CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

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

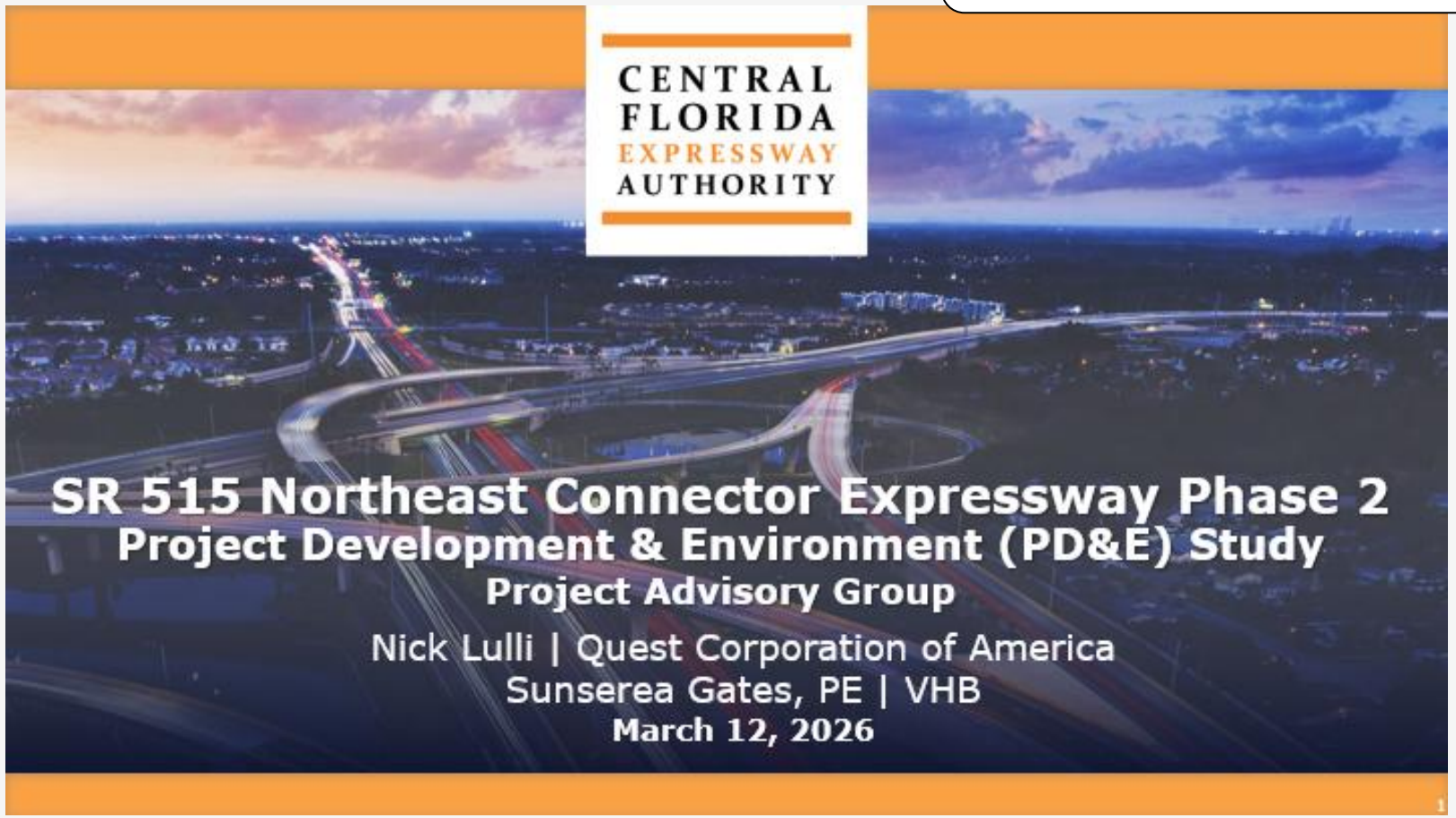
March 12, 2026

Meeting now

02:25 LIVE | 1

Chat Q&A People 2 Raise React View More Camera Mic Share Leave

TO TO RAISE YOUR HAND
SPEAK



1

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

Meeting now

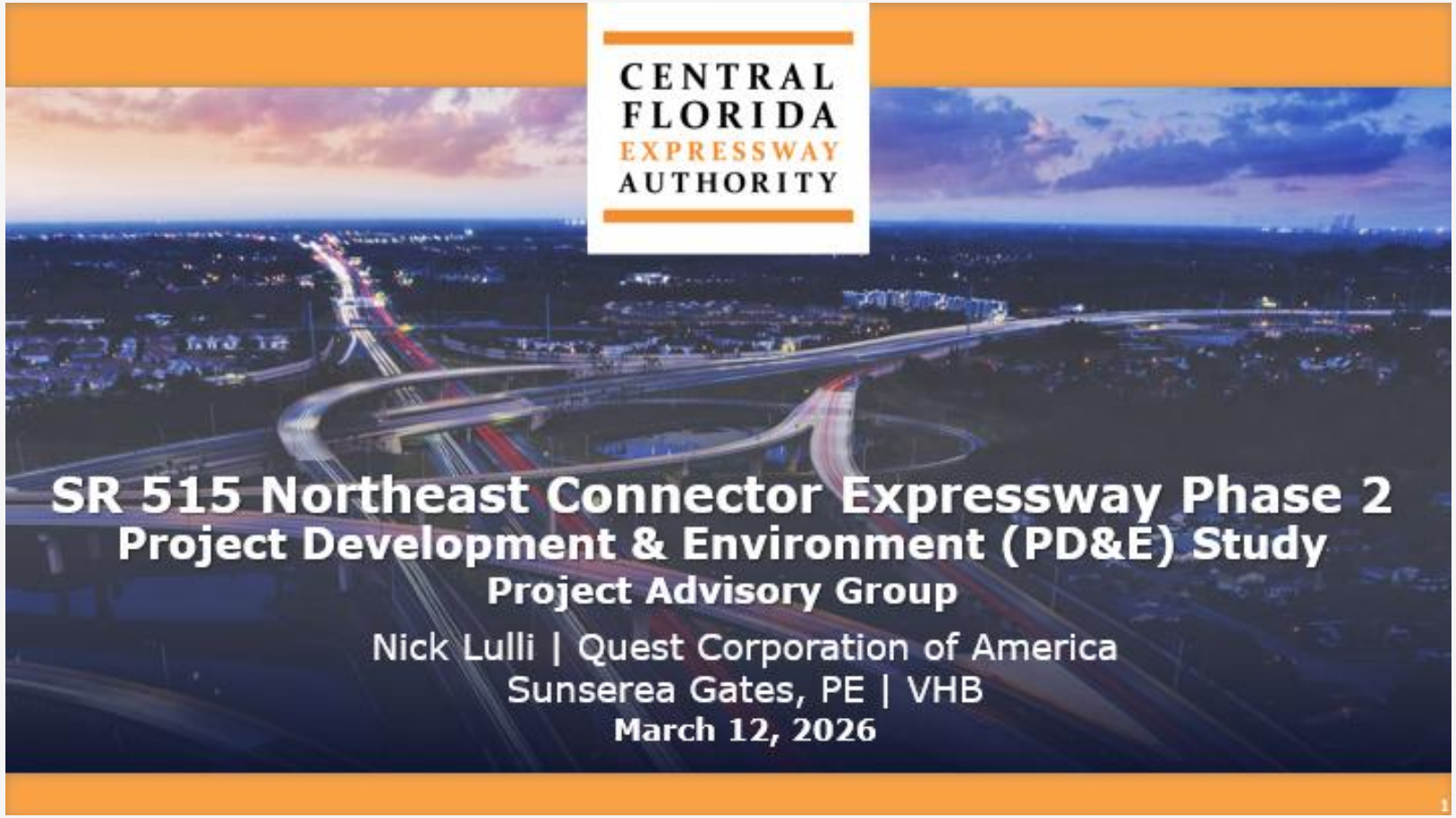
03:45 LIVE | 1

Chat Q&A People 2 Raise React View More Camera Mic Share Leave

Your mic has been enabled

Unmute if you'd like to speak.

TO MUTE
OR
UNMUTE YORSELF



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Meeting now

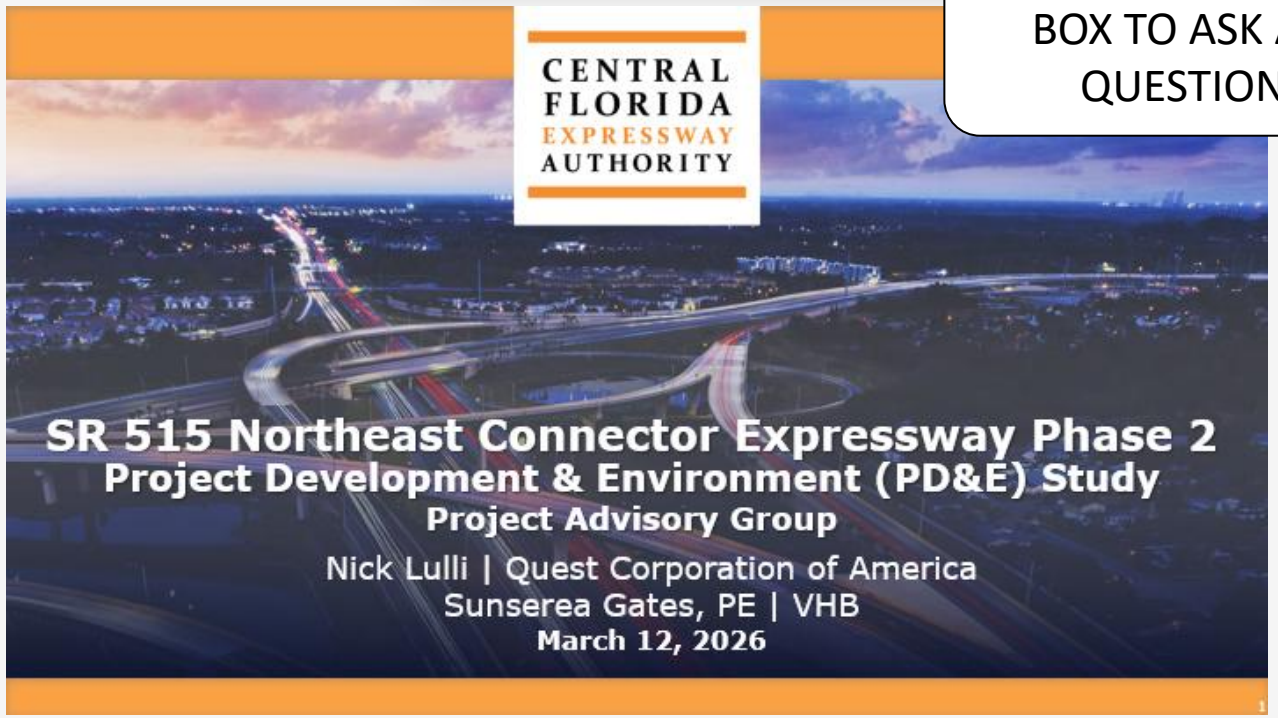
01:45 LIVE | 1

Chat | Q&A | People 2 | Raise | React | View | More | Camera | Mic | Share | Leave

Your mic has been disabled

You can no longer unmute.

USE THE Q&A BOX TO ASK ANY QUESTIONS



UU

Q&A

Collapse

What is the study schedule?

