

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 an orange horizontal bar at the top and another at the bottom. Inside the box, the words "CENTRAL FLORIDA EXPRESSWAY AUTHORITY" are written in a serif font. "CENTRAL FLORIDA" and "AUTHORITY" are in black, while "EXPRESSWAY" is in orange.

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

The background of the slide is a photograph of a multi-level highway interchange. The concrete structures are light-colored, and the sky is a clear, bright blue. A grassy embankment is visible on the right side. The overall scene is well-lit, suggesting a sunny day.

**Concept, Feasibility, and Mobility Study of the
Southport Connector Expressway**

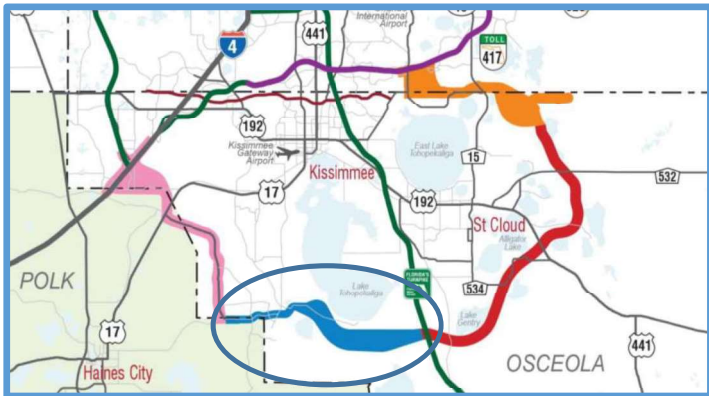
Glenn Pressimone, Director of Engineering and Dan Kristoff, RS&H, Inc.

— March 8, 2018 —

Southport Connector Expressway

Alternative Corridor Alignments

Osceola and Polk Counties



Southport Connector Expressway

Purpose and Need

1. Construct a limited access, high-speed facility to improve connectivity from the Poinciana area to Florida's Turnpike
2. Reduce the twice daily 43-minute commute time for Poinciana residents (longest commute of Florida's 226 small towns)
3. Respond to ongoing growth by providing additional capacity to regional transportation network
4. Promote regional connectivity and enhance mobility
5. Provide the opportunity for multimodal facilities and enhance hurricane evacuation

Southport Connector Expressway Project Background

FDOT Alternative Corridor Evaluation (ACE) Study

- Advanced Notification Package distributed September 2012
- ETDM Programming Screen was initiated September 2013
- Public Kick-off Meetings (2 locations) September 2013
- Corridor Public Workshops (2 locations) January 2015
- Agency Project Advisory Group (APAG): 3 Meetings
- Alternative Corridor Evaluation Report (ACER) October 2015

Southport Connector Expressway Study Area



Southport Connector Expressway

ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

- Review all ACE documents
- Identify any changed conditions
- In-depth evaluation of the ACE findings, recommendations and commitments

