

LAKE / ORANGE COUNTY CONNECTOR (US 27 TO SR 429) PROJECT ADVISORY GROUP (PAG) MEETING #3 SUMMARY

Date/Time: Thursday, May 2, 2019; 1:30 p.m. – 3:30 p.m.

Location: Central Florida Expressway Authority (CFX), 4974 ORL Tower Road, Orlando, FL 32807, Board Room

Attendees: Twenty PAG members, two guests, and nine staff members attended. See sign-in sheets attached.



I. Notifications

Invitation letters were emailed to 67 members of the PAG on April 5, with a reminder on April 23, 2019.

II. Welcome

Kathy Putnam called the meeting to order at 1:35 p.m. and welcomed everyone. She gave a brief introduction about the meeting and Title VI information, and after introductions were made around the room, proceeded with the presentation:

III. Lake / Orange County Connector PD&E Study Presentation

Will Sloup, Consultant Project Manager with Metric Engineering, presented the following information:

- **Study Objective**
 - The Lake/Orange County Connector Feasibility/PD&E study will determine if a limited access facility between US 27 in south Lake County and State Road 429 in west Orange

County is economically and environmentally viable in accordance with CFX policies and procedures.

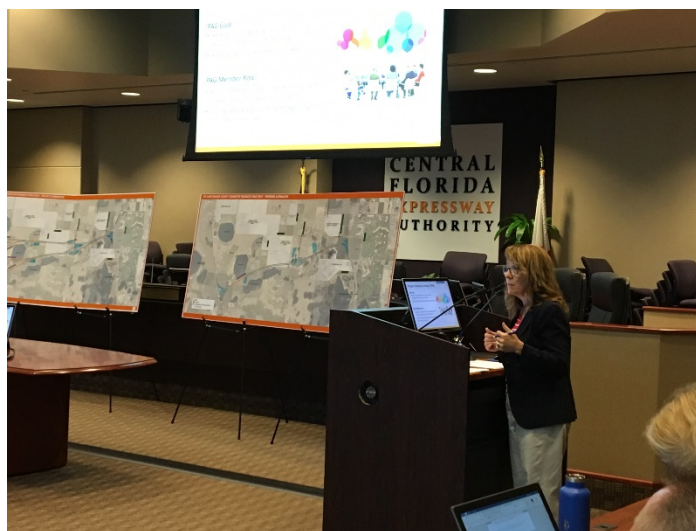
- The study area lies within Lake County and Orange County and the limits are described as: Porter Road on the north; SR 429 on the east; Old YMCA Road on the south; and US 27 on the west.
- At the present time, the study area is generally undeveloped.
- **Stakeholder Outreach**
 - The development of the corridor alternatives was closely coordinated with our project stakeholders.
 - Individual meetings were held over the past several months with each stakeholder.
 - In addition, staff from Lake and Orange counties have been working with us as part of the study team.

- **Public Involvement**

Public involvement and interagency coordination have been, and will continue to be, an integral part of the assessment process.

- **PAG Input Received – February 12, 2019**

- Additionally, as we developed our corridor alternatives, we considered the input we received from you in July and February.
- As this study proceeds, your input will be continually documented to ensure your comments and concerns are addressed in future project development activities.



- **Alternatives Analysis**

- Many of you recall the four project alternatives that were developed.
- Alternatives 1 and 2 are the northern routes while Alternatives 3 and 4 are the southern routes.
- All alternatives end at a common location at SR 429, whereas there are four potential tie-in locations at US 27.
- New interchanges are proposed with US 27, the future extension of County Road 455 (a potential diamond interchange is being used for analysis purposes), the future Valencia Parkway (partial interchange) and SR 429 (systems interchange).
- The conceptual designs show US 27 shifted to the east; this is to accommodate the interchange with US 27 while avoiding impacts to Lake Louisa State Park lands.
- The No-Action or No-Build Alternative serves as the baseline for comparison against the various build alternatives.

- There is always the possibility that the No-Build Alternative could be chosen as the preferred alternative.
- The proposed typical section for all four project alternatives is shown on this slide.
- A potential right-of-way width of 330 feet would accommodate an initial 4-lanes and future widening to 8-lanes.
- Future widenings are to the inside and provide for potential multi-use lanes in the median.
- Right-of-way will vary in locations that accommodate interchanges.
- Analysis requires a comparative evaluation to assess the project alternatives (including the No-Action Alternative).



- The objective of an alternatives evaluation matrix is to compare the performance of each viable alternative in meeting the evaluation criteria, and to quantify its impacts to the natural, social, cultural and physical environment.
- The results of the multiphase analysis as well as general public consensus, ranks Alternative 3 as the best corridor choice in terms of providing an adequate balance between potential socio-economic, physical, and environmental impacts and benefits.
- The evaluation matrix is on display today at the meeting.
- During the Alternative Corridor Evaluation, a series of 800-foot wide corridors were developed and evaluated to determine how well the six project needs are satisfied.