B I ··· Ask

No questions

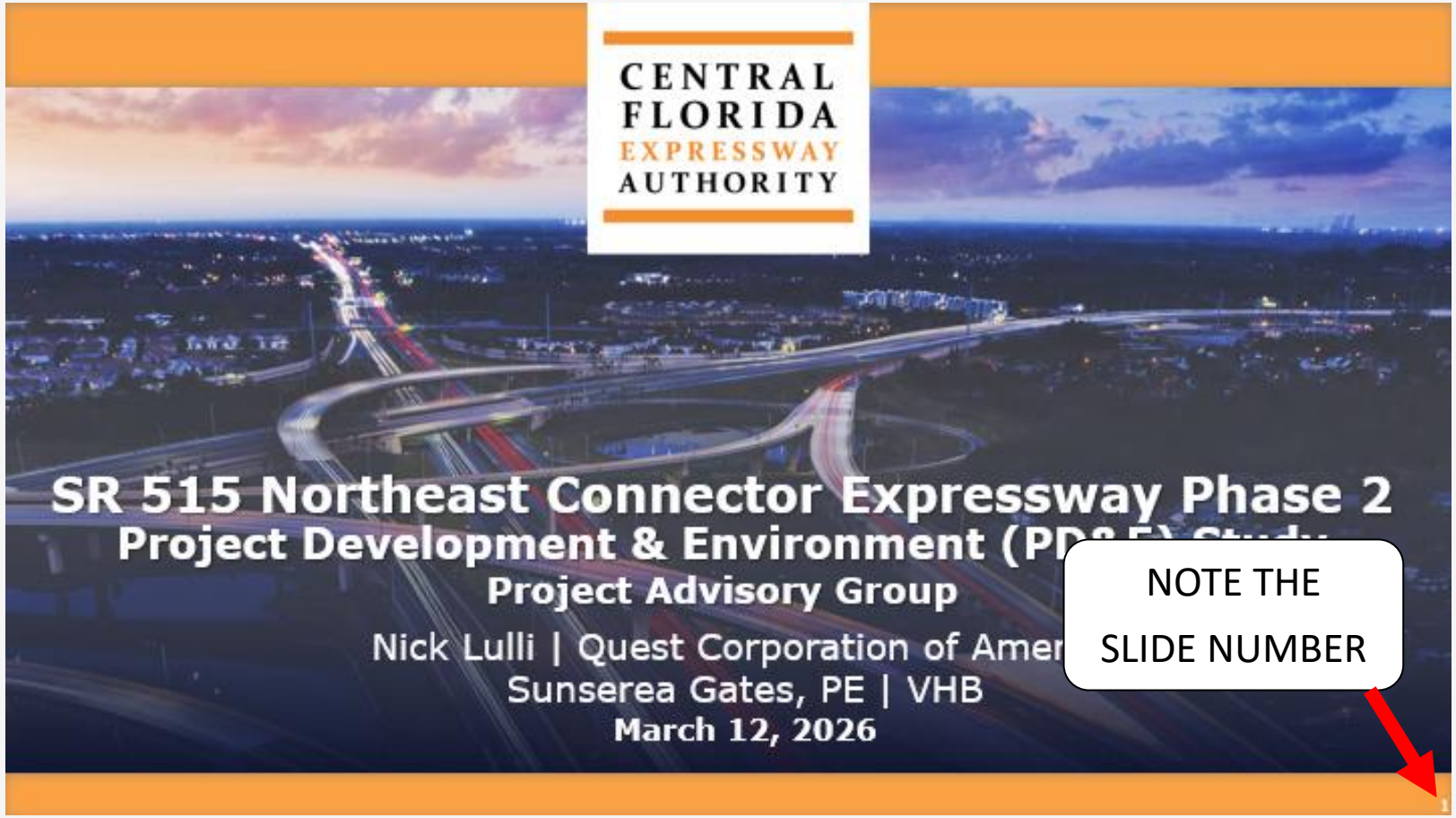
Start the discussion by ask

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Meeting now

02:25 LIVE | 1

Chat Q&A People 2 Raise React View More Camera Mic Share Leave



NOTE THE SLIDE NUMBER

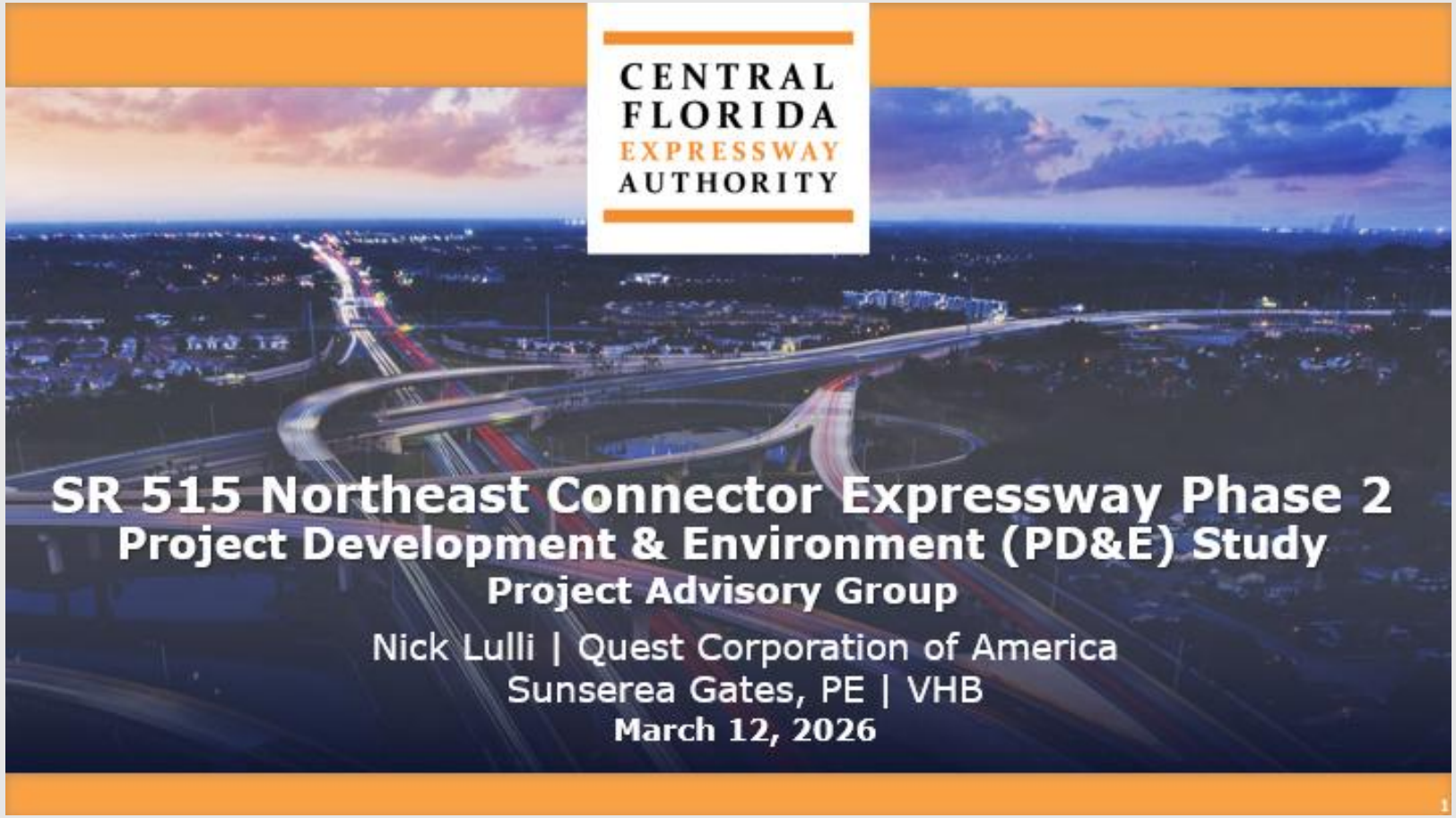
1

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Meeting now

00:03

Chat | Q&A | 2 People | Raise | View | More | Camera | Mic | Share | Leave



CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

Title VI Compliance

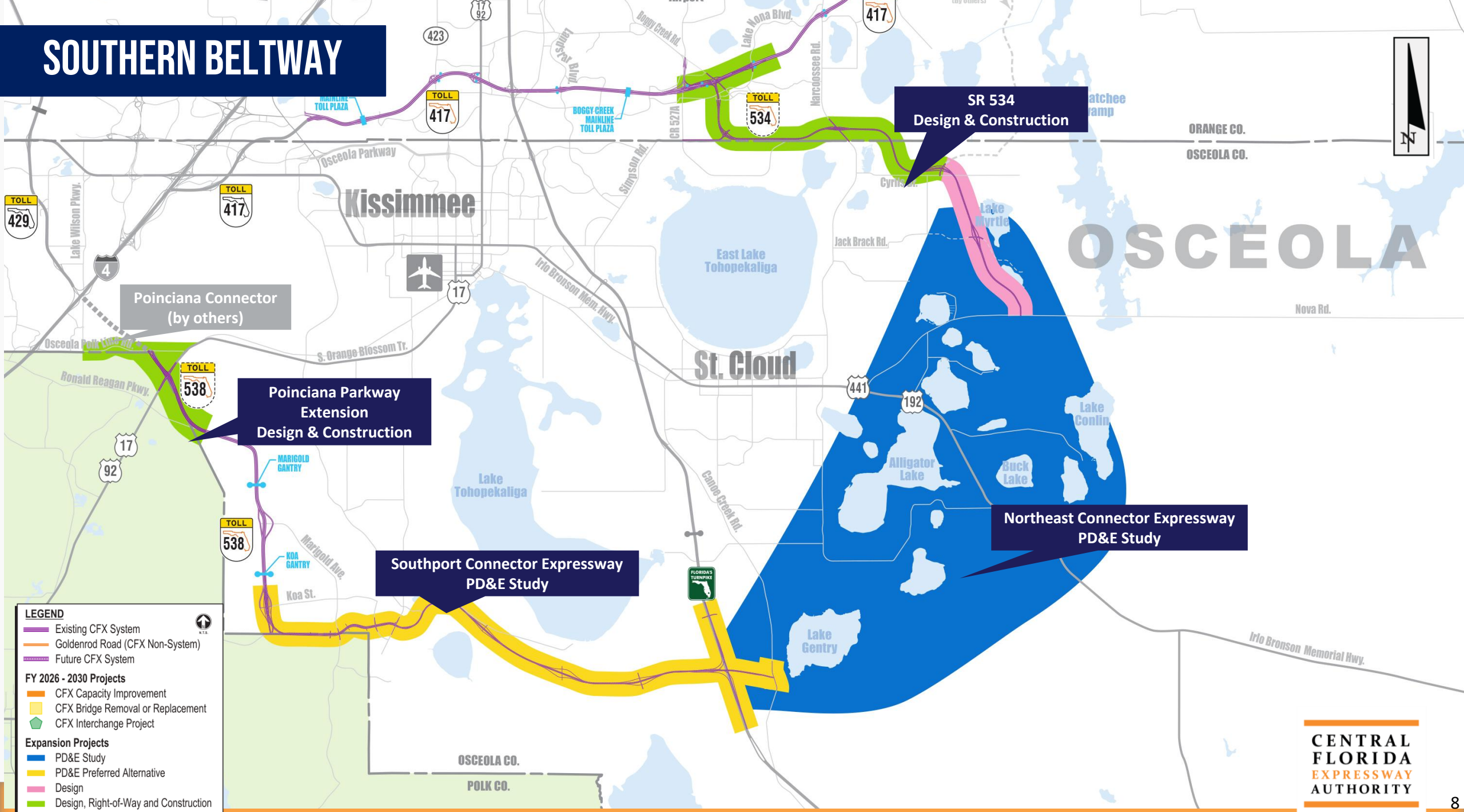
This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

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.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

