ENVIRONMENTAL ADVISORY GROUP MEETING NO. 3
Lake / Orange County Connector (US 27 to SR 429)
Feasibility/Project Development & Environment Study
— May 2, 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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All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.
Environmental Advisory Group (EAG)

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

EAG 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.
Stakeholder Outreach
Public Involvement

• Public involvement and interagency coordination have been an integral part of the assessment process.

• Second Public Meeting was held March 7, 2019.

• Opportunities for participation will continue to be provided throughout the duration of the study.
• The current rainfall averages are below average, consider the higher rainfall averages from 20 to 30 years ago. Also consider the additional rainfall that can occur by hurricanes.
• No drainage runoff into Lake Louisa State Park.
• Treat water from bridges in ponds or allow to discharge.
• Work with local governments for water harvesting.
• Obtain infrastructure in place ahead of development that follows new roads.
• A possible option is to capture water runoff from US 27 into a dry retention pond.
• The project area is a common area for Black Bears. Consider wildlife crossings.
Alternatives Analysis

• Four Build Alternatives
• Proposed interchanges
  o US 27
  o CR 455 future extension
  o Future Valencia Parkway
  o 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

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Floodplain Impacts</th>
<th>Utility Impacts</th>
<th>Constructability Issues</th>
<th>Wetland Impacts</th>
<th>Farmland Impacts (RFM)</th>
<th>Impacts to Approved Developments (CEMEX, MDE)</th>
<th>Noise &amp; Aesthetics/Visual Impacts</th>
<th>Social Economic</th>
<th>Physical</th>
<th>Cost</th>
<th>Right-of-Way</th>
<th>Mitigation</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Approximately 67.1 acres of floodplain impacts</td>
<td>(relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 49 transmission pole impacts are anticipated.)</td>
<td>Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated.</td>
<td>Approximately 10.3 acres of impacts to wetlands</td>
<td>Approximately 259.1 acres of impacts to Farmland of Local Importance</td>
<td>Impacts approximately 239.1 acres of the CEMEX mine and bisects the main Phase Two mining area present major impacts to the mining operations.</td>
<td>Approximately $340M</td>
<td>Approximately $379M</td>
<td>Approximately $25.6M in mitigation costs for impacts to wetlands and gopher tortoise</td>
<td>46.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Approximately 74.1 acres of floodplain impacts</td>
<td>(relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 49 transmission pole impacts are anticipated.)</td>
<td>Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated.</td>
<td>Approximately 23.7 acres of impacts to wetlands</td>
<td>Approximately 263.2 acres of impacts to Farmland of Local Importance</td>
<td>Impacts approximately 239.1 acres of the CEMEX mine and bisects the main Phase Two mining area present major impacts to the mining operations.</td>
<td>Approximately $310M</td>
<td>Approximately $379M</td>
<td>Approximately $34.4M in mitigation costs for impacts to wetlands and gopher tortoise</td>
<td>46.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Approximately 115.3 acres of floodplain impacts</td>
<td>(relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 49 transmission pole impacts are anticipated.)</td>
<td>Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated.</td>
<td>Approximately 55.7 acres of impacts to wetlands</td>
<td>Approximately 224.7 acres of impacts to Farmland of Local Importance</td>
<td>Impacts approximately 33 acres of the CEMEX mine. Less impacts as compared to Alternatives 1 and 2 and avoids major impacts to the Phase Two mining area since it skirts the property’s southern edge.</td>
<td>Approximately $370M</td>
<td>Approximately $340M</td>
<td>Approximately $26.4M in mitigation costs for impacts to wetlands and gopher tortoise</td>
<td>51.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Approximately 109.2 acres of floodplain impacts</td>
<td>(relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 49 transmission pole impacts are anticipated.)</td>
<td>Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated.</td>
<td>Approximately 48.7 acres of impacts to wetlands</td>
<td>Approximately 253.7 acres of impacts to Farmland of Local Importance</td>
<td>Impacts approximately 33 acres of the CEMEX mine. Less impacts as compared to Alternatives 1 and 2 and avoids major impacts to the Phase Two mining area since it skirts the property’s southern edge.</td>
<td>Approximately $370M</td>
<td>Approximately $3100M</td>
<td>Approximately $37.5M in mitigation costs for impacts to wetlands and gopher tortoise</td>
<td>49.8</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
Alternatives Analysis

Preferred Alternative

- Alternative avoids impacts to several existing lakes and proceeds northwesterly along the southern border of the CEMEX sand mine minimizing impacts to the mine operations.
- Western terminal interchange provides free flow access at US 27 and avoids impact to Lake Louisa State Park on the west side of US 27.
- Eastern terminal interchange provides full access to SR 429 and avoids impacts to existing land fills and the Zanzibar PD.
- A full interchange (diamond) with the proposed CR 465 Extension will provide local access to Schofield Road and future land use in the area.
- A partial interchange to the proposed Valencia Parkway with access to and from the west will afford efficient access to the future Horizon West Campus and Schofield Road traffic.
- Overpasses are provided to maintain access to local streets.
## Anticipated Cost

### Preferred Alternative

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Construction Cost</td>
<td>$289,509,928</td>
</tr>
<tr>
<td>Engineering/Administration/Legal (24%)</td>
<td>$69,482,383</td>
</tr>
<tr>
<td>Draft Right-of-Way Cost</td>
<td>$102,000,000</td>
</tr>
<tr>
<td>Draft Mitigation Wetland Costs</td>
<td>$7,308,000</td>
</tr>
<tr>
<td>Draft Mitigation Gopher Tortoise Habitat</td>
<td>$1,076,400</td>
</tr>
<tr>
<td>Toll Collection Equipment</td>
<td>$1,260,000</td>
</tr>
<tr>
<td>Grand Total Project Cost</td>
<td>$470,636,711</td>
</tr>
</tbody>
</table>
Alternatives Analysis

What’s Next?

• Receive input on the preferred alternative
• Continue detailed engineering and environmental analysis
• Draft engineering and environmental reports
Upcoming Public Involvement

• Public Hearing is anticipated June 27, 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
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