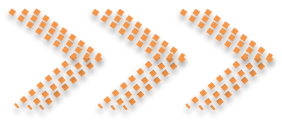




CENTRAL FLORIDA
..... **EXPRESSWAY AUTHORITY**

LAKE/ORANGE COUNTY CONNECTOR
Feasibility/Project Development and
Environment Study

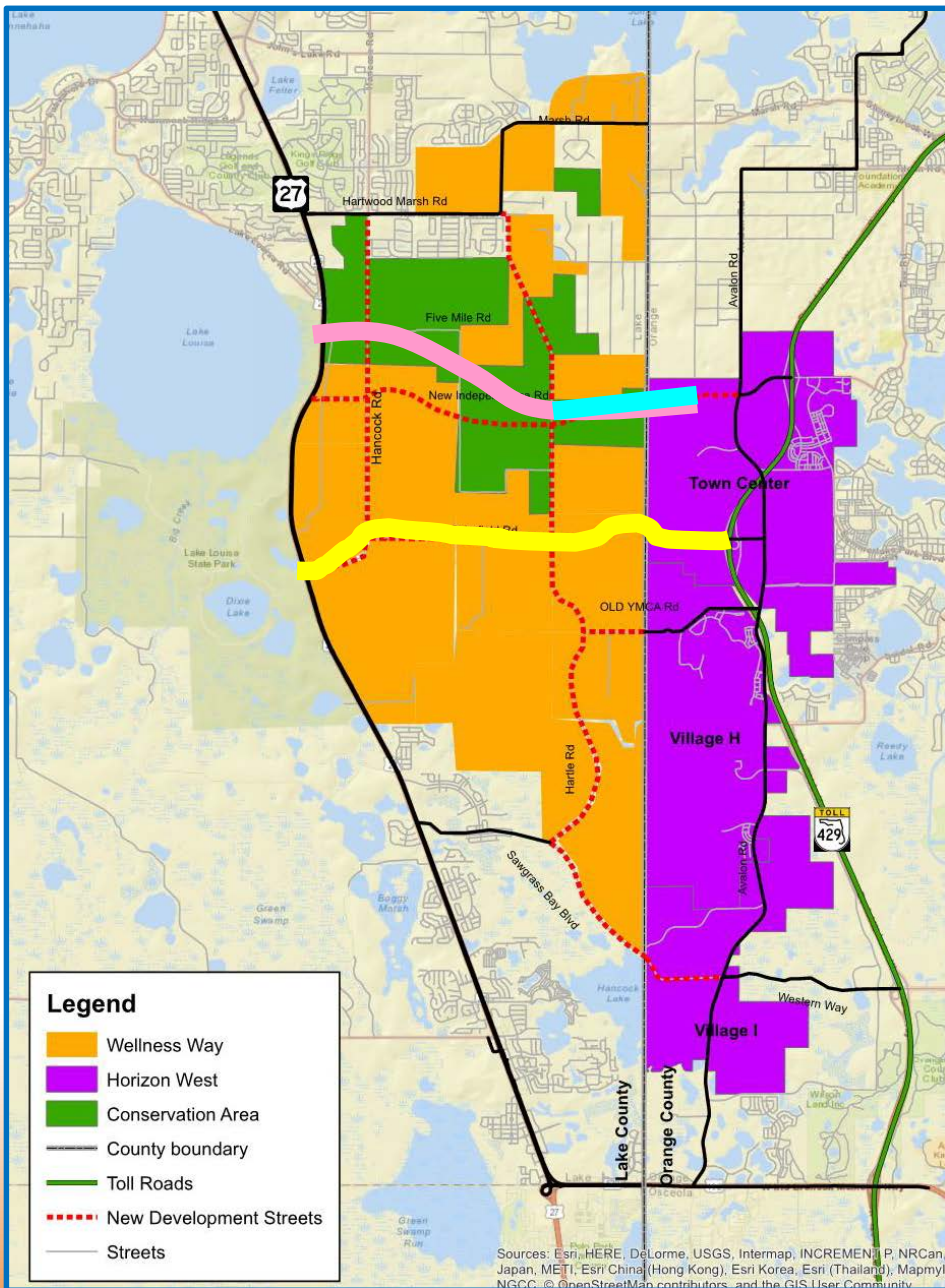


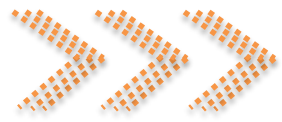
CORRIDOR HISTORY

- Previous Master Plans (2025, 2030, and 2035)
- SR 408 Western Extension (2002 Study)
- Wellness Way Corridor Feasibility Study
(Orange/Lake Parkway Partners LLC in 2013)