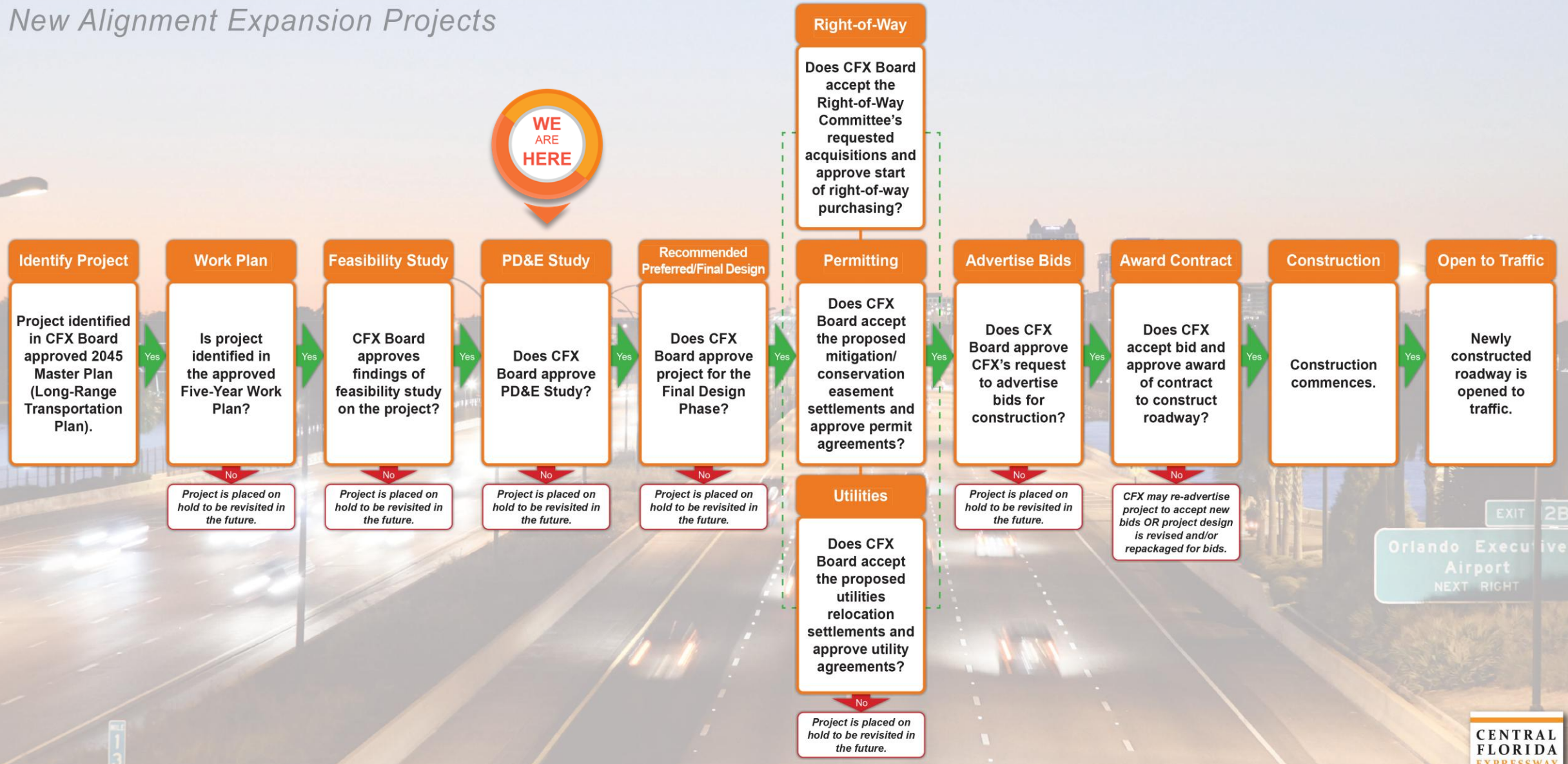
SOUTHERN BELTWAY



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

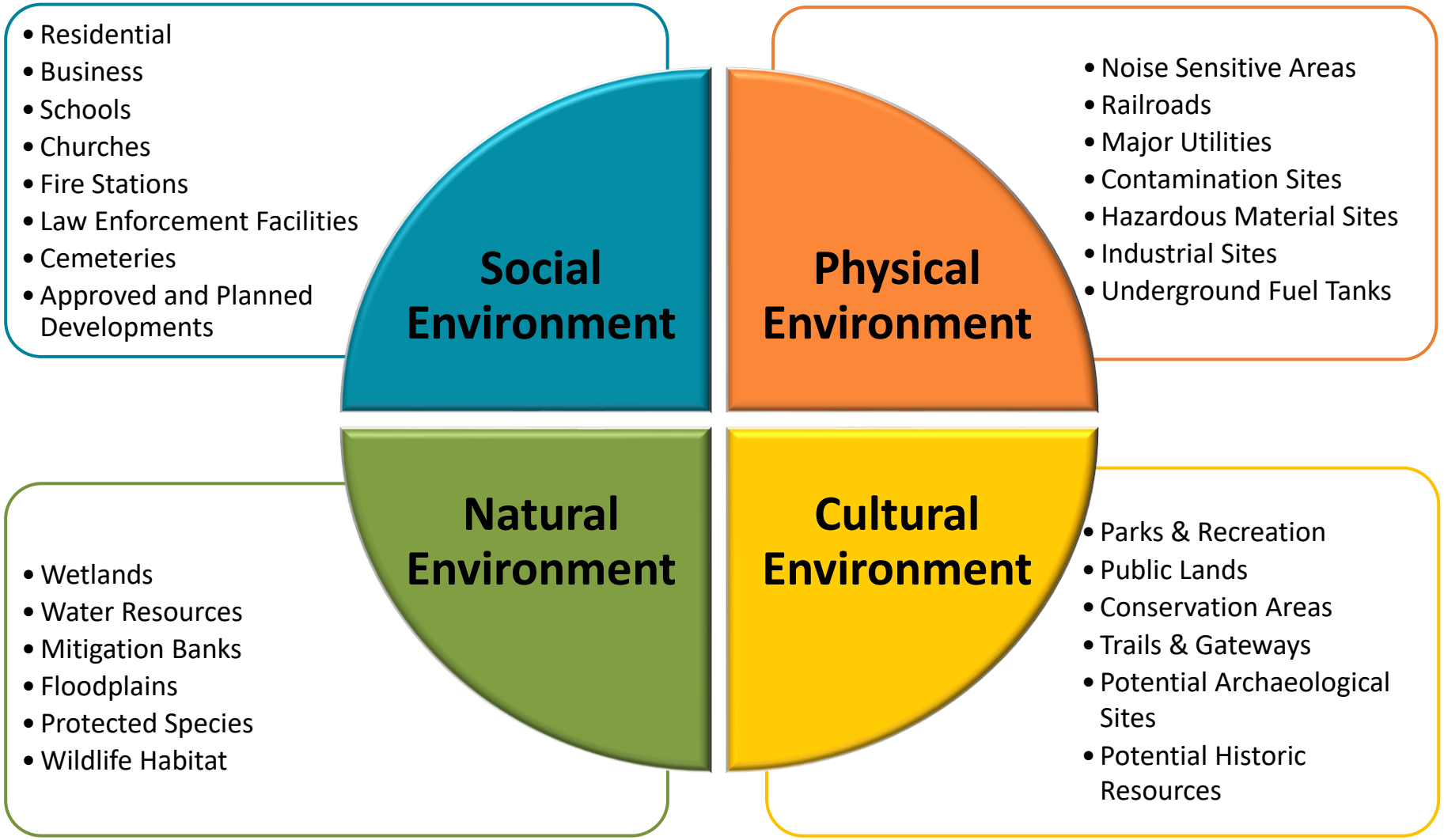
PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

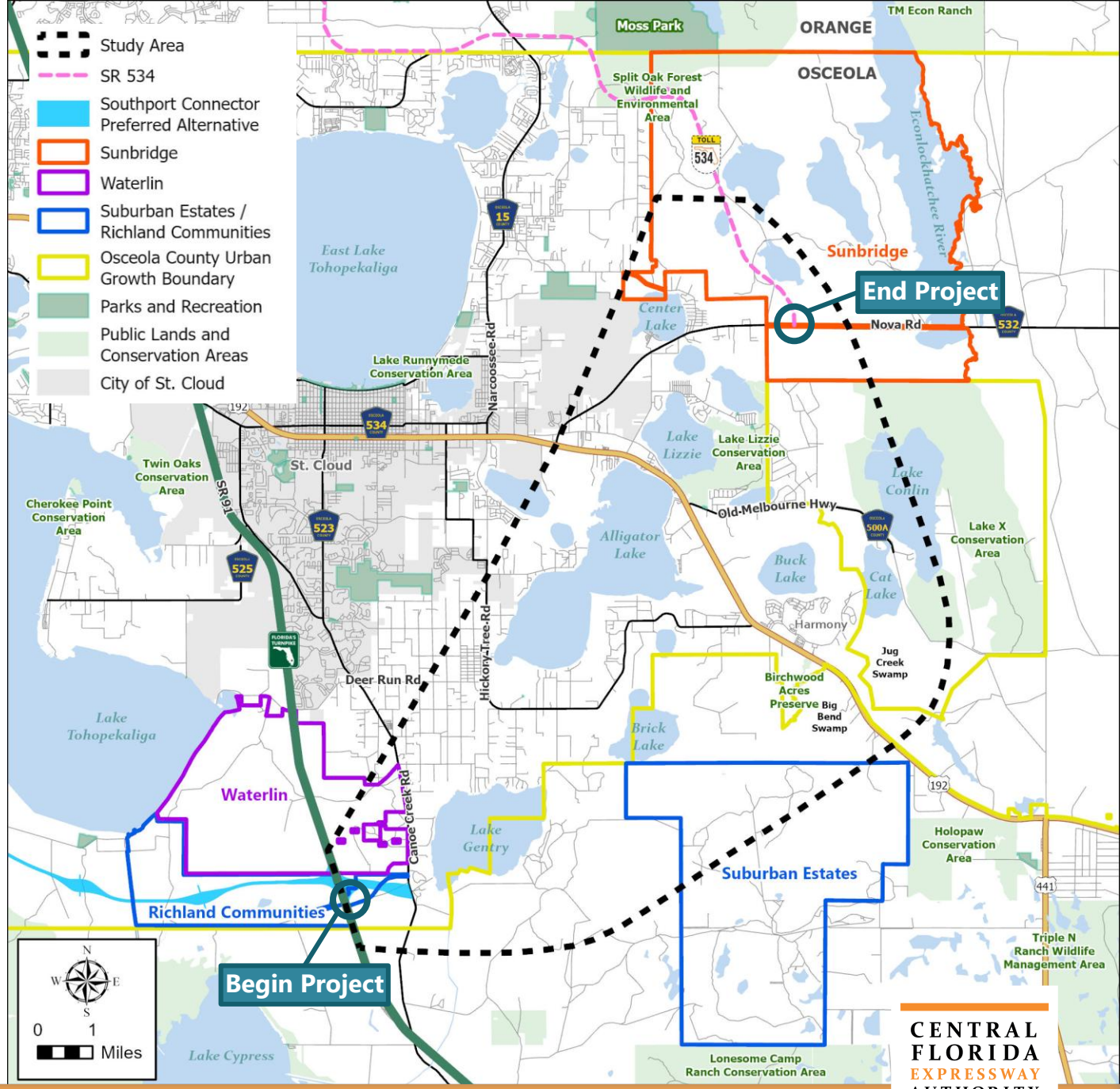
PD&E Evaluation Criteria



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Study Area

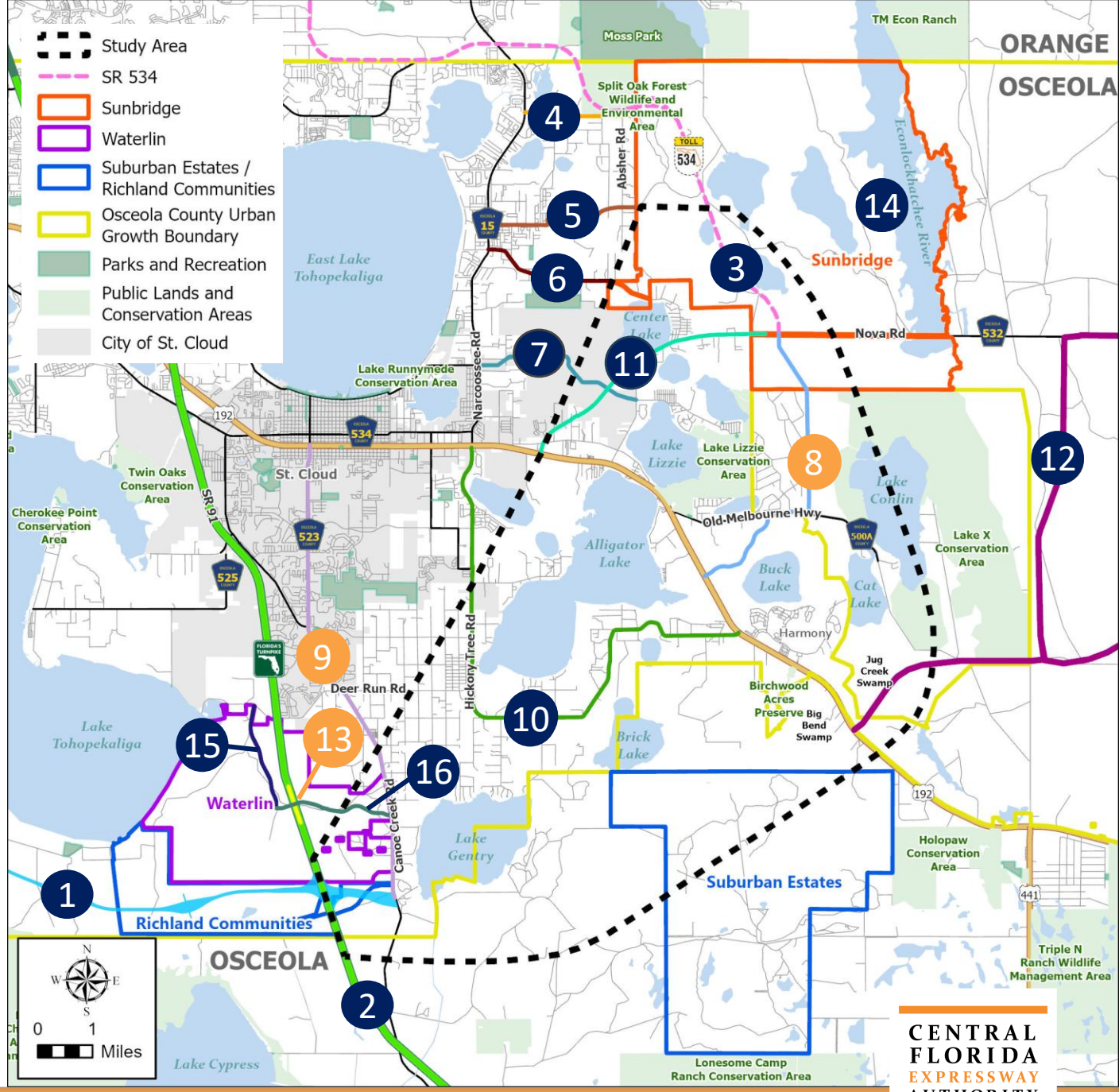
- 15- to 20-mile expressway
- **Southwest terminus:** proposed Southport Connector Expressway/ Florida's Turnpike
- **Northern terminus**: SR 534 at Nova Road
- **Full interchange:** US 192 and Canoe Creek Road



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

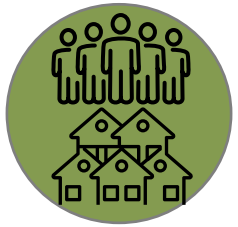
Planned Development:

- 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

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Advisory Group and Stakeholder Input

Environmental Advisory Group (EAG)

Environmental/government agencies and community/advocacy groups

Project Advisory Group (PAG)

