



**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

PROJECT ADVISORY GROUP MEETING NO. 2

**Lake / Orange County Connector (US 27 to SR 429)
Feasibility/Project Development & Environment Study
— February 12, 2019 —**

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:

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Public Involvement Coordinator
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LakeOrangeStudy@CFXway.com

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

Project Advisory Group (PAG)

PAG Goal

- Receive input regarding local needs, concerns and potential environmental impacts
- Foster an atmosphere that encourages discussion



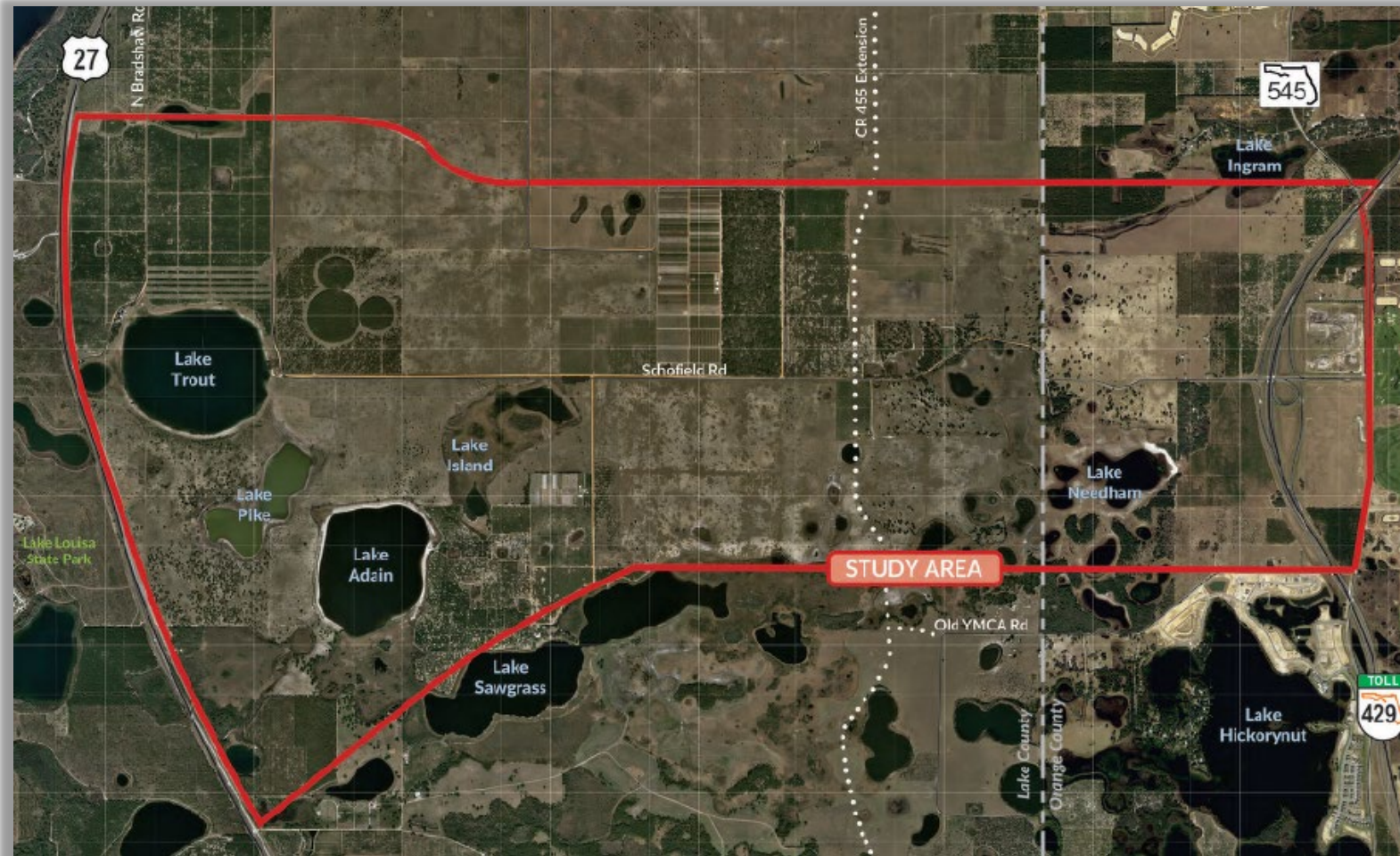
PAG Member Role

- Assist in the identification of potential project impacts, opportunities and constraints
- Provide feedback and comments regarding the information presented

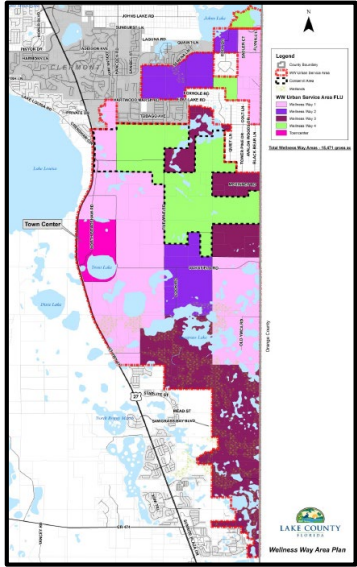


Study Objective

Determine if a Lake/Orange County Connector is viable and fundable.

