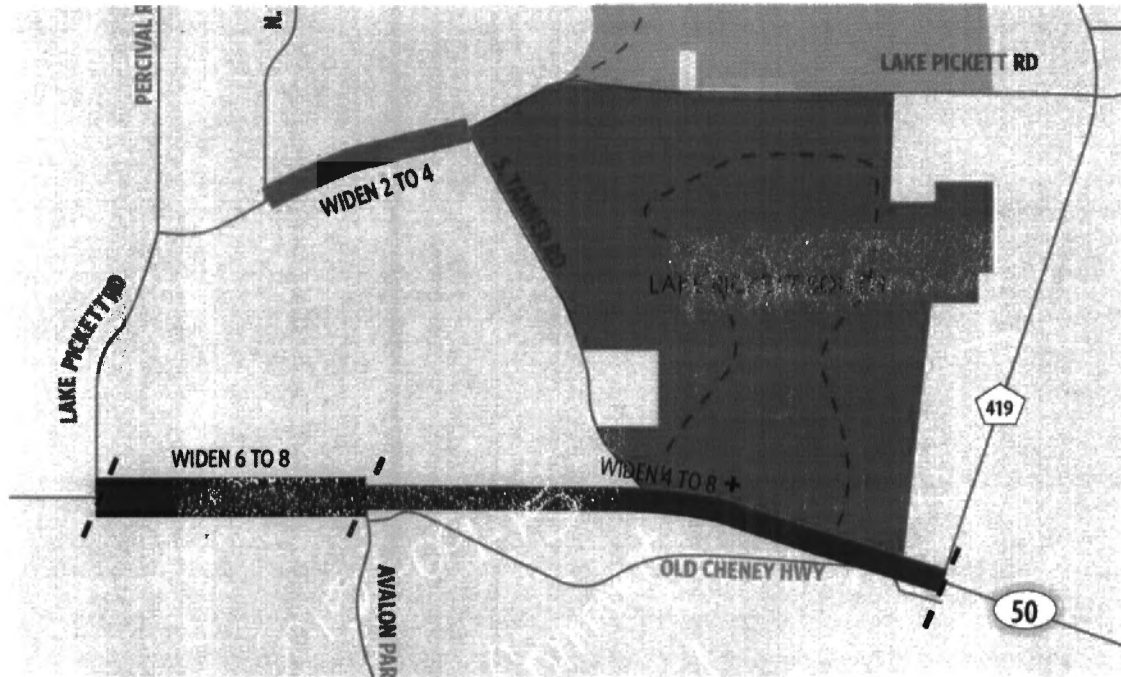


HDR's memo dated March 13, 2015 suggests that SR-50 between Lake Pickett road and CR-419 will be required to be widened to 8 lanes by 2019. (See below)

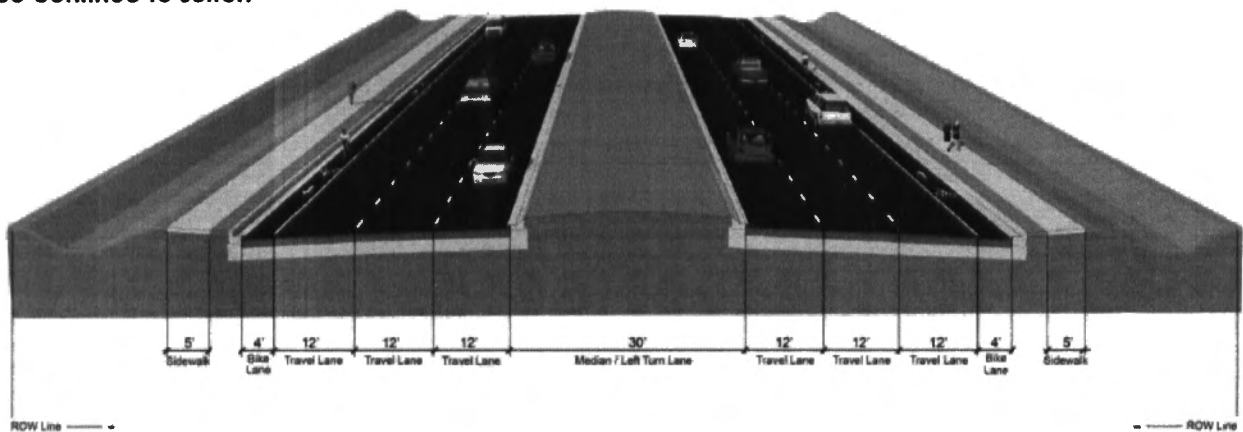


Final plans for FDOT project FM-239203-7-32-01 is estimated to be ready by May 2017. Bidding & contract selection for actual construction to commence will require minimum 3 months therefore construction will not start until late 2017 due to the procurement time and contract execution.

