



Concept, Feasibility & Mobility Studies

Environmental Advisory Group
Meeting No. 2

January 31, 2018

Concept, Feasibility & Mobility Studies

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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Orlando, FL 32807
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Joe.Passiatore@CFXWay.com

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

Concept, Feasibility & Mobility Studies

AGENDA

- I. Introductions
- II. Study History
- III. Study Corridor Overview
- IV. Project Goals
- V. Study Methodology & Schedule
- VI. Public Involvement
- VII. Study Corridor Updates & Evaluation Matrices – Part I
- VIII. Break – 10 minutes
- IX. Study Corridor Updates & Evaluation Matrices – Part II
- X. Break – 10 minutes
- XI. Open Discussion
- XII. Next Steps
- XIII. Action Items

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Study History

December 19, 2005: Osceola County Comprehensive Plan adopted, proposed several new corridors to meet the county's anticipated growth.

2012: Osceola County Expressway Authority (OCX) began creating its first long-range expressway plan.

August 13, 2013: OCX Master Plan 2040 finalized, defining the county's expressway needs and providing for a program of projects to implement the plan.

September 8, 2016: CFX Board approved an interlocal agreement with Osceola County and OCX to transfer the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX incorporated the OCX master plan segments into the CFX master plan.

March 9, 2017: CFX Board approved consultant contracts to conduct the Concept, Feasibility and Mobility studies.

April 2017: CFX commenced four concept, feasibility, and mobility studies to determine if any of the corridors are viable and fundable in accordance with CFX policies and procedures.

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Each of the four corridor segments has been previously studied to varying degrees of detail. Our consultant teams have reviewed and evaluated the previous studies for each corridor segment.

- Poinciana Parkway Extension / I-4 Connector
Alternative Corridor Evaluation Report (ACER) - November 2015

- Southport Connector Expressway
Alternative Corridor Evaluation Report (ACER) – October 2015

- Northeast Connector Expressway
(Southport Connector East, from Canoe Creek Road to SR 528)
Preliminary Alignment Evaluation – June 2010

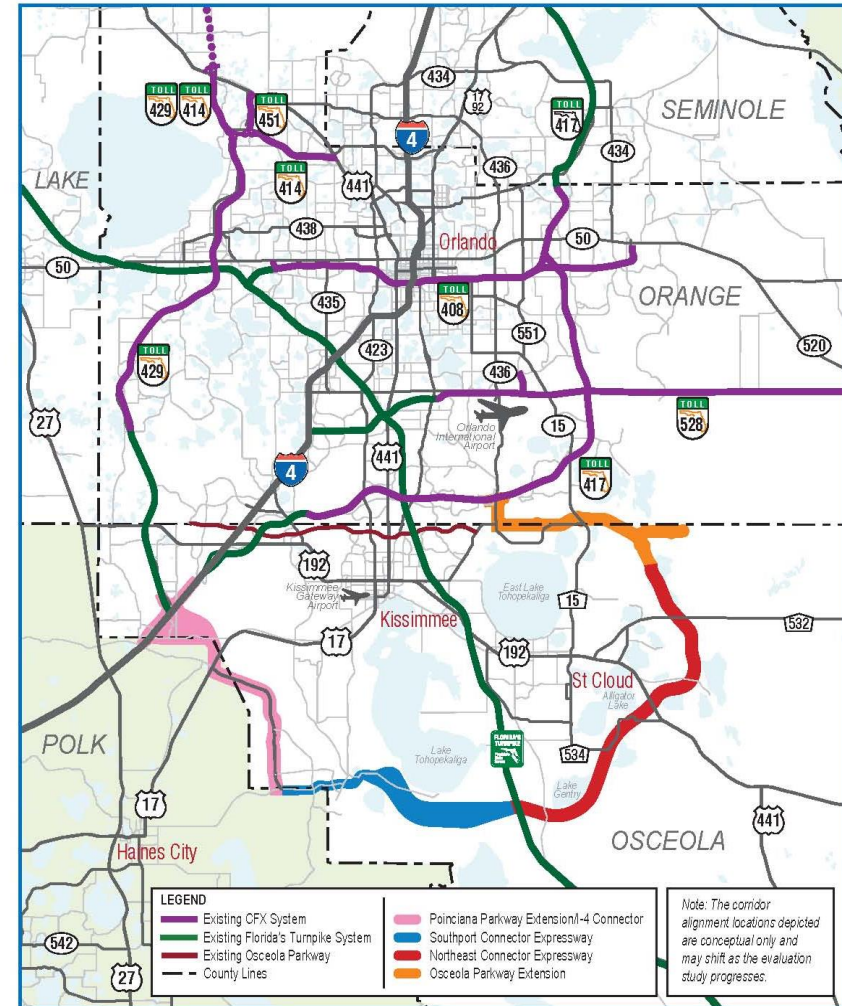
- Osceola Parkway Extension
Project Development & Environment (PD&E) Study – May 2017

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Study Corridor Overview

The four corridors lie within Osceola, Polk, and Orange Counties and encompass approximately 60 miles of primarily new-location highway.

- Poinciana Parkway Extension / I-4 Connector
Approximately 13 miles
- Southport Connector Expressway
Approximately 13 miles
- Northeast Connector Expressway
Approximately 25 miles
- Osceola Parkway Extension
Approximately 9 miles



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Overall Goals of the Project Corridors

- Improve roadway connections from I-4/SR 429 to Florida's Turnpike, to US 192 and SR 417;
- Promote regional connectivity and enhance mobility of the area's growing population and economy via a high-speed expressway;
- Provide additional traffic capacity within the study area;
- Reduce congestion and delays on local roads by providing a new limited-access transportation option;
- Provide for the incorporation of transit options.

Input from both the EAG and PAG contributed to the development of the Purpose & Need for each corridor segment.

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Study Methodology

The analysis has incorporated and built upon the previous work and coordination achieved from the preceding studies, while conducting a “fresh-look” at the proposed corridor segments and researching recent information that could influence the current decision-making.

- Documentation of the physical, natural, social and cultural environment, and assessment of potential impacts.
- Transportation demands have been determined and a range of transportation mobility options and programs are being developed and evaluated.
- If corridor(s) are found to be feasible, would proceed to a Project Development and Environment (PD&E) Study.

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Public Involvement

Public involvement and stakeholder coordination are an integral part of the study and multiple opportunities for participation are being provided.

- Environmental Advisory Group & Project Advisory Group (July, January & February)
- Public Meetings
 - Kick-off: Sept. 19 & 26, Oct. 5, 2017 (400+ attendees, 284 comments received)
 - Draft Concept Report: Feb. 13, 15 & 21
- Board Presentations:
 - Polk County Board of Commissioners: Aug. 8
 - Osceola County Expressway Authority: Oct. 10
 - Central Florida Expressway Authority: Oct. 12
- Additional Stakeholder Meetings - Ongoing
- CFX Study Webpage:



<https://www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/>

- Study Facebook Page - <https://www.facebook.com/pg/CFXConceptStudies/about/>

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Study Corridor Updates - Presentations