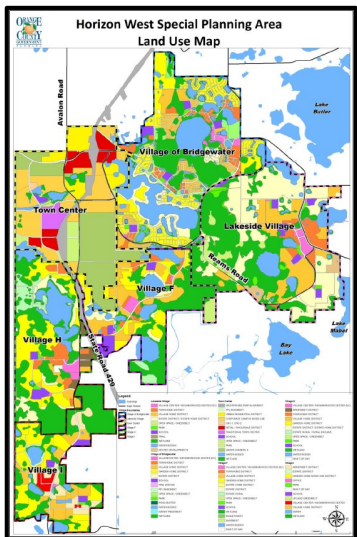


Future Land Use



Wellness Way Area Plan

- Lake County
- Significant economic development potential
- Anticipated build-out of 16,531 units will generate over 26,839 jobs



Horizon West Special Planning Area

- Orange County
- Fast-growing master-planned community
- Anticipated build-out of 40,000 dwelling units

Project's Development Process

Previous Feasibility Studies

- Feasibility studies conducted in 2002 and 2007
- Traffic and revenue analysis conducted in 2017

Identify Project

- Identified in the CFX 2040 Master Plan
- Identified in the Lake and Orange County Long Range Transportation Plans

Work Plan

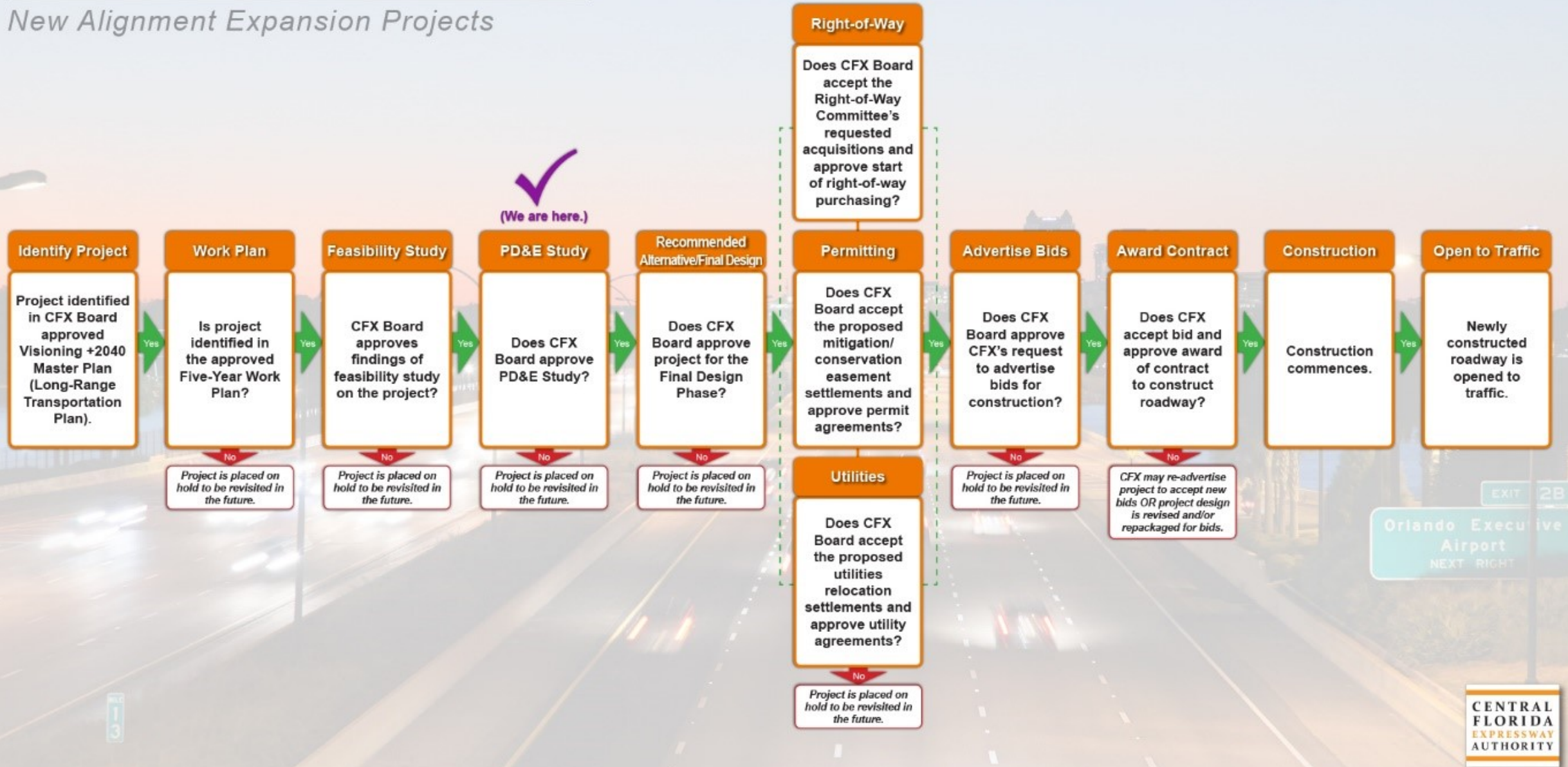
- PD&E and design phases funded
(Design funds indicated as a placeholder pending the outcome of this PD&E Study)