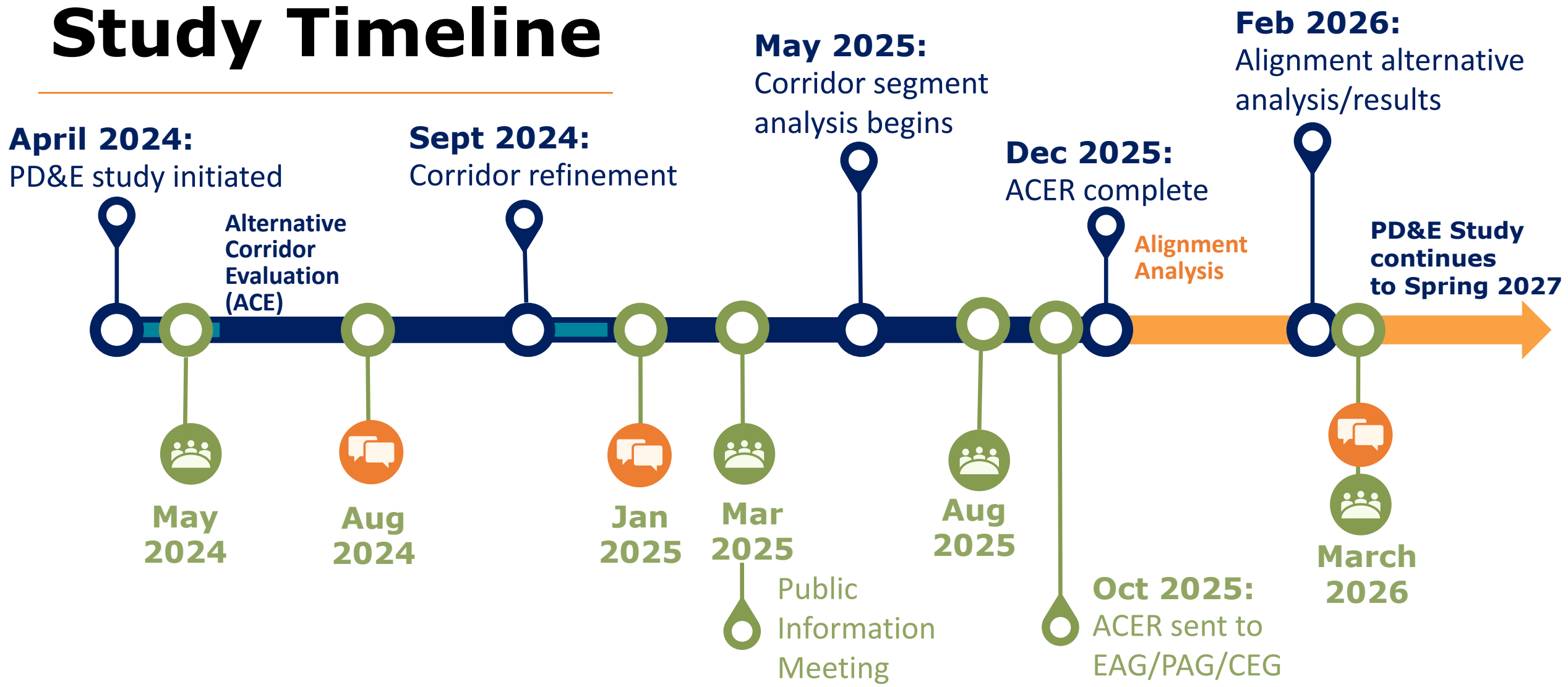
Government/transportation planning agencies, large-scale developers and other key stakeholders

Community Engagement Group (CEG)

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

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Study Timeline



EAG/PAG/CEG meetings | Environmental Stewardship Committee (ESC) presentation | Data Collection | Alternative Corridor Evaluation (ACE) | Alignment Analysis

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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)

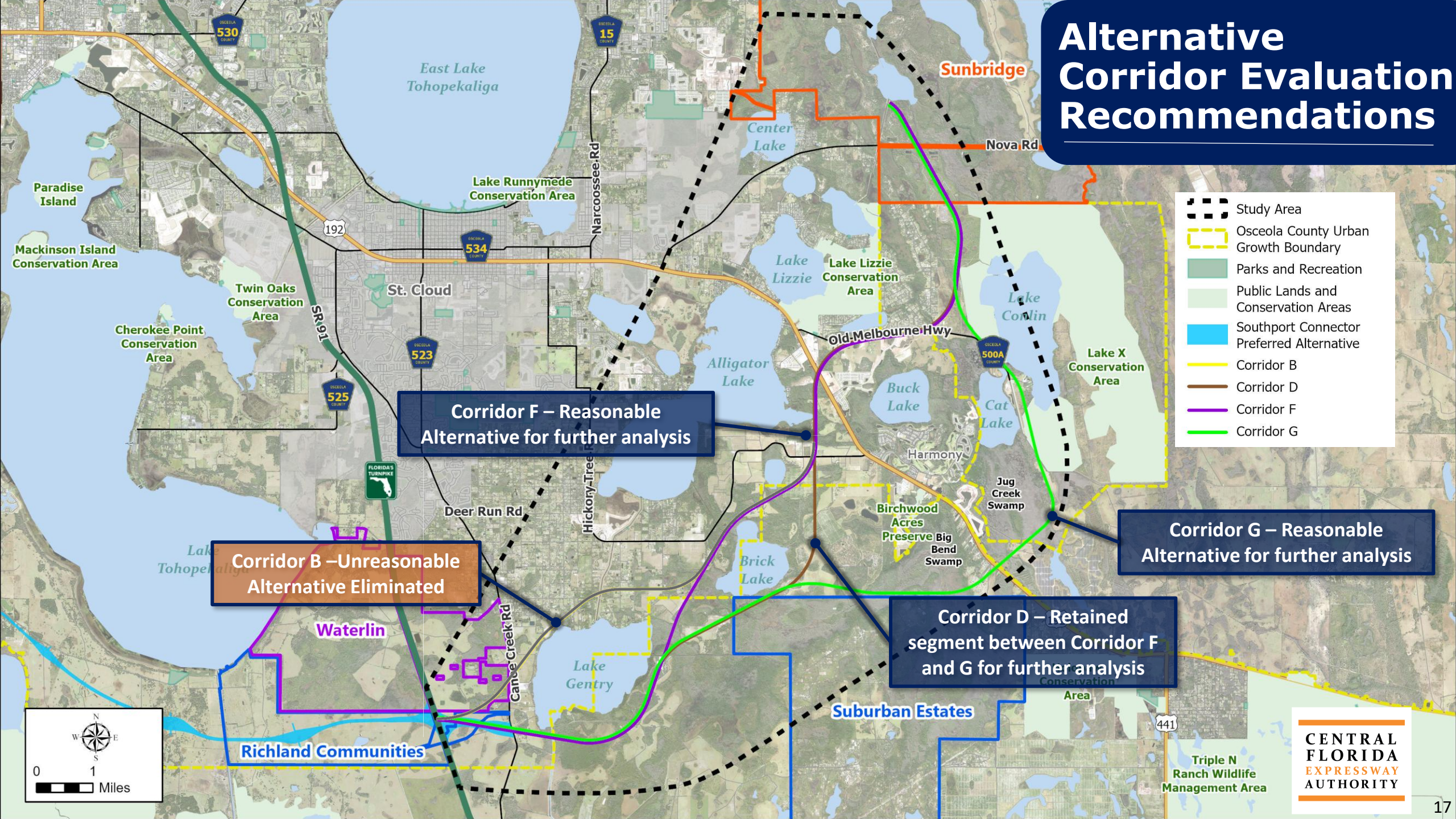
- Concerns for **effects to existing and planned residential areas and neighborhoods**
- Avoid and **minimize impacts to natural and social impacts**

Public Meeting

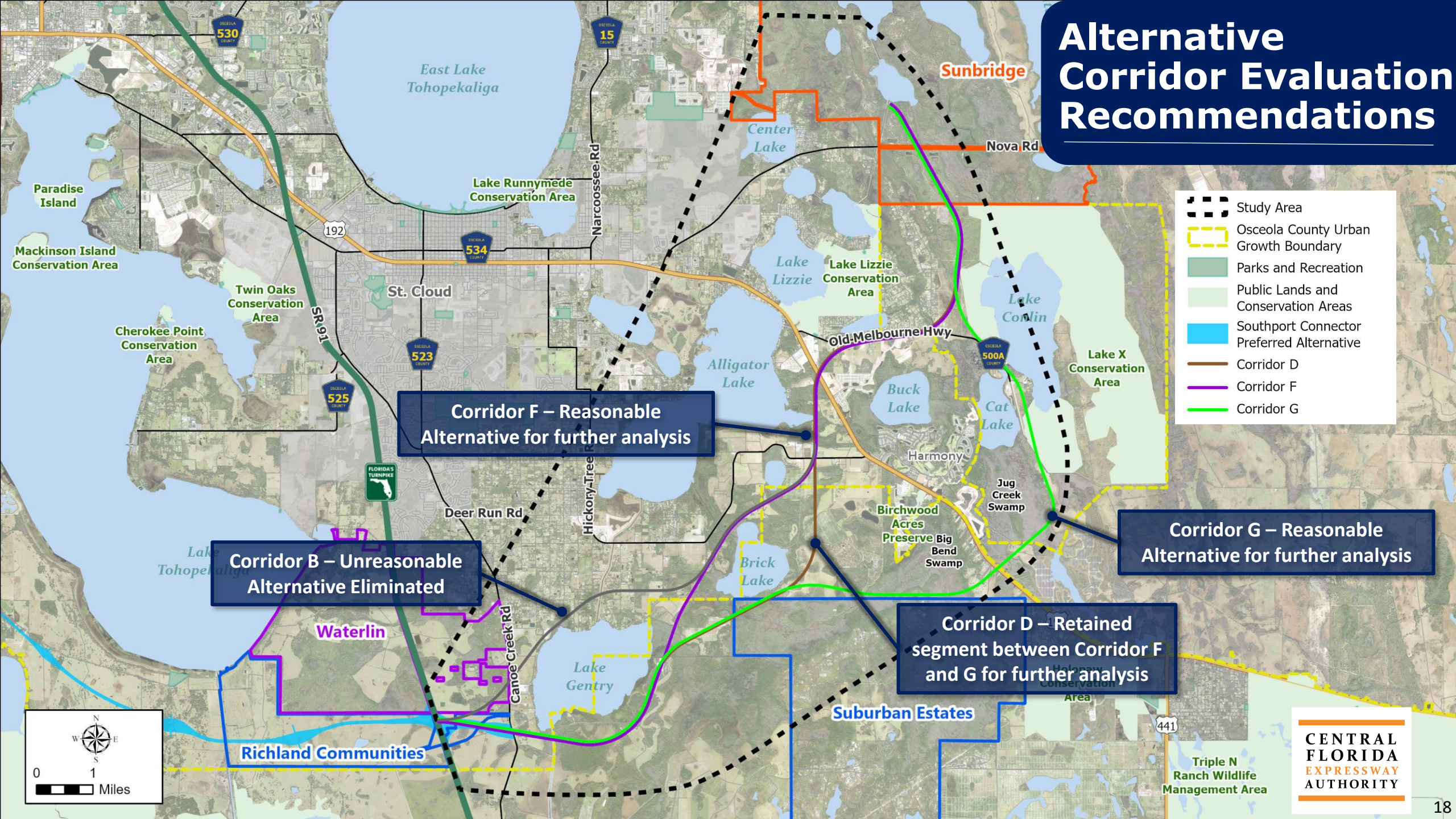
- Prefer corridor options with **least impacts to residential communities**
- Concerns over **impacts to Suburban Estates and natural environment**

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

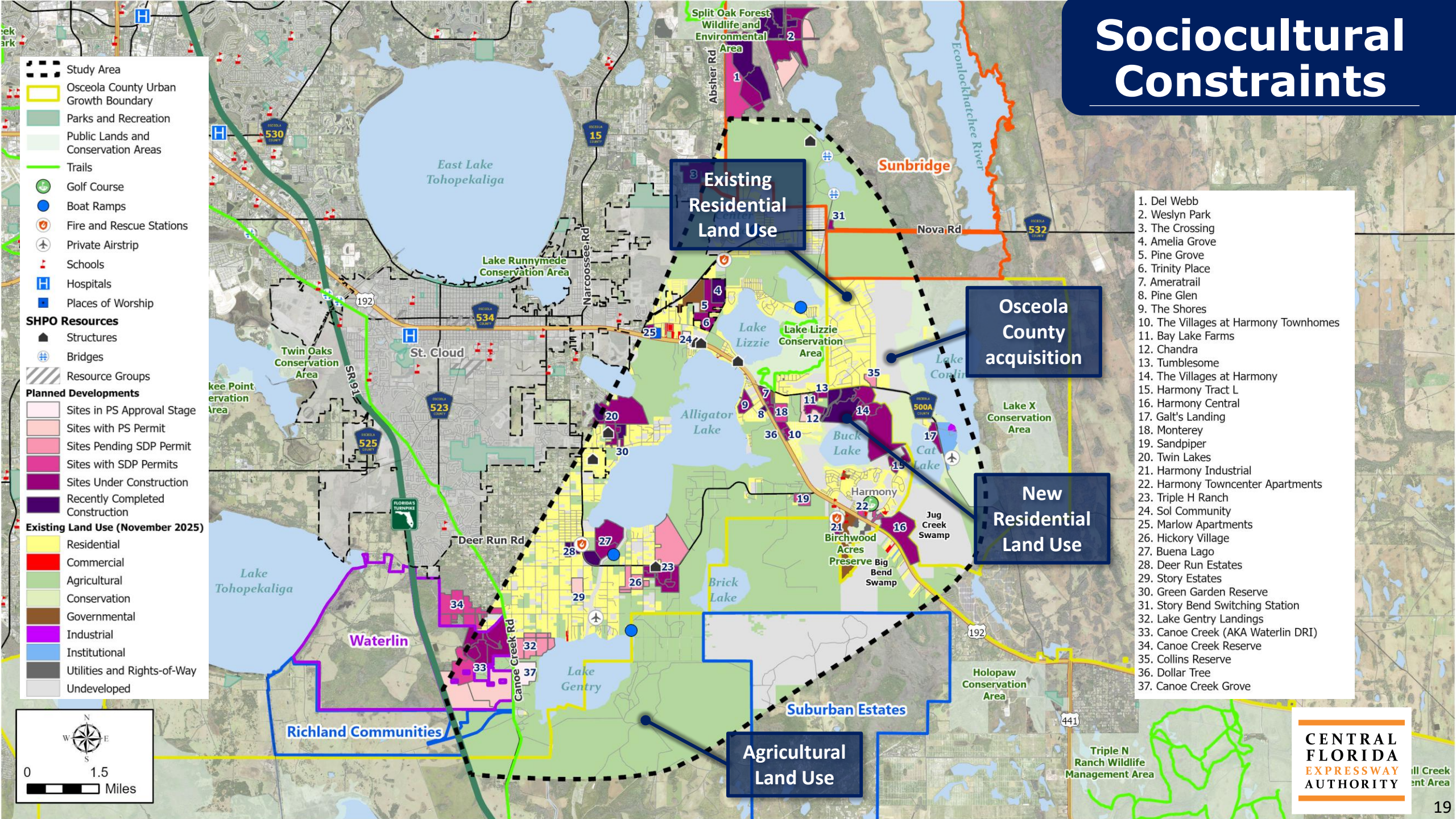
Alternative Corridor Evaluation Recommendations