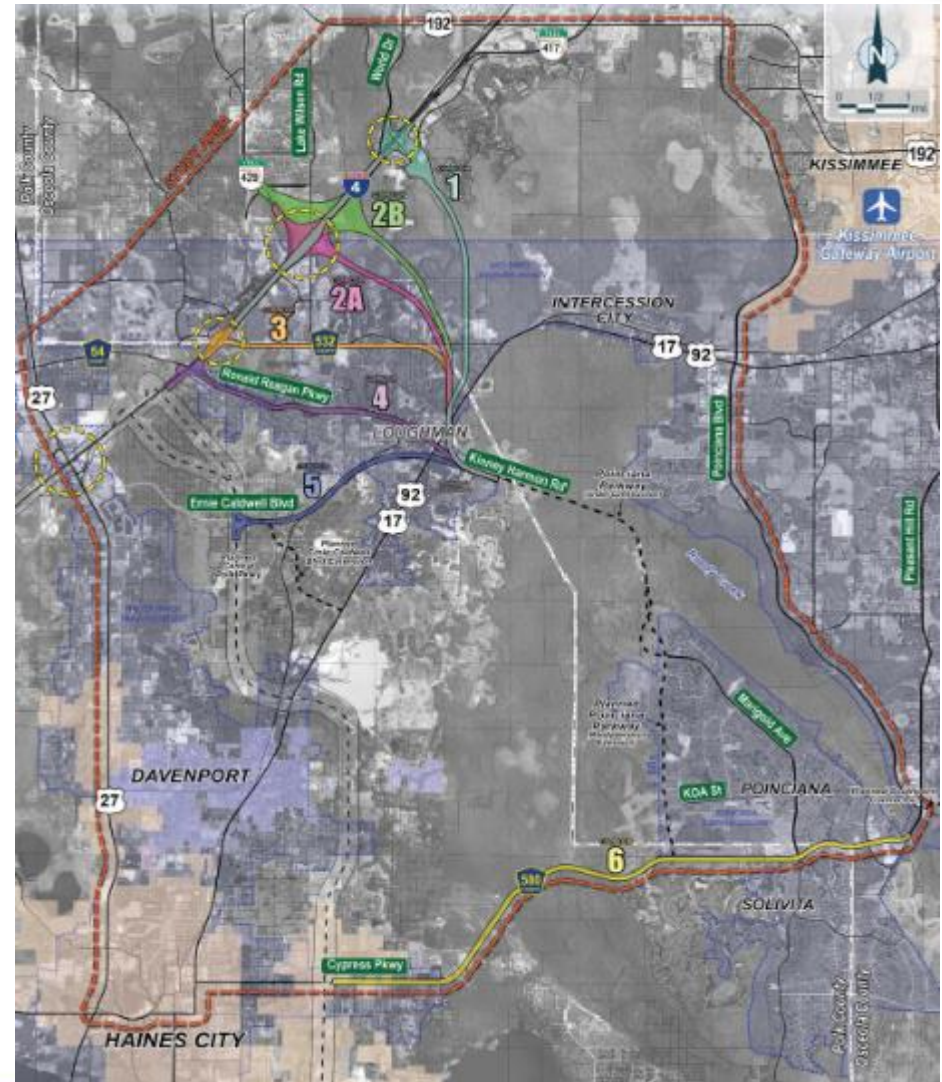
- Poinciana Parkway Extension / I-4 Connector – Kimley Horn
- Southport Connector Expressway – RS&H
- Northeast Connector Expressway - Inwood
- Osceola Parkway Extension – CH2M

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Poinciana Parkway Extension / I-4 Connector

Project Background

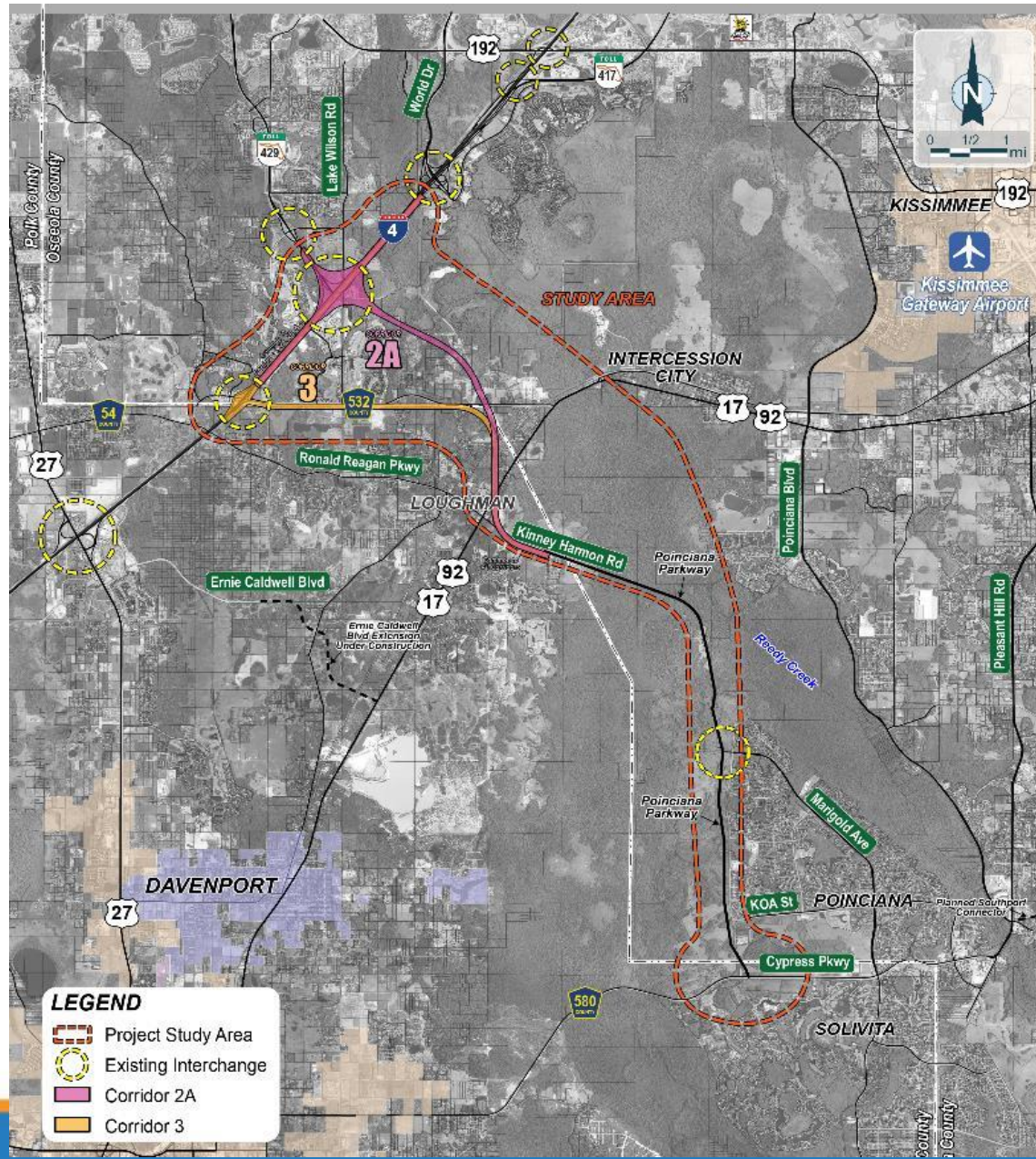
- 2013 – Florida Department of Transportation District 5 initiated Project Development and Environment study of the I-4 Poinciana Parkway Connector
 - Agency Project Advisory Group Meetings
 - October 2013
 - February 2014
 - March 2015
- 2015 – Public Meeting held in June
- 2015 – Alternative Corridor Evaluation Report completed in November