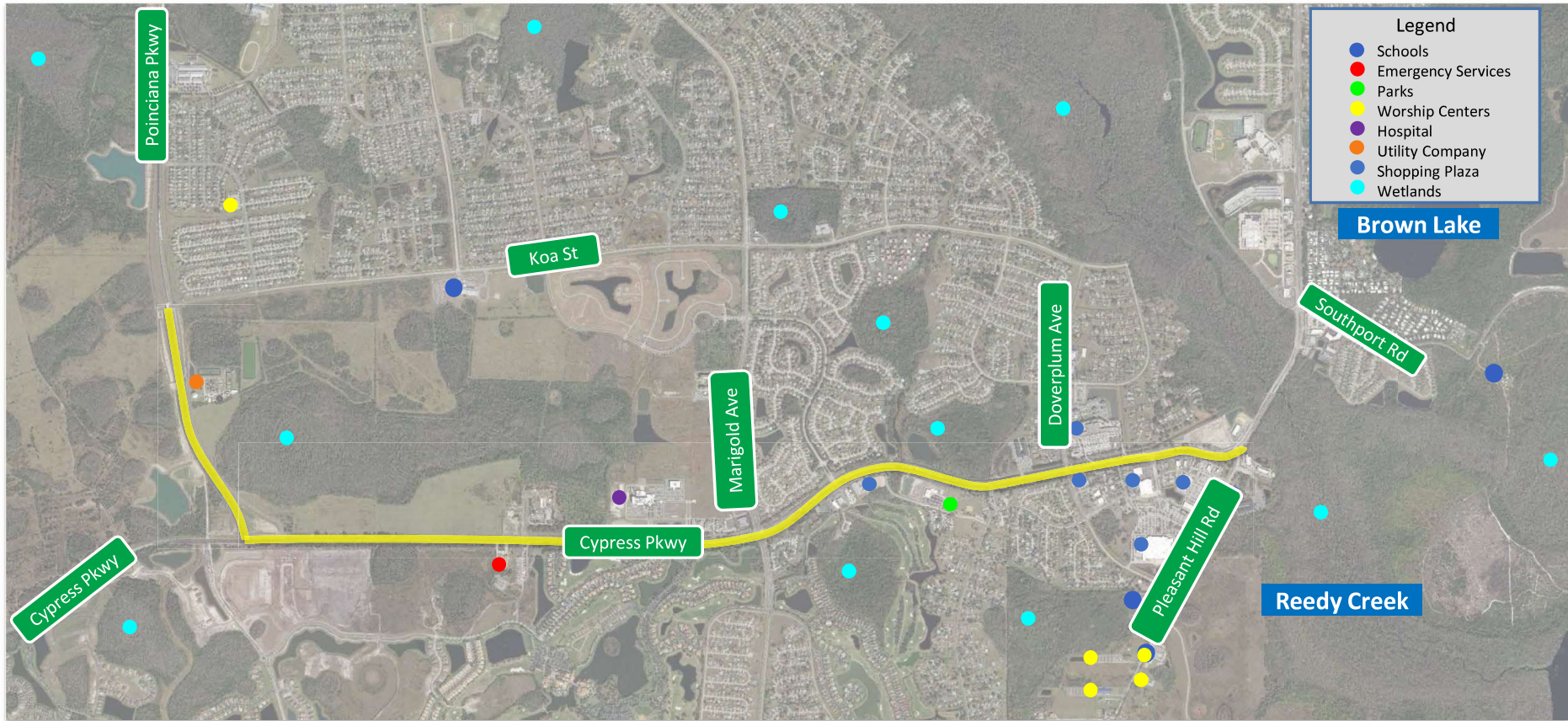
“The study team concurs with the ACE decision to drop all corridors crossing Lake Toho.....

The study team also concurs to co-locate all corridors within the Cypress Parkway corridor between Poinciana Parkway and the Reedy Creek Ecosystem.....”

