

Municipal Advisory Committee

March 3, 2022



- I. Call to Order and Pledge of Allegiance
- II. Chairman's Comments
- III. Agenda Review
- IV. Roll Call and Confirmation of Quorum
- V. Public Comments on Items for Review/Discussion
- VI. Agency Reports
- VII. Action Items**
- VIII. Presentations and Status Reports
- IX. General Information
- X. Upcoming Meetings
- XI. Member Comments
- XII. Public Comments
- XIII. Adjournment



AGENDA

VII. Action Items

C. Amendments to the 2045 MTP

(Tab 2)



Proposed Plan Revisions: 2045 Metropolitan Transportation Plan

*Municipal Advisory Committee
March 3, 2022*



Plan Revisions

Terminology



Modification –

A revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

Amendment –

A revision that involves a major change to a project included in a Cost Feasible Plan, including the addition or deletion of a project or a major change in project cost, project/phase initiation dates, or a major change in design concept or design.

Reference: FDOT's MPO Program Management Handbook, July 2021

Proposed Revisions

See Agenda Tab 2
for more information

1) Amendment – Transportation Cost Increases

Tables 9, 12, 13, 15, 16, 17, and 18 updated based on project cost increases. MPO staff identified this issue during routine monitoring of the FDOT Work Program then conducted an analysis to determine more refined phase/unit costs based on observations of the FDOT Work Program.

2) Modification – Project List Change

SR 60 from Grape Hammock Rd to Kissimmee River Bridge (ID# 2255) was moved from Table 9 (SHS) to Table 6 (SIS) to reflect the project's status and funding eligibility on the Strategic Intermodal System (SIS).

3) Amendment – New Toll/Turnpike Funded Projects

Table 8 (Florida's Turnpike Enterprise projects) revised to include eight (8) new fully funded projects and one (1) unfunded need to reflect the Turnpike Enterprise's Work Program.

4) Amendment – Project Bundling for Implementation

Table 11 (TMA-TSMO) updated to include new project bundles considering FHWA project bundling / implementation guidance, cost increases, and feedback received from local agency partners.

5) Modification – Change to Project Limits

Table 11 (TMA-TSMO) revised to include project limits consistent with the Osceola County TSMO Strategic Plan. Old Canoe Creek Rd & Canoe Creek Road (ATMS 7) project limits updated to: 1) Canoe Creek Rd from US 192 to Deer Run Rd, and 2) Old Canoe Creek Rd from US 192 to Pine Tree Dr.



Proposed Revisions (continued)

6) Modification – Change to Project Limits

Table 12 (TMA-Complete Streets) revised to include updated limits for the North St Complete Streets project. Based on a recently completed study, the project has been split into two phases: 1) from Raymond Ave to Palm Spring Dr, and 2) from Palm Springs Dr to CR 427 / Ronald Reagan Blvd.

7) Amendment – New Trail Project

Table 13 (TMA-Pedestrian/Bicycle) revised to include one new unfunded project: Wekiva Trail Phase 4b from Wekiva Pkwy to Kelly Park Rd.

8) Amendment – New Transit Projects / Service Development

Tables 15 (Transit projects) expanded to include local initiative and service development grant projects. Orange County's I-Drive Transit Lanes project was added to Table 15 and City of Altamonte Springs' ITS/CAV Shuttle projects removed from Table 11 (TMA-TSMO) and added to Table 15.

9) Modification – Local Project Consistency (Orange Co.)

Table 16 (Orange County locally funded) revised to include new projects/limits consistent with local plans.

10) Modification – Local Project Consistency (Osceola Co.)

Table 18 (Osceola County locally funded) revised to include new projects/limits consistent with local plans.



Action Requested

Suggested Motion:

Recommend approval of the Plan Revisions to the 2045 MTP, as presented.



Thank You

MetroPlanOrlando.org/2045



VII. Action Items

**D. Approval of
FY 22/23 –
FY 23/24
UPWP

(Tab 3)**



DRAFT

Unified Planning Work Program

2022/23 – 2023/24



Schedule

Jan.

UPWP Development

Feb./Mar.

Draft UPWP Adoption for Submittal

Mar. 15

Submit Draft UPWP

Apr.

Comments due back to MPO

Apr./May

Approve final UPWP

May 15

Final UPWP due

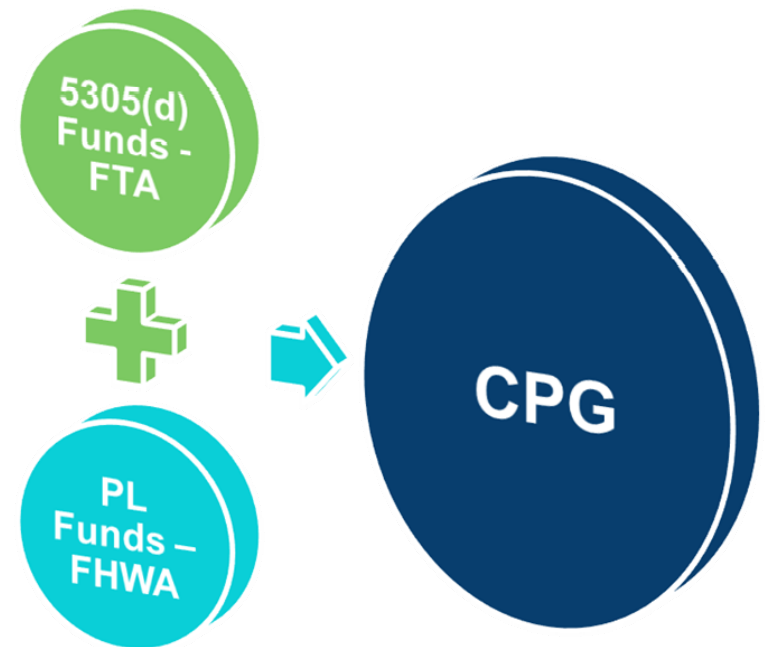


Consolidated Planning Grant



CPG Benefits

- Reduces grant agreements by 2/3
- Streamlines invoicing and financial management
- Coordinates grant administration
 - Streamline UPWP revisions
- Increases funding flexibility
- Follows PL program guidelines



Consolidated Planning Grant



Explanation - Example

- MPO x has historically gotten \$250,000 from FHWA as PL funds
- MPO x has historically gotten \$150,000 from FTA as 5305(d) \$
- CPG combines the \$250,000 + \$150,000 = \$400,000 FHWA PL \$
- Illustrate one line item in the UPWP for PL funds

Estimated Revenues

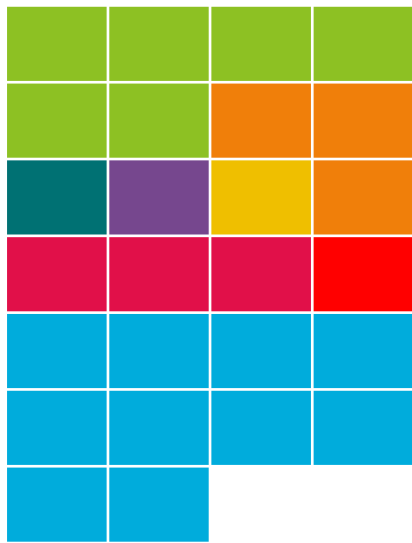


Source	FY 2021/22 Budget	FY 2022 /23 Estimate	FY 2023 / 24 Estimate
Federal	\$6,453,200	\$6,273,109	\$5,539,460
State	\$106,102	\$106,102	\$106,102
Local	\$1,282,164	\$1,337,891	\$1,337,891
Cash Forward	\$235,412	\$250,000	\$250,000
Other	\$202,244	\$11,217	\$12,000
Total			

Streamlined UPWP Format



FY 2018/19 –
2019/20



8 sections
with 26 tasks

FY 2020/21 –
2021/22



3 sections
with 14 tasks

FY 2022/23 –
2023/24



2 sections
with 10 tasks



New UPWP Sections

Metropolitan Planning Organization Plans & Administration

MPO Administration	★
Public Outreach	★
Transportation Improvement Program (TIP)	★
Metropolitan Transportation Plan (MTP)	★
Regional Activities	★
Transportation Systems Management & Operations	
Data Development & Management	★
Special Studies	
Multimodal Systems Planning	★

Core Product / Required Task



Special Studies

- *TSMO Modal Master Plan*
- *Bike / Ped / Trails Modal Master Plan*
- *Constrained Roads / Complete Streets Modal Master Plan*
- *Public Transportation Modal Master Plan*
- *Kissimmee Small Area Safety Study*
- *Sanford Small Area Safety Study*
- *Speed Management & Roadway Safety Study*
- *Apopka Transportation Element Update*
- *Electric Vehicle Charging*

- *Title VI update*
- *Public Participation Plan Update*
- *Public Opinion Survey Update*

- *Big Data and Connected Vehicle Data for Performance Monitoring and Local Government Planning Support*



New UPWP Sections

LYNX Planning Activities

- *Transit Development Plan*
- *Ridership Survey*
- *Premium Transit Corridor Studies*