PD&E Study

- Current project phase

PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



Project Needs

- 1 Improved connections between area roads
- 2 Future transportation demand
- 3 Consistency with local & regional plans
- 4 Economic viability & job creation
- 5 Intermodal opportunities
- 6 Evacuation & emergency services

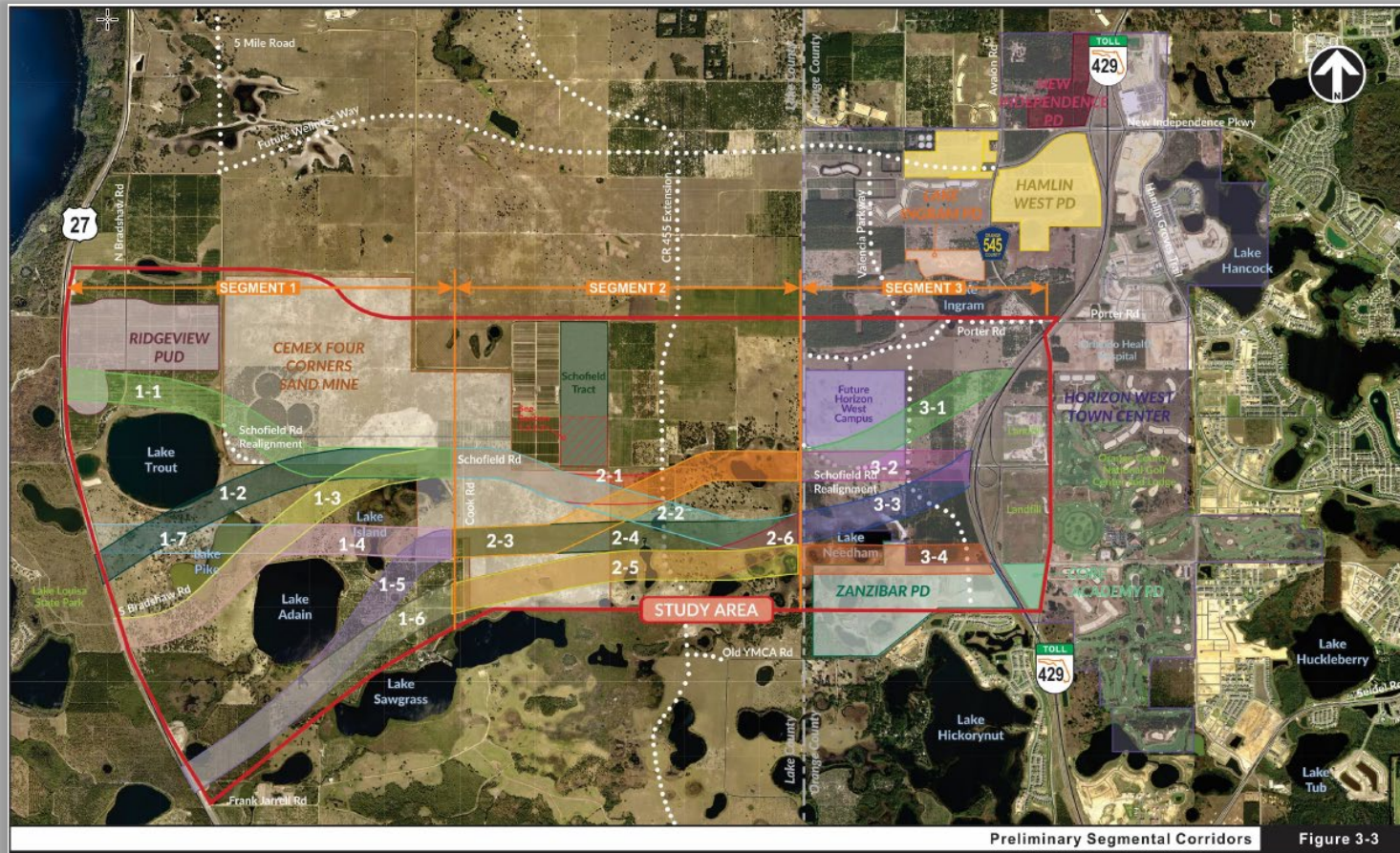
PD&E Study

- The PD&E Study will determine if there is an engineering and environmentally feasible alternative to meet the project needs.
- Two main phases of this PD&E Study:
 - 1. Alternative Corridor Evaluation**