- Wellness Way Sector Plan (Lake County Studied in 2013)
- CFX 2040 Master Plan
- 2017 CFX Traffic & Revenue Study

THREE OPTIONS CONSIDERED

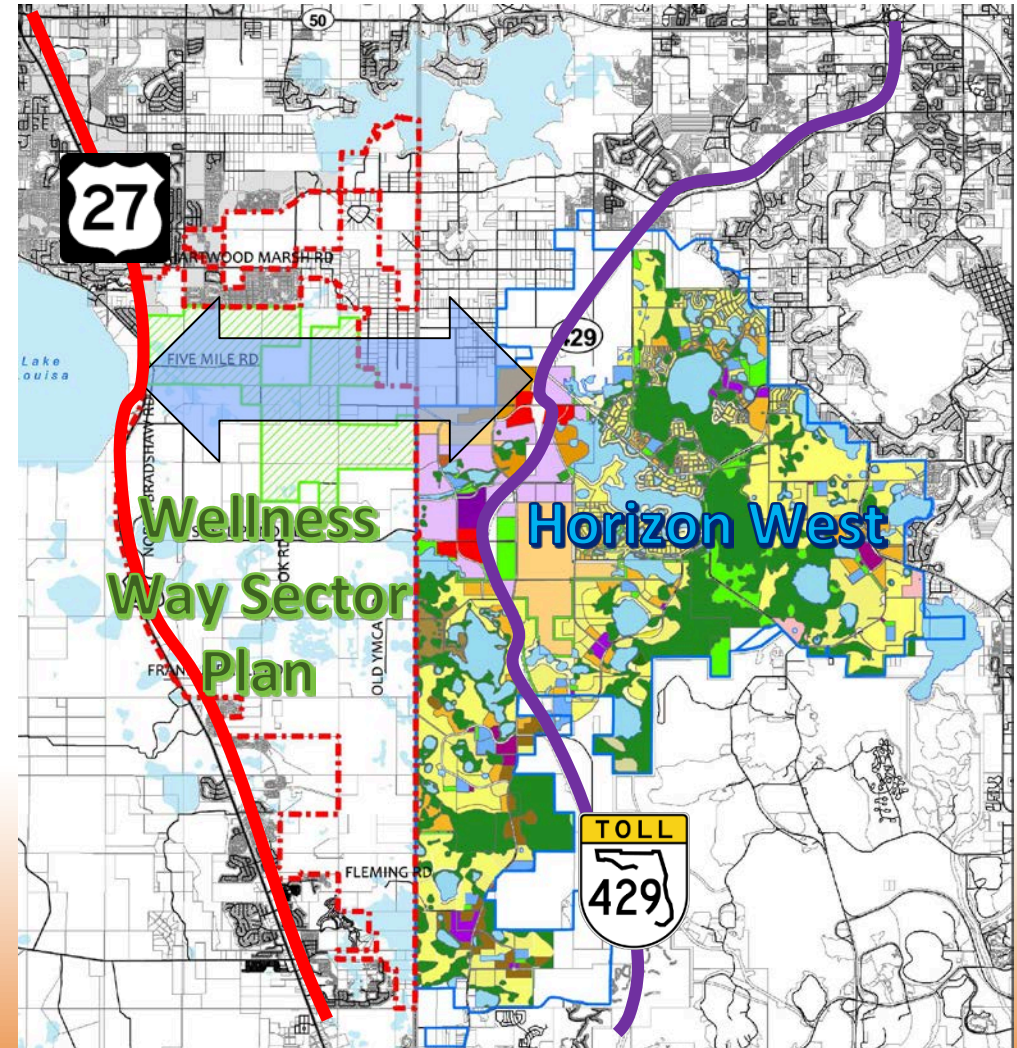
- **"Toll Bridge"**
 - Hartle Road to New Independence Parkway, West of Avalon Road
- **Northern Alignment**
 - U.S. 27 to New Independence Parkway, West of Avalon Road
- **Southern Alignment**
 - U.S. 27 to Existing Schofield Road Interchange at S.R. 429





