



**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

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

Nick Lulli | Quest Corporation of America
Sunserea Gates, PE | VHB
March 11, 2026

TO TO RAISE YOUR HAND
SPEAK



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

Nick Lulli | Quest Corporation of America
Sunserea Gates, PE | VHB
March 11, 2026



Your mic has been enabled
Unmute if you'd like to speak.

TO MUTE
OR
UNMUTE YOURSELF

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AUTHORITY**

Your mic has been disabled
You can no longer unmute.

USE THE Q&A
BOX TO ASK ANY
QUESTIONS

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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Community Engagement Group
 Nick Lulli | Quest Corporation of America
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 March 11, 2026

Q&A

Collapse

What is the study schedule?

Ask



No questions
Start the discussion by ask

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March 11, 2026

NOTE THE
SLIDE NUMBER



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00:03



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Title VI Compliance

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

Nick Lulli

Public Involvement Coordinator

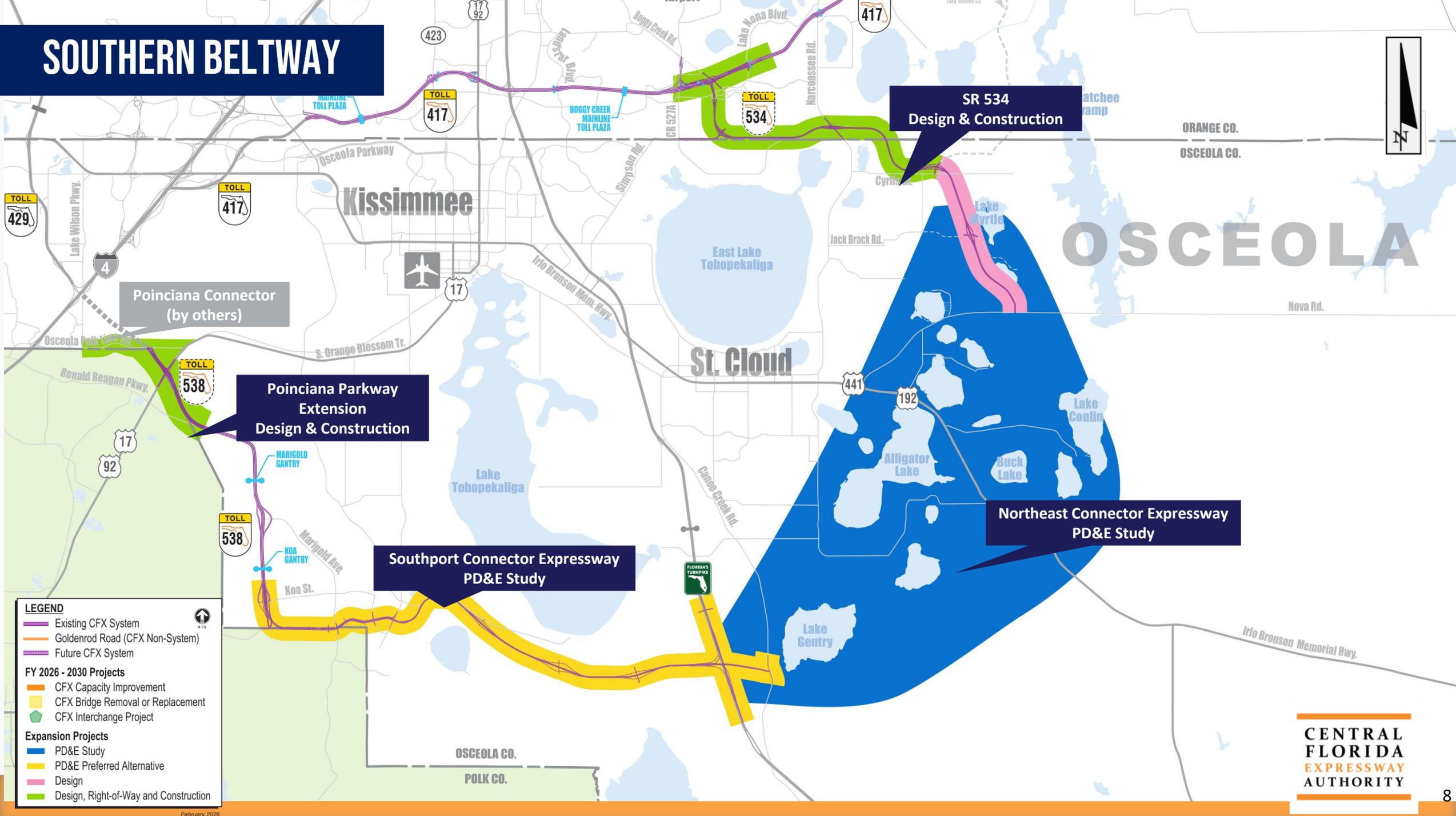
4974 ORL Tower Road, Orlando, FL 32807

407-885-4743

ProjectStudies@CFXway.com

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

SOUTHERN BELTWAY



Poinciana Connector
(by others)

Poinciana Parkway
Extension
Design & Construction

Southport Connector Expressway
PD&E Study

SR 534
Design & Construction

Northeast Connector Expressway
PD&E Study

LEGEND

- Existing CFX System
- Goldenrod Road (CFX Non-System)
- Future CFX System

FY 2026 - 2030 Projects

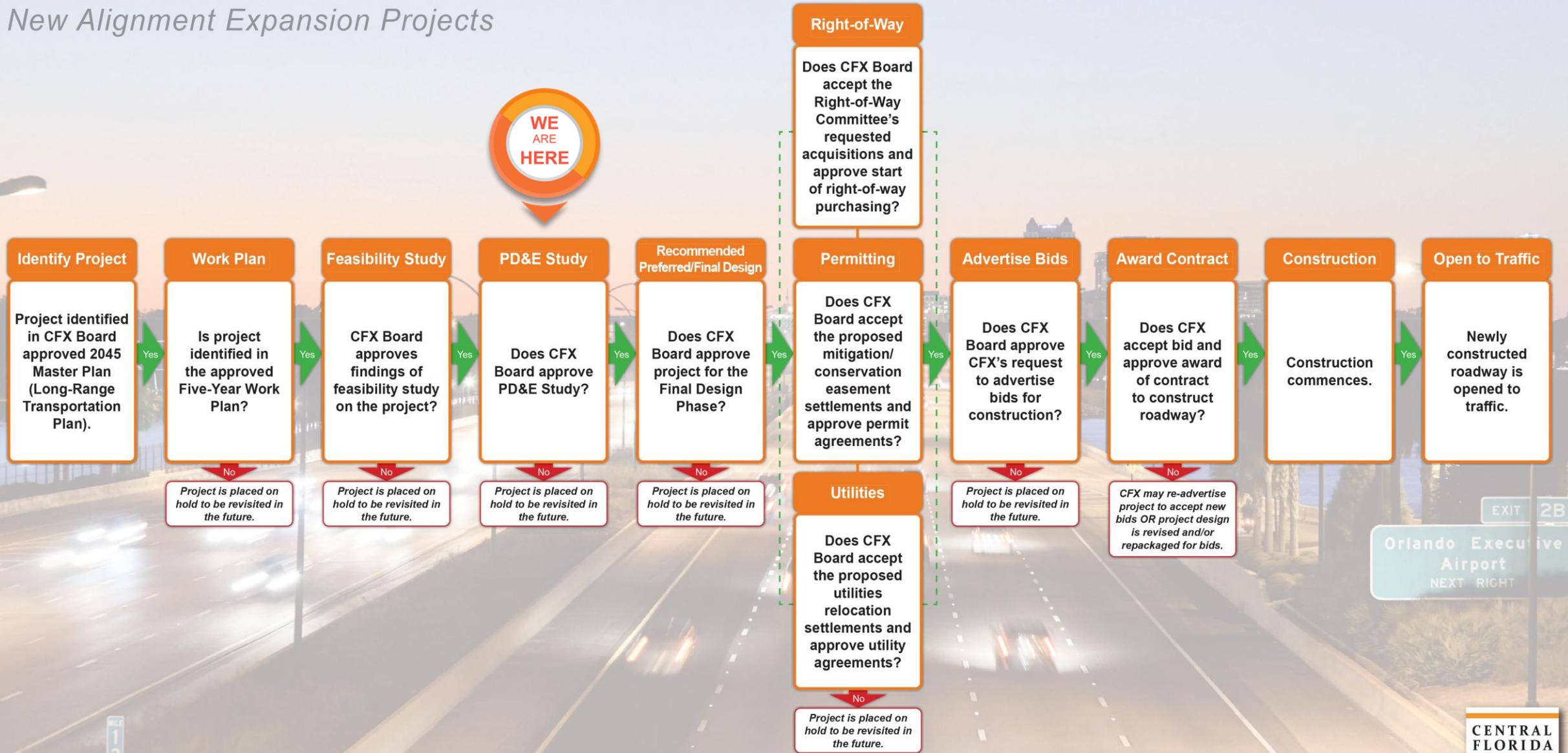
- CFX Capacity Improvement
- CFX Bridge Removal or Replacement
- CFX Interchange Project

Expansion Projects

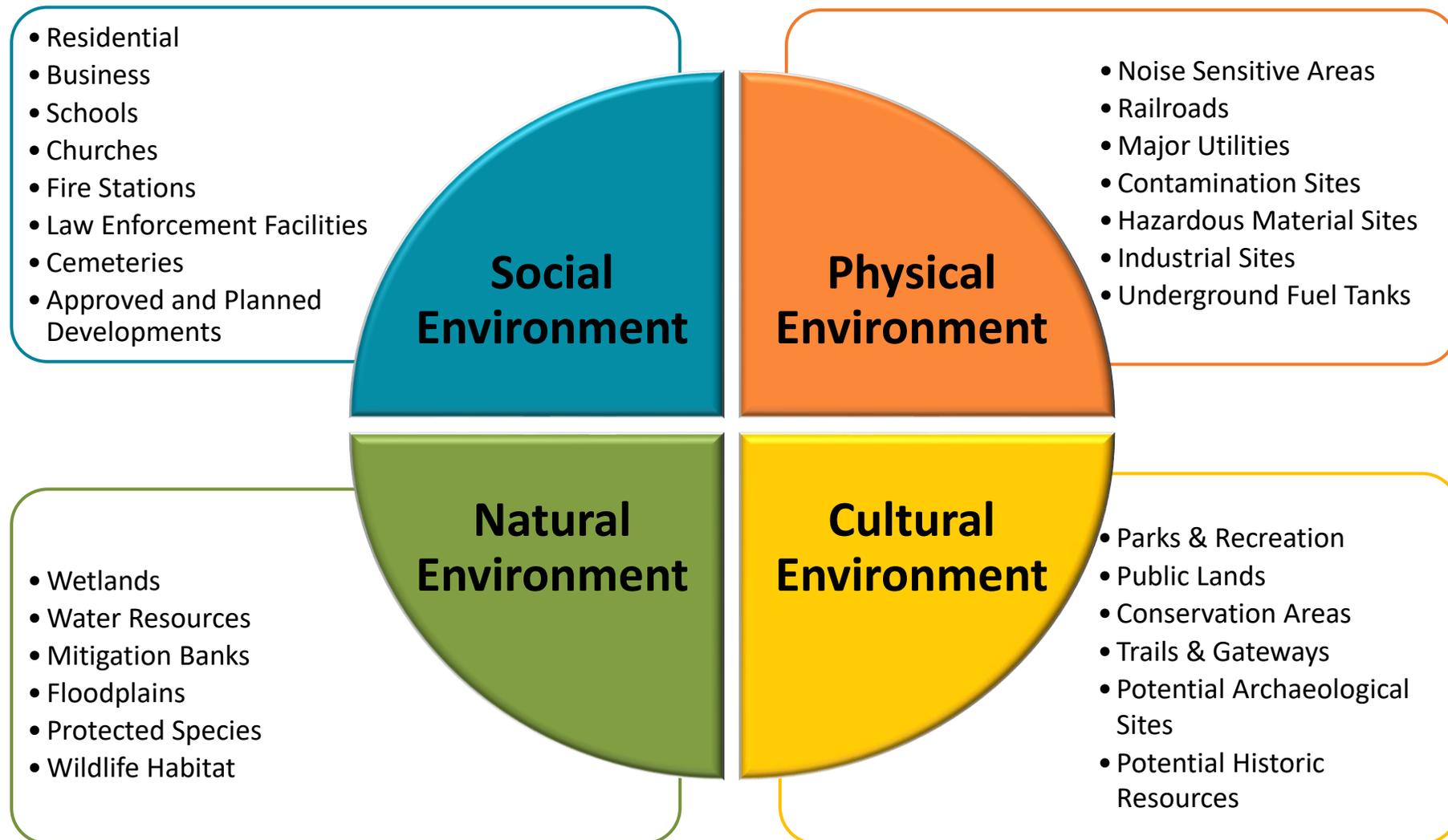
- PD&E Study
- PD&E Preferred Alternative
- Design
- Design, Right-of-Way and Construction

PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

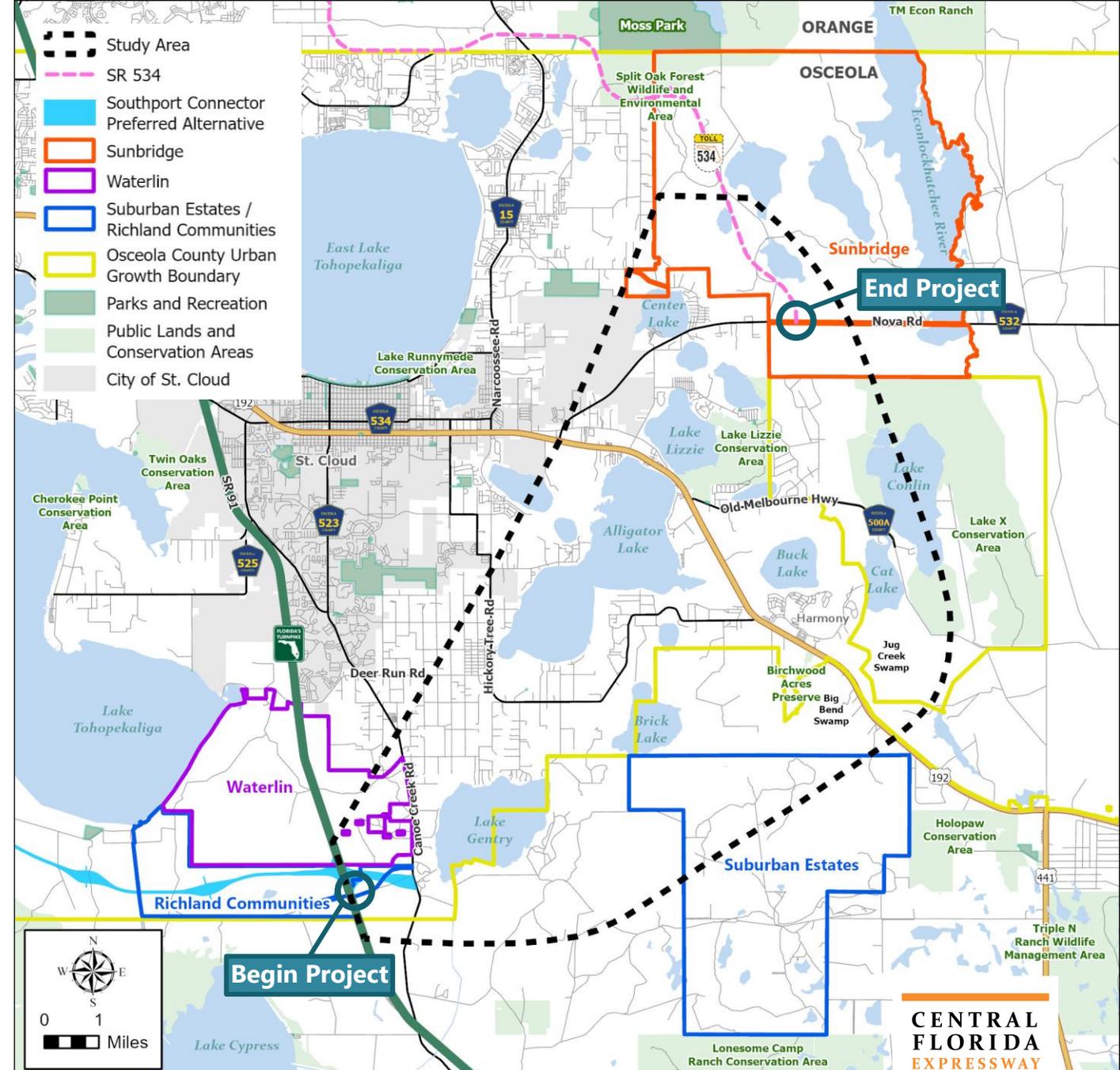


PD&E Evaluation Criteria



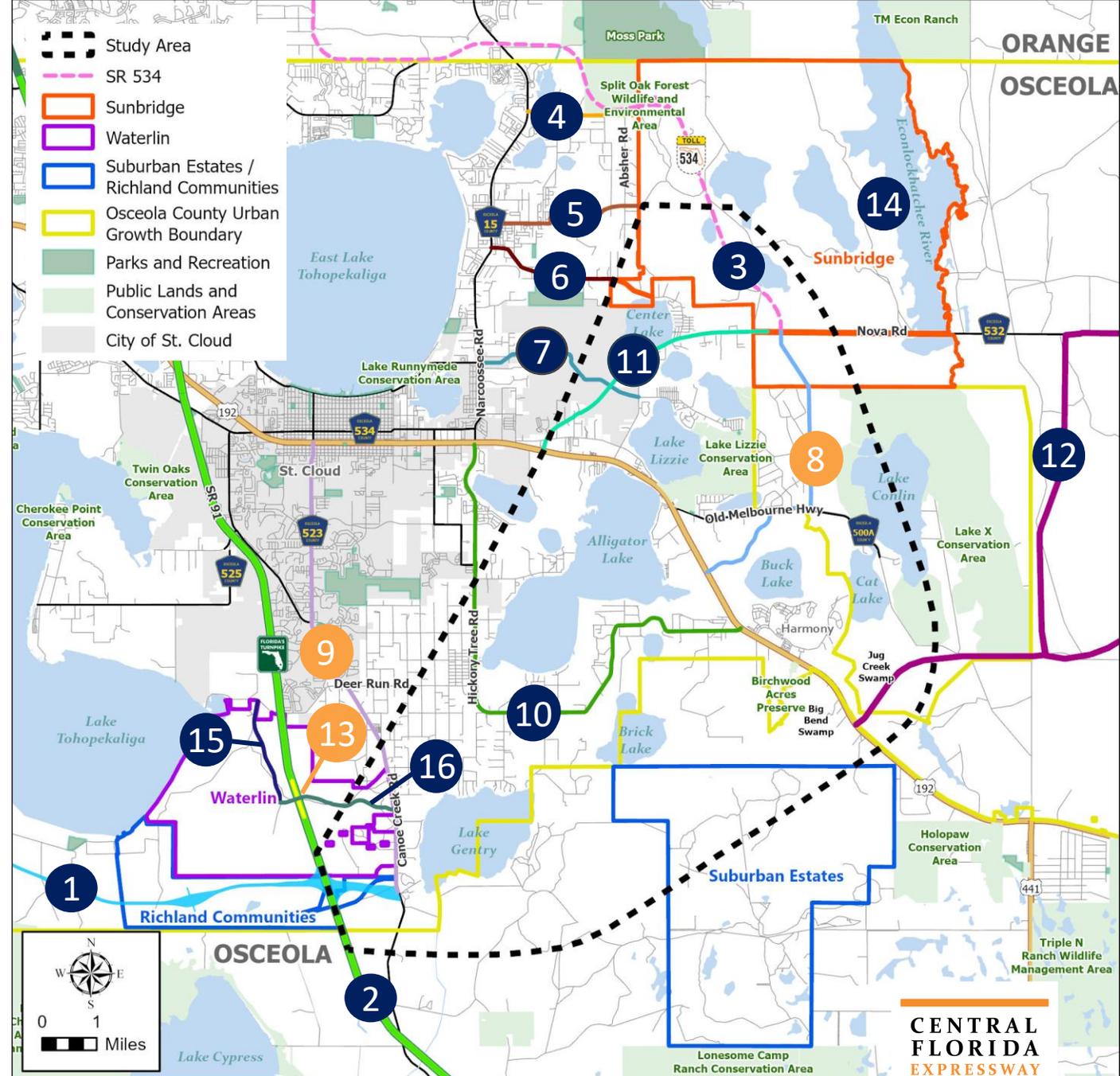
Study Area

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



Other Area Projects

- 1 Southport Connector Expressway new roadway
- 2 Florida's Turnpike Widening PD&E
- 3 SR 534 extension
- 4 Cyrils Drive improvements
- 5 Jack Brack Road improvements
- 6 Jones Road widening
- 7 Bass Highway/Nova Connector new roadway
- 8 Sunbridge Parkway Extension PD&E
- 9 Canoe Creek Road PD&E
- 10 Hickory Tree Road PD&E
- 11 Nova Road PD&E
- 12 Northeast Connector Expressway Extension (NECEE) CF&M
- 13 Florida's Turnpike / Waterlin interchange
- 14 Lake to Lake Regional Trail
- 15 Cross Prairie Parkway extension
- 16 Waterlin Boulevard new roadway



Purpose and Need

Osceola Transportation Southeast Area Transportation Study (SEATS):

- NEC needed by 2040

Population Growth:

- 7.5% recent annual growth
- Projected to increase by 56% by 2050

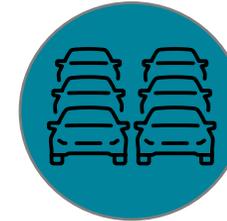
Planned Development:

- 12 Mixed-Use Districts (SEATS)
- 37 Planned Developments within the study area

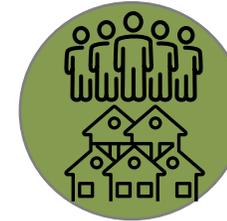
US 192 only existing east-west corridor



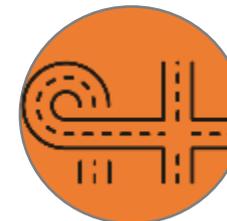
Provides System Linkage



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development



Provides Additional East-West Regional Connectivity

Advisory Group and Stakeholder Input



Environmental Advisory Group (EAG)

Environmental/government agencies and community/advocacy groups



Project Advisory Group (PAG)

Government/transportation planning agencies, large-scale developers and other key stakeholders



Community Engagement Group (CEG)

Community leaders and HOAs, planned development organizations, school officials, emergency services, and civic organizations



Study Timeline

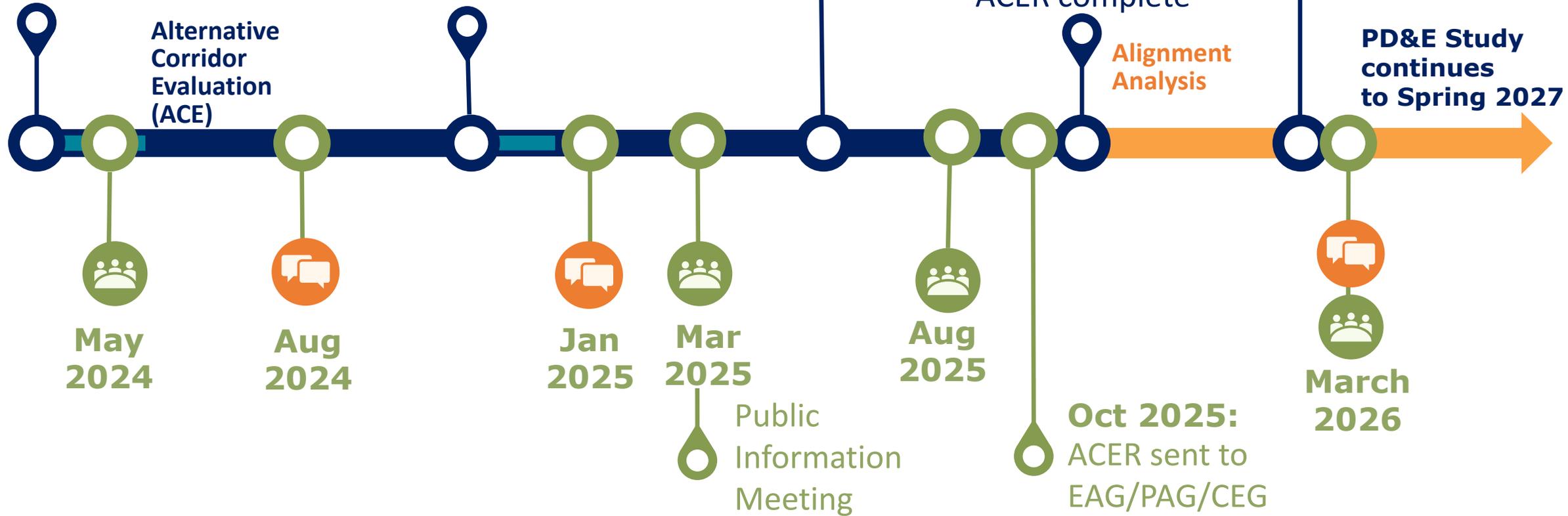
April 2024:
PD&E study initiated

Sept 2024:
Corridor refinement

May 2025:
Corridor segment
analysis begins

Dec 2025:
ACER complete

Feb 2026:
Alignment alternative
analysis/results



EAG/PAG/CEG meetings



Environmental Stewardship Committee (ESC) presentation



Data Collection



Alternative Corridor Evaluation (ACE)



Alignment Analysis

Advisory Group and Stakeholder Feedback

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

- Minimize impacts to **environmentally-sensitive lands**
- **Preserve natural resources**
- Avoid impacts to Florida Wildlife Corridor
- Florida Forever priority areas
- Investigate opportunities to maintain wildlife habitat connectivity
- Maintain SFWMD water management areas
- Minimize effects on drainage, floodplains and wetland connectivity
- **Desire to avoid growth outside Urban Growth Boundary**
- Connectivity to existing conservation
- **Considerations for environmental mitigation (additional bridging and conservation land opportunities)**