Core Product / Required Task



Thank You

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AGENDA

VIII. Presentations / Status Reports

A. Presentation on Health Strategic Plan





Health Strategic Plan

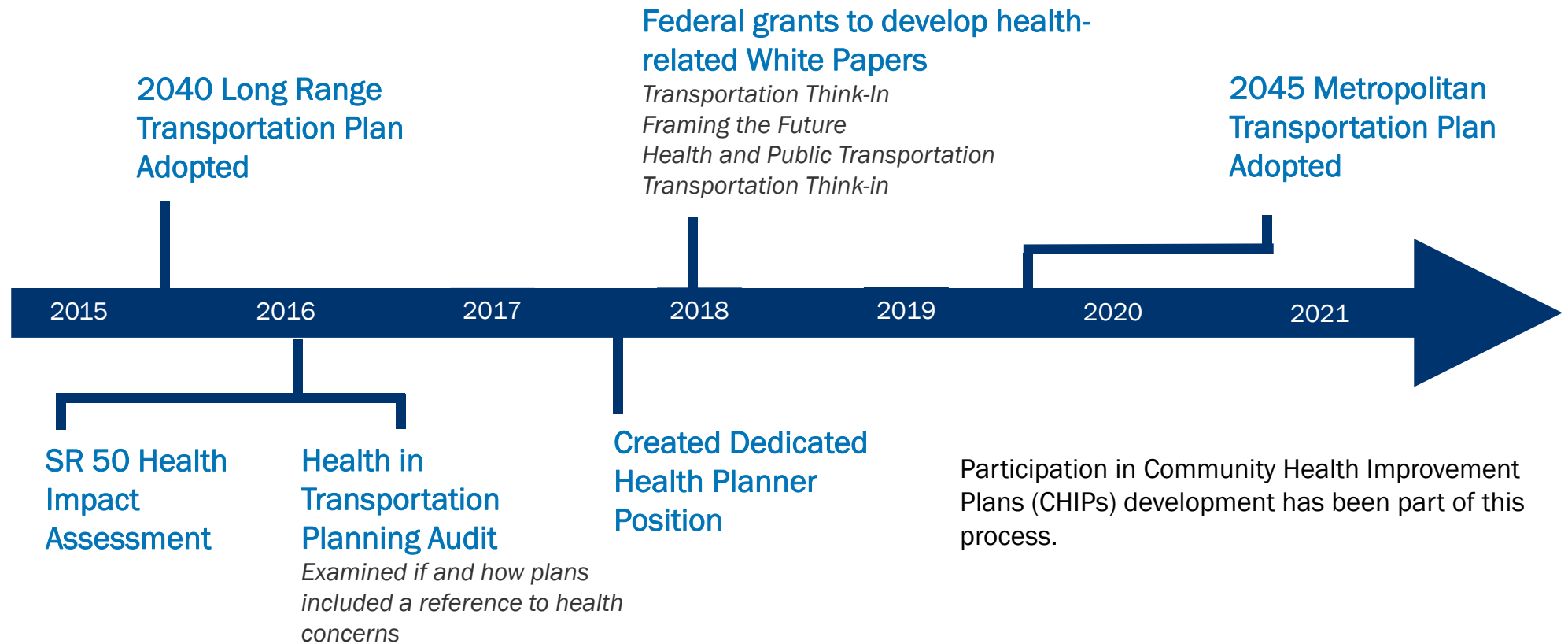


Supporting a diversity of trips and modes of travel that aid in the achievement of diverse community health goals.

Presentation to MetroPlan Orlando Board and Committees 2022



History of MetroPlan Orlando's Integration of Health into Transportation Planning



Why a Health Strategic Plan?



The Health Strategic Plan provides a framework for understanding our community's connections between transportation and health.

- Evidence-based
- Identifies most effective actions
- Takes into consideration organizational capabilities and community needs

Thank You to Our Advisory Team Members!

Karen Broussard

Second Harvest Food Bank, Vice President Agency Relations & Programs

Oriana Cardin, MPH, CHES

American Heart Association, Community Impact Director

Jeanette Garcia, PhD

University of Central Florida, Assistant Professor of Health Sciences

Daphne Green, AICP

East Central Florida Regional Planning Council, Planner III

Janelle Hom, MPH, CHES

American Lung Association, Executive Director

Ken Peach, FACHE

Health Council of East Central Florida, Executive Director

Chaithanya Renduchintala, MS

Florida Department of Health in Orange County, Government Analyst

Sue Ring

Kissimmee Chamber of Commerce / Community Vision, Associate Director

Venise White, MPH, MHPE

Florida Department of Health in Seminole County, Community Programs Manager



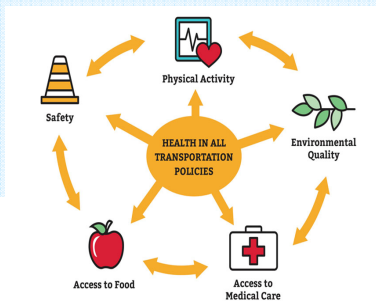
The Health Strategic Planning Process

- Eight-month process
- Research based
- Leveraged multiple sources of knowledge
- Developed a framework conceptualizing the connections between transportation and health
- Engaged public and community health expertise

Define Success

Define success for health strategic planning by:

- Taking stock of MetroPlan Orlando's current practice
- Engaging experts from the region to develop a vision



Develop Framework & Insights

- Develop whole of community framework for understanding how transportation affects community health (PATHS Framework)
- Literature Review
- Synthesis of CHA & CHIP documents

PATHS Framework
(Planning and Analysis
for Transportation and Health
Strategies)

Goals, Objectives, Strategies, and Actions

- Translate vision, framework, and prioritization insights into a strategic plan

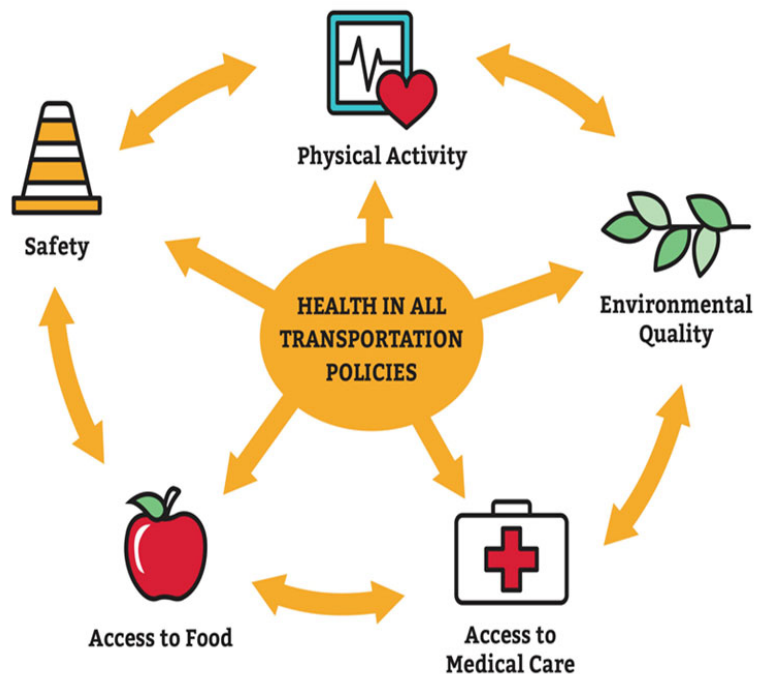


Health in All Transportation Policies (HIATP) Wheel



Define Success

MetroPlan Orlando's Health in All Policies Framework



The Determinants of Health serve as the backbone of the *Health Strategic Plan*

Defining the Transportation System and Health Outcomes



Develop Framework & Insights



Transportation System

- Infrastructure (built environment)
 - Actions (services)

