

An aerial photograph of a highway interchange. A multi-lane highway runs horizontally across the middle of the frame. A road branches off to the right, curving around a central area. A white car is visible on the curving road, and a dark pickup truck is on the main highway. The surrounding landscape is green with trees and fields. In the background, there's a small pond and some farm buildings. A white sign with orange borders is centered in the upper part of the image.

**CENTRAL
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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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Public Involvement Coordinator
4974 ORL Tower Road
Orlando, FL 32807
407-802-3210
LakeOrangeStudy@CFXway.com

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



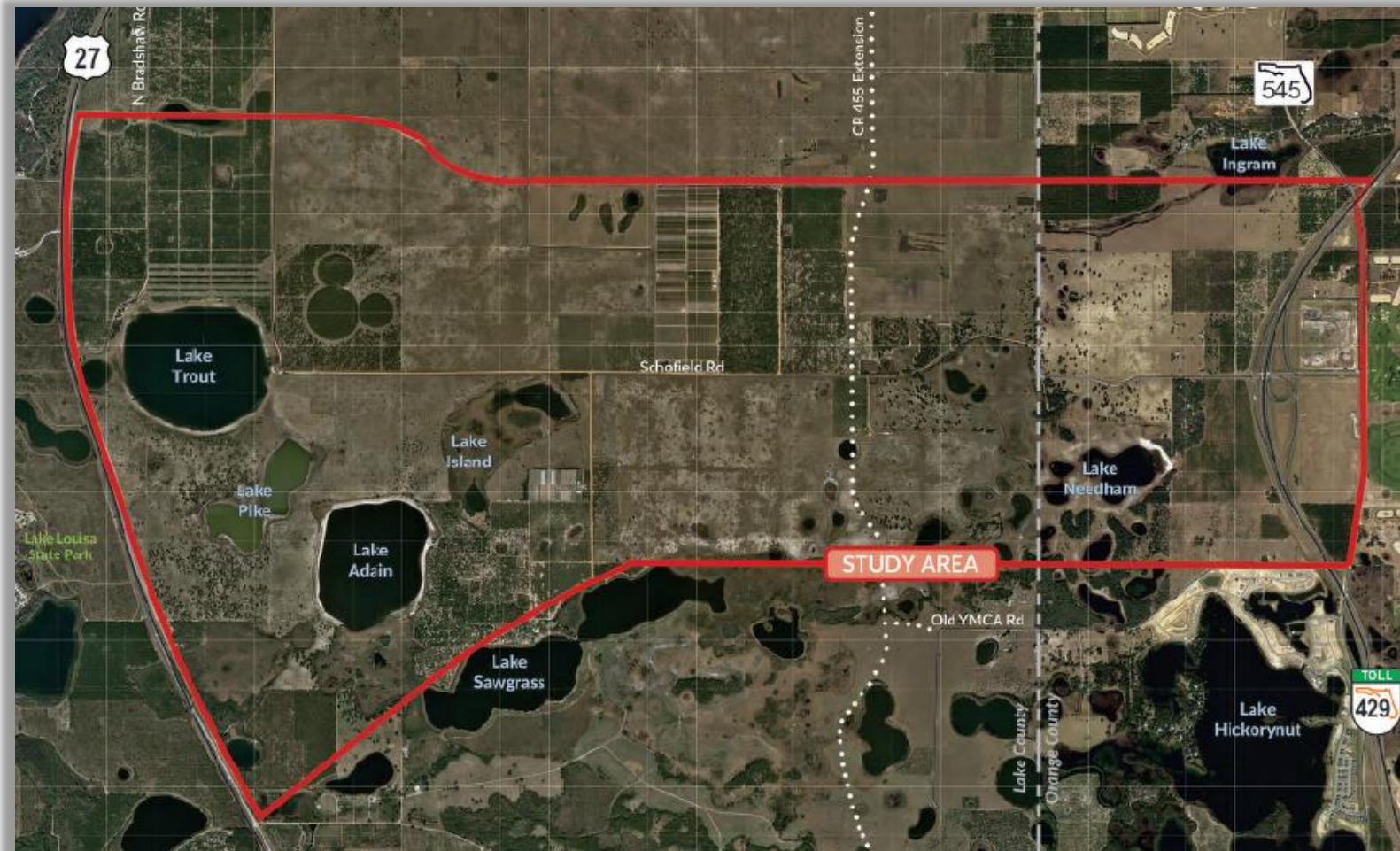
EAG Member Role

- 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.