Project Advisory Group (PAG)

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

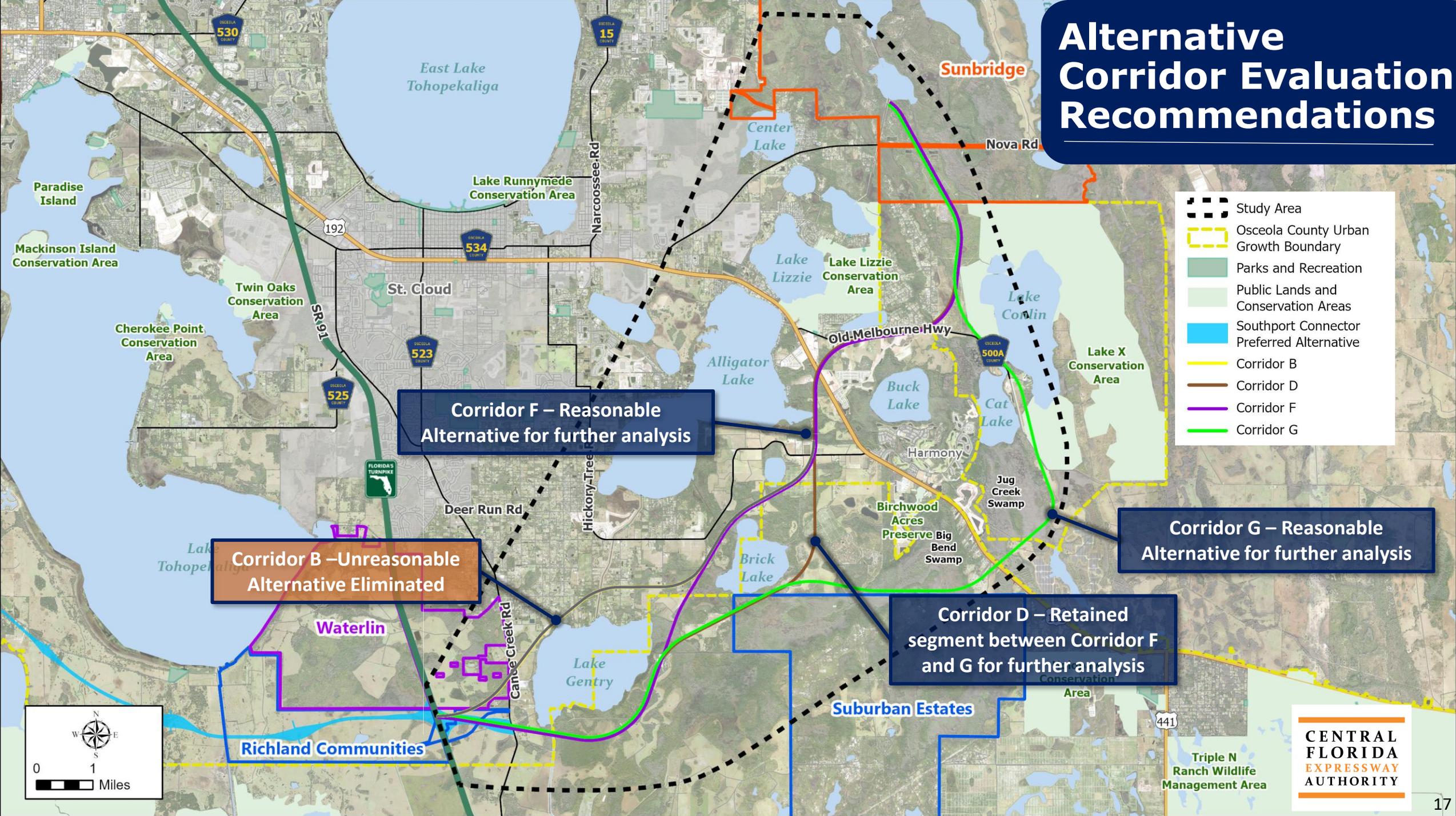
Community Engagement Group (CEG)

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

Public Meeting

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

Alternative Corridor Evaluation Recommendations



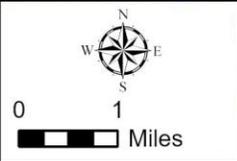
Corridor F – Reasonable Alternative for further analysis

Corridor B – Unreasonable Alternative Eliminated

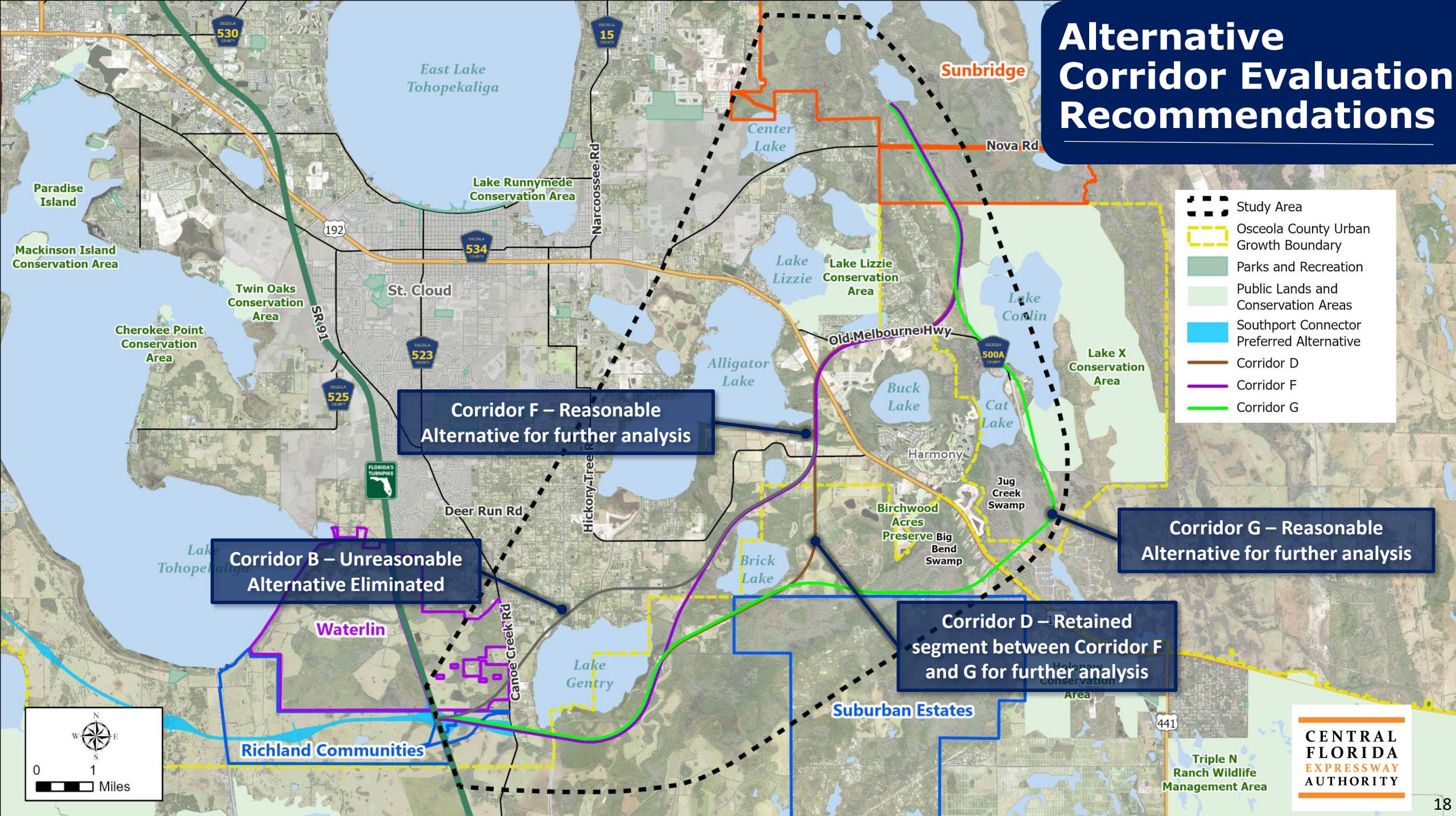
Corridor G – Reasonable Alternative for further analysis

Corridor D – Retained segment between Corridor F and G for further analysis

- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Corridor B
- Corridor D
- Corridor F
- Corridor G



Alternative Corridor Evaluation Recommendations



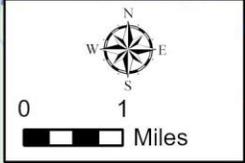
- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Corridor D
- Corridor F
- Corridor G

Corridor F – Reasonable Alternative for further analysis

Corridor B – Unreasonable Alternative Eliminated

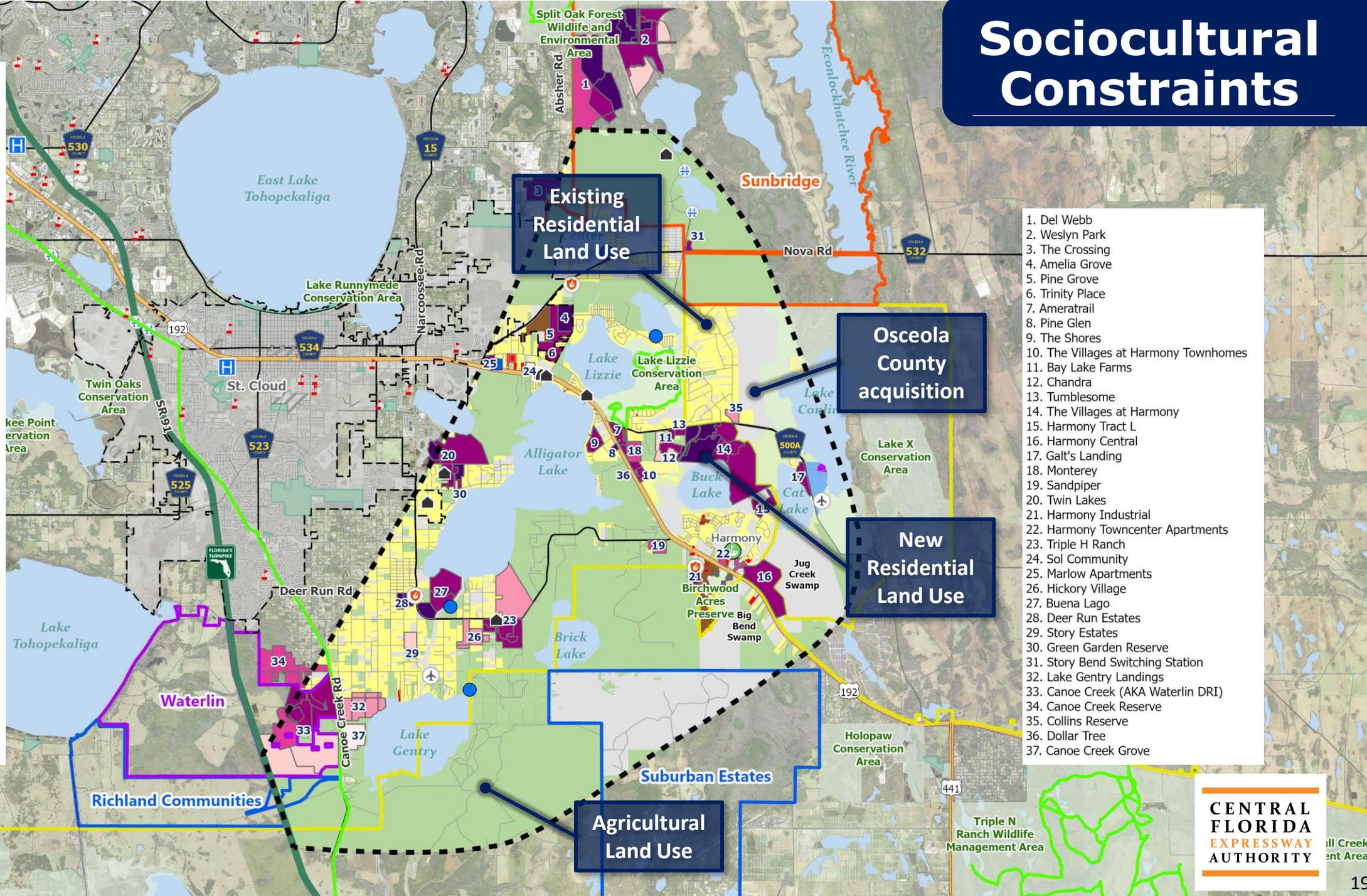
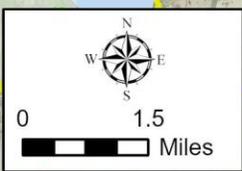
Corridor G – Reasonable Alternative for further analysis

