High	Medium	Medium	Low
Community Facilities	No. of Conflicts	0	0	0	1
Agricultural Lands	Acres	745	876	870	809
Suburban Estates Impacts (approximate)	Acres	0	73	0	27

[1] Includes partially impacted parcels.

[2] Includes undeveloped parcels within existing residential communities.

[3] Does not include Suburban Estates.

[4] Includes planned developments under construction.

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

5.3.5. Preliminary Construction Cost

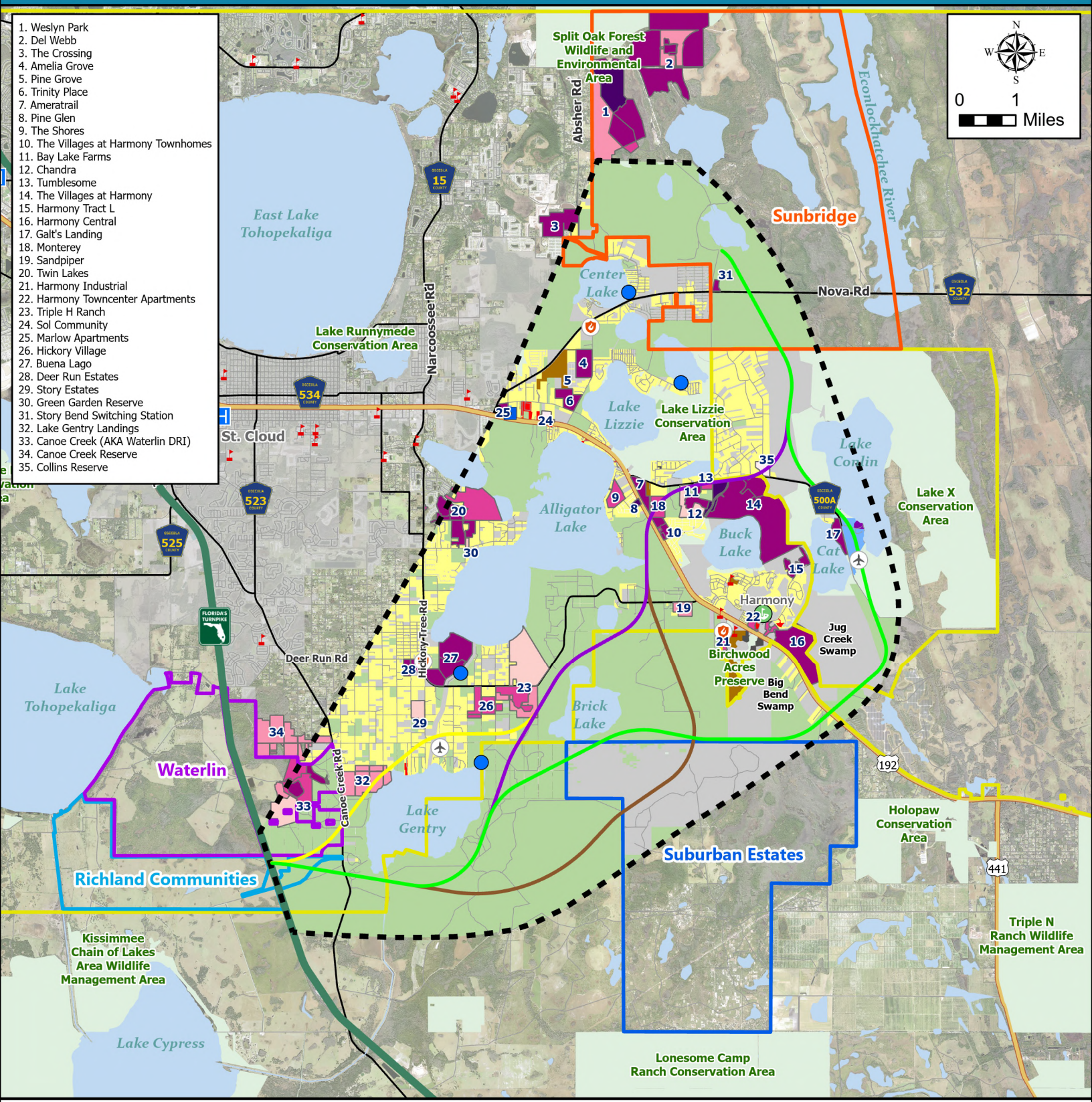
The Tier 2 preliminary project costs listed in **Table 5.6** were based on 2024 unit costs provided by CFX and include design, anticipated environmental mitigation and structures costs.

Table 5.6: Preliminary Construction Cost

Corridor	Cost (in millions)
B	$1,663
D	$1,784
F	$1,649
G	$1,702

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2
Project Development & Environment (PD&E) Study
CFX Project No. 599-247
Figure 5.11: Potential Social Impacts (Tier 2 Analysis)



Data Sources: Osceola County, US Census, FGIO, FDOT, FGDL

5.4. Evaluation of Potential Impacts

Engineering and design considerations, and the potential impacts to social, natural, cultural, and physical environmental features were documented and summarized into an inventory matrix. This matrix represents a comparative evaluation of resources affected by each of the proposed alternatives. A color-coded system of red, yellow, and green was used to illustrate the order of magnitude of impact and comparison of each alternative in each resource category (**Table 5.7**). When each alternative is compared to other alternatives, red represents a high level of impact, yellow is moderate or medium, and green is relatively low. Preliminary construction costs of each alternative were also considered. The Tier 2 comparative evaluation matrix is presented in **Table 5.8.**

Table 5.7: Inventory Matrix Legend

RED	Relatively High Impacts when compared to other alternatives
YELLOW	Relatively Medium Impacts when compared to other alternatives
GREEN	Relatively Low Impacts when compared to other alternatives

Table 5.8: Tier 2 Corridor Evaluation Matrix

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
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[1]	Number of Vehicles per Day	48,200	49,300	46,400	43,500
Physical					
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
Natural Environment					
Floodplain Involvement - 100 Year Floodplain[2]	Acres	354	547	445	696
Canals / Regulated Floodways	Number of Conflicts	2	1	2	1
Wetlands (non-forested and forested)[3]	Acres	202	384	238	423
Potential Habitat[4]	Acres	953	1,115	996	1,125
Conservation Lands[5]	Acres	89	89	89	130
Regulatory Conservation Easement	Acres	0	0	0	0
Florida Wildlife Corridor[6]	Acres	488	805	659	1,119
Florida Forever Priority Projects[6]	Acres	0	302	156	399
SFWMD DWMP (Watershed Management Program)	Acres	0	109	49	49
Social					
Residential Parcels					
Potential Residential Parcels Affected (Existing)[7,8,10]	Number of Parcels	91	71	72	3
Potential Residential Parcels Affected (Planned)[7,11]	Number of Parcels	112	36	37	0
Non-Residential Parcels					
Total 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

Notes:

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

[2] Floodplain involvement based on GIS data only and does not 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.

[7] Includes partially impacted parcels

[8] Includes vacant 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.

5.5. Narrative Assessment by Corridor

Below is a narrative assessment for each of the Tier 2 corridors. Each narrative provides a description of the results of impact analyses in an effort to reveal any specific factors that may result in screening out a corridor from moving forward in the PD&E study process. Public and agency input, such as input received from the ESC, the PAG, the EAG, the CEG, project stakeholders, and the general public, is also summarized in the narrative assessment.

Consistency with Local Planning: All corridors are consistent with the East Central Florida 2060 Plan (East Central Florida Regional Planning Council 2011), MetroPlan Orlando's 2045 Metropolitan Transportation Plan Cost Feasible Plan (MetroPlan Orlando 2024), MetroPlan Orlando's TIP (2024), and CFX's 2045 Master Plan (CFX 2022).

The projected 2050 Annual Average Daily Traffic (AADT) volumes are comparable with all four corridors.

5.5.1. Corridor B

Purpose and Need: Corridor B is not compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. The corridor has a high probability of impacting the planned Sunbridge Parkway at US 192 and does not provide a direct connection to the SR 515 Extension. Corridor B demonstrates a complexity of design for the interchange at US 192; however, it does provide a connection to SR 534 at Nova Road.

Social Environment: Corridor B passes through more developed areas than corridors D, F, and G and has the highest number of potential impacts to existing residential parcels (91), planned residential parcels (112) and non-residential existing parcels (72). Corridor B also has relatively high potential to affect community cohesion within the study area compared to all other proposed corridors. This corridor has the lowest number of acres of potential impacts to agricultural land and does not pass through Suburban Estates.

Cultural Environment: Regarding cultural resources, this corridor is comparable with all corridors under consideration in the Tier 2 analysis. All corridors have the potential to impact one historic linear resource. No other cultural resources occur within the footprints of the Tier 2 corridors.

Natural Environment: Corridor B has the lowest potential for impacts to the natural environment compared to other corridors. It has the lowest number of acres of potential floodplain involvement at 354 acres, potential wetland impacts at 202 acres, and potential habitat for listed species at 953 acres. It would cross through 488 acres of the Florida Wildlife Corridor compared to the highest at 1,119 acres (Corridor G) and has no involvement with Florida Forever Priority Projects or the SFWMD WMP. Equal to corridors D and F, Corridor B has the potential to impact 89 acres of the Lake X Conservation Area and is located approximately 0.75-mile from the Lake Lizzie Conservation Area.

Physical Environment: Corridor B has the highest number of potential conflicts with the physical environment. The corridor has the potential to impact 11 medium or high-risk contamination sites compared to Corridor G which has only three potential conflicts with contamination sites. Corridor B is comparable to all other corridors having the potential of encountering four major utility conflicts. These conflicts will likely result in the relocation of major utilities.

Project Estimated Costs: Corridor B has the second lowest estimated preliminary project cost at $1,663,000,000.

Specific Factors Affecting Reasonableness of Corridor: This corridor does not meet the Purpose and Need of the project. Corridor B would result in a refinement to the proposed interchange alignment east of Florida's Turnpike and would require a skewed interchange for Canoe Creek Road. Additionally, impacts associated with planned US 192 interchanges and connectivity to Sunbridge Parkway would be higher for Corridor B compared to other corridors. This corridor is not consistent with the CFX Master Plan to provide ultimate connectivity to the SR 515 outer beltway.

Agency & Public Input: Comments received during project stakeholder meetings indicated Corridor B would have higher social impacts due to its proximity to existing neighborhoods, but the least impacts to the natural environment. Feedback received from attendees at the Public Information Meeting indicated opposition to Corridor B, noting it has the most potential impacts to existing and planned communities. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor B is **not recommended** for further analysis in the PD&E Study.

5.5.2. Corridor D

Purpose and Need: Corridor D is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. The corridor will not impact the planned Sunbridge Parkway at US 192 and provides a connection to SR 534 at Nova Road. Corridor D does not provide a direct connection to the SR 515 Extension and demonstrates a complexity of design for the interchange at US 192.

Social Environment: Corridor D is comparable to Corridor F with the number of potential residential and non-residential parcel impacts. The corridor would potentially impact 71 existing residential parcels, 36 planned residential parcels and 58 existing non-residential parcels. This corridor is comparable to Corridors F and G with the number of acres of agricultural lands potentially impacted. This corridor has the highest number of acres passing through Suburban Estates (73 acres) compared to Corridor G with 27 acres and none for Corridors B and F.

Cultural Environment: Regarding cultural resources, this corridor is comparable with all corridors under consideration in the Tier 2 analysis. All corridors have the potential to impact one historic linear resource. No other cultural resources occur within the footprints of the Tier 2 corridors.

Natural Environment: Corridor D has a moderate potential for natural impacts and has the highest and more than double the number of acres of potential impact to the SFWMD WMP (109 acres) as Corridors F and G (49 acres). This corridor could have approximately 547 acres of floodplain impacts, 384 acres of potential forested and non-forested wetland impacts, it would pass through approximately 805 acres of the Florida Wildlife Corridor, and 302 acres of Florida Forever Priority Projects. Equal to corridors B and F, Corridor D has the potential to impact 89 acres of the Lake X Conservation Area and is located approximately 0.75-mile from the Lake Lizzie Conservation Area. This corridor is anticipated to have moderate to high involvement with listed species.

Physical Environment: Corridor D has a moderate potential for impacts to the physical environment comparable to Corridor F. The corridor has the potential to impact eight medium or high-risk contamination sites. Corridor D is comparable to all other corridors having the potential of encountering four major utility conflicts. These conflicts will likely result in the relocation of major utilities.

Project Estimated Costs: Corridor D has the highest estimated preliminary project cost of all Alternatives. The estimated project cost for Corridor D is $1,784,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor D would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike connecting the Southeast Connector Expressway to SR 515 Northeast Connector Expressway. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor D. This would require a more complex interchange at US 192 and is not consistent with the CFX Master Plan to provide ultimate connectivity to the SR 515 outer beltway. Due to its proximity to the Lake X Conservation Area, Corridor D has the potential for smoke intrusion from prescribed burns.

Agency & Public Input: No comments were received during project stakeholder meetings regarding Corridor D. Feedback received from attendees at the Public Information Meeting indicated opposition to Corridor D due to its proximity to Suburban Estates and Holopaw recreation areas. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: A segment of Corridor D within the urban growth boundary **is recommended** for further analysis in the PD&E Study.

5.5.3. Corridor F

Purpose and Need: Corridor F is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. The corridor will not impact the planned Sunbridge Parkway at US 192 and provides a connection to SR 534 at Nova Road. Corridor F does not provide a direct connection to the SR 515 Extension and demonstrates a complexity of design for the interchange at US 192.

Social Environment: Corridor F is comparable to Corridor D with the number of potential residential and non-residential parcel impacts. The corridor would potentially impact 72 existing residential parcels, 37 planned residential parcels and 59 existing non-residential parcels. This corridor is comparable to Corridors D and G with the number of acres of agricultural lands potentially impacted. Corridor F does not pass through Suburban Estates; however, it would have a moderate effect on community cohesion within the study area.

Cultural Environment: Regarding cultural resources, this corridor is comparable with all corridors under consideration in the Tier 2 analysis. All corridors have the potential to impact one historic linear resource. No other cultural resources occur within the footprints of the Tier 2 corridors.

Natural Environment: Corridor F has a moderate potential for natural impacts. This corridor could have approximately 445 acres of floodplain impacts, 238 acres of potential forested and non-forested wetland impacts, it would pass through approximately 659 acres of the Florida Wildlife Corridor, and 156 acres of Florida Forever Priority Projects. Corridor F is equal to the number of acres of potential impacts to the SFWMD WMP as Corridor G. Equal to corridors B and D, Corridor F has the potential to impact 89 acres of the Lake X Conservation Area and is located approximately 0.75-mile from the Lake Lizzie Conservation Area. This corridor is anticipated to have moderate involvement with listed species.

Physical Environment: Corridor F has a moderate potential for impacts to the physical environment comparable to Corridor D. The corridor has the potential to impact nine medium or high-risk contamination sites. Corridor F is comparable to all other corridors having the potential of encountering four major utility conflicts. These conflicts will likely result in the relocation of major utilities.

Project Estimated Costs: Corridor F has the second lowest estimated preliminary project cost. The estimated project cost for Corridor F is $1,649,000,000.

Specific Factors Affecting Reasonableness of Corridor: Corridor F would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike connecting the Southeast Connector Expressway to SR 515 Northeast Connector Expressway. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor F. This would require a more complex interchange at US 192 and is not consistent with the CFX Master Plan to provide ultimate connectivity to the SR 515 outer beltway.

Agency & Public Input: Comments received during project stakeholder meetings indicated Corridor F is preferred over Corridor G as it has fewer impacts on natural resources, while preserving existing and future communities. Feedback received from attendees at the Public Information Meeting indicated mixed support for Corridor F, noting impacts to long-standing communities. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor F is **recommended** to be carried forward for further analysis in the PD&E Study.

5.5.4. Corridor G

Purpose and Need: Corridor G is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike, it will not impact the planned Sunbridge Parkway at US 192 and provides direct connections to SR 534 at Nova Road, SR 515 and has a low probability to require a complex design of the interchange at US 192. Corridor G is the only Tier 2 corridor consistent with the CFX Master Plan system expansion, providing ultimate connectivity to the SR 515 outer beltway.

Social Environment: Corridor G has the lowest potential for impacts to the social environment. This corridor has the potential to impact just three existing residential parcels compared to the next lowest (Corridor D) potentially impacting 71 parcels. This corridor is not anticipated to impact any planned residential parcels. It has the potential to impact 44 existing non-residential parcels and has a low effect on community cohesion within the study area. Corridor G could pass through 809 acres of agricultural land, comparable to Corridors D and F and 27 acres of Suburban Estates property.

Cultural Environment: Regarding cultural resources, this corridor is comparable with all corridors under consideration in the Tier 2 analysis. All corridors have the potential to impact one historic linear resource. No other cultural resources occur within the footprints of the Tier 2 corridors.

Natural Environment: Corridor G has the highest potential for natural impacts. It has the highest floodplain impacts at 696 acres and the highest acreage of forested and non-forested wetlands with 423 acres. Corridor G has the highest acreage of impact to the Florida Wildlife Corridor and conservation lands, at 1,119 acres and 130 acres, respectively. The number of acres Corridor G has for potential impacts to Florida Forever Priority Projects is 399 acres, which is comparable to Corridor D, at 302 acres. Corridor G is equal to the number of acres of potential impacts to the SFWMD WMP as Corridor F. This corridor is anticipated to have moderate to high involvement with listed species.

Physical Environment: Corridor G has the lowest number of potential conflicts with medium to high-risk contamination sites (3). The corridor has the potential to encounter three major utility conflicts, compared to all other corridors which have the potential to encounter four major utility conflicts. These conflicts could result in the relocation of major utilities.

Project Estimated Costs: Corridor G has the second highest estimated preliminary project cost at $1,702,000,000.

Other Considerations: Corridor G would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike. The executed Southport Connector Expressway (SR 538) Methodology Letter of Understanding (MLOU) includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor G.

Specific Factors Affecting Reasonableness of Corridor: Corridor G is the only corridor that satisfies all purpose and need criteria and is the only corridor that would provide direct connectivity to the future CFX Master Plan SR 515 outer beltway.

Agency & Public Input: Comments received during project stakeholder meetings indicated Corridor G would have fewer impacts to communities but higher impacts to the natural environment. Feedback received from attendees at the Public Information Meeting indicated high support for Corridor G. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Corridor G is **recommended** to be carried forward for further analysis in the PD&E Study.

5.6. Tier 2 Alternative Corridor Evaluation Summary

Based on the Tier 2 ACE, CFX identified the following Tier 2 analysis recommendations as displayed in **Figure 5.12**.

Due to the substantial residential and community cohesion impacts compared to the other corridors, Corridor B is recommended for elimination. Corridor B impacts the recommended Florida's Turnpike systems interchange geometry and impacts the Waterlin development. Due to the extensive residential areas north of Lake Gentry, reducing the typical section for Corridor B will not result in substantial reductions to the ROW impacts or costs.

Due to the substantial impact to the Suburban Estates property, it is recommended the segment of Corridor D that runs south of Corridor G be eliminated and the remaining short segment of Corridor D, between Corridor G and Corridor F, is recommended for further evaluation. Results of the segment evaluation will provide a more detailed comparison to Corridors F and G.

Corridor F is recommended for further evaluation as it minimizes social impacts compared to Corridor B and minimizes natural impacts compared to Corridor G. Because there are existing and planned developments on both sides of Old Melbourne Highway, the existing roadway, various constrained typical sections and alignments including a typical section with an elevated expressway in median and frontage roads for local access will need further evaluation to identify the minimum ROW footprint that meets the purpose and need for the project.

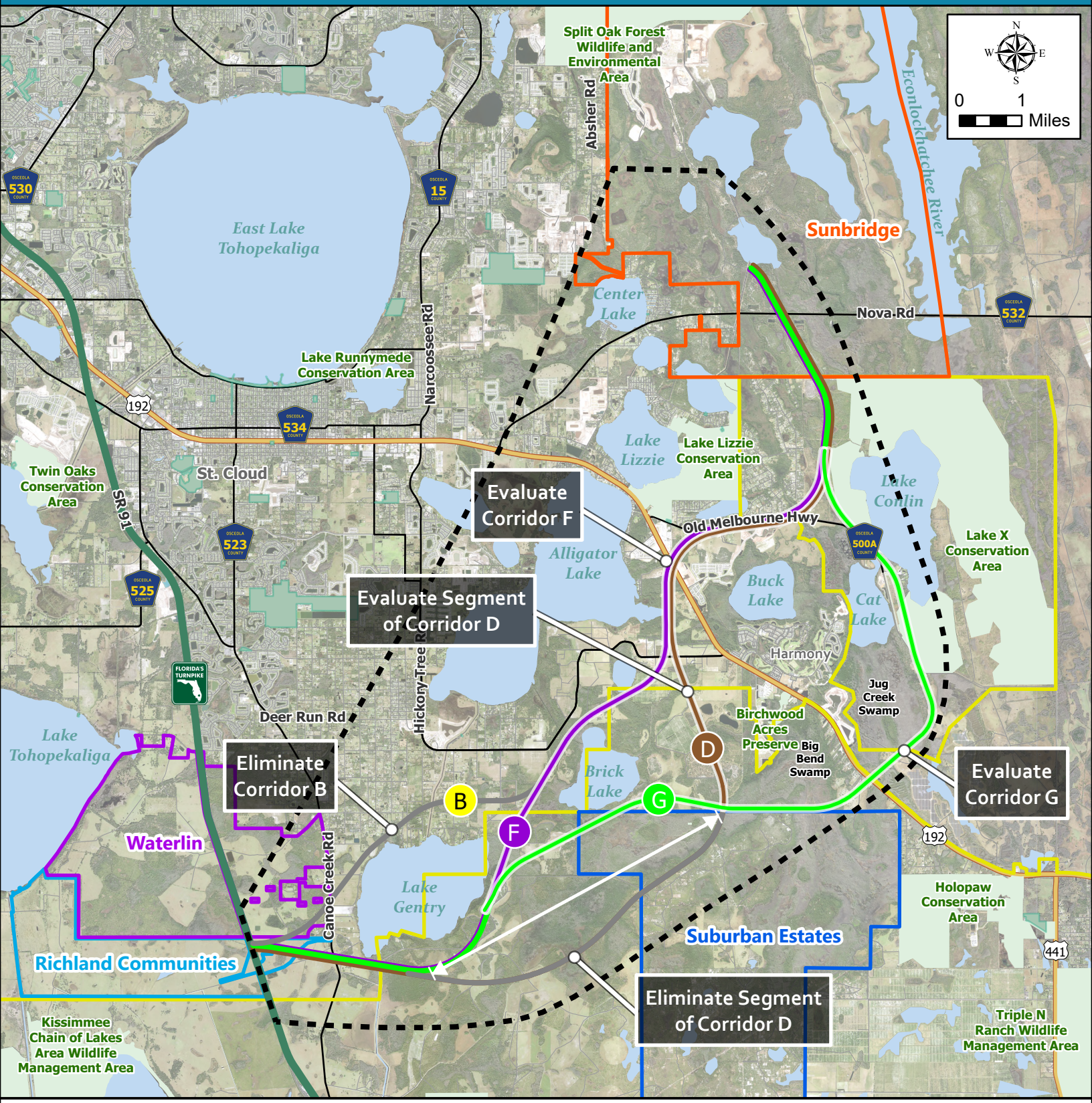
Corridor G is also recommended for further evaluation as it substantially avoids and minimizes residential and community cohesion impacts and reduces natural environment impacts as compared to Corridor D. Corridor G also does not impact the Florida's Turnpike systems interchange and is consistent with the CFX Master Plan to provide ultimate connectivity to the SR 515 outer beltway. Because Corridor G traverses through undeveloped areas, Florida Forever priority areas, and Lake X mitigation areas., various constrained typical sections, alignments, and environmental crossings need further evaluation to minimize ROW impacts.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 5.12: Tier 2 Recommendations



Study Area

Corridor D

Corridor F

Corridor G

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

6.0 Tier 2 Agency and Public Input

Agency and public outreach throughout the PD&E process are important to engage stakeholders and identify the benefits and concerns of the affected public that may influence the development and evaluation of the project corridor alternatives. The preliminary (Tier 2) ACE results were presented in detail to the EAG, PAG, and the CEG in January 2025 and at a Public Information Meeting held March 6, 2025 (in-person) and March 12, 2025 (virtually).The public and agency input received during the Tier 2 analysis was incorporated into the evaluation methodology, identification of avoidance and minimization measures, and the corridor analysis. This input will also be carried forward during the PD&E Study as alternatives are refined.

A summary of the key public and agency meetings during the Tier 2 analysis are shown in **Table 6.1** and detailed summaries are included in **Appendix A**. Numerous other individual stakeholder meetings were held with Osceola County, Florida's Turnpike, related projects, and property owners/developers within the study area to obtain study area information and present project updates. These meeting summaries will be documented in a Comments and Coordination Report for the PD&E Study.

Table 6.1: Summary of Key Stakeholder Meetings

Item	Description	Date
CEG Meeting (hybrid)	At this meeting members were provided an overview of the project with a focus on planned developments, social features, and constraints within the project area during the Tier 2 analysis. The Tier 2 analysis results and recommendations were presented at the meeting.	January 29, 2025
EAG Meeting (virtual)	At this meeting members were provided with an overview of the project with a focus on the environmental features and constraints within the project area identified during the Tier 2 analysis. The Tier 2 analysis results and recommendations were presented at the meeting.	January 30, 2025
PAG Meeting (virtual)	At this meeting members were provided an overview of the project with a focus on planned developments, social features, and constraints within the project area identified during the Tier 2 analysis. The Tier 2 analysis results and recommendations were presented at the meeting.	January 30, 2025
CFX ESC Meeting	The ESC assists the CFX Governing Board by providing oversight and guidance for the protection of the natural environment. At this meeting, the SR 515 Northeast Connector Phase 2 PD&E study team provided a study update and results of the Tier 2 Analysis.	March 6, 2025

6.1. Agency Input on Tier 2 Analysis

The results of the Tier 2 corridor analysis were shared with project stakeholders. The feedback received was taken into consideration when advancing the recommended corridors for the Tier 2 analysis. A summary of key input received from the advisory group members (EAG/PAG/CEG) is below:

- Emphasis on preserving natural resources in the area, including the Florida Wildlife Corridor and Florida Forever Lands, wetlands and existing/proposed conservation
- Concerns for high impacts to existing and planned residential areas and neighborhoods
- Need to investigate opportunities for wildlife crossings and maintaining habitat connectivity
- Concerns for potential impacts on floodplains and wetland connectivity, highlighting their value in mitigating flooding and drainage concerns
- Suggestion to maintain flexibility for opportunities for future expansion or to incorporate multimodal transportation options within the proposed typical section
- Desire to avoid growth outside urban growth boundary
- Expressed importance of continued coordination with related projects within the study area

In addition to the Advisory Groups, multiple coordination meetings with local transportation agencies and related projects in the study area were held including coordination meetings with the Sunbridge Parkway PD&E team and meeting with large landowners including Bronson's Ranch, Tavistock, Deseret Ranch and Doc Partin. The key input received is summarized below:

- Input related to the systems interchange with Florida's Turnpike
- Minimizing impacts to natural areas and consider the wildlife corridor
- Consideration of the water management district flood control areas within the study area south of Lake Gentry
- Strongly encouraged continued coordination with other project teams with ongoing projects in the study area

6.2. Public Input on Tier 2 Analysis

An in-person Public Information Meeting was held on March 6, 2025, and a virtual Public Information Meeting was held on March 12, 2025, to present the Tier 1 recommendations and Tier 2 analysis results to the public for input. A total of 312 individuals attended the virtual and in-person Public Information Meetings. A total of 254 comments were received at the in-person and virtual meetings, or within the 10-day comment period following the meeting. About 85% of comments were in were in opposition to the corridors that impacted existing or future residential areas north of Lake Gentry or general opposition to corridors that impact higher-density residential areas. The vast majority of the community input reflected opposition to Corridor B due to significant community effects.

A summary of all the input received from public comments received during the Tier 2 comment period is summarized below.

Public Meeting Comments:

<u>Natural Resource and Wildlife Concerns:</u>

- Concerns for environmental impacts on wildlife habitats
- Impact on the Florida Wildlife Corridor and Florida Forever Project lands
- Preservation of habitats for endangered species such as the Florida Panther and Bald Eagles
- Risks to wildlife due to vehicle traffic and habitat destruction
- Exploration of wildlife crossings and connectivity to ensure safe wildlife movement
- Concerns for impacts to Suburban Estates/Holopaw recreation land
- Risks to local wildlife habitats and ecosystems

Community and Residential Impacts:

- Concerns from residents in Bay Lake Ranch and Harmony West regarding potential disruptions to community character and quality of life as a result of Corridor B
- Destruction of neighborhood green spaces and local ecosystems affected by Corridor B development
- Disruption to community character and quality of life in Harmony West
- Impact on property values and potential displacement of residents
- Preservation of rural and peaceful environment in Bay Lake Ranch

Traffic and Operations:

- Concerns about increased traffic congestion and noise along Old Melbourne Highway
- Safety concerns related to increased traffic and potential accidents along US 192 and Botanic Boulevard

ROW and Property Concerns:

- Impact of ROW acquisition on residential properties associated with Corridor B
- Impacts on property values in Bay Lake Ranch and Harmony West due to proximity of Corridor B
- Potential displacement and ROW acquisition concerns affecting properties located near Corridor B

7.0 Corridor Segment Analysis

As a result of the agency input received during the Tier 2 analysis, a more detailed evaluation of the four corridors within the segment from Florida's Turnpike to Brick Lake was further analyzed for comparison. The additional analysis was based on EAG and ESC input and included corridor refinements and additional evaluation factors. The goal of the analysis was to determine whether a corridor north or south of Lake Gentry was recommended for further alignment analysis during the PD&E Study. A comprehensive review of engineering and design elements, and environmental considerations was conducted to screen the corridor alternatives and identify the reasonable corridor(s) for further evaluation.

Specific feedback from the EAG and ESC was applied to the corridor segment analysis, including recommendations to assume higher environmental mitigation costs for the corridors south of Lake Gentry, to identify environmental mitigation opportunities that promote wetland and wildlife habitat connectivity to existing conservation areas (in particular within the Florida Wildlife Corridor), and to evaluate anticipated ROW costs. This detailed corridor segment analysis included a thorough review of the sociocultural effects (parcel impacts, potential displacements, and impacts to existing access) based on EAG input. The total project costs were evaluated and included updated construction cost estimates, preliminary ROW cost estimates, and environmental mitigation assumptions.

7.1. Corridor Segment Alternative Refinement

The corridor segment analysis began with a review of the Tier 2 corridor alternatives between Florida's Turnpike and Brick Lake. Corridor D was refined based on the Tier 2 analysis recommendations to eliminate the portion farthest outside the urban growth boundary. Corridors B, F, and G remained the same as during the Tier 2 corridor analysis and follow the same alignment from the Turnpike systems interchange to just east of Lake Gentry. The corridor segment analysis ended at a common match line near Brick Lake for all four corridors.

7.1.1. Corridor Segment Refinement

As a result of the Tier 2 corridor analysis, the segment of Corridor D between the Florida's Turnpike/Southport Connector Expressway (SR 538) systems interchange and east of Brick Lake was eliminated from further consideration as it involved the most impacts outside the urban growth boundary in natural areas and higher impacts to Suburban Estates. Therefore, minor refinements were made to Corridor D to follow Corridor G between the Florida's Turnpike systems interchange and Brick Lake, continue northeast of Brick Lake to Corridor F, and then continue to follow the Corridor F alignment to Nova Road.

The Corridor D refinements involved modifications to minimize impacts to wetlands and floodplains as feasible and meet design criteria. Impacts to the wetland system bordering Brick Lake on the east were minimized during corridor refinement. The refinements to Corridor D shifted the corridor closer to the urban growth boundary and resulted in a shorter length than the Tier 2 corridor analysis. **Figure 7.1** displays the refinements for Corridor D based on the Tier 2 recommendations.

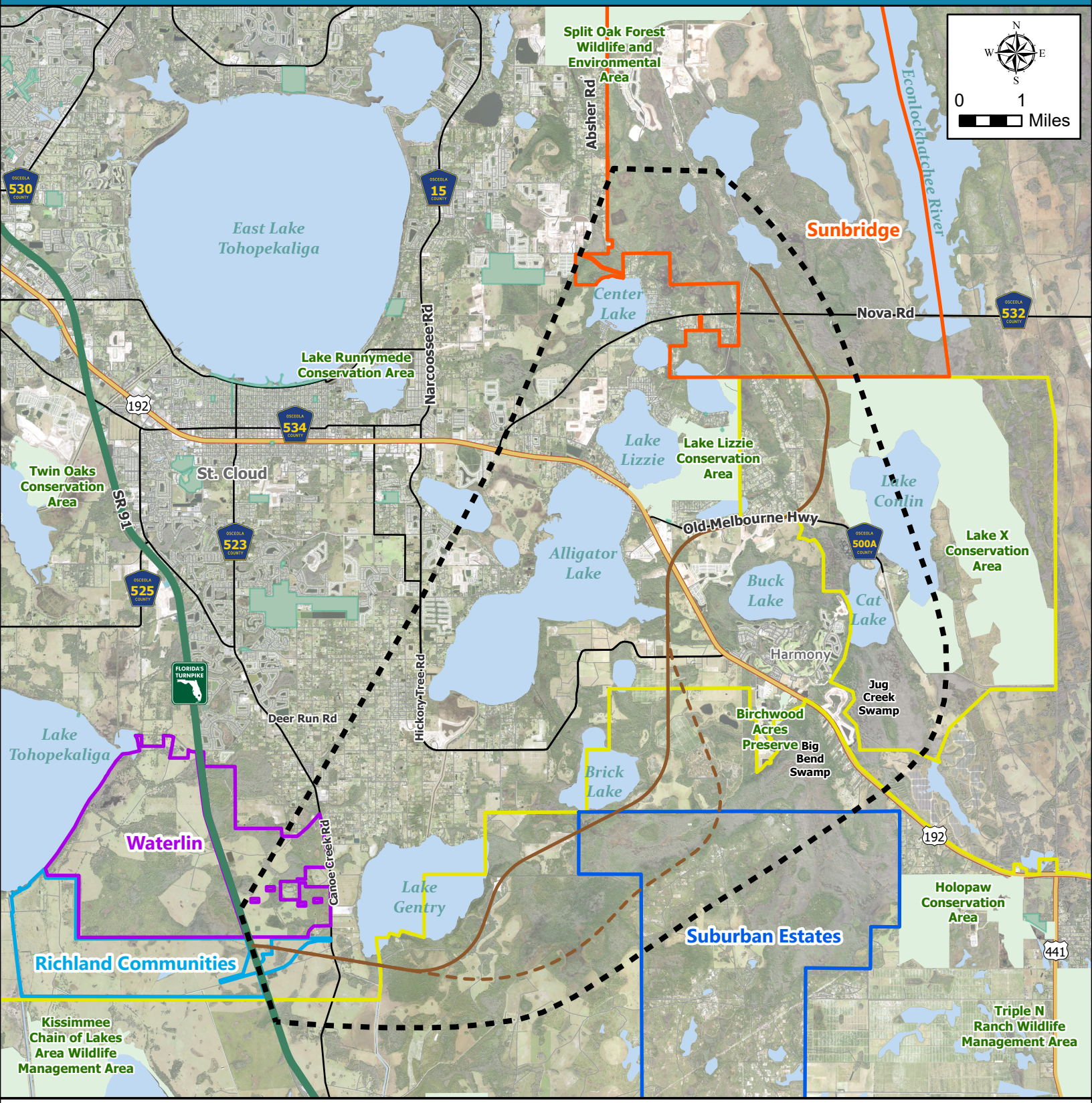
An assessment of bridge structures was conducted for the corridor segment analysis for all the corridors to identify potential environmental crossings. Bridges were assumed for all existing roadway, canal, and regulated floodway crossings. During the corridor segment analysis, considerations for mitigation of natural impacts were made that included identifying environmental bridge crossings that would reduce wetland impacts and serve as wildlife crossings, and additional structures to maintain regulatory floodway management. These additional measures, and anticipated environmental mitigation costs, were incorporated into the cost estimates for comparison.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.1: Corridor D Refinements (Tier 2 to Corridor Segment Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Tier 2 Corridor D
- Corridor D Refinements

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

7.1.1. Data Collection

The corridor segment analysis involved updated data collection and a thorough evaluation of environmental considerations to fully compare the anticipated impacts for each of the four corridors. At this phase of the study, environmental resource involvement was determined based on available GIS data and desktop analysis. No protected species surveys, cultural resource surveys, contamination investigations, or wetland delineation was conducted. These field surveys will be conducted later during the PD&E Study for the recommended alignment. Continued use of the most up-to-date GIS datasets within the FGDL, SFWMD, the FDEP, FNAI, FEMA, FWC and Osceola County data was used to evaluate social, cultural, natural, and physical environmental impacts for each corridor segment. The corridor segment analysis also included pedestrian and windshield field surveys to confirm GIS data, additional aerial interpretation of wetland involvement, and permit reviews. Refer to **Table 7.1** for the GIS data layers used in the analysis of the project area.