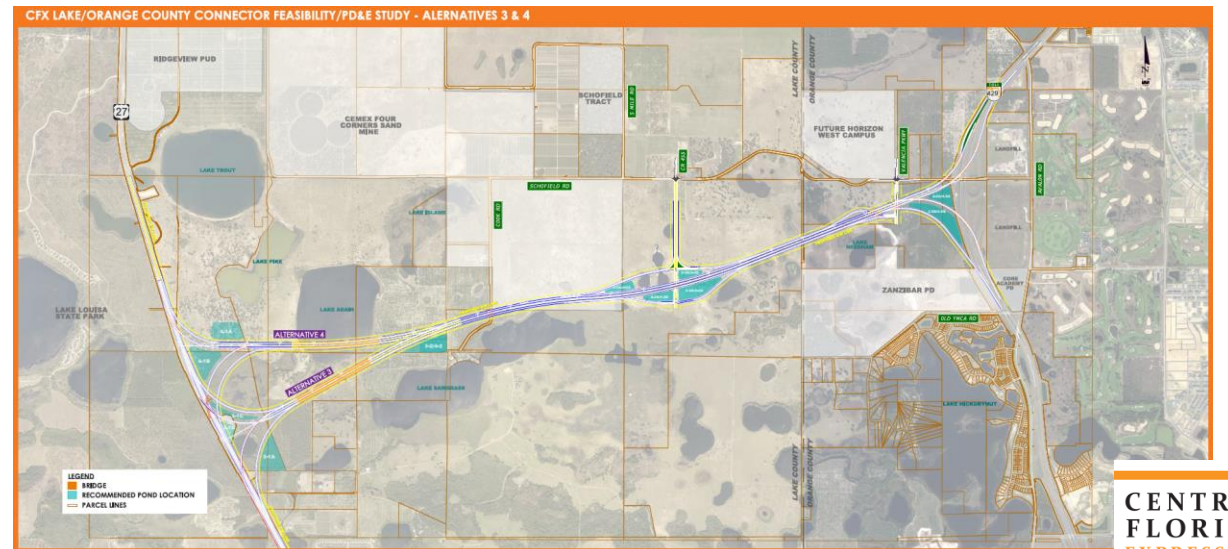
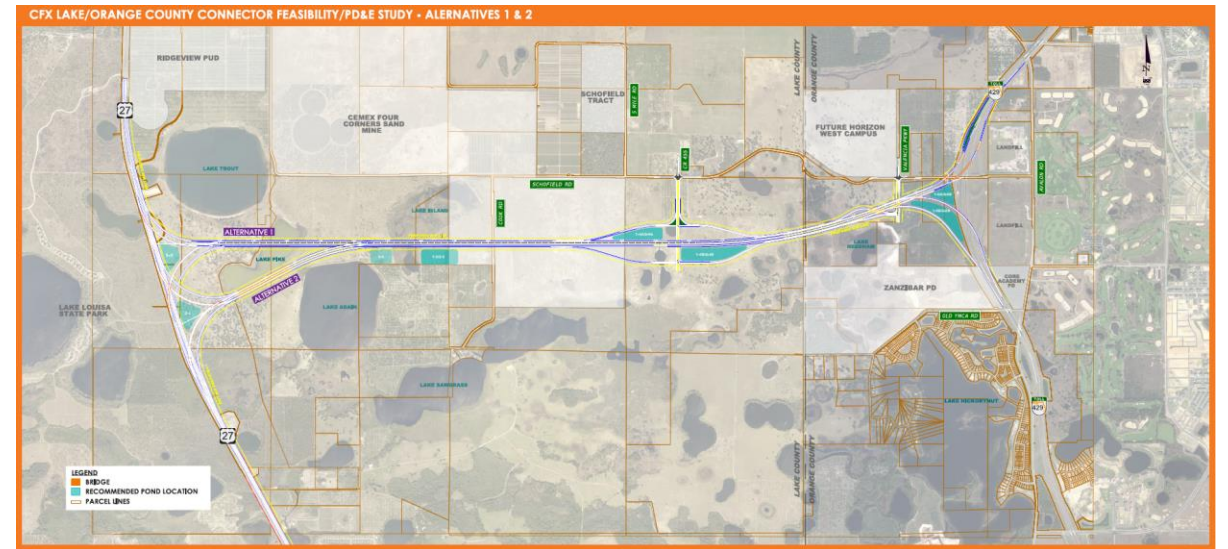
EAG Input Received – February 12, 2019