Corridor D – Retained segment between Corridor F and G for further analysis



Sociocultural Constraints

- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Trails
- Golf Course
- Boat Ramps
- Fire and Rescue Stations
- Private Airstrip
- Schools
- Hospitals
- Places of Worship
- SHPO Resources**
- Structures
- Bridges
- Resource Groups
- Planned Developments**
- 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 (November 2025)**
- Residential
- Commercial
- Agricultural
- Conservation
- Governmental
- Industrial
- Institutional
- Utilities and Rights-of-Way
- Undeveloped



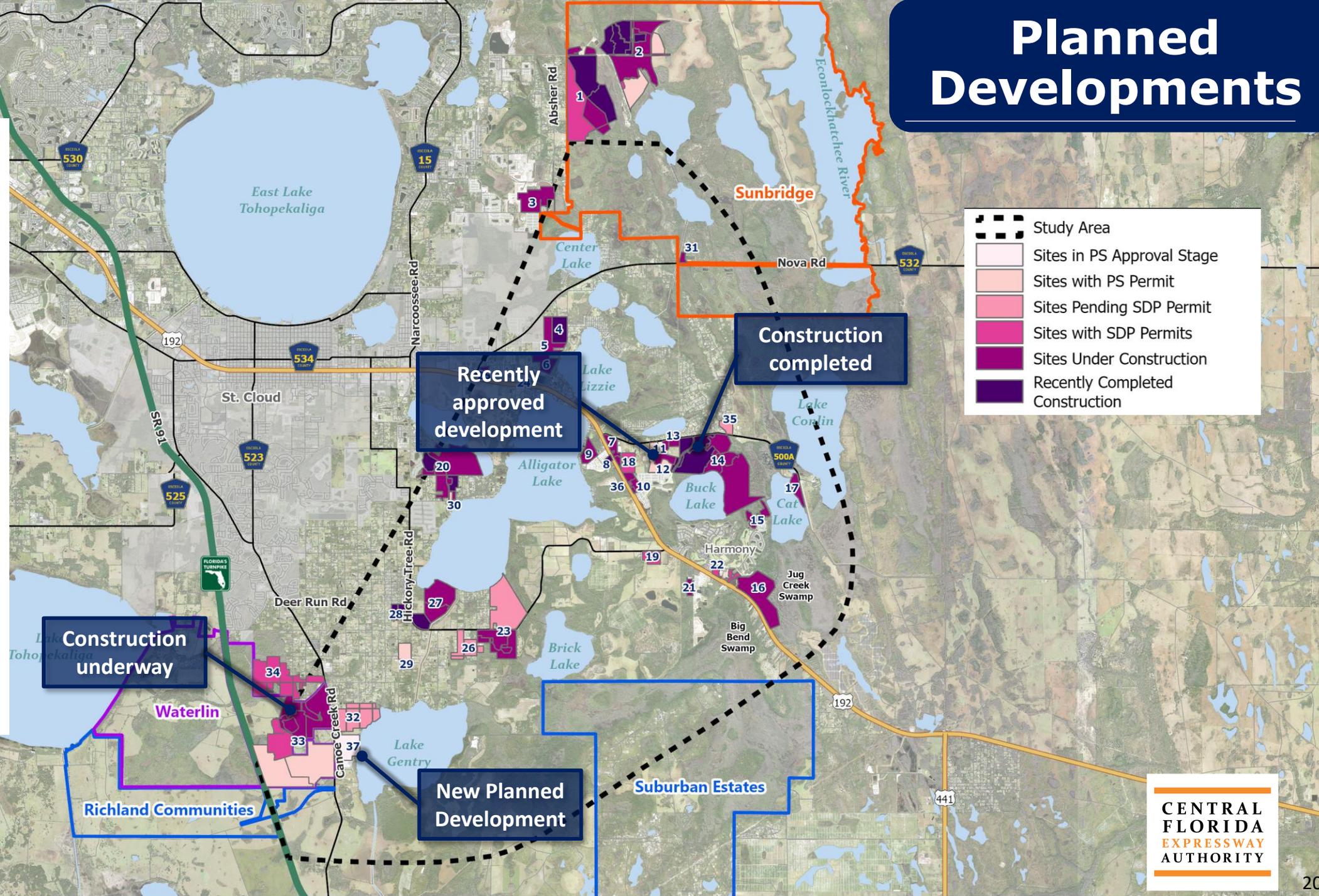
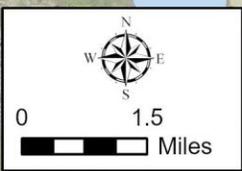
1. Del Webb
2. Weslyn Park
3. The Crossing
4. Amelia Grove
5. Pine Grove
6. Trinity Place
7. Ameratrail
8. Pine Glen
9. The Shores
10. The Villages at Harmony Townhomes
11. Bay Lake Farms
12. Chandra
13. Tumblestone
14. The Villages at Harmony
15. Harmony Tract L
16. Harmony Central
17. Galt's Landing
18. Monterey
19. Sandpiper
20. Twin Lakes
21. Harmony Industrial
22. Harmony Towncenter Apartments
23. Triple H Ranch
24. Sol Community
25. Marlow Apartments
26. Hickory Village
27. Buena Lago
28. Deer Run Estates
29. Story Estates
30. Green Garden Reserve
31. Story Bend Switching Station
32. Lake Gentry Landings
33. Canoe Creek (AKA Waterlin DRI)
34. Canoe Creek Reserve
35. Collins Reserve
36. Dollar Tree
37. Canoe Creek Grove

Planned Developments

1. Del Webb
2. Weslyn Park
3. The Crossing
4. Amelia Grove
5. Pine Grove
6. Trinity Place
7. Ameratrail
8. Pine Glen
9. The Shores
10. The Villages at Harmony Townhomes
11. Bay Lake Farms
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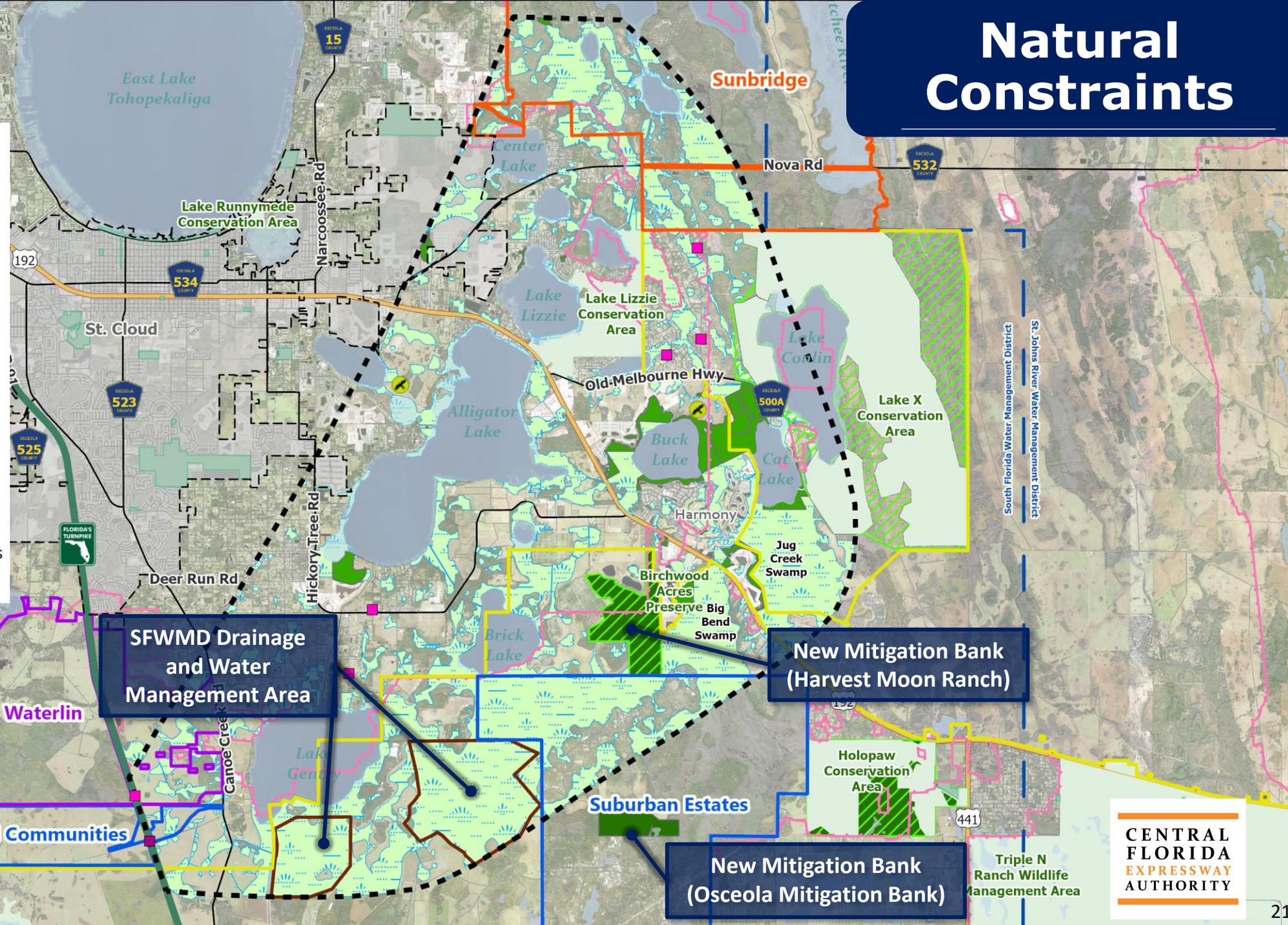
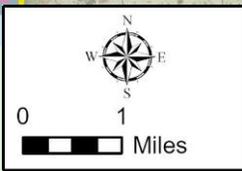
Study Area

- Study Area
- Sites in PS Approval Stage
- Sites with PS Permit
- Sites Pending SDP Permit
- Sites with SDP Permits
- Sites Under Construction
- Recently Completed Construction



Natural Constraints

-  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
-  Regulatory Mitigation Banks
-  SFWMD Water Storage Projects
-  Potentially Active Eagle Nest
-  Black Bear Related Calls/Incidents
-  Wildlife Crossing



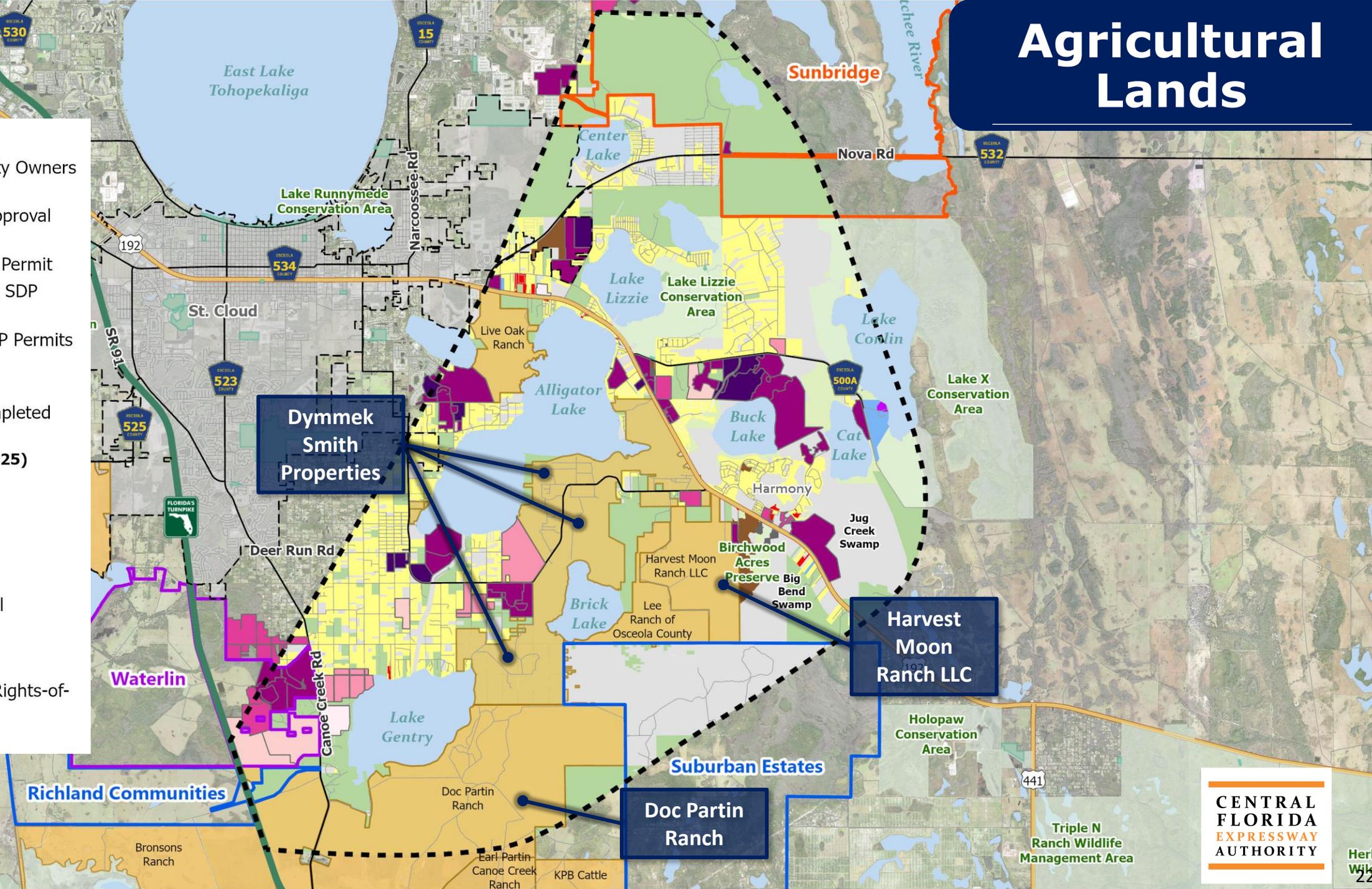
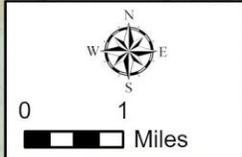
SFWMD Drainage and Water Management Area