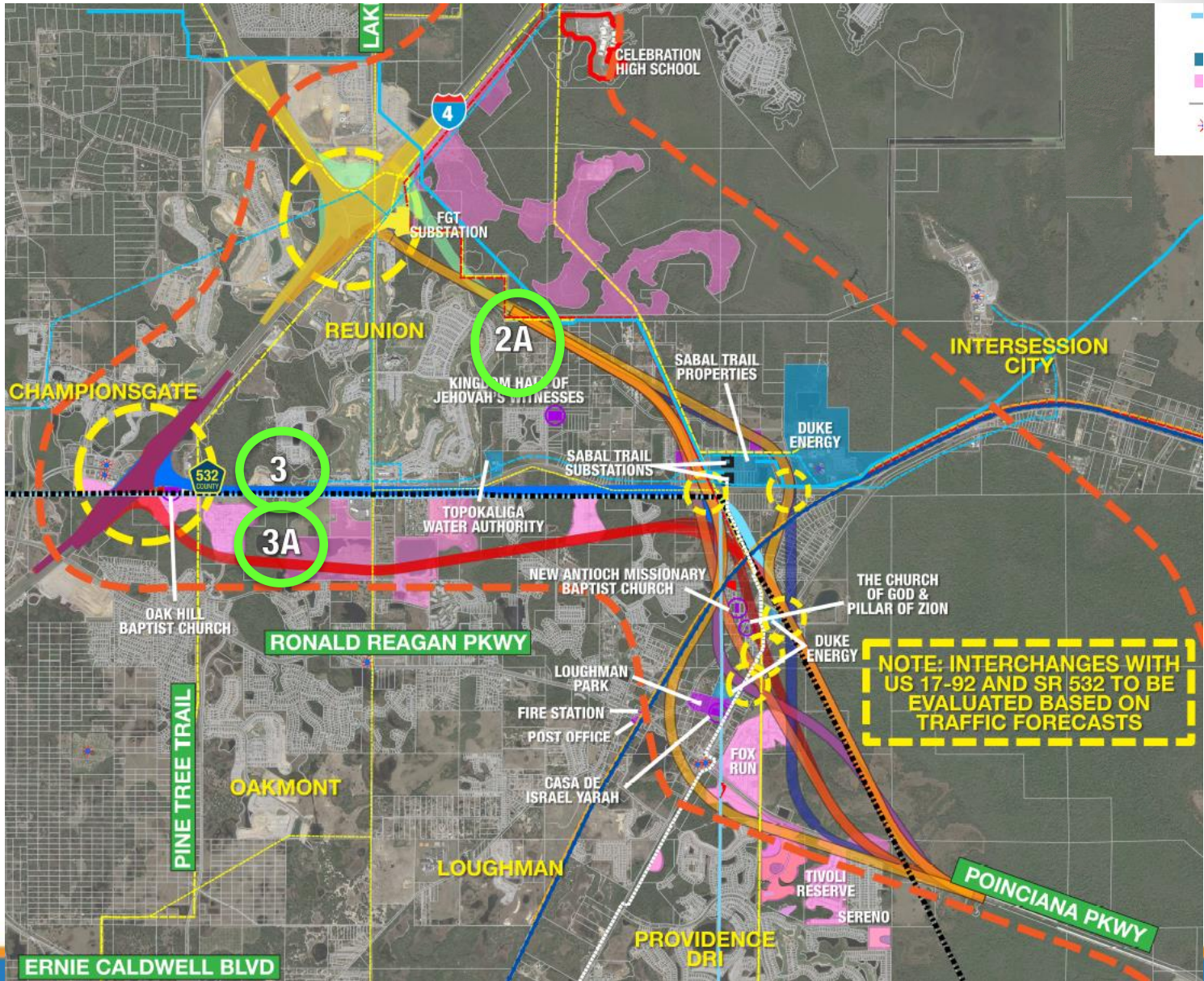
Review of Previous Study

- The current Concept, Feasibility and Mobility Study is in agreement with the previous study's general findings that Corridor 2A and Corridor 3 should be evaluated further.
- Based on the impacts associated with these corridors, further refinements and shifts in these alignments have been evaluated in an effort to improve the viability of the alignments.
- Refinements also have been explored to address the connections to Poinciana Parkway and I-4, as well as the construction of the expressway along parallel roads, including Kinney Harmon Road and CR 532.