Alternative Corridor Evaluation Recommendations

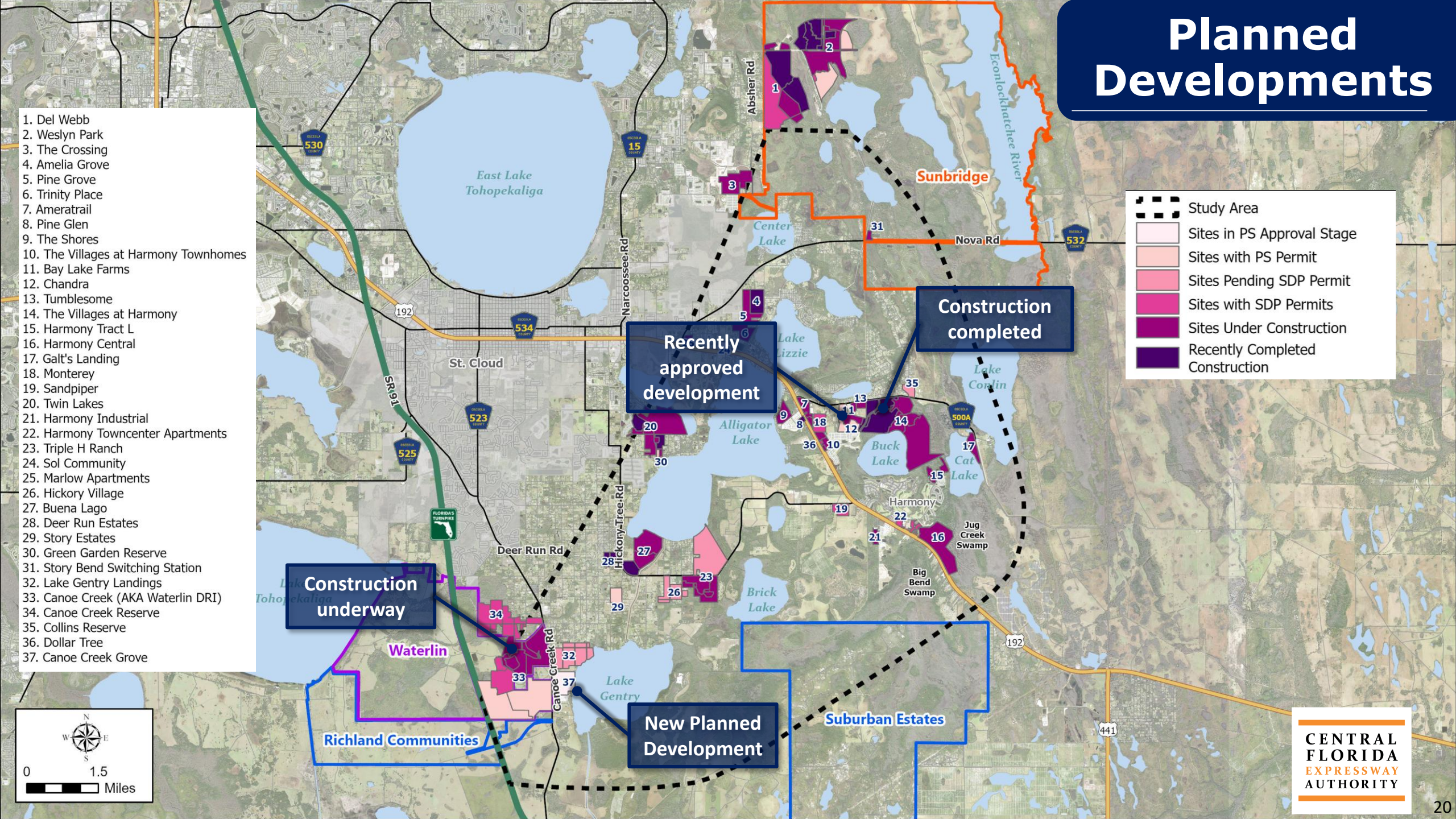


Sociocultural Constraints

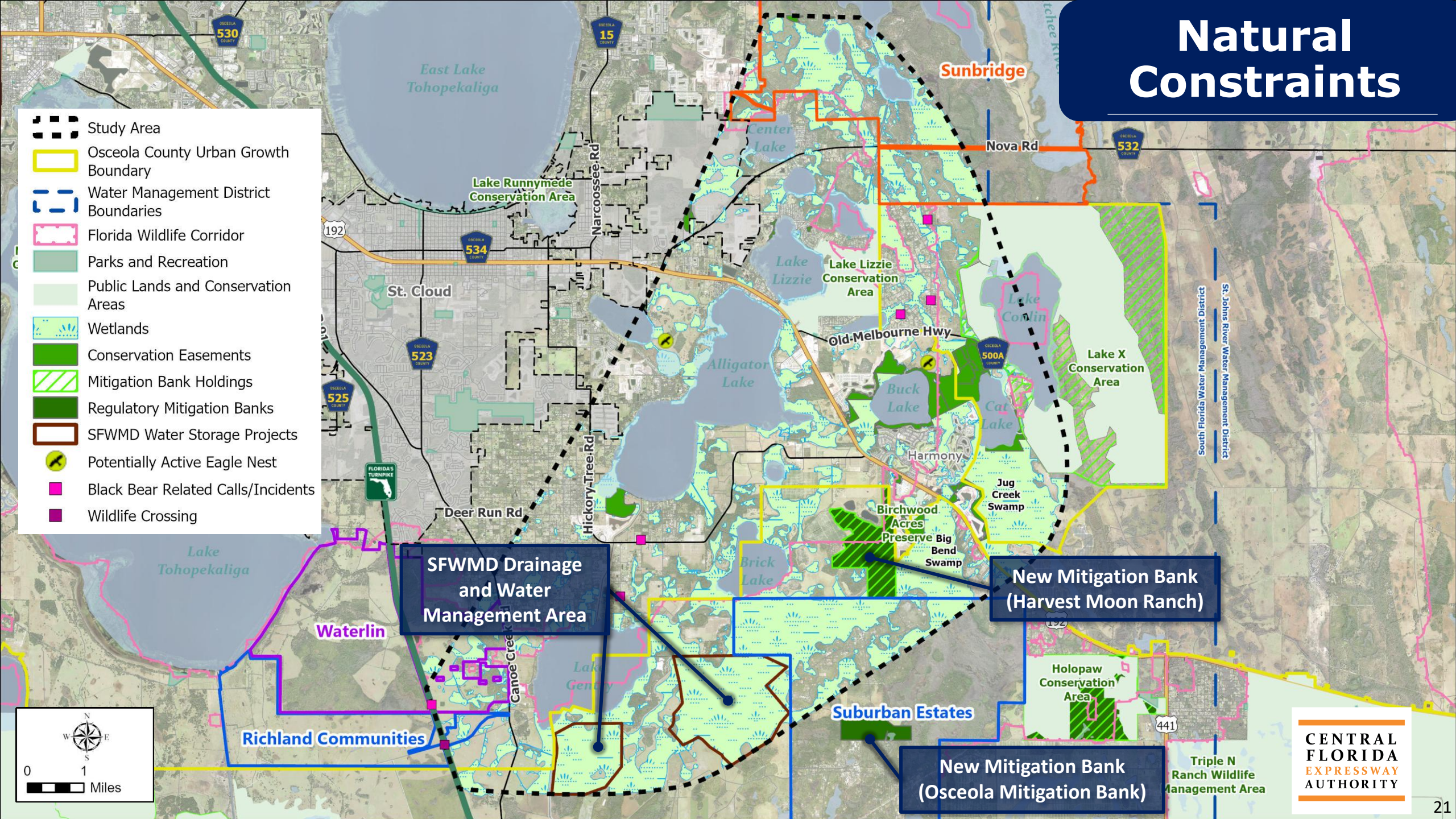


CENTRAL FLORIDA EXPRESSWAY AUTHORITY

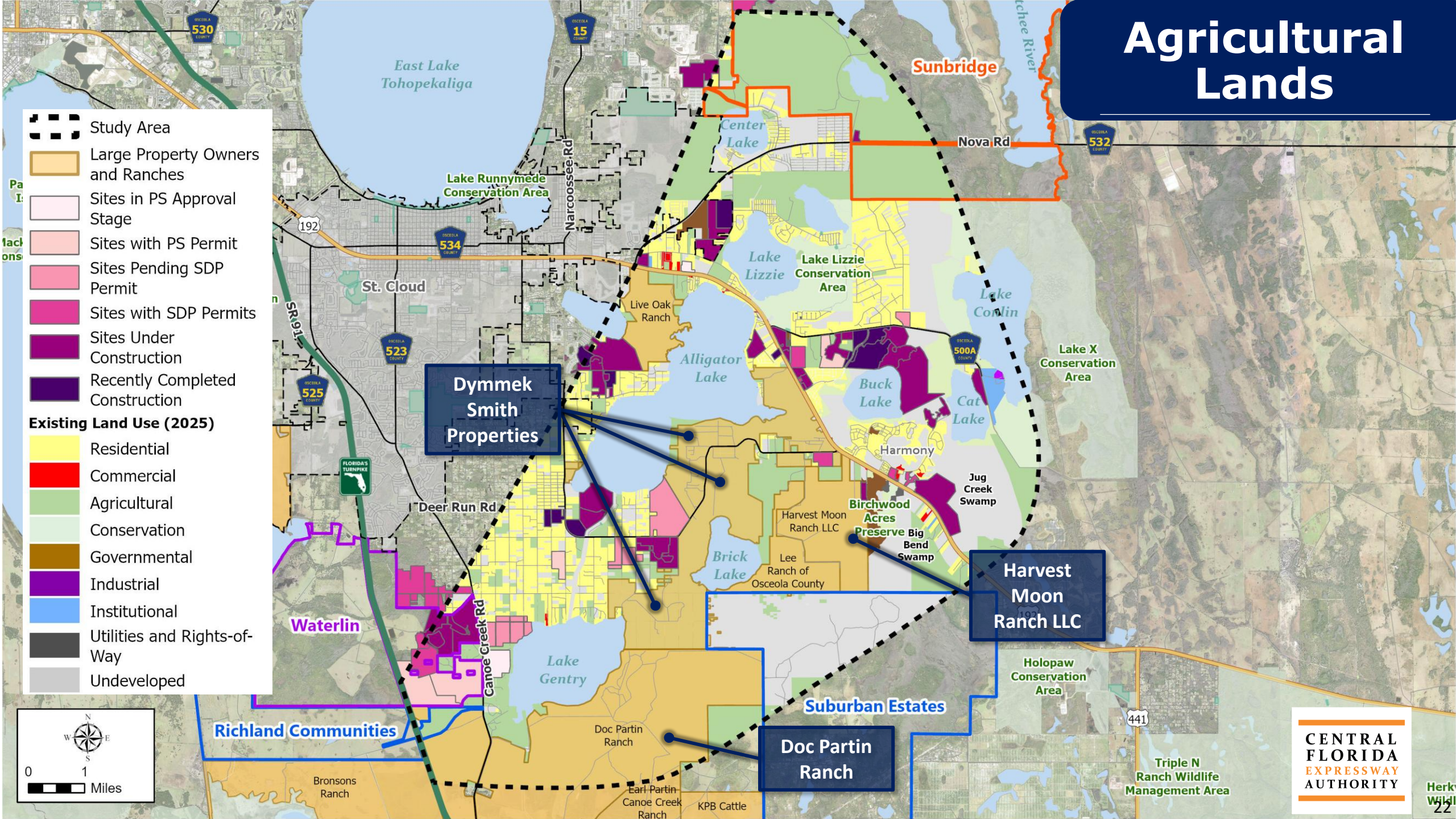
Planned Developments



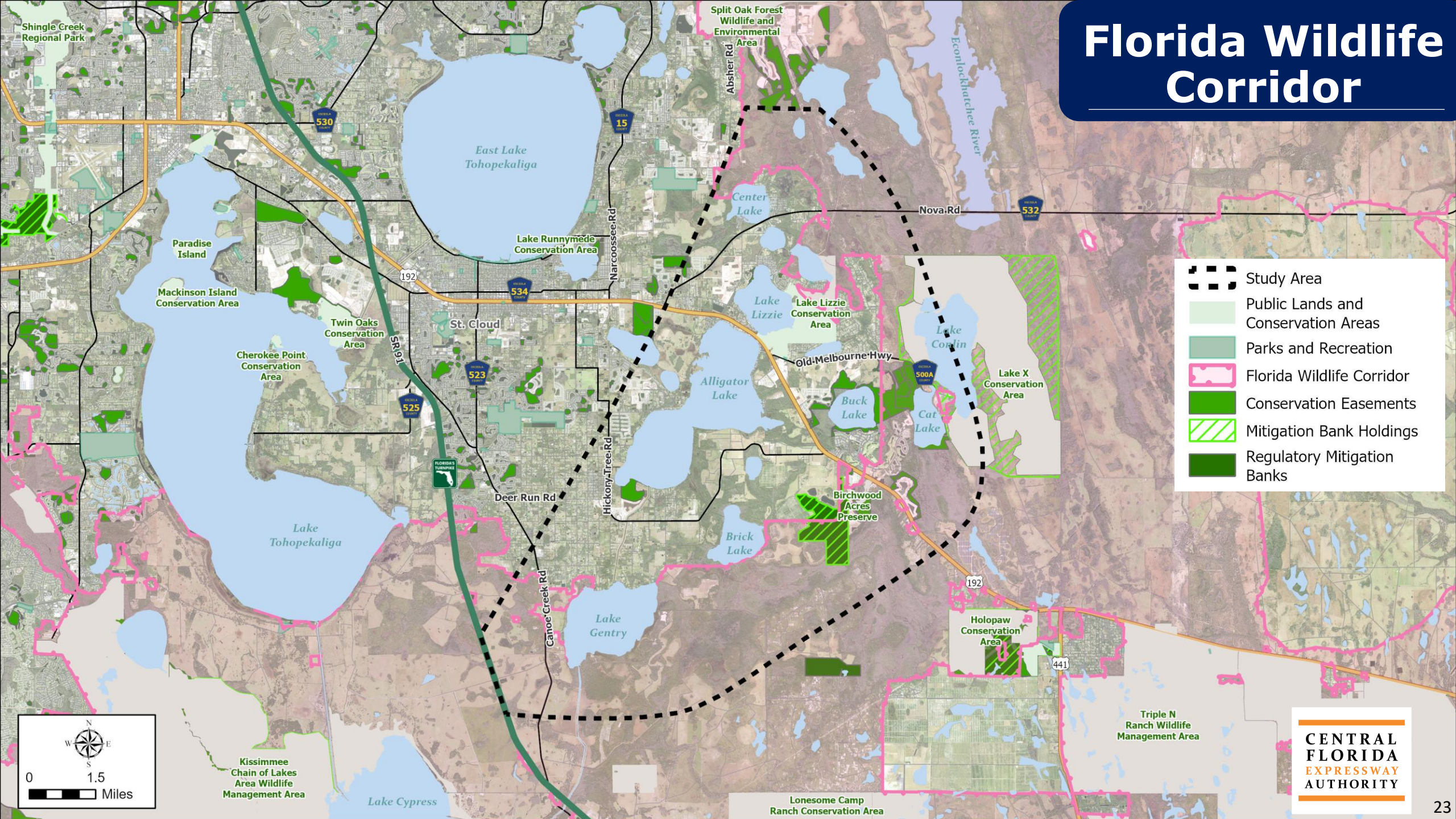
Natural Constraints



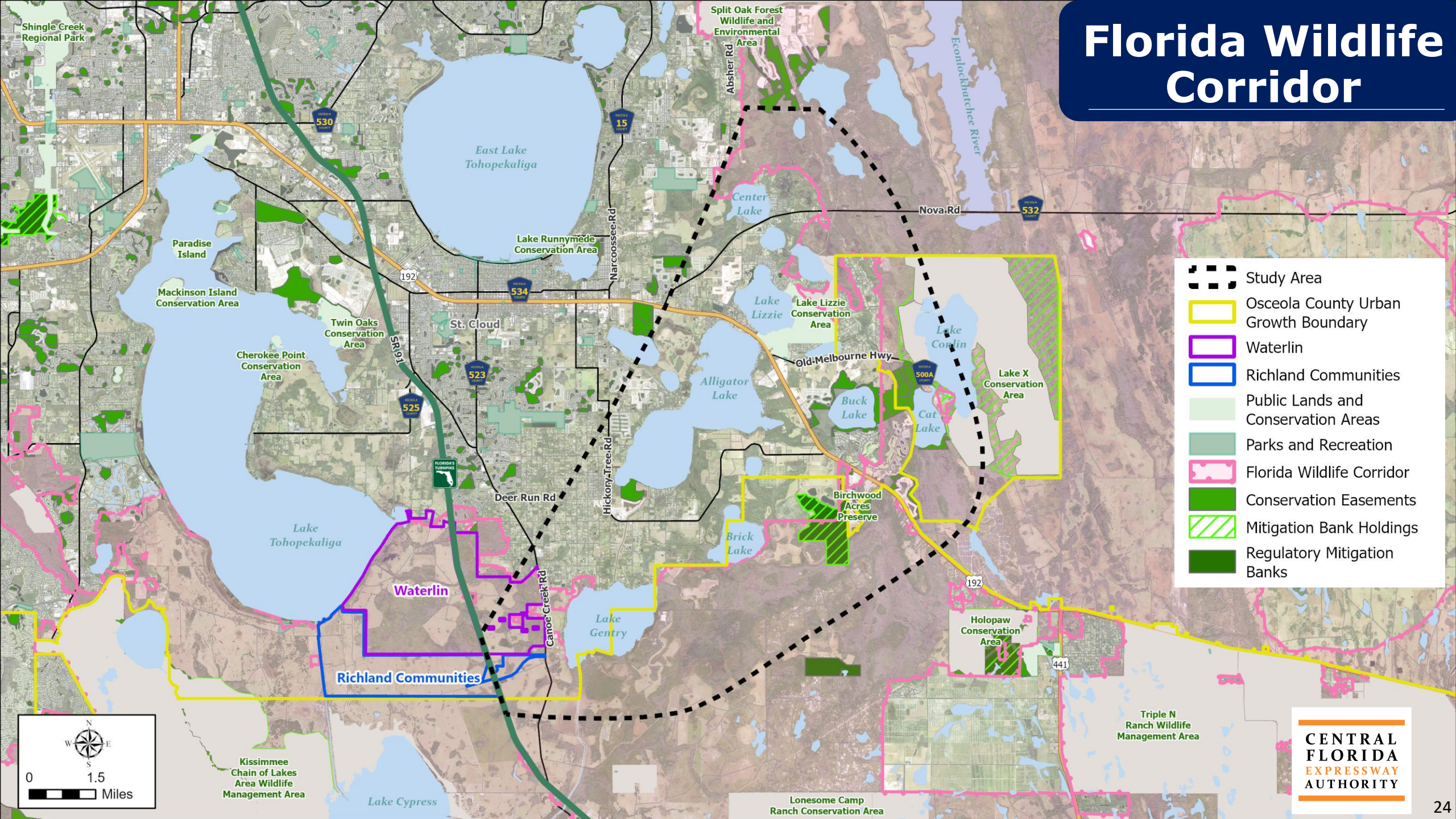
Agricultural Lands



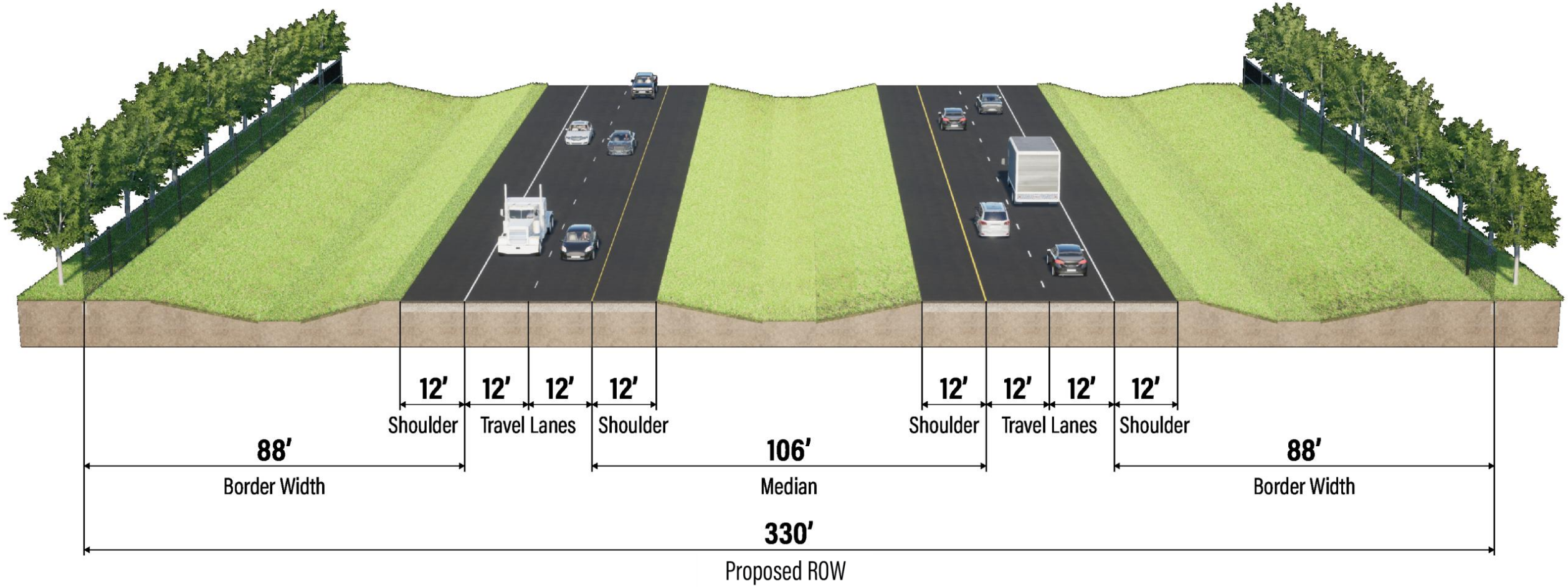
Florida Wildlife Corridor



Florida Wildlife Corridor



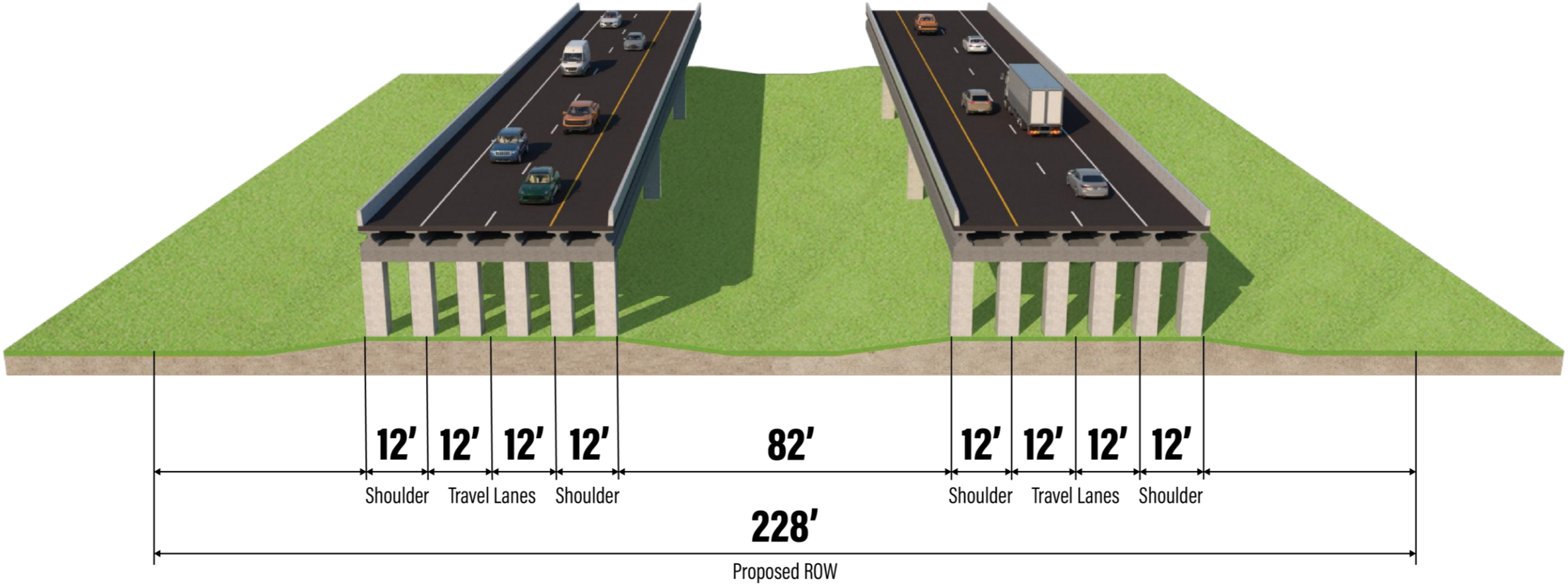
Mainline Typical Section



Right-of-Way (ROW)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

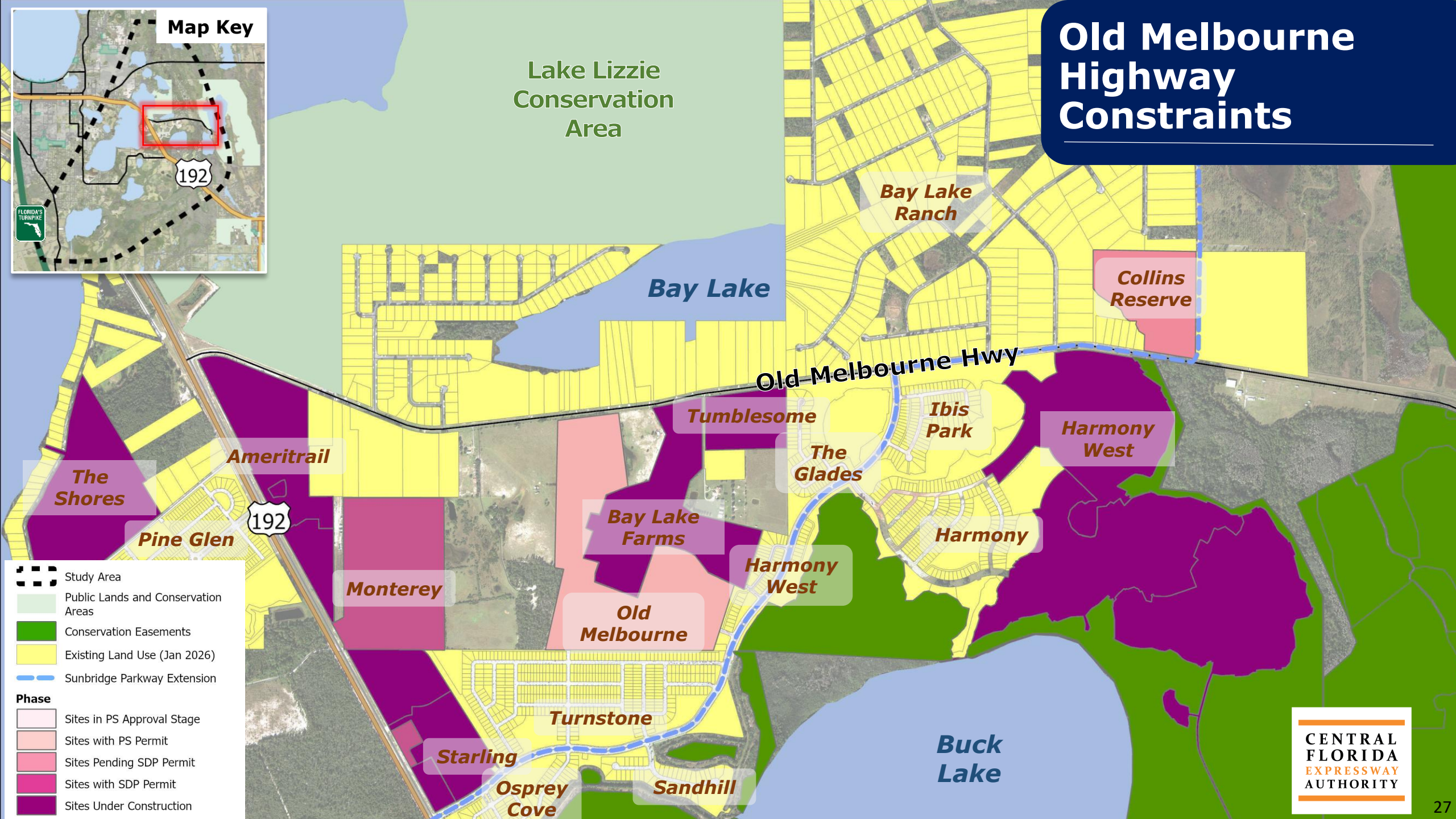
Bridge Typical Section



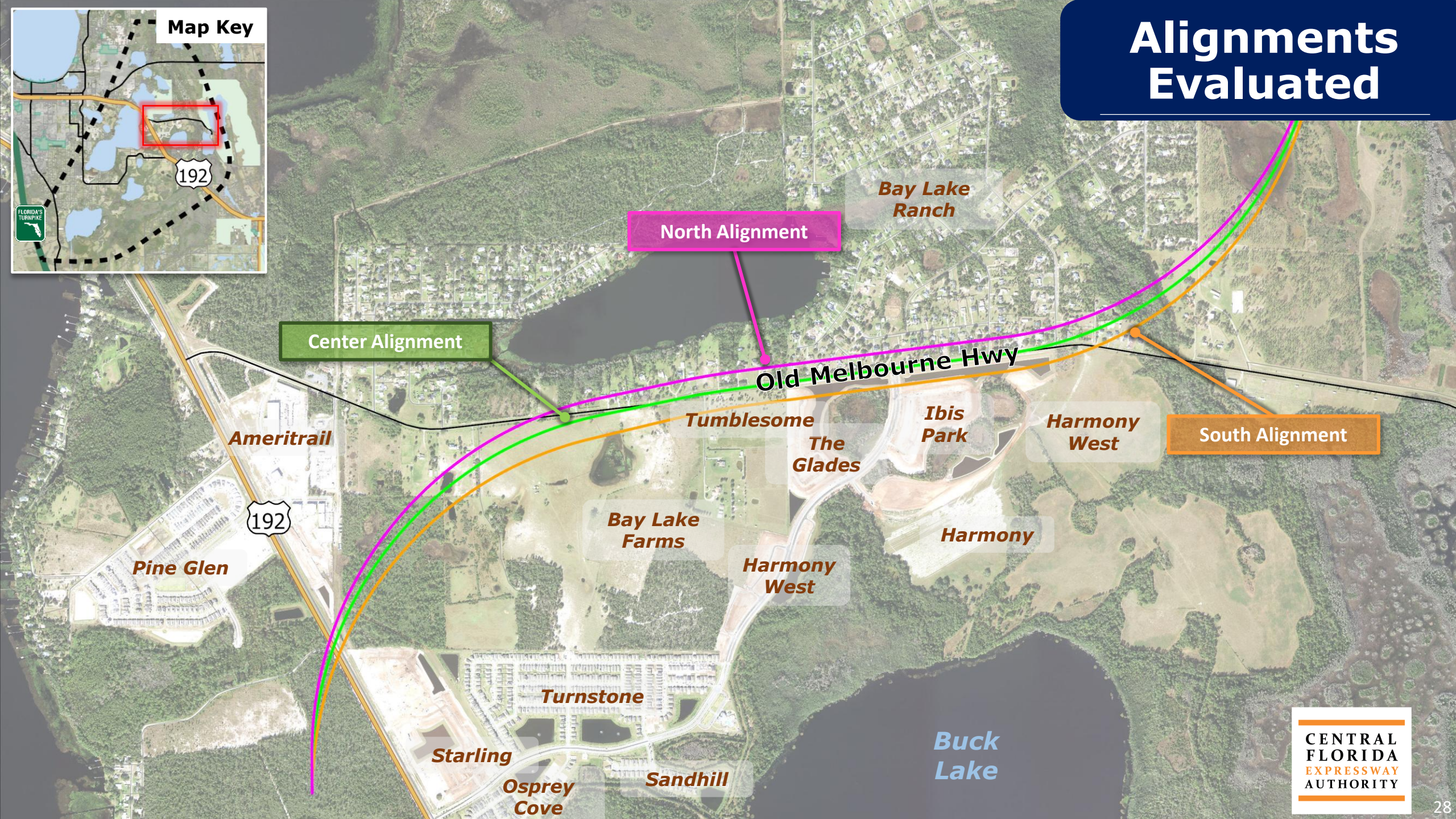
Right-of-Way (ROW)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Old Melbourne Highway Constraints