Table 7.1: GIS Data Information (Corridor Segment Analysis)

GIS Layer	Source	Year
Physical		
Contamination Sites (Medium and High Risk Sites)	FDEP	2024
Major Utility Conflicts	Available Design Plans & Field Survey	2024
Cultural		
Public Recreation Lands	FGDL	2024
Historic Resources	SHPO	2024
Historic Linear Resources (Canals/Highways/Railroads)	SHPO	2024
Archaeological Resources	FMSF	2024
Natural		
Floodplain Involvement (100 Year Floodplain)	FEMA	2024
Canals / Regulated Floodways	SFWMD	2024
Wetlands (non-forested and forested)	SFWMD, USFWS, Permit Research & Field Review	2018, 2024
Potential Species Habitat	SFWMD, USFWS, Permit Research, Osceola County & Field Review	2024
Conservation Lands	FNAI	2024
Regulatory Conservation Easements	SFWMD	2024
Florida Wildlife Corridor	UF	2021
Florida Forever Priority Projects	FNAI	2024
SFWMD Watershed Management Program WMP	SFWMD	2024
Social		
Existing Land Use	Osceola County	2025
Planned Developments	Osceola County	2025
Community Facilities	FDEP, Osceola County, FGDL, USGS, Aerial imagery interpretation & Field Survey	2024

7.1.2. Land Suitability Mapping

LSM was used to evaluate the Corridor D segment refinements (described in Section 7.1.1). GIS data was used to locate and map potential areas of concern within the project area including existing and future land uses, major infrastructure, public lands, historic and archaeological sites, recreational areas, conservation lands and easements, mitigation banks, wetlands, floodplains, Florida Forever priority acquisition areas, the Florida Wildlife Corridor, and federally and state-listed wildlife habitat. These maps were used to refine the Corridor D segment to avoid or minimize impacts on sensitive environmental resources. The LSM maps can be found on **Figure 7.2** and **Figure 7.3.**

7.1.3. Geometric Design

No changes to the geometric design criteria were made for the corridor segment analysis. Refer to **Tables 3.2** through **3.6** for the design controls used throughout the PD&E Study.

7.2. Corridor Segment Alternatives Considered

The corridor segment analysis alternatives are shown in **Figure 7.4** and were evaluated using the CFX standard new location 330-foot-wide typical section shown in **Figure 3.3**. As shown in **Figure 7.4**, the corridor segment analysis focuses on the corridor alternatives from Florida's Turnpike to Brick Lake.

7.3. Corridor Segment Alternative Evaluation Results

The corridor segment analysis alternatives were evaluated using project-specific criteria to provide an equal comparison of alternatives . The corridor segment analysis included an evaluation of satisfying the project purpose and need, potential direct and indirect effects on the physical, cultural, natural, and social environment, and engineering considerations. Factors used in the evaluation included an inventory of resources affecting each of the proposed alternatives, agency/public input, and cost. Detailed descriptions of these factors are provided in this section.

7.3.1. Purpose and Need Satisfaction

Each corridor segment alternative was evaluated to determine if the purpose and need for the project was satisfied by analyzing each corridor's compatibility with logical termini, comprehensive plan consistency, and consistency with the adopted CFX 2045 Master Plan. **Table 7.2** displays the results of the purpose and need satisfaction evaluation. The purpose and need satisfaction considered each corridor's ability to meet the study's purpose and need including system linkage, addressing future traffic needs, supporting socioeconomic growth and planned development, and providing additional east-west regional connectivity.

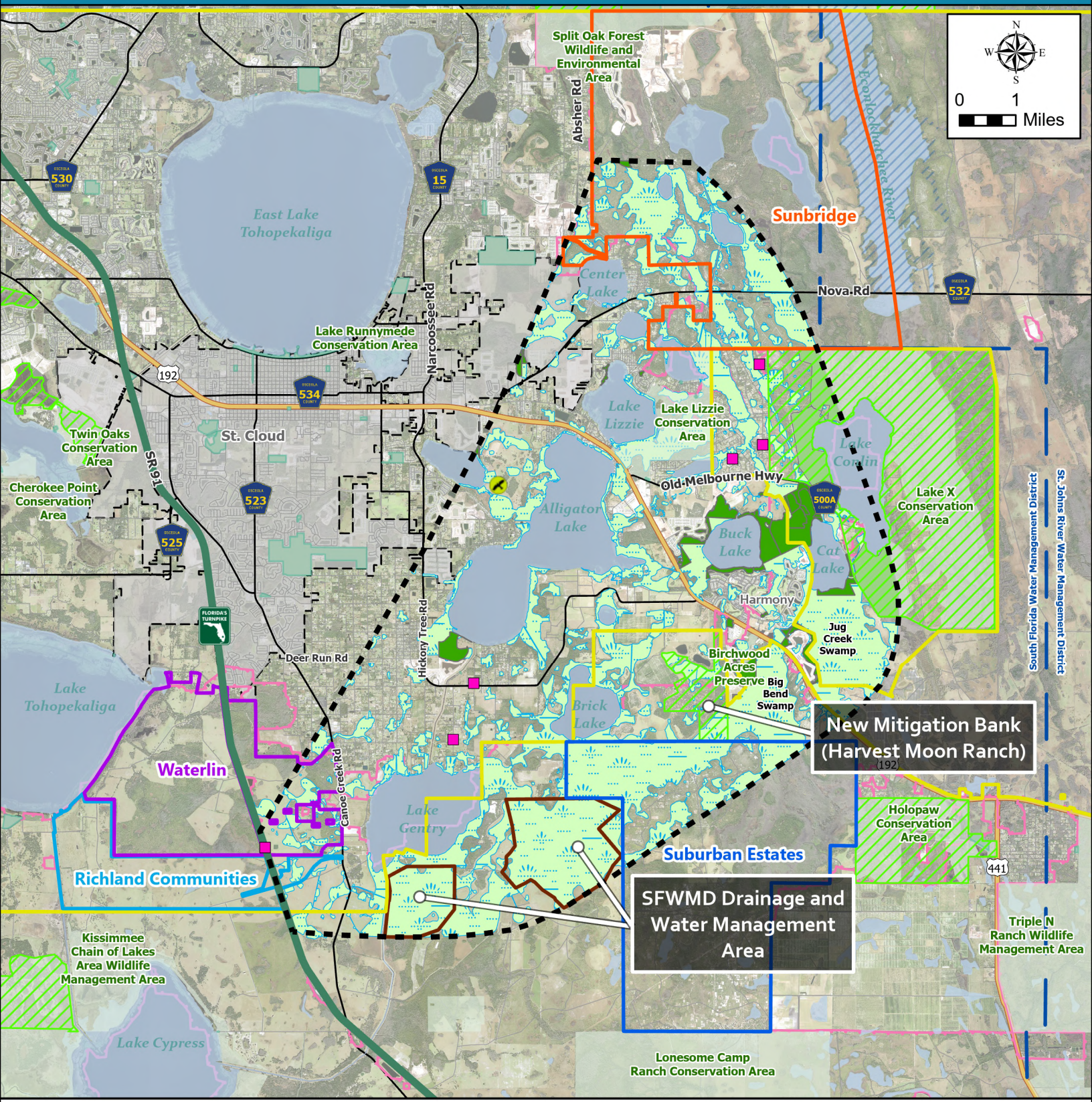
Based on review of the purpose and need criteria for system linkage, Corridor B is not consistent with the proposed Florida's Turnpike systems interchange with the Southport Connector Expressway (SR 538) and would involve interchange modifications east of Florida's Turnpike that would impact approved Osceola County future land uses. Corridor B also poses significant impacts to the Waterlin DRI master plan, which was approved by Osceola County in March 2024. Therefore, Corridor B is inconsistent with the Osceola County Comprehensive Plan. The corridors south of Lake Gentry are primarily outside the Osceola County urban growth boundary and any proposed corridor south of Lake Gentry should avoid local access outside the urban growth boundary to maintain consistency with the comprehensive plan. Corridor B is not compatible with the purpose and need criteria to support socioeconomic growth and planned development as Corridor B directly impacts more existing residential areas and planned development than any other corridor analyzed. Corridor G is the only corridor that is consistent with the CFX 2045 Master Plan to provide ultimate connectivity to the SR 515 outer beltway.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.2: Environmental Constraints (Corridor Segment Analysis)

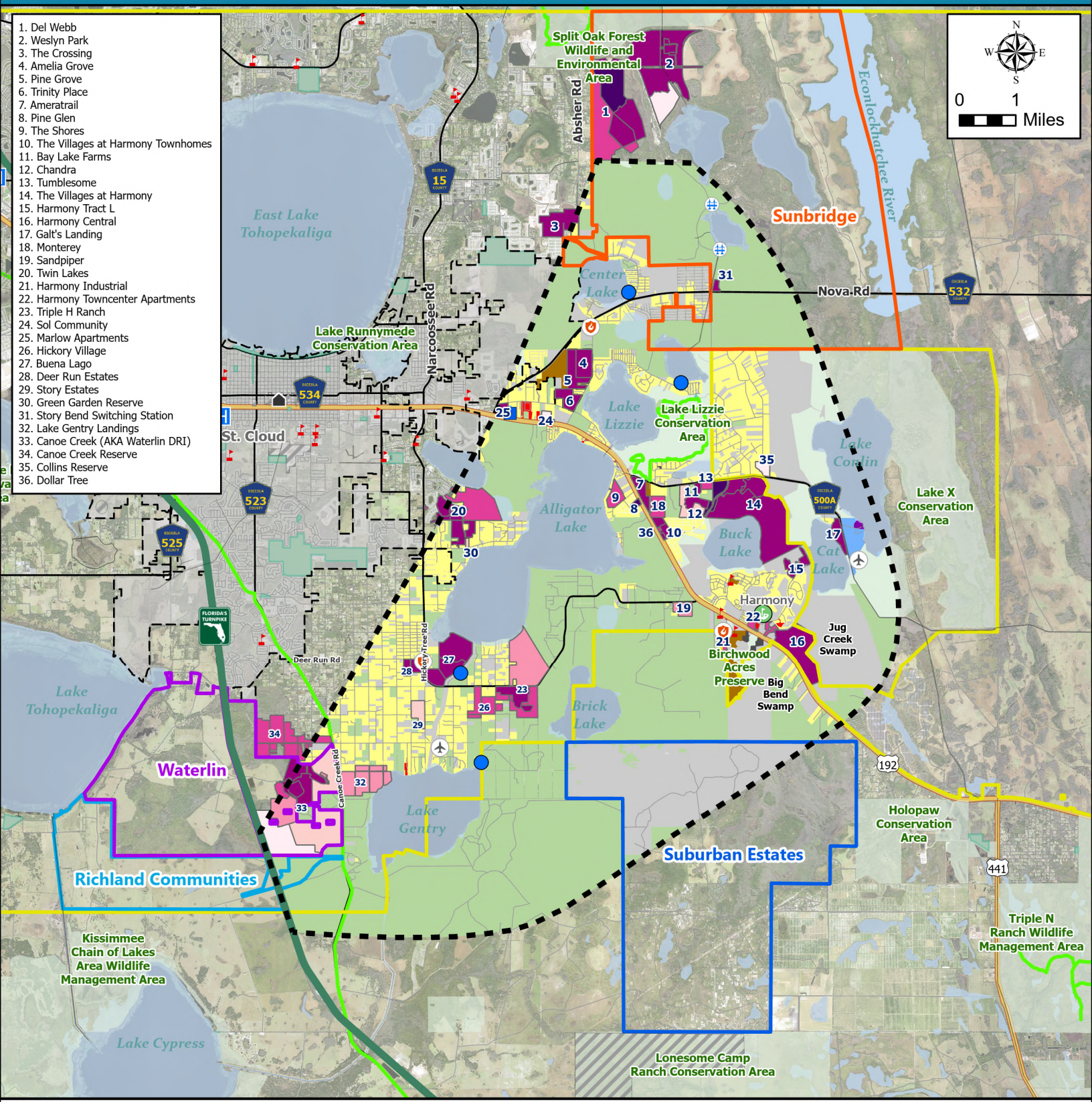


- Study Area
- Osceola County Urban Growth Boundary
- Water Management District Boundaries
- Florida Wildlife Corridor
- Parks and Recreation
- Public Lands and Conservation Areas
- Wetlands
- Conservation Easements
- Mitigation Bank Holdings
- Outstanding Florida Waters
- SFWMD Water Storage Projects
- Potentially Active Eagle Nest
- Black Bear Related Calls/Incidents

Data Sources: Osceola County, FGIO, FWC, FNAI, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 515 Northeast Connector Expressway Phase 2
Project Development & Environment (PD&E) Study
CFX Project No. 599-247
Figure 7.3: Sociocultural Constraints (Corridor Segment Analysis)



Study Area
Osceola County Urban Growth Boundary
Parks and Recreation
Trails
Golf Course
Boat Ramps

Fire and Rescue Stations
Private Airstrip
Schools
Hospitals
Places of Worship

SHPO Resources
Structures
Bridges
Resource Groups
Sites in PS Approval Stage
Sites with PS Permit
Sites Pending SDP Permit

Sites with SDP Permits
Sites Under Construction
Recently Completed Construction

Existing Land Use (2025)
Residential
Commercial

Agricultural
Conservation
Governmental
Industrial
Institutional
Utilities and Rights-of-Way
Undeveloped

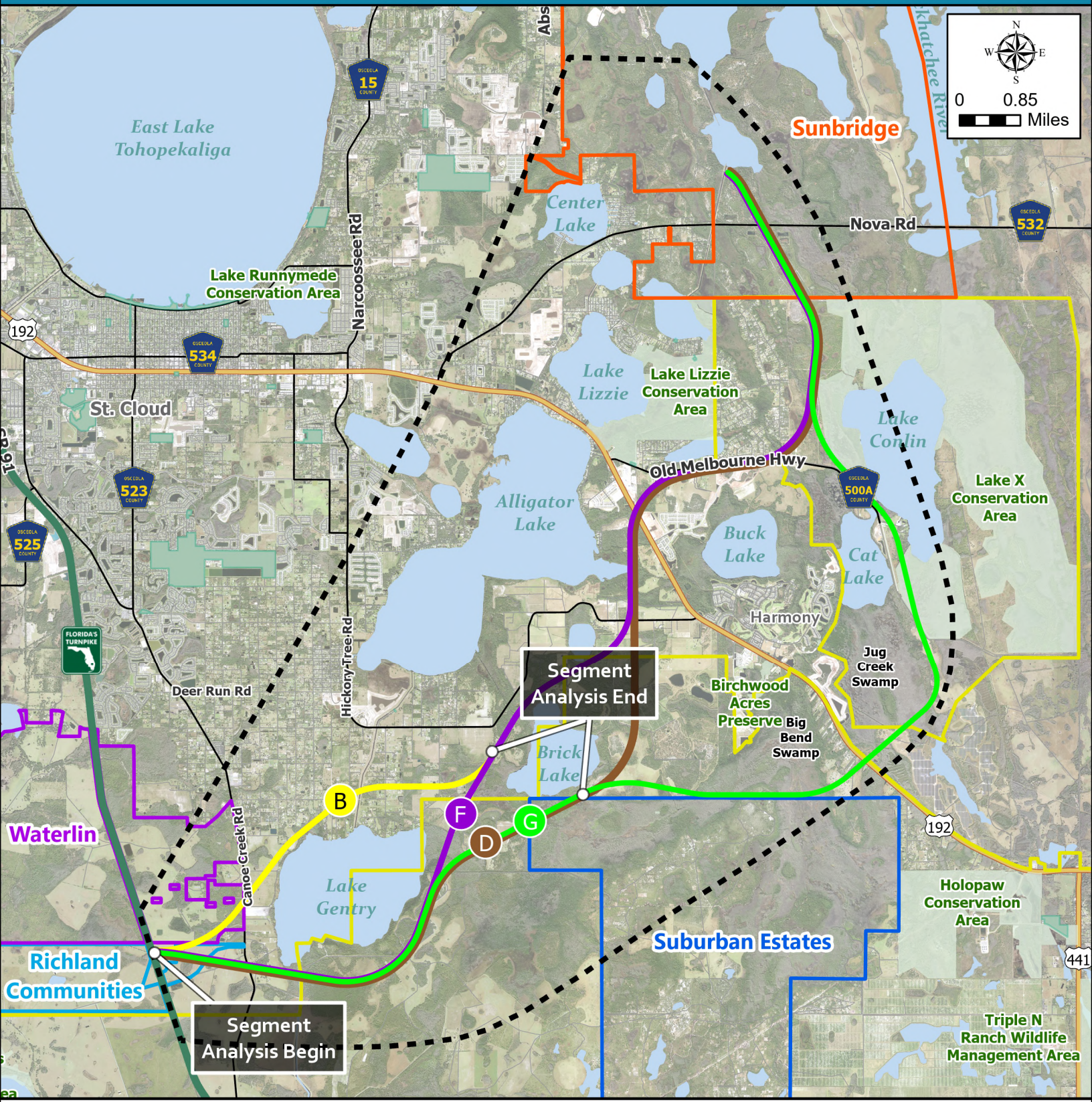
Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.4: Corridor Segment Analysis Limits and Alternatives



Study Area
Corridor B
Corridor D
Corridor F
Corridor G

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

Table 7.2: Purpose and Need Satisfaction Evaluation (Corridor Segment Analysis)

Purpose and Need Criteria	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Logical Termini					
Compatible with Proposed Southport Connector Expressway (SR 538) Systems Interchange[1]	Yes/No	No	Yes	Yes	Yes
Comprehensive Plan Consistency					
Consistent with approved development in the Osceola County Comprehensive Plan	Yes/No	No	Yes	Yes	Yes
Supports socioeconomic growth and planned development	Yes/No	No	Yes	Yes	Yes
Consistency with Adopted Transportation Plans					
Consistency with CFX 2045 Master Plan (SR 515 Extension) for CFX System Expansion	Yes/No	No	No	No	Yes

[1] Includes connection to Canoe Creek Road.

7.3.2. Corridor Segment Engineering Evaluation

Several engineering factors, including design, utility conflicts and ROW involvement were considered and evaluated for a comparative corridor segment analysis. The analysis was based on the 330-foot-wide typical section shown in **Figure 3.3.** Below are detailed descriptions of each of these factors and the effects they have on each corridor segment. Results of the engineering evaluation are provided in **Table 7.3**.

Table 7.3: Corridor Segment Design Considerations

Evaluation Criteria	Unit of Measure	Corridor Segment Alternative			
		B	D	F	G
Design					
Corridor length	Miles	5.8	7.1	6.7	7.1
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330
Proposed ROW total (approximate)	Acres	606	553	538	553
Proposed bridges (roadway/canal/environmental crossings)[1]	Number of Structures	26	28	28	28
Total length of all structures (roadway/canal/environmental crossings)[1]	Feet	11,444	15,760	15,496	15,760
Proposed interchanges	Number	2	2	2	2

[1] Potential environmental crossings identified are subject to change.

7.3.2.1. Design Considerations

The number and length of all proposed bridges for roadway, canal and environmental crossings was included in the corridor segment analysis. All corridor segments have two proposed interchanges: Florida's Turnpike and Canoe Creek Road. Cost calculations for the corridor segment analysis include these potential interchanges. Similar to the Tier 2 analysis, the evaluation included the Turnpike systems interchange and a proposed local access interchange at Canoe Creek Road.

7.3.2.2. Utility Conflicts

There are no existing major utilities within the study area for the corridor segment analysis.

7.3.2.3. Right-of-Way

The existing ROW data was gathered from parcel lines obtained from the Osceola County Property Appraiser (collected March 2025) and utilized to calculate the ROW impacts for each corridor segment alternative. The area of ROW impact was determined using proposed corridor segment footprints including the potential interchanges, displacements, and access modifications required as a result of the corridor segment alternatives. Potential displacements were assumed if the primary structure was impacted by the proposed ROW or property access was not feasible based on the corridor.

7.3.3. Potential Environmental Impacts

Through literature reviews, GIS analyses and limited field reviews, impact analyses were conducted to further refine the approximate extent of impacts to environmental resources for each of the four corridor segment alternatives. **Table 7.4** provides quantifiable values and a comparative evaluation of the potential physical, cultural, and natural resource impacts for each corridor segment.

Table 7.4: Potential Environmental Impacts (Corridor Segment Analysis)

Evaluation Criteria	Unit of Measure	Corridor Segment Alternatives			
		B	D	F	G
Physical					
Major Utility Conflicts - Existing	No. of Conflicts	0	0	0	0
Contamination Sites (medium and high-risk sites)	No. of Conflicts	5	2	3	2
Cultural Environment Effects					
Public Recreation Lands	Acres	0	0	0	0
Potential Historic Resources	No. of Conflicts	0	0	0	0
Potential Historic Linear Resources (canals/highways/railroads)	No. of Resources	0	0	0	0
Potential Archaeological Resources	No. of Resources	0	0	0	0
Natural Environment					
Floodplain Involvement - 100 Year Floodplain[1]	Acres	251	309	319	309
Canals / Regulated Floodways[2]	No. of Conflicts	1	2	2	2
Wetlands (non-forested and forested)[3]	Acres	87	143	122	143
Potential Species Habitat[4]	Acres	379	478	422	478
Conservation Lands	Acres	0	0	0	0
Regulatory Conservation Easement	Acres	0	0	0	0
Florida Wildlife Corridor[5]	Acres	250	468	422	468
Florida Forever Priority Projects (Planned)[5]	Acres	0	201	156	201
SFWMD Watershed Management Program (WMP)	Acres	0	49	49	49

[1] Floodplain involvement based on GIS data only and does not include minimization efforts to reduce direct ROW impacts.
[2] Number of conflicts are identified; however, bridges are assumed for all crossings.
[3] Wetland values based on FLUCCS and limited review of permits. No wetland survey was conducted. 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 is "occasional" throughout the corridors and not within the primary range of the black bear.
[5] Includes partially impacted parcels.

7.3.3.1. Physical Resources

Potential contamination concerns were identified and mapped (**Figure 7.5**) by performing a GIS analysis of each corridor segment in relation to medium and high-risk contamination sites. Potential conflicts include cattle grazing operations that may have incorporated cattle dip vats and cattle pens/barns (arsenic, pesticides), citrus groves (herbicides, pesticides, heating oil), fuel tank sites, release of petroleum products at road sites, hazardous material handlers, and agricultural/active farm sites.

7.3.3.2. Cultural Resources

A GIS analysis was conducted to identify and map (**Figure 7.6**) potential cultural resources and previously recorded historic properties that are listed, or may be eligible for listing, in the NRHP. A current review of the FMSF database was performed to map any previous surveys or previously recorded resources. Archaeological site probability was evaluated based on various environmental conditions demonstrated to be reliable indicators for past human occupation, including topography, soil drainage, distance to water, and prior disturbance.

7.3.3.3. Natural Resources

Protected species and habitats were identified and mapped (**Figure 7.7)** to determine the presence or potential for occurrence of wildlife and plant species protected by the USFWS, the FWC, and the FDACS. Based on available data, it was determined that the study area is within the USFWS Consultation Area for the Audubon's crested caracara (*Caracara plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida bonneted bat, Florida grasshopper sparrow, Florida scrub-jay (*Aphelocoma coerulescens*), and red cockaded woodpecker (*Picoides borealis*). Additionally, there is potential for state protected species and their habitat, specifically the gopher tortoise (Gopherus polyphemus), to occur within each of the four corridor segments. Therefore, the four corridor segments were evaluated for required habitat for these species and documented occurrences.

The Bald Eagle (*Haliaeetus leucocephalus*) receives federal protection under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act and state protection under 68A-16.002, F.A.C. One (1) Bald Eagle nest is documented within the study area. The Florida Black Bear (*Urus americanus floridanus*) is no longer listed as a threatened species by the FWC; however, it is still protected through the Florida Black Bear Conservation Rule F.A.C. 68A-4.009. One documented occurrence of Black Bear Road Mortality was documented 1.7 miles east of the study area.

In determining the extent of potential impacts to the Florida Wildlife Corridor, additional measures and considerations were made during the corridor segment analysis, including the placement of initial environmental/wildlife crossing bridges along the corridor alternatives. While those considerations were included, the total projected acreage of impacts was limited to the corridor footprints due to the subjectivity involved in predicting wildlife connectivity impacts.

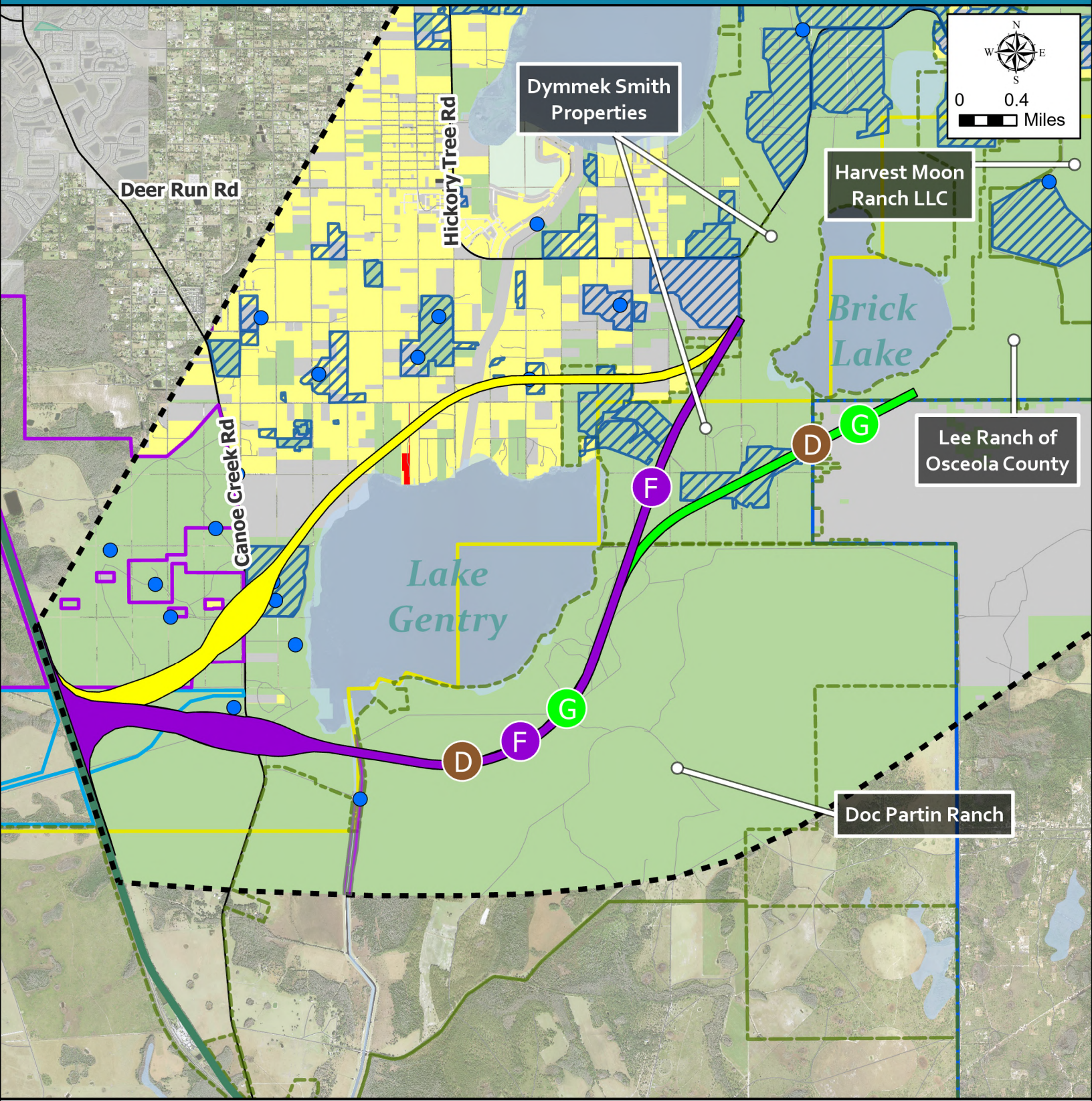
Regulatory requirements dictate that projects consider practical design alternatives to avoid and minimize or eliminate and reduce impacts to wetlands and surface waters. It is anticipated that all four corridor segments involve wetlands and surface waters impacts to jurisdictional to the USACE, and the SFWMD. The USACE has jurisdiction of wetlands and surface waters that are hydrologically connected to Brick Lake and Lake Gentry. The SFWMD has jurisdiction of all wetlands and surface waters within each of the four corridor segments.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.5: Potential Physical Impacts (Corridor Segment Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Medium Risk Rating Site Location
- Areas of Citrus Groves (Medium Risk Rating)
- Areas of Arents (Medium Risk Rating)

Existing Land Use (2025)

- Residential
- Commercial
- Agricultural
- Conservation
- Governmental
- Industrial
- Institutional
- Utilities and Rights-of-Way
- Undeveloped
- Waterlin
- Richland Communities
- Suburban Estates
- Large Property Owners and Ranches

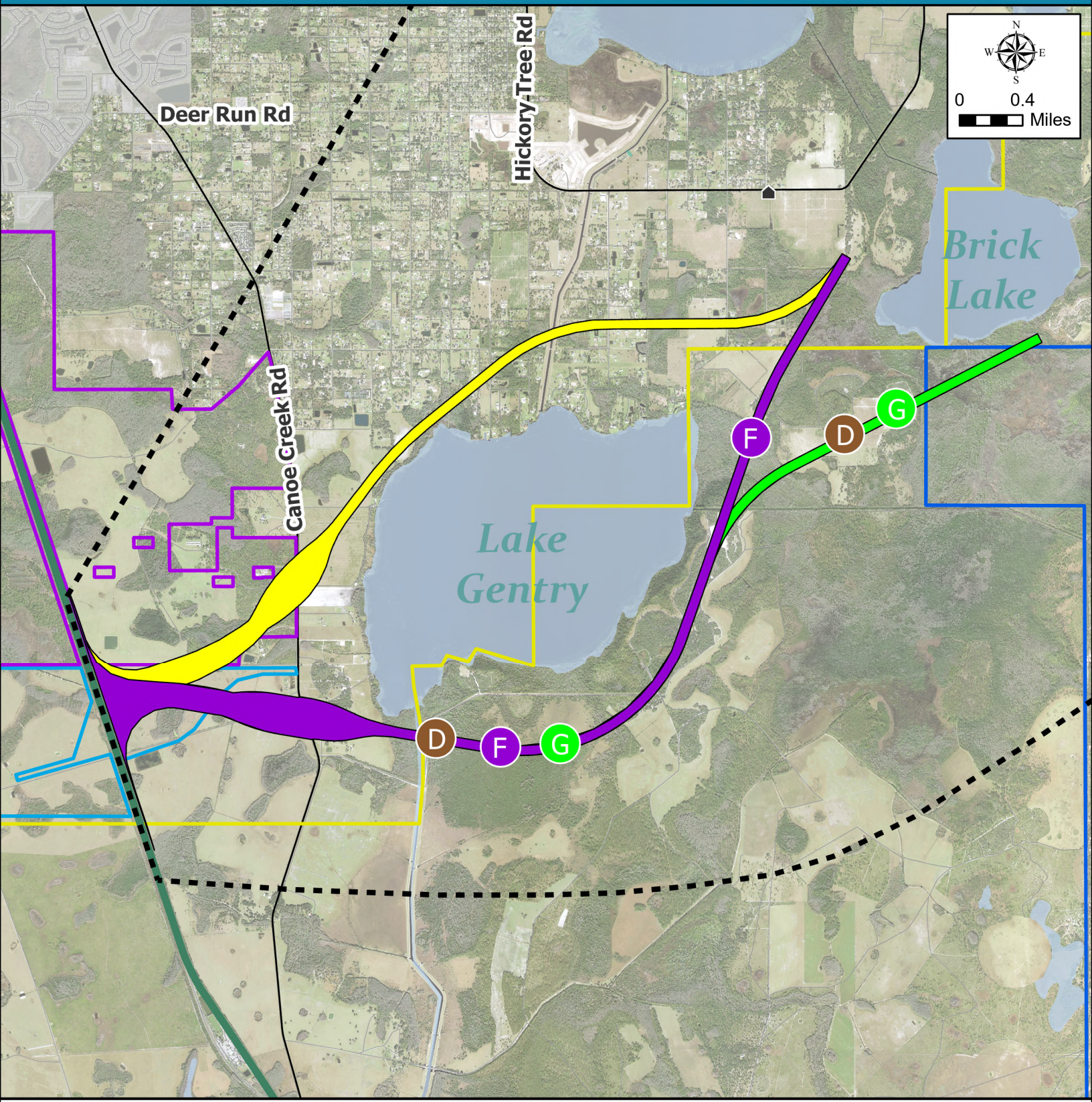
Data Sources: Osceola County, FGIO, US Census, FDOT, USGS, NRCS, FDEP, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.6: Potential Cultural Resources Impacts (Corridor Segment Analysis)



Study Area

Osceola County Urban Growth Boundary

Waterlin

Suburban Estates

Richland Communities

Corridor B

Corridor D

Corridor F

Corridor G

SHPO Resources

Structures

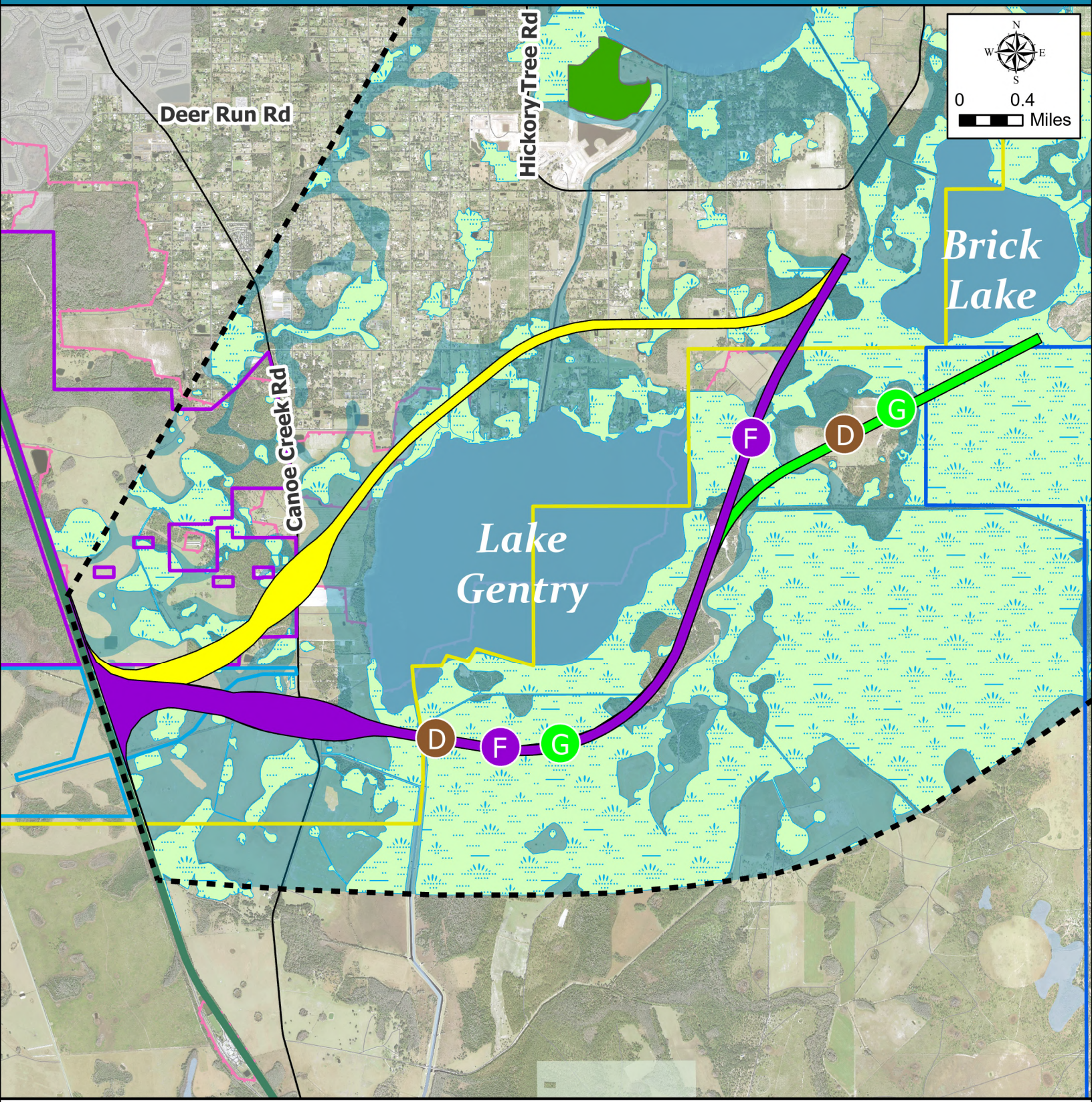
Data Sources: Osceola County, FGIO, US Census, FDOT, FMSF, FGDL

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.7: Potential Natural Resources Impacts (Corridor Segment Analysis)



- Study Area
- Osceola County Urban Growth Boundary
- Waterlin
- Suburban Estates
- Richland Communities
- Corridor B
- Corridor D
- Corridor F
- Corridor G
- Florida Wildlife Corridor
- Conservation Easements
- 100-Year Floodplain
- Wetlands

Data Sources: Osceola County, FGIO, US Census, FDOT, FMSF, FGDL

7.3.4. Social Environment

Potential social impacts (**Figure 7.8**) for the corridor segment analysis were evaluated using parcel and land use data obtained from Osceola County. Residential and non-residential parcel impacts, acres of agricultural lands and potential conflicts with community facilities were included in the analysis. Parcel impacts were determined using proposed corridor segment footprints including the potential interchanges, and potential access changes required as a result of the proposed corridor. These preliminary social impacts do not represent potential ROW impacts or displacements associated with the Preferred Alternative, which will be reevaluated during the PD&E Study once a recommended alignment is identified.