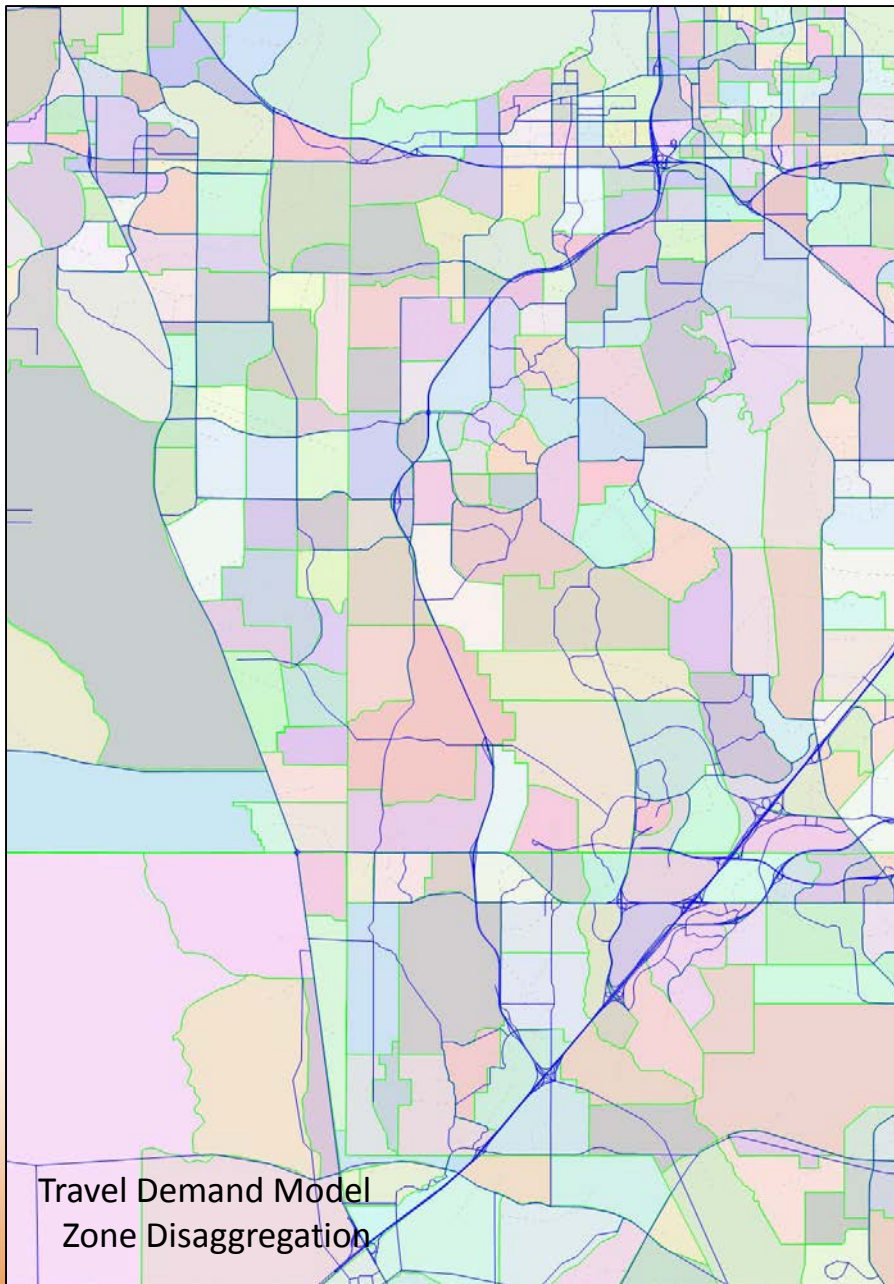
TRAFFIC & REVENUE (T&R) STUDY OBJECTIVES

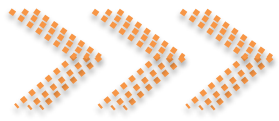
- Assess viability of a toll road project
- Consistent with local objectives:
 - Serve present and future developments in west Orange and south Lake Counties
 - Connect US 27 and SR 429