Identify roadway corridors to carry forward for additional analysis
 - 2. Alternatives Analysis**

Identify a preferred project alternative

Alternative Corridor Evaluation



Engineering Evaluation Criteria

- Major Utility Conflicts
- Geometric Considerations
- Floodplain Encroachment
- Traffic Considerations

Socio-Economic Evaluation Criteria

- Approved Planned Unit Developments
- Historical/Archaeological Resources
- Parks/Recreational Facilities
- Right-of-Way Impacts

Environmental Evaluation Criteria

- Wetlands
- Wildlife and Habitat
- Conservation Lands/Mitigation Banks
- Contamination

Stakeholder Outreach

- CEMEX
- FDOT
- Lake County
- Lake-Sumter MPO
- MetroPlan Orlando
- Orange County
- South Florida Water Management District
- Water Conserv II



Public Involvement

- Public involvement and interagency coordination have been an integral part of the assessment process
- First Public Meeting was held August 30, 2018.
- Opportunities for participation will continue to be provided throughout the duration of the study



PAG Input Received – July 30, 2018

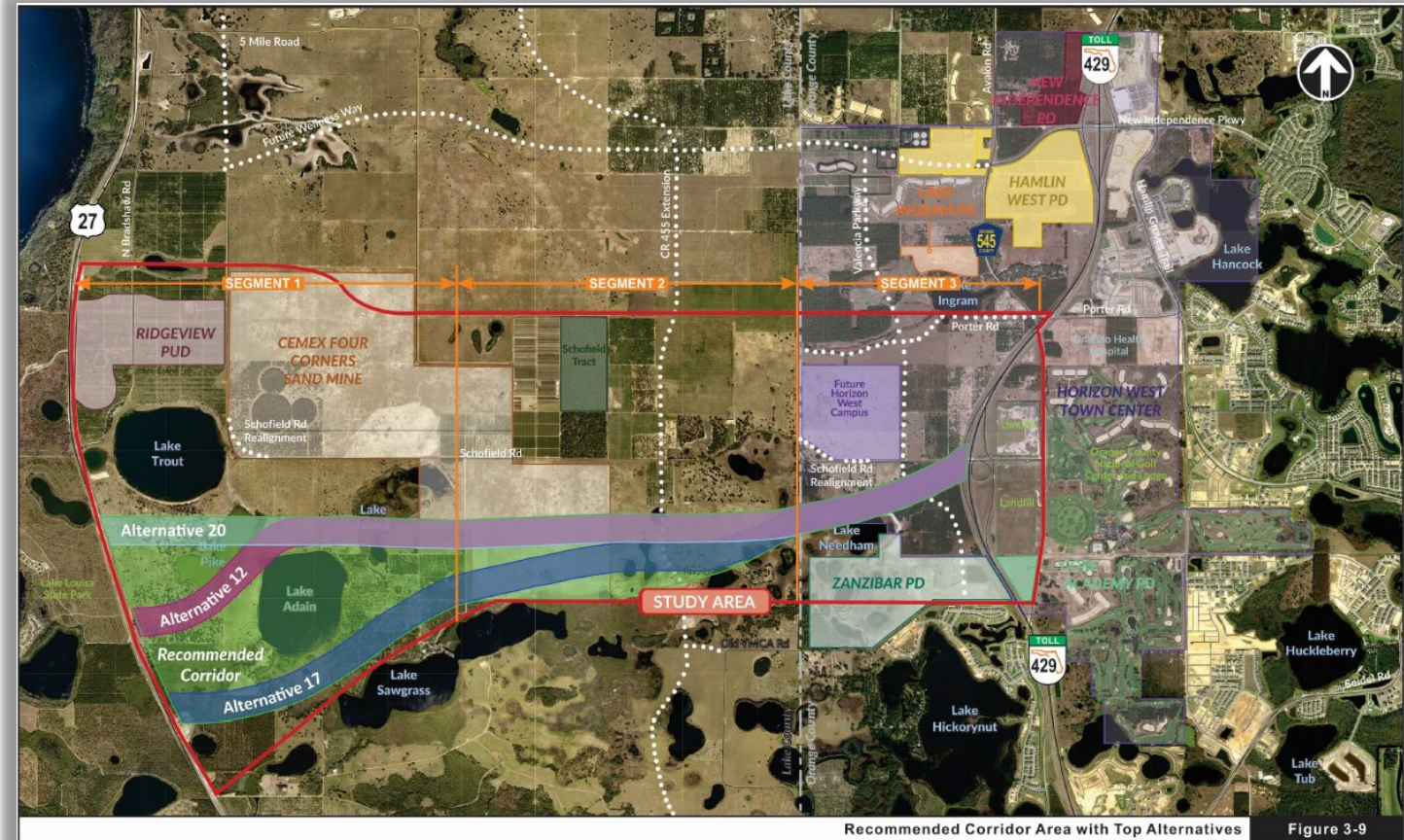
- The northern most connection will pull more people.
- The northern alignment will be disruptive to development currently in the works.
- The northern corridors will disrupt developing agritourism.
- Minimize impacts to Horizon West Town Center.
- Concerns with it being a limited-access roadway.
- There are benefits to a limited access facility but impacts to property owners need to be considered.
- Coordinate with land owners/developers.
- There should be more access points along the corridor.