Health Outcomes

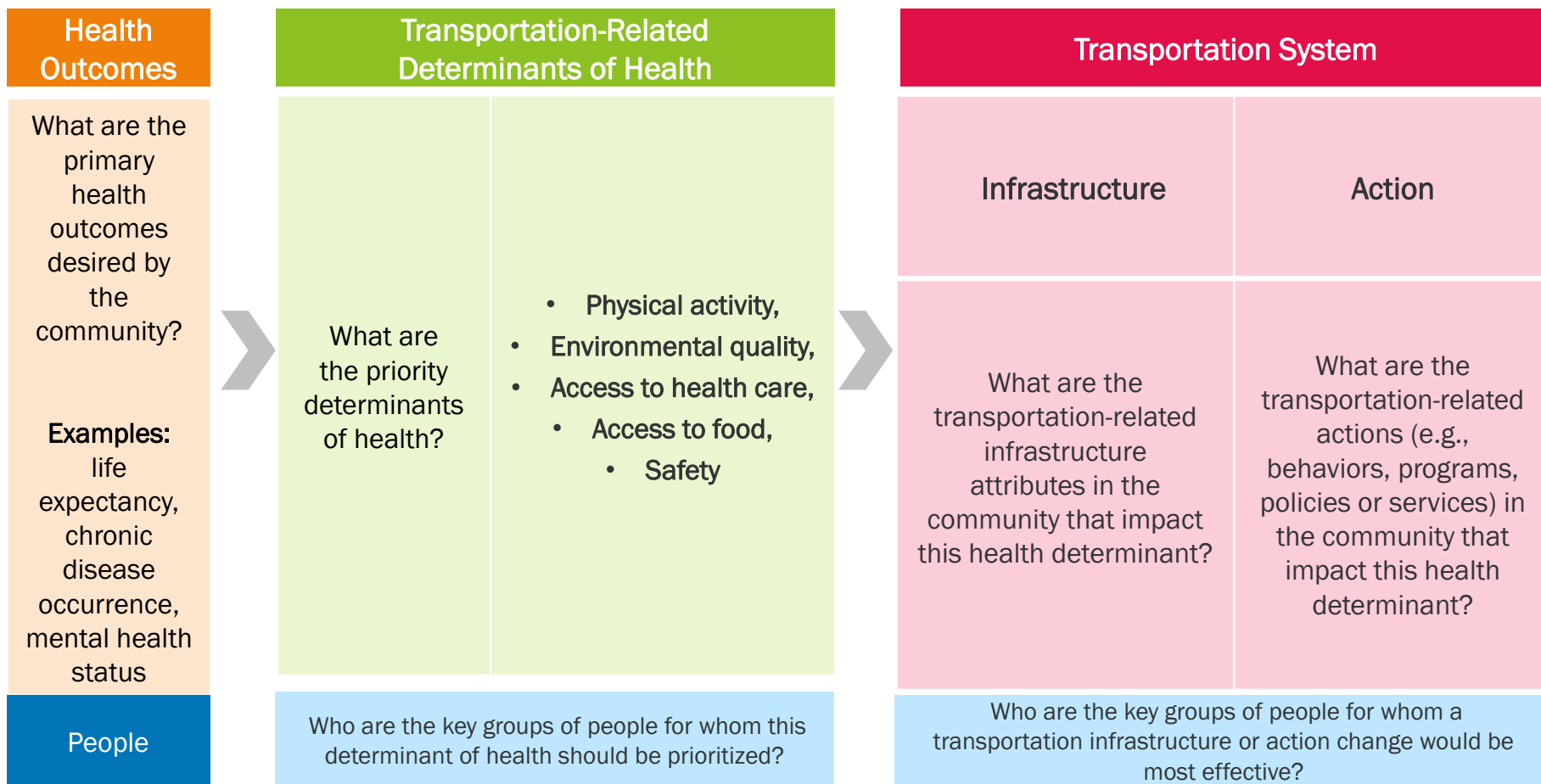
- Life expectancy
- Chronic disease occurrence
 - Mental health status



PATHS: Planning and Analysis of Transportation and Health Strategies



Develop Framework & Insights

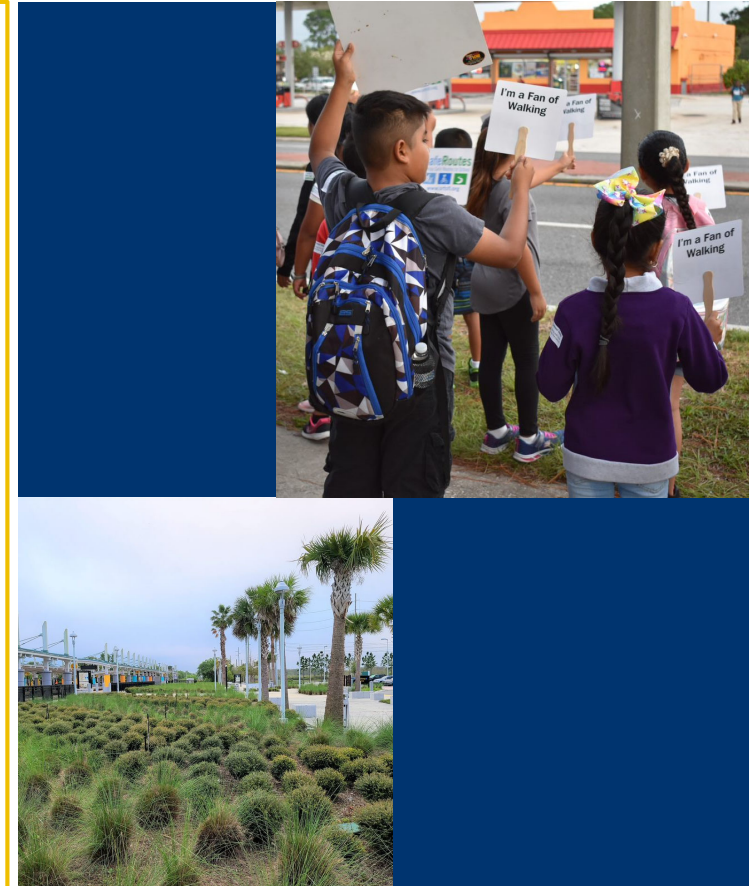


MetroPlan Orlando Health Strategic Plan Goals



Goals, Objectives,
Strategies, and Actions

- 1 | Supporting Healthy Lifestyles
- 2 | Implementing Healthy Transportation Infrastructure
- 3 | Providing a Safe Transportation System
- 4 | Improving Health Care Access through Transportation
- 5 | Integrating Health Equity into Transportation Planning



Mapping the Goals to the Transportation-Related Determinants of Health

Health Determinants		Physical Activity	Environmental Quality	Access to Health Care	Access to Food	Safety	
1	Supporting Healthy Lifestyles	✓			✓		
2	Implementing Healthy Transportation Infrastructure		✓				
3	Providing a Safe Transportation System					✓	
4	Improving Health Care Access through Transportation			✓			
5	Integrating Health Equity into Transportation Planning	PRIORITIZING PEOPLE					

Note: Supporting research and Goals 2-5 are in the final Health Strategic Plan

Example Relationships – Goal 1 | Supporting Healthy Lifestyles

Objectives	Strategies	Actions
<p>1.1: Increase availability and attractiveness of active travel.</p> <p>1.2: Increase opportunities for participation in recreational and leisure activities.</p> <p>1.3: Improve opportunities for people to access nutritious foods.</p>	<ul style="list-style-type: none"> • Support the development of pedestrian infrastructure that links residents and visitors to meaningful destinations. • Facilitate innovative interventions for keeping pedestrian and cycling infrastructure safe for children to engage in safe travel and recreation activities. • Develop a better understanding of how the food environment and the transportation system interact to improve healthy eating behaviors. 	<ul style="list-style-type: none"> • Pursue additional Complete Streets planning studies and funding for implementation. • Provide planning support for transit-oriented development and redevelopment, taking into consideration regional need to support service sector jobs and safe, reliable commutes for low-income residents. • Seek partnership opportunities with groups working to provide Safe Routes to School. • Seek partnerships for research to further understand how transportation can contribute to community health in terms of eating behaviors.

Goal 2 | Implementing Healthy Transportation Infrastructure

Objectives	Strategies	Actions
<p>2.1: Reduce exposure to transportation-related air pollution.</p> <p>2.2: Reduce exposure to transportation-related noise pollution.</p> <p>2.3: Mitigate heat exposure for users of the transportation system.</p>	<ul style="list-style-type: none"> • Support a transportation system that reduces users' exposure to air and noise pollution. These users may include pedestrians, cyclists, or transit users. • Develop a better understanding of the relationship between transportation-related noise and health outcomes. • Facilitate transportation system innovations that reduce people's exposure to extreme heat. 	<ul style="list-style-type: none"> • Seek opportunities to improve modality options that offer people opportunities to reduce their travel-related carbon footprint, including pedestrian and cyclist infrastructure. • Support future infrastructure planning for alternative fuels. • Pursue research and analytics to support mapping of transportation-related noise associated with individual transportation and mass transit. • Prioritize considerations for comfort-focused infrastructure, such as shade trees, transit shelters, and other heat exposure interventions.

Goal 3 | Providing a Safe Transportation System

Objectives	Strategies	Actions
<p>3.1: Reduce the number of motor-vehicle crashes.</p> <p>3.2: Reduce the number of pedestrian and cycling injuries.</p> <p>3.3: Plan with crime reduction strategies in mind.</p>	<ul style="list-style-type: none"> • Support the growth of a transportation system that provides a safe environment for vulnerable road users. • Encourage new thinking on the ways transportation infrastructure design that decreases perceived and actual risks to crime incidents. • Facilitate interventions and improve citizen education to reduce all crashes. 	<ul style="list-style-type: none"> • Pursue additional Complete Streets and Roadway Safety studies. • Strengthen ties with local governments, transportation agencies, and Community Traffic Safety Teams (CTSTs) to address pedestrian and bicyclist safety. • Partner to collect knowledge resources and pursue best practices for urban design and transportation infrastructure that mitigates crime incidents. • Support partnerships building on the Safe Routes to School paradigm for other populations and destinations.