For the purposes of alternatives comparison, potential displacements were identified if one of the following occurs:

- The proposed corridor footprint directly impacts the primary structure on a parcel.
- The proposed corridor limited access ROW is within 25 feet of the primary structure on a parcel (Per Table 3.2 of the Osceola County Land Development Code).
- The existing access to a parcel intersects the proposed corridor and there is no opportunity for re-routing the driveway within the same parcel to a public roadway. If re-routing the driveway requires entering another private property with a different owner that is not already impacted by the proposed corridor, it is considered a displacement. If there is a permitted driveway providing access in the existing condition or a future permitted road based on parcel lines, and that access can be relocated on the same permitted road/driveway, the access will be provided at that location.
- The existing access to a parcel connects directly to a public roadway within 660 feet of a ramp terminal of a proposed interchange (Per FDM 214.3.6.2), and there is no opportunity for re-routing within the same parcel to a public roadway outside of the 660 feet distance. If re-routing the driveway requires entering another private property, it is considered a displacement.

Additional research of planned developments within the study area was conducted to update all planned developments and permitting phases within the study area. Where available, planned developments with approved permits and site plans were incorporated in the study GIS mapping to quantify potential planned impacts. For planned developments in earlier stages, with no site plans available, parcel impacts were quantified by existing parcel data.

The total number of potentially impacted parcels includes any parcel, whole or partial, within each corridor footprint. Results of the evaluation are shown in **Table 7.5**.

Table 7.5: Potential Social Impacts (Corridor Segment Analysis)

Evaluation Criteria	Unit of Measure	Corridor Segment Alternatives			
		B	D	F	G
Social					
Residential Parcels - Existing					
Potential Residential Parcels Affected[1,2,3]	No. of Parcels	34	1	2	1
Potential Residential Parcels Affected[1,2,3]	Acres	166	3	9	3
Potential Residential Displacements[4,5]	Number	13	4	4	4
Residential Parcels - Planned					
Potential Residential Parcels Affected[1,6]	No. of Parcels	358	34	35	34
Potential Residential Parcels Affected[1,6]	Acres	194	44	55	44
Non-Residential Parcels					
Total Potential Non-Residential Parcels Affected[1,7]	No. of Parcels	2	1	1	1
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Med/High	High	None	None	None
Community Facilities	No. of Conflicts	0	0	0	0
Agricultural Lands	Acres	396	499	509	499
Suburban Estates Impacts (approximate)	Acres	0	36	0	36

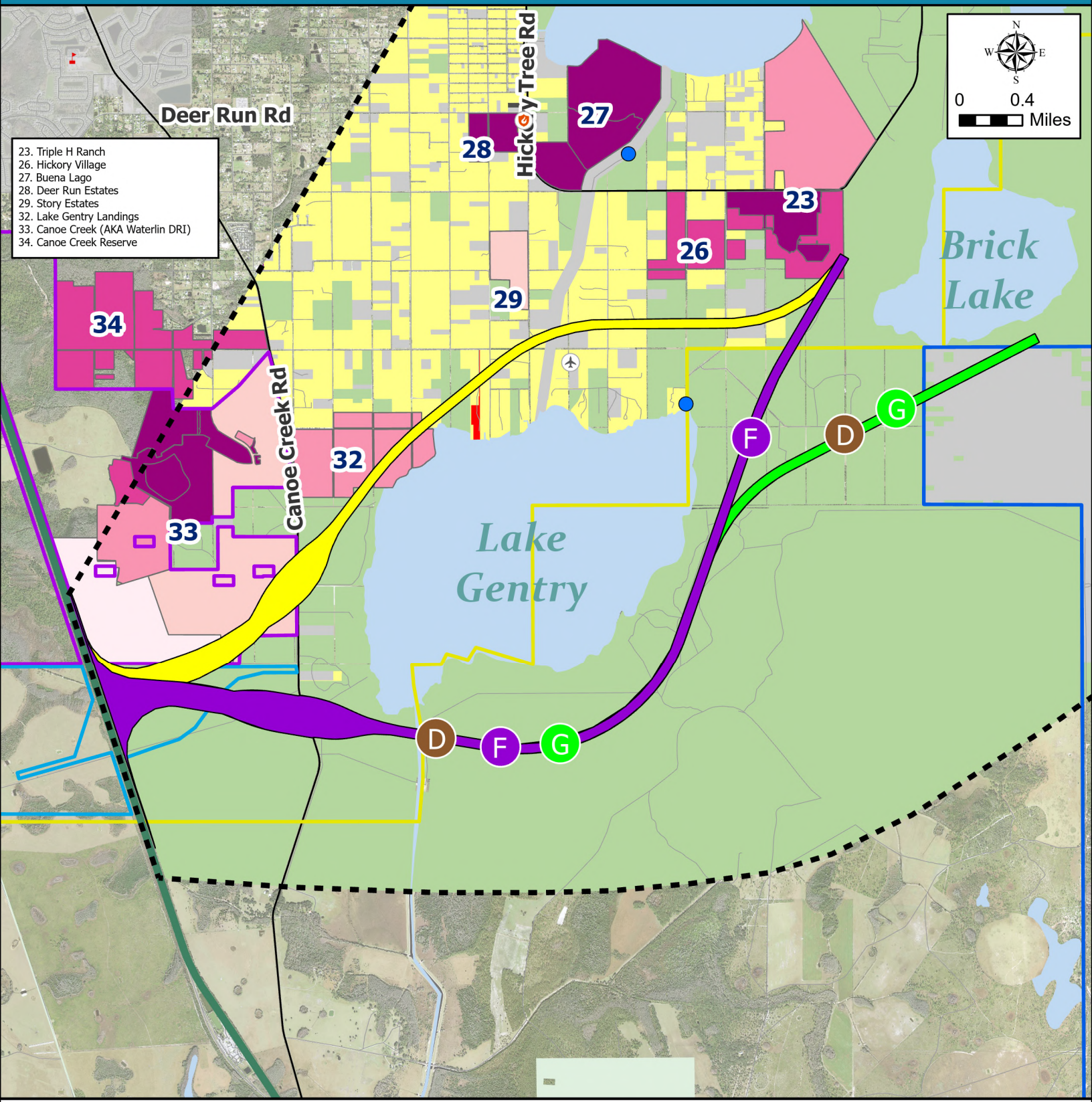
[1] Includes partially impacted parcels.
[2] Includes vacant parcels/common areas within existing residential communities.
[3] Includes planned developments under construction.
[4] Includes direct impacts to primary structures (within county ordinance setback) or indirect impacts to parcels that isolates primary structures from access.
[5] Displacements include residential dwellings located on large parcels zoned agricultural.
[6] Includes planned developments with pending and approved Site Development Plan permits. Parcel count is based on subdivided parcels at time of analysis.
[7] Does not include Suburban Estates or agricultural lands.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.8: Potential Social Impacts (Corridor Segment Analysis)



Study Area
Osceola County Urban Growth Boundary
Public Lands and Conservation Areas
Waterlin
Richland Communities

Suburban Estates
Corridor B
Corridor D
Corridor F
Corridor G
Golf Course

Boat Ramps
Fire and Rescue Stations
Schools
Private Airstrip
Hospitals
Places of Worship

Sites in PS Approval Stage
Sites with PS Permit
Sites Pending SDP Permit
Sites with SDP Permits
Sites Under Construction

Existing Land Use (2025)
Residential
Commercial
Agricultural
Conservation
Governmental
Industrial
Institutional
Utilities and Rights-of-Way
Undeveloped

Data Sources: Osceola County, US Census, FGIO, FDOT, FGDL

7.3.4.1. Development of Regional Impact

A significant portion of the Waterlin Master Plan, previously the Green Island Development of Regional Impact (DRI), is located in the western end of the study area from Florida's Turnpike to Canoe Creek Road. Since 2010, the Waterlin Master Plan framework has been adopted in Osceola County's South of Lake Toho Conceptual Master Plan between Florida's Turnpike and Lake Gentry. The master plan framework is also part of a Developer Agreement approved by Osceola County in March 2024. In April 2025, the detailed site plan for the Waterlin Master Plan was provided to the study team. The Master Plan includes a cumulative of 3,015 units including 2,028 single family detached and 987 townhomes. Portions of the Waterlin development are already under construction and the remaining portion is in various stages of permit approval and review by the County. Based on the latest schedule, it is anticipated the entire development will have permits approved during this PD&E Study.

Beyond the planned residential parcel impacts directly impacted by the corridor footprint, Corridor B would restrict development in the southeast quadrant of Waterlin phase CCN4 and significantly impact a planned critical framework road planned for the DRI. While CCN4 is currently in the Preliminary Subdivision approval stage, the Waterlin Master Plan is approved and adopted. Corridors D, F and G do not impact the Waterlin development. **Figure 7.9** provides a detailed illustration of the corridor segment analysis footprints in relation to the Waterlin Master Plan.

7.3.5. Project Cost Estimates

The preliminary project cost estimates for the corridor segment analysis alternatives are listed in **Table 7.6**. The project cost estimates are inclusive of preliminary construction costs, order-of-magnitude ROW costs, and anticipated environmental mitigation costs. The construction cost estimates were based on 2025 unit costs provided by CFX. Estimated environmental mitigation costs were established based on research of available environmental mitigation credits and mitigation costs within the region with additional increases based on EAG input. Preliminary ROW costs were established using recent property sales data within the study area to establish applicable cost per acre based on land use of the impacted properties.

Table 7.6: Preliminary Project Cost (Corridor Segment Analysis)

Corridor	Estimated Total Project Cost for Segment between Florida's Turnpike and Brick Lake (in billions)
B	$1.25
D	$1.1
F	$1.1
G	$1.1

7.4. Evaluation of Potential Impacts

Engineering and design considerations, and the potential impacts to social, natural, cultural, and physical environmental features were documented and summarized into an inventory matrix. This matrix represents a comparative evaluation of resources affected by each of the proposed corridor segments. A color-coded system of red, yellow, and green was used to illustrate the order of magnitude of impact and comparison of each alternative in each resource category (**Table 5.7**). When each alternative is compared to other alternatives, red represents a high level of impact, yellow is moderate or medium, and green is relatively low. Preliminary construction costs of each alternative were also considered. The comparative evaluation matrix is presented in **Table 7.7.**

Table 7.7: Corridor Segment Analysis Evaluation Matrix

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
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330
Proposed ROW total (approximate)	Acres	606	553	538	553
Proposed bridges (roadway/canal/environmental crossings)[1]	Number of Structures	26	28	28	28
Total length of all structures (roadway/canal/environmental crossings)[1]	Feet	11,444	15,760	15,496	15,760
Proposed interchanges	Number	2	2	2	2
Physical					
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					
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	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					
Potential Residential Parcels Affected[6,7,9]	Number of Parcels	34	1	2	1
Potential Residential Parcels Affected[6,7,9]	Acres	166	3	9	3
Potential Residential Displacements[10,11]	Number	13	4	4	4
Residential Parcels - Planned					
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					
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					
Estimated Total Project Cost	Currency (in billions)	$ 1.25	$ 1.10	$ 1.10	$ 1.10

Notes:

[1] Potential environmental crossings identified are subject to change.

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

[3] Number of conflicts are identified, however bridges are assumed for all crossings.

[4] Wetland values based on FLUCCS and limited review of permits. No wetland survey was conducted. Wetland impacts do not include minimization efforts to reduce direct ROW impacts.

[5] 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.

[6] Includes partially impacted parcels

[7] Includes vacant parcels/common areas within existing residential communities.

[8] Does not include Suburban Estates or agricultural lands.

[9] Includes planned developments under construction.

[10] Includes direct impacts to primary structures (within county ordinance setback) or indirect impacts to parcels that isolates primary structure from access.

[11] Displacements include residential dwellings located on large parcels zoned agricultural.

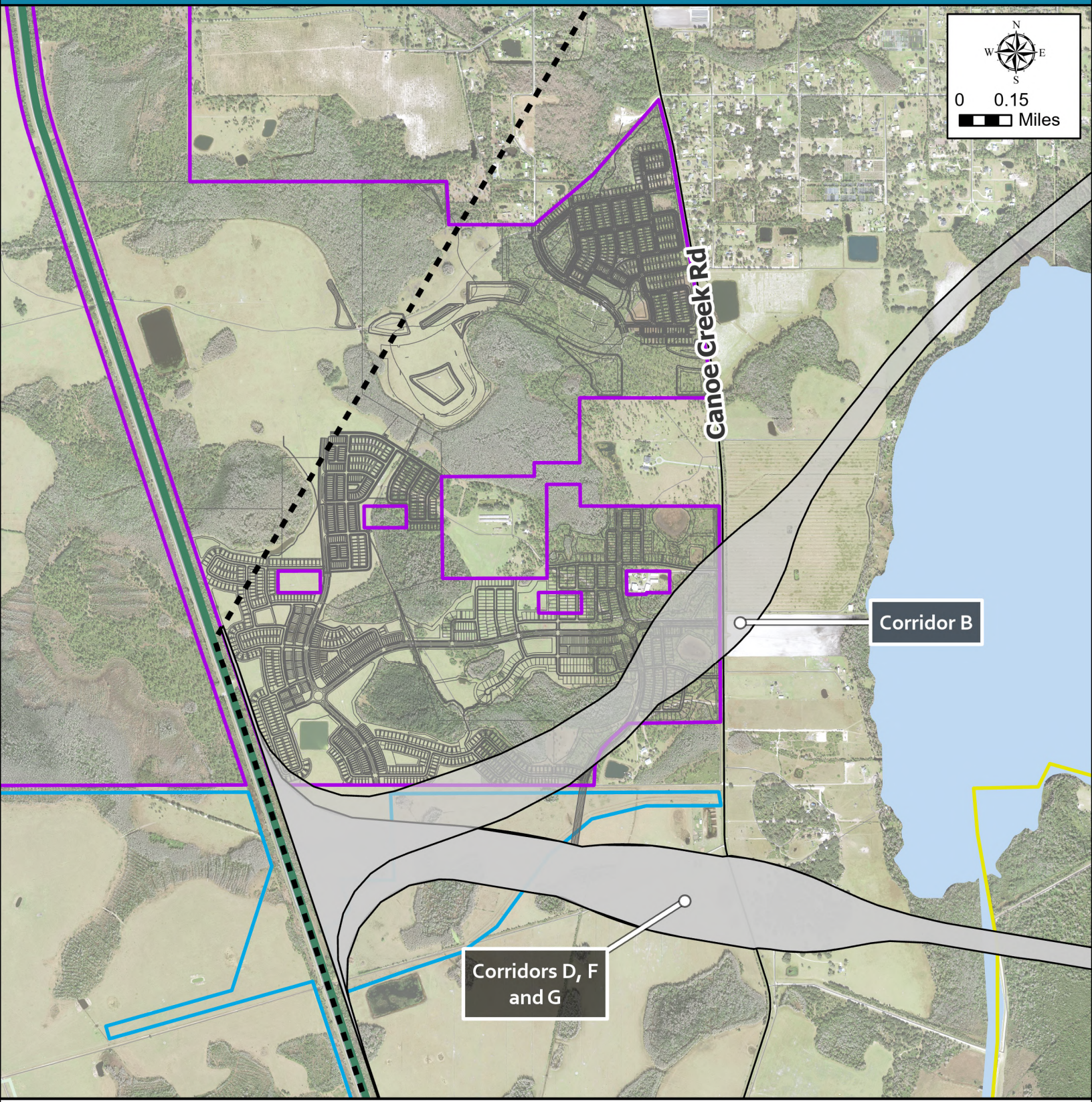
[12] Includes planned developments with pending and approved Site Development Plan permits. Parcel count is based on subdivided parcels at time of analysis.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.9: Waterlin DRI Impacts



- Study Area
- Osceola County Urban Growth Boundary
- Waterlin
- Richland Communities
- Corridor Alternatives
- Waterlin DRI Parcel Lines

Data Sources: Osceola County, US Census, FGIO, FDOT, FGDL

7.5. Narrative Assessment by Corridor

Below is a narrative assessment for each of the corridor segments evaluated. Each narrative provides a description of the results of impact analyses in an effort to reveal any specific factors that may result in screening out a full corridor from moving forward in the PD&E study process. Reasonable corridor alternatives were identified based on the comparative impact evaluation. Public and agency input, such as input received from the ESC, the PAG, the EAG, the CEG, project stakeholders, and the public, is also summarized in the narrative assessment.

7.5.1. Corridor B Segment

Purpose and Need: Corridor B segment is not compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. The corridor segment will involve substantial impacts to the planned Waterlin DRI which is inconsistent with the Osceola County Comprehensive Plan.

Social Environment: Corridor B segment passes through more developed areas than Corridors D, F, and G and has substantial potential impacts to existing residential parcels (34) and approved planned residential parcels (358) as compared to the other corridor segment alternatives, including significant impacts to the approved Waterlin DRI master plan. Corridor B impacts over 166 acres of existing residential areas compared to 3 acres with the corridor segment alternatives. Corridor B also impacts the future Lake Gentry Landings planned development. This segment is also anticipated to require 13 residential displacements compared to 4 for the other 3 corridor segment alternatives. Corridor B segment also has relatively high potential to affect community cohesion within the study area compared to no impacts to existing communities for the other potential corridor segments. This corridor segment has the lowest number of acres of potential impacts to agricultural land and does not pass through Suburban Estates. Overall, the social impacts with the Corridor B segment are substantially higher than the other corridor segment alternatives and the impacts to existing and planned development are considered significant.

Cultural Environment: Regarding cultural resources, this corridor segment is comparable with all corridor segments. None of the corridor segments have the potential to impact previously recorded cultural resources.

Natural Environment: Corridor B segment has the lowest potential for impacts to the natural environment compared to other corridor segments as it traverses through developed land uses north of Lake Gentry. It has the lowest number of acres of potential floodplain involvement at 251 acres, potential wetland impacts at 87 acres, and potential habitat for listed species at 379 acres. It would cross through 250 acres of the Florida Wildlife Corridor compared to the highest at 468 acres (Corridors D and G) and has no involvement with Florida Forever Priority Projects or the SFWMD WMP. While Corridor B has lower natural environmental impacts than the other corridors, the potential impacts to floodplains, wetlands, the Florida Wildlife Corridor, and wildlife and species habitat is not of an extraordinary magnitude higher than the other corridors.

Physical Environment: Corridor B segment has the potential to impact five medium or high-risk contamination sites compared to Corridor F segment which has three potential conflicts and Corridor segments D and G which have two.

Project Estimated Costs: The total estimated project cost for Corridor B from Florida's Turnpike to Brick Lake is $1.25 billion. Corridor B has the highest total estimated project cost due to substantial ROW costs compared to other corridors.

Specific Factors Affecting Reasonableness of Corridor Segment: This corridor segment does not address all the purpose and need criteria for the project. Corridor B segment would result in a refinement to the proposed interchange alignment east of Florida's Turnpike. Additionally, the impacts to the Waterlin DRI are inconsistent with local comprehensive plans and the purpose and need criteria to support planned socioeconomic development.

Agency & Public Input: Comments received during project stakeholder meetings indicated the Corridor B segment would incur higher social impacts due to its proximity to existing neighborhoods, but the least impacts to the natural environment. During the Tier 2 analysis, the EAG provided input that Corridor B (north of Lake Gentry) was preferred over the corridors south of Lake Gentry (Corridors D, F, and G) to minimize involvement with natural areas. Significant feedback received from attendees at the Public Information Meeting indicated opposition to Corridor B segment, noting it has the most potential impacts to existing and planned communities. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: Based on this corridor segment evaluation, Corridor B is considered unreasonable compared to the other corridor segment alternatives and recommended for elimination due to the substantial existing and planned residential and community cohesion impacts compared to the other corridors and because Corridor B impacts the proposed Turnpike system interchange geometry and has substantial impacts to the Waterlin DRI and Lake Gentry Landings. The corridor segment analysis results demonstrate that Corridor B is **not recommended** for further analysis in the PD&E Study.

7.5.2. Corridor D Segment

Purpose and Need: Corridor D segment is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. Corridor D does not impact planned development consistent with future land uses in the Osceola County comprehensive plan. Within the corridor segment analysis area, Corridor D is consistent with Corridor G between Florida's Turnpike and Brick Lake.

Social Environment: Corridor D segment is comparable to the Corridor F segment and equal to the Corridor G segment with the number of potential residential and non-residential parcel impacts. It has significantly lower potential parcel impacts (including acres of impact) than Corridor B segment. The corridor segment would potentially impact one existing residential parcel, one existing non-residential parcel, and 34 planned residential parcels and is equal with Corridor segments F and G with the potential for four residential displacements. This corridor segment is comparable to the Corridor F segment and equal to Corridor G segment with the number of acres of agricultural lands potentially impacted, and along with Corridor G segment, it passes through Suburban Estates (36 acres). As Corridor D does not impact any existing or planned communities, no community cohesion impacts are anticipated.

Cultural Environment: Regarding cultural resources, this corridor segment is comparable with all corridor segments. None of the corridor segments have the potential to impact previously recorded cultural resources.

Natural Environment: Corridor D segment is comparable to Corridor F segment and equal to the Corridor G segment having a moderate potential for natural impacts. This corridor segment could have approximately 309 acres of floodplain impacts, 143 acres of potential forested and non-forested wetland impacts, it would pass through approximately 468 acres of the Florida Wildlife Corridor, and 201 acres of Florida Forever Priority Projects. This corridor segment is anticipated to have moderate to high involvement with listed species.

Physical Environment: Corridor D segment has the potential to impact two medium or high-risk contamination sites, which is comparable to the Corridor F segment and equal to the Corridor G segment. This segment will not involve major utility conflicts.

Project Estimated Costs: The total project cost for Corridor D from Florida's Turnpike to Brick Lake is $1.1 billion.

Specific Factors Affecting Reasonableness of Corridor Segment: Corridor D segment would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike connecting the Southeast Connector Expressway to SR 515 Northeast Connector Expressway. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor D segment.

Agency & Public Input: During the Tier 2 analysis, the EAG provided input that Corridor B (north of Lake Gentry) was preferred over the corridors south of Lake Gentry (Corridors D, F, and G) to minimize involvement with natural areas. Feedback received from attendees at the Public Information Meeting indicated they would favor the refined Corridor D segment having minor involvement with Suburban Estates and no impacts to Holopaw recreation areas. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: The corridor segment analysis results demonstrate that Corridor D, which is consistent with Corridor G in this segment, is **recommended** to be carried forward for further analysis in the PD&E Study.

7.5.3. Corridor F Segment

Purpose and Need: Corridor F segment is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. Corridor F does not impact planned development consistent with future land uses in the Osceola County comprehensive plan.

Social Environment: Corridor F segment is comparable to Corridor D and G segments with the number of potential residential and non-residential parcel impacts. It has significantly lower potential parcel impacts (including acres of impact) than Corridor B segment. The corridor segment would potentially impact two existing residential parcels, one existing non-residential parcel, 35 planned residential parcels, and is equal with Corridor D and G segments with the potential for four residential displacements. This corridor segment is comparable to Corridor D and G segments with the number of acres of agricultural lands potentially impacted. It does not pass through Suburban Estates. As Corridor F does not impact any existing or planned communities, no community cohesion impacts are anticipated.

Cultural Environment: Regarding cultural resources, this corridor segment is comparable with all corridor segments. None of the corridor segments have the potential to impact previously recorded cultural resources.

Natural Environment: Corridor F Segment is comparable to Corridor D and G segments having a moderate potential for natural impacts. This corridor segment could have approximately 319 acres of floodplain impacts, 122 acres of potential forested and non-forested wetland impacts, it would pass through approximately 422 acres of the Florida Wildlife Corridor, and 156 acres of Florida Forever Priority Projects. This corridor segment is anticipated to have moderate to high involvement with listed species.

Physical Environment: Corridor F segment has the potential to impact three medium or high-risk contamination sites, comparable to Corridor D and G segments. This segment will not involve major utility conflicts.

Project Estimated Costs: The total estimated project cost for Corridor F from Florida's Turnpike to Brick Lake is $1.1 billion.

Specific Factors Affecting Reasonableness of Corridor Segment: Corridor F segment would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike connecting the Southeast Connector Expressway to SR 515 Northeast Connector Expressway. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor F segment.

Agency & Public Input: During the Tier 2 analysis, the EAG provided input that Corridor B (north of Lake Gentry) was preferred over the corridors south of Lake Gentry (Corridors D, F, and G) to minimize involvement with natural areas. Comments received during project stakeholder meetings indicated Corridor F segment (part of the complete Corridor F) is preferred over Corridor G segment as it has fewer impacts on natural resources, while preserving existing and future communities. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: The corridor segment analysis results demonstrate that Corridor F is **recommended** to be carried forward for further analysis in the PD&E Study.

7.5.4. Corridor G Segment

Purpose and Need: Corridor G segment is compatible with the western logical terminus where the corridor would connect to the proposed Southport Connector Expressway (SR 538) systems interchange at Florida's Turnpike. Corridor G does not impact planned development consistent with future land uses in the Osceola County comprehensive plan.

Social Environment: Corridor G segment is equal to the Corridor D segment and comparable to the Corridor F segment with the number of potential residential and non-residential parcel impacts. It has significantly lower potential parcel impacts (including acres of impact) than Corridor B segment. The corridor segment would potentially impact one existing residential parcel, one existing non-residential parcel, 34 planned residential parcels, and is equal with Corridor D and F segments with the potential for four residential displacements. This corridor segment is equal to the Corridor D segment and comparable to the Corridor F segment with the number of acres of agricultural lands potentially impacted, and along with Corridor D segment, it passes through Suburban Estates (36 acres). As Corridor G does not impact any existing or planned communities, no community cohesion impacts are anticipated.

Cultural Environment: Regarding cultural resources, this corridor segment is comparable with all corridor segments. None of the corridor segments have the potential to impact previously recorded cultural resources.

Natural Environment: Corridor G segment is equal to the Corridor D segment and comparable to the Corridor F segment having a moderate potential for natural impacts. This corridor segment could have approximately 309 acres of floodplain impacts, 143 acres of potential forested and non-forested wetland impacts, it would pass through approximately 468 acres of the Florida Wildlife Corridor, and 201 acres of Florida Forever Priority Projects. This corridor segment is anticipated to have moderate to high involvement with listed species.

Physical Environment: Corridor G segment has the potential to impact two medium or high-risk contamination sites, comparable to Corridor D and F segments. This segment will not involve major utility conflicts.

Project Estimated Costs: The total estimated project cost for Corridor G from Florida's Turnpike to Brick Lake is $1.1 billion.

Specific Factors Affecting Reasonableness of Corridor Segment: Corridor G segment would not require an alteration to the preferred preliminary design of the systems interchange at Florida's Turnpike connecting the Southeast Connector Expressway to SR 515 Northeast Connector Expressway. The current design includes a proposed southeast orientation east of Florida's Turnpike which is compatible with the proposed alignment of Corridor G segment.

Agency & Public Input: Comments received during project stakeholder meetings were primarily directed to portions of Corridor G not included in the corridor segment analysis to avoid the Lake X Conservation Area. During the Tier 2 analysis, the EAG provided input that Corridor B (north of Lake Gentry) was preferred over the corridors south of Lake Gentry (Corridors D, F, and G) to minimize involvement with natural areas. Feedback received from attendees at the Public Information Meeting indicated high support for Corridor G segment. Detailed summaries of agency and public input regarding the study's corridor alternatives are included in **Appendix A**.

Recommendation: The corridor segment analysis results demonstrate that Corridor G is **recommended** to be carried forward for further analysis in the PD&E Study.

7.6. Alternative Corridor Evaluation Summary

Based on input received, CFX conducted further evaluation of the corridors north and south of Lake Gentry involving more detailed analysis of segments of the four corridor alternatives between Florida's Turnpike and Brick Lake. The analyses included additional and/or expanded bridges for environmental resources, ROW cost estimates, updated construction cost estimates, increased environmental mitigation cost assumptions, and more detailed analysis of the sociocultural effects. The results of the corridor segment analysis supported the prior recommendations of the Tier 2 Analysis to eliminate Corridor B from further study. As the PD&E Study proceeds, CFX has identified Corridor D, F, and G as reasonable corridors for further study (as displayed on **Figure 7.10).** These recommendations were presented to CFX's ESC at a meeting held on August 28, 2025. No opposition was received at the meeting to the reasonable corridors identified for further study. The draft ACER, which included the results and recommendations of the ACE, was distributed to members of the EAG, PAG, and CEG on October 31, 2025, for a 21-calendar day review period. No comments were received during the review period.

Due to the significant social impacts (existing and approved residential parcels/acreages, ROW costs, and community cohesion impacts) compared to the other corridors, Corridor B is recommended for elimination. Corridor B also impacts the recommended Florida's Turnpike systems interchange geometry and impacts both the planned Lake Gentry Landings community and the adopted Waterlin Master Plan which is under construction within the study area.

While the refined Corridor D does not differ from Corridor G within the limits of the corridor segment analysis, the variation north of Brick Lake should be analyzed compared to the other reasonable corridors and is recommended for further evaluation.

Corridor F, which follows the same alignment as Corridor B east of Brick Lake, is recommended for further evaluation as it minimizes social impacts compared to Corridor B and minimizes natural impacts compared to Corridor G.

Corridor G is also recommended for further evaluation as it substantially avoids and minimizes residential land uses and community cohesion impacts. Corridor G also does not impact the Florida's Turnpike systems interchange and is consistent with the CFX Master Plan to provide ultimate connectivity to the SR 515 outer beltway. Because Corridor G traverses through undeveloped areas and Florida Forever priority areas, roadway alignments and environmental crossings need further evaluation to minimize impacts.