- Looking for regional connectivity



T&R STUDY APPROACH

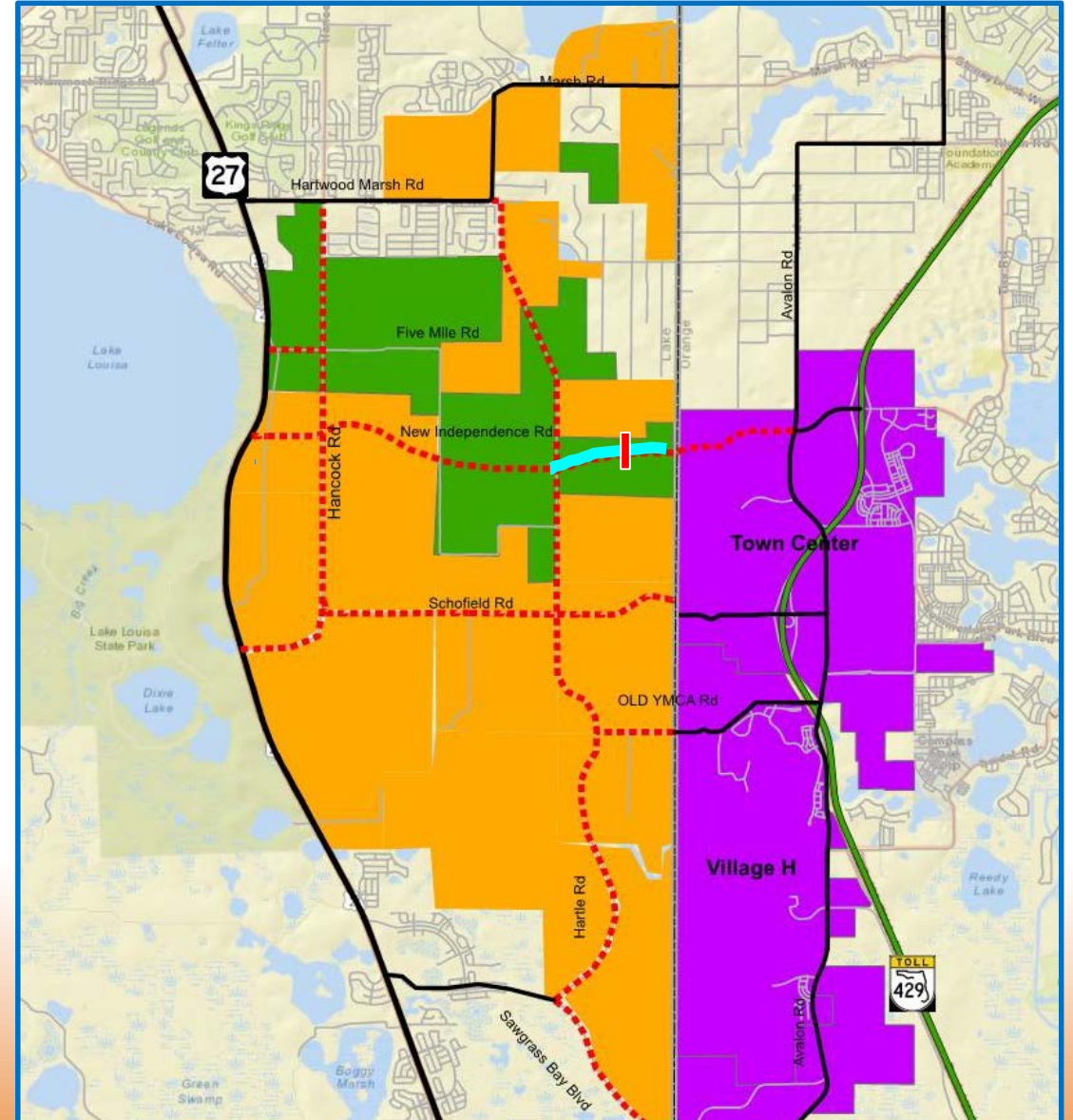
- Project-Specific Travel Demand Model
- Four-lane, Limited-Access Expressways
- Price per Mile Equivalent to Wekiva Parkway
- Prepared Preliminary T&R Estimates
- Calculated Net Present Values of the Revenue