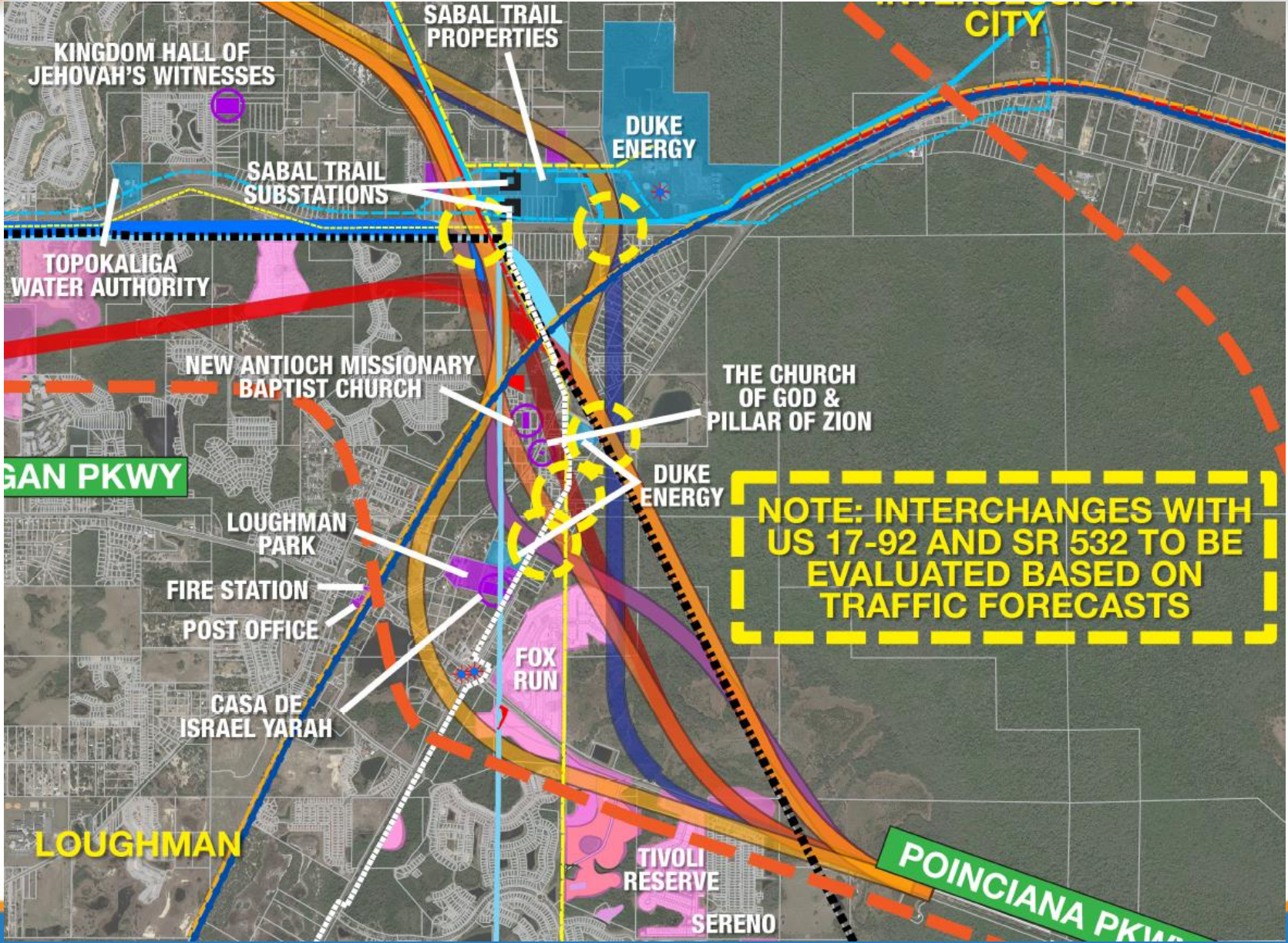
Current Study Area



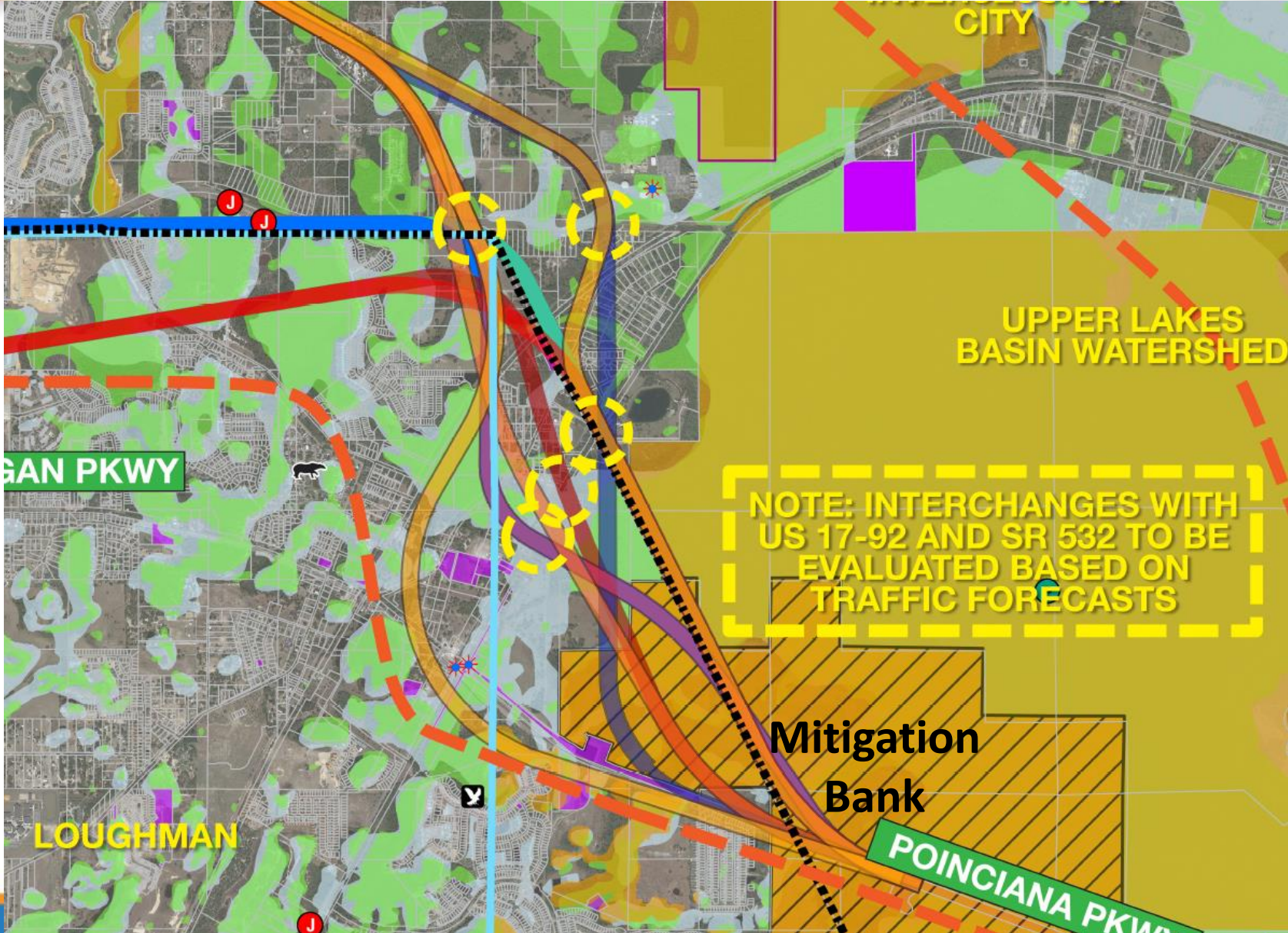
Initial Alignments to be Evaluated



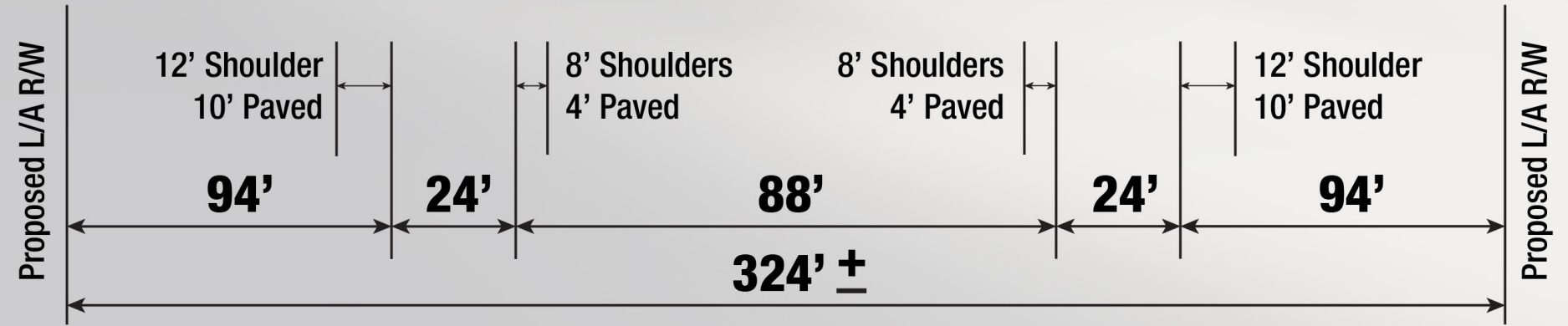
Initial Alignments to be Evaluated



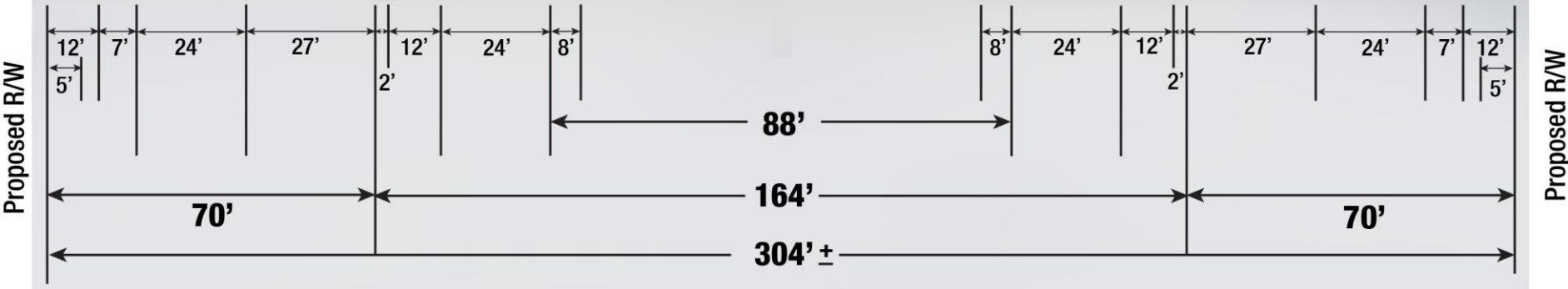
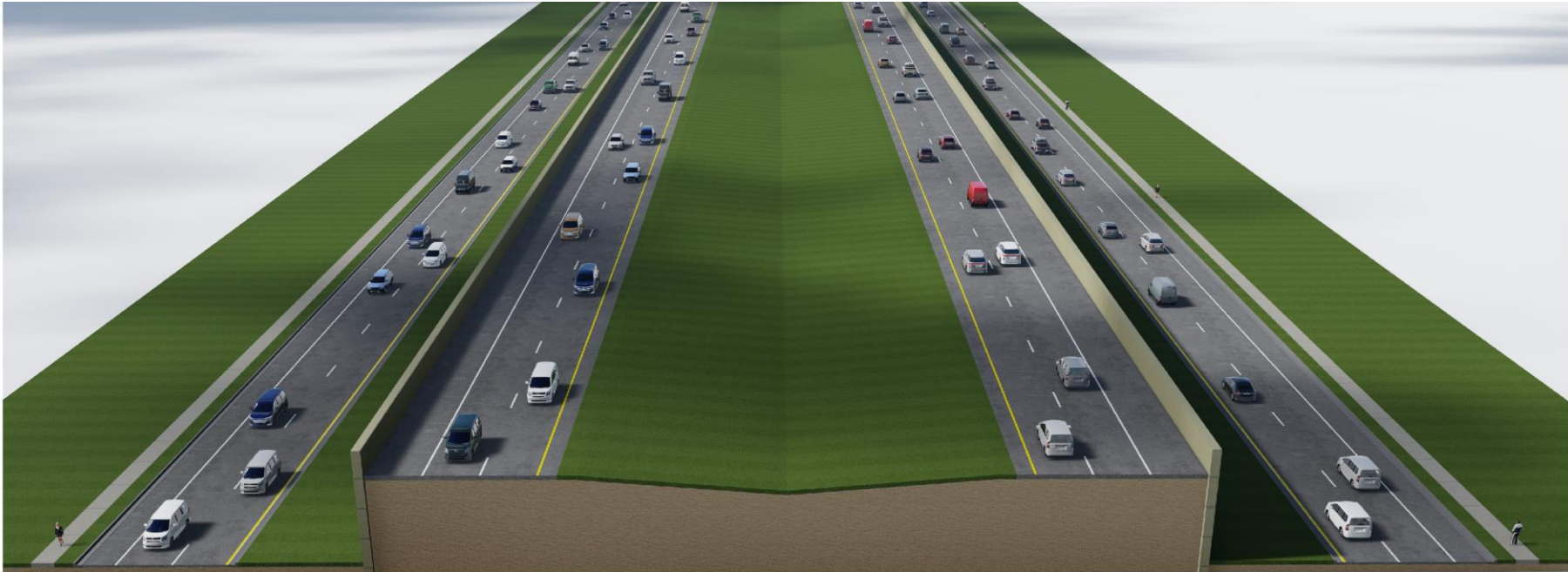
Initial Alignments to be Evaluated