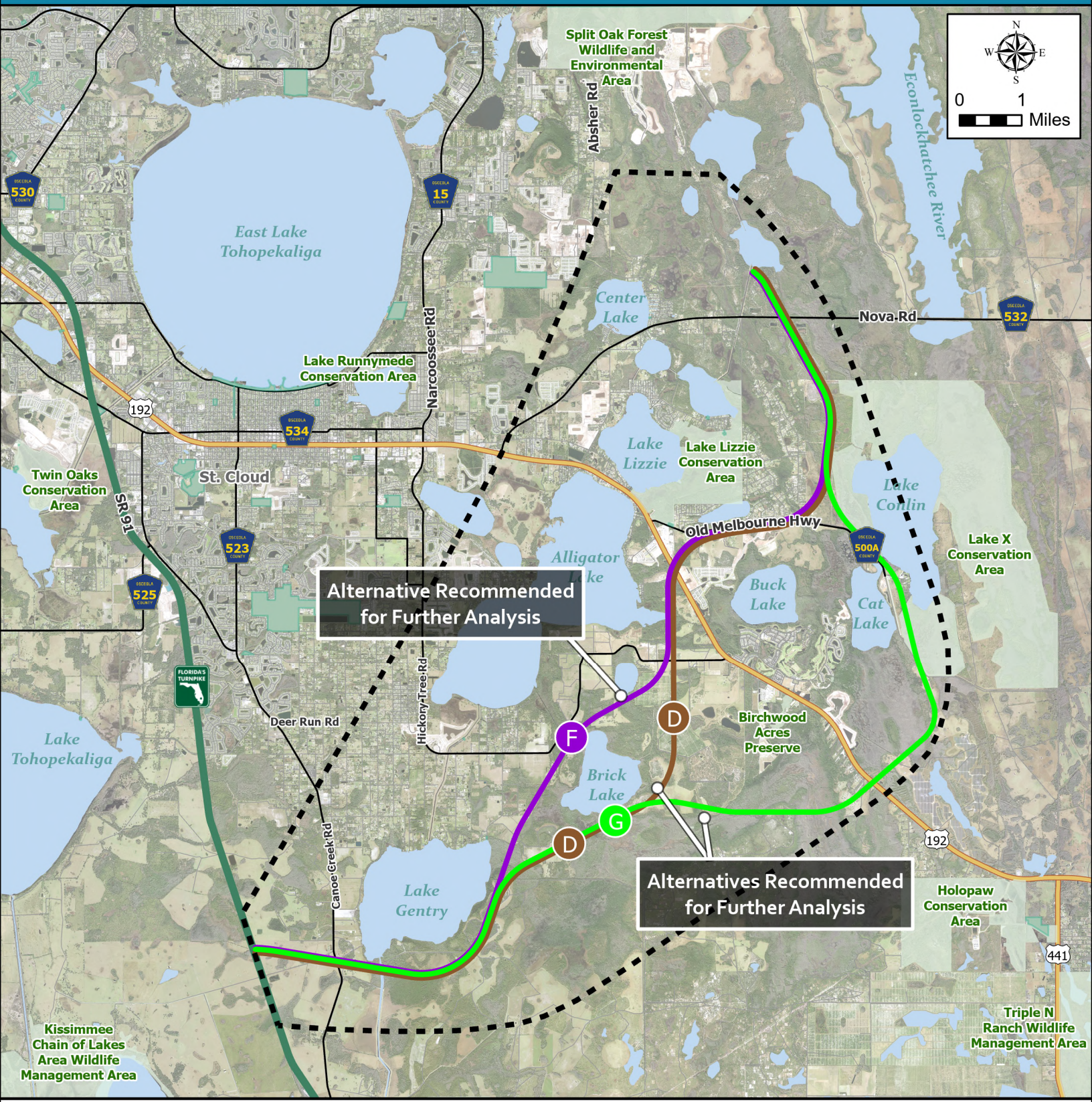
Based on the results of this ACE, Corridors D, F, and G will be analyzed further as part of a more focused alignment evaluation between Florida's Turnpike and the northern project terminus at SR 534/Nova Road. The remaining three corridors (Corridors D, F, and G) will undergo further study to evaluate and identify the recommended alignment that minimizes environmental and community impacts. Following the alignment analysis, detailed studies will be conducted on the recommended alignment to evaluate traffic needs and the social, cultural, natural, and physical effects for the Preferred Alternative. As part of the PD&E Study, CFX will continue coordination with EAG/PAG/CEG, project stakeholders, and related projects during the PD&E Study.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CFX Project No. 599-247

Figure 7.10: ACE Recommendations



- Study Area
- Corridor D
- Corridor F
- Corridor G

Data Sources: Osceola County, FGIO, US Census, FDOT, SFWMD, FGDL

APPENDIX A
Meeting Summaries

Tier 1

- CFX Environmental Stewardship Committee (ESC) Meeting – May 30, 2024
- Environmental Advisory Group (EAG) Meeting – August 14, 2024
- Project Advisory Group (PAG) Meeting – August 14, 2024
- Community Engagement Group (CEG) Meeting – August 15, 2024

Tier 2

- Community Engagement Group (CEG) Meeting – January 29, 2025
- Environmental Advisory Group (EAG) Meeting (virtual) – January 30, 2025
- Project Advisory Group (PAG) Meeting (virtual) – January 30, 2025
- CFX Environmental Stewardship Committee Meeting – March 6, 2025

Public Information Meeting

- Hybrid Public Information Meeting – March 6, 2025 & March 12, 2025

Corridor Segment Analysis

- CFX Environmental Stewardship Committee (ESC) Meeting – August 28, 2025

Tier 1

MINUTES
ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING
May 30, 2024

Location: Central Florida Expressway Authority
4974 ORL Tower Road, Orlando, FL 32807
Pelican Conference Room

Committee Members Present:
Richard Durr, Seminole County Representative, Committee Chairman
Beth Jackson, Orange County Representative
Maurice "Mo" Pearson, Citizen Representative
Brittany Sellers, City of Orlando Representative

Committee Members Participating by Phone:
Charles Lee, Citizen Representative
Timothee Sallin, Lake County Representative

Staff Present:
Glenn Pressimone, Chief of Infrastructure
Michelle Maikisch Executive Director
Mimi Lamaute Recording Secretary/Manager of Executive and Board Services
Angela J. Wallace, General Counsel
Cristina Berrios, Deputy General Counsel
Will Hawthrone, Director of Transportation Planning & Policy

A. CALL TO ORDER

The meeting was called to order at approximately 10:03 am by Chairman Durr.

Chairman Durr announced that Item C. Approval of February 22, 2024 Environmental Stewardship Committee Meeting Minutes will be heard later in the meeting.

B. PUBLIC COMMENT

Ms. Mimi Lamaute, Recording Secretary, announced there were no public comments or written public comments received by the deadline.

The following items were taken out of order due to a lack of quorum.

D. AGENDA ITEMS

1. SR 515 NORTHEAST CONNECTOR EXPRESSWAY PHASE 2 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Mr. Will Hawthorne, Director of Transportation Planning and Policy, alluded to a handout containing the project development process, attached as **Exhibit "A."** He explained that it contains the life cycle of the project.

Ms. Sunserea Gates, Senior PD&E Project Manager with VHB, provided a project status update on the SR 515 Northeast Connector Expressway Phase 2 Project Development and Environment Study. An expressway connection from Florida's Turnpike northeast to US 192 and continuing north to provide regional transportation connectivity in eastern Osceola County has been an identified need in various local long-range transportation plans and master plans.

Ms. Gates described the planning background, project history, the study area, purpose area, purpose and need, and sociocultural constraints. She detailed the potential corridors, planned developments, natural constraints. She detailed the initial Northeast Connector CF&M corridors (A, B, C, D and E) and new corridors (F and G). She also discussed the public involvement and stakeholder coordination and finally provided the PD&E schedule timeline. The study is anticipated to be complete in Fall 2026 after public input at the Public Hearing.

The Committee Members commented and asked questions which were answered by Ms. Gates, Mr. Pressimone and Mr. Hawthorne.

Mr. Lee alluded to two slides he provided for discussion, which were included in the presentation and attached hereto as **Exhibit "B."**

Ms. Brittany Sellers arrived during discussion of this item, at 10:08 a.m.

(This item was presented for information only. No committee action was taken.)

2. SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Mr. Will Hawthorne, Director of Transportation Planning and Policy, provided background information on the SR 417 Sanford Airport Connector Project Development and Environment (PD&E) Study. A new direct expressway connection from SR 417 north of Lake Jesup to the Orlando Sanford International Airport. He stated that in August of 2023, the CFX Board approved the CF&M Study and authorized staff to proceed to a more detailed PD&E Study. The PD&E Study will conduct a more detailed evaluation of the four alternatives found to be feasible during the CF&M Study.

Mr. Hawthorne detailed the project history, study area, purpose and need, sociocultural constraints, natural constraints, initial alternatives from the CF&M Study, additional alternatives, agency and stakeholder input and finally provided the PD&E study schedule. The study is anticipated to be complete in early summer of 2025 after public input at the Public Hearing.

The Committee Members commented and asked questions which were answered by Mr. Hawthorne and Mr. Pressimone.

(This item was presented for information only. No committee action was taken.)

C. APPROVAL OF FEBRUARY 22, 2024 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES

Mr. Durr's last name was misspelled as Mr. Dunn, under the motion for Item D.2., which will be corrected to Mr. "Durr."

Mr. Lee thanked staff for including the slides/maps he provided during discussion for the February 22, 2024 Item "D.1. PD&E Project Update." He stated that two of the slides are self-explanatory. However, one slide, which depicts the area of the Northern Everglades National Wildlife Refuge and Everglades Headwaters National Wildlife Refuge, needs additional explanation. This slide appears cross-hatched but lacks a label indicating what the cross-hatching designates. He requested a label be added for clarity.

A motion was made by Mr. Lee and seconded by Ms. Jackson to approve the February 22, 2024 minutes with the correction of Mr. Durr's name and the map labeled with Everglades Headwaters National Wildlife Refuge for clarity. The motion carried unanimously with four (4) committee members in attendance voting AYE by voice vote. Two (2) committee members, Mr. Lee and Mr. Sallin voting AYE by phone.

E. OTHER BUSINESS

Ms. Michelle Maikisch, Executive Director, introduced CFX's new legal team: Angela Wallace, General Counsel and Cristina Berrios, Deputy General Counsel.

Mr. Pressimone confirmed by Committee Member consensus, that at a future meeting a presentation on wildlife crossings will be provided.

The 2025 Environmental Stewardship Committee Meeting Schedule was distributed and a calendar invitation will be sent to each of the Committee members.

Chairman Durr announced that the next Environmental Stewardship Committee meeting is scheduled for

August 22, 2024 at 10:00 a.m.

F. ADJOURNMENT

Chairman Durr adjourned the meeting at 11:08 a.m.

Minutes approved on August 22, 2024.

Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at publicrecords@CFXway.com or 4974 ORL Tower Road, Orlando, FL 32807.

EAG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

State Road 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study Environmental Advisory Group (EAG) Meeting #1

Date/time: August 14, 2024, at 1:30 p.m.

Location: Virtual meeting (Teams) and in-person at the Central Florida Expressway Authority (CFX) Board Room, 4974 Orl Tower Road, Orlando, FL 32807

Attendees: 7 EAG members (Attendees list at end of summary)

Notifications

Invitation letters were emailed to 46 members of the EAG on July 29, 2024, and a reminder was emailed on August 12, 2024.

Welcome

Nicole Gough, a CFX General Engineering Consultant with Dewberry, called the meeting to order and welcomed everyone. She provided virtual housekeeping information and Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

SR 515 Expressway Extension Presentation

Sunserea Gates presented on the following information:

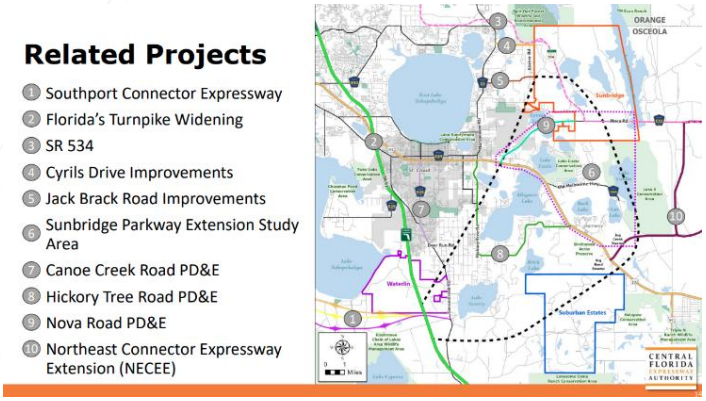
- **Advisory Group Roles**
  Ms. Gates gave an overview of the roles for each of the three advisory groups, the Project Advisory Group (PAG), the Environmental Advisory Group (EAG), and the Community Engagement Group (CEG). Each of the three groups provides essential feedback to the study team regarding community issues and concerns, environmental considerations, and local development plans within the study area. She explained to the group that the purpose of today's meeting is to garner input on the purpose and need, typical section considerations, and the initial corridors being evaluated. The study team would also welcome feedback from EAG members on any additional data collection points about constraints within the study area.

- **Background and Project History**
  The SR 515 Northeast Connector Expressway Phase 2 is included in the CFX 2045 Master Plan and would link with several other expressways including SR 538, Florida's Turnpike, US 192, and SR 534. A Concept, Feasibility, and Mobility (CF&M) Study was previously conducted for the Northeast Connector Expressway, which identified and evaluated several corridor options. A PD&E Study for the Northeast Connector Expressway Phase 1 (from Cyrils Drive to Nova Road) was completed in 2022 and adopted by the CFX 2045 Master Plan.

EAG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

- **Purpose and Need**
  Currently, US 192 is the only east-west corridor in the area. The population within the study area is expected to increase by 37% by 2050; this projected growth included 12 mixed-use districts, and 18 additional planned developments. The Northeast Connector Phase 2 will be designed to support socioeconomic growth and the population increase that is expected within the next 25 years. The objective of this PD&E Study is to identify the preferred alternative for a limited access corridor within the study area.



- **PD&E Evaluation Criteria and Process Documentation**
  Ms. Gates showed a slide detailing several criteria included in PD&E Study evaluations in four resource areas:
  - Social environment
  - Natural environment
  - Cultural environment
  - Physical environment

  She then described the process of the PD&E Study, which begins with Notice to Proceed (NTP), followed by an Alternative Corridor Evaluation (ACE) to screen several alternative corridors. Once a recommended corridor is identified, detailed engineering and environmental analysis occurs and the study is concluded with a Project Environment Impact Report. Ms. Gates stated that the PD&E Study is expected to last until September 2026.

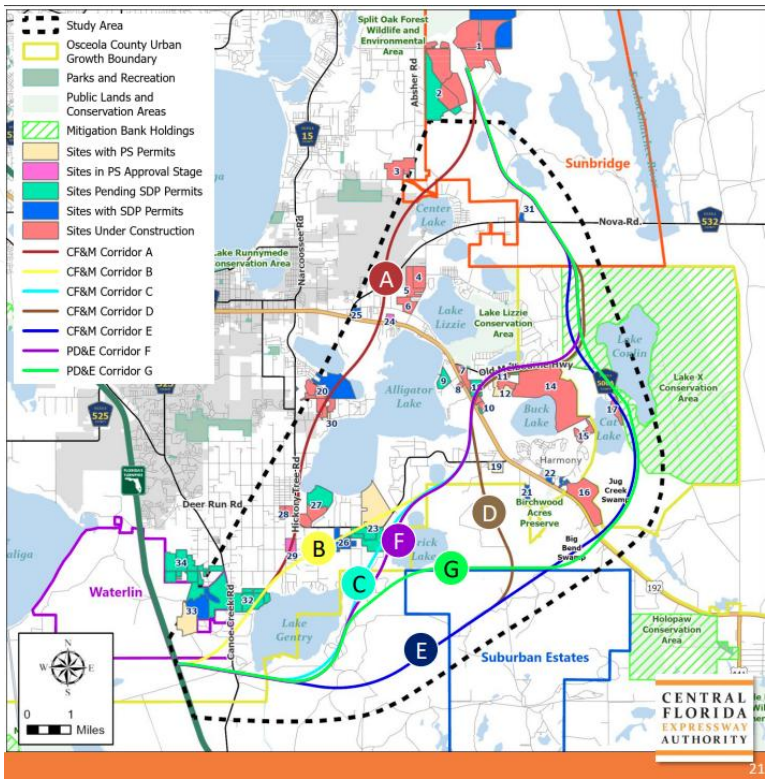
- **Sociocultural Constraints, Natural Constraints and Typical Section**
  The next three slides provided a general overview of the study area and the existing social and natural constraints. Since the CF&M Study was completed, there has been significant residential development located in the western portion of the study area north of Lake Gentry and west of Alligator Lake, as well as north of US 192. During this PD&E Study, the social, cultural, and physical effects, including noise analysis, air quality and contamination screenings, will be evaluated.

  Next, Ms. Gates reviewed the natural constraints within the study area, which includes large conservation areas north of US 192, Lake Lizzie, and Lake X. She also noted there are substantial wetland areas (shown in solid light green on the map) and many interconnected lakes, water bodies, and regulated canals. Most of the undeveloped lands within the study are also Florida Forever Land Priorities and Florida Wildlife Corridor Areas.

The advisory group was shown a concept image of the planned typical section, which measures 330 feet in total right-of-way, consisting of a 106-foot-wide median, four (4) 12-foot-wide travel lanes, and an 88-foot-wide border width for consistency with adjacent projects. She noted that the typical section does allow for future expansion as needed.

- **PD&E Corridors**
  Five corridors were analyzed as part of the CF&M Study, and two new corridors (Corridor F and Corridor G) have been added to the PD&E Study. She stated that the westernmost and central corridors A, B, and C involve higher impacts to existing residential areas. The eastern corridors, D and E, involve higher impacts to the natural environment and to the Suburban Estates recreation area. Corridor F was developed as a refinement to Corridor C to avoid impacts to recently permitted residential developments. Corridor G was developed as a refinement to Corridor E to avoid impacts to Suburban Estates.

  Ms. Gates went over each of the seven corridors and noted the evaluation criteria used to determine the feasibility of building an expressway through the area. The PD&E team considered the following during its evaluation:



  - Existing Land Use – Ms. Gates pointed out that there are large residential developments in the southwest and northeast sections of the study area, with a large area zoned for agriculture.
  - Planned Developments – Several sites are under construction, including the Villages at Harmony, Amelia Grove, Trinity Place, and others. There are also several sites with permits still pending.
  - Community Facilities – The next slide noted the different parks and recreation areas within the study area, as well as trails, golf courses, boat ramps, fire and rescue stations, schools, hospitals, and churches.
  - Cultural Resources – Ms. Gates showed a slide noting existing historical structures and bridges within the study area.
  - Wetlands – A large amount of the study area contains wetlands, particularly on the eastern most side.

- Floodplains – Flood Hazard Zones were depicted in this slide, noting that the areas around each of the large lakes are highly impacted by flooding.
- Conservation Lands, Easements, and Mitigation Banks – This slide showed a map of the mitigation banks holdings as well as the South Florida Water Management District (SFWMD) Conservation Easements associated with individual permits.
- Wildlife Habitat – Ms. Gates briefly reviewed the map of the wildlife habitat located within the study area, including the Florida Wildlife Corridor to the southwest and northeast, and the Florida Forever Priority Projects to the southeast and northeast of the study area.
- Corridor Constraints – This slide showed a depiction of the constraints within the study area, including the Southport Connector Alternatives to the southwest corner of the map.

- **Tier 1 Corridor Evaluation Matrix**

The next several slides gave attendees an overview of the corridor evaluation matrix and details about the results. Each of the seven corridors have been evaluated by the amount of potential impacts they have to the physical, cultural, natural, and social environments. An estimated cost (in millions) was also considered, as documented in the bottom of the matrix.

Ms. Gates explained that the red boxes show higher impacts than the other corridors, the yellow boxes show moderate impacts, and the green boxes represent the lowest impacts in comparison. The analysis was based on a 330-foot-wide corridor footprint and did not include potential interchange footprints. That information will be evaluated during the Tier 2 phase.

Tier 1 Corridor Evaluation Matrix

Evaluation Criteria		Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Design									
Corridor Length (approximate)		Miles	16	20	21	23	23	21	23
Proposed Right-of-Way / Width		Feet	330	330	330	330	330	330	330
Proposed Right-of-Way (approximate)		Acres	645	788	830	916	913	829	931
Physical									
Major Utility Conflicts		No. of Conflicts	6	6	4	4	3	3	3
Contamination Sites (Medium and High Risk Sites)		No. of Conflicts	4	2	1	1	0	0	0
Cultural Environment Effects									
Public Recreation Lands		Acres	0	0	0	0	0	0	0
Potential Historic Resources		No. of Conflicts	0	2	1	1	1	1	1
Potential Historic Linear Resources (Canals/Highways/Railroads)		No. of Resources	1	3	3	3	3	3	3
Potential Archaeological Resources		No. of Resources	1	3	3	3	3	3	3
Natural Environment									
Floodplain Involvement - 100 Year Floodplain		Acres	282	223	304	385	603	315	573
Canals / Regulated Floodways		No. of Conflicts	0	3	3	2	2	3	2
Wetlands (non-forested and forested)		Acres	98	136	198	274	315	196	344
Potential Species Involvement (Federal and State Listed Species)[1]		Low/Medium/High	Low	Low	Medium	Medium	High	High	High
Conservation Lands[2]		Acres	0	20	20	20	24	4	80
Regulatory Conservation Easements		Acres	3	0	0	0	2	0	0
Florida Wildlife Corridor		Acres	249	406	543	703	892	544	917
Florida Forever Priority Projects[3]		Acres	0	77	228	388	531	247	529
Social									
Potential Residential Parcels Affected (includes partially impacted parcels)	Existing	Total Parcels	227	32	4	3	1	51	0
	Planned	Total Parcels	92	166	166	159	10	56	0
Potential Non-Residential Parcels Affected (includes partially impacted parcels)	Existing	Total Parcels	26	8	2	4	23	4	15
	Planned	Total Parcels	6	4	6	4	2	4	2
Community Facilities		No. of Conflicts	1	0	0	0	0	0	0
Agricultural Lands		Acres	412	508	632	606	463	634	537
Suburban Estates Impacts (approximate)		Acres	0	0	0	148	138	0	62
Estimated Cost									
Preliminary Construction Cost Estimate (based on cost per mile)		Currency (in millions)	$548	$612	$616	$702	$690	$593	$663

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

31

- **Tier 1 Corridor Results**
  After explaining the evaluation process, Ms. Gates reviewed the results of the seven corridors being considered as part of the Tier 1 ACE evaluation. Corridors A, C, and E are recommended for elimination due to high residential and natural environment impacts. Corridors B, D, F and G are being recommended for further evaluation during the Tier 2 corridor analysis phase.

  The results of the Tier 2 analysis will be presented to the EAG, PAG, and CEG advisory groups in Fall 2024 for input.

- **Agency and Stakeholder Input**
  Ms. Gates reiterated that public involvement and stakeholder coordination are integral parts of this study and multiple opportunities for participation in the form of public meetings and agency coordination meetings will take place during the study.

  The Northeast Connector Phase 2 PD&E Study is being developed to ensure the project includes careful consideration of regional and agency input.

Sunserea Gates turned the meeting over to Nicole Gough for the discussion portion of the meeting at 2:05 p.m.

Nick Lulli, Quest: At this time, you may also leave questions and comments in the Q and A box on the Team's webinar. We have Majorie Holt. Let's go ahead, Marjorie, I will open your microphone and you should be able to unmute yourself.

Marjorie Holt, Sierra Club: This is the first time I have seen this analysis; I did not see the original one. I am stunned. This is truly a very valuable area in terms of its natural resources with the Florida Wildlife Corridor and Florida Forever Lands. Is the Chain of Lakes through here in Osceola County?

Nicole Gough: I would say it's part of the Chain of Lakes, yes.

Majorie Holt: I am very concerned about trying to put an expressway through this area. Route B is potentially linking to the Turnpike; I'd have to look at the details of what areas it would potentially impact, but that connectivity between them is potentially valuable in terms of wildlife movement and natural resources.

Nicole Gough: Again, we will be sending out these slides after the presentation so you will be able to delve into it a little bit more.

Majorie Holt: Thank you.

Nick Lulli: Next, we are going to go to Amanetta Somerville.

Amanetta Somerville, US Environmental Protection Agency: I just wanted to say thank you for providing such detail and explaining your methodologies for the analysis – this is excellent.

Nick Lulli: Thank you very much. Next, we have Janet Bowman:

Janet Bowman, The Nature Conservancy: Certainly, we are concerned about the impacts of the proposed roadway on the Florida Forever and wildlife corridor, and the eastern alignments certainly have impacts to that. Additionally, we are concerned about the impact on the floodplains, given the connected wetlands and swamps. These wetlands mitigate flooding and provide value to the habitat, but also mitigate flooding that potentially helps residential areas to the west and south of the project.

Nick Lulli: Thank you. I see Daniel Smith; your hand is up.

Daniel Smith, University of Florida: Good afternoon and thank you for the presentation. I have two questions: so, you have eliminated Corridor A. What other reasoning was there for dropping that? The per-mile cost for construction seems to be the lowest. It also has the least number of environmental impacts. And are there any trails proposed as part of the paved trail networks that are being proposed throughout this state?

Nicole Gough: We will let Sunserea address this first question.

Sunserea Gates: The analysis shows that Corridor A traverses through residential neighborhoods that are already constructed, and the impacts are much more substantial than Corridor B. With Corridor B, there is some more wetland involvement based on GIS analysis, but it has much less of an impact to residential areas.

Daniel Smith: I understand the reasoning, but as I see it, development is driving this so it should go through developed areas. It's obviously much more onerous to try to obtain all those little parcels through eminent domain as it would impact a lot of people, but I think Corridor B would basically cut Lake Lizzie off from anything. It would turn Lake Lizzie into an island, essentially.

There are also models done for the Florida Panther range expansion and panther movements, and this roadway would also impact potential panther movements in the future.

Sunserea Gates: Thank you, we appreciate the detailed input on these corridors.

Nicole Gough: The second comment was regarding trails in the area; we do not necessarily incorporate trails with limited access facilities, but we would be happy to take into consideration the trail connections in the network within the area and see how we can investigate that in this study.

Daniel Smith: I haven't really looked at it yet, but there is substantial money being put into the paved trail network throughout the state. There is a limited access toll road that has a trail alongside it, so I was curious if anyone had proposed a trail as part of this project.

Nicole Gough: Thank you. We are investigating opportunities for wildlife crossings and wildlife connectivity within the study area and we would appreciate your input on that as well.

Daniel Smith: That is my expertise, so I am happy to help with that.

Nicole Gough: I would be interested to hear some comments from US Fish and Wildlife or Florida Fish and Wildlife; Laura or John, any comments?

Laura Digruttolo, Florida Fish and Wildlife Conservation Commission: Thank you so much for putting this together. Will Hinton and I have been chatting back and forth offline as you've been talking, and you have done a really detailed analysis of all these routes. We would like to echo what Dan Smith said about looking for opportunities for wildlife crossings with whatever route is carried forward.

John Wrublick, US Fish and Wildlife Service: I agree with Dan Smith's comments, that is basically what my comments consist of.

Nick Lulli: Thank you. I see Janet Bowman's hand is raised.

Janet Bowman: If we would like an opportunity to provide detailed comments to you all, what is the timeframe for that?

Nicole Gough: That is the perfect segue for Sunserea to present the schedule.

Sunserea Gates: We will take comments at any time; however, we would like any comments within the next couple of weeks to support beginning the Tier 2 analysis. The overall study schedule is shown on this slide. The Alternatives Public Workshop is scheduled for Fall 2025. The study is anticipated to be complete in Fall 2026 after the Public Hearing. We do plan on meeting with the EAG again to discuss the results of the Tier 2 analysis.

We will also meet with the EAG during the alternatives development process as we develop more detailed engineering concepts and look for opportunities to minimize impacts to environmental resources during the alternatives phase of the PD&E Study.

We will meet with the EAG again prior to the Public Hearing.

If you have any questions after today's meeting, you can contact the Public Involvement Coordinator at ProjectStudies@CFXway.com, and you can also contact Will Hawthorne with the information you see on this slide.

Nick Lulli: I see no further hands up, so with that we will conclude this EAG meeting.

The meeting concluded at 2:27 p.m.

Following the meeting, the following additional comments were received:

Jennifer Adams (Pine Lily Chapter of Florida Native Plant Society/September 2, 2024) –

As the representative for the Florida Native Plant Society (Pine Lily Chapter of Osceola County), our goal is to preserve and protect Florida's native plants and the ecosystem in which they live. In regards to planned development and road expansion, our desire is to have minimal impact on critical natural resources and areas that are relatively undeveloped and focus development in areas where humans (as opposed to plants and animals) are residing.

With that said, after examining the proposed alternative routes for SR 515 from Sunbridge down to Waterlin, we strongly discourage Routes E and G on the far eastern side of the planning area. These routes would cut through not only the Lake X Conservation Area, but also near Jug Creek Swamp and Big Bend Swamp. These areas are still relatively undeveloped and wild, and their swampy location will likely cause substantial drainage issues and subsequent impacts on the surrounding area if road development takes place.

With Route A being removed from consideration, the next best option is Route B - while this will impact some of the Lake X area, it does a better job of connecting already developed/ developing areas of Osceola County and hence will not impose as much additional environmental damage when compared to other routes.

Janet Bowman (The Nature Conservancy/October 2, 2024) –

The purpose of this letter is to provide additional comments following the EAG Meeting #1 on the SR 515 NE Connector Expressway Phase 2, PD & E Study. At the meeting we provided general comments of our concerns that the proposed alignments would have significant negative impacts on the Florida Wildlife Corridor, wetlands, and existing and proposed conservation lands. At the meeting project consultants indicated that corridors A, C and E were eliminated from further evaluation and that the alignments moving forward for further evaluation are B, D, F, and G.

We are particularly concerned that alternatives D, F and G (as well as eliminated C and E) cross the Big Bend Swamp/Holopaw Ranch Florida Forever Project and all the alternatives, except for eliminated corridor A, affect the Conlin Lake X Florida Forever Project. Alternative G is of particular concern as it bisects the length of both the Big Bend Swamp/Holopaw Ranch and Conlin Lake X Florida Forever projects undermining the value of these parcels for habitat connectivity.

The Big Bend Swamp/Holopaw Ranch Florida Forever Project is on the 2024 Florida Forever Priority List and ranked number 7 (Medium) on the Less than Fee Category. The Florida Forever description of the project is that it “will protect and maintain a link of natural lands between Bull Creek and Three Lakes Wildlife Management Area. Numerous wildlife species live in the project’s palmetto prairies, pine flatwoods and cypress swamps such as the crested caracara, red-cockaded woodpeckers and sandhill cranes.” As recently as 2023, DEP acquired a 4,196 acres easement within the Florida Forever project boundary.

The Conlin Lake X Florida Forever project abuts the Big Bend Swamp/Holopaw project and includes 5,500-acre South Florida Water Management District conservation easement. FDEP states that: “Protection of the Conlin Lake X project would contribute to the goals of protecting imperiled species, natural floodplains, surface waters and groundwater recharge sites. The project would also help to form a corridor to the Big Bend Swamp/Holopaw Ranch

Florida Forever project." (emphasis added). The Conlin Lake X project is ranked 14th (Low) in the less than fee category of the 2024 Florida Forever Priority List.

Moreover, the alignments that cross the Florida Forever projects also have the most potential to negatively affect conservation values in addition to accelerating future development in areas furthest from existing planned development. For example, corridor G has the greatest direct environmental impact of the alternatives, including the following impacts: 573 acres of floodplain, 344 acres of wetlands, high potential impact to listed species, eighty acres of conservation lands, 529 acres of Florida Forever priority projects and 917 acres of Florida Wildlife Corridor.

Of the alternatives moved forward for additional consideration, Alternative B has the least impact on conservation values with impacts to 223 acres of floodplain, 136 acres of wetlands, low potential impact to listed species, twenty acres of conservation lands, seventy-seven acres of Florida Forever priority projects and 406 acres of Florida Wildlife Corridor. However, while this alignment is preferable to the eastern alignments, the negative conservation impacts of this alignment are still considerable and endanger the functionality of the Florida Wildlife Corridor in the region.

Finally, in evaluating the conservation effects of Phase 2, PD & E Study, we are also considering the induced growth impacts of not just the SR 515 NE Connector Expressway but also the proposed Southport Connector and how such impacts will undermine habitat connectivity in the region.

I look forward in participating in the second Environmental Advisory Group meeting on the SR 515 NE Connector Expressway Phase 2, PD & E Study.

EAG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

Meeting Attendees:

EAG Members:
Laura Digruttolo, Florida Fish and Wildlife Conservation Commission
Majorie Holt, Sierra Club
Janet Bowman, The Nature Conservancy
John Wrublick, US Fish and Wildlife Service
Daniel Smith, University of Florida
Jennifer Adams, Florida Native Plant Society, Pine Lily Chapter
Amanetta Somerville, US Environmental Protection Agency

Study Team Members:
Will Hawthorne, CFX
Brian Hutchings, CFX
Nicole Gough, Dewberry
Jonathan Williamson, Dewberry
Sunserea Gates, VHB
Amy Sirmans, VHB
Nikki Melendez, VHB
Kevin Freeman, VHB
Erick Revuelta, VHB
Ralph Bove, Volkert
Nick Lulli, Quest
Mary Brooks, Quest

PAG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

State Road 515 Northeast Connector Expressway Phase 2
Project Development & Environment (PD&E) Study
Project Advisory Group (PAG) Meeting #1

Date/time: August 14, 2024, at 9:30 a.m.

Location: Virtual meeting (Teams) and in-person at the Central Florida Expressway Authority, Board Room, 4974 Orl Tower Road, Orlando, FL 32807

Attendees: 15 PAG members (Attendees list at end of summary)

Notifications

Invitation letters were emailed to 64 members of the PAG on July 29, 2024, and a reminder was emailed on August 12, 2024.

Welcome

Nick Lulli, the Project Studies Coordinator with Quest, called the meeting to order and welcomed everyone. He provided virtual housekeeping information and Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

SR 515 Expressway Extension Presentation

Sunserea Gates presented on the following information:

- **Advisory Group Roles**
  Ms. Gates gave an overview of the roles for each of the three advisory groups, the Project Advisory Group (PAG), the Environmental Advisory Group (EAG), and the Community Engagement Group (CEG). Each of the three groups provides essential feedback to the study team regarding community issues and concerns, environmental considerations, and local development plans within the study area. She explained to the group that the purpose of today's meeting is to garner input on the purpose and need, typical section considerations, and the initial corridors being evaluated. The study team would also welcome feedback from PAG members on any additional data collection points about constraints within the study area.

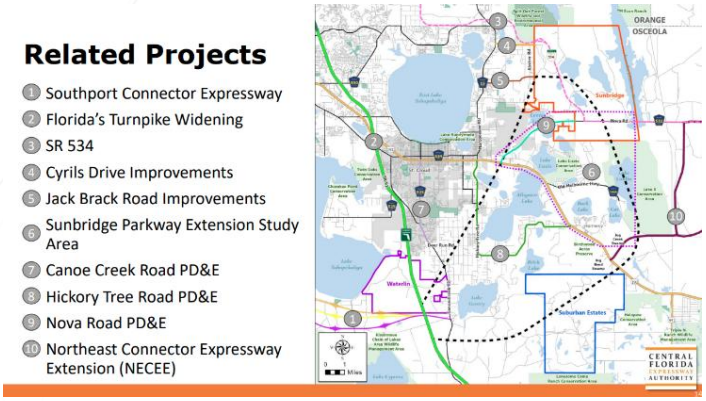
- **Background and Project History**
  The SR 515 Northeast Connector Expressway Phase 2 is included in the CFX 2045 Master Plan and would link with several other expressways including SR 538, Florida's Turnpike, US 192, and SR 534. A Concept, Feasibility, and Mobility (CF&M) Study was previously conducted for the Northeast Connector Expressway, which identified and evaluated several corridor options. A PD&E Study for the Northeast Connector Expressway Phase 1 (from Cyrils Drive to Nova Road) was completed in 2022 and adopted by the CFX 2045 Master Plan.