Alternative Corridor Evaluation

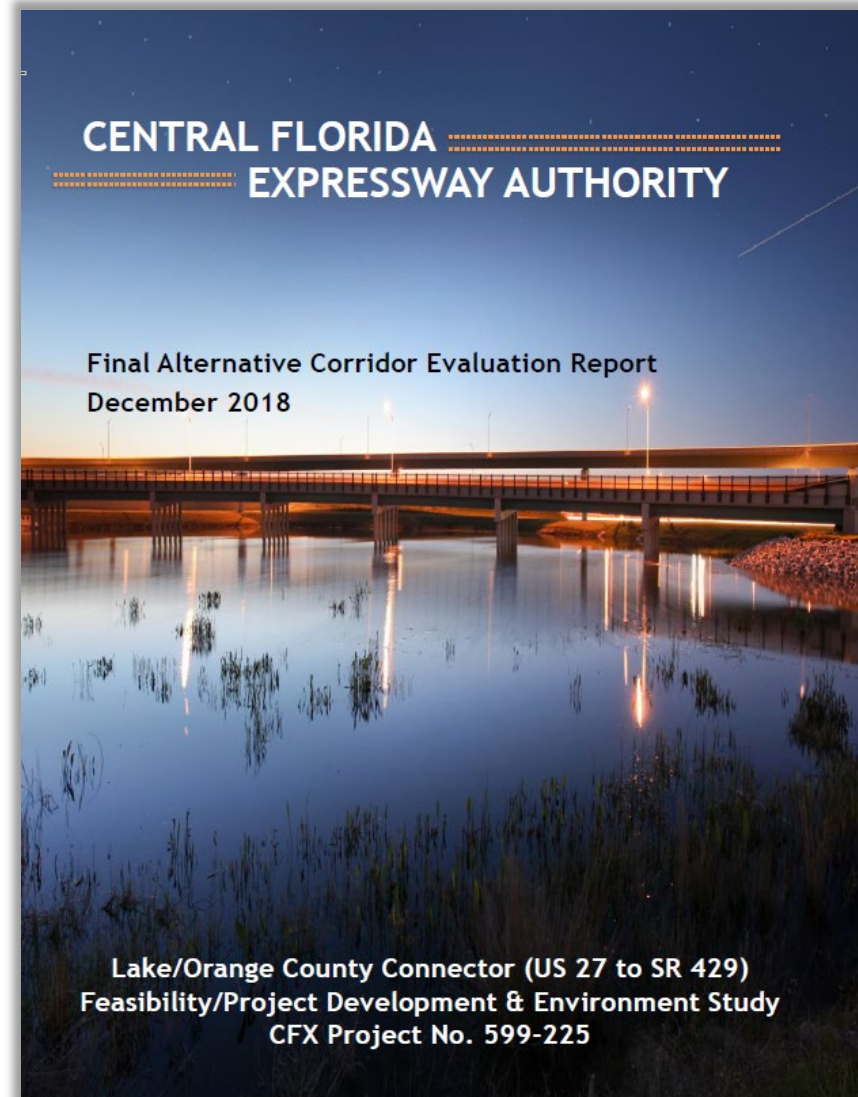
Evaluation Results

- Corridors 12, 17 and 20 ranked highest
- The recommended corridor encompasses the area that is bordered by Corridor 20 on the north and Corridor 17 on the south