Southport Connector Expressway Segments for Alternatives Analysis

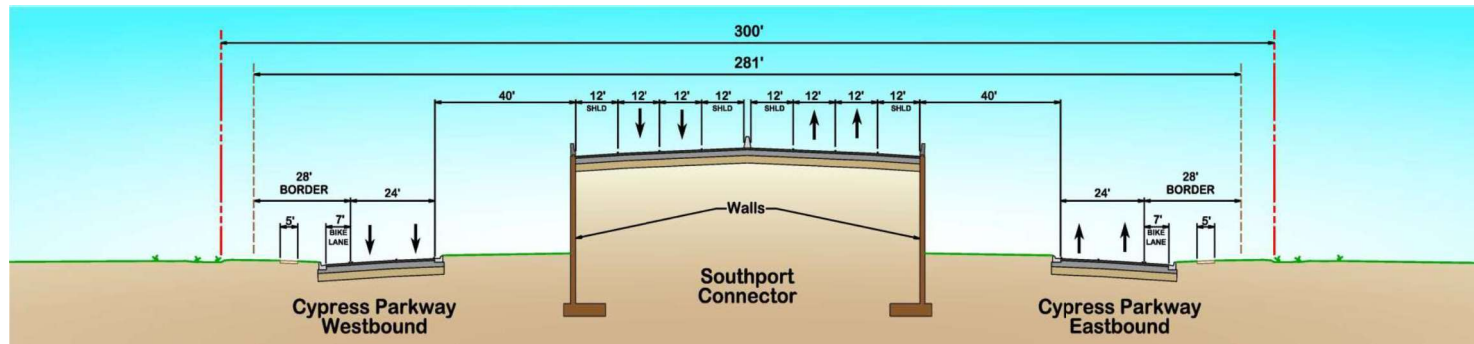


Southport Connector Expressway Segments for Alternatives Analysis

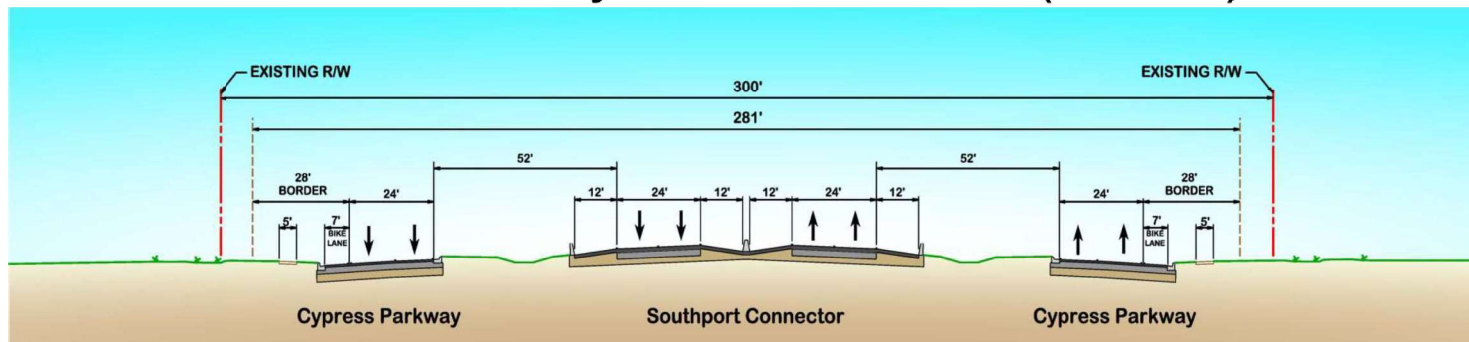


Southport Connector Expressway Cypress Parkway Typical Section

Poinciana Parkway to Pleasant Hill Road (Elevated)



Poinciana Parkway to Pleasant Hill Road (At-Grade)



Southport Connector Expressway Cypress Parkway Alternative



Impacts Summary	
Wetlands:	42 Acres
Conservation Areas:	0 Acres
Right-of-Way:	25 Acres
Existing Res.:	0 Parcels
Existing Commercial:	8 Business
Est. 2045 Traffic:	17,300 Vehicles
Est. Project Cost:	\$283 Million