Typical Section on New Alignment



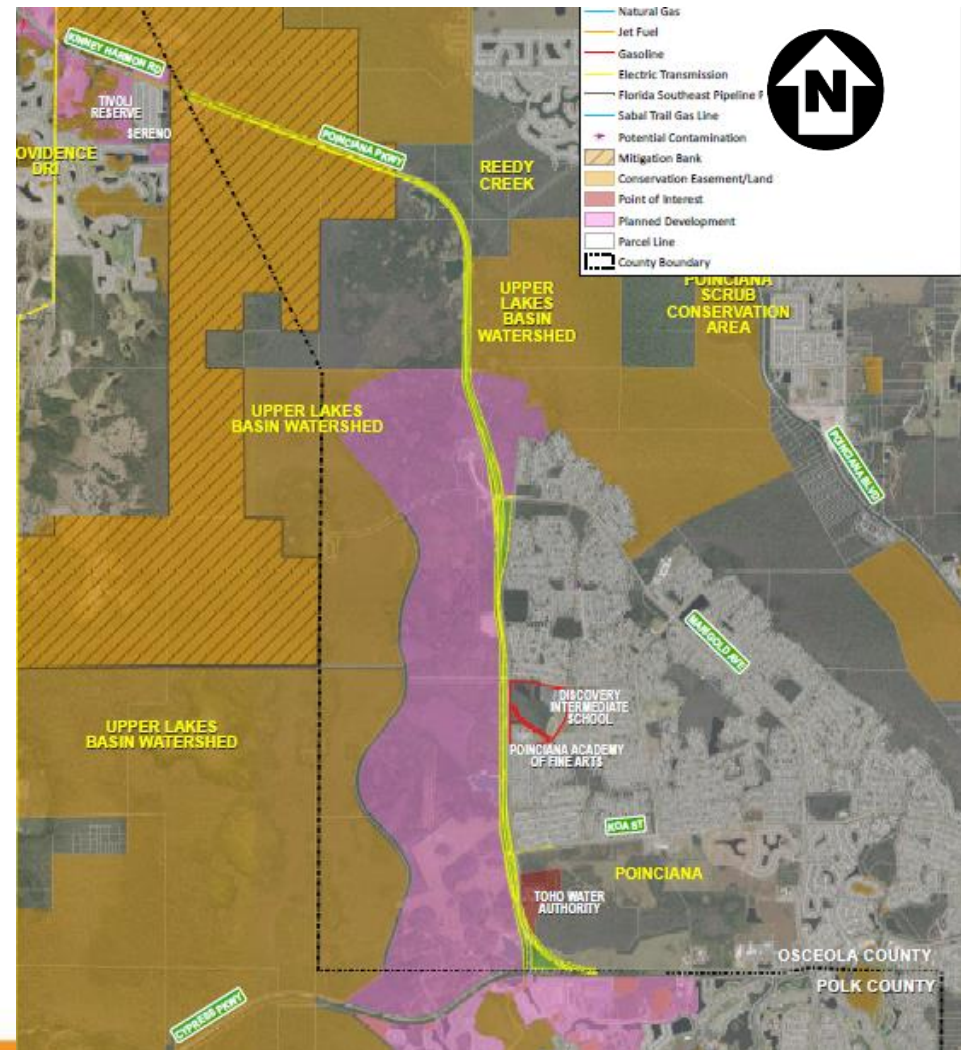
Typical Section Elevated Expressway Along CR 532



Poinciana Parkway

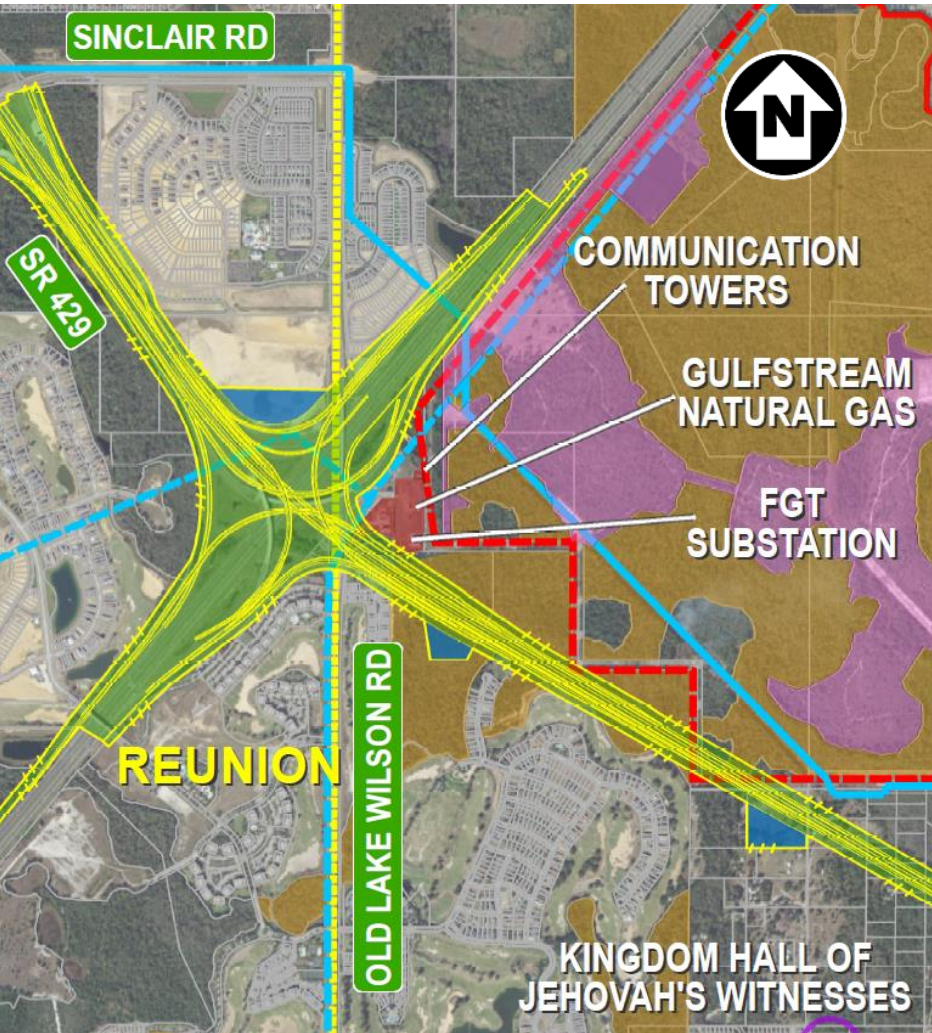
Common to All Alternatives

- Widening existing Poinciana Parkway to 4-lanes
- Complete interchanges at Marigold Ave. and KOA St.
- Maintain interchange with Cypress Pkwy.
- Expand existing ponds if needed
- No additional right-of-way anticipated