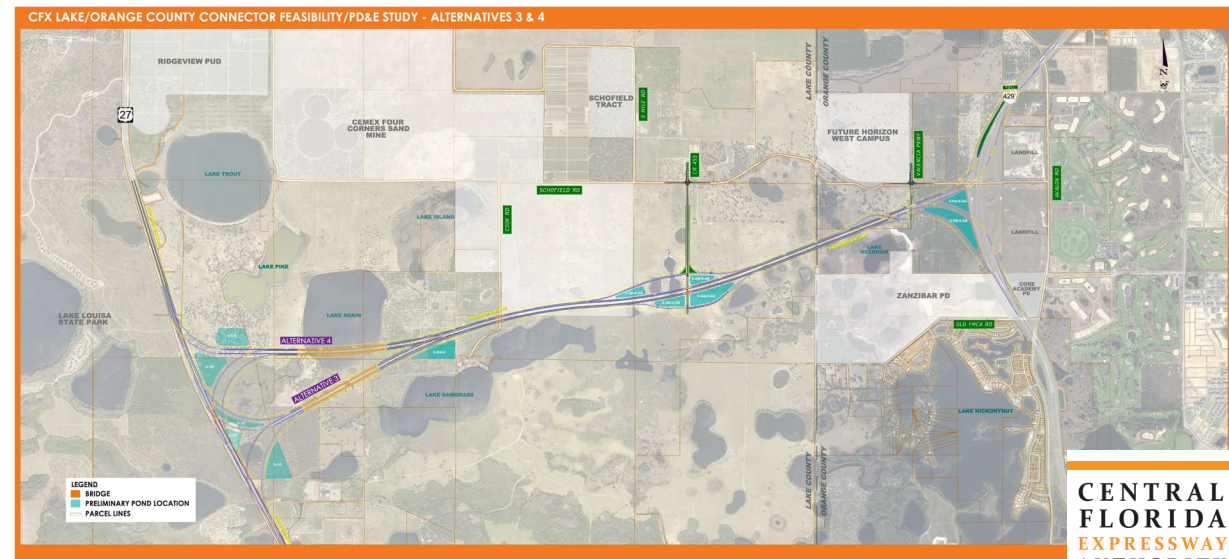
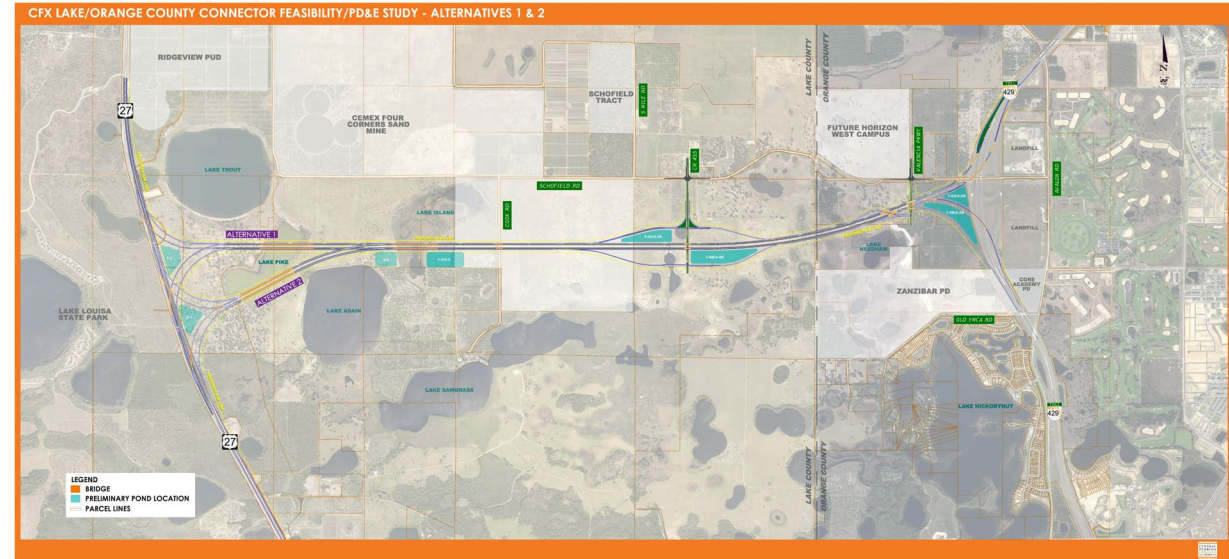
Alternative Corridor Evaluation

- The methodological approach used to identify the recommended corridor area is documented in an Alternative Corridor Evaluation Report



Alternatives Analysis

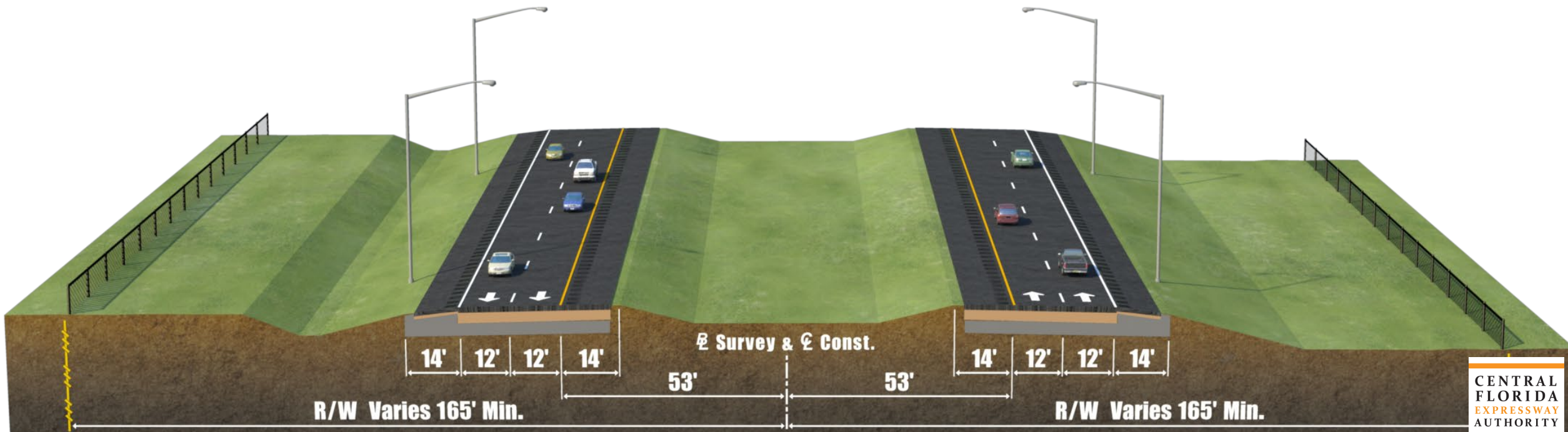
- Four Build Alternatives
- Proposed interchanges
 - US 27
 - CR 455 future extension
 - Future Valencia Parkway
 - SR 429 (systems interchange)
- No-Action or No-Build Alternative