Alignments Evaluated



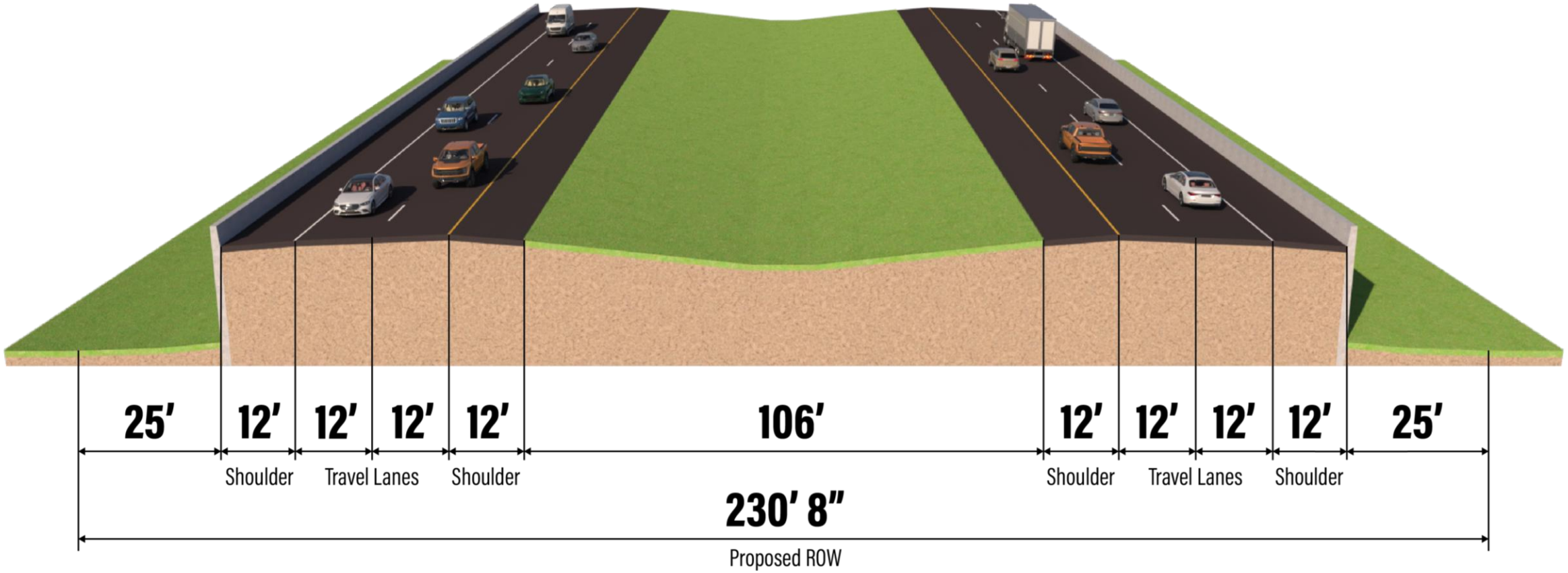
Old Melbourne Highway Focus Evaluation Matrix: *Standard Typical*

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
SFWMD 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
Residential Homes	Number of Parcels	*62*	*75*	*94*
Residential Stormwater and Common Areas	Number of Parcels	*2*	*17*	*14*
Potential Residential Parcels Affected[7,8,10]	Acres	62	60	47
Residential Homes	Acres	*61*	*39*	*18*
Residential Stormwater and Common Areas	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

- **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

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Constrained Typical Section



Right-of-Way (ROW)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Old Melbourne Highway Focus Evaluation Matrix: *Constrained Typical*