Below is taken from Arcadis (design team for such project) depicting 6 lanes for this corridor from Lake Pickett Road to Chuluota Road.

When this brand new 6 lane road is completed in 2020, it will be time to widen it to 8 lanes! Construction will not start on this brand new roadway to widen it to 8 lanes, therefore, this roadway will immediately reach its lifespan upon completion!

If it was to be widened, who is paying for this? And while new roadway design and construction starts, residence continue to suffer!



Typical Section #1 – Chuluota Road to Old Cheney Highway
 Six-Lane Urban with 30-ft Median | Design Speed 45 mph

OBJ T3.2 Orange County shall require the local street, pedestrian and bicycle network to be designed to promote interconnectivity and to allow access to surrounding single-family residential, multi-family residential, non-residential and mixed land use. (Policies 2.1.1-r, 2.1.1.1-r, 2.1.1.4)

T3.2.3 Orange County shall require an interconnected transportation network to allow access between neighborhoods. Internal streets which connect residential subdivisions shall be designed to discourage through movements that should be accommodated by major thoroughfares, including measures to prevent cut-through traffic at excessive speeds on neighborhood streets where appropriate. (Policies 2.1.1.2-r, 2.1.1.3, 2.1.1.4)

For Lake Pickett South; HBR's report* suggest vehicular connections to Lake Pickett Road & Tanner road. During the engineering design, when these connections become a necessity, how is the term agreement going to handle this revision and the significant and sewer impacts to these and surrounding roadways?

**"To promote connectivity between adjacent land uses and developments, to provide for capacity on parallel local streets for identified backlogged and constrained facilities, the development should include vehicular connections to Lake Pickett Road and Tanner Road."*

Lake Pickett South Transportation Term Sheet

- **Chuluota Road:**

- **The performance threshold for Chuluota Road is for the developer to fund \$12,000,000 towards the current, estimated costs. Upon such developer funding, all of the remaining project trips (i.e. 1,756 trips) shall be released. The developer may decide when to fund Chuluota Road but funding shall occur no later than after the County notifies developer that the PDS and DE&P are completed; provided, however, in no event shall such notice require the developer to make payment sooner than September 1, 2021.**

\$12,000,000 will not be provided to the County NO EARLIER THAN September 1, 2021 which is approximately 6 years away. With assumed average inflation rate of 3%, the money that will be paid to County which is \$12,000,000 will be worth around \$10,000,000 therefore, County (tax payers) will be obligated the outstanding balance.

Further, an estimate of design, permitting and construction costs of a roadway that is not in design stages can only be considered as a "rough/preliminary" estimate. Final construction budget can only be estimated when contractors actually submit a bid on these projects which will be many years down the line.

More importantly, the prices of inputs used in construction—materials that go into projects plus items consumed by contractors have rise faster than the consumer price index (CPI). From December 2003 to January 2008, the producer price index for inputs to construction industries **rose a cumulative 30.2 percent, compared to 14.5 percent for the CPI.**