New Mitigation Bank (Harvest Moon Ranch)

New Mitigation Bank (Osceola Mitigation Bank)

Agricultural Lands

-  Study Area
-  Large Property Owners and Ranches
-  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



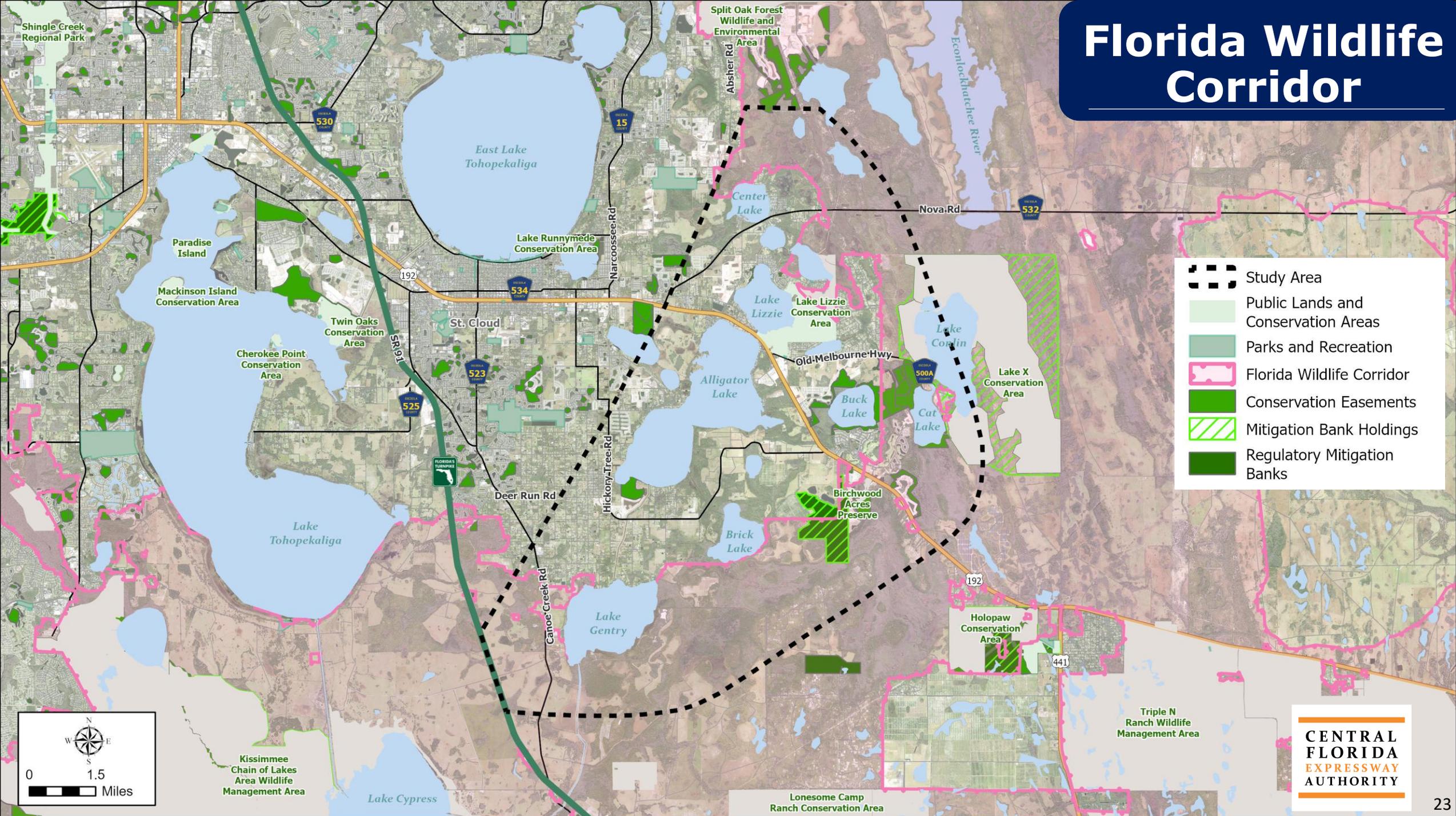
Harvest Moon Ranch LLC

Doc Partin Ranch

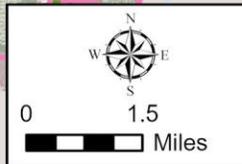
Richland Communities



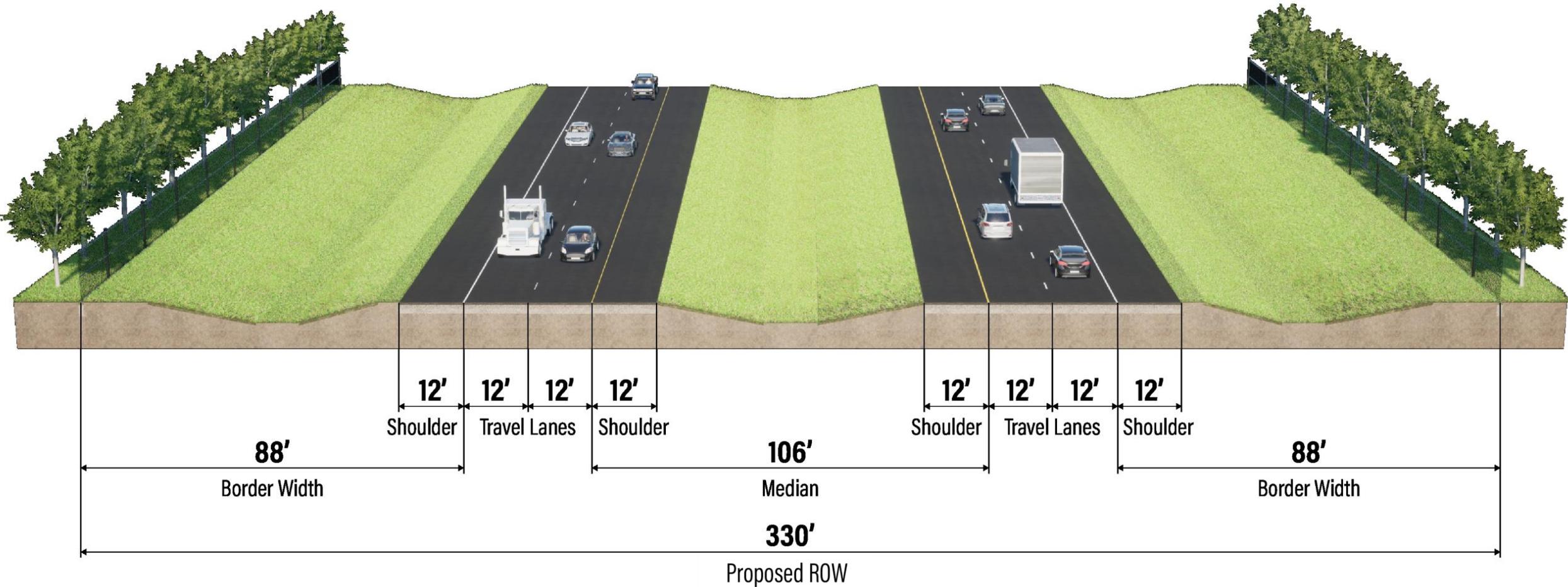
Florida Wildlife Corridor



-  Study Area
-  Public Lands and Conservation Areas
-  Parks and Recreation
-  Florida Wildlife Corridor
-  Conservation Easements
-  Mitigation Bank Holdings
-  Regulatory Mitigation Banks

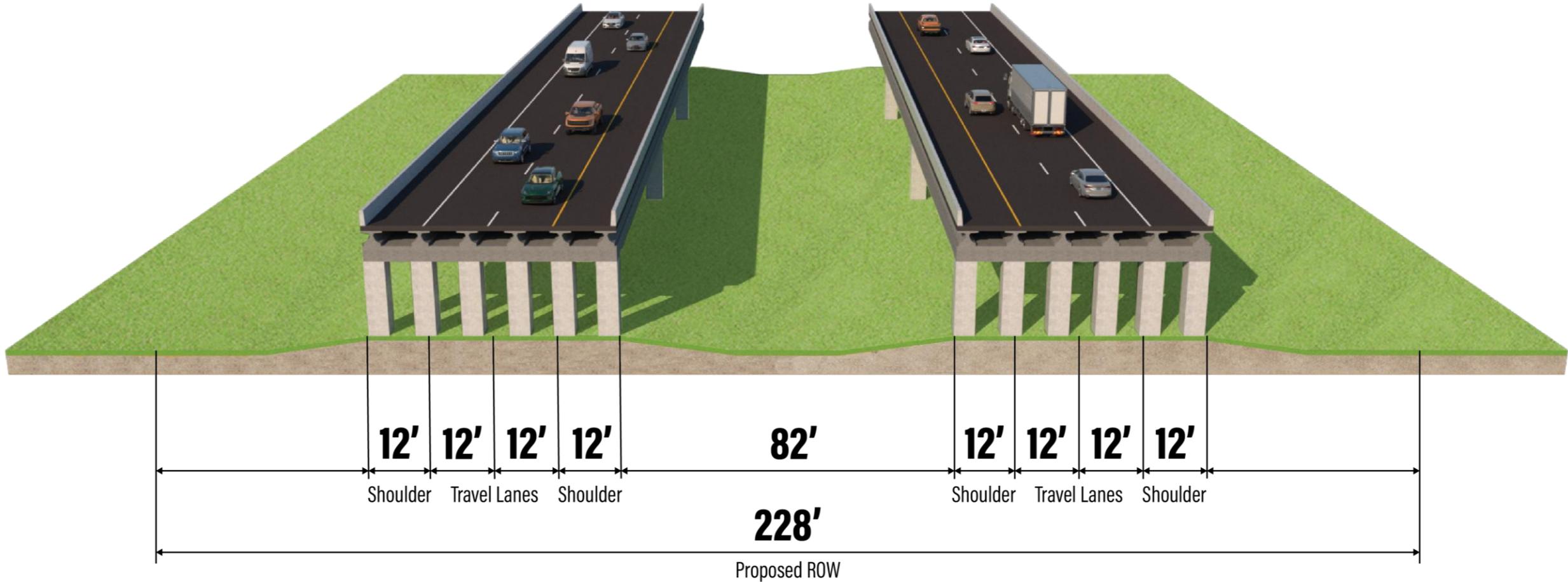


Mainline Typical Section



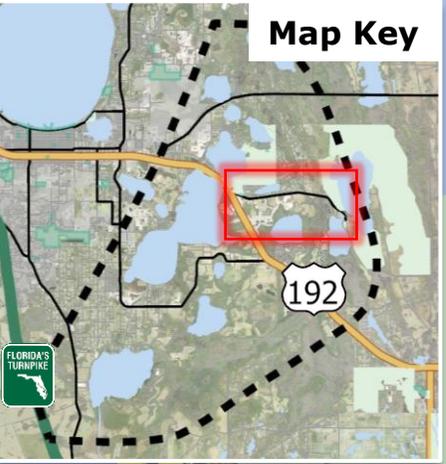
Right-of-Way (ROW)

Bridge Typical Section



Right-of-Way (ROW)