- 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

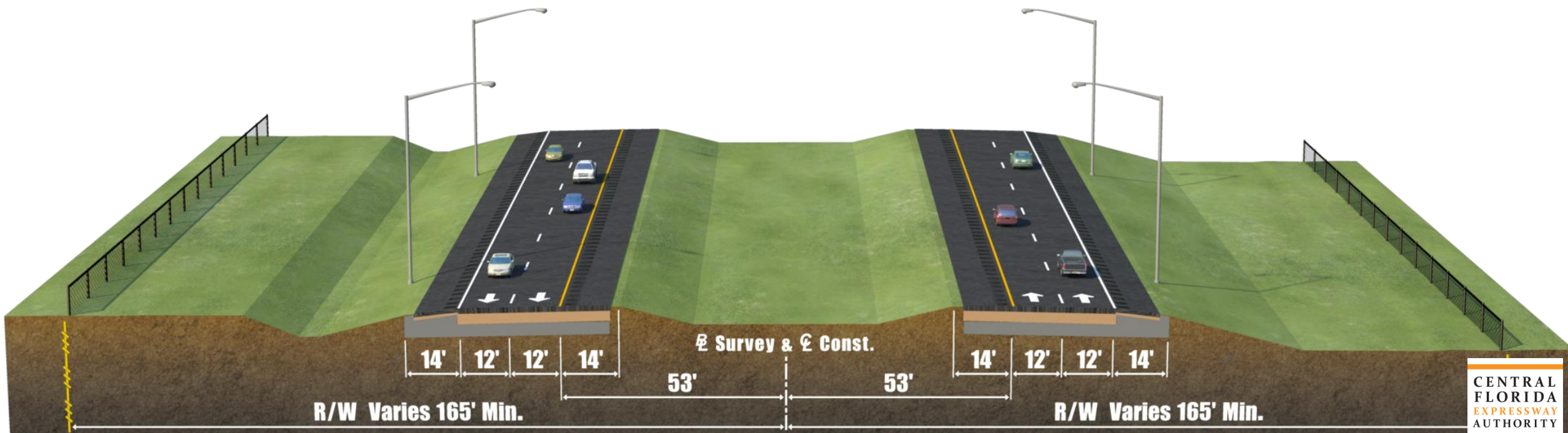
- Four Build Alternatives
- Proposed interchanges
 - US 27
 - CR 455 future extension
 - Future Valencia Parkway
 - SR 429 (systems interchange)
- No-Action or No-Build Alternative