PAG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

- **Purpose and Need**

Currently, US 192 is the only east-west corridor in the area. The population within the study area is expected to increase by 37% by 2050; this projected growth included 12 mixed-use districts, and 18 additional planned developments. The Northeast Connector Phase 2 will be designed to support socioeconomic growth and the population increase that is expected within the next 25 years. The objective of this PD&E Study is to identify the preferred alternative for a limited access corridor within the study area.



- **PD&E Evaluation Criteria and Process Documentation**

Ms. Gates showed a slide detailing several criteria included in PD&E Study evaluations in four resource areas:

  - Social environment
  - Natural environment
  - Cultural environment
  - Physical environment

She then described the process of the PD&E Study, which begins with Notice to Proceed (NTP), followed by an Alternative Corridor Evaluation (ACE) to screen several alternative corridors. Once a recommend corridor is identified, detailed engineering and environmental analysis occurs and the study is concluded with a Project Environment Impact Report. Ms. Gates stated that the PD&E Study is expected to last until September 2026.

- **Sociocultural Constraints, Natural Constraints and Typical Section**

The next three slides provided a general overview of the study area and the existing social and natural constraints. Since the CF&M Study was completed, there has been significant residential development located in the western portion of the study area north of Lake Gentry and west of Alligator Lake, as well as north of US 192. During this PD&E Study, the social, cultural, and physical effects, including noise analysis, air quality and contamination screenings, will be evaluated.

Next, Ms. Gates reviewed the natural constraints within the study area, which includes large conservation areas north of US 192, Lake Lizzie, and Lake X. She also noted there are substantial wetland areas (shown in solid light green on the map) and many interconnected lakes, water bodies, and regulated canals. Most of the undeveloped lands within the study are also Florida Forever Land Priorities and Florida Wildlife Corridor Areas.

The advisory group was shown a concept image of the planned typical section, which measures 330 feet in total right-of-way, consisting of a 106-foot-wide median, four (4) 12-foot-wide travel lanes, and an 88-foot-wide border width for consistency with adjacent projects. She noted that the typical section does allow for future expansion as needed.

- **PD&E Corridors**
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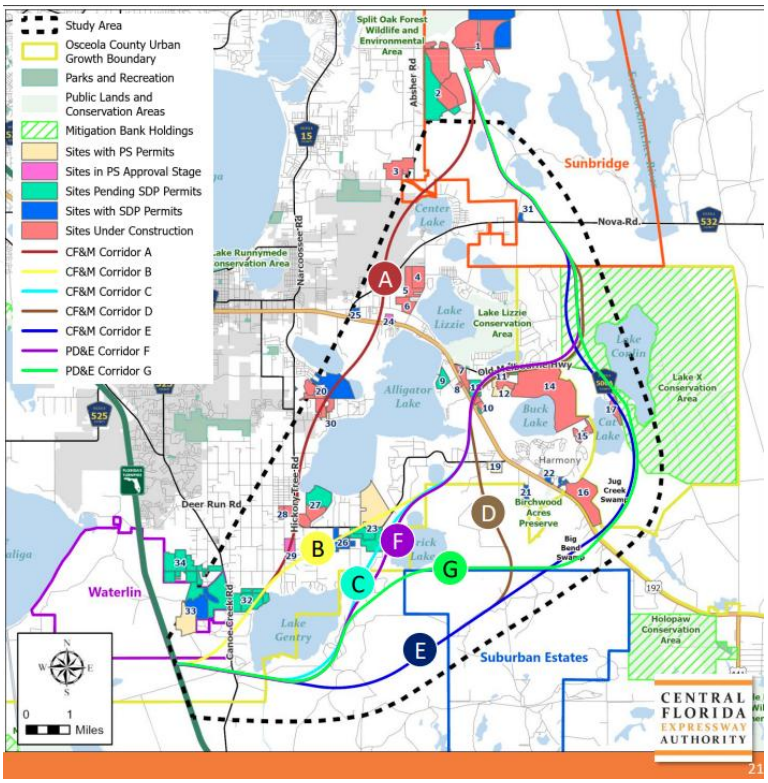
  Ms. Gates went over each of the seven corridors and noted the evaluation criteria used to determine the feasibility of building an expressway through the area. The PD&E team considered the following during its evaluation:



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- Conservation Lands, Easements, and Mitigation Banks – This slide showed a map of the mitigation banks holdings as well as the South Florida Water Management District (SFWMD) Conservation Easements associated with individual permits.
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- **Tier 1 Corridor Evaluation Matrix**

The next several slides gave attendees an overview of the corridor evaluation matrix and details about the results. Each of the seven corridors have been evaluated by the amount of potential impacts they have to the physical, cultural, natural, and social environments. An estimated cost (in millions) was also considered, as documented in the bottom of the matrix.

Ms. Gates explained that the red boxes show higher impacts than the other corridors, the yellow boxes show moderate impacts, and the green boxes represent the lowest impacts in comparison. The analysis was based on a 330-foot-wide corridor footprint and did not include potential interchange footprints. That information will be evaluated during the Tier 2 phase.

Tier 1 Corridor Evaluation Matrix

Evaluation Criteria		Unit of Measure	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G
Design									
Corridor Length (approximate)		Miles	16	20	21	23	23	21	23
Proposed Right-of-Way / Width		Feet	330	330	330	330	330	330	330
Proposed Right-of-Way (approximate)		Acres	645	788	830	916	913	829	931
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

31

- **Tier 1 Corridor Results**
  After explaining the evaluation process, Ms. Gates reviewed the results of the seven corridors being considered as part of the Tier 1 ACE evaluation. Corridors A, C, and E are recommended for elimination due to high residential and natural environment impacts. Corridors B, D, F and G are being recommended for further evaluation during the Tier 2 corridor analysis phase.

  The results of the Tier 2 analysis will be presented to the EAG, PAG, and CEG advisory groups in Fall 2024 for input.

- **Agency and Stakeholder Input**
  Ms. Gates reiterated that public involvement and stakeholder coordination are integral parts of this study and multiple opportunities for participation in the form of public meetings and agency coordination meetings will take place during the study.

  The Northeast Connector Phase 2 PD&E Study is being developed to ensure the project includes careful consideration of regional and agency input.

Sunserea Gates turned the meeting over to Nick Lulli for the discussion portion of the meeting at 10:05 a.m.

Nicholas (Nick) Hartley, Osceola County: Regarding the corridor constraints slide, the Jones Road Design Project should be added to the Related Projects Map as it is planned for design in Fiscal Year (FY) 2026.

The study team made note of this project and will add it to future maps.

Henry Pinzon, Florida's Turnpike Enterprise: For the Corridor G, there is quite a lot of impact of the natural environment there. Do you really need to carry that forward?

Sunserea Gates: Corridor G is recommended for further evaluation because other corridors (Corridor B and Corridor F) are more central to the developed areas and connect along Old Melbourne Highway on the western side of Harmony, to the north of US 192.

That area along Old Melbourne Highway is under a significant amount of development. In Tier 2, we need to do further evaluation of the areas north of US 192 on the eastern portion of existing Old Melbourne Highway adjacent to Lake X to avoid and minimize residential effects and provide a comparative evaluation of alternative corridors.

Nick Lulli: We did have some folks who joined our presentation a little late. Sunserea, can you talk a little more about the purpose and need of this study?

Sunserea Gates: Yes, absolutely. I mentioned Osceola County conducted an analysis in 2023 that identified the roadway network needs in southeast Osceola County through 2045. That analysis included a four-lane NE Connector Expressway Phase 2 as a top priority within the southeastern part of the county.

Also, the Bureau of Economic and Business Research estimates a 37% increase in population in that area by 2050. With US 192 as the only east-west regional corridor in eastern Osceola County, this project is needed for further evaluation.

Nick Lulli: Another point you brought up in the presentation was that the cost estimate is preliminary. Can you give us a little more information about that?

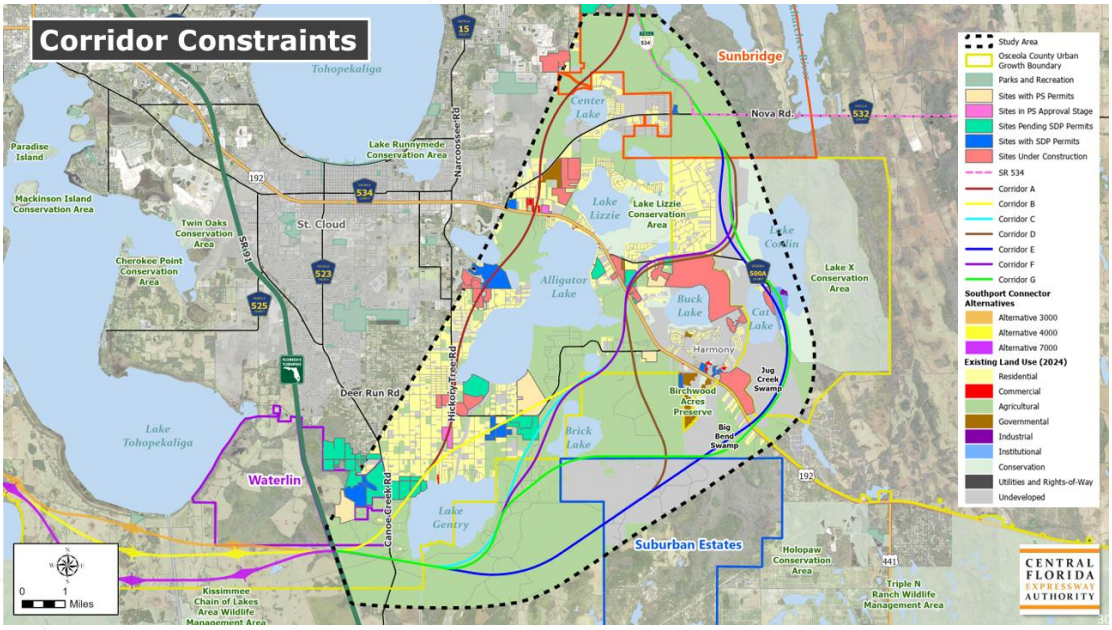
Sunserea Gates: The Tier 1 analysis was comparative with the goal to screen the corridors that didn't have any benefits over other corridors. Because we used a basic cost per mile estimate, it did not include design, right-of-way cost estimates, or detailed mitigation costs.

The Tier 2 analysis will include the valuation of interchange costs as well as structure locations and structure costs, so there will be a more detailed evaluation.

Lara Bouck, Metroplan Orlando: Thank you for a great presentation. Can you break down again why Corridor C is being eliminated?

Sunserea Gates: This is probably the best map where you can see Corridor C (see map below). You can see the developments there that have occurred since the CF&M Study. Corridor F is very similar to Corridor C, but its refinements are a little bit further toward Corridor E to avoid those residential areas.

This presentation will be posted online and available for you to review. Some of the maps were distributed to the EAG / PAG groups earlier this week.



Nicholas (Nick) Hartley, Osceola County: Thank you. One of the concerns that Osceola County has is the location of the alignment relative to the urban growth boundary. Our concern is about incentivizing urban sprawl if we end up locating the corridor outside the urban growth boundary. Particularly if an interchange is located outside of that boundary.

Nick Lulli: Thank you for your feedback. We will check on the online audience here and see if we have any raised hands. Emam Emam from Florida's Turnpike Enterprise, you should be able to unmute yourself.

Emam Emam, Florida's Turnpike Enterprise: Thank you. I understand that in Tier 2 you will be looking at interchange concepts, but do you have an estimate for the daily trips for each corridor and the number of interchanges that can be considered? Or is all that in Tier 2?

Sunserea Gates: That will be part of Tier 2. Right now, the traffic team is developing the build alternative for future traffic for the year 2050.

Nick Lulli: Thank you, Emam. We have Joshua Devries, you should be able to unmute yourself now.

Joshua Devries, Osceola County: Thank you CFX and VHB for including Osceola County in this process and keeping us updated. As you had mentioned, Sunserea, we look forward to the coordination meeting with how the corridors will interact with the Sunbridge Parkway. We want to be sure both projects move forward with minimal conflict, so thank you for the coordination.

Nick Lulli: That is all we have so far for online comments. Remember you can also leave a question or comment in the Q&A.

In the meantime, how does the project team go about identifying where the development in this area is? What sources are used?

Sunserea Gates: That's a great question. First, it is GIS based. Osceola County provided GIS data for planned developments. The last time this was updated was earlier in 2024. With that, we do get updates from developers as well and we research permits that have been filed every month, and we update this map with the information. If there is any additional input that the agencies have, we are happy to reflect that in this study as well.

Nick Lulli: We have this very large study area now, and at the end of it, we are looking at a 330-foot alignment that is going to go through, right?

Sunserea Gates: A 330-foot typical section is what is being analyzed at this time, and this study will ultimately recommend an alignment. This project is unique in the fact that we do

have a systems interchange that will be located at US 192 and the northern terminus at SR 534 and Nova Road.

So, there are several interchange areas, and during the PD&E Study we will also need to evaluate any other local areas of connectivity in addition to those major locations.

Nick Lulli: Thank you.

Nick Hartley: Just a quick question here. The typical section shows a four-lane section for the Northeast Connector Phase 2. The Southport Connector is proposed as a six-lane facility. The Turnpike to the north is an eight-lane facility. So, if the traffic data comes back and shows a need for six lanes, is the project going to consider an expansion of that typical section?

Sunserea Gates: This typical section includes the ability for expansion to six lanes and also a multimodal envelope; it's actually the same width as the Southport Connector Expressway for consistency with CFX and related projects.

So, if the traffic shows a need for anything beyond four lanes, this typical section would accommodate that and we would not need to look at a wider typical section.

Henry Pinzon: I know this is a new corridor and as you mentioned at the beginning there is a big challenge with new development in the area. Just a few years after the last study you have 30 new developments or so. Is there any plan to preserve the corridor right-of-way?

Sunserea Gates: At this time, the Northeast Connector Expressway Phase 2 is not funded for design, right-of-way, or construction. All of the SR 534 projects to the north of Nova Road are funded for design in CFX's Five Year Work Plan. Once there is a Preferred Alternative in this project, CFX will look at opportunities for funding for future project development phases including right-of-way.

Will Hawthorne, CFX: Typically, we will hold off until the design phase to purchase any right-of-way. We need to get that in place before we can get any kind of right-of-way. We are hoping that in the next couple of years we can pull this into the work plan and look at possible future right-of-way purchases.

Nick Hartley: To expand a little on what Will has said, Osceola County is interested in where that alignment will land, so we can coordinate future developments as they come in, so there is no significant impact on the proposed corridor. We certainly can't acquire the right-of-way for CFX until the design phase is completed after selection of a preferred alternative, but we can make sure developers are aware of the project as the study progresses.

Sunserea Gates: CFX appreciates all the interagency input that we have just received. Again, the goal of this study is to identify the preferred alternative so CFX can start to coordinate future project development, including right-of-way preservation.

Nick Lulli: On that note, we can touch on the public involvement for Osceola County's residents. We had over 20,000 property owner notifications that went out for the kickoff of this project and we will continue updating and maintaining that database. We have three public meeting opportunities; a public kickoff meeting, an alternatives public workshop, and a public hearing that are planned.

Here is our study schedule so you can see when these meetings occur. As Ms. Gates also mentioned, we have a Community Engagement Group tomorrow for interested individuals in that area.

Sunserea Gates: The study overall is anticipated to be complete in Fall 2026 after input is received at the public hearing.

Nick Lulli: Does anyone else have additional questions or comments? I see we have Erin Sterk, I am going to go ahead and unmute your microphone.

Erin Sterk, Florida's Turnpike Enterprise: Just a quick question about the connectivity up to SR 528. Going back to the East Central Florida Corridor Task Force effort, there was a consideration of rail in certain corridors. I was just wondering if you are considering that within the envelope of this connection?

Sunserea Gates: The typical section includes a multimodal envelope. As you know, in the study area right now there is no rail connectivity planned as part of other projects, but the typical section does allow for that connectivity as an option.

Nick Lulli: I do not see any additional hands for questions or comments.

Sunserea Gates: I would like to take a moment to review the contact information for this study. Thank you to everyone who participated in today's Project Advisory Group. We do look forward to meeting again at key milestones throughout the project. To stay informed, you can visit the study webpage. After we have the Tier 2 corridor evaluation results, we plan to meet again.

Thank you again and if you have any questions after today's meeting, please contact Nick Lulli or Will Hawthorne with CFX.

The meeting concluded at 10:29 a.m.

Following the meeting, the following additional comments were received:

Craig Ledbetter (Florida Power & Light Company/August 30, 2024) –

Thank you for informing us of this project. We have reviewed your plans provided and our records. It has been determined that Florida Power & Light does not have any existing transmission facilities within the project boundaries.

Meeting Attendees:

In-person PAG attendees:
Henry Pinzon, Florida's Turnpike Enterprise
Lara Bouck, MetroPlan Orlando
Nicholas Hartley, Osceola County

Virtual PAG attendees:
Cameron Crandell, City of St. Cloud
Naol Barkessa, City of St. Cloud
Parker Hines, East Central Florida Regional Planning Council
Emam Emam, Florida's Turnpike Enterprise
Erin Sterk, Florida's Turnpike Enterprise
Andrew Velasquez, Florida's Turnpike Enterprise
Jason Christopher, Anthem (Florida's Turnpike Enterprise)
Joshua DeVries, Osceola County
Taylor Laurent, MetroPlan Orlando
Mario Chaves, Toho Water Authority
Steven Denzler, CPH (Toho Water Authority)
William Leidy, Ardurra

Study Team Members:
Will Hawthorne, CFX
Brian Hutchings, CFX
Jonathan Williamson, Dewberry
Sunserea Gates, VHB
Amy Sirmans, VHB
Nikki Melendez, VHB
Kevin Freeman, VHB
Erick Revuelta, VHB
Ralph Bove, Volkert
Nick Lulli, Quest
Mary Brooks, Quest

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

CEG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

State Road 515 Northeast Connector Expressway Phase 2 Project Development & Environment (PD&E) Study Community Engagement Group (CEG) Meeting #1

Date/time: August 15, 2024, at 5:30 p.m.

Location: Virtual meeting (Teams) and in-person at St. Cloud Community Center, Cypress Room, 3001 17th St, St. Cloud, FL 34769

Attendees: 6 CEG members (Attendees list at end of summary)

Notifications

Invitation letters were emailed to 11 members of the CEG on July 29, 2024, and a reminder was emailed on August 12, 2024. Additionally, hard copy letters were sent via U.S. Mail to all invitees.

Welcome

Nick Lulli, the Project Studies Coordinator with Quest, called the meeting to order and welcomed everyone. He provided virtual housekeeping information and Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

SR 515 Expressway Extension Presentation

Sunserea Gates presented on the following information:

- **Advisory Group Roles**

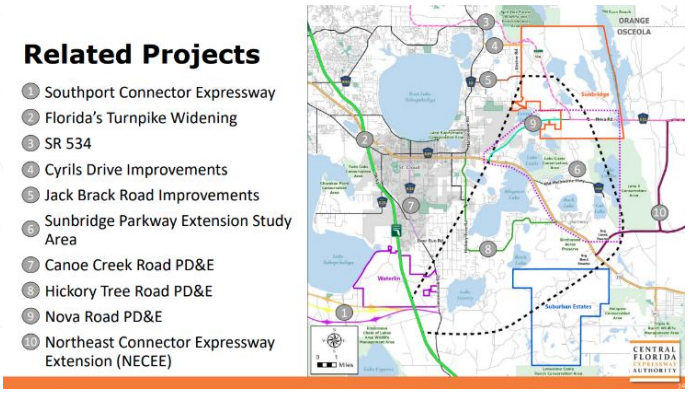
Ms. Gates gave an overview of the roles for each of the three advisory groups, the Project Advisory Group (PAG), the Environmental Advisory Group (EAG), and the Community Engagement Group (CEG). Each of the three groups provides essential feedback to the study team regarding community issues and concerns, environmental considerations, and local development plans within the study area. She explained to the group that the purpose of today's meeting is to garner input on the purpose and need, typical section considerations, and the initial corridors being evaluated. The study team would also welcome feedback from CEG members on any additional data collection points about constraints within the study area.

CEG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

- **Background and Project History**
  The SR 515 Northeast Connector Expressway Phase 2 is included in the CFX 2045 Master Plan and would link with several other expressways including SR 538, Florida's Turnpike, US 192, and SR 534. A Concept, Feasibility, and Mobility (CF&M) Study was previously conducted for the Northeast Connector Expressway, which identified and evaluated several corridor options. A PD&E Study for the Northeast Connector Expressway Phase 1 (from Cyrils Drive to Nova Road) was completed in 2022 and adopted by the CFX 2045 Master Plan.

- **Purpose and Need**
  Currently, US 192 is the only east-west corridor in the area. The population within the study area is expected to increase by 37% by 2050; this projected growth included 12 mixed-use districts, and 18 additional planned developments. The Northeast Connector Phase 2 will be designed to support socioeconomic growth and the population increase that is expected within the next 25 years. The objective of this PD&E Study is to identify the preferred alternative for a limited access within the study area.



- **PD&E Evaluation Criteria and Process Documentation**
  Ms. Gates showed a slide detailing several criteria included in PD&E Study evaluations in four resource areas:
    - Social environment
    - Natural environment
    - Cultural environment
    - Physical environment

  She then described the process of the PD&E Study, which begins with Notice to Proceed (NTP), followed by an Alternative Corridor Evaluation (ACE) to screen several alternative corridors. Once a recommended corridor is identified, detailed engineering and environmental analysis occurs and the study is concluded with a Project Environment Impact Report. Ms. Gates stated that the PD&E Study is expected to last until September 2026.

- **Sociocultural Constraints, Natural Constraints and Typical Section**
  The next three slides provided a general overview of the study area and the existing social and natural constraints. Since the Concept, Feasibility, and Mobility (CF&M) Study was completed, there has been significant residential development located in the western portion of the study area north of Lake Gentry and west of Alligator Lake,

as well as north of US 192. During this PD&E Study, the social, cultural, and physical effects, including noise analysis, air quality and contamination screenings, will be evaluated.

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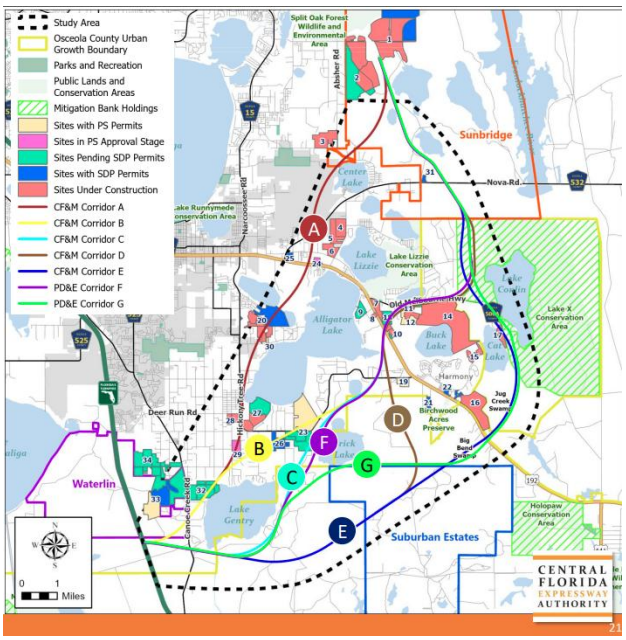

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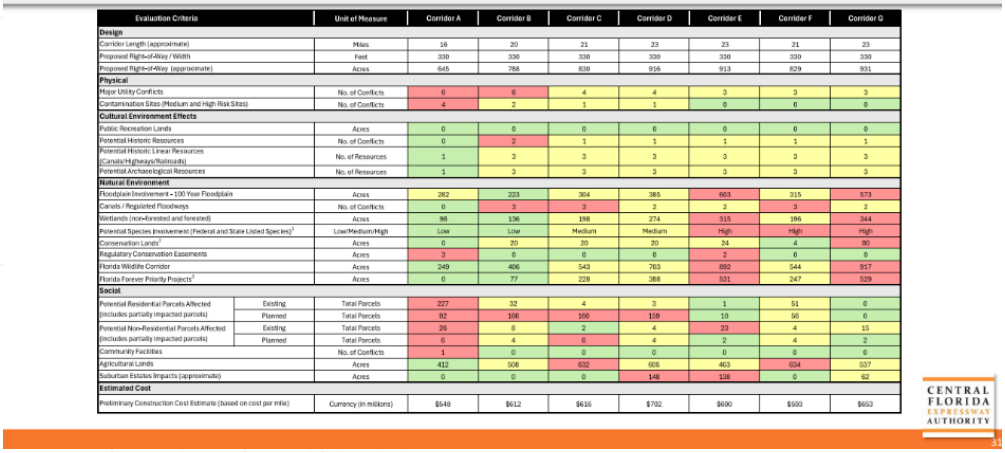

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  The results of the Tier 2 analysis will be presented to the EAG, PAG, and CEG advisory groups in Fall 2024 for input.

- **Agency and Stakeholder Input**
  Ms. Gates reiterated that public involvement and stakeholder coordination are integral parts of this study and multiple opportunities for participation in the form of public meetings and agency coordination meetings will take place during the study.

  The Northeast Connector Phase 2 PD&E Study is being developed to ensure the project includes careful consideration of regional and agency input.

<u>Sunserea Gates turned the meeting over to Nick Lulli for the discussion portion of the meeting.</u>

Nick Lulli: Thank you very much, Sunserea. We can start with one of our CEG members present with us this evening – we have Dirk Webb from the St. Cloud Chamber, and we also have Nick Gross and Jeff Snow from Ameracenter who are here with us.

Dirk Webb, St. Cloud Chamber: What is the completion date for the extension to Nova Road?

Sunserea Gates: If you look at the study area on this slide, you will see that SR 534 is that purple dash line, and it goes all the way south to Nova Road. The design phase for this segment of SR 534 just north of Nova Road is funded in outer years of CFX's Five-Year Work

Plan and the right-of-way and construction phases are not yet programmed. The northern segments of SR 534 from SR 417 near Boggy Creek Road to Narcoossee Road are programmed for construction in 2026-2027 depending on the segment.

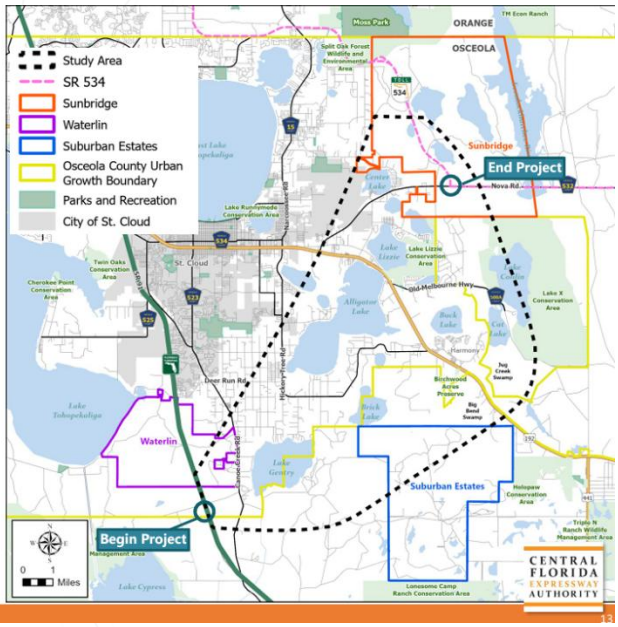
Study Area

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



Dirk Webb: This project, the (Northeast Connector Expressway) extension south of Nova Road, you are looking for an anticipated start date of around 2040?

Sunserea Gates: The study team is evaluating traffic projections for the future as part of the PD&E Study of at least 20 years out for a design year 2050. I think what you are referring to is when Osceola County did their Southeast Area Transportation Study (SEATS), they determined that this project is a priority by 2040.

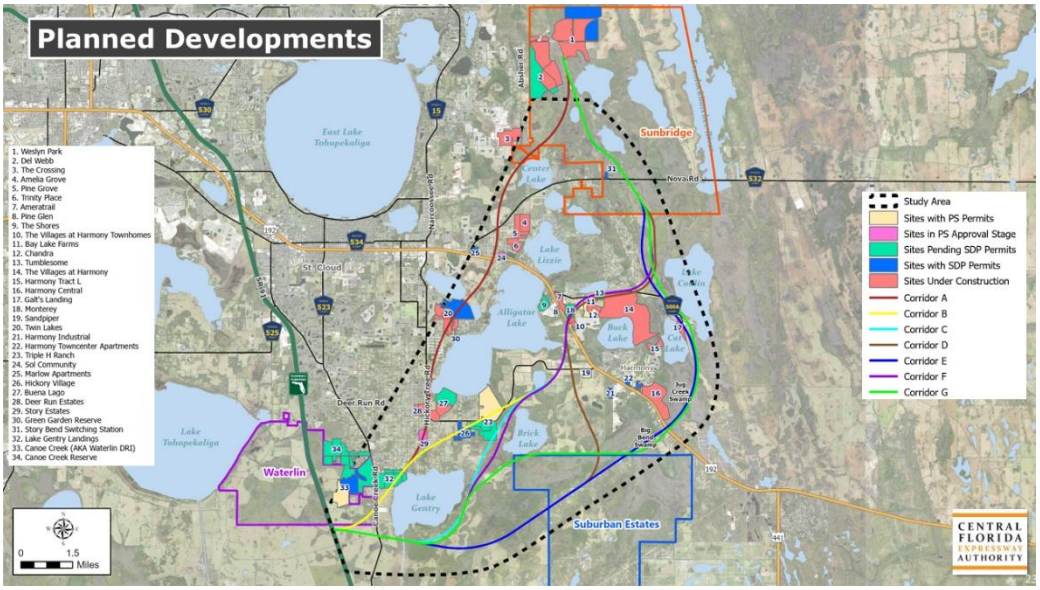
CFX will be doing traffic studies as part of the PD&E Study to confirm the need for this project and the timing of when the project is needed. I will go through the schedule later during the meeting, but generally this PD&E study is almost three years. Right now, there is no design funding or construction funding for this project. The purpose of this PD&E is to evaluate what years this project will be needed and what is the preferred alternative, so that CFX can evaluate funding for those additional phases.

Dirk Webb: I was at an event this morning that a lot of people were late to because of traffic pressures. As growth continues, how does that get factored into a study where a road may not be worked on until 2030, 2040?

Sunserea Gates: CFX evaluates these new corridor studies early. The CF&M Study I mentioned earlier was completed in 2018. It evaluated the traffic needs and the growth at the time, but the project was not considered to be viable based on the need. CFX is doing this PD&E Study now to analyze what the traffic need is 20 years from now. However, the PD&E Study will identify what year the project is needed.

During the study, with the sociocultural constraints and planned developments as you see here, the study team evaluates land use changes and developments and we update our data monthly. This is a unique study area because there are changes occurring monthly. We will be tracking those as we go through the process.

If you notice on the planned development map, we are tracking sites that have their permits for construction, as well as sites that have applied for a permit for construction.



Nick Lulli: Could we go over again the corridors that we are recommending? I want to make sure folks understand this.

Sunserea Gates: Of course. There are two maps at the end of the presentation; this map shows all seven of the corridors that were evaluated. Again, five of these were in the prior CF&M Study, and two more were identified – Corridor F and G – to minimize impacts to environmental resources. We are recommending that three be eliminated: Corridor A, Corridor C, and Corridor E.

We are recommending corridors B, D, F, and G be evaluated further.

Nick Lulli: Thank you. Can you talk a little more about the purpose and need of this project?

Sunserea: I am going to go to the purpose and need slide of this presentation. We evaluate purpose and need very early in the project. This slide summarizes some of the preliminary information we have identified; we are currently conducting traffic studies as well. Osceola County identified this project as part of its SEATS study as needed by the year 2040. Also, according to the population data, there is a projected increase in population in this area by 37%. All of the population growth is contributing to the need of this project.

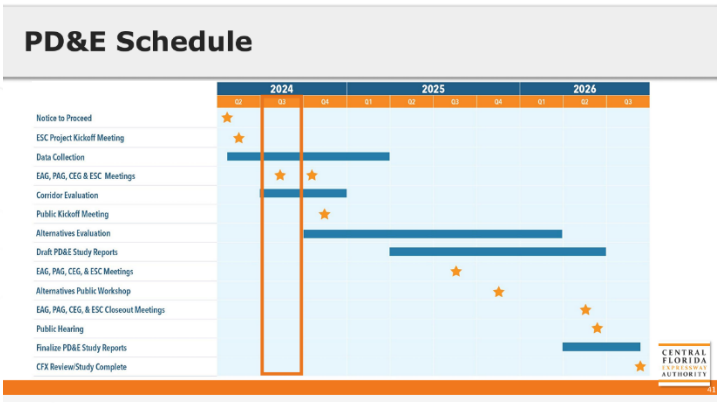
Nick Lulli: Thank you. Can you talk a little more about the cost of this project and how you estimate that?

Sunserea Gates: The goal of the Tier 1 analysis is to focus in on identifying the corridors for further analysis that don't have as much of an impact as the others. When we do the comparative analysis, we try to compare the costs at the Tier 1 level. This does not include estimated costs for interchanges. When we move into the Tier 2 analysis, we will develop interchange cost estimates, right-of-way cost estimates, and detailed environmental mitigation costs, which will give us a more detailed overall project cost estimate.

Nick Lulli: I want to give a quick reminder to our online audience members that you can type a question or comment at any time into the Q&A section on Teams.

Sunserea, can you tell us what the next steps of this study are?

Sunserea Gates: Yes. We do further analysis on the four corridors that have been identified for further evaluation. We do field research of the environmental resources, and many other detailed studies. The goal is to have the Tier 2 analysis finished by the end of this year.



The project schedule shows that this study is anticipated to be completed by Fall 2026. After the Tier 2 analysis is complete, we will come back and have another meeting with this CEG group, and the PAG and the EAG that have been assembled for this project. After these meetings, CFX will have a public workshop to get public input.

CFX will also have an alternatives public workshop in Fall 2025. A public hearing is anticipated for Summer 2026.

The preferred alternative will be presented at the public hearing.

Nick Lulli: Are there any additional questions or comments from CEG members in the audience and online?

Dirk Webb: Where are you getting your population projections from? How does it compare to the Bureau of Economic and Business Research (BEBR) projections?

Sunserea Gates: BEBR can have higher projections, depending on if the high-growth scenario is reported. We use the median BEBR projections for the PD&E Study

socioeconomic analysis. We are in the process of reviewing the current BEBR estimates and developing a future traffic model in this specific study area, which includes all the planned developments. The model will include detailed traffic projections.

Dirk Webb: The information I have is an increase of 12% – you may want to get to the St. Cloud Chamber to get the current data.