Southport Connector Expressway South Lake Toho Segment



Southport Connector Expressway South Lake Toho Segment



Southport Connector Expressway South Lake Toho Segment



Southport Connector Expressway South Lake Toho Segment



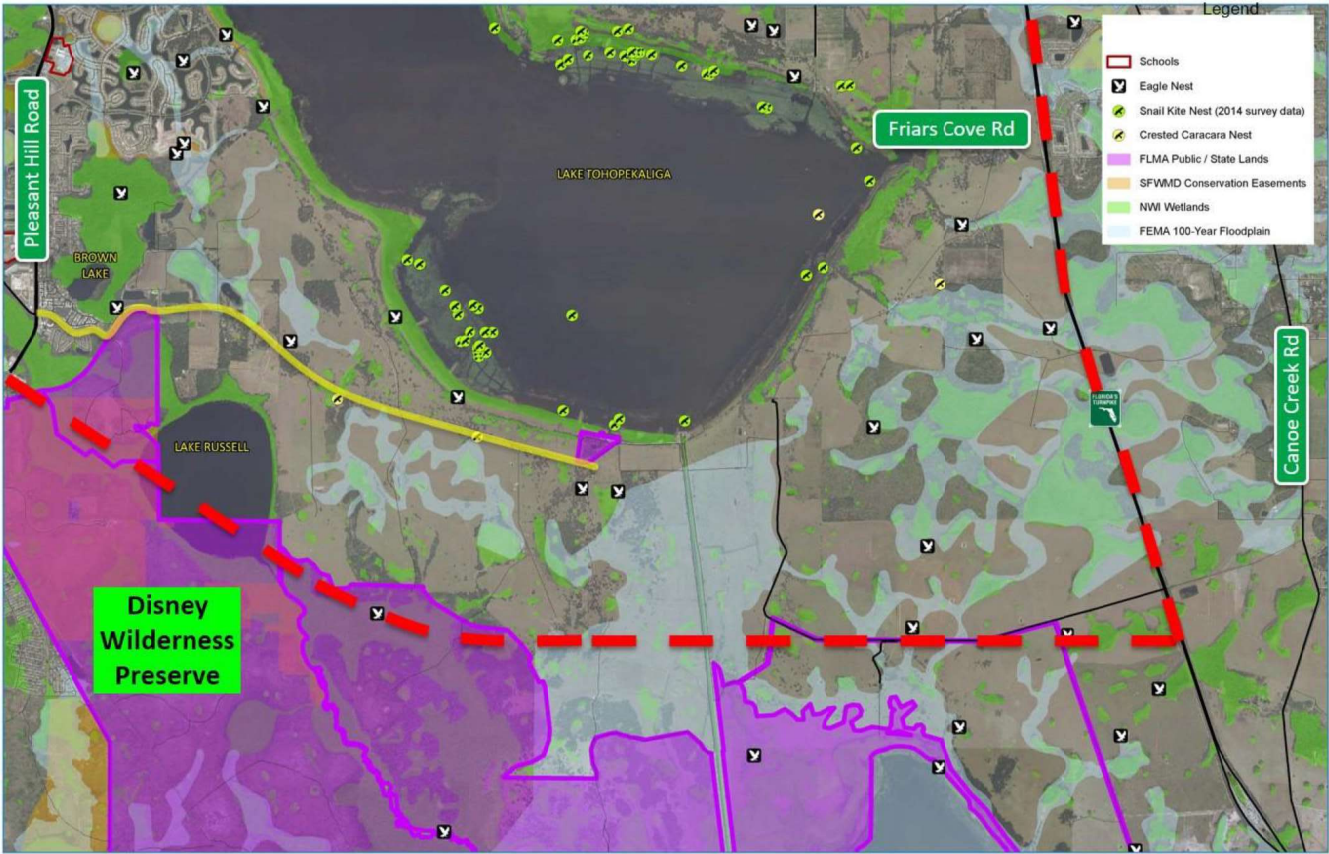
Southport Connector Expressway South Lake Toho Segment



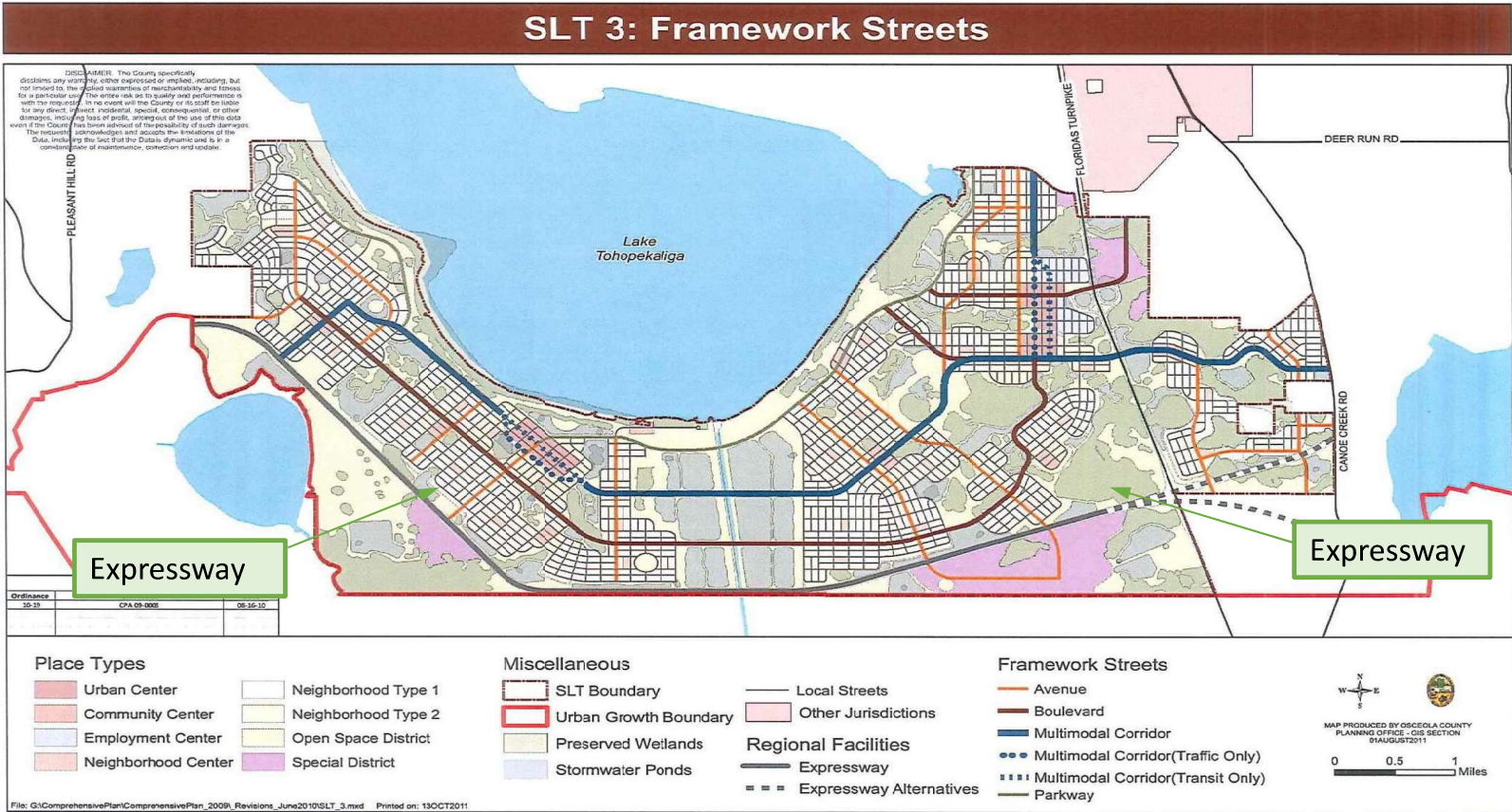
Southport Connector Expressway South Lake Toho Segment