Alternatives Analysis

Typical Section

- 330-foot wide right-of-way
- Allows for future widening to the inside



Alternatives Analysis

Comparative Evaluation Matrix

ALTERNATIVE EVALUATION										
ALTERNATIVES	ENGINEERING			ENVIRONMENTAL		SOCIO-ECONOMIC	PHYSICAL	COST		
	FLOODPLAIN IMPACTS	UTILITY IMPACTS	CONSTRUCTABILITY ISSUES	WETLAND IMPACTS	FARMLAND IMPACTS (NRCS)	IMPACTS TO APPROVED DEVELOPMENTS (CEMEX MINE)	NOISE & AESTHETICS/VISUAL IMPACTS	CONSTRUCTION	RIGHT-OF-WAY	MITIGATION
1	Approximately 87.1 acres of floodplain impacts	o Relatively minor utility impacts anticipated mainly to overhead electrical distribution	o Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 16.3 acres of impacts to wetlands	o Approximately 291.1 acres of impacts to Farmland of Local Importance	- Impacts approximately 43 acres of the CEMEX mine and bisects the main Phase Two mining area	- Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$300M	o Approximately 377 acres of total R/W required	o Approximately \$3.4M in mitigation costs for impacts to wetlands and gopher tortoise
2	Approximately 74.1 acres of floodplain impacts	o Relatively minor utility impacts anticipated mainly to overhead electrical distribution	o Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 23.7 acres of impacts to wetlands	o Approximately 293.2 acres of impacts to Farmland of Local Importance	- Impacts approximately 43 acres of the CEMEX mine and bisects the main Phase Two mining area	- Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$335M	- Approximately 380 acres of total R/W required	o Approximately \$4.4M in mitigation costs for impacts to wetlands and gopher tortoise
3	Approximately 115.3 acres of floodplain impacts	- Relatively minor utility impacts anticipated mainly to overhead electrical distribution	o Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 55.7 acres of impacts to wetlands	- Approximately 224.7 acres of impacts to Farmland of Local Importance	o Impacts approximately 33 acres of the CEMEX mine. Less impacts as compared to Alternatives 1 and 2 to the Phase Two mining area since it skirts the southern edge	+ Relatively minor or no noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	+ Approximately \$346M	- Approximately 361 acres of total R/W required	o Approximately \$8.4M in mitigation costs for impacts to wetlands and gopher tortoise
4	Approximately 109.2 acres of floodplain impacts	- Relatively minor utility impacts anticipated mainly to overhead electrical distribution	o Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 48.7 acres of impacts to wetlands	- Approximately 231.7 acres of impacts to Farmland of Local Importance	o Impacts approximately 33 acres of the CEMEX mine. Less impacts as compared to Alternatives 1 and 2 to the Phase Two mining area since it skirts the southern edge	+ Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$367M	- Approximately 372 acres of total R/W required	o Approximately \$7.5M in mitigation costs for impacts to wetlands and gopher tortoise

Alternatives Analysis

What's Next?

- Receive input on the project alternatives
- Select a recommended preferred alternative
- Conduct detailed engineering and environmental analysis
- Prepare engineering and environmental reports