Alternatives Analysis

Typical Section

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



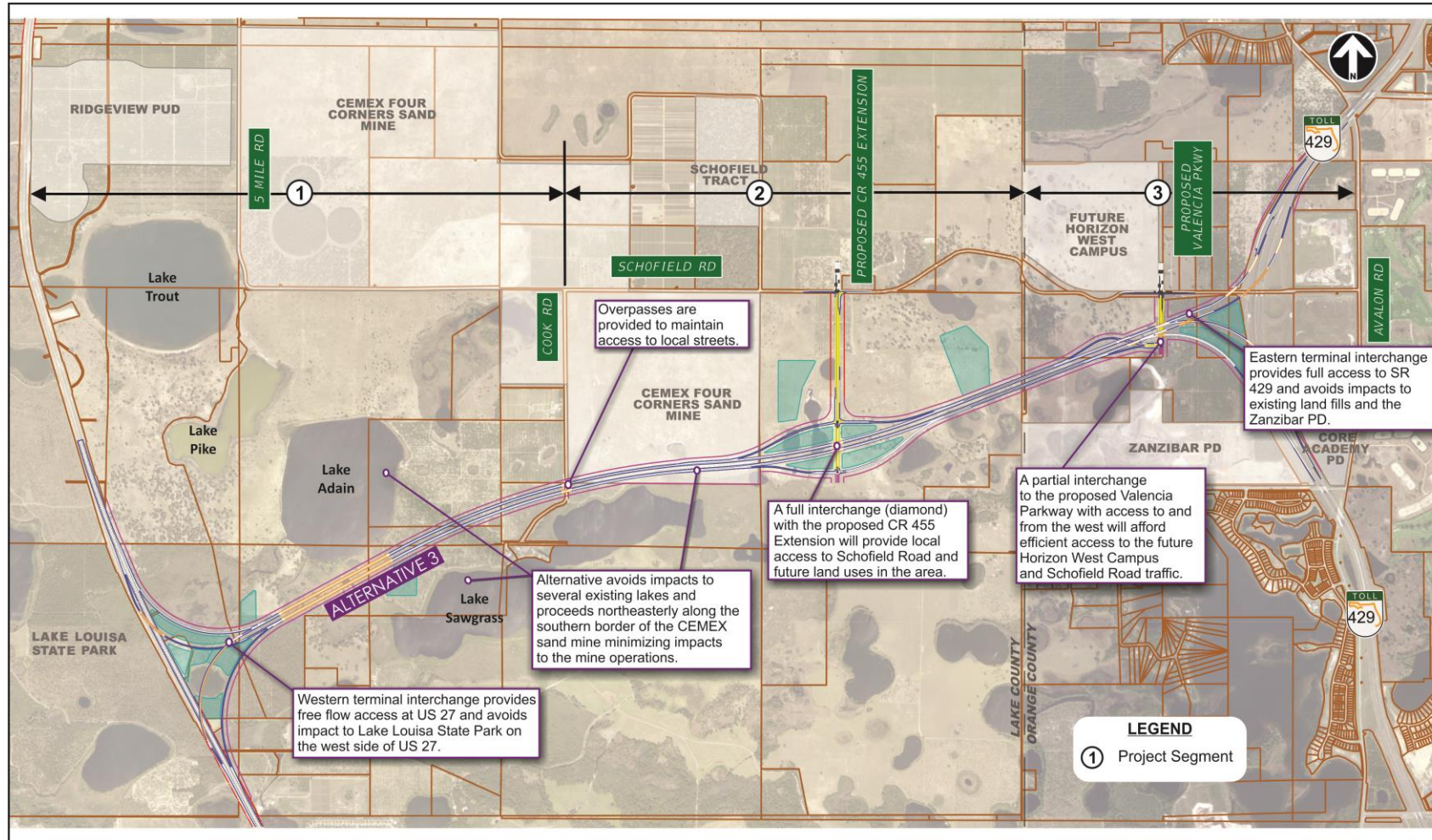
Alternatives Analysis

Comparative Evaluation Matrix

LEGEND																	
++ SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE 1.0																	
+ GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE 0.8																	
O GENERALLY NO EFFECT OR MODERATE ALTERNATIVE 0.6																	
- GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE 0.4																	
-- GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE 0.2																	
ALTERNATIVES EVALUATION																	
ALTERNATIVES	IMPACTS			ENGINEERING			ENVIRONMENTAL			SOCIO-ECONOMIC		PHYSICAL		COST			TOTAL SCORE
	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							
	12	6	13	14	4	13	6	13	13	6	13	13	6				
1	Approximately 67.1 acres of floodplain impacts	o Relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 35 transmission pole impacts are anticipated.	- 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 potentially critically affecting their mining operations.	o Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$349M	- Approximately \$179M	o Approximately \$3.4M in mitigation costs for impacts to wetlands and gopher tortoise	46.8						
2	Approximately 74.1 acres of floodplain impacts	o Relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 48 transmission pole impacts are anticipated.	- 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 potentially critically affecting their mining operations.	o Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$358M	- Approximately \$178M	o Approximately \$4.4M in mitigation costs for impacts to wetlands and gopher tortoise	46.8						
3	Approximately 115.3 acres of floodplain impacts	- Relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 36 transmission pole impacts are anticipated.	- Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 55.7 acres of impacts to wetlands	o 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 and avoids major impacts to the Phase Two mining area since it skirts the property's southern edge.	+ Relatively minor or no noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	+ Approximately \$373M	- Approximately \$102M	o Approximately \$8.4M in mitigation costs for impacts to wetlands and gopher tortoise	51.0						
4	Approximately 109.2 acres of floodplain impacts	- Relatively minor utility impacts anticipated throughout the corridor except at the US 27 interchange where 47 transmission pole impacts are anticipated.	- Requires realignment of US 27 at the interchange location. Relatively minor issues anticipated	o Approximately 48.7 acres of impacts to wetlands	o 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 and avoids major impacts to the Phase Two mining area since it skirts the property's southern edge.	+ Relatively minor noise or aesthetic impacts anticipated to Lake Louisa State Park or the cabins	o Approximately \$379M	- Approximately \$105M	o Approximately \$7.5M in mitigation costs for impacts to wetlands and gopher tortoise	49.8						

Alternatives Analysis

Preferred Alternative



Anticipated Cost

Preferred Alternative

Total Construction Cost		\$289,509,928
Engineering/Administration/Legal (24%)		\$69,482,383
Draft Right-of-Way Cost		\$102,000,000
Draft Mitigation Wetland Costs		\$7,308,000
Draft Mitigation Gopher Tortoise Habitat		\$1,076,400
Toll Collection Equipment		\$1,260,000
Grand Total Project Cost		\$470,636,711

Alternatives Analysis

What's Next?

