

## Background

- In 2023, CFX completed a CF&M Study to evaluate a new direct expressway connection between SR 417 and the Orlando Sanford International Airport
- CFX Board approved CF&M Study and authorized a PD&E Study to further evaluate the alternatives
- The PD&E Study began in May 2024 and has evaluated the alternatives recommended by the CF&M Study as well as an elevated viaduct alternative along East Lake Mary Boulevard

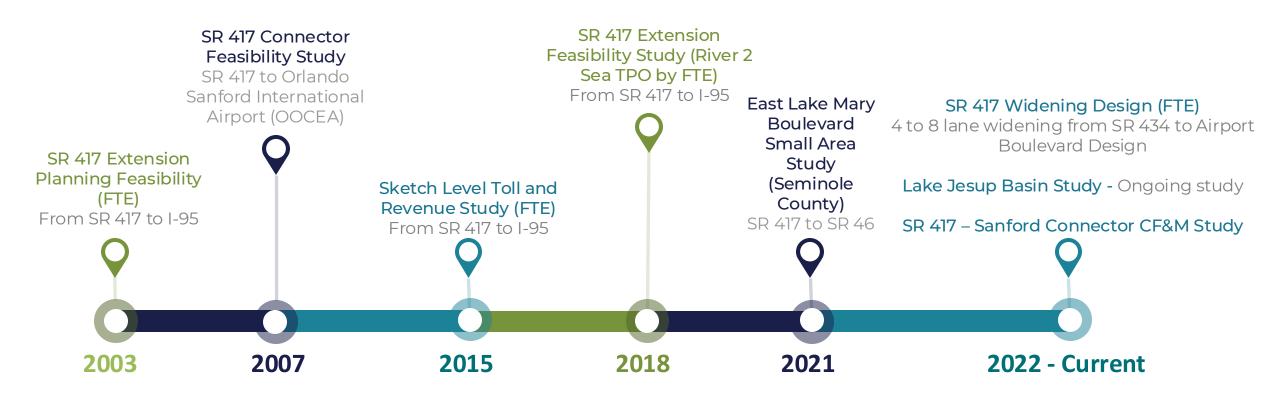








## **Corridor History**





## **Purpose and Need**



Enhances Airport Access, Local & Regional Connectivity, and Mobility



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development



Improves Modal Connectivity

#### **Orlando Sanford International Airport**

- 91% increase in enplanements through 2037
- 400% increase in air freight tonnage through 2037

#### **Traffic Conditions (In No-Build Condition)**

- Lake Mary Boulevard 44% increase
- Red Cleveland Boulevard (Airport Entrance) 69% increase

#### **Population Growth**

- Seminole County 11.4% growth from 2010 to 2020
- Projected to increase another 21% by 2050

#### **Planned Development**

- Numerous new residential developments
- Additional residential and commercial development planned

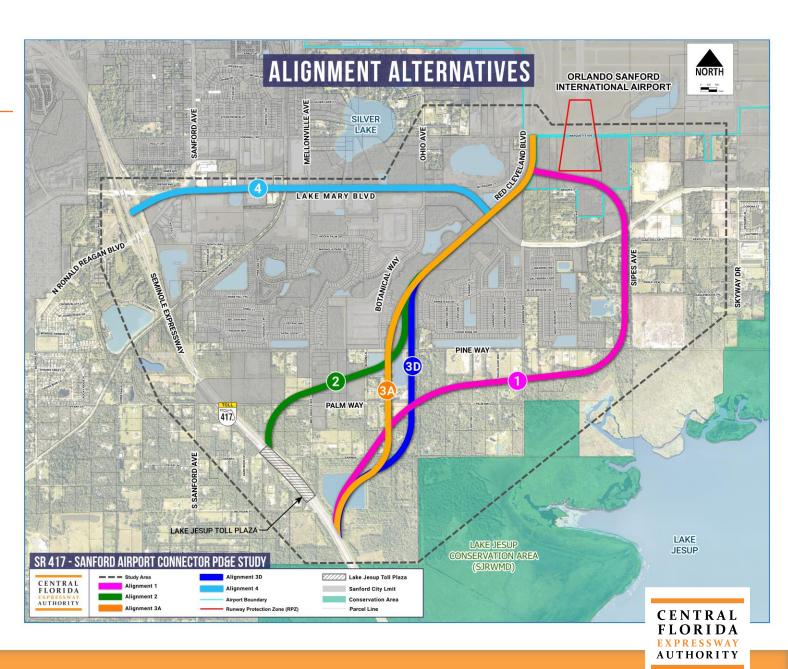
### East Lake Mary Boulevard provides access to Orlando Sanford International Airport