Sunserea Gates: We will be updating the population increase data sources, so it may be more in line with what you're seeing based on the new input. The study team will verify the population growth reported.

Dirk Webb: You guys included the MXD 5 and 6, right?

Sunserea Gates: Yes. The mixed-use districts (MXD) 5 and 6 are part of the Alligator Chain of Lakes conceptual master plan. The study team has these Osceola County model files which is part of our traffic model. We will have updated population projections and future traffic in the Tier 2 analysis to present to you.

Dirk Webb: I see you removed Corridor A, which makes sense. I see Corridor B goes through 3,000 homes that are planned.

Sunserea Gates: The reason we are keeping Corridor B for further evaluation is because of input received from the CFX EAG. They requested a comparison in the Tier 2 analysis of at least one corridor west of Lake Gentry that's in a more residential area, versus the Corridors south of Lake Gentry that are in more environmental areas.

Shawn Hindle, Hanson, Walter & Associates: That was one of the alignments going through Moreside, and I don't mind that getting eliminated. I thought both were south of the lake.

Sunserea Gates: The 2018 CF&M Study had five corridors, and all five were recommended for further evaluation. We took those as our starting point and added Corridor F to avoid any impacts to new planned developments. Corridor G was developed to minimize impacts as well.

Again, Corridor B is being recommended for further analysis.

Nick Lulli: I do not see any further hands, so we can begin to wrap things up here.

Sunserea Gates: There are several ways to stay informed as this study progresses. Please see the contact information of Nick Lulli and Will Hawthorne. We will be posting today's presentation on the study webpage as well as the display boards.

CEG Meeting Summary

State Road 515 Northeast Connector Phase 2 PD&E Study

Meeting Attendees:

In-person CEG attendees:
Shawn Hindle, Hanson, Walter & Associates
Dirk Webb, St. Cloud Chamber of Commerce
Nick Gross, Ameracenter
Jeff Snow, Ameracenter

Virtual CEG attendees:
JD Humpherys, SL Reserve
Victor Muchuruza (HDR, on behalf of Osceola County)

Study Team Members:
Will Hawthorne, CFX
Brian Hutchings, CFX
Jonathan Williamson, Dewberry
Nicole Gough, Dewberry
Sunserea Gates, VHB
Kevin Freeman, VHB
Amy Sermons, VHB
Nikki Melendez, VHB
Nick Lulli, Quest
Mary Brooks, Quest
Faith Hammack, Quest
Tiany Sousa, Quest

Tier 2

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Community Engagement Group (CEG) Meeting No. 2

Date/time: January 29, 2025, at 5:30 p.m.

Location: Virtual meeting (Teams) and in person at Harmony High School – Media Center, 3601 Arthur J Gallagher Blvd, St. Cloud, FL 34771

Attendees: 7 CEG members in person, 1 virtually (Attendees list at end of summary); 8 non-members attended.

Notifications

Invitation letters were emailed and/or mailed to 28 members of the CEG on January 11, 2025, and a reminder was emailed on January 28, 2025.

Meeting Format

A presentation providing an overview of the study status and the corridor evaluation results was presented to CEG members for input. After the presentation, a formal discussion period was held to answer clarification questions from CEG members and to provide an opportunity for input on the meeting materials. Prior to, and after the presentation, project information boards were on display for review and discussion with the study team. Both CEG members and public attendees were able to view the meeting materials and discuss the project with the study team. The following project information boards were on display:

- Planned Developments
- Natural Constraints
- Sociocultural Constraints
- Tier 2 Corridors
- Environmental Matrix

Welcome

Nick Lulli, Public Involvement Coordinator with Quest, called the meeting to order and welcomed everyone attending the meeting online and in person. The attendees in person were asked to introduce themselves and state the organization they were with. Next, he provided virtual housekeeping information as well as Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

State Road 515 Northeast Connector PD&E Study Presentation

CEG Meeting Summary

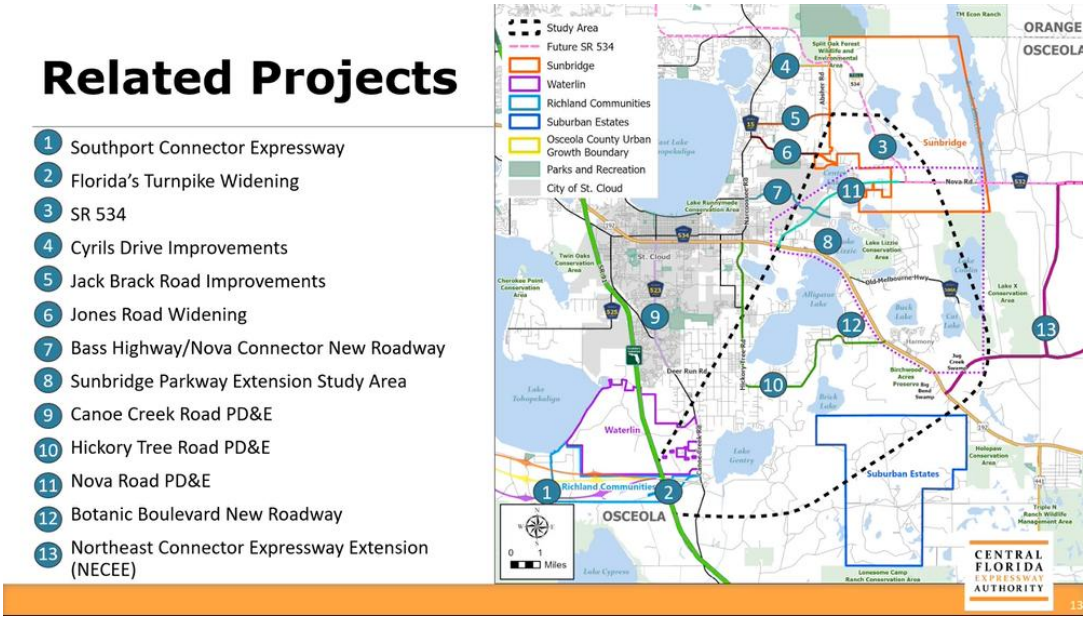
State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Sunserea Gates presented on the following information:

- **Project Background**
  Ms. Gates explained that the SR 515 Northeast Connector is included in the CFX 2045 Master Plan. The proposed connector would begin at Florida's Turnpike and continue northeast to serve as a regional beltway in eastern Osceola County. This expressway would provide system linkage to the Southport Connector, the Turnpike, US 192, and the planned SR 534 expressway extension.

- **Project Development Process**
  Ms. Gates gave an overview of the project development process, noting that the project is currently in the PD&E phase. The goal is to provide a Preferred Alternative for CFX board approval.

- **Study Area and Related Projects**
  This study is considering an approximately 15 to 20-mile expressway from Florida's Turnpike to SR 534 at Nova Road, with a full interchange at US 192. Ms. Gates showed a map of 13 related projects in and around the proposed SR 515.



- **Purpose and Need**
  Osceola County conducted the Southeast Area Transportation Study (SEATS), that concluded the Northeast Connector would be needed by the year 2040. Osceola County

is the fastest growing county in Central Florida, with a projected increase of 37% by 2050. Ms. Gates also mentioned that there are over 30 planned developments located within the study corridor.

- **Advisory and Stakeholder Group Input**
  Ms. Gates reiterated that the purpose of advisory groups is to provide input to the study team about environmental, social and community concerns. Key input from advisory group members includes the need to preserve natural resources, concerns for floodplains and wetland connectivity, concerns for high impacts to existing and planned residential areas and neighborhoods, and a desire to avoid growth outside the Urban Growth Boundary.

- **Sociocultural Constraints**
  Ms. Gates explained that during the last advisory group meetings, the team presented results of the Tier 1 Corridor Analysis. The study team updated the data to reflect land use changes within the study area including additional residential areas in the western portion of the study area.

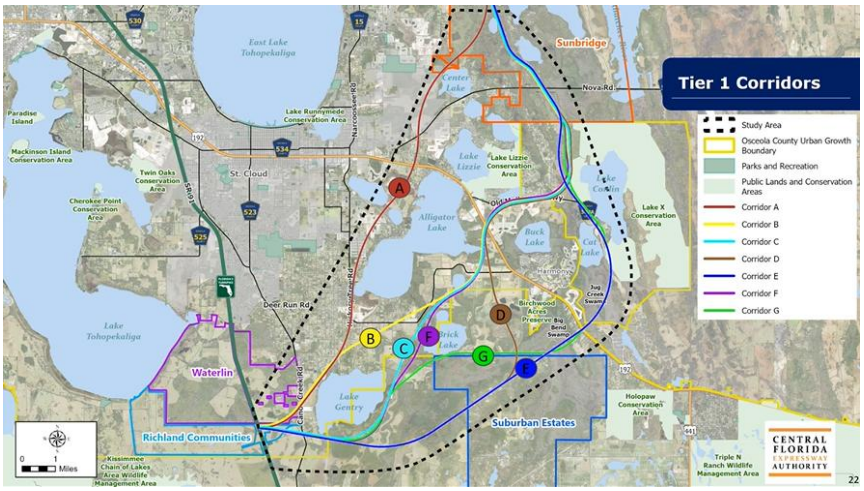
- **Planned Developments**
  The updated map includes 35 planned developments within the study area that are either under construction, pending permits, or recently completed construction. A new planned development has been identified called Collins Reserve.

- **Natural Constraints**
  These include conservation areas, water management district boundaries, public lands, wetlands, and protected species. Ms. Gates showed a second map of the natural constraints which was zoomed in around Lake Conlin. This map gave a more detailed look at some of the mitigation bank holdings and conservation easements surrounding the chain of lakes.

- **Flood Storage Control Areas**
  Next, Ms. Gates showed a map of flood storage control areas and noted that the South Florida Water Management District (SFWMD) just completed a new water management project that spans over 3,000 acres. This project modified water control structures in the area to provide additional water storage for rainfall and stormwater runoff. The project will also result in improved water quality.

- **Tier 1 Corridors**

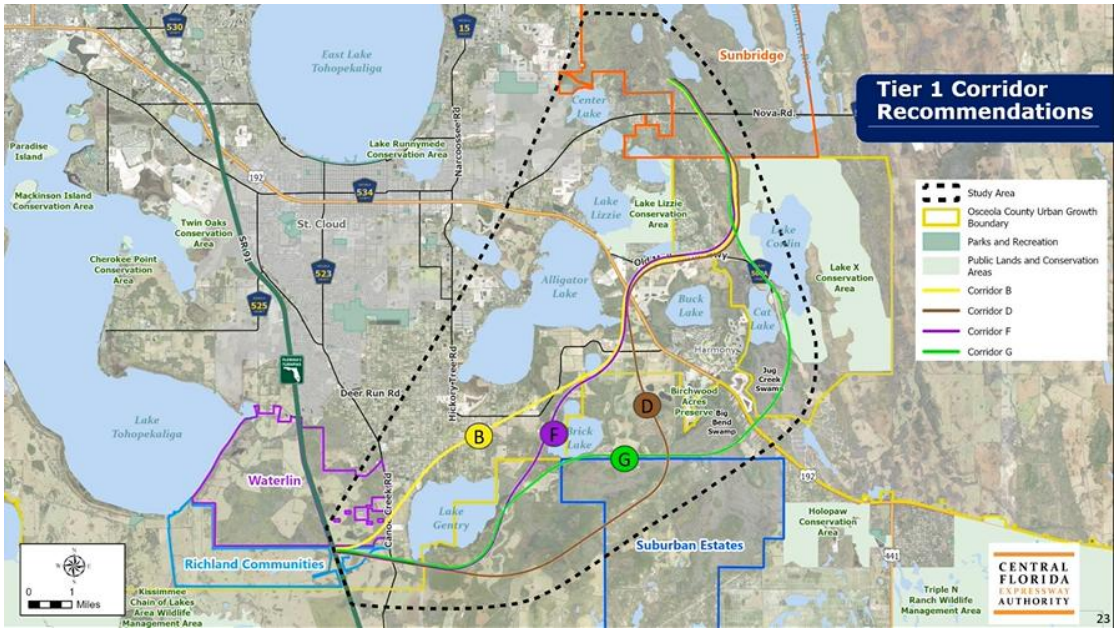
Ms. Gates showed a map of the 7 corridors presented during the first meeting, as seen below:



These corridors were part of a comparative analysis to see which had the fewest impacts to social, environmental and residential areas.

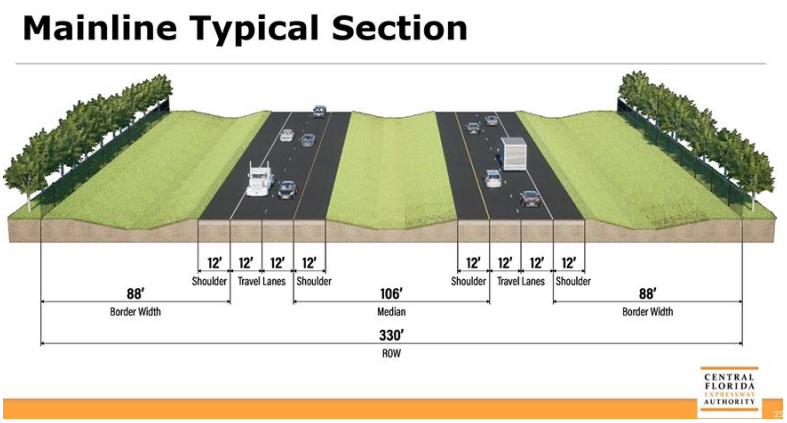
- **Tier 2 Corridors**

  As a result of the earlier analysis, four were recommended for further evaluation: Corridor B, Corridor D, Corridor F and Corridor G as pictured below:

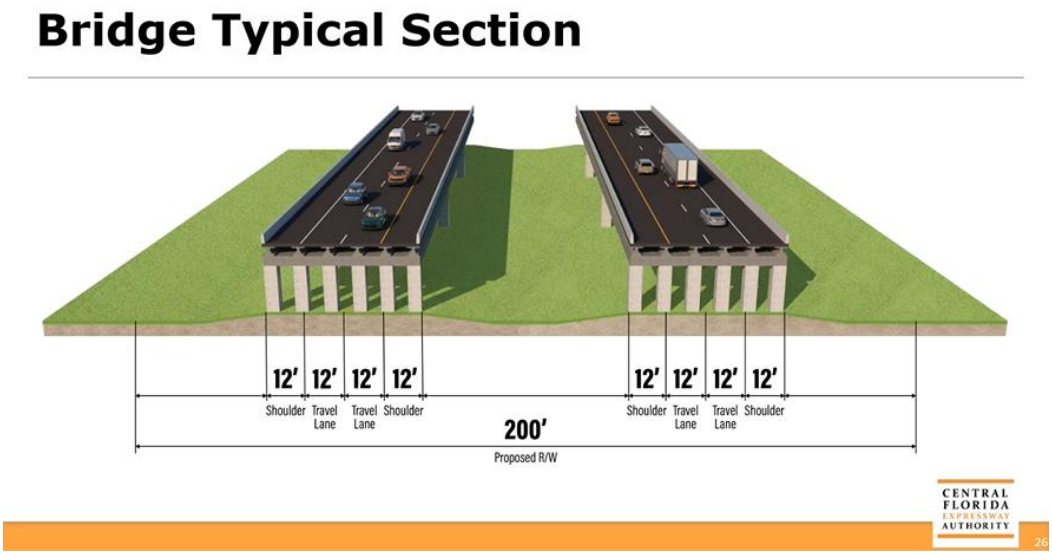


These four corridors have been further refined to avoid more impacts where possible. The focus of the Tier 2 Corridor Evaluation was to minimize impacts and several modifications were made.

- **Mainline Typical Section**
  The CFX standard new-alignment typical section is 330 feet in total right of way, with a 106-foot median and two travel lanes in each direction. This will allow for multimodal travel and leaves room for future expansion.



- **Bridge Typical Section**
  The bridge typical section will be further refined once a preferred alignment is selected.



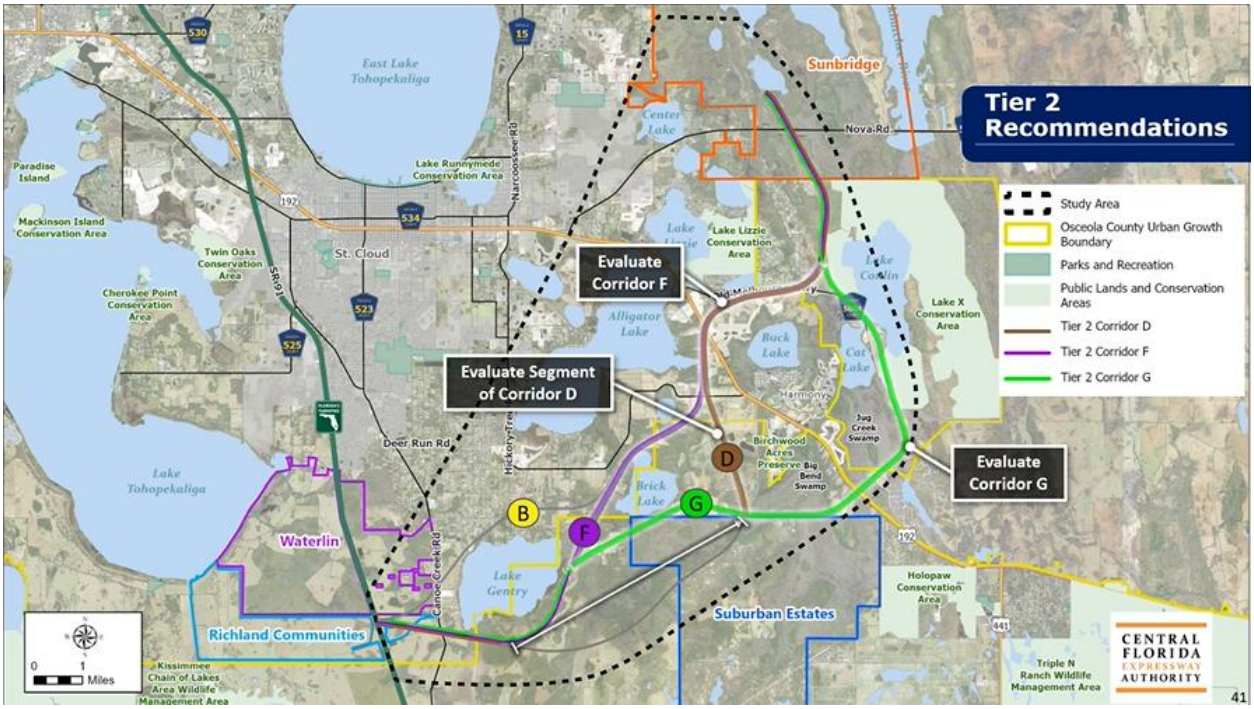
- **Avoidance / Minimization**
  Next, Ms. Gates showed a series of slides of different areas along each of the corridors that had been carefully studied to avoid impacting existing residential areas and environmentally sensitive lands.
  - Lake Gentry Area Wetlands & Wildlife
  - Brick Lake & Suburban Estates Area
  - Harmony, Jug Creek Swamp & Old Melbourne Highway Area
  - Lake X Mitigation Bank Area

- **Corridor Refinements**
  - Corridor B: Impacts to existing residential areas were unavoidable in this corridor. However, Ms. Gates stated that it was refined south of Alligator Lake and west of Brick Lake to avoid Hickory Village and Triple H Ranch which are large planned residential communities that have been permitted for construction. Shifting the corridor further west is not feasible.
  - Corridor D: Minor refinements were made to shift the corridor slightly north to minimize impacts to Suburban Estates and avoid the large wetlands systems to the north.
  - Corridor F: Refinements were made west of Brick Lake to minimize impacts to wetlands systems.
  - Corridor G: The corridor was refined to minimize impacts to wetlands between Brick Lake and Lake Gentry while avoiding impacts to the Suburban Estates recreational areas.

- **Tier 2 Corridor Evaluation Matrix**
  The next series of slides showed different evaluation criteria for each of the four corridors, including:

  - Purpose and need
  - Design
  - Physical impacts – such as utility conflicts
  - Natural environment – these generally increased from west to east, with Corridor G showing the most impacts to wildlife and wetlands.
  - Social – Corridor B has substantially more impacts to existing and planned residential parcels than the other three alternatives.

Based on the comparative study, the study team has recommended that Corridor, F, Corridor G, and a segment of Corridor D should move forward with further evaluation.



- **Avoidance and Minimization**
  Ms. Gates concluded the presentation by explaining that the next steps of the study include determining what bridge structures to include to minimize impacts to wetlands and floodplains and making sure to maintain connectivity to existing conservation.

<u>Sunserea Gates turned the meeting over to Nick Lulli for the discussion portion.</u>

Nick Lulli: We have folks online wanting to ask questions or give comments, but let's start with the in-person guests.

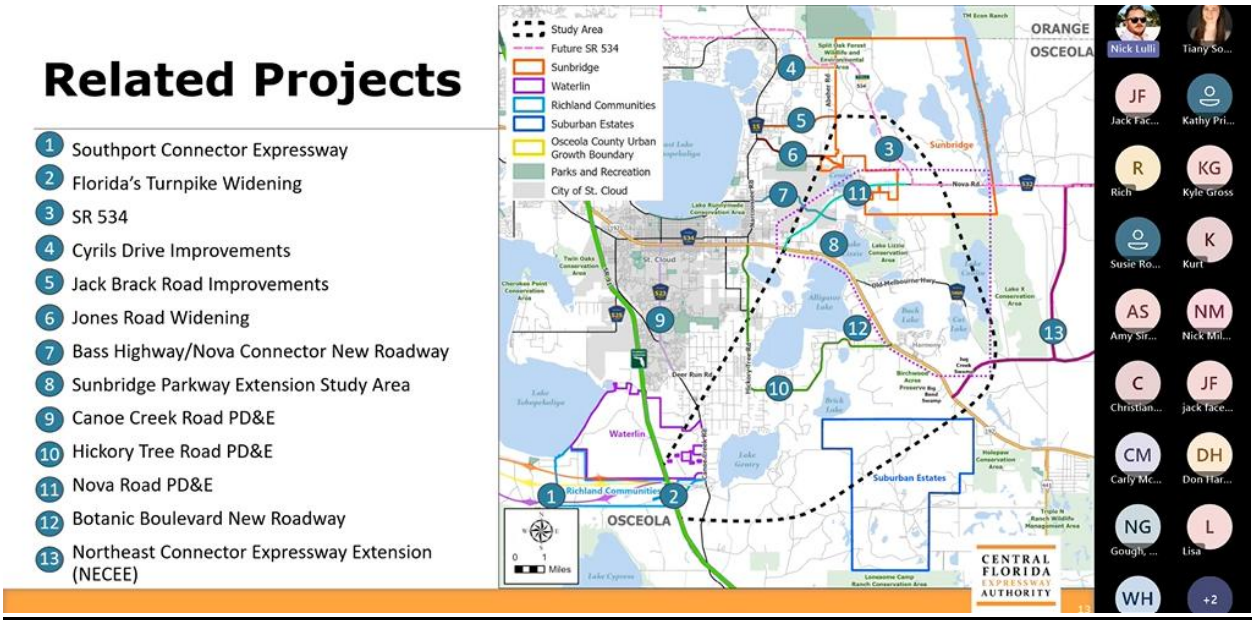
Dr. Kerul Kassel, First Nature Foundation: The county is presenting a roadway in pretty much the same location. Can you address that? Is it two roadways? Is it a single roadway?

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Sunserea Gates: Those are two separate studies that serve two different purposes. We are coordinating with Osceola County, who is studying a connection between US 192 and Nova Road. That would be a local road at-grade with two lanes in each direction. They do not yet have a width determined, but it is a narrower footprint than this study. Theirs would include bike lanes, landscaping, and other things that would support local traffic.

CFX is studying the Northeast Connector Phase 2 that will serve a more regional traffic need. I mentioned in the presentation that the SR 534 extension is already approved from just north of Nova Road, and segments of that are already in design.



Again, this Northeast Connector Expressway is meant to fulfill the CFX 2045 Master Plan and it's more of a long-distance facility. This will cross over cross streets, it's not at grade – it will be elevated over local roadways, and the speed limit will be around 70 mph. The local road will be about 25 or 35 mph.

These two roadways are in the same area because eastern Osceola County is either developed or planned for development, and both teams are trying to avoid impacts to existing neighborhoods and future developments. Our two teams have been communicating to try to bring these two new roadways close together so there is less of an impact to the environment as well. When we get into the alignment evaluation, we will look at those kinds of things in more detail.

Kerul Kassel: I am wondering why this is the first time I'm hearing about this plan if I am a part of the CEG?

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Will Hawthorne, Central Florida Expressway Authority: The CEG is brand new, this is the second project we've used them. The PAG and EAG are standing groups, but we have gotten feedback from HOAs and other organizations that they'd like a group as well.

Nick Lulli: Thank you. We have another in-person question.

Chris King, Bay Lake Ranch: On these different corridors, is there one that you're leaning more toward? It looks like Corridor G has fewer impacts to communities. With everything already going in, it seems like it would be congested to try to have two roads over there.

And would you have an entryway to US 192 for any of these?

Sunserea Gates: Yes, there would be an interchange at US 192 to provide access. Other access points would be the Turnpike, US 192 and Nova Road at the north side of the study area, as well as Canoe Creek Road.

Our goal in these studies is to take a large study area and narrow down the corridors that have the least impact to the community. Of the four corridors we proposed, we suggest we eliminate Corridor B because of the substantial impacts to residential areas, and Corridor D can be eliminated except for the segment that runs west of Birchwood Acres Preserve.

We are really looking to bring Corridor G and Corridor F into further alignment evaluation, which will include studies on bridges and other structures. The reason why we haven't picked one at this stage is because they are very different corridors.

The EAG feedback is to avoid environmental impacts, and the feedback we received from the PAG is to avoid the residential areas and move toward the natural environment, so we have to do a lot more study on the impacts of both options.

Nick Lulli: Thank you, Sunserea.

Shawn Hindle, Hanson Water Association: Are you analyzing the area around Lake Gentry? You mentioned they are creating that basin for water storage.

Sunserea Gates: We have not evaluated that area yet, but we intend to. We do detailed calculation of the floodplain condensation and that comes later in the study. In the meantime, we did receive the permit information from the SFWMD. We did a site visit at Doc Partin Ranch and reviewed the water control structures that were built, and yes, it is an area that could have an opportunity for floodplain compensation, but we will study that more once we have a recommended alignment.

Shawn Hindle: Are you going to look at studying impacts to Suburban Estates as well?

Sunserea Gates: At the next stage of analysis, we will evaluate corridor segments in more detail instead of the entire corridor from end to end. And yes, we will look thoroughly at that area.

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Shawn Hindle: Is there going to be an analysis of an interchange at the Turnpike?

Will Hawthorne: Yes. We've had several meetings with the Turnpike and Osceola County, and we looked at several interchange options. The Southport interchange at the Florida Turnpike is the anchor, and we are looking to space out any additional interchanges.

Sunserea Gates: We are in regular coordination with the agencies Will mentioned. The Southport Connector PD&E Study has been ongoing for several years and there has been a lot of work looking at where it will connect with the Northeast Connector.

As we move forward in the study, we will study interchanges further. Richland Communities and Waterlin have met with CFX and we continue to work with agencies involved in related projects.

Shawn Hindle: How much weight will toll revenue have on which alignment will be selected?

Sunserea Gates: Typically, CFX will evaluate that once there is a recommended alignment.

Will Hawthorne: We are looking at what brings the most traffic relief for the region. Once we get the preferred alternative, then we look at what the financial feasibility is of this project.

Shawn Hindle: How are you working on avoiding conservation easements?

Sunserea Gates: Because we have all the corridor options generally in this same area, we are planning to coordinate this area in more detail. Corridor F avoids all conservation areas, but Corridor G could have some impacts. As we move forward in the alignment evaluation we will look at elevated crossings and bridges to see what opportunities we have for minimization and mitigation.

Shawn Hindle: Where do you get your maps from? I believe the County has the conservation area closer to the Bay Lake area.

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Sunserea Gates: The scale of the map can vary. The data we have on this map is from the Water Management District, the Florida Natural Areas Inventory, and permits we pulled.

The Mitigation Bank is based on property appraiser data. This is all publicly available information. I believe the County map shows the boundaries around the whole area that could become conservation area.

Shawn Hindle: To me, it takes more sense to take this alignment to the conservation area and not into the bank because the mitigation bank is funded. I don't understand why we can't adjust those corridors.

Sunserea Gates: I want to clarify that the dark area is already permitted (funded) conservation area.

Nick Lulli: We have one hand raised online. It looks like Don Harmon would like to speak.

Don Harmon, Bay Lake Ranch (Non-CEG Member): I have a question regarding Bay Lake Ranch.

Nick Lulli: We are happy to take your question if you email ProjectStudies@CFXway.com.

Sunserea Gates: Tonight, the CEG members are welcome to provide input, and non-CEG attendees can email the team or ask questions after the formal CEG meeting discussion ends. We will also be having a public meeting in March where all this information will be presented again for public input.

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Nick Lulli: I have copies of the invitations of the upcoming public meeting here if anyone would like to pick one up after this meeting. Since there are no further questions, we can wrap up and move on to the schedule.

Sunserea Gates: The Public Meeting is March 6, as was mentioned. There will also be further opportunities for input during the Alternatives Public Workshop, which will take place in the Fall of 2025, and the Public Hearing, which is tentatively scheduled for the Fall of 2026.

We typically send invites for these events 3 to 4 weeks beforehand. We will continue to add interested parties to the CEG, and CFX can give smaller presentations to HOAs and other civic organizations if requested.

The meeting concluded at 6:37 p.m.

CEG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Attendees:

CEG Participants

Charles Gross, Snow Construction
Shawn Hindle, Hanson Water
Dr. Kerul Kassel, First Nature Foundation
Dirk Webb, St. Cloud Chamber of Commerce
Kyle Jowers, Bay Lake Ranch
Chris King, Bay Lake Ranch
Tim St. Gordon, ALCHA
Rich Adair, Kenneth Kirchman Foundation

Non-CEG Attendees

Kathy Pridemore
Jack Facente (Virtual)
Carly McGrinn (Virtual)
Kyle Gross
Susie Rogers
Don Harmon
Christian De Leon
Kathy Myers (Virtual)

Study Team Members

Nick Lulli, Quest
Tiany Sousa, Quest
Ashley Edlund, Quest
Nicole Gough, Dewberry
Jonathan Williamson, Dewberry
Will Hawthorne, CFX
Sunserea Gates, VHB
Amy Sirmans, VHB
Kevin Freeman, VHB
Nikki Melendez, VHB

EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Environmental Advisory Group (EAG) Meeting No. 2

Date/time: January 30, 2025, at 1:30 p.m.

Location: Virtual meeting (Teams)

Attendees: 9 EAG members (Attendees list at end of summary)

Notifications

Invitation letters were emailed to 54 members of the EAG on January 8, 2025, and a reminder was emailed on January 28, 2025.

Meeting Format

A presentation providing an overview of the study status and the corridor evaluation results was presented to EAG members for input. After the presentation, a formal discussion period was held to answer clarification questions from EAG members and to provide an opportunity for input on the meeting materials. Prior to, and after the presentation, project information boards were on display for review and discussion with the study team. Both EAG members and public attendees were able to view the meeting materials and discuss the project with the study team. The following project information boards were on display:

- Planned Developments
- Natural Constraints
- Sociocultural Constraints
- Tier 2 Corridors
- Environmental Matrix

Welcome

Nicole Gough, a CFX General Engineering Consultant with Dewberry, called the meeting to order and welcomed everyone. Next, she provided virtual housekeeping information as well as Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study Presentation

Sunserea Gates presented on the following information:

- **Project Background**

Ms. Gates explained that the SR 515 Northeast Connector is included in the CFX 2045 Master Plan. The proposed connector would begin at Florida's Turnpike and continue northeast to serve as a regional beltway in eastern Osceola County. This expressway would provide system linkage to the Southport Connector, the Turnpike, US 192, and the planned SR 534 expressway extension.