Goal 4 | Improving Health Care Access through Transportation

Objectives	Strategies	Actions
<p>4.1: Improve physical access to primary health care services and routine preventive care.</p> <p>4.2: Improve physical access to mental health services.</p> <p>4.3: Improve physical access to dental care services.</p>	<ul style="list-style-type: none"> • Support a transportation system that provides multi-modal transportation options to health care destinations for all communities. • Facilitate interventions that bring people to health care and bring health care to people. • Partner with marginalized and underserved communities to understand local impediments to health care utilization. 	<ul style="list-style-type: none"> • Pursue partnerships in research that improves our understanding of the gap between physical access and health care utilization. • Seek partnership opportunities with organizations providing mobile health services. • Partner with local governments to pursue best land use practices that offer opportunities for easy physical access to health care. • Strengthen ties and seek additional opportunities to support the ACCESS LYNX program, the Transportation Disadvantaged Local Coordinating Board, and others.

Goal 5 | Integrating Health Equity into Transportation Planning

Objectives	Strategies	Actions
<p>5.1: Provide a transportation system that serves people with diverse transportation and health perspectives and needs.</p>	<ul style="list-style-type: none"> • Develop a better understanding of the ways the transportation system currently does and does not serve the cultural and day-to-day needs of the population. • Identify and support transportation projects that include safe, equitable, and inclusive modes of travel that link people with essential services and employment. • Provide leadership in defining and pursuing an equitable transportation system. 	<ul style="list-style-type: none"> • Support partners in identifying unique transportation needs of underserved communities and the barriers to use for vulnerable road users. • Continue to evolve the prioritization process to ensure consideration of all community segments in the region as transportation technology and regional populations change. • Complete a regional Transportation Equity Audit.


Key Actions by Goal Area

Note: Supporting research and additional details are in the final Health Strategic Plan

<h2>Goal 1</h2> <h3>Supporting Healthy Lifestyles</h3>	<h2>Goal 2</h2> <h3>Implementing Healthy Transportation Infrastructure</h3>	<h2>Goal 3</h2> <h3>Providing a Safe Transportation System</h3>	<h2>Goal 4</h2> <h3>Improving Health Care Access through Transportation</h3>	<h2>Goal 5</h2> <h3>Integrating Health Equity into Transportation Planning</h3>
<ul style="list-style-type: none"> • Pursue additional Complete Streets studies and funding for implementation. • Provide planning support for transit-oriented development. • Seek research partnership opportunities. 	<ul style="list-style-type: none"> • Seek opportunities to reduce carbon footprint. • Support planning for alternative fuels. • Pursue research of transportation noise. • Prioritize comfort-focused infrastructure, such as shade trees and other heat exposure interventions. 	<ul style="list-style-type: none"> • Pursue additional Complete Streets and Roadway Safety studies. • Strengthen ties with local governments, agencies, and Community Traffic Safety Teams. • Partner to pursue best practices for urban design and infrastructure that mitigates crime incidents. 	<ul style="list-style-type: none"> • Seek partnership opportunities with mobile health services. • Partner to pursue best land use practices for easy physical access to health care. • Strengthen ties to LYNX, the Transportation Disadvantaged Local Coordinating Board, and others. 	<ul style="list-style-type: none"> • Support partners in identifying unique transportation needs of underserved communities and barriers to use for vulnerable road users. • Continue to evolve the prioritization process. • Complete a regional Transportation Equity Audit. 

Key Objectives by Goal Area

Note: Supporting research and additional details are in the final Health Strategic Plan

<h2>Goal 1</h2> <h3>Supporting Healthy Lifestyles</h3>	<h2>Goal 2</h2> <h3>Implementing Healthy Transportation Infrastructure</h3>	<h2>Goal 3</h2> <h3>Providing a Safe Transportation System</h3>	<h2>Goal 4</h2> <h3>Improving Health Care Access through Transportation</h3>	<h2>Goal 5</h2> <h3>Integrating Health Equity into Transportation Planning</h3>
<p>1.1: Increase availability and attractiveness of active travel.</p> <p>1.2: Increase opportunities for participation in recreational and leisure activities.</p> <p>1.3: Improve opportunities for people to access nutritious foods.</p> 	<p>2.1: Reduce exposure to transportation-related air pollution.</p> <p>2.2: Reduce exposure to transportation-related noise pollution.</p> <p>2.3: Mitigate heat exposure for users of the transportation system.</p> 	<p>3.1: Reduce the number of motor-vehicle crashes.</p> <p>3.2: Reduce the number of pedestrian and cycling injuries.</p> <p>3.3: Plan with crime reduction strategies in mind.</p> 	<p>4.1: Improve physical access to primary health care services and routine preventive care.</p> <p>4.2: Improve physical access to mental health services.</p> <p>4.3: Improve physical access to dental care services.</p> 	<p>5.1: Provide a transportation system that serves people with diverse transportation and health perspectives and needs.</p> 

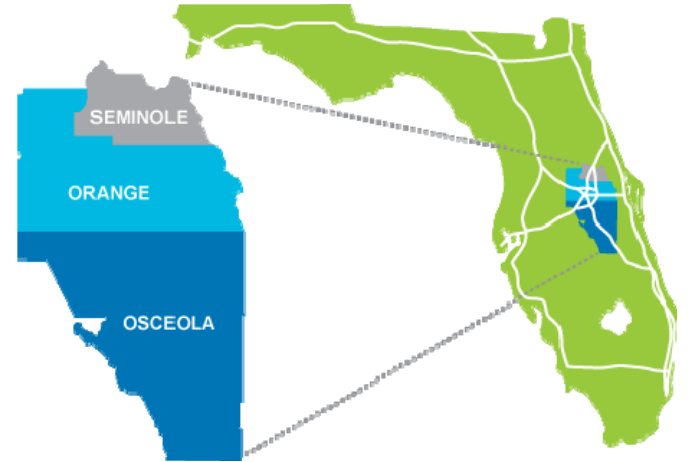
Implementation and Next Steps

The Health Strategic Plan:

- Provides a framework for how to better integrate health into the transportation planning process.

Some next steps include:

- Better define roles and responsibilities
- Consider needed updates to complementary transportation and health plans
- Identify opportunities for collaboration
- Determine methods of coordination
- Define progress monitoring and measurement



Contact Information

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slarsen@metroplanorlando.org

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Jeri.Brittin@hdrinc.com

VIII. Presentations / Status Reports

**B. Presentation on
FY 20/21 Traffic
Signal Retiming
Program**

(Tab 5)



2020 - 2021 Travel Time & Delay Study

Status Update: March 3, 2022



Why Signal Timing?