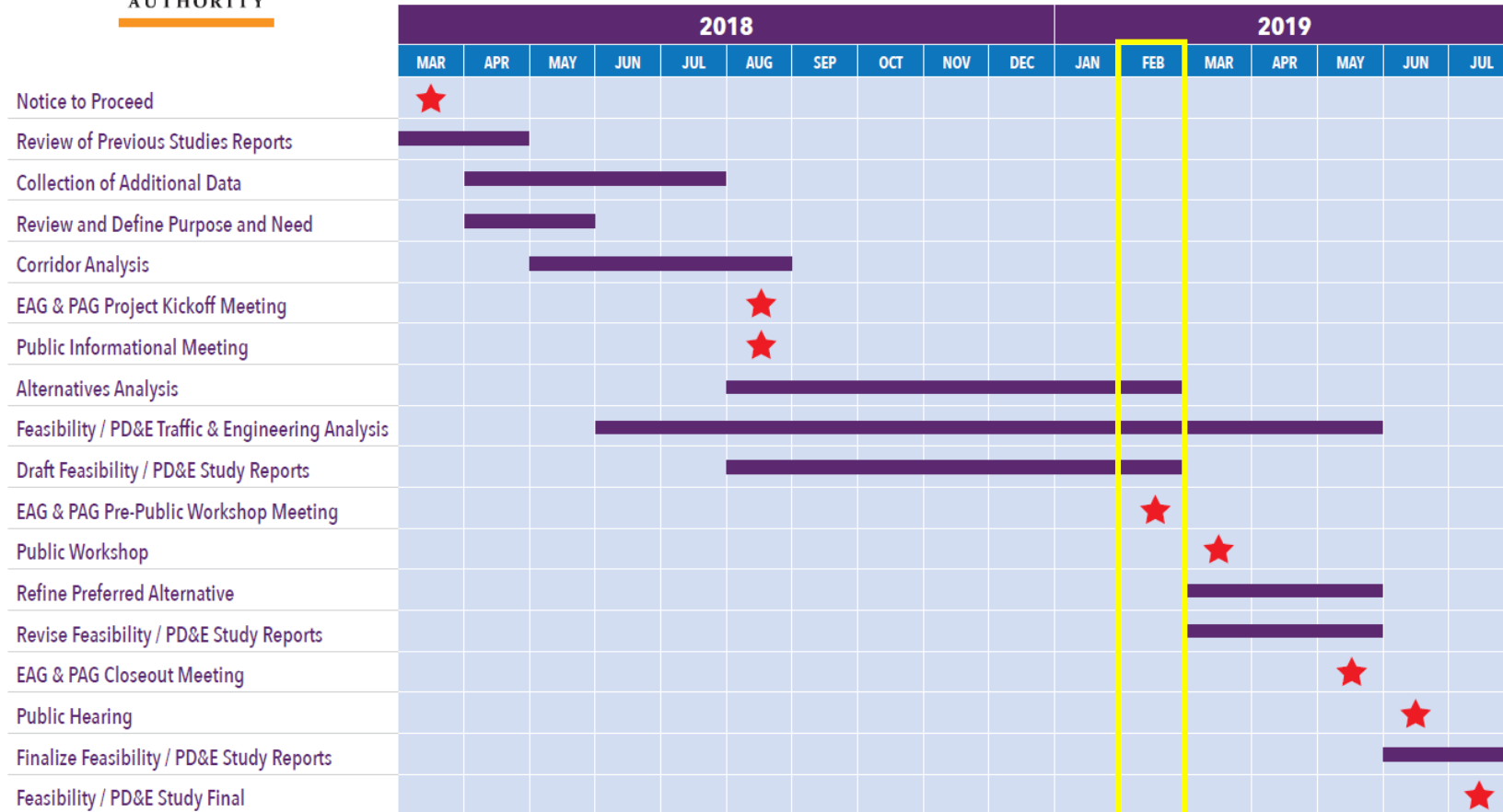
Project Advisory Group (PAG)

Group Discussion

Project Schedule



Lake/Orange County Connector - Study Schedule



Upcoming Public Involvement

- Second Public Informational Meeting

**March 7, 2019
5:30 p.m. – 7:30 p.m.
Bridgewater Middle School Cafeteria
5600 Tiny Road
Winter Garden, FL**

- PAG Meeting No. 3 (final meeting) is anticipated to occur in May 2019
- Public Hearing is anticipated to occur in June 2019
- One-On-One or small group meetings available upon request

Study Website

- Study documents and meeting materials are posted to the study website
- Shortened study web address:
<https://bit.ly/2MdwCmH>
- CFX web address:
www.CFXway.com

The screenshot shows the website header for the Feasibility/Project Development & Environment (PD&E) Study. The title is in purple text: "Feasibility/Project Development & Environment (PD&E) Study: Lake/Orange County Connector". Below the title is a navigation bar with four buttons: "Study Documents", "Environmental Advisory Group (EAG)", "Project Advisory Group (PAG)", and "Public Meetings". The "Study Documents" button is highlighted in white, while the others are dark grey. Below the navigation bar is a list of links in blue text:

- [Project Map](#)
- [Project Schedule](#)
- [Project Development Process](#)
- [Project Fact Sheet](#)
- [Public Workshop #1: Aug. 30, 2018](#)
- [News Release for Public Workshop #1: Aug. 30, 2018](#)
- [Lake/Orange County Connector Study Area Board](#)
- [Lake/Orange County Connector Environmental Constraints Board](#)
- [Lake/Orange County Connector Social Constraints Board](#)
- [Lake/Orange County Connector Project Development Process](#)
- [Lake/Orange County Connector Presentation: Aug. 30, 2018](#)

For More Information

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@LakeOrangeConnector

The image shows a multi-level highway interchange with concrete overpasses and support pillars. A black SUV is driving on the lower level of the road. To the right, there is a grassy embankment. The sky is clear and blue. The logo is centered in the upper half of the image, featuring a white square with orange horizontal bars above and below the text.

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