- **Project Development Process**
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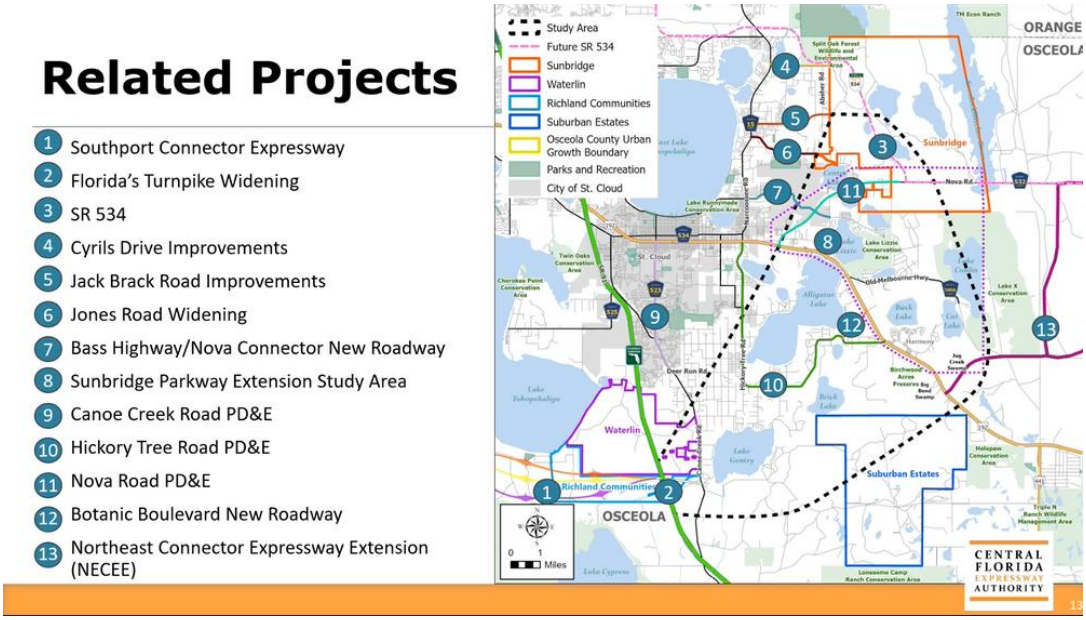

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EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

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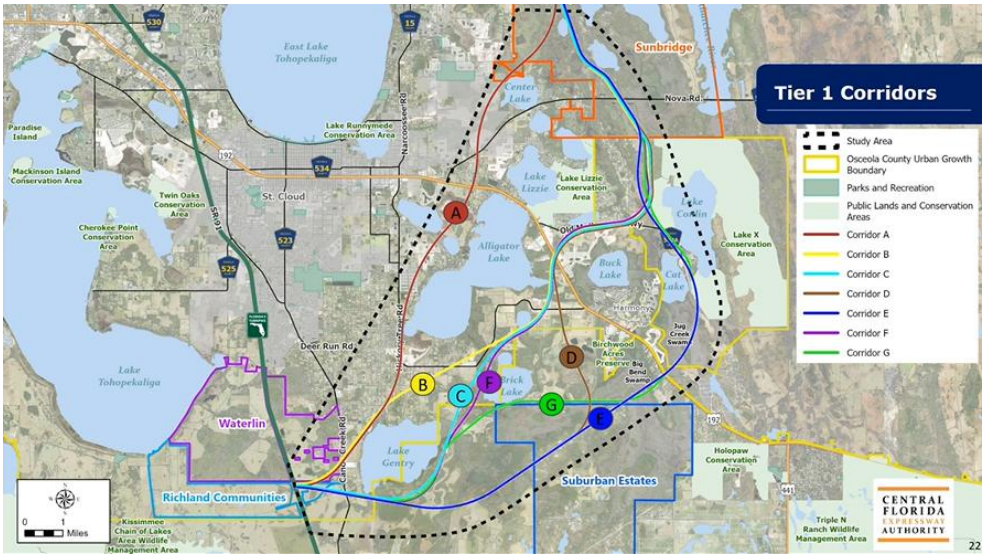

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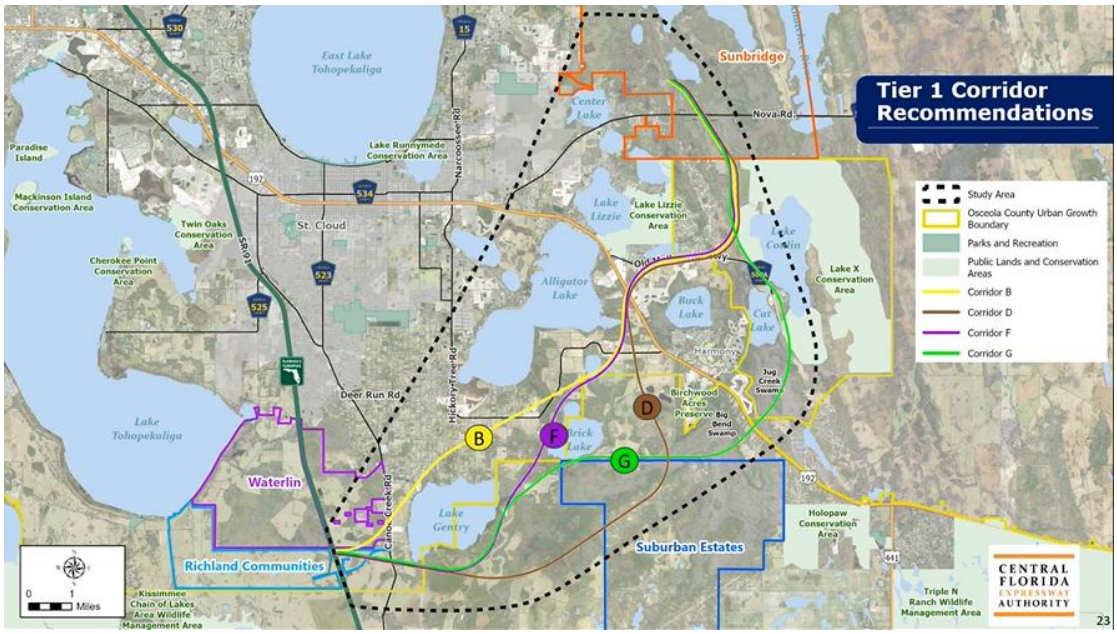

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EAG Meeting Summary

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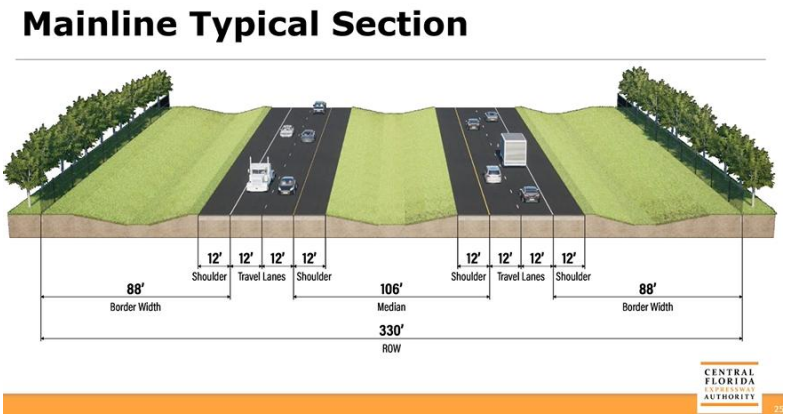

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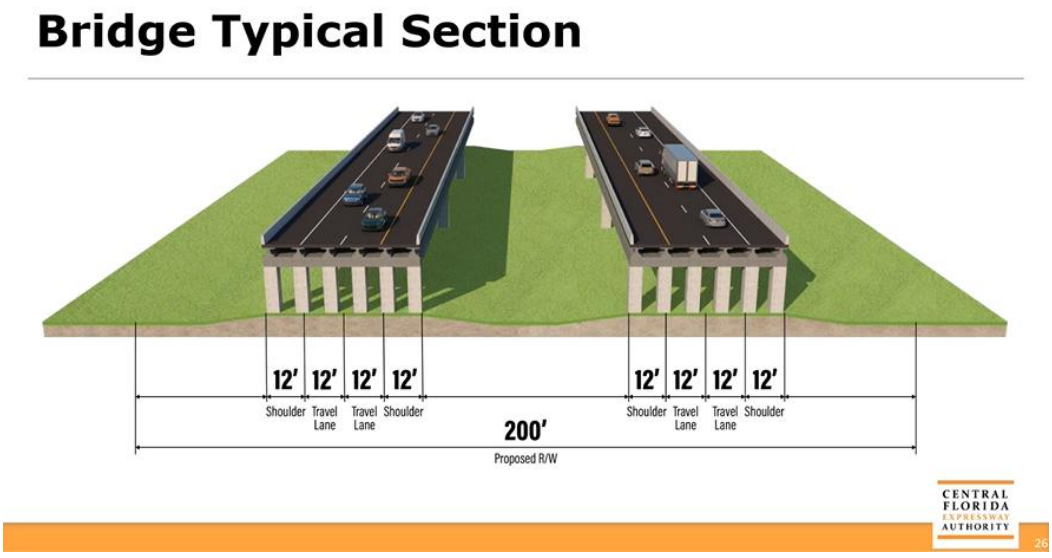

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  The next series of slides showed different evaluation criteria for each of the four corridors, including:

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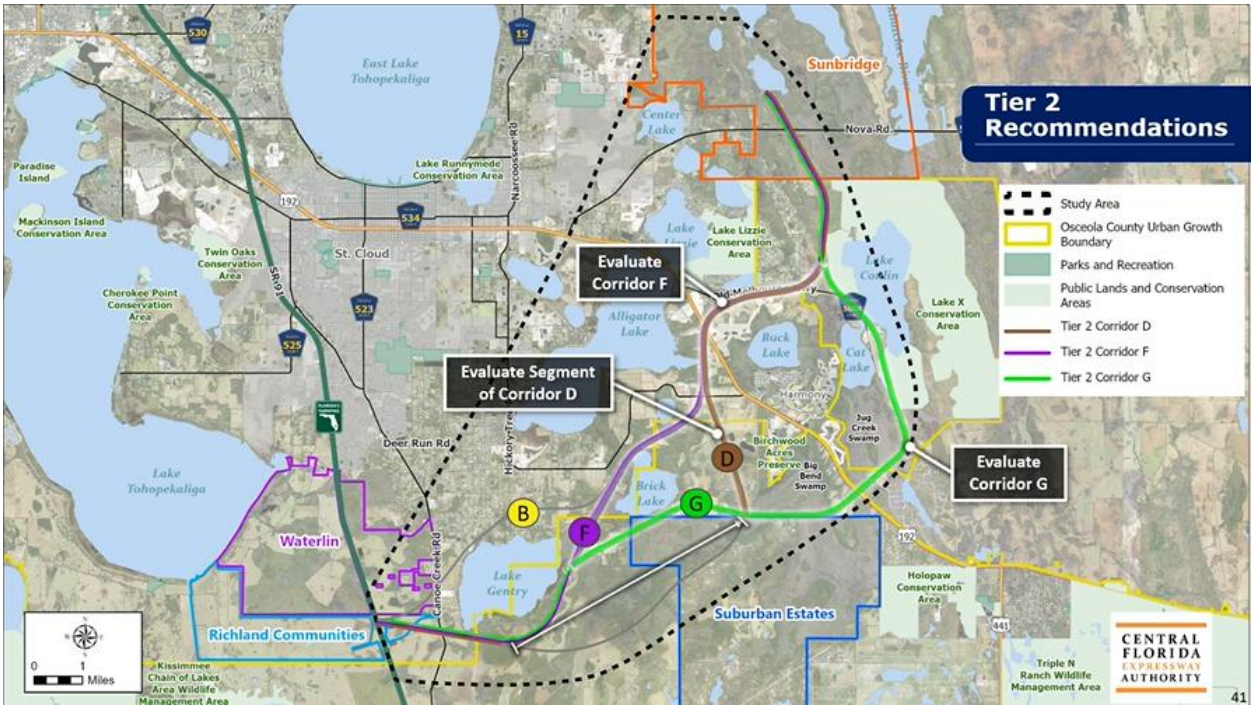


- **Avoidance and Minimization**
  Ms. Gates concluded the presentation by explaining that the next steps of the study include determining what bridge structures to include to minimize impacts to wetlands and floodplains and making sure to maintain connectivity to existing conservation.

<u>Sunserea Gates turned the meeting over to Nicole Gough for the discussion portion.</u>

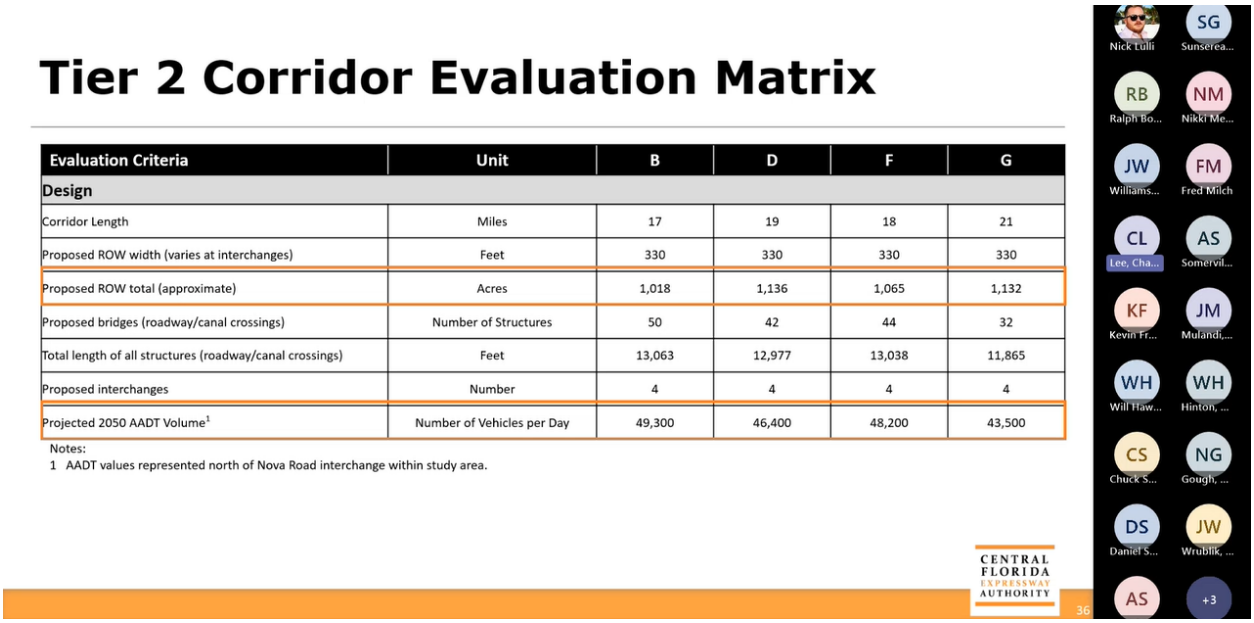
Nicole Gough: Majorie had to drop off, but she left some comments in the chat. The study team will respond to her directly. Next, I see Charles' hand.

Charles Lee, Florida Audubon Society: Could you go back and pull up the matrix that shows projected ridership and cost?

It suggests that the highest ridership would be Corridor B and the lowest ridership would be Corridor G. Corridor B would be more urban and would provide a more direct connection to people from their homes and businesses.

EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study



Looking at the cost matrix comparison, it looks that Corridor B is the cheapest. I would attribute the likely reasons to that to being the link to the other corridors and not having to mitigate environmental impacts.

Corridor B looks to me like the one you ought to pick, based on the measures you listed in the different matrix slides. I believe that the impacts of the roadway should be absorbed by the people and businesses that it serves. I don't believe we should drop Corridor B out of the discussion. I am convinced that if Corridor G is pursued, the only defensible way to do it would be if there were an extraordinary set of compensating benefits associated with it, similar to the Wekiva Parkway.

The Southport Connector and the Northeast Connector are two roads that have enormous potential environmental impacts, and I seriously think that a hard look needs to be taken at Corridor B. If that can't be done, then you need to look at tens of thousands of acres of conservation land that would be associated with Corridor G so as not to encourage spinoff development in those areas.

Sunserea Gates: Thank you for the detailed comments, Charles. The costs that are shown in the matrix are construction estimates and not right of way estimates. That's why Corridor B is showing a much lower cost. That right of way cost would be significant.

Charles Lee: In my view, to put this slide on the board without a column that projects right of way costs is a major error because they are a very big factor. I would continue to argue that another look ought to be taken at Corridor B. If those right of way costs become huge, then there needs to be a compelling result from an environment protection standpoint, etc.

Nicole Gough: Thank you. Janet, I see your hand.

Janet Bowman, The Nature Conservancy: I just wanted to reiterate that the Nature Conservancy submitted a letter following the first EAG meeting expressing a preference of Corridor B, and I really would like to see it pursued as an alignment.

We are mostly concerned about Corridor G, and we view the impact of that alternative as problematic because it will induce more growth. Wildlife crossings would be helpful in the short term, but if there is no land for them to cross then it will all be for naught.

I appreciate the refinement that avoided wetland impacts, but we have really significant concerns, and the acreage of conservation lands impacted are of great concern. Thank you.

Nicole Gough: Thank you, Janet. Daniel Smith, you're next.

Daniel Smith, UF: First off, I would like to echo my support of Charles' comments, both of Route [sic] B, as well as what he said about Route [sic] G. The burden should be put on the community, as that is what the roadway is supporting.

I would like to see a comparison of the short segment of Corridor B with what was done on the Wekiva Parkway.

Nicole Gough: Fred, you have your hand raised.

Fred Milch, Sierra Club Central Florida: Can you put up the map of the routes?

I've worked with CFX for decades, and my one objection to how they operate is that it's a road-building organization and their main goal is to make sure tolls pay for construction. And while you do interface with local governments and plans, CFX is the major driver of sprawl in the area. Having said that, I would agree that Corridor B should not be eliminated.

Corridor G is way out there, and I believe it's outside of the urban service [sic] boundary for the County. Corridor F doesn't seem as bad, but B seems to be the best.

Besides the environmental issues that everybody already talked about, I know that costs associated with brand new facilities are higher than you may anticipate.

I know that there are exits at the Turnpike and US 192. Where are the other planned exits going to be?

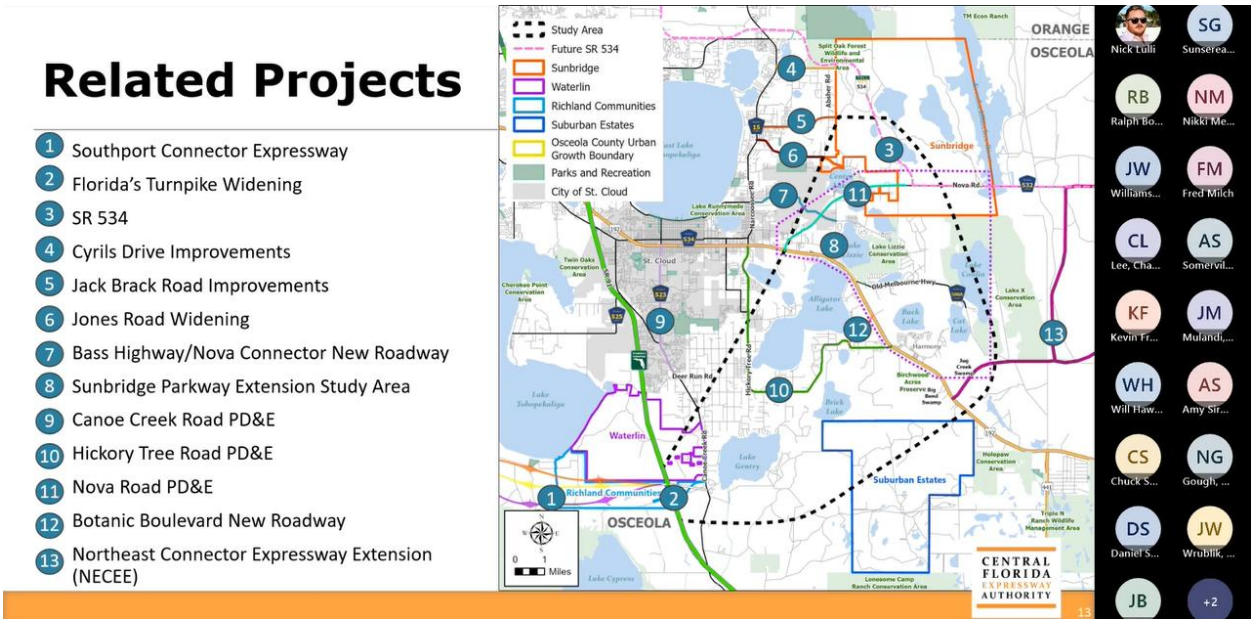
Sunserea Gates: We are assuming interchanges at Florida's Turnpike and local access at Canoe Creek Road, another at US 192 and Nova Road to the north.

EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Fred Milch: Is this going to ultimately go further north and hook up with the expressway in the UCF area?

Sunserea Gates: In this map, you will see the Sunbridge community highlighted in orange. The SR 534 is already approved and going through that community, and this expressway will link there and provide a connection further south.



Fred Milch: Thank you very much.

Nicole Gough: John, I see your hand.

John Wrublik, U.S. Fish and Wildlife Services: I support the comments that have been previously made, and we recommend that you maintain Corridor B as it is the best option to preserve fish and wildlife.

Nicole Gough: Thank you. I see Amanetta's hand.

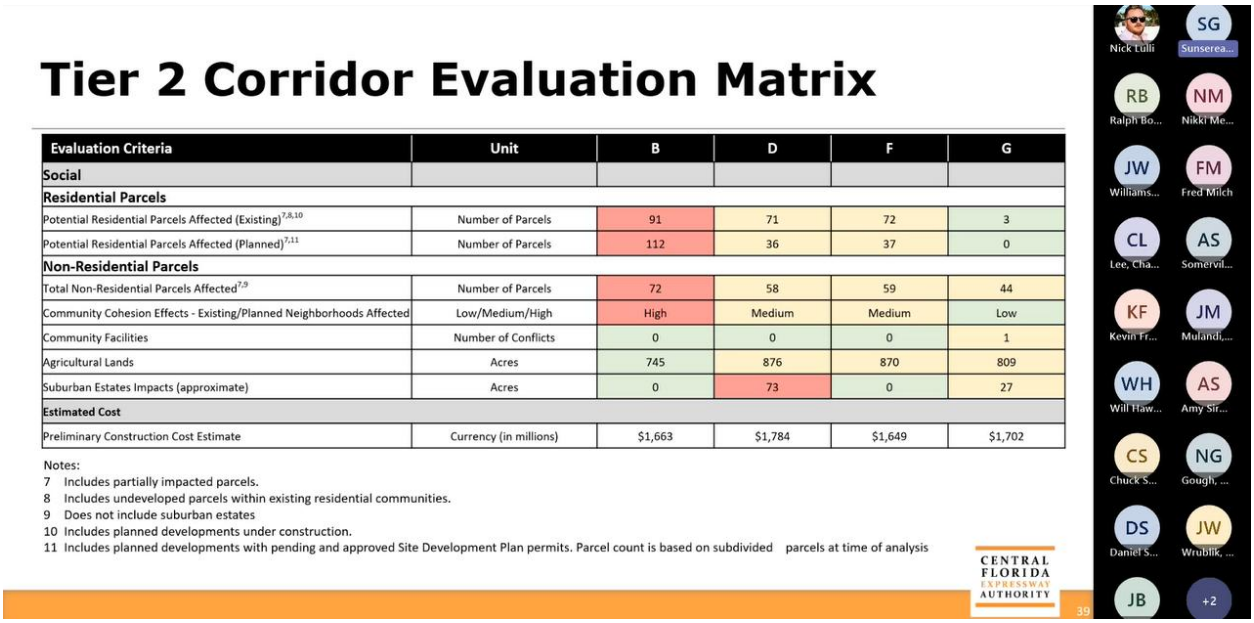
Amanetta Somerville, U.S. Environmental Protection Agency: What would be the difficulty in carrying over Corridor B for further study?

Sunserea Gates: At this point, we are trying to keep an equal comparison of alternatives. As we do the analysis, we narrow down the alternatives to get into more detailed evaluation. After the Authority reviewed impacts associated with Corridor B – which would impact 13 different neighborhoods, 91 existing homes and 200 planned homes - it decided that the magnitude of impact would be large. The only thing we haven't done is a cost study of right of way, but it is anticipated that would bring the total cost to well above the other 3 corridors.

Amanetta Somerville: There are planned developments that don't always come to fruition. Can you explain your process?

Sunserea Gates: We only included sites that have been permitted for construction. There is so much activity in Osceola County, that we must update the map of planned development monthly. So far, we have seen a lot of speed in terms of development.

Charles Lee: I see that the difference between Corridor B and Corridor G is 30 million dollars. To make Corridor G environmentally palatable, you would need a significant amount of mitigation measures. I think if you calculate that number, you will find that it would require a great deal more money.



If Corridor G is going to be considered, you'd need to acquire a significant amount of land. Those numbers need to be included in the construction cost.

Nicole Gough: Dr. Smith, I see you are next.

Daniel Smith: What does this construction cost estimate include?

Sunserea Gates: It includes design, cost of interchanges and structures, and standard mitigation. It does not include right of way cost estimates.

Daniel Smith: I see you have $39 million of savings. We need all of the information – we need to know how much the right of way costs would be so we can balance out the environmental impacts of Corridor G. I don't think I have seen enough to take Corridor B off the table yet.

Nicole Gough: Fred, you were next.

Fred Milch: To that point, if your right of way is not included, then the cost of Corridor G would also go up. Is it appropriate for a show of hands for who wants to eliminate G?

Nicole Gough: This meeting is more for input on the results presented.

Fred Milch: It would be nice to be on the record to find out how many of us are for and against eliminating Corridor G.

Nicole Gough: I believe that is captured in the commentary here.

Fred Milch: Okay. Thank you.

Nicole Gough: Janet?

Janet Bowman: In terms of conventional mitigation costs, are you looking at wetlands? How are you looking at impacts on conservation easements and existing mitigation banks?

Sunserea Gates: We use mitigation costs that CFX has experienced on other related projects. In terms of impacts, yes, it does include wetland impacts. There are minimal areas where we are running into regulatory conservation, but those areas could be eliminated or minimized as we move forward in studying the alignment further.

Janet Bowman: Do you distinguish between regulatory easements and conservation easements?

Sunserea Gates: We assume that all the impacts to Lake X Conservation Area will be equal to conservation easements.

Janet Bowman: I am troubled by the term regulatory easements.

Nicole Gough: Regulatory conservation easements don't necessarily exist to mitigate for something, so as those are being looked at for evaluation, there is one way to look at it. A conservation easement is evaluated differently because there was a purpose for that easement.

Janet Bowman: There are issues of public perception of conservation easements that taking those for roads creates discomfort. It is a very sensitive subject.

Nicole Gough: Understood, and rightly so.

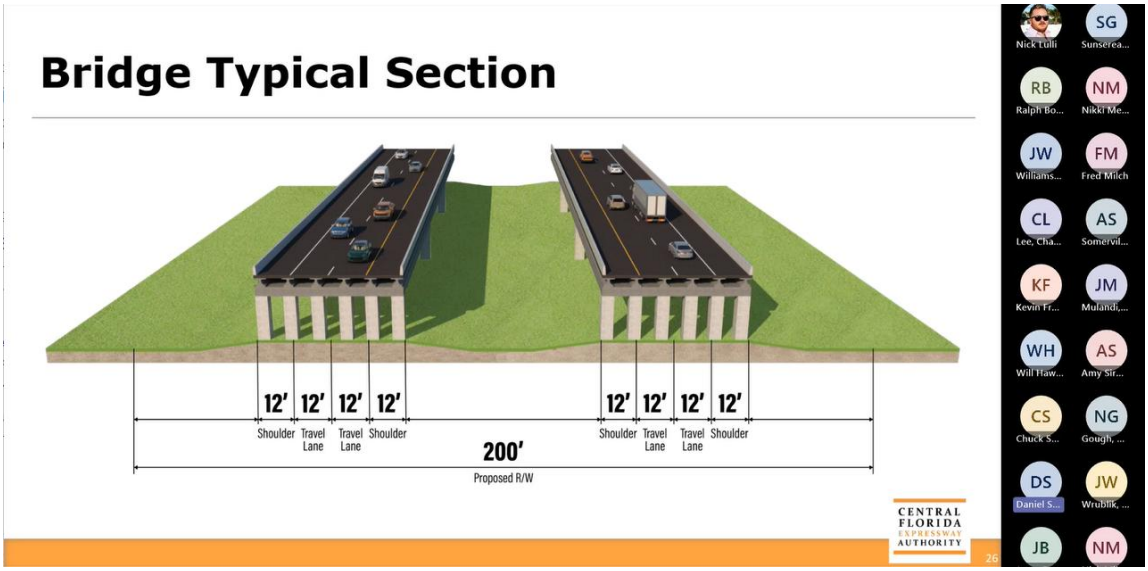
Charles Lee: I think that a view could be held that the right of way costs for Corridor G would be substantially less per acre than the cost for Corridor B. I am not sure that is valid in the context of a situation where there is an adequate effort to compensate for the environmental detriments of Corridor G for major land acquisition, etc. In the case of a conservation wraparound of Corridor G, all the landowners are going to demand top value, and there will not be any negotiations with them if Corridor G is going to be turned into a "green" alternative.

There hasn't been a careful effort to analyze a real-world outcome of imminent domain cases on that much longer route through Corridor G.

Eminent domain costs are also difficult to estimate in Corridor B. I just don't think that the cost estimate slide did not have enough real-world research done to be truly accurate.

Nicole Gough: Thank you. Dan?

Daniel Smith: I know that when you calculate these impacts in the natural environment matrix, you are looking at physical impacts. What you might not calculate are the secondary impacts on adjacent habitats. These should also be taken into consideration, particularly in the Lake X Conservation Area. Quality of habitat – not just quantity – is also going to go down.



My second point is regarding the typical section of the elevated roadway. Where do you propose to put those bridges? Are you considering these for the areas south of Lake Gentry?

If we do a lot of these types of bridges, then the price tag of Corridor G will be way above what is estimated in the matrix.

Nicole Gough: Thank you for your comments. Sunserea, would you like to show the schedule?

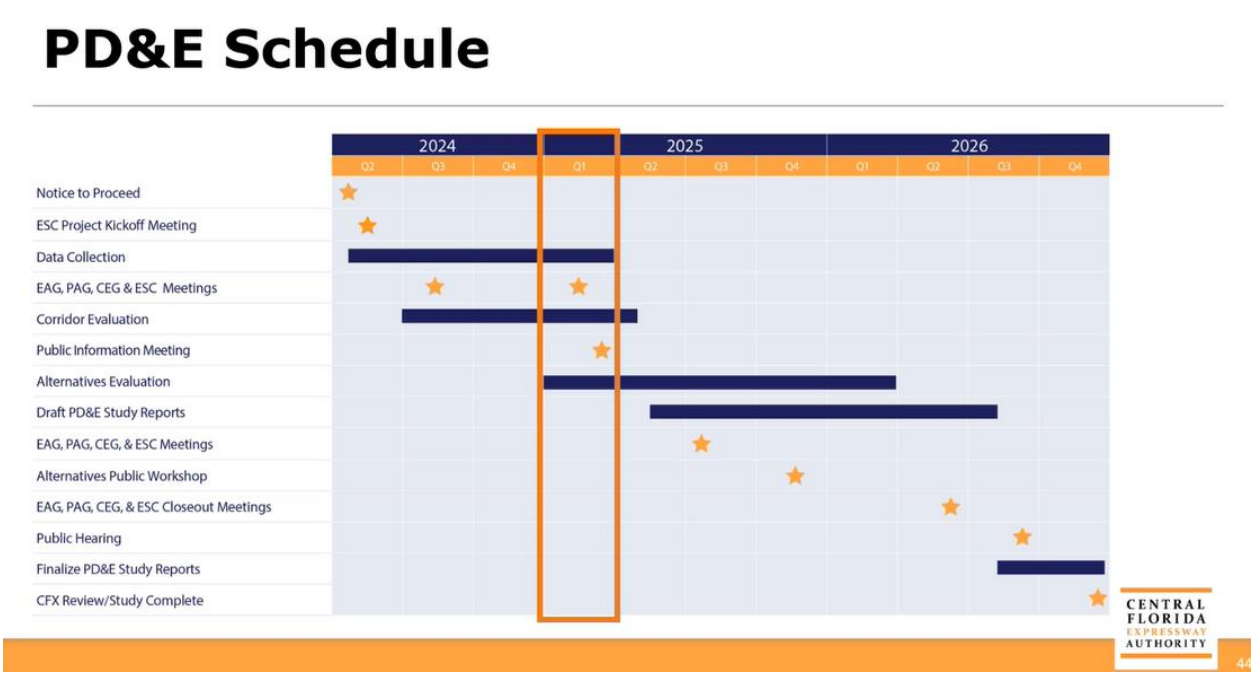
Will Hawthorne, Central Florida Expressway Authority: Before we get started on the schedule, I wanted to say thank you to all the participants and we will consider all your comments.

Sunserea Gates: The Public Meeting is March 6, as shown in the schedule below. There will also be further opportunities for input during the Alternatives Public Workshop, which will take place in the Fall of 2025, and the Public Hearing, which is tentatively scheduled for the Fall of 2026.

EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

There will be another EAG meeting prior to the Public Hearing.



The meeting concluded at 3:14 p.m.

Attendees

EAG Members

William Hinton, Florida Fish and Wildlife Conservation Commission
Fred Milch, Sierra Club Central Florida
Charles Lee, Florida Audubon Society
Amanetta Somerville, U.S. Environmental Protection Agency
John Wrublik, U.S. Fish and Wildlife Services
Janet Bowman, The Nature Conservancy
Jennifer Adams, Florida Department of Environmental Protection
Majorie Holt, Sierra Club Central Florida
Daniel Smith, UCF

EAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Project Team

Sunserea Gates, VHB
Ralph Bove, Volkert
Nikki Melendez, VHB
Kevin Freeman, VHB
Jimmy Mulandi, CDM Smith
Will Hawthorne, CFX
Chuck Smith, VHB
Nicole Gough, Dewberry
Amy Sirmans, VHB
Nick Milazzo, TLP Engineering
Kelli Muddle, Volkert
Brian Hutchings, CFX

PAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Project Advisory Group (PAG) Meeting No. 2

Date/time: January 30, 2025, at 9:30 a.m.

Location: Virtual meeting (Teams)

Attendees: 15 PAG members (Attendees list at end of summary)

Notifications

Invitation letters were emailed to 81 members of the PAG on January 8, 2025, and a reminder was emailed on January 28, 2025.

Meeting Format

A presentation providing an overview of the study status and the corridor evaluation results was presented to PAG members for input. After the presentation, a formal discussion period was held to answer clarification questions from PAG members and to provide an opportunity for input on the meeting materials. Prior to, and after the presentation, project information boards were on display for review and discussion with the study team. Both PAG members and public attendees were able to view the meeting materials and discuss the project with the study team. The following project information boards were on display:

- Planned Developments
- Natural Constraints
- Sociocultural Constraints
- Tier 2 Corridors
- Environmental Matrix

Welcome

Nick Lulli, the Public Involvement Coordinator with Quest, called the meeting to order and welcomed everyone. Next, he provided virtual housekeeping information as well as Title VI information before turning the meeting over to Sunserea Gates, Consultant Project Manager with VHB, for the presentation.

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study Presentation

Sunserea Gates presented on the following information:

- **Project Background**

Ms. Gates explained that the SR 515 Northeast Connector is included in the CFX 2045 Master Plan. The proposed connector would begin at Florida's Turnpike and continue northeast to serve as a regional beltway in eastern Osceola County. This expressway would provide system linkage to the Southport Connector, the Turnpike, US 192, and the planned SR 534 expressway extension.