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



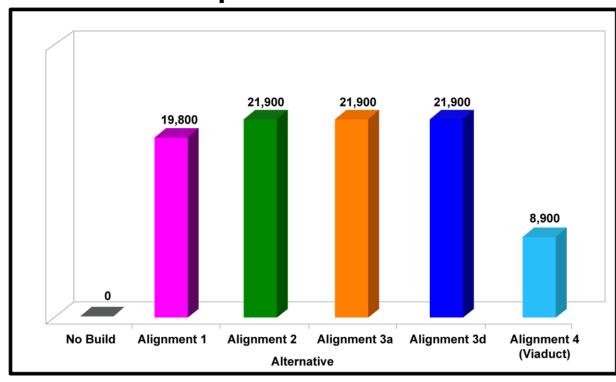
## PD&E Study Alternatives

- Alternative 1 attempts to minimize direct impacts to residential and nonresidential parcels
- Alternative 2 has the least potential environmental impacts of the four original alignments
- Alternatives 3a and 3d attempt to balance direct impacts to residential development and environmentally sensitive land
- Alternative 4 attempts to utilize the existing East Lake Mary Boulevard roadway corridor to minimize impacts to the environment and residences

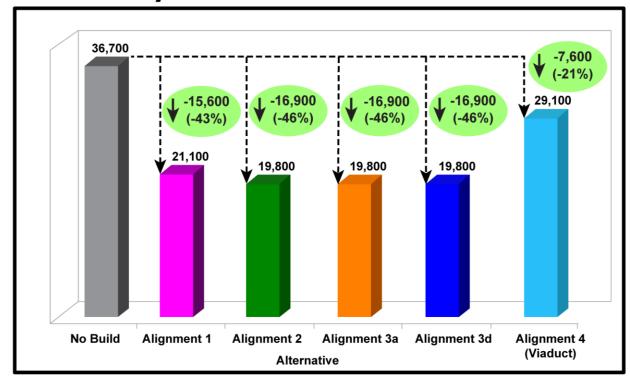


## **Year 2050 Daily Traffic**

#### **Proposed Connector**



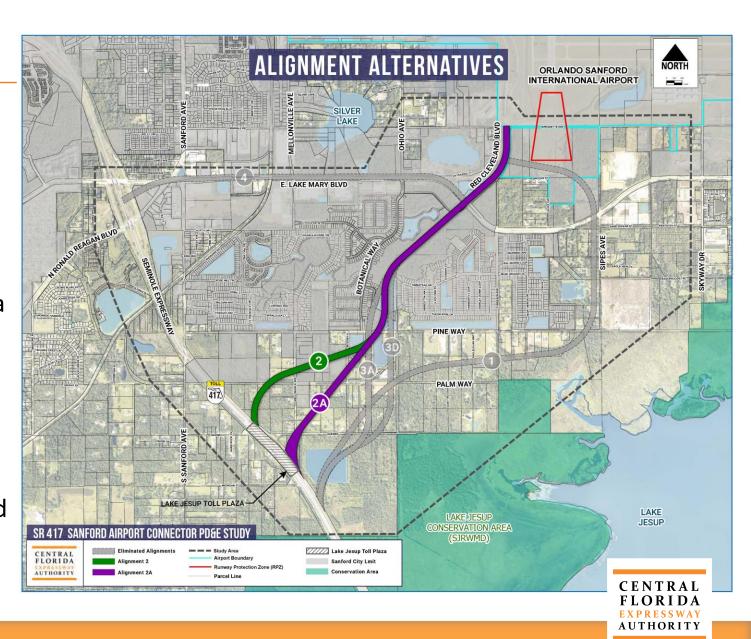
#### Lake Mary Blvd - SR 417 to Red Cleveland Blvd



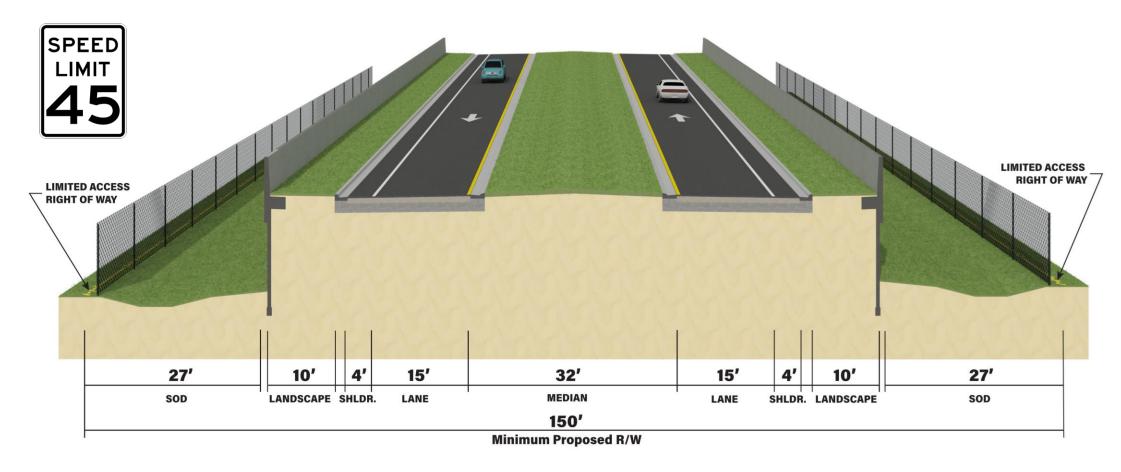


## Alignment 2 Refinement

- Alignments 1, 3A, 3D and 4 have been eliminated from further consideration
- Alternative 2 moved the interchange with SR 417 away from the Lake Jesup Conservation Area and utilized the pavement and right of way at the toll plaza
- The refinement of Alignment 2 was made to move the interchange with SR 417 farther south, but still north of the Lake Jesup Conservation Area
- Refinement of Alignment 2 was considered significant enough to be evaluated as a new alternative (Alignment 2A)