Improve traffic flow

Reduce driver delay at intersections

Reduce speeding

Improve bicyclist and pedestrian safety & comfort

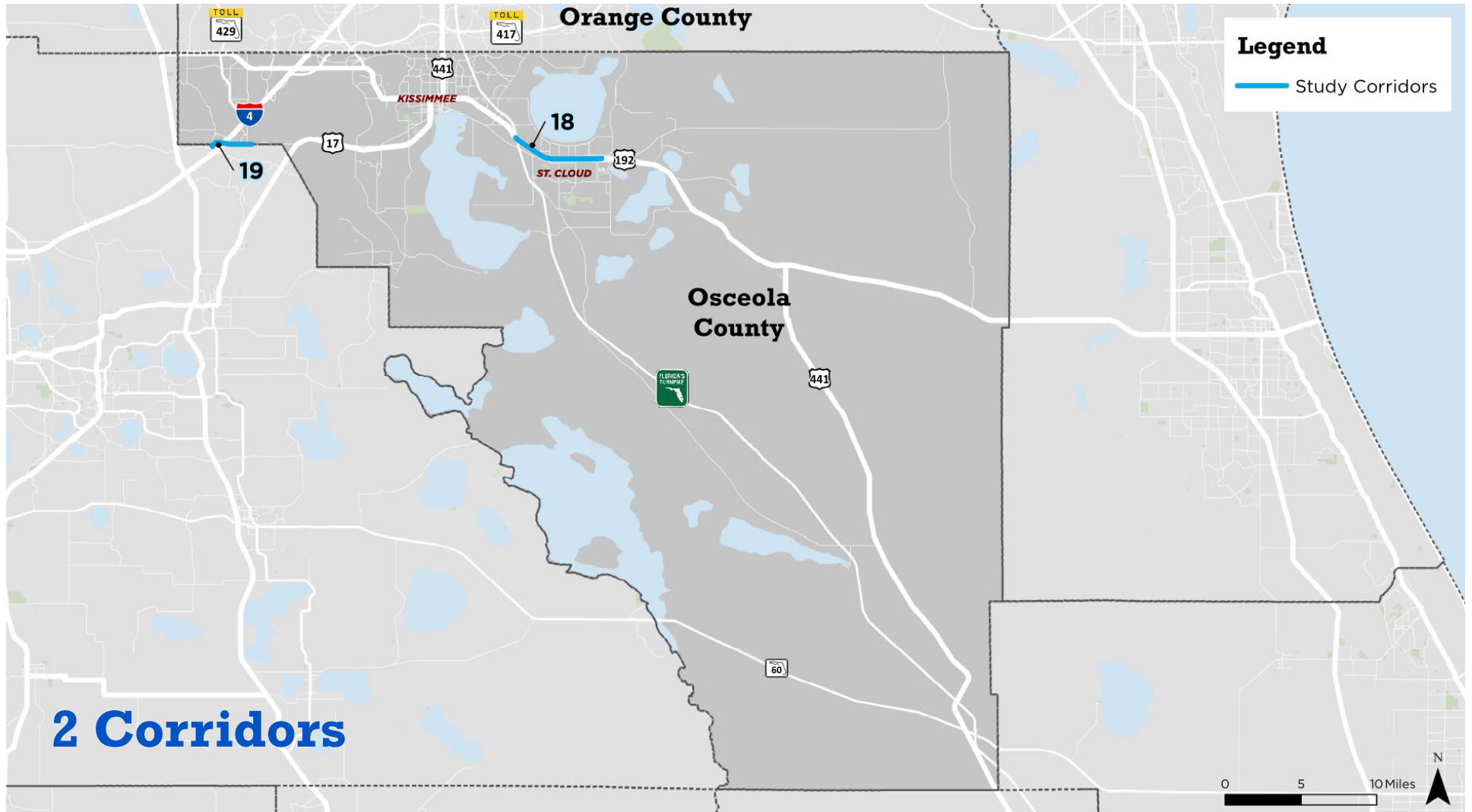
2020-2021

26
corridors

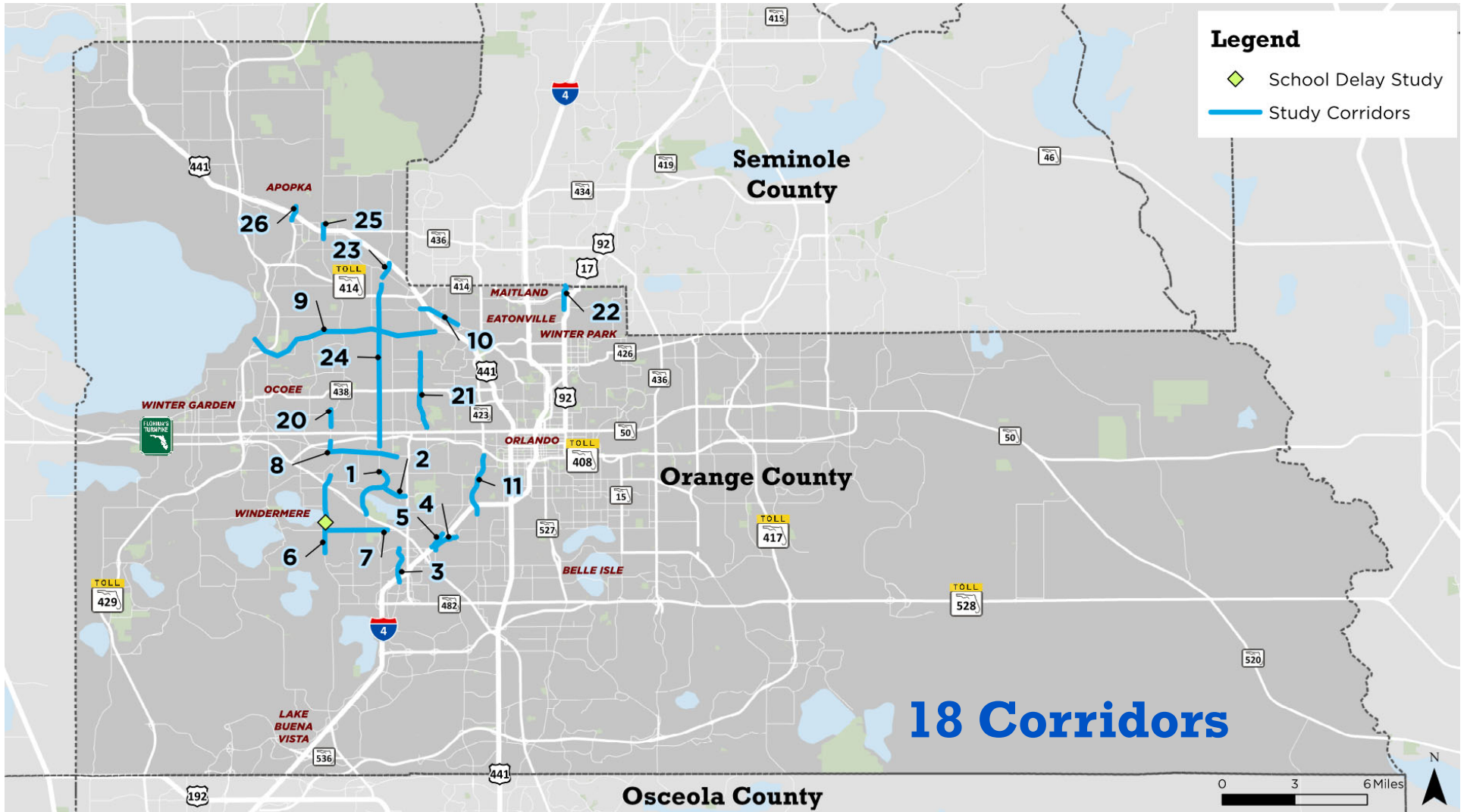
188
independent intersections

4
school intersections

Osceola County



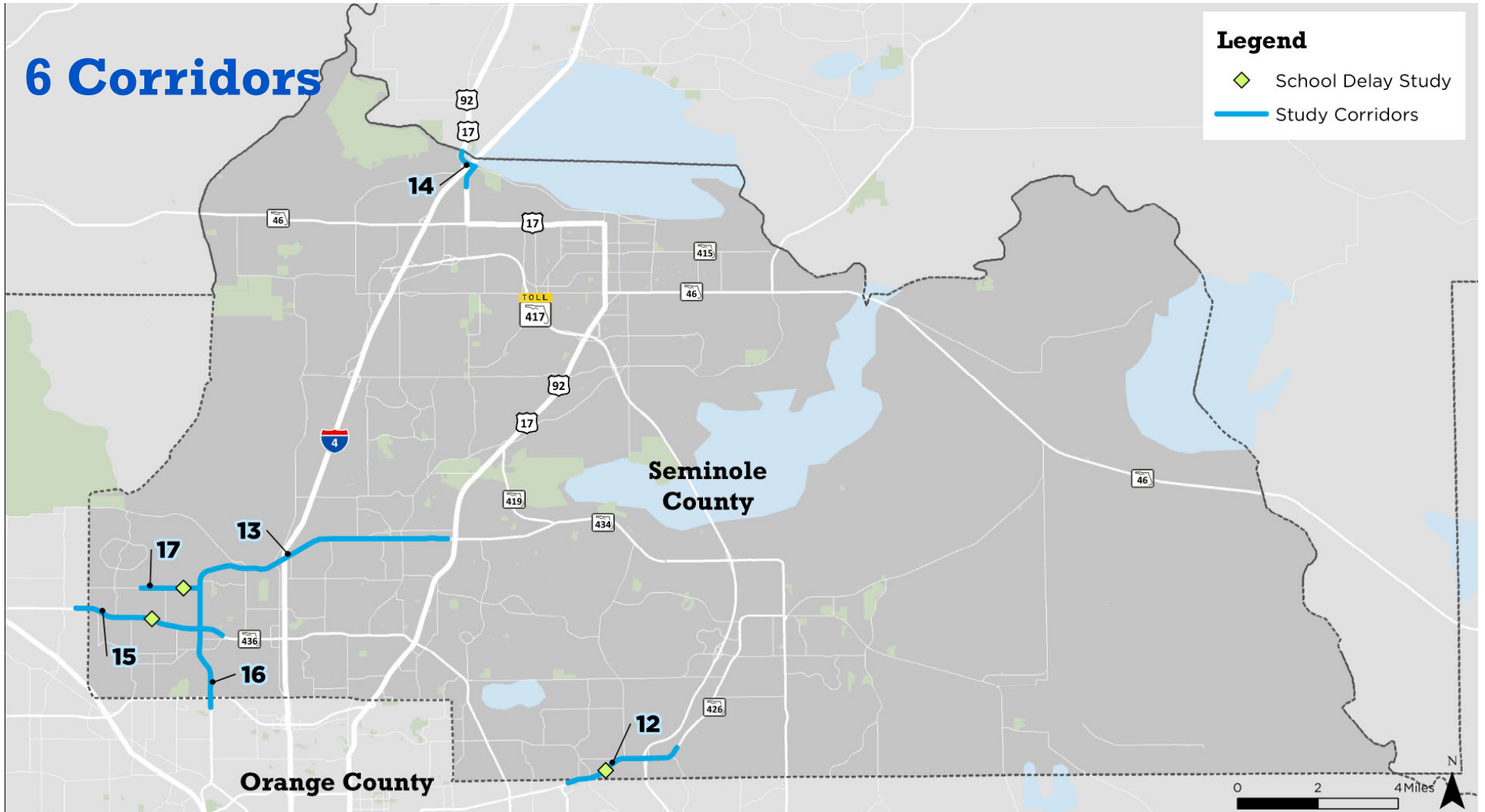
Orange County



Seminole County



6 Corridors



New Performance Metrics



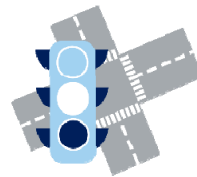
- Used Connected Vehicle (CV) data to calculate the following performance measures for all corridors



Travel Time



Reliability



Intersection Delay



Corridor Progression



Speeding



Emissions Reduced



Fuel Savings



Pedestrian Delay*

Project Results



Retimed 26 Corridors
(with 188 intersections)

73%



of corridors now have
shorter Travel Times

73%



of corridors now have
Reliable Travel Times
compared to 69% before
retiming

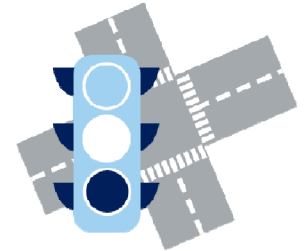
Reduced Vehicle
Emissions

1,180

Tons CO₂/yr



52%



of intersections had
*less Intersection
Delay* during the
peak period



Fuel Savings

121,500

gal/yr

Other Outcomes



* Retiming projects did not focus on these outcomes, however Connected Vehicle and other data allow us to monitor these outcomes.