- The corridors were also evaluated, to the same desk-top level of detail, based on engineering, environmental and socio-economic criteria that were tailored to fit the characteristics of the study area.
- Evaluation matrices were developed based on these criteria, to facilitate the comparison of the alternative corridors.
- At this time the draft preferred alternative construction cost is \$289.5 million with a grand total project cost of \$470.6 million.

- **Alternatives Analysis – what’s next**

- We will continue to solicit public input on the preferred alternative.

- Detailed engineering and environmental analysis will continue for the preferred alternative with the results documented in a series of engineering and environmental reports.

Will then handed the meeting back to Kathy to facilitate group discussion:

IV. Group Discussion

Noting that Alternative 3 is the preferred alternative, Kathy asked for any thoughts from the group.

Herb Kahlert, Karl Corporation: Said that he was glad to see the study determined this to be the preferred alternative, as most of the group thought that would be the one selected.

Richard Levey, Levey Consulting: Asked if the cost estimate included extension of CR 455 to Schofield Road.

Will Sloup, Metric Engineering: Replied that it did.

Renzo Nastasi, Orange County: Added that Orange County is supportive of this alignment and encouraged CFX to keep working with the county and property owners that will be impacted.

Scott Ruland, Water Conserv II: Noted that they would experience no direct impact with this alternative.

David and Lisa Hill, Southern Hill Farms: Added that this alternative is far enough south to not bother them.

Rafael Jimenez, CEMEX: Expressed concern that there would still be impacts to sand mining, but that perhaps there will be a chance to tweak the alignment during design to lessen the impact.

Rex Clonts, Clonts Groves: Agreed that Alternative 3 is the best alternative and that they were supportive of moving forward with it.

Loren Bender, Valencia College: Stated that Alternative 3 will be a valuable asset and provide a great partnership.

Herb Kahlert: asked about the project timing - how much longer it would be before it could be constructed.

Will Sloup: Answered that the study and all environmental documents would be finalized after the public hearing, and they plan to bring results to the CFX board in August. From there, they will decide when to move forward.



Geoff McNeill, AGMCI: Mentioned that they have been working on the Town Center properties for a long time and asked that CFX recognize that there are plans underway for these properties. The interchange at SR 429 will remain the same, but he added that the properties surrounding it have agreements in place.

Greg Moore, Walt Disney Imagineering: Inquired about traffic projections and the need for eight lanes in such a short segment.

Will Sloup: Replied that the design was for the ultimate need, adding that they had looked at an interim section, but FDOT District 5 prefers to design for free-flowing conditions. The predominate movement in the area is northwest to southeast, and the purpose and need is to create a direct connect limited access system. There is heavy demand for through traffic from US 27 to SR 429.

Loren Bender: Asked for a clarification of the interchange at Valencia Parkway.

Will Sloup: Responded that is a partial interchange to and from the west only.

That concluded the group discussion.

Kathy Putnam continued the presentation noting that all the information presented today would be posted to the website by Monday and emailed to participants tomorrow (Friday). She reiterated the project schedule, highlighting the public hearing on June 27.

- **Upcoming Public Involvement**
 - The preferred alternative will be presented at the public hearing.
 - The study team is available for one-on-one and small group meetings upon request.
- **For More Information**
 - For more information on this study, you can contact me, Kathy Putnam, Public Involvement Coordinator by email at LakeOrangeStudy@CFXway.com or 407-802-3210.

She then concluded the meeting and thanked the participants again for attending and providing input.

END OF MEETING SUMMARY

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. It is not verbatim but is a summary of the meeting activities and comments received. If you feel something should be added or revised, please contact Kathy Putnam by email at LakeOrangeStudy@CFXway.com or by telephone 407-802-3210 within five (5) days of receipt of this summary.

Note: Following the meeting, while reviewing the displays with Will Sloup, Rafael Jimenez of CEMEX noticed that the preferred alternative did, in fact, shift southward to minimize impacts to planned mining operations. He had not realized that when he made his earlier comments. Will Sloup told him any additional refinements would have to take place during the final design phase when survey data is available to support the alignment layout.

SIGN IN

Lake / Orange County Connector Feasibility / Project Development & Environment (PD&E) Study

PROJECT ADVISORY GROUP - MEETING NO. 3

CFX Project No.: 599-225

CFX Headquarters, 4974 ORL Tower Rd, Orlando, FL 32807

May 2, 2019 1:30 p.m. – 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Name	Organization	Address	City/State/Zip	Email Address	Initials
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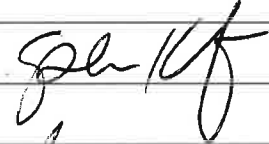
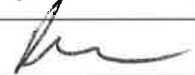


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Name	Organization	Address	City/State/Zip	Email Address	Initials
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