Southport Connector Expressway South Lake Toho Segment

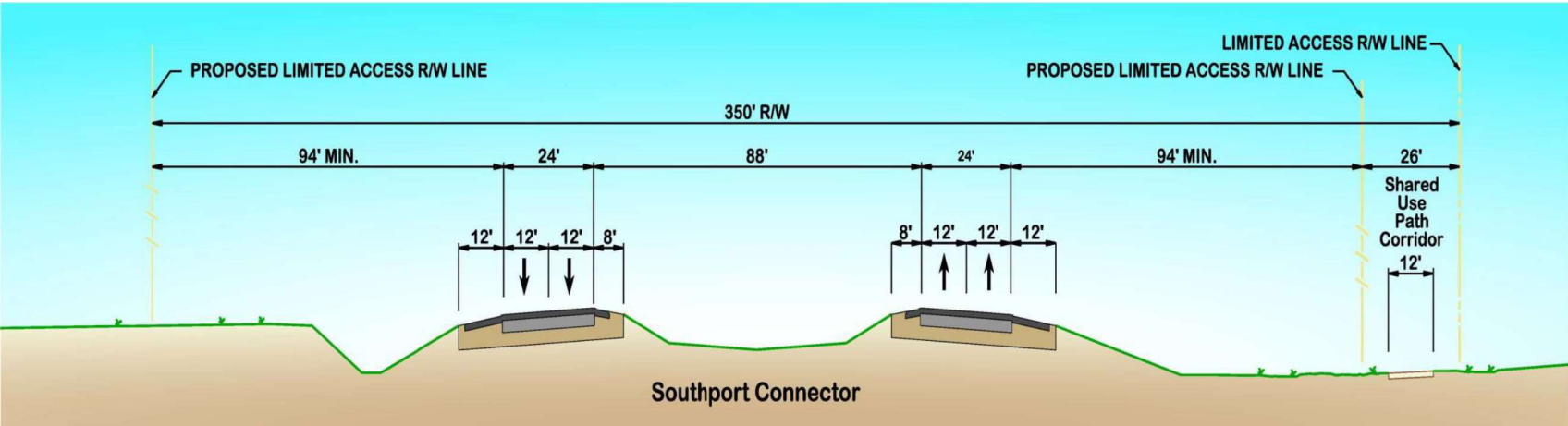


Southport Connector Expressway South Lake Toho Master Plan

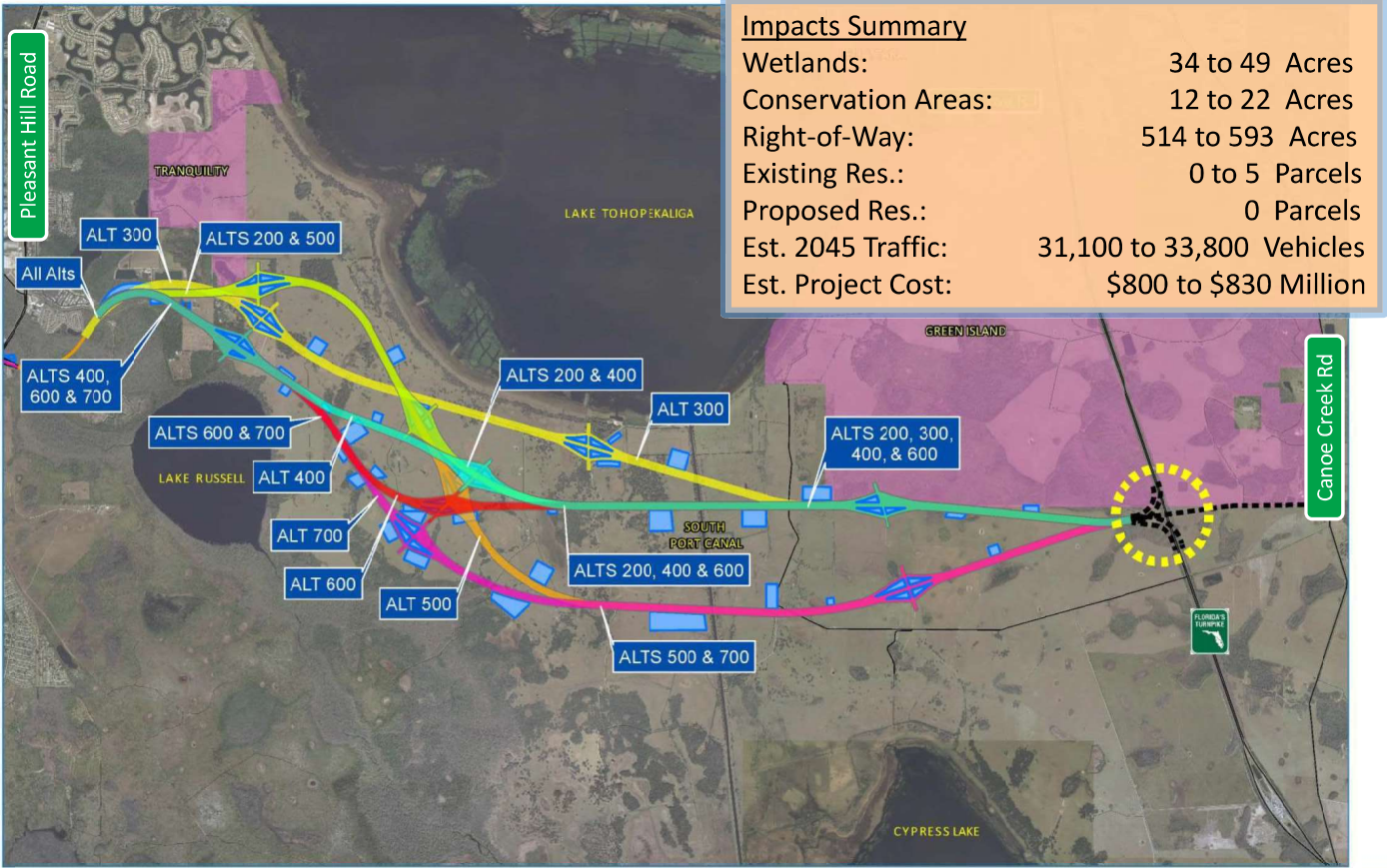


Southport Connector Expressway Lake Toho Segment Typical Section

Pleasant Hill Road to Turnpike (At-Grade)



Southport Connector Expressway Lake Toho Alternatives



Southport Connector Expressway Viability of Alternatives

Expressway Alternative	Total Project Costs (\$ Millions)	30-Year Projected Revenue (\$ Millions)	Viability Range (highest revenue)
Poinciana Parkway to Old Canoe Creek Road	\$1,080 to \$1,110	\$187 to \$318	29%
Pleasant Hill Road to Old Canoe Creek Road (Segment)	\$800 to \$830	\$172 to \$246	30% to 31%

Recommended Motion

Approval of the findings for the Concept, Feasibility and Mobility Study of the Southport Connector Expressway.