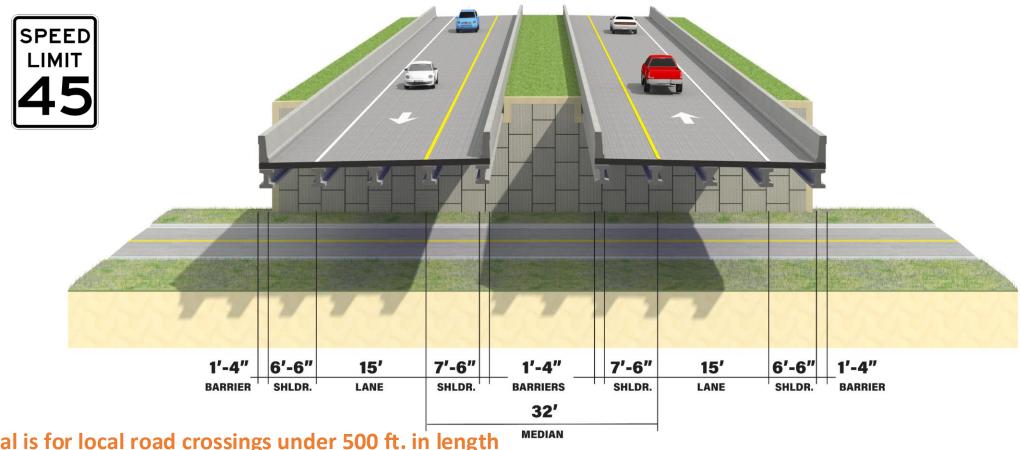
## **Proposed Connector Typical Section (2 lane)**



Design Speed = 45 mph Approximate ROW = 150 feet



## **Proposed Bridge Typical Section**



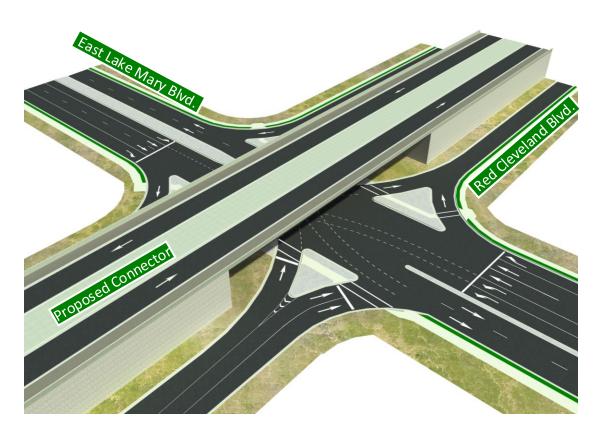
Typical is for local road crossings under 500 ft. in length

**Design Speed = 45 mph** 

**Approximate ROW = 77 feet & 8 inches** 



# Proposed Interchange at East Lake Mary Blvd.



- Signalized Intersection
- Access to existing roadways maintained
- Full access to East Lake Mary Blvd.
- Improves future intersection operations

Preliminary Rendering

## **Refined Alternatives Evaluation Matrix**

Evaluation Criteria	Unit of Measure	Alternatives		
		No Build	2	2a
Traffic				
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)	-16,900 (-46%)
Design				
Alternative Length	Miles	0	2.4	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150
Physical				
Utility Impacts	High/Med/Low/None	None	Low	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0
Railroad Involvement	No. of Conflicts	0	0	0
Cultural Environment			-	
Potential Known Historic Resources	No. of Resources	0	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	10
1 1 2 11 1		0	0	0
Potential Known Archaeological Resources	No. of Resources	U	U	U
Natural Environment				
Potential Surface Water Impacts Wetlands	Total Acres	0	18	1 17
Forested .	Total Acres  Acres	0	18	16.5
		-		
Non-forested	Acres	0	3	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0	0
Listed Species Probability of Occurrence	Degree	0	High	High
Bald Eagle Nest	No. of Conflicts	0	3	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med
Social				
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	34	35
Potential Residential Parcels Affected	Total Parcels	0	8	12
Potential Non-Residential Parcels Affected	Total Parcels	0	17	20
Community Facilities	No. of Conflicts	0	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low
Estimated Costs				
Roadway Construction (includes design and CEI)	Dollars	S0	\$168,100,000	\$172,300,
Utility Relocation	Dollars	S0	\$2,100,000	\$3,100,0
Right-of-Way	Dollars	\$0	\$16,400,000	\$18,300,0
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$7,100,000	\$6,800,0
•	Dollars	\$0	\$193,700,000	\$200,500,

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



## Refined Alternatives Public Workshop

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



# **Agency & Stakeholder Input**

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

















## **PD&E Study Schedule**

#### (Subject to Change)