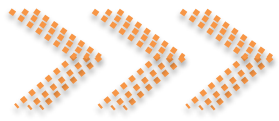




"TOLL BRIDGE" ALIGNMENT 2.1 MILES

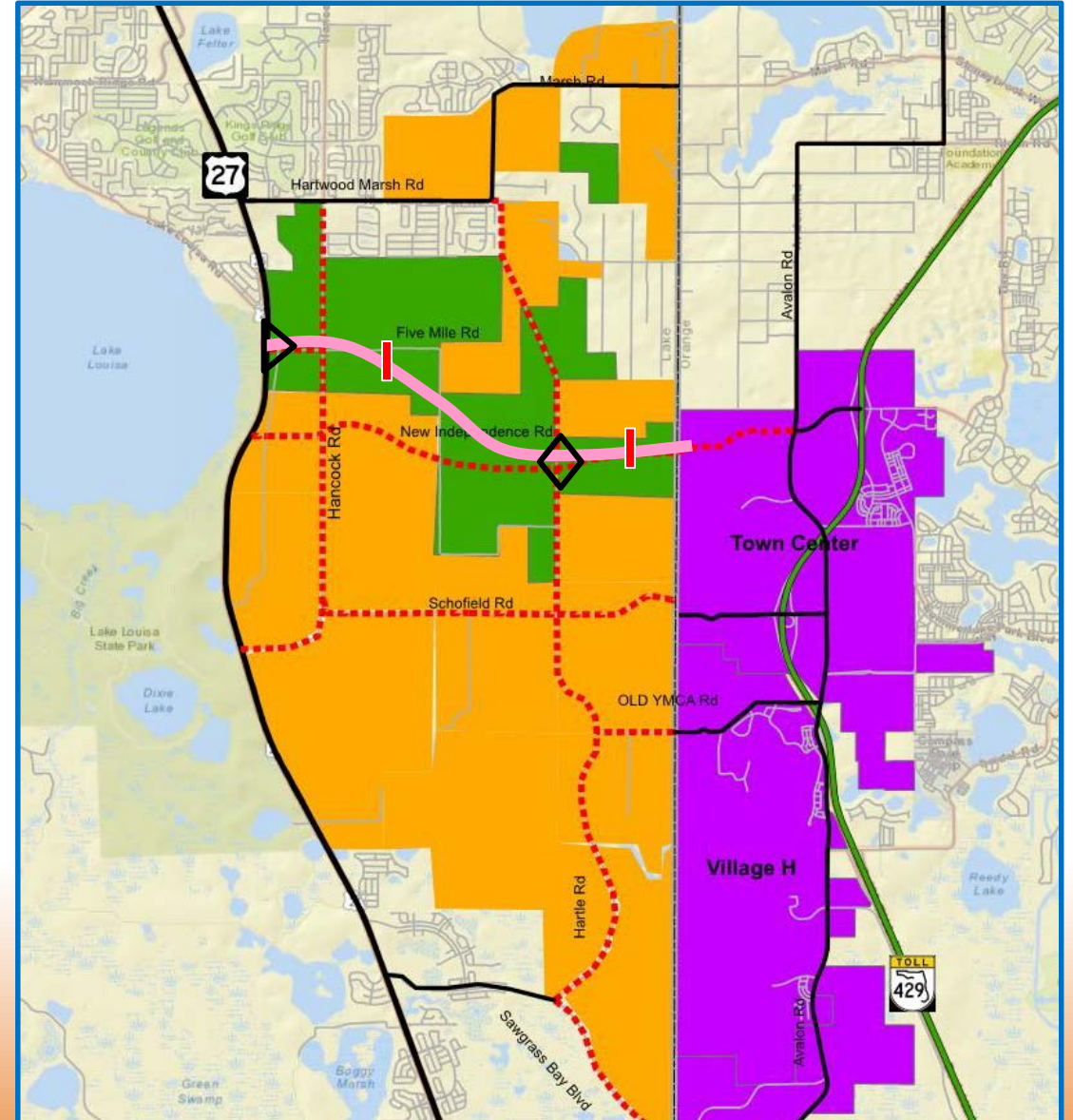
- Pros:
 - Provides Connection from New Developer Road on the West to New Independence Parkway
 - Located through the CONSERV Site - less property impact
- Cons:
 - Connects to Local Road on both ends; Only Through Traffic will be Tolled
 - Limited Access Facility Stops at Orange/Lake County Line