- Receive input on the preferred alternative
- Continue detailed engineering and environmental analysis
- Draft engineering and environmental reports

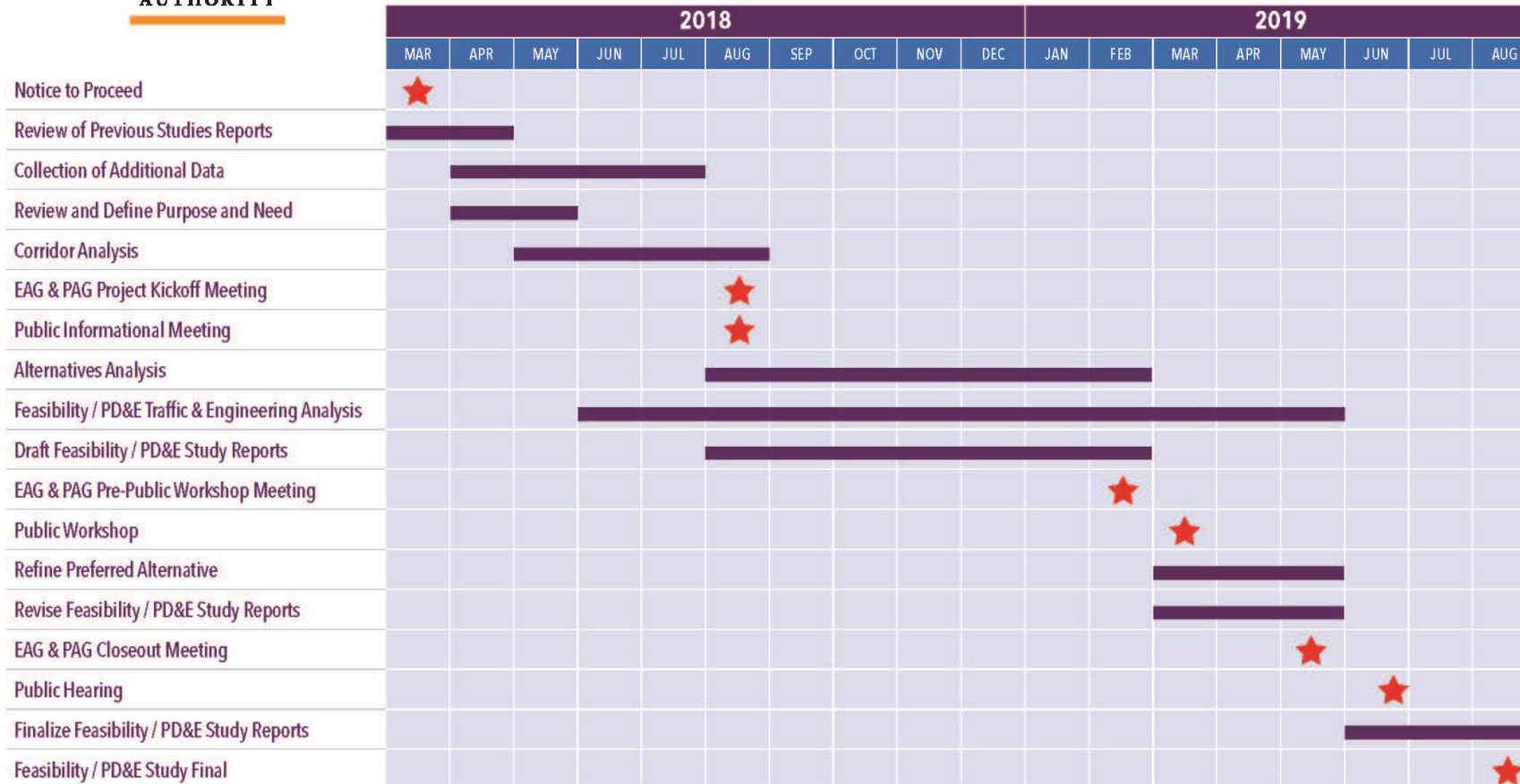
Environmental Advisory Group (EAG)

Group Discussion

Project Schedule



Lake/Orange County Connector - Study Schedule



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



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

- [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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www.CFXway.com



@LakeOrangeConnector

The image shows a multi-level highway interchange with concrete overpasses and support pillars. A dark SUV is driving on the ground level road. A grassy embankment is visible on the right side. 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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