Retimed 26 Corridors
(with 188 intersections)

31%



of corridors now have fewer Motorists Exceeding Posted Speed Limit

73%



of corridors now have Motorists Stopping fewer times

24%



of intersections had less Pedestrian Delay during the peak-period

Benefit-Cost Summary



Annual Travel
Time Savings:
140,000 hours

Present Value of
3-Year Benefit:
\$7.8 Million

Total Project
Cost:
\$1.0 Million

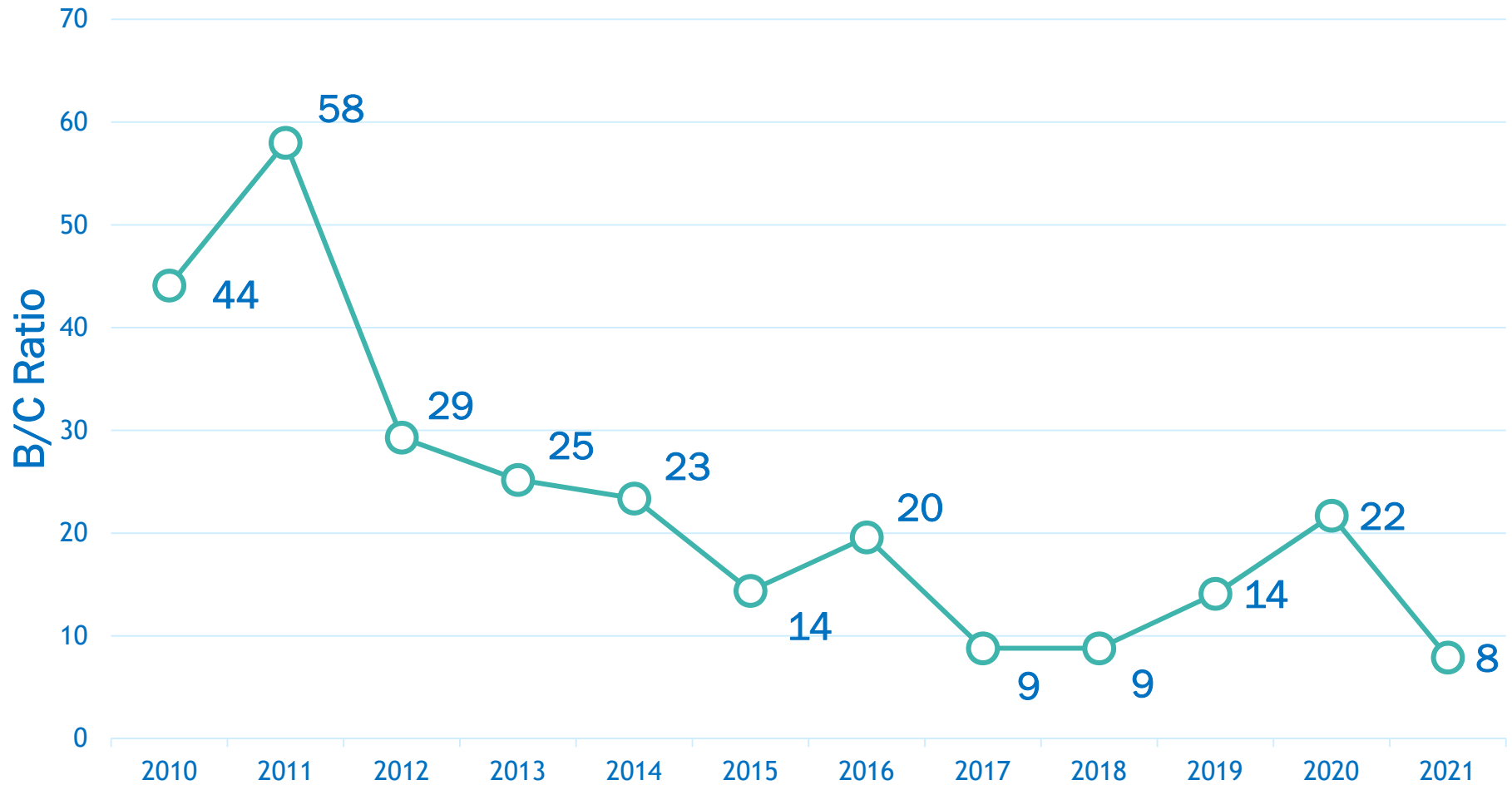
2021 Program
B/C Ratio:
7.9

Travel Time Cost Savings: \$20.17/hour

(Source: 2021 TTI Urban Mobility Report)

b/c calculations only consider corridor travel time savings

Historic Benefit-Cost Ratio



2021: B/C Ratios > 1.0 @ 74%

Future Efforts



Typical Goals

Improve traffic flow

Reduce driver delay at intersections

Additional Goals

Reduce speeding

Improve bicyclist and pedestrian safety & comfort

Thank You

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250 South Orange Ave., Suite 200, Orlando, FL 32801



VIII. Presentations / Status Reports

C. Presentation on SR 414 Extension PD&E Study



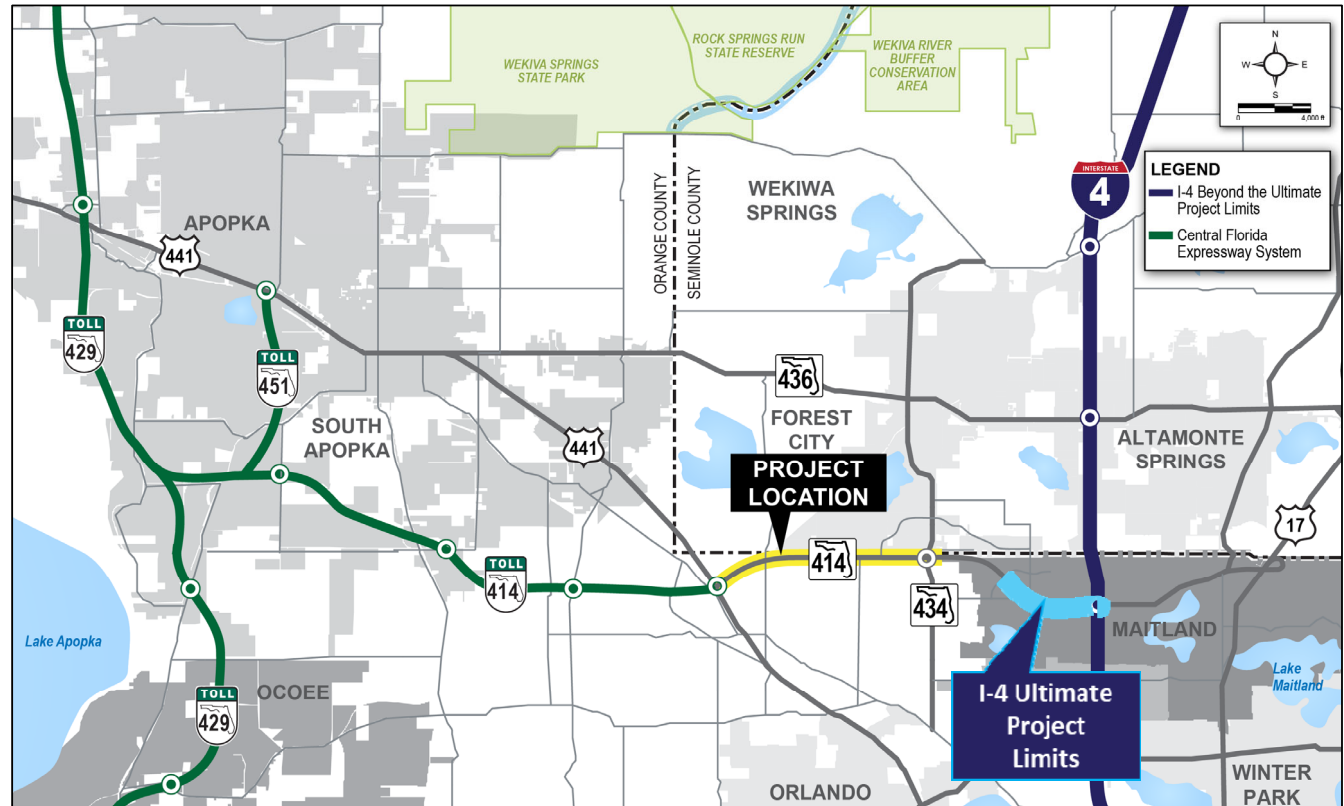
The logo for the Central Florida Expressway Authority is centered in the upper half of the image. It consists of a white rectangular box with two horizontal orange bars, one above and one below the text. The text is arranged in four lines: 'CENTRAL' and 'FLORIDA' in black, 'EXPRESSWAY' in orange, and 'AUTHORITY' in black. The background of the entire slide is a photograph of a multi-level concrete highway interchange with green-painted concrete surfaces, set against a clear blue sky and a grassy embankment.