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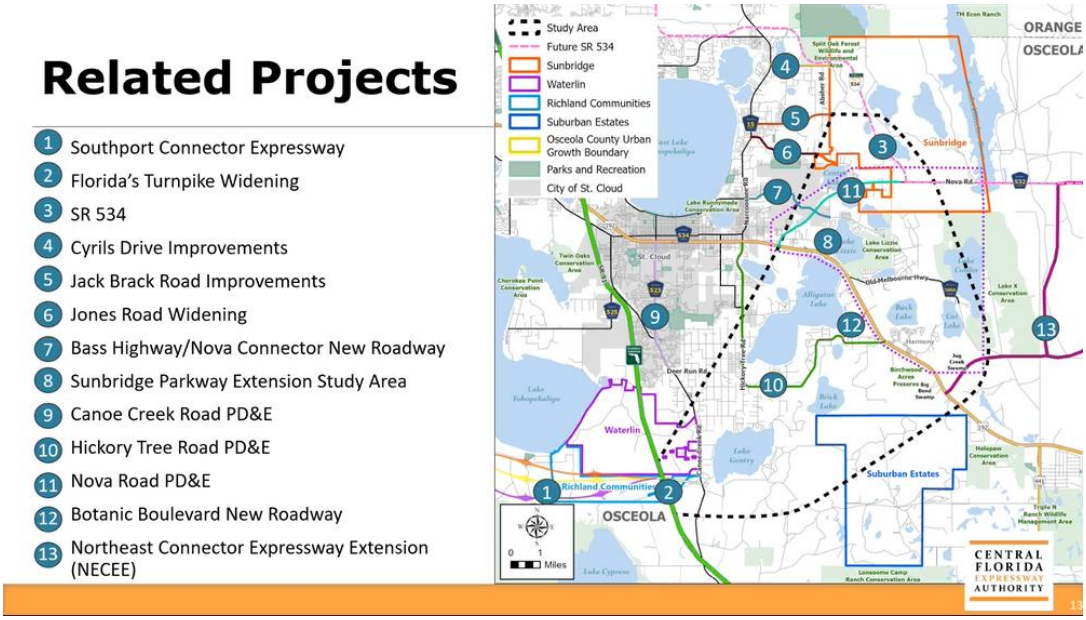

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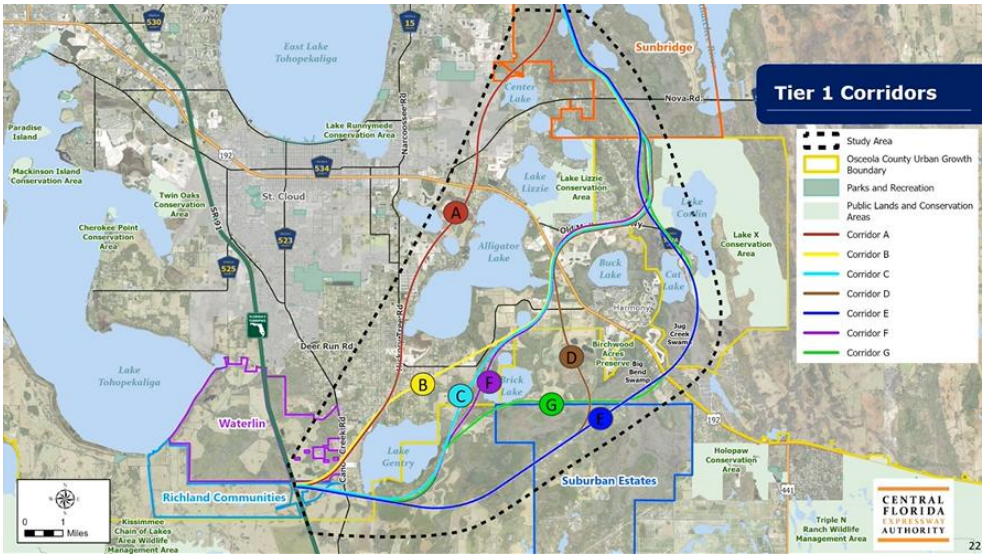

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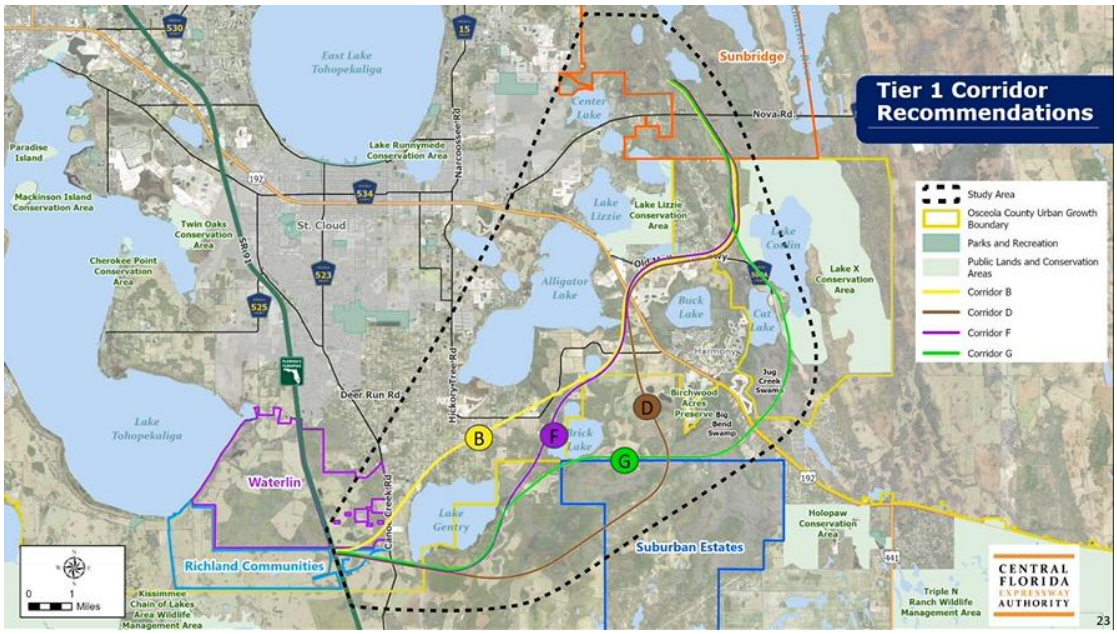

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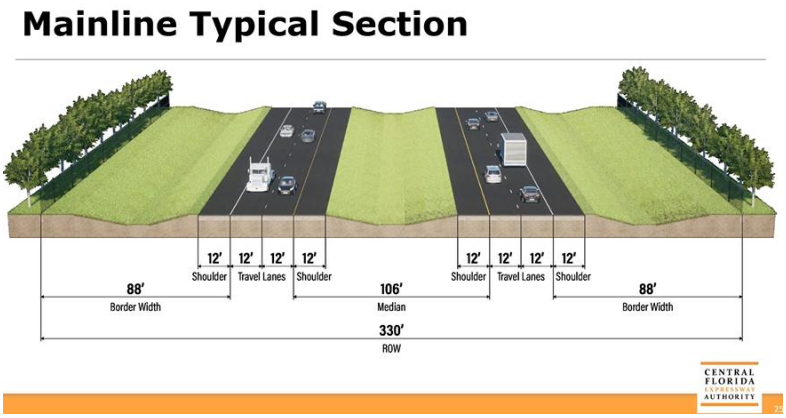

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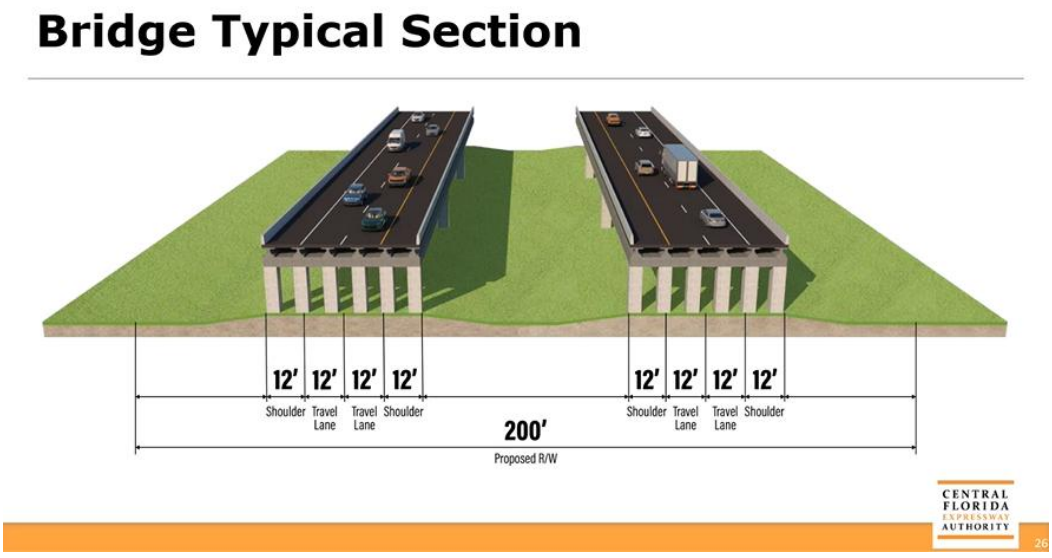

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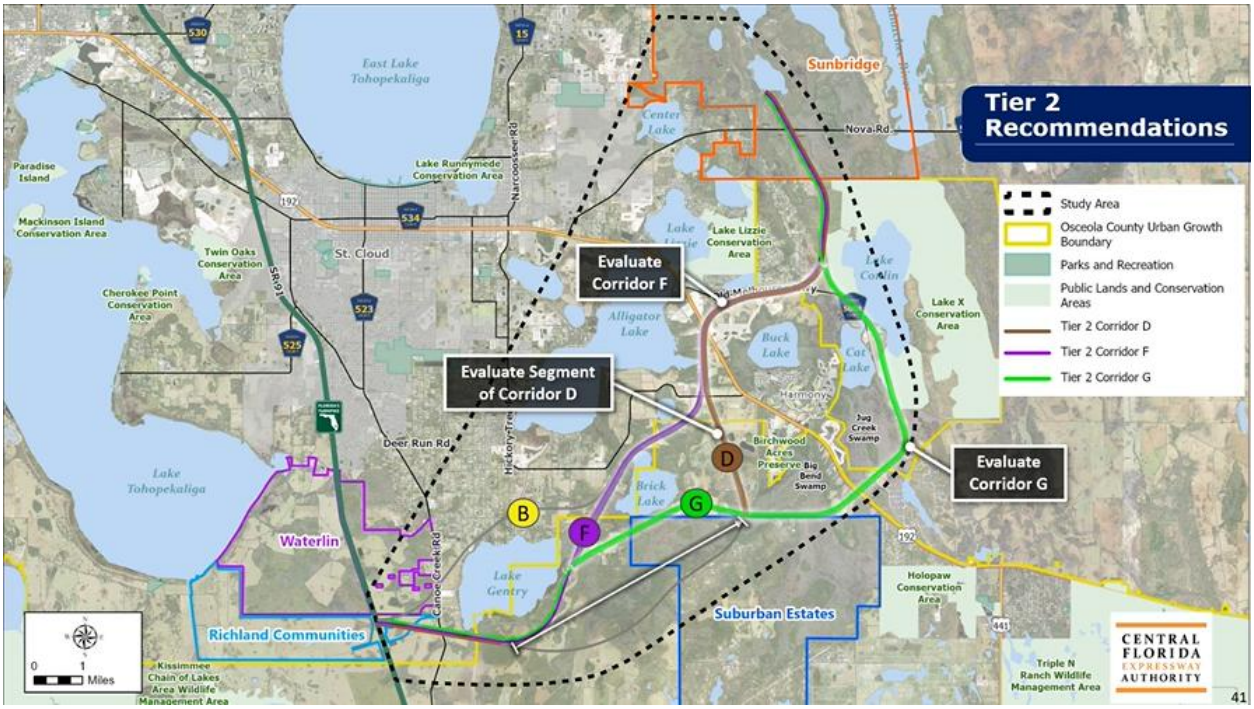
  - Social – Corridor B has substantially more impacts to existing and planned residential parcels than the other three alternatives.

Based on the comparative study, the study team has recommended that Corridor, F, Corridor G, and a segment of Corridor D should move forward with further evaluation.



- **Avoidance and Minimization**
  Ms. Gates concluded the presentation by explaining that the next steps of the study include determining what bridge structures to include to minimize impacts to wetlands and floodplains and making sure to maintain connectivity to existing conservation.

<u>Sunserea Gates turned the meeting over to Nick Lulli for the discussion portion.</u>

Nick Lulli: As a reminder, you can raise your hand to indicate you would like to speak. If you do not want to give your feedback verbally, you can type it in the chat box.

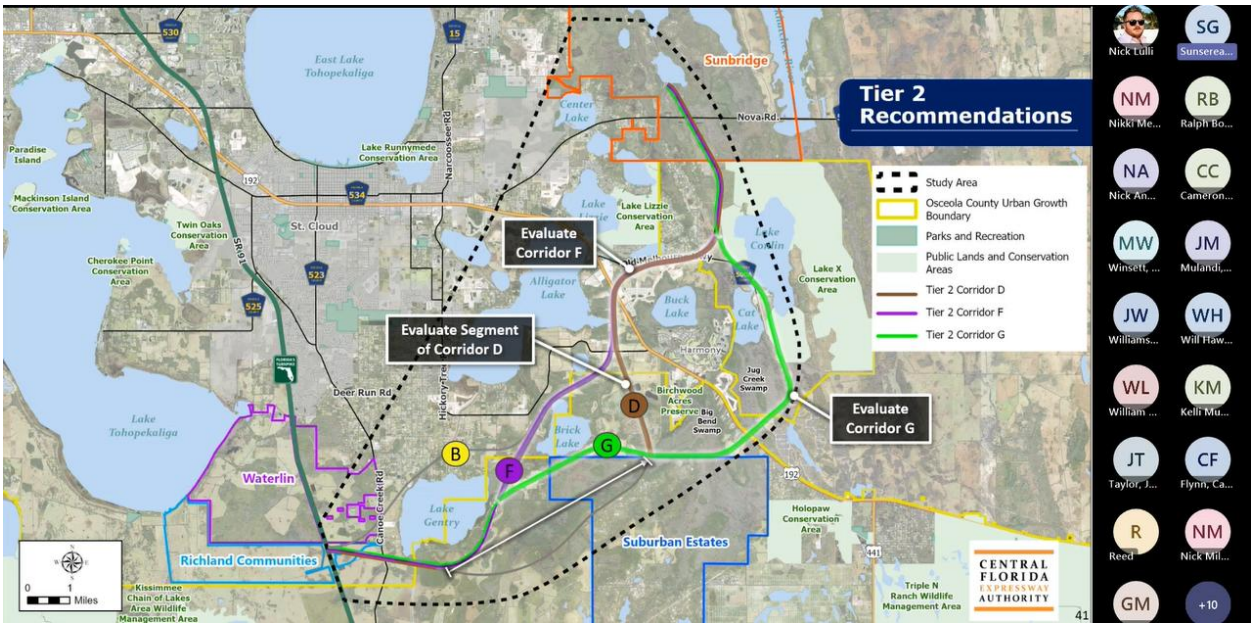
Sunserea, if you could talk about the purpose and need of this project again for the benefit of the folks who came a little late?

Sunserea Gates: As I mentioned, Osceola County conducted a Southeast Area Transportation Study (SEATS). This analysis concluded that a 4-lane Northeast Connector Phase 2 would be needed by the year 2040. Also, the population is anticipated to increase by 37% by the year

2050. The expressway is being developed to serve this growing population and serve as a connector to the greater Central Florida region.

Nick Lulli: Thank you. As a reminder, you can raise your hand or type a comment or question. I do not see any hands raised, so while we wait, can you go back to the Tier 2 evaluation? Can you talk about what the next steps are?

Sunserea Gates: Again, the purpose of this advisory group meeting is to receive feedback on the Tier 2 analysis results. This will help us finalize the alternative corridor evaluation.



We have concluded that Corridor B be eliminated from the study, as well as Corridor D except for the segment north of Suburban Estates and south of US 192. Corridor F and Corridor G are recommended to be studied further as an alignment evaluation.

Nick Lulli: Thank you, we will be sharing this presentation after the meeting if any members would like to review this information again. I see Andrew Velazquez has a question.

Andrew Velasquez, FDOT (FTE): Thank you. I have two questions. For the public information meeting, do you plan on showing Corridors D, F and G and not showing Corridor B? At what point will actual concepts be developed, particularly the systems interchanges?

Sunserea Gates: After we receive all advisory group input, we will move into alignment evaluation of Corridor F and Corridor G. That evaluation will include concept development that is detailed with typical sections, structures, crossings and other things.

We will look at different alignment segments, and one of those will be Segment D between Suburban Estates and US 192. For this Tier 2 Analysis, we did develop conservative interchange

footprints, but we will get into more detailed interchange designs alternatives as part of the alignment evaluation.

We have had several stakeholders' meetings, and this is our second round of PAG meetings. At this next meeting in March, we will present what we see today. At the Alternatives Workshop, we will present our findings the more detailed analysis.

Nick Lulli: Okay, thank you. Good discussion. Are there any other questions or comments from PAG members? I see Henry Pinzon's hand.

Henry Pinzon, FDOT (FTE): This is a good presentation, thank you for all the information. Can you tell us about the schedule for this study?

Sunserea Gates: The overall schedule is shown here. We have a Public Meeting on March 6th in person and a virtual meeting on March 12th. We will have an Alternatives Public Meeting in Fall of 2025, and we anticipate the Public Hearing will take place in the Fall of 2026, with the study wrapping up at the end of 2026.

Henry Pinzon: Thank you for that information.

Nick Lulli: Are there any other PAG members who would like to speak?

Emam Emam, FDOT (FTE): Can you clarify the definition of multimodal corridor? In the typical section slide I just saw the roadway in the illustration.

Sunserea Gates: For the typical section, we plan to evaluate this as well as a reduced border width based on the different alternative locations. We also would look at elevated expressway options and a retaining wall to reduce impacts to residential areas. This 330-foot mainline typical section is what CFX uses for its new-alignment projects.

For the limited-access expressway facilities, pedestrian and bicycle access is restricted. However, CFX does keep median opportunities in case there is future transit connectivity in the typical sections. There are no future transit plans by other agencies at this time, but CFX continues to keep that as an option where possible.

Emam Emam: Thank you.

Nick Lulli: Is there any feedback or comment from the City of St. Cloud at this time?

Cameron Crandell, City of St. Cloud: No, not at this time. Thank you.

Nick Lulli: Is there any input from MetroPlan Orlando?

Lara Bouck, MetroPlan Orlando: No, not today. Thank you.

PAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Nick Lulli: I appreciate everyone who has shared so far. Do we have any input from Land Reserve?

Nick Anderson, Land Reserve, Inc.: No, not at this time thank you.

Nick Lulli: Is there any input from Tavistock?

Richard Levy, Tavistock: Not at this time, no.

Nick Lulli: Any feedback from Toho Water Authority?

Steve Denzler, CPH Corp (Toho).: We do not have any comments at this time – everything looks good so far.

Nick Lulli: James Taylor, do you have any comments you would like to share?

James Taylor, Kimley-Horn (Waterlin): Not at this time, thank you.

Nick Lulli: Is there any input from FDOT District 5 this morning?

Melissa Winsett, FDOT (D5): Not at this time. Will you be sharing this presentation?

Nick Lulli: Yes, we will send it out later today and we will also post the presentation on the study webpage.

Will Hawthorne, Central Florida Expressway Authority: Thank you all for attending this. If you have any questions or comments, please feel free to contact us.

Sunserea Gates: Thank you all for attending this morning.

Sunserea Gates shared the project contact information slide and concluded the meeting at 11:06 a.m.

PAG Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

Attendees:

PAG Participants

Stephanie Underwood, Osceola County
Cameron Crandell, City of St. Cloud
Melissa Winsett, FDOT (D5)
Reed Gentry, Gentry Land Company
Greg Moore, FDOT (FTE)
Nick Anderson, Land Reserve, Inc.
Emam Emam, FDOT (FTE)
Mike Horner, Macy Island
Andrew Velasquez, FDOT (FTE)
Richard Levy, Tavistock
Henry Pinzon, FDOT (FTE)
Lara Bouck, MetroPlan Orlando
Erin Sterk, FDOT (FTE)
James Taylor, Kimley-Horn (Waterlin)
Steve Denzler, CPH Corp. (Toho)

Study Team Members

Nick Lulli, Quest
Tiany Sousa, Quest
Ashley Edlund, Quest
Nicole Gough, Dewberry
Will Hawthorne, CFX
Sunserea Gates, VHB
Amy Sirmans, VHB
Nick Milazzo, TLP Engineering
Nikki Melendez, VHB
Ralph Bove, Volkert
Jimmy Mulandi, CDM Smith
William Leidy, Ardurra (FTE)
Jonathan Williamson, Dewberry
Carleen Flynn, CDM Smith
Kevin Freeman, VHB

ESC Meeting Summary

State Road 515 Northeast Connector Expressway Phase 2 PD&E Study

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

ESC Meeting Summary

State Road (SR) 515 Northeast Connector Expressway Phase 2 PD&E Study

Environmental Stewardship Committee (ESC) Meeting

Date/time: March 6, 2025, at 1:30 p.m.

Location: CFX Pelican Conference Room

Notifications

Meeting invitations were distributed to Environmental Stewardship Committee (ESC) members in advance of the meeting by CFX. The meeting was conducted in-person with an internal/ESC members-only Teams component.

Meeting Format

Sunserea Gates, Consultant Project Manager with VHB, gave a presentation updating the ESC on the status of the PD&E Study. Following the presentation, a discussion was held to gather committee input and questions on the materials presented. The update included environmental constraints, corridor considerations, and mitigation efforts.

Project Update Presentation

Ms. Gates provided an overview of the current study status. The discussion focused on updated natural constraints, floodplain storage, and the potential implications of corridor alternatives.

Charles Lee noted that areas south of Lake Gentry, including lands leased from Doc Partin Ranch and joint SFWMD mitigation areas, should be treated as conservation lands. He emphasized that any alignment would need to avoid impacting water control structures and consider floodplain compensation, likely requiring bridges.

Beth Jackson asked whether a portion of the [proposed SR 515] alignment extending into Orange County had been previously studied. Glenn Pressimone confirmed that the continuation of SR 515 past US 192 to the northeast was part of a previous CF&M Study as Corridor I, but is not in the current work program for continued evaluation. She also expressed concern about the extent of floodplain impacts. Ms. Gates confirmed further evaluation would occur at the preferred alternative stage.

Mr. Lee questioned whether the [proposed SR 515] alignment shown on the CFX 2045 Master Plan slide could impact the Hal Scott Preserve. Mr. Pressimone responded that the plan had been adjusted to avoid the preserve. Regarding the proposed Northeast Connector Expressway Phase 2, Mr. Lee stressed the need for a large land conservation buffer around

the right of way to prevent sprawl and preserve the wildlife corridor, comparing it to a 'Wekiva Parkway on steroids.'

It was noted that ridership north of Lake Gentry was higher for Corridor B compared to Corridor G, though Corridor B poses greater social impacts.

Jason Hickson asked whether Corridor A had been eliminated and raised feasibility questions about the bridging strategy. Ms. Gates responded that Corridor A had been previously eliminated as part of the Tier 1 analysis and that incorporating bridging is feasible with the remaining corridors. Mr. Lee noted bridges must be paired with long-term conservation plans to be effective.

Brittany Sellers suggested implementing rain gardens under overpasses as a stormwater management feature, referencing a successful example in Cape Canaveral. Ms. Gates responded that rain gardens could be considered for the project.

Charles Lee raised the issue of Osceola County's Urban Growth Boundary (UGB), emphasizing that Corridor B is the only corridor fully within the UGB and suggesting that this project may be the only expressway proposed outside of it.

Attendees

ESC Members: Charles Lee via Teams (Audubon Florida), Brittany Sellers (City of Orlando), Timothee Sallin (Lake County), Beth Jackson (Orange County), Jason Hickson (Osceola County), Richard Durr - Chair (Seminole County)

CFX Staff: Glenn Pressimone, Will Hawthorne, Mimi Lamaute, Geo Morales, Angela Wallace

Others: Jonathan Williamson (Dewberry), Keith Jackson (Dewberry), Nicole Gough (Dewberry), David Dangel (Ardurra), Jada Barhorst (Ardurra)

Public Information Meeting

STATE ROAD 515 NORTHEAST CONNECTOR PHASE 2
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
PUBLIC INFORMATION MEETING

The Central Florida Expressway (CFX) held a public information meeting for the Project Development and Environment (PD&E) Study for the State Road 515 Northeast Connector Phase 2 on Thursday, March 6, 2025. A virtual meeting took place Wednesday, March 12, 2025. Both meetings provided identical information about the PD&E Study. Details of the meetings are below:

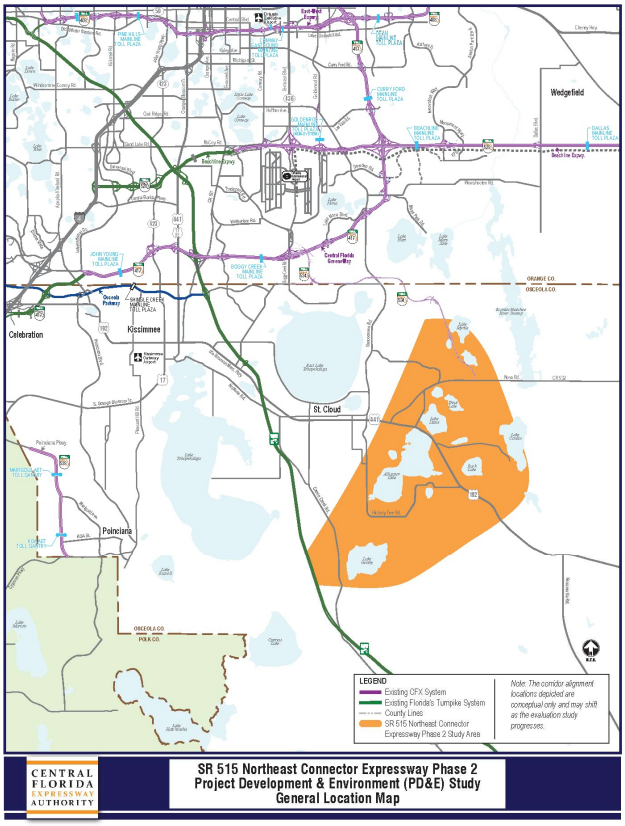
- The in-person public meeting was held Thursday, March 6, at Harmony High School (3601 Arthur J Gallagher Blvd, St Cloud, FL 34771) from 5:30 p.m. to 7:30 p.m. Attendees entered the school's media center to view a looping presentation, then walked to the cafeteria to talk to the project team and view project exhibits in further detail. The open house format provided attendees the opportunity to ask questions about the study and get answers from study staff and submit comments.

- A virtual (online) meeting took place on Wednesday, March 12, from 6 p.m. to 7:30 p.m. through Microsoft Teams. Participants were able to view a presentation about the study, ask questions and provide comments in writing.

Project Background

In 2014, CFX incorporated the Northeast Connector Expressway into its 2040 Master Plan, adopting it from the previous Osceola County Expressway Authority (OCX) 2040 Master Plan.

In 2018, CFX completed a CF&M Study for the Northeast Connector Expressway from Florida's Turnpike northeast to the Osceola/Orange County line, which evaluated corridor options and their feasibility. At that time, the CFX Board decided to reevaluate the Northeast Connector Expressway corridor periodically in the future as needed by changes in the surrounding communities. As such, a PD&E Study was completed in 2022 for a segment of the CF&M study corridor, designated as Northeast Connector Expressway Phase 1 (from Cyrils Drive to Nova Road). This 4-mile segment has since been



redesignated as part of SR 534, with plans for design work scheduled in the later years of CFX's 2025-2029 Five-Year Work Plan.

The remaining portion of the Northeast Connector Expressway corridor identified in the 2018 CF&M Study is the focus of the current PD&E Study. This study aims to conduct a more thorough examination of corridor alternatives deemed feasible in the earlier Northeast Connector Expressway CF&M Study, as well as additional corridor options, for consistency with the CFX 2045 Master Plan. The PD&E Study will evaluate various alignments, as well as a Preferred Alternative, which will be reviewed for feedback by environmental agencies, stakeholders, and the public.

As noted above, the Northeast Connector Expressway Phase 1 PD&E Study was already completed for the segment of the expressway from Cyrils Drive to Nova Road (now part of SR 534). The SR 515 Northeast Connector Expressway Phase 2 PD&E Study will analyze the remainder of the expressway from Florida's Turnpike (SR 91) to Nova Road.

Public Notification

Public meeting invitation letters were mailed on February 11, 2025, to 16,000 property owners and tenants along the corridor. Invitations were also mailed to 16 elected officials and their aides; 140 interested parties and stakeholders; and 56 government partners. A FAR ad was published in the Vol. 51/39 edition of the Florida Administrative Register on February 26, 2025. Meeting information was posted on the project webpage and in the CFX lobby.

Media Notification

The public meeting was advertised with a legal ad in the *Orlando Sentinel* on February 23, 2025.

Public Meeting

The in-person public meeting at Harmony High School was set up as an informal open house. Participants were welcome to come and go at their convenience, view display boards and smart screens, submit comments, and talk with the study team members. Attendees entered through the Media Center where a looping PowerPoint presentation provided an overview of the study's purpose and need and other evaluative measures.

After the video, attendees were welcome to walk to the school's cafeteria to view exhibits and two large smart screens, which allowed the study team to provide meeting attendees with a more detailed view of the study.

The following display boards were exhibited at the in-person public meeting:

- Project Study Area
- Tier 2 Corridors
- Tier 2 Corridors View 1
- Tier 2 Corridors View 2
- Tier 2 Corridors View 3
- Typical Section
- Related Projects
- Study Schedule
- Purpose and Need
- Evaluation Matrix
- Corridor Constraints
- Natural Constraints
- Social Environment Constraints
- CFX 2045 Master Plan

The presentation for the virtual meeting on March 12 mirrored the presentation shown at the in-person meeting. Online attendees were able to view the same materials and displays shown at the in-person meeting. Throughout the virtual meeting, attendees were able to submit comments and ask questions of the study team in writing via the Microsoft Webinar Q&A function.

A recording of the presentation shown at the virtual meeting is available at: https://www.youtube.com/watch?v=1ELA9qv4hYc

Meeting Attendance

A total of 183 people attended the in-person meeting at Harmony High School, and 132 people attended virtually. Government partners from Osceola County, Florida Department of Transportation, and Florida's Turnpike Enterprise were in attendance either virtually or in-person.

Meeting Coverage

Information about the public meeting was published in the Osceola News-Gazette:

https://www.aroundosceola.com/news/county-cfx-share-plans-proposed-northeast-osceola-road-network

Public Comments

A total of 254 comments were received at the in-person and virtual meetings, or within the 10-day comment period following the meeting. The following section summarizes the categories of comments received, as well as some related statements for each category.

Preference for Corridor G due to the least number of impacts to residential communities

- "Corridor G makes the most sense with the least impact to existing communities."
- "Please locate proposed roadway as far from existing residential property as possible. Build the road first, then more property development after the road is in place. Let people decide to live next to a busy road, as opposed to living in peace and having a busy road dropped into the middle of us."
- "Me and my community are NOT in favor of this road but would prefer Route G instead of it going down old Melbourne hwy."

- “I strongly urge you to consider an alternative route, specifically Route G, the green line, which would move the road further away from Old Melbourne Highway. The other paths that takes the road through Old Melbourne Highway would cause considerable congestion and negatively impacting the quality of life for many residents.”

Concern for the existing environmental landscape

- “Route D is the worst option for the environment and will also ruin one of the last places to still enjoy true Florida. please reconsider.”
- “I think proposed route D going through Suburban estates is by far the worst and most impactful route to the environment and to the people…. Hundreds and hundreds of tortoises - we have a bald eagle nest exactly where you’re trying to run as it enters into Suburban. This route should be taken off the proposed list.”

Opposition of the route going through the Harmony West neighborhood

- “My family, as the rest of Harmony West residents are in complete opposition to this project. Kids play here; elders walk around. This will jeopardize the peace and safety of the community…”
- “The new highway will impact the wildlife in the area. It will destroy the green-spaces within the community. It will also impact child safety in the area as the clubhouse is right on Botanic Blvd and our children walk to the clubhouse.”
- “Me and my community are NOT in favor of this road but would prefer Route G instead of it going down old Melbourne hwy.”
- “Option G, absolutely do not want this cutting through harmony west where I run and bike every day. Kids play; people speed so bad as it is I’ve almost gotten hit several times. The pool and park is right off it too, people fly down this road we don’t need more cars flying down it too.”

Publicizing Public Meeting Materials

Study materials and the presentation were posted on the study webpage through the CFX website on March 6, 2025. Copies of the public meeting presentation, notifications, handouts and other documents are available in the Appendix that follows.

Corridor Segment Analysis

Environmental Stewardship Committee (ESC) Meeting Summary

Central Florida Expressway Authority (CFX)

Date: August 28, 2025
Time: 10:00 a.m. – 12:00 p.m.
Location: CFX Headquarters – Pelican Conference Room
Format: In-person with virtual Teams component

ESC Members

Jason Hickson (Osceola County), Beth Jackson (Orange County), Charles Lee (Citizen Representative), Timothee Sallin (Lake County), Brittany Sellers, Chair (City of Orlando)

CFX Staff

Michelle Maikisch – Executive Director, Glenn Pressimone – Chief of Infrastructure, Will Hawthorne – Director of Transportation Policy and Planning, Mimi Lamaute – Manager of Executive and Board Services
Consultants: Sunserea Gates – Consultant Project Manager (VHB)

SR 515 Northeast Connector Expressway Phase 2 – PD&E Study Update

During the presentation, Will Hawthorne noted that the SR 515 corridor is the final segment under evaluation that completes the regional outer beltway system from Poinciana Parkway to the planned SR 534 expressway as identified in the former Osceola County Expressway Authority's Master Plan and incorporated into the CFX 2045 Master Plan.

Consultant Project Manager Sunserea Gates (VHB) presented updates on the State Road 515 Northeast Connector Expressway Phase 2 PD&E Study in Osceola County. The proposed 15–20-mile corridor connects the Florida's Turnpike at the Southport Connector to US 192 and the planned SR 534 expressway. The presentation included a study overview, timeline, environmental considerations and results of the corridor segment analysis that was completed based on EAG and ESC input, and the Alternative Corridor Evaluation (ACE) recommendations. The study was most recently evaluating corridor alternatives (B, D, F, G) north and south of Lake Gentry for purpose and need criteria, engineering considerations, environmental impacts and project costs to identify reasonable corridors for further evaluation.

Corridor B, north of Lake Gentry, would have substantial residential and community cohesion impacts compared to the other corridors, while Corridors D, F, and G to the south have higher natural resource impacts, including wetland and wildlife corridor involvement. Corridor B is not consistent with the recommended Turnpike system interchange geometry and has substantial impacts to the Waterlin DRI and Lake Gentry Landings. Corridor B was therefore eliminated from further analysis. CFX recommended three corridors (D, F, and G) for further evaluation. The study team will continue coordination with CFX advisory groups,

stakeholders, and related projects throughout the PD&E Study. Coordination will also continue with South Florida Water Management District (SFWMD) and regulatory agencies to evaluate stormwater management, conservation lands, and protected species habitat during the study.

Committee discussion highlighted the importance of avoiding impacts to the Florida Wildlife Corridor, SFWMD water management areas, and ensuring mitigation for affected ecosystems and wildlife habitat connectivity.

Charles Lee began discussion on Slide 47 to express concern that the matrix understated the project's potential impact to the Florida Wildlife Corridor—estimating the impact could extend substantially beyond the roadway footprint. Gates responded that allowances for wildlife crossings were included in the analysis and confirmed that land acquisition costs were factored into the impact estimates.

Lee urged CFX to pursue a 'Wekiva Parkway-type outcome' with extensive bridging and conservation lands for anticipated mitigation for impacts to the Florida Wildlife Corridor. Other participants on the call supported expanded bridging. Jason Hickson suggested extending the corridors eastward into Suburban Estates to assess potential conservation opportunities. Charles Lee noted agreement with Hickson's concept and added that Suburban Estates was numerous private parcels and that may not be a feasible mitigation opportunity due to eminent domain issues. Hickson recommended evaluation due to existing growth management restrictions and the Committee concurred.

Lee stated Corridor G is least desirable from an environmental perspective and emphasized that CFX should take proactive steps to examine the corridor through a broader environmental lens, potentially advancing legislative protections similar to those adopted for Wekiva Parkway. Lee recommended that either a major land acquisition effort or a land use control method in partnership with the County be considered to establish a buffer from the new corridor. Michelle Maikisch and Will Hawthorne agreed the land buffer approach warranted further consideration. Glenn Pressimone added the corridor's strategic importance as the last segment of the regional outer beltway and keeping the current study limits while acknowledging future studies would evaluate expansion to the east of Lake X related to the North Ranch Sector Plan.

Outside the Northeast Connector Expressway Phase 2 PD&E study limits, the CFX 2045 Master Plan shows expansion north to Orange County. Beth Jackson reiterated opposition to impacts to environmentally sensitive lands in Orange County. Maikisch noted that CFX had inherited elements of legacy OOCEA corridors from earlier planning efforts and these will be reconsidered as part of upcoming CFX 2050 Master Plan efforts.