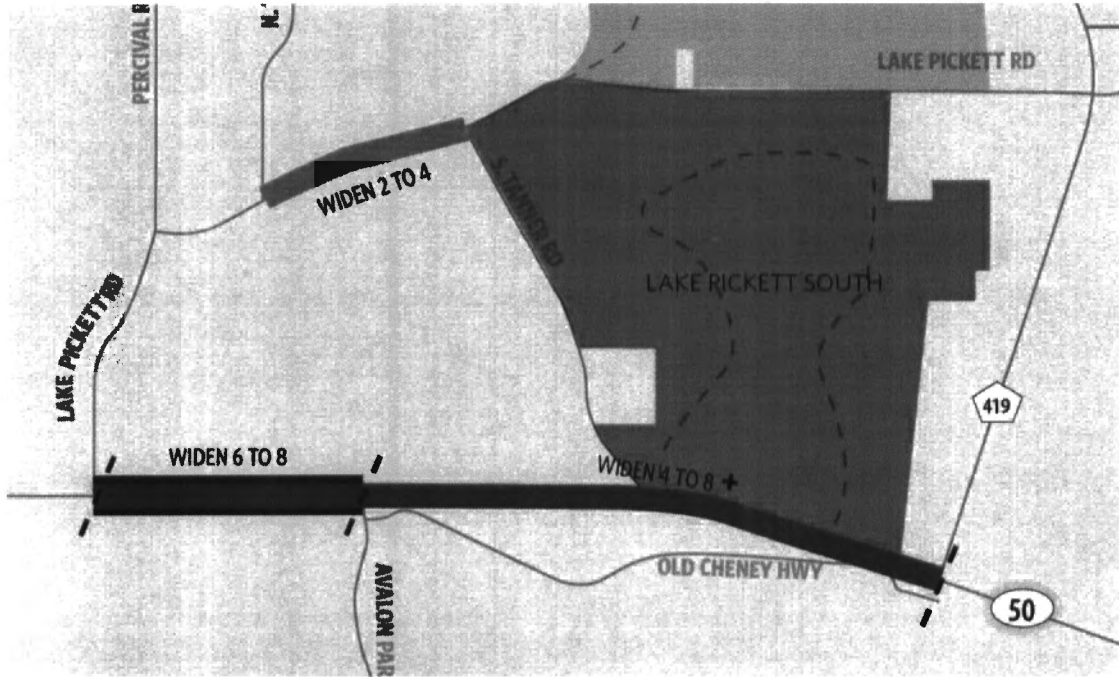
Therefore, besides losing \$2 million to inflation, County can anticipate the estimated cost of construction increasing by \$4 million.

Finally, by County accepting the liability of construction and managing this project, it also is assuming the risks of change orders and all unforeseen conditions that occur in every single project in civil construction industry. There isn't any project especially public that has been completed without an additive change order.

County is not receiving \$12,000,000 in this deal, It is receiving an unknown bill to pay!

Requesting a copy of the estimate that shows the roadway construction and what it is based on.

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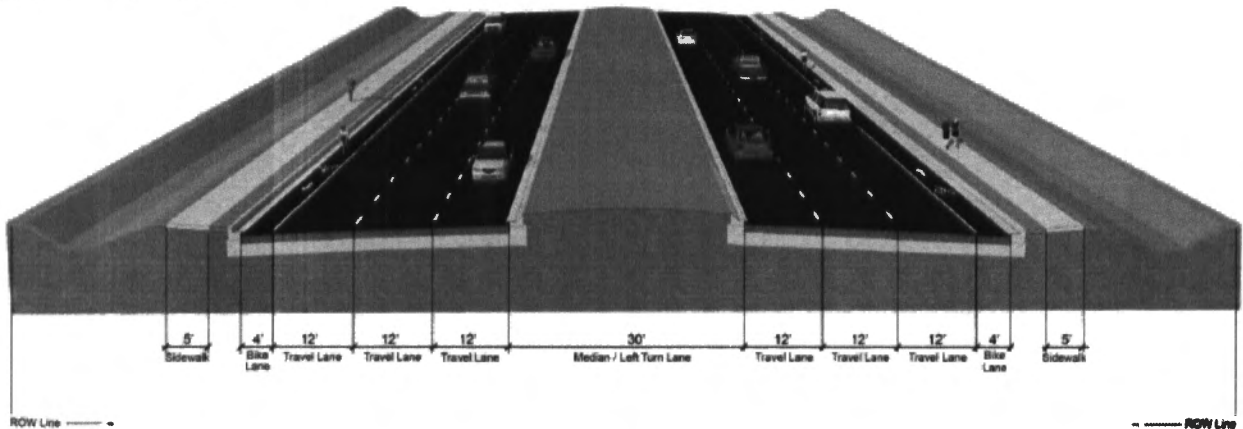


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