Old Melbourne Highway Constraints



Lake Lizzie Conservation Area

Bay Lake

Old Melbourne Hwy

Bay Lake Ranch

Collins Reserve

The Shores

Ameritrail

Pine Glen

192

Monterey

Bay Lake Farms

Old Melbourne

Tumblesome

The Glades

Harmony

Harmony West

Harmony West

Turnstone

Starling

Osprey Cove

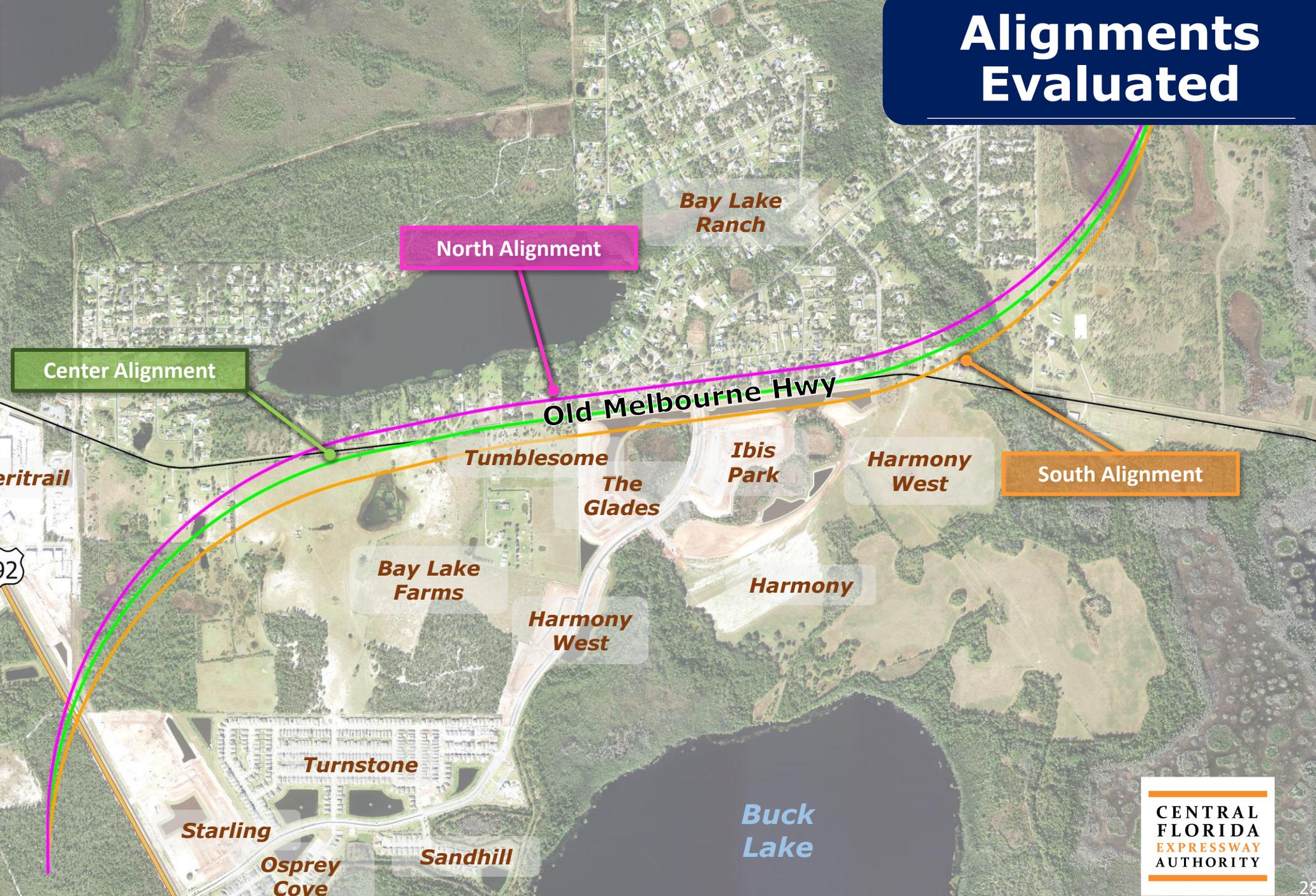
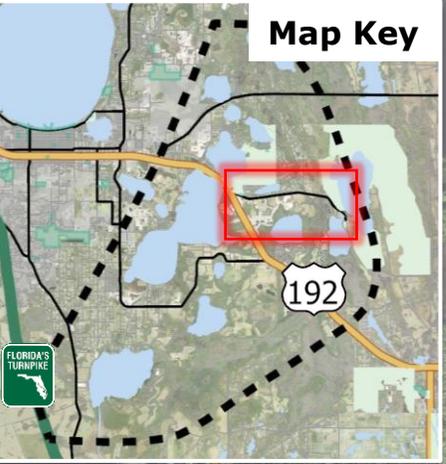
Sandhill

Buck Lake

- Study Area
 - Public Lands and Conservation Areas
 - Conservation Easements
 - Existing Land Use (Jan 2026)
 - Sunbridge Parkway Extension
- Phase**
- Sites in PS Approval Stage
 - Sites with PS Permit
 - Sites Pending SDP Permit
 - Sites with SDP Permit
 - Sites Under Construction



Alignments Evaluated



| Evaluation Measure | Unit of Measure | Left (North) | Center | Right (South) |
|--|------------------------|--------------|--------------|---------------|
| Design | | | | |
| Corridor Length | Miles | 3.5 | 3.5 | 3.5 |
| Proposed ROW width ¹ | Feet | 330 | 470 | 330 |
| Proposed ROW total (approximate) | Acres | 142 | 166 | 141 |
| Proposed bridges (roadway/canal/environmental crossings) ² | Number of Crossings | 8 | 10 | 6 |
| Total length of all crossings (roadway/canal/environmental crossings)² | Feet | 2,026 | 3,820 | 6,830 |
| Physical | | | | |
| Major Utility Conflicts - Existing | Number of Conflicts | 2 | 2 | 2 |
| Contamination Sites (Medium and High Risk Sites) | Number of Conflicts | 2 | 3 | 4 |
| Cultural Environment | | | | |
| Public Recreation Lands | Acres | 0 | 0 | 0 |
| Potential Historic Resources | Number of Conflicts | 0 | 0 | 0 |
| Potential Historic Linear Resources (Canals/Highways/Railroads) | Number of Resources | 1 | 1 | 1 |
| Potential Archaeological Resources | Number of Resources | 0 | 0 | 0 |
| Natural Environment | | | | |
| Floodplain Involvement - 100 Year Floodplain ³ | Acres | 8 | 7 | 8 |
| Canals / Regulated Floodways ⁴ | Number of Conflicts | 0 | 0 | 0 |
| Wetlands (non-forested and forested) ⁵ | Acres | 21 | 19 | 20 |
| Potential Species Habitat ⁶ | Acres | 79 | 98 | 83 |
| Conservation Lands | Acres | 0 | 0 | 0 |
| Regulatory Conservation Easement | Acres | 0 | 0 | 0 |
| Florida Wildlife Corridor ⁷ | Acres | 27 | 29 | 30 |
| Florida Forever Priority Projects (Planned) ⁷ | Acres | 27 | 28 | 30 |
| SFWMW DWMP (Watershed Management Program) | Acres | 0 | 0 | 0 |
| Social | | | | |
| Residential Parcels - Existing | | | | |
| Potential Residential Parcels Affected ^{7,8,10} | Number of Parcels | 64 | 92 | 108 |
| <i>Residential Homes</i> | Number of Parcels | 62 | 75 | 94 |
| <i>Residential Stormwater and Common Areas</i> | Number of Parcels | 2 | 17 | 14 |
| Potential Residential Parcels Affected ^{7,8,10} | Acres | 62 | 60 | 47 |
| <i>Residential Homes</i> | Acres | 61 | 39 | 18 |
| <i>Residential Stormwater and Common Areas</i> | Acres | 1 | 21 | 29 |
| Residential Parcels - Planned | | | | |
| Potential Residential Parcels Affected ^{7,11} | Number of Parcels | 72 | 113 | 131 |
| Potential Residential Parcels Affected ^{7,11} | Acres | 11 | 18 | 13 |
| Non-Residential Parcels | | | | |
| Total Potential Non-Residential Parcels Affected ^{7,9} | Number of Parcels | 2 | 4 | 2 |
| Community Cohesion Effects - Existing/Planned Neighborhoods Affected | Low/Medium/High | High | High | High |
| Community Facilities | Number of Conflicts | 0 | 0 | 0 |
| Agricultural Lands | Acres | 22 | 33 | 30 |
| Suburban Estates Impacts (approximate) | Acres | 0 | 0 | 0 |
| Preliminary Estimated Cost | | | | |
| Total Construction Cost | Currency (in millions) | \$575 | \$685 | \$650 |
| Preliminary Right-of-Way Cost | Currency (in millions) | \$200 | \$290 | \$305 |
| Estimated Total Project Cost | Currency (in millions) | \$775 | \$975 | \$955 |

Old Melbourne Highway Focus Evaluation Matrix: *Standard Typical*

• Center Alignment has highest impacts:

- ROW acreage
- Stormwater/common areas
- Species habitat
- Total segment cost

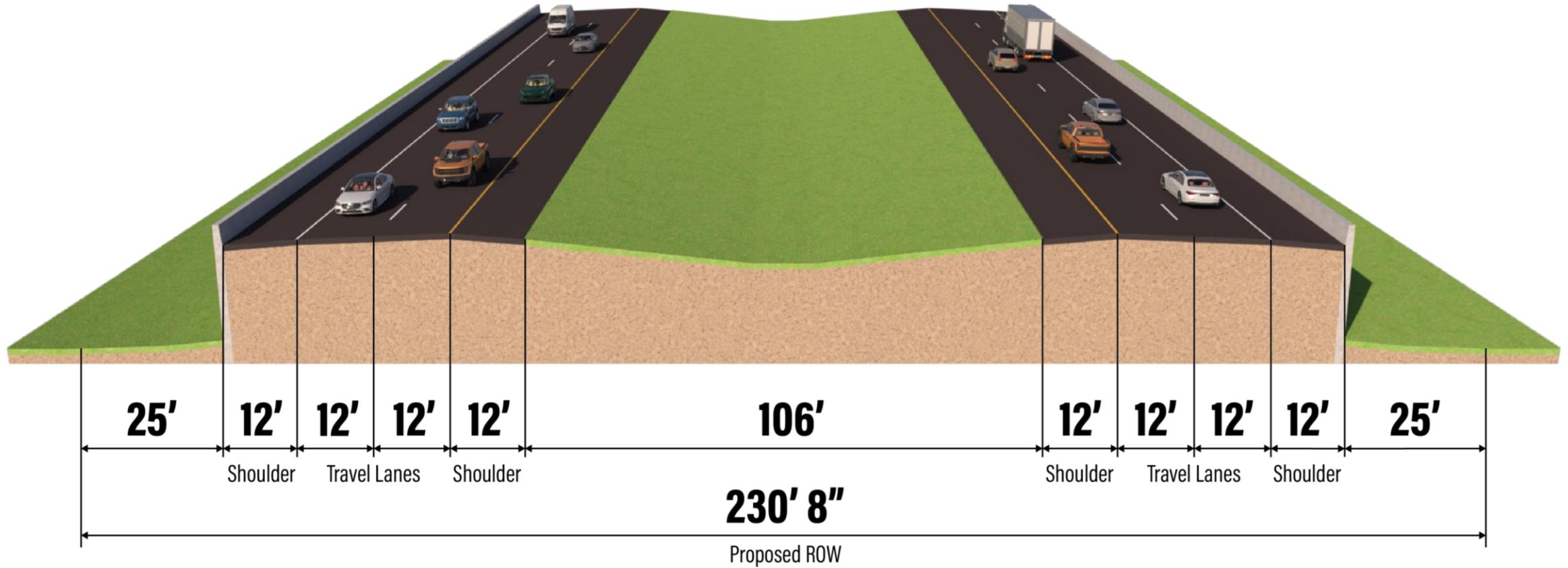
• Center Alignment has high impact to residential homes and parcels

- Considerable community cohesion
- Significant MOT disruption

• North alignment has lowest impacts:

- Residential parcels and homes
- Stormwater/common areas
- Total segment cost

Constrained Typical Section



Right-of-Way (ROW)

| Evaluation Measure | Unit of Measure | Left (North) | Center | Right (South) |
|--|------------------------|--------------|---------|---------------|
| Design | | | | |
| Corridor Length | Miles | 3.5 | 3.5 | 3.5 |
| Proposed ROW width ¹ | Feet | 230'-8" | 340'-8" | 230'-8" |
| Proposed ROW total (approximate) | Acres | 99 | 118 | 98 |
| Proposed bridges (roadway/canal/environmental crossings) ² | Number of Crossings | 8 | 10 | 6 |
| Total length of all crossings (roadway/canal/environmental crossings) ² | Feet | 2,404 | 3,563 | 6,845 |
| Physical | | | | |
| Major Utility Conflicts - Existing | Number of Conflicts | 2 | 2 | 2 |
| Contamination Sites (includes all Low, Medium and High Risk Sites) | Number of Conflicts | 2 | 3 | 2 |
| Cultural Environment | | | | |
| Public Recreation Lands | Acres | 0 | 0 | 0 |
| Potential Historic Resources | Number of Conflicts | 0 | 0 | 0 |
| Potential Historic Linear Resources (Canals/Highways/Railroads) | Number of Resources | 1 | 1 | 1 |
| Potential Archaeological Resources | Number of Resources | 0 | 0 | 0 |
| Natural Environment | | | | |
| Floodplain Involvement - 100 Year Floodplain ³ | Acres | 5 | 5 | 5 |
| Canals / Regulated Floodways ⁴ | Number of Conflicts | 0 | 0 | 0 |
| Wetlands (non-forested and forested) ⁵ | Acres | 14 | 13 | 13 |
| Potential Species Habitat ⁶ | Acres | 56 | 70 | 48 |
| Conservation Lands | Acres | 0 | 0 | 0 |
| Regulatory Conservation Easement | Acres | 0 | 0 | 0 |
| Florida Wildlife Corridor ⁷ | Acres | 19 | 20 | 20 |
| Florida Forever Priority Projects (Planned) ⁷ | Acres | 19 | 20 | 20 |
| SFWMD DWMP (Watershed Management Program) | Acres | 0 | 0 | 0 |
| Social | | | | |
| Residential Parcels - Existing | | | | |
| Potential Residential Parcels Affected ^{7,8,10} | Number of Parcels | 56 | 71 | 66 |
| Residential Homes | Number of Parcels | 54 | 59 | 53 |
| Residential Stormwater and Common Areas | Number of Parcels | 2 | 12 | 13 |
| Potential Residential Parcels Affected ^{7,8,10} | Acres | 42 | 39 | 33 |
| Residential Homes | Acres | 42 | 25 | 11 |
| Residential Stormwater and Common Areas | Acres | 0 | 14 | 22 |
| Residential Parcels - Planned | | | | |
| Potential Residential Parcels Affected ^{7,11} | Number of Parcels | 67 | 91 | 103 |
| Potential Residential Parcels Affected ^{7,11} | Acres | 9 | 13 | 13 |
| Non-Residential Parcels | | | | |
| Total Potential Non-Residential Parcels Affected ^{7,9} | Number of Parcels | 2 | 2 | 2 |
| Community Cohesion Effects - Existing/Planned Neighborhoods Affected | Low/Medium/High | High | High | High |
| Community Facilities | Number of Conflicts | 0 | 0 | 0 |
| Agricultural Lands | Acres | 16 | 20 | 21 |
| Suburban Estates Impacts (approximate) | Acres | 0 | 0 | 0 |
| Preliminary Estimated Cost | | | | |
| Total Construction Cost | Currency (in millions) | \$540 | \$595 | \$620 |
| Preliminary Right-of-Way Cost | Currency (in millions) | \$140 | \$190 | \$220 |
| Estimated Total Project Cost | Currency (in millions) | \$680 | \$785 | \$840 |