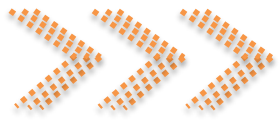




NORTHERN ALIGNMENT 4.9 MILES

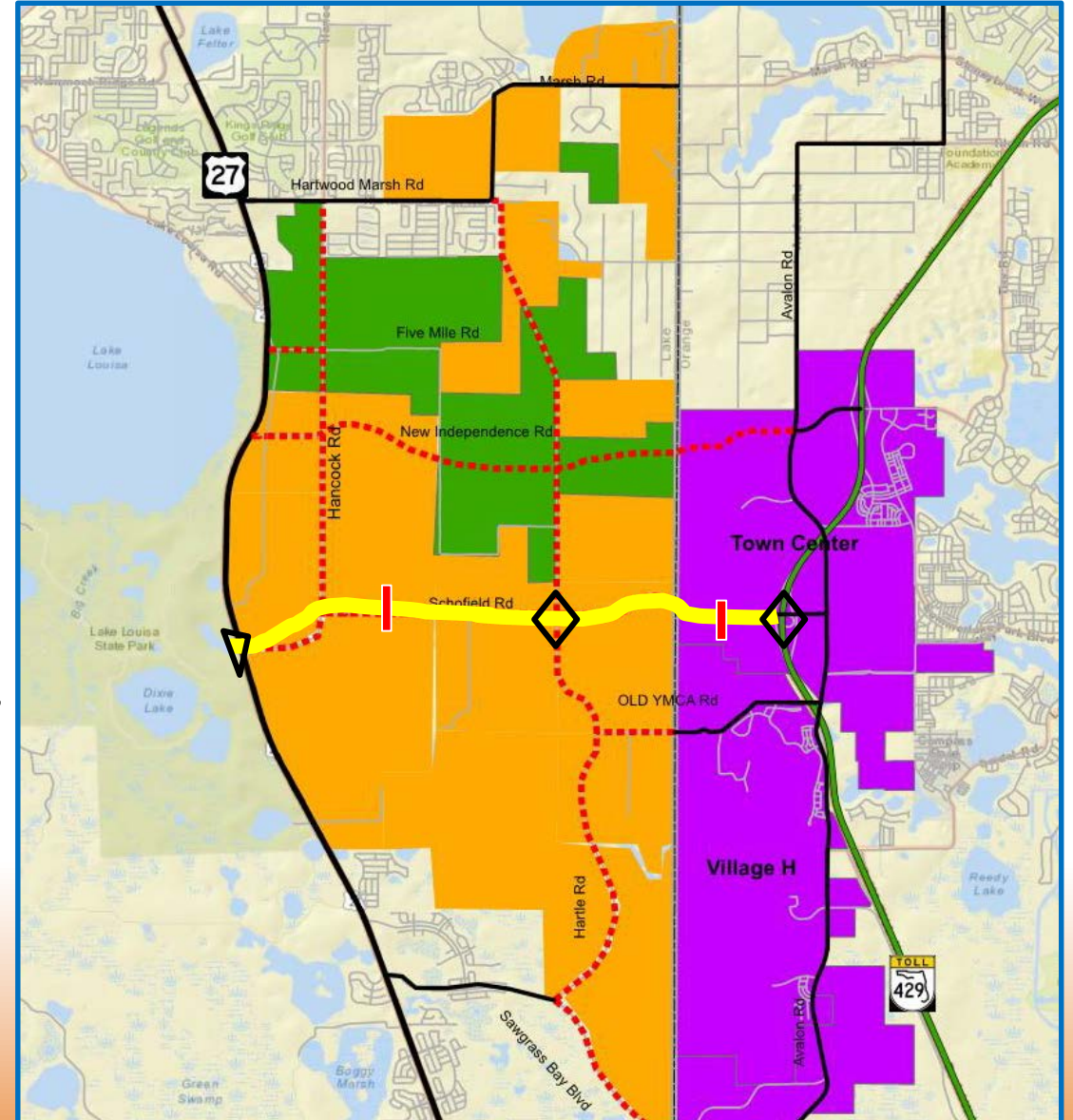
- Pros:
 - Provides Limited Access Facility from U.S. 27 to Lake/Orange County Line
 - New Interchanges at Hartle Road and U.S. 27
- Cons:
 - No Direct Connection to S.R. 429
 - Frontage/Parallel Road Required to Provide Access to Local Properties