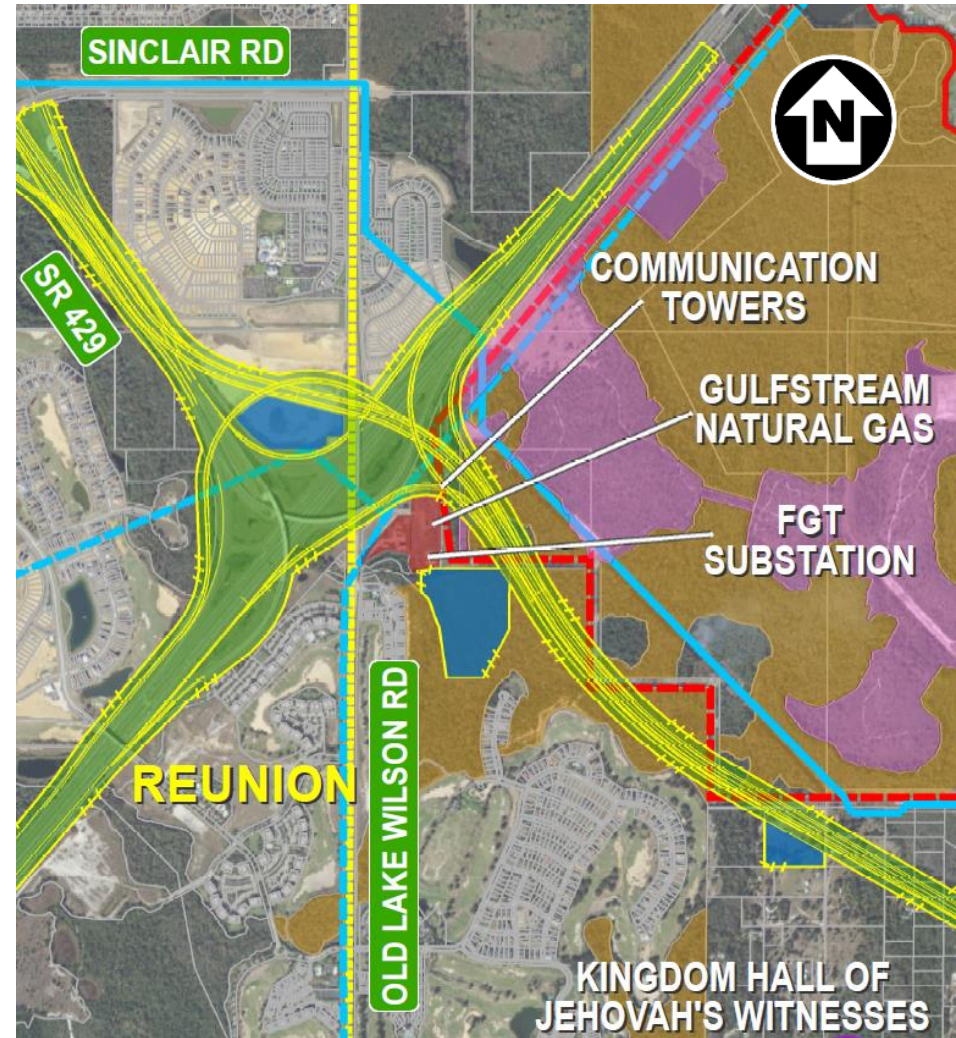


2A: I-4 Interchange Options

Center Alignment

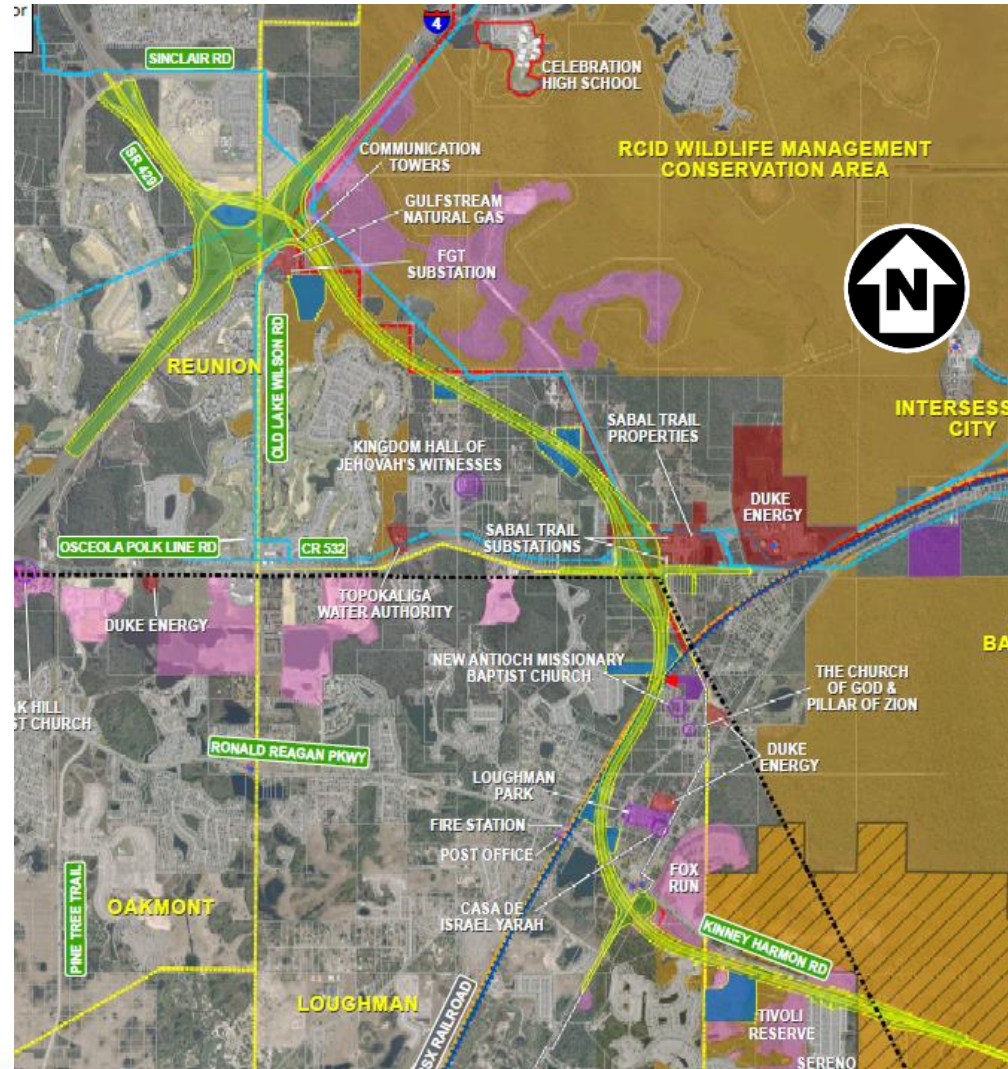


North Alignment



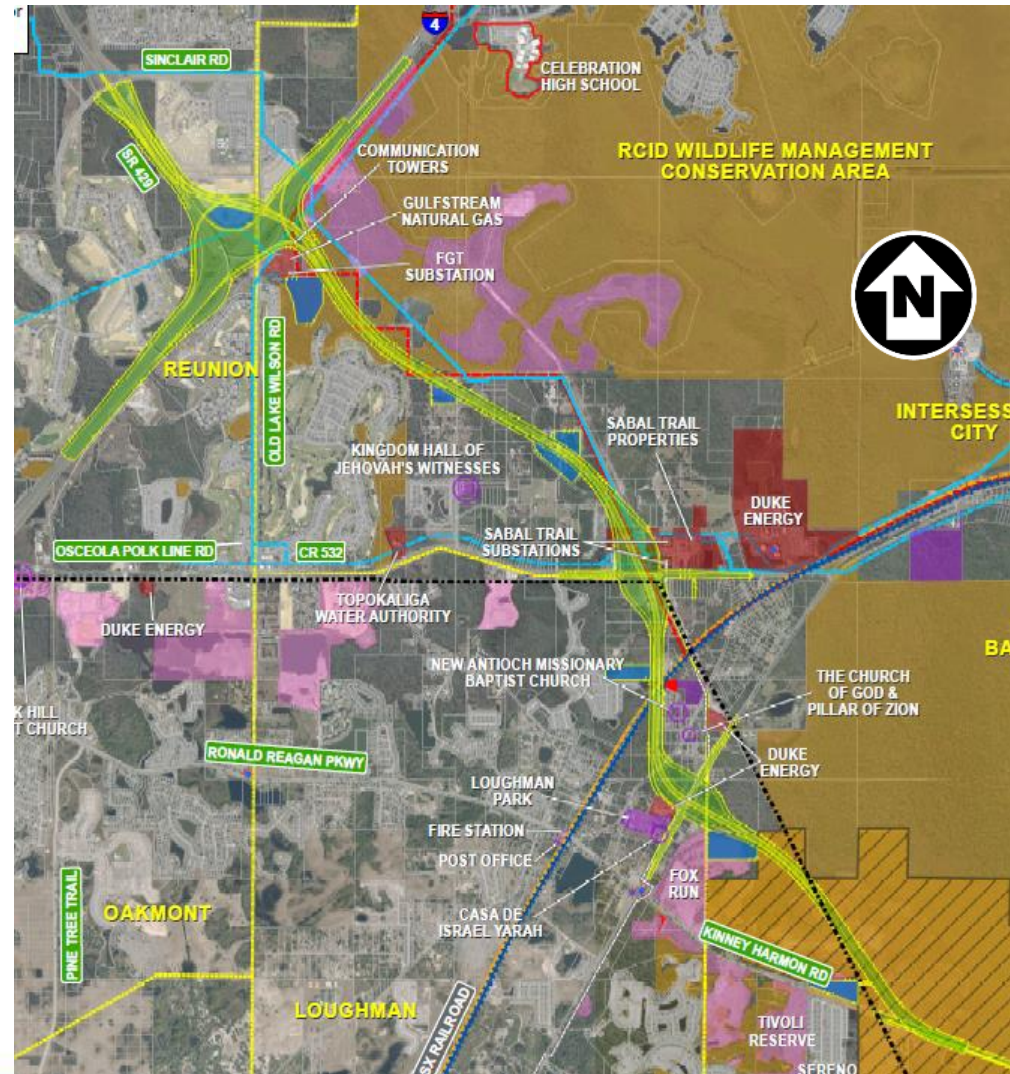
Alternative 2A-1

- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels south of Kinney Harmon Rd.
 - Impacts existing and planned development
 - Impacts Loughman
- Interchange with US 17-92
 - Utilizes Kinney Harmon Rd. for some movements