Old Melbourne Highway Focus Evaluation Matrix: *Constrained Typical*

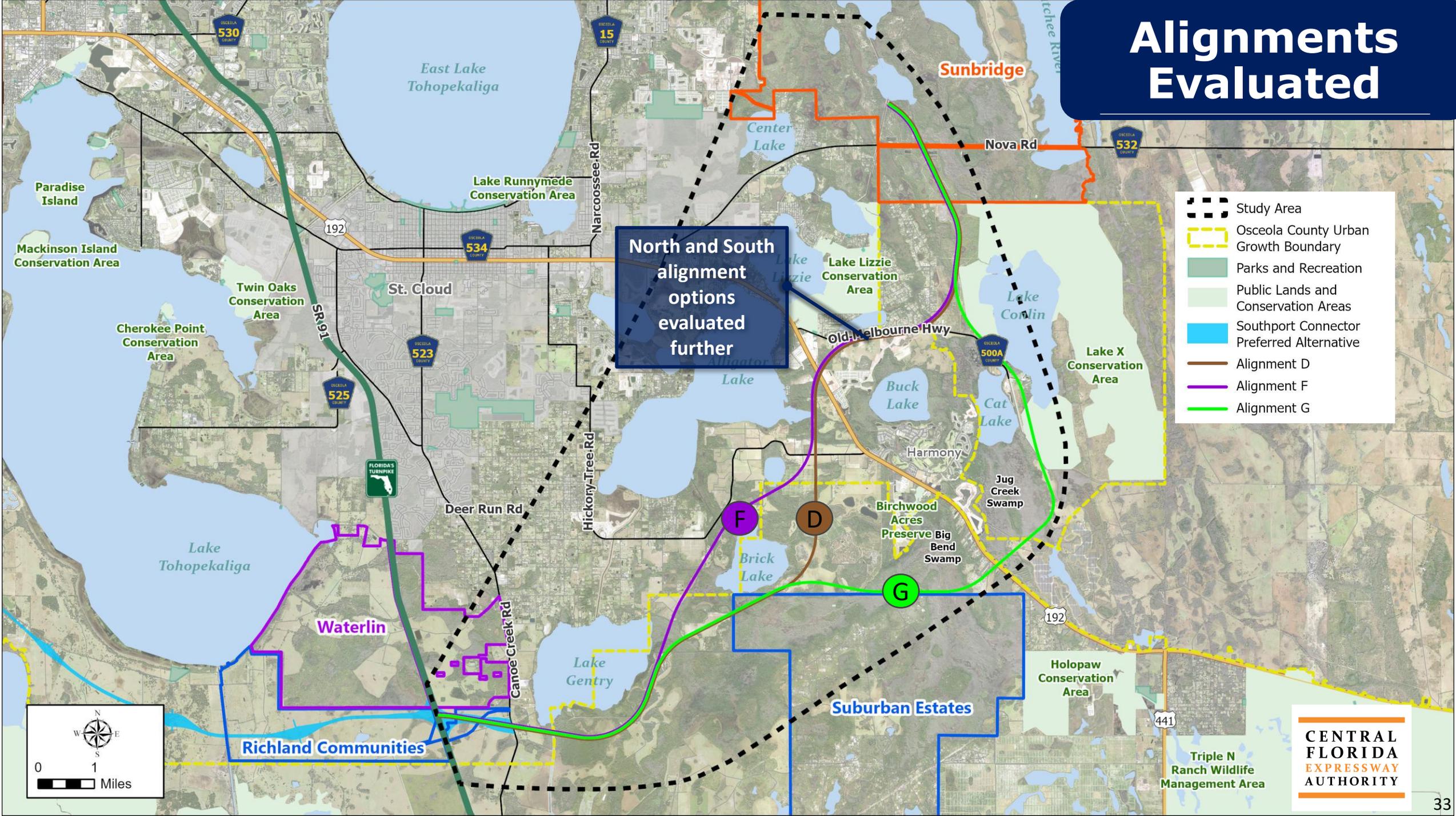
- Center Alignment has highest impacts:
 - ROW acreage
 - Species habitat
 - Residential parcels and homes
- Center Alignment has high impact to planned residential and stormwater/common areas
- North alignment has lowest impacts:
 - Residential parcels
 - Stormwater/common areas
 - Planned residential
 - Total segment cost
- Center alignment not recommended and north/south alignment evaluated further in comparison to Alignment G

| Evaluation Measure | Unit of Measure | Left (North) | Center | Right (South) |
|--|------------------------|--------------|---------|---------------|
| Design | | | | |
| Corridor Length | Miles | 3.5 | 3.5 | 3.5 |
| Proposed ROW width ¹ | Feet | 230'-8" | 340'-8" | 230'-8" |
| Proposed ROW total (approximate) | Acres | 99 | 118 | 98 |
| Proposed bridges (roadway/canal/environmental crossings) ² | Number of Crossings | 8 | 10 | 6 |
| Total length of all crossings (roadway/canal/environmental crossings) ² | Feet | 2,404 | 3,563 | 6,845 |
| Physical | | | | |
| Major Utility Conflicts - Existing | Number of Conflicts | 2 | 2 | 2 |
| Contamination Sites (includes all Low, Medium and High Risk Sites) | Number of Conflicts | 2 | 3 | 2 |
| Cultural Environment | | | | |
| Public Recreation Lands | Acres | 0 | 0 | 0 |
| Potential Historic Resources | Number of Conflicts | 0 | 0 | 0 |
| Potential Historic Linear Resources (Canals/Highways/Railroads) | Number of Resources | 1 | 1 | 1 |
| Potential Archaeological Resources | Number of Resources | 0 | 0 | 0 |
| Natural Environment | | | | |
| Floodplain Involvement - 100 Year Floodplain ³ | Acres | 5 | 5 | 5 |
| Canals / Regulated Floodways ⁴ | Number of Conflicts | 0 | 0 | 0 |
| Wetlands (non-forested and forested) ⁵ | Acres | 14 | 13 | 13 |
| Potential Species Habitat ⁶ | Acres | 56 | 70 | 48 |
| Conservation Lands | Acres | 0 | 0 | 0 |
| Regulatory Conservation Easement | Acres | 0 | 0 | 0 |
| Florida Wildlife Corridor ⁷ | Acres | 19 | 20 | 20 |
| Florida Forever Priority Projects (Planned) ⁷ | Acres | 19 | 20 | 20 |
| SFWMD DWMP (Watershed Management Program) | Acres | 0 | 0 | 0 |
| Social | | | | |
| Residential Parcels - Existing | | | | |
| Potential Residential Parcels Affected ^{7,8,10} | Number of Parcels | 56 | 71 | 66 |
| Residential Homes | Number of Parcels | 54 | 59 | 53 |
| Residential Stormwater and Common Areas | Number of Parcels | 2 | 12 | 13 |
| Potential Residential Parcels Affected ^{7,8,10} | Acres | 42 | 39 | 33 |
| Residential Homes | Acres | 42 | 25 | 11 |
| Residential Stormwater and Common Areas | Acres | 0 | 14 | 22 |
| Residential Parcels - Planned | | | | |
| Potential Residential Parcels Affected ^{7,11} | Number of Parcels | 67 | 91 | 103 |
| Potential Residential Parcels Affected ^{7,11} | Acres | 9 | 13 | 13 |
| Non-Residential Parcels | | | | |
| Total Potential Non-Residential Parcels Affected ^{7,9} | Number of Parcels | 2 | 2 | 2 |
| Community Cohesion Effects - Existing/Planned Neighborhoods Affected | Low/Medium/High | High | High | High |
| Community Facilities | Number of Conflicts | 0 | 0 | 0 |
| Agricultural Lands | Acres | 16 | 20 | 21 |
| Suburban Estates Impacts (approximate) | Acres | 0 | 0 | 0 |
| Preliminary Estimated Cost | | | | |
| Total Construction Cost | Currency (in millions) | \$540 | \$595 | \$620 |
| Preliminary Right-of-Way Cost | Currency (in millions) | \$140 | \$190 | \$220 |
| Estimated Total Project Cost | Currency (in millions) | \$680 | \$785 | \$840 |

Old Melbourne Highway Focus Evaluation Matrix: *Constrained Typical*

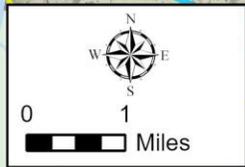
- **Residential parcel impacts:**
 - North: 56 parcels (42 acres)
 - South: 66 parcels (33 acres)
- **Residential parcels with homes:**
 - North: 54 parcels (42 acres)
 - South: 53 parcels (11 acres)
- **Planned residential impacts:**
 - North: 67 parcels (9 acres)
 - South: 103 parcels (13 acres)
- **Right-of-Way costs estimates:**
 - North - \$140M (Lowest)
 - South - \$220M (Highest)
- **Total costs:**
 - North - \$680M (Lowest)
 - South - \$840M (Highest)

Alignments Evaluated



North and South alignment options evaluated further

- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Alignment D
- Alignment F
- Alignment G



Alignment Alternative Evaluation Matrix

| Evaluation Measure | Unit of Measure | Alignment D1 (South) | Alignment D2 (North) | Alignment F1 (South) | Alignment F2 (North) | Alignment G |
|--|----------------------------|----------------------|----------------------|----------------------|----------------------|---------------|
| Design | | | | | | |
| Corridor Length | Miles | 17.1 | 17.1 | 16.6 | 16.7 | 19.8 |
| Proposed ROW width | Feet | 330 | 330 | 330 | 330 | 330 |
| Proposed ROW total (approximate) | Acres | 1,102 | 1,127 | 1,084 | 1,109 | 1,152 |
| Proposed bridge crossings (roadway/canal/environmental crossings) ¹ | Number of Crossings | 29 | 31 | 30 | 32 | 28 |
| Total length of all crossings (roadway/canal/environmental crossings) ¹ | Feet | 20,551 | 15,866 | 20,941 | 16,305 | 17,899 |
| Roadway/Canal Crossings | Feet | 15,244 | 10,498 | 16,660 | 11,963 | 9,745 |
| Environmental Crossings | Feet | 5,307 | 5,368 | 4,281 | 4,342 | 8,154 |
| Proposed interchanges | Number | 4 | 4 | 4 | 4 | 4 |
| Projected 2050 AADT Volume ² | Number of Vehicles per Day | 22,100-46,400 | 22,100-46,400 | 32,000-48,200 | 32,000-48,200 | 21,500-43,500 |
| US 192 Impacts to Signal Spacing | Low/Medium/High | High | High | High | High | Low |

Notes:

- Roadway/Canal crossings include ramp bridges. Bridge length is based on longest span per location. Environmental crossings are based on corridor length (not length of multiple spans) and are subject to change.
- AADT values represent range from Canoe Creek Road to Nova Road.