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

- **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**

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

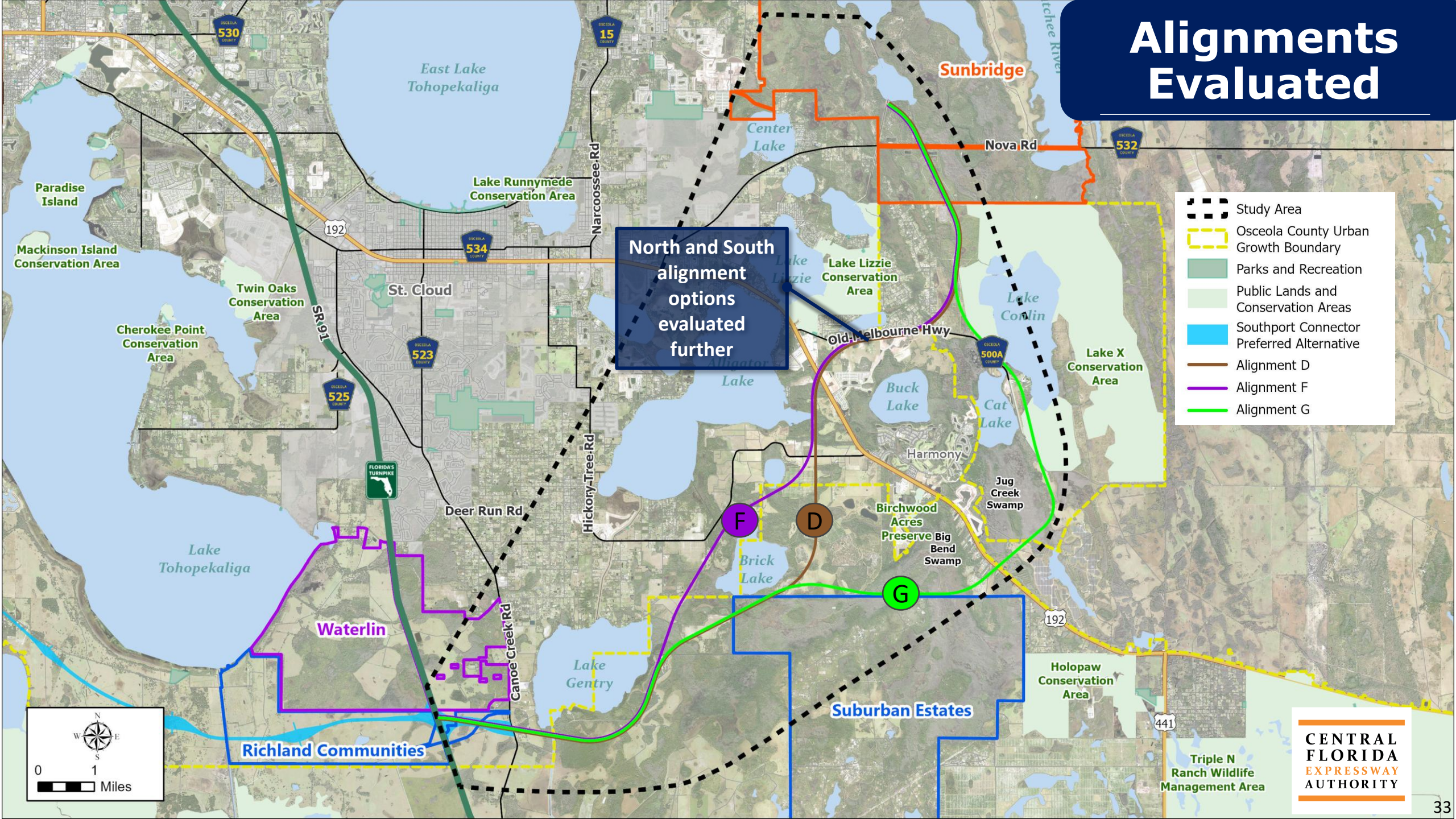
Old Melbourne Highway Focus Evaluation Matrix: *Constrained Typical*

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

- **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)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Alignments Evaluated



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:
1. 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.
2. AADT values represent range from Canoe Creek Road to Nova Road.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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.