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



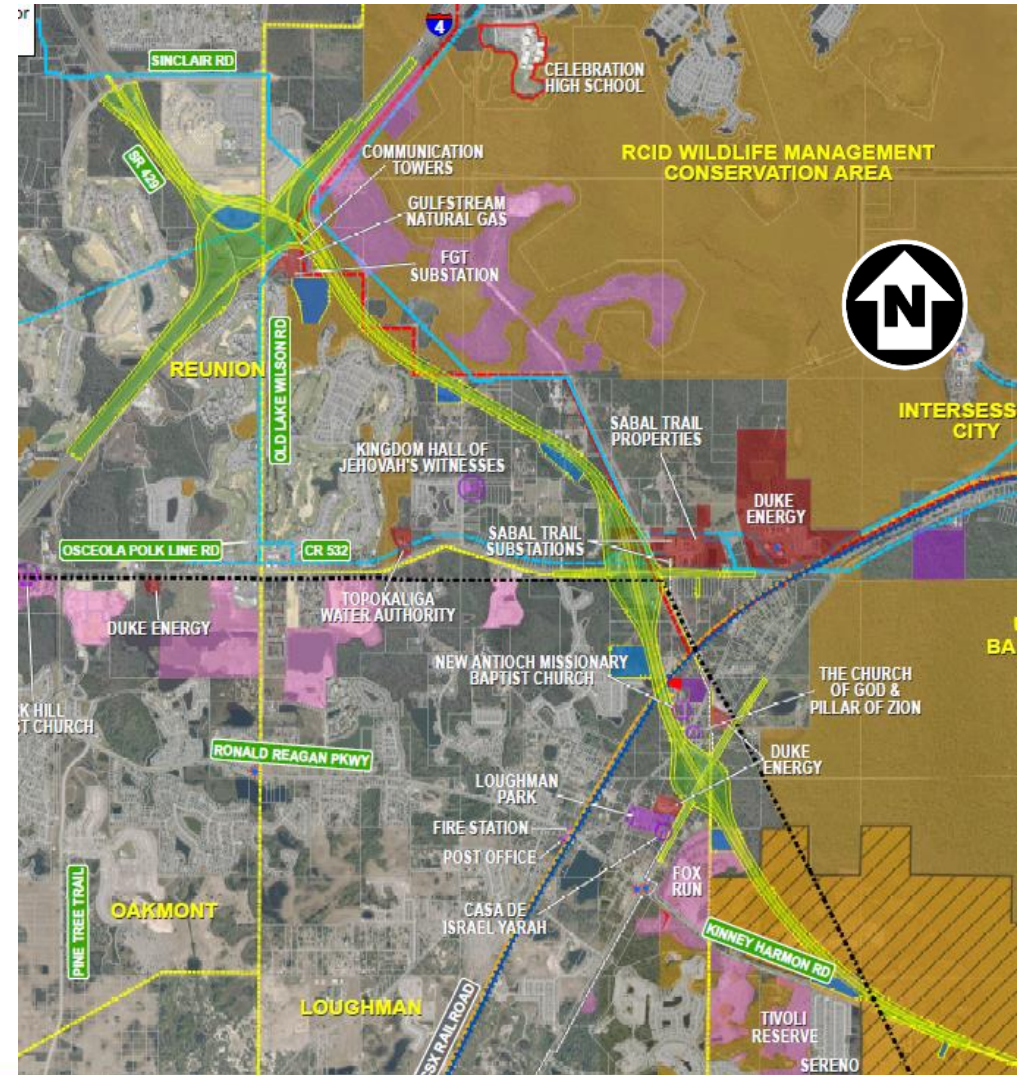
Alternative 2A-2

- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd.
 - Impacts Reedy Creek Mitigation Bank
 - Impacts Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



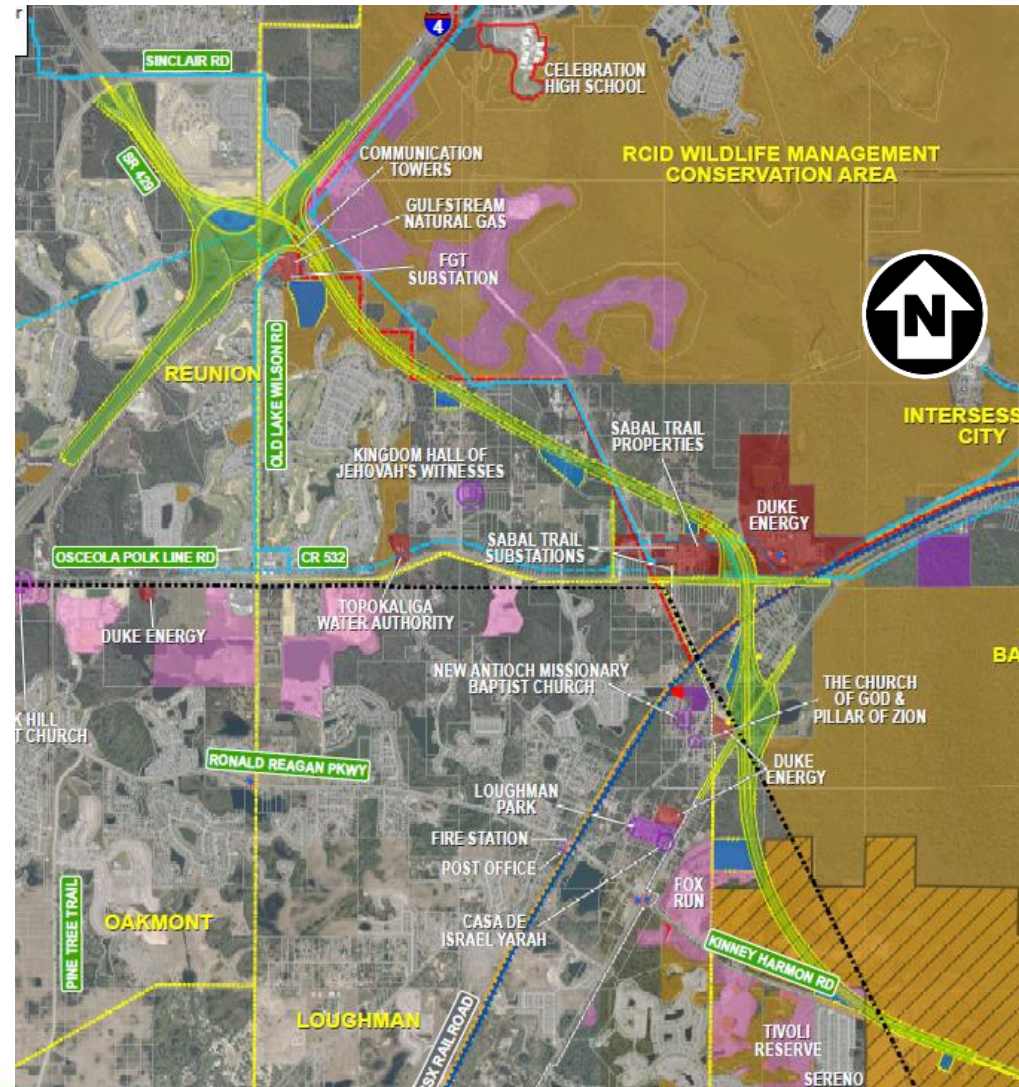
Alternative 2A-3

- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd.
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