Alignment Alternative Evaluation Matrix

| Evaluation Measure | Unit of Measure | Alignment D1 (South) | Alignment D2 (North) | Alignment F1 (South) | Alignment F2 (North) | Alignment G |
|--|-----------------|----------------------|----------------------|----------------------|----------------------|-------------|
| Physical | | | | | | |
| Major Utility Conflicts – Existing | Number | 3 | 3 | 3 | 3 | 2 |
| Contamination Sites (Medium and High Risk) | Number | 8 | 8 | 8 | 8 | 3 |
| Cultural Environment | | | | | | |
| Public Recreation Lands | Acres | 0 | 0 | 0 | 0 | 0 |
| Potential Historic Resources | Number | 0 | 0 | 0 | 0 | 0 |
| Potential Historic Linear Resources (Canals/Highways/Roadways) | Number | 1 | 1 | 1 | 1 | 1 |
| Potential Archaeological Resources | Number | 0 | 0 | 0 | 0 | 0 |

Alignment Alternative Evaluation Matrix

| Evaluation Measure | Unit of Measure | Alignment D1 (South) | Alignment D2 (North) | Alignment F1 (South) | Alignment F2 (North) | Alignment G |
|--|---------------------|----------------------|----------------------|----------------------|----------------------|-------------|
| Natural Environment | | | | | | |
| Floodplain Involvement – 100 Year ³ | Acres | 390 | 390 | 438 | 438 | 667 |
| Canals/Regulated Floodways ⁴ | Number of crossings | 1 | 1 | 2 | 2 | 1 |
| Wetlands (non-forested and forested) ⁵ | Acres | 269 | 275 | 246 | 251 | 436 |
| Potential Species Habitat ⁶ | Acres | 1,008 | 1,013 | 985 | 991 | 1,107 |
| Conservation Lands ⁷ | Acres | 0 | 0 | 0 | 0 | 71 |
| Regulatory Conservation Easements | Acres | 0 | 0 | 0 | 0 | 0 |
| Florida Wildlife Corridor ⁸ | Acres | 764 | 761 | 668 | 665 | 1,047 |
| Florida Forever Priority Projects (Planned) ⁸ | Acres | 337 | 334 | 242 | 239 | 509 |
| SFWMD DWMP (Watershed Management Program) | Acres | 49 | 49 | 49 | 49 | 49 |

Notes:

- 3. Floodplain involvement based on GIS data only and doesn't include minimization efforts to reduce direct ROW impacts.
- 4. Number of conflicts are identified, however bridges are assumed for all crossings.
- 5. 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.
- 6. 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, 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.
- 7. Lake X Conservation Area which is also within a mitigation bank.
- 8. Values do not include overlap areas designated as mitigation bank.

Alignment Alternative Evaluation Matrix

| Evaluation Measure | Unit of Measure | Alignment D1 (South) | Alignment D2 (North) | Alignment F1 (South) | Alignment F2 (North) | Alignment G |
|--|-----------------|----------------------|----------------------|----------------------|----------------------|-------------|
| Social | | | | | | |
| Residential Parcels – Existing | | | | | | |
| Potential Residential Parcels Affected ^{9,10,12} | Number | 136 | 82 | 137 | 83 | 4 |
| Residential Homes | Number | 121 | 71 | 121 | 71 | 4 |
| Residential Stormwater and Common Areas | Number | 15 | 11 | 16 | 12 | 0 |
| Potential Residential Parcels Affected ^{9,10,12} | Acres | 45 | 67 | 51 | 73 | 8 |
| Residential Homes | Acres | 20 | 57 | 20 | 57 | 8 |
| Residential Stormwater and Common Areas | Acres | 25 | 10 | 31 | 16 | 0 |
| Residential Parcels – Planned | | | | | | |
| Potential Residential Parcels Affected ^{9,13} | Number | 181 | 161 | 181 | 161 | 31 |
| Potential Residential Parcels Affected ^{9,13} | Acres | 47 | 44 | 47 | 44 | 8 |
| Non-Residential Parcels | | | | | | |
| Total Potential Non-Residential Parcels Affected ^{9,11} | Number | 7 | 14 | 7 | 14 | 14 |
| Community Cohesion Effects – Existing/Planned | Low/Med/High | High | High | High | High | Low |
| Community Facilities Conflicts | Number | 0 | 0 | 0 | 0 | 0 |
| Agricultural Lands | Acres | 847 | 849 | 849 | 849 | 818 |
| Suburban Estates Impacts | Acres | 28 | 28 | 0 | 0 | 28 |

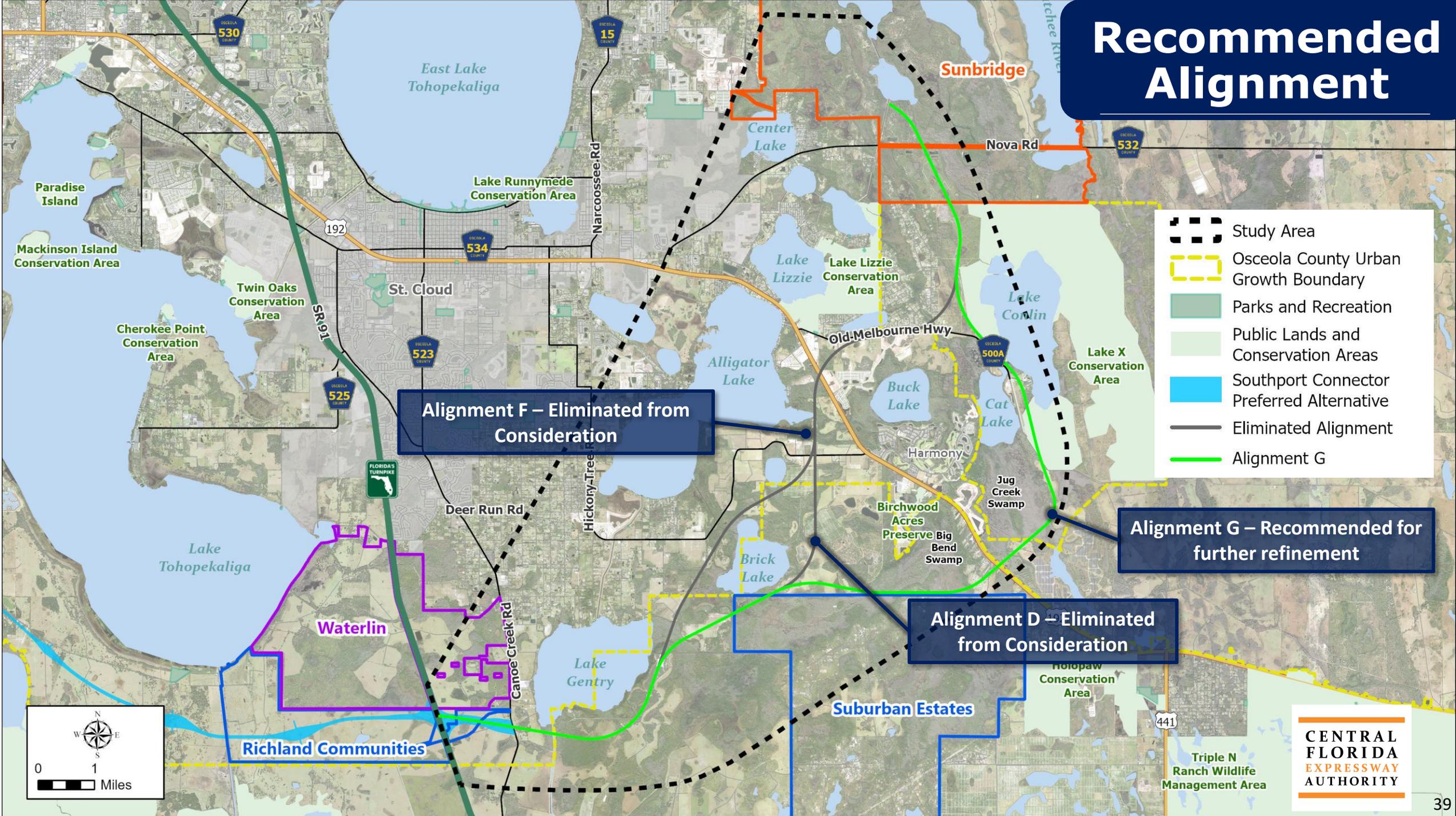
Notes:

- 9. Includes partially impacted parcels.
- 10. Includes vacant parcels/common areas within existing residential communities.
- 11. Does not include Suburban Estates or agricultural lands.
- 12. Includes planned developments under construction.
- 13. Includes planned developments with pending or approved Site Development Plan permits. Parcel count is based on subdivided parcels at the time of analysis.

Alignment Alternative Evaluation Matrix

| Evaluation Measure | Unit of Measure | Alignment D1 (South) | Alignment D2 (North) | Alignment F1 (South) | Alignment F2 (North) | Alignment G |
|-----------------------------------|-----------------|----------------------|----------------------|----------------------|----------------------|-------------|
| Preliminary Estimated Cost | | | | | | |
| Total Construction Cost | in millions | \$1,945 | \$1,820 | \$1,970 | \$1,840 | \$2,020 |
| Preliminary Right-of-Way Cost | in millions | \$230 | \$260 | \$230 | \$260 | \$80 |
| Estimated Total Project Cost | in millions | \$2,175 | \$2,080 | \$2,200 | \$2,100 | \$2,100 |

Recommended Alignment

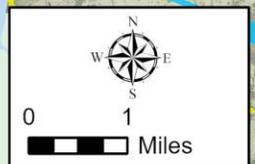


- Study Area
- Osceola County Urban Growth Boundary
- Parks and Recreation
- Public Lands and Conservation Areas
- Southport Connector Preferred Alternative
- Eliminated Alignment
- Alignment G

Alignment F – Eliminated from Consideration

Alignment G – Recommended for further refinement

Alignment D – Eliminated from Consideration

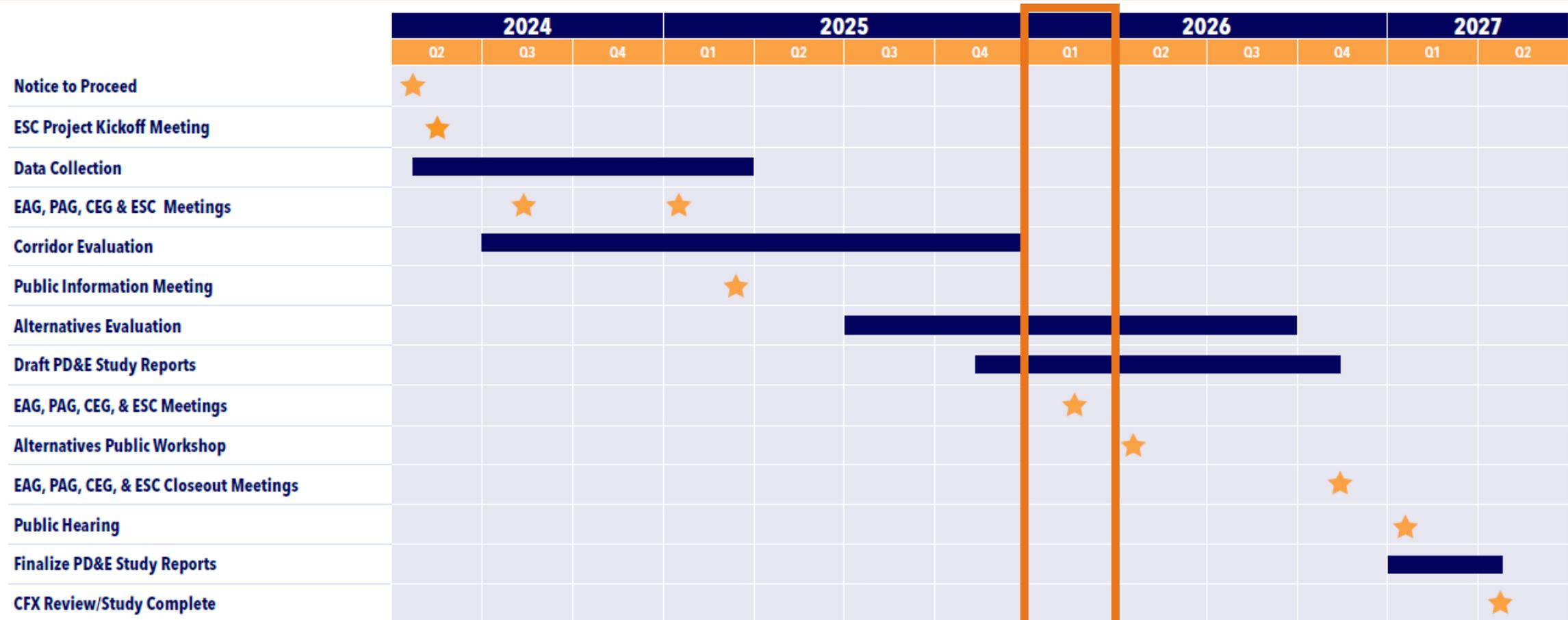




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Discussion

PD&E Schedule



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www.CFXway.com
Shortened study web address:
https://bit.ly/sr515_pde



The logo for the Central Florida Expressway Authority is centered in a white rectangular box. It features the words "CENTRAL FLORIDA" in a black, serif font, "EXPRESSWAY" in an orange, sans-serif font, and "AUTHORITY" in a black, serif font. The text is flanked by two horizontal orange bars, one above and one below.

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

The words "Thank You" are written in a large, white, sans-serif font, centered over the background image of a highway interchange.

Thank You