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

**State Road 414 Expressway Extension
Project Development and Environment Study**
Will Hawthorne, PE, CFX Director of Engineering
Sunserea Dalton, PE, Jacobs Engineering Group Inc.
— February/March, 2022 —

Project Background and Description

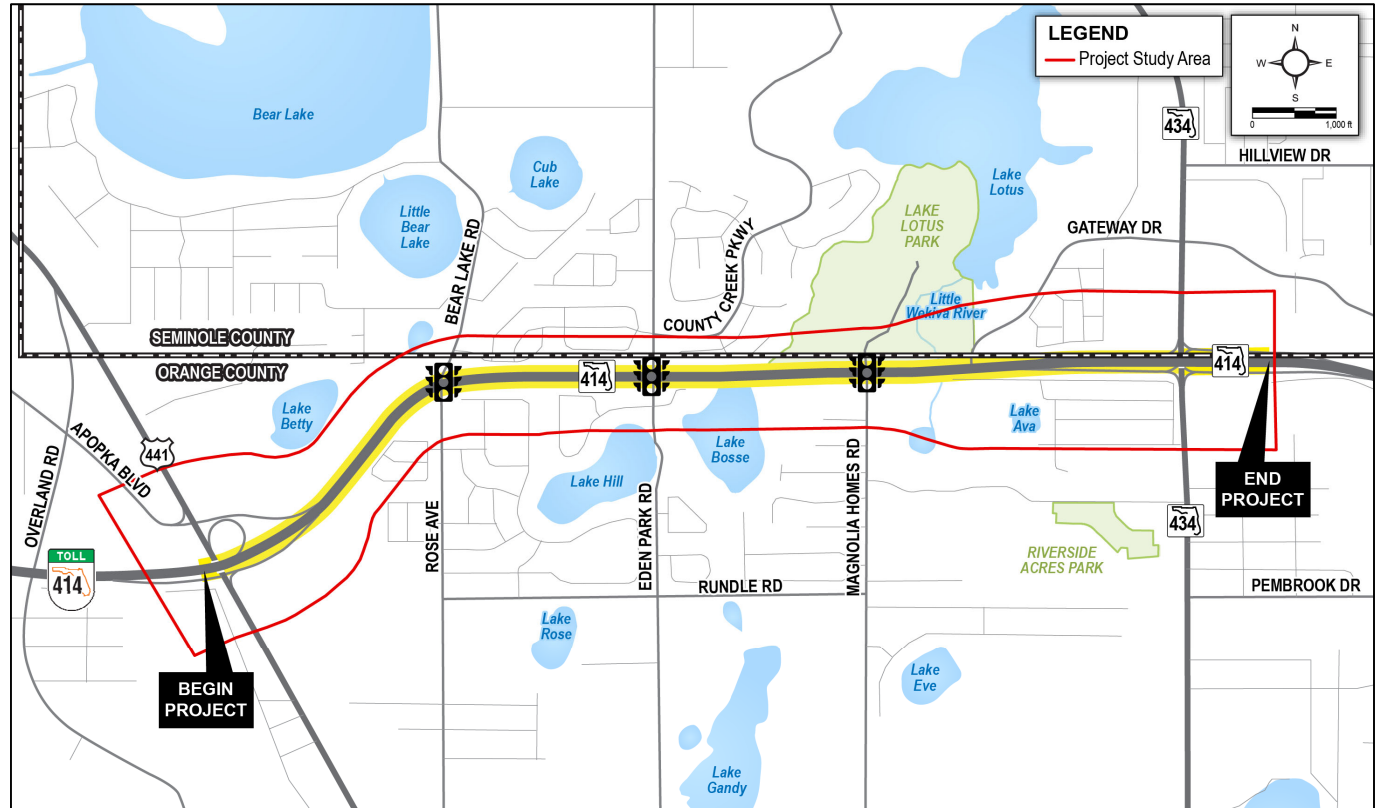
- SR 414 Reversible Express Lanes Schematic Technical Memorandum – 2019
- CFX Visioning + 2040 Master Plan – 2016
- CFX Five-Year Work Plan FY2022-FY2026
- MetroPlan Orlando Transportation Improvement Program FY2021/22-FY2025/26



Project Location Map

Study Corridor

- From US 441 to SR 434
- 4-lane divided arterial
- Approximately 2.8 miles
- 3 existing signalized intersections
- 1 existing unsignalized intersection



Stakeholder Coordination



Public Involvement

CFX Environmental & Project Advisory Group Meetings

- December 8, 2020: 30 Attendees
- August 31, 2021: 51 Attendees

CFX Environmental Stewardship Committee

- October 10, 2020
- June 17, 2021
- August 19, 2021

Public Meeting

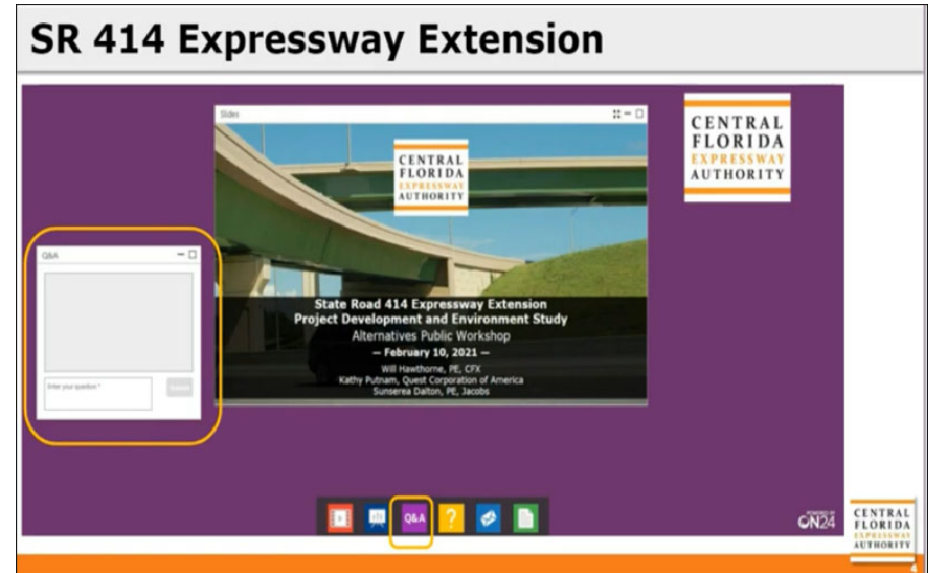
- February 10, 2021: 104 Attendees

Public Hearing

- Scheduled for March 31, 2022

MetroPlan Orlando Meetings

- December 9, 2020: MetroPlan Board (Factsheet)
- February 4, 2021: MetroPlan Municipal Advisory Committee



Source = Virtual Alternatives Public Workshop (QCA Office)

Key Input



Environmental and Project Advisory Groups

- ✓ *Maintain Lake Lotus Park access*
- ✓ *Minimize water quality impacts*
- ✓ *Evaluate expanded sidewalks or shared use path along Maitland Boulevard*
- ✓ *Evaluate geotechnical and archaeological issues at Lake Bosse bridge*
- ✓ *Minimize noise and environmental impacts*
- ✓ *Continue coordination with Orange County and FDOT for their proposed Regional Stormwater Treatment Facility*
- ✓ *Evaluate expanded signage for driver navigation*
- ✓ *Consideration for multimodal opportunities*
- ✓ *Consider lighting that reduces insect impacts*