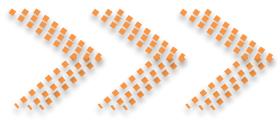




SOUTHERN ALIGNMENT 4.9 MILES

- Pros:
 - Connects to S.R. 429 at Existing Schofield Road Interchange
 - Limited Access Facility From S.R. 429 to U.S. 27
 - Provides Uninterrupted Through Traffic Movement
 - New Interchanges at Hartle Rd and U.S. 27
 - Potential Local Contribution
- Cons:
 - Frontage/Parallel Road Required to Provide Access to Local Properties





PRELIMINARY ESTIMATED REVENUE

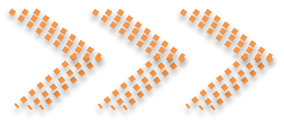
- Used the Traffic Forecasts for Years 2025 and 2045 to Prepare Estimates of Annual Toll Revenue for Each Alternative

Option	Year 2025 Projected Traffic	Year 2045 Projected Traffic
“Toll Bridge”	5,000	12,700
Northern Alignment	5,700	14,100
Southern Alignment	7,800	19,600

- Modest and Variable (+/-) Changes to Traffic & Revenue on SR 429
- Net Present Value (NPV) of Gross Toll Revenue Collected on the Lake/Orange Connector:

Alternative	NPV
“Toll Bridge”	\$15.0M
Northern Alignment	\$37.6M
Southern Alignment	\$51.0M

NPV of 30-Year gross toll revenues of July 1, 2017 at discount rate of 4.827%



RECOMMENDATION

Proceed with a Feasibility/PD&E study of a Lake/Orange Connector:

- Regional Limited Access Connectivity, Connects U.S. 27 to S.R. 429
- Included in Previous Master Plans
- Possibility of Local Contributions to the Project
- Included in Current 5-Year Work Plan



REQUESTED APPROVAL

Board Approval is requested to authorize advertisement for a Professional Services Consultant to perform a Feasibility/Project Development and Environment (PD&E) Study of the proposed Lake/Orange County Connector.