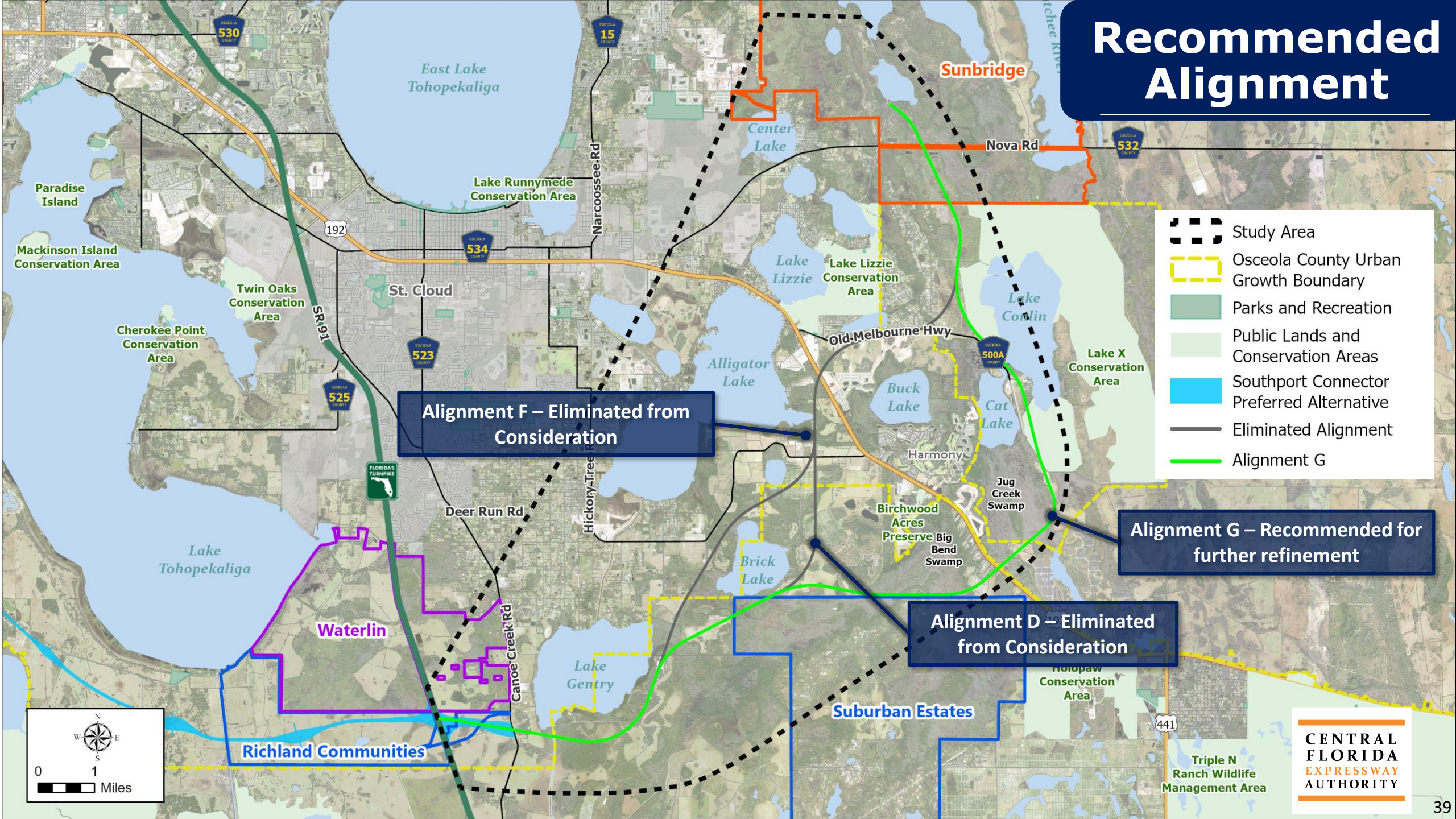
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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

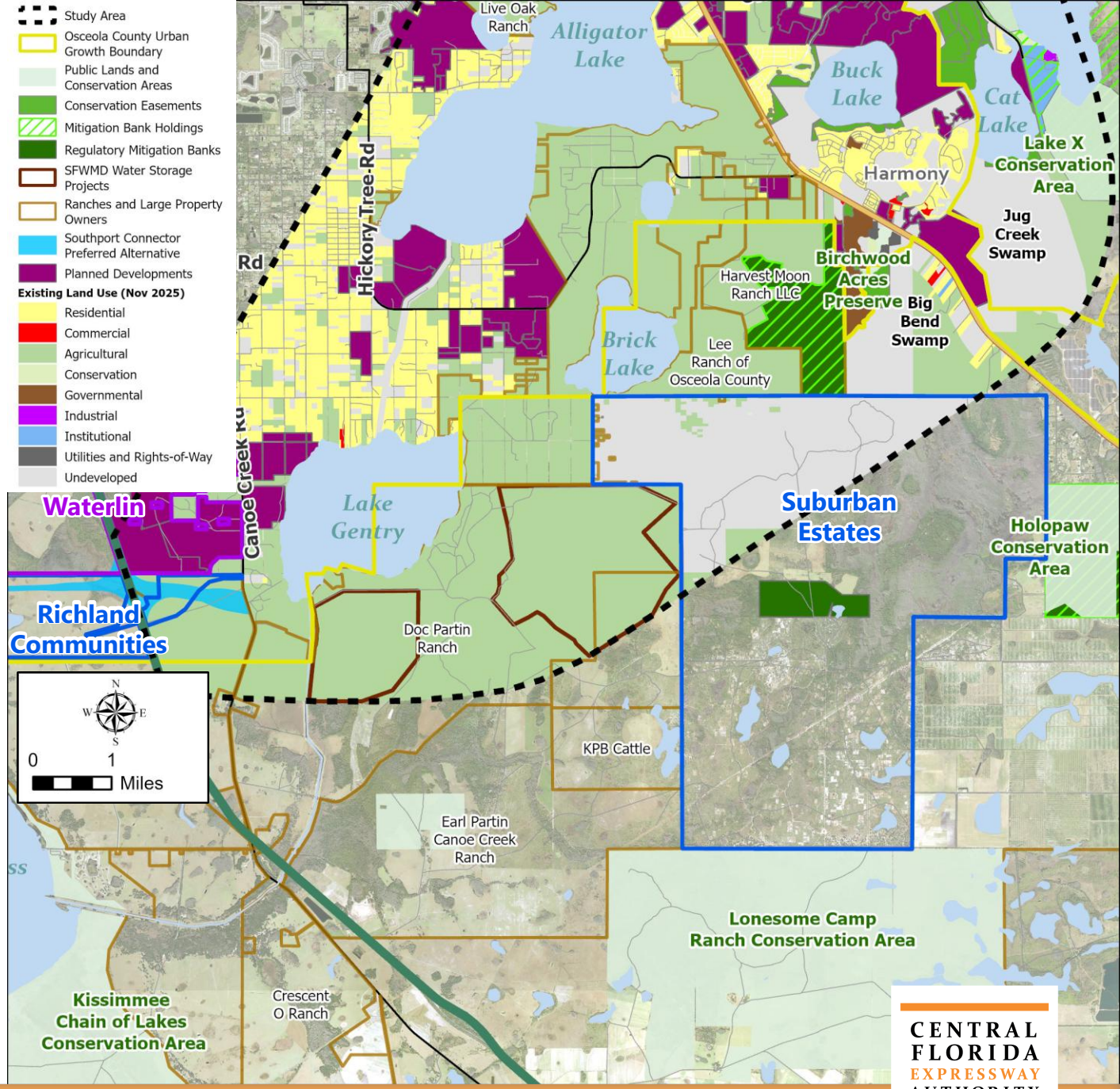
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Recommended Alignment



Regional Conservation Opportunities

- Bridge Structures in environmentally sensitive areas
  - Minimize wetland and floodplain impacts
  - Maintain habitat connectivity
- Environmental Mitigation Opportunities
  - Florida Forever priority areas
  - Connectivity to existing conservation

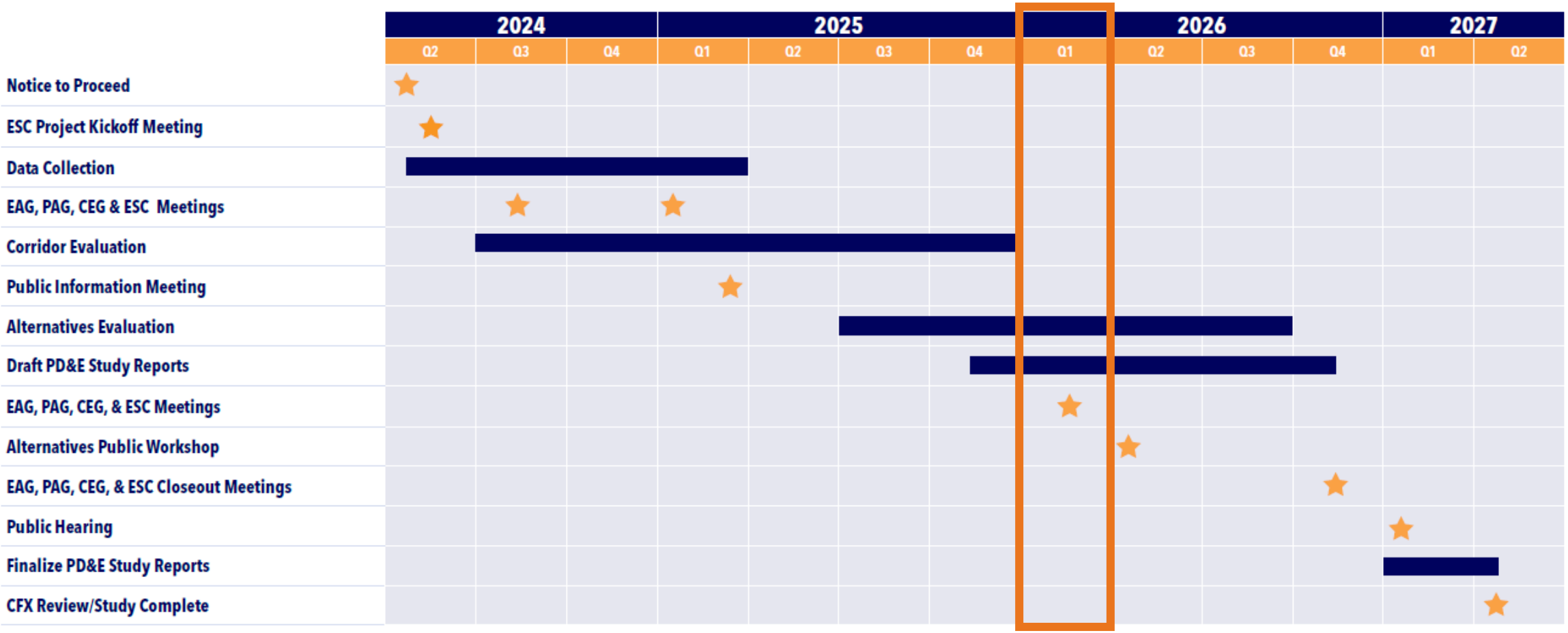


CENTRAL FLORIDA EXPRESSWAY AUTHORITY

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Discussion

PD&E Schedule



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Project Contact

For more information contact:

Nick Lulli
Public Involvement Coordinator
407-885-4743
ProjectStudies@CFXway.com

Will Hawthorne, PE
Director of Transportation Planning & Policy
407-690-5337
Will.Hawthorne@CFXway.com

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

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Thank You