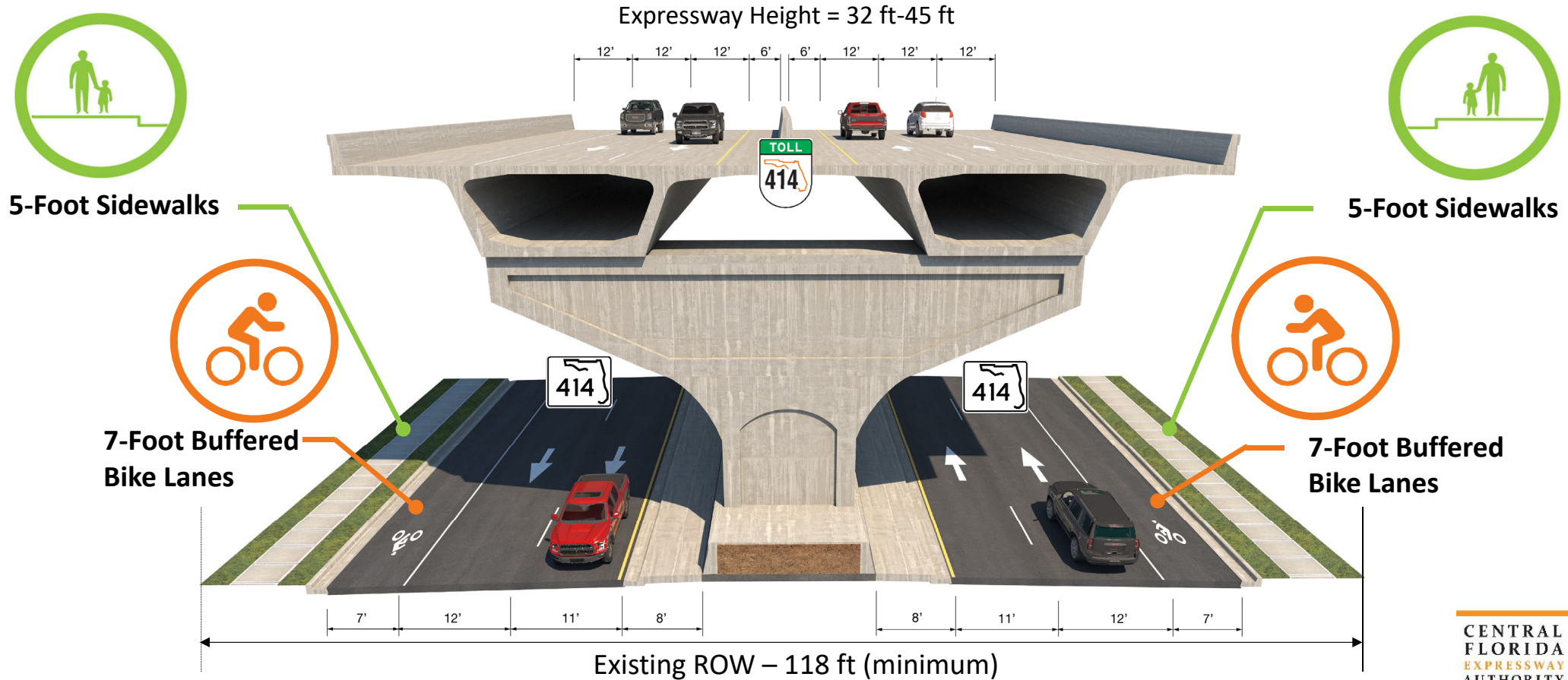
Environmental Stewardship Committee

- ✓ *Erosion issues surrounding Little Wekiva Canal*
- ✓ *Minimize impacts to wetlands, surface waters and habitats, including Lake Bosse and Lake Lotus*
- ✓ *During design, consider additional bicycle enhancements, such as lighting*

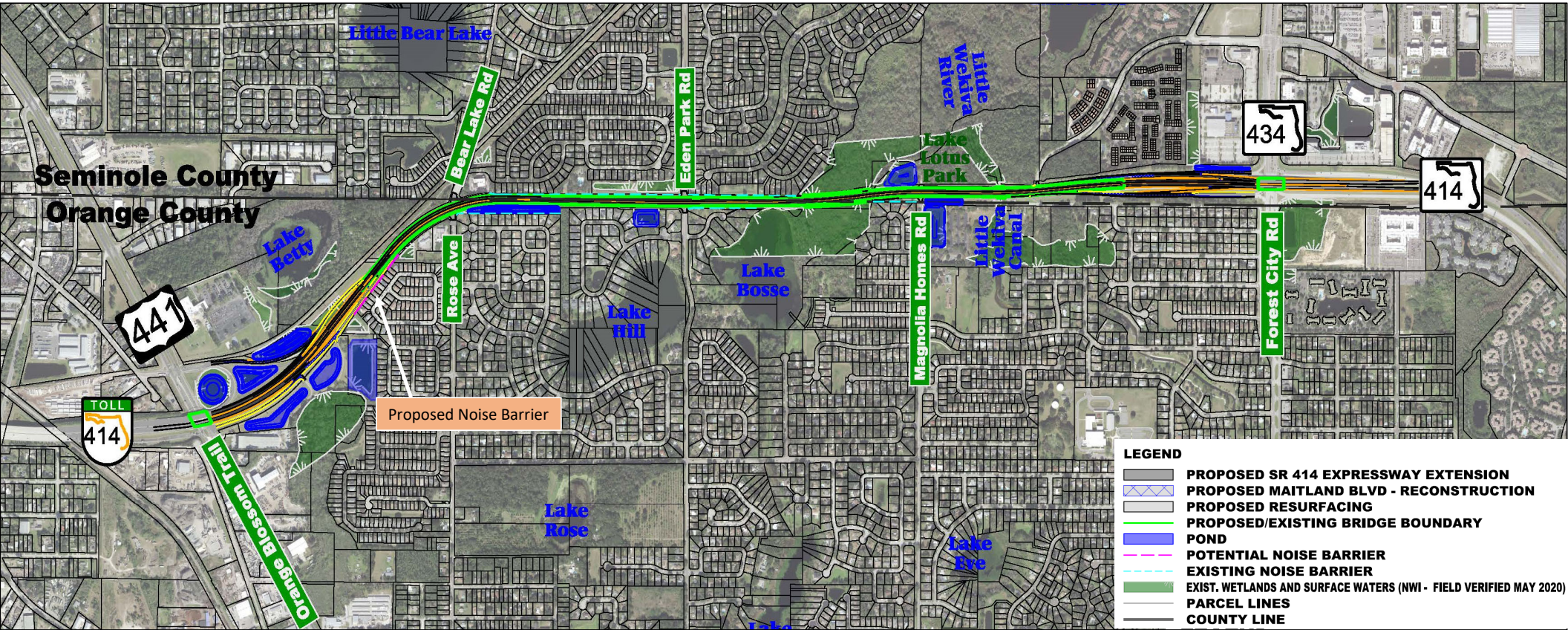
Typical Sections Considered

Typical Section Option No.	Description	No. of Lanes on Expressway 	No. of Lanes on Maitland Blvd. 	Within Existing ROW	Daily Volume/ Capacity Ratio (SR 414)	Minimizes Cost per Mile	Recommendation
1	2019 Existing	None	2 per direction	Yes	1.50	High	Not recommended
2	No-Build	None	3 per direction	Yes	1.25	High	Not recommended
3	Add 2 Elevated Express Lanes	1 per direction	2 per direction	Yes	1.20	Medium	Not recommended
4	Add 4 Elevated Express Lanes	2 per direction	2 per direction	Yes	0.95	Low	Preferred Typical Section
5	Add 2 Elevated Reversible Express Lanes	2 lanes reversible	2 per direction	Yes	1.13	Medium	Not recommended
6	Add Elevated Convertible Three Lanes with Movable Barrier	3 lanes convertible	2 per direction	Yes	1.14	Low	Not recommended
7	Add 2 Elevated Express Lanes and 2 At-Grade SR 414 lanes	1 per direction	3 per direction	Yes	1.06	Medium	Not recommended

Preferred Alternative - Typical Section



Preferred Alternative



LEGEND

- PROPOSED SR 414 EXPRESSWAY EXTENSION
- PROPOSED MAITLAND BLVD - RECONSTRUCTION
- PROPOSED RESURFACING
- PROPOSED/EXISTING BRIDGE BOUNDARY
- POND
- POTENTIAL NOISE BARRIER
- EXISTING NOISE BARRIER
- EXIST. WETLANDS AND SURFACE WATERS (NWI - FIELD VERIFIED MAY 2020)
- PARCEL LINES
- COUNTY LINE

Evaluation Matrix

Evaluation Factors		Preferred Alternative
SOCIAL	Residential Parcels Affected	0 parcels
	Non-Residential Parcels Affected	0 parcels
CULTURAL	Potential Effects to Historic/Archaeological Resources	None
NATURAL	Potential Jurisdictional Wetland Impacts (Acres)	1 acre
	Potential Jurisdictional Surface Water Impacts (Acres)	<0.5 acre
	Floodplain Impacts (acres)	<0.5 acre
	Potential Impacts to Federally/State Protected Species	No Adverse Effect
PHYSICAL	Impacted Noise Sensitive Sites (residences and trails)	47
	Potential Medium Risk Contamination Sites impacted	4
	Utilities relocated (No. of utility owners affected)	5
TOTAL PROJECT COSTS		\$365 Million

Subject to change, pending final design

Public Hearing – Thursday, March 31

In-Person Meeting

5:30 p.m. – 7:30 p.m.
Wekiva High School
2501 Hiawassee Road, Apopka

Virtual Meeting

5:30 p.m. – 7 p.m.
Please pre-register at
[Bit.ly/SR414ExtMtgMar2022](https://bit.ly/SR414ExtMtgMar2022)
(Link is case sensitive.)

Study Materials Display Locations

February 28 – April 14, 2022

Seminole State College Library
850 South SR 434
Altamonte Springs

7:45 a.m. – 8 p.m. Mon. – Thurs.;
7:45 a.m. – 4:30 p.m. F; 9 a.m. – 1 p.m. Sat.

CFX Headquarters
4974 ORL Tower Road
Orlando

8 a.m. – 5 p.m. Mon. – Fri.

Study Web Page
<https://bit.ly/2KLmliP>

Thanks for joining us!