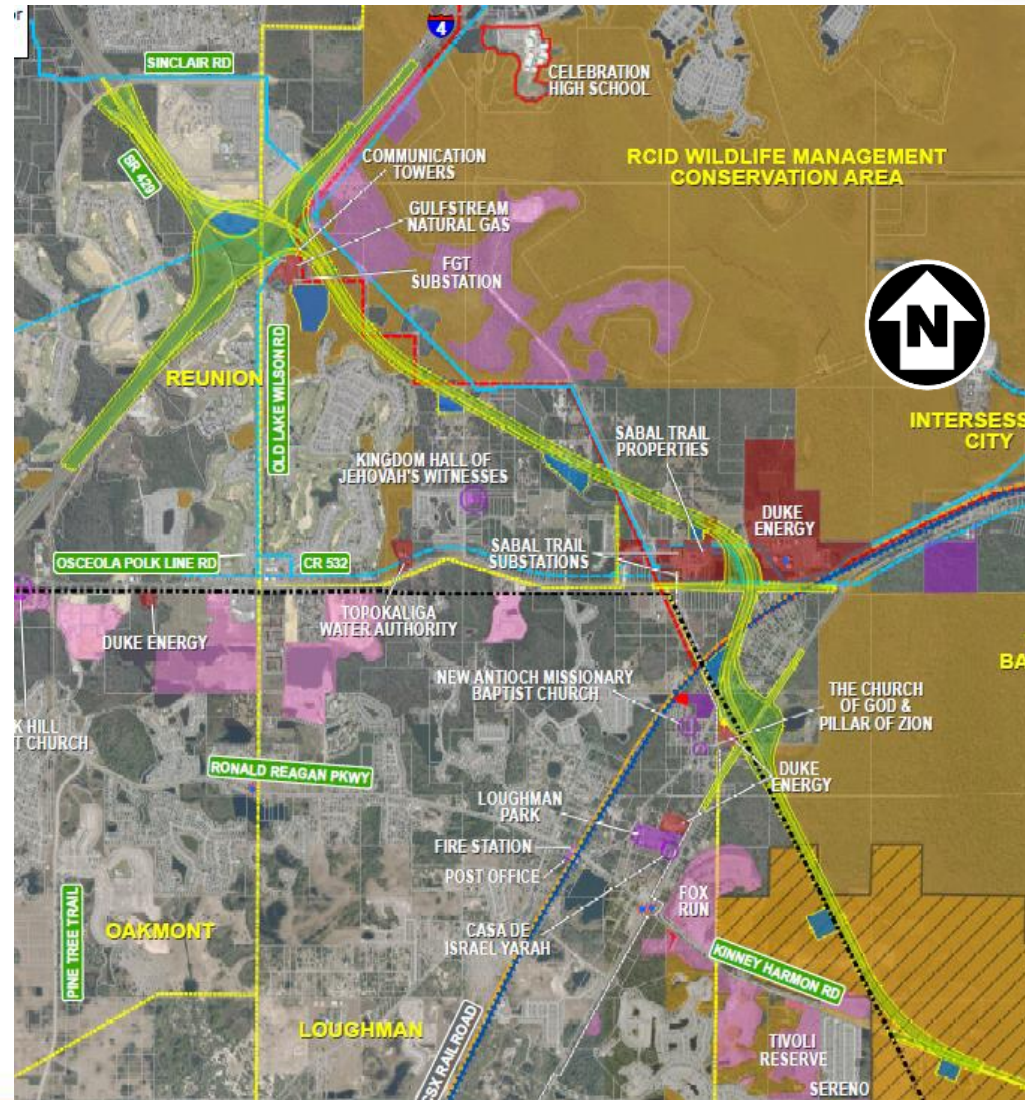
Alternative 2A-4

- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd.
 - Avoids Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



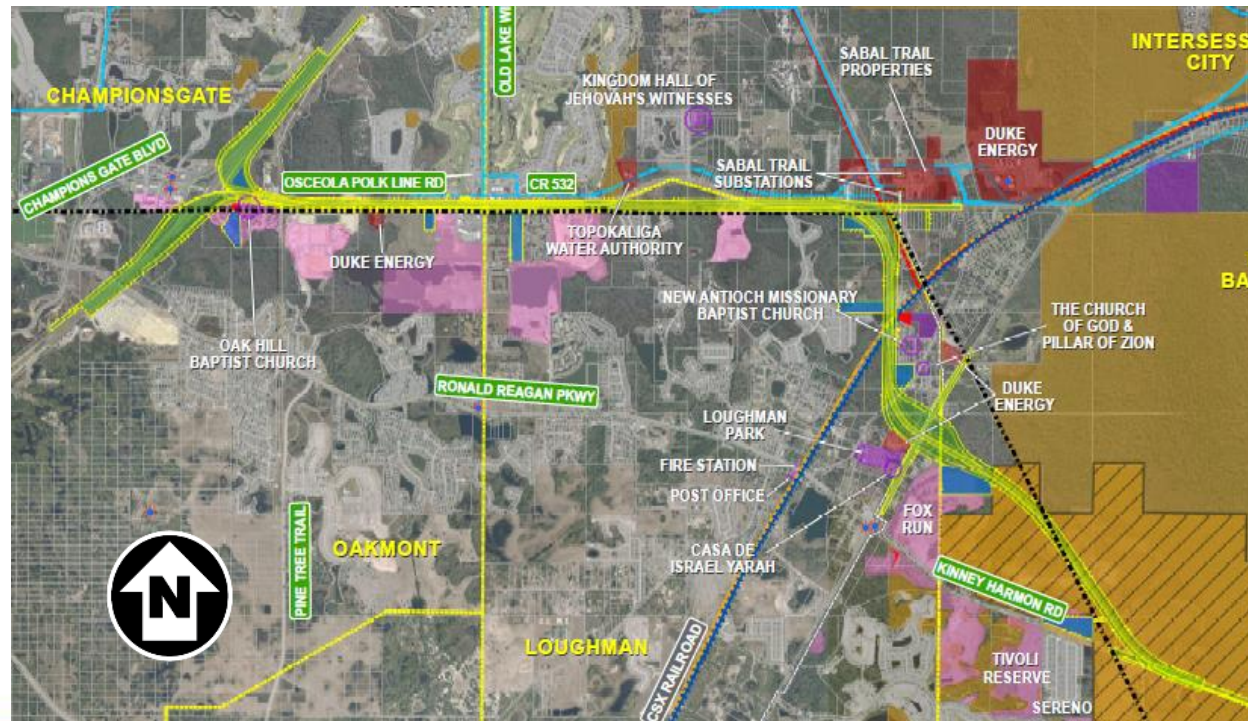
Alternative 2A-5

- New 4-lane alignment northwest of existing Poinciana Parkway bridge
- Travels north of Kinney Harmon Rd. in Osceola Co.
 - Avoids Loughman Area
- Interchange with US 17-92
- Interchange with CR 532
- Two options for I-4 interchange at SR 429
 - Northern Alignment
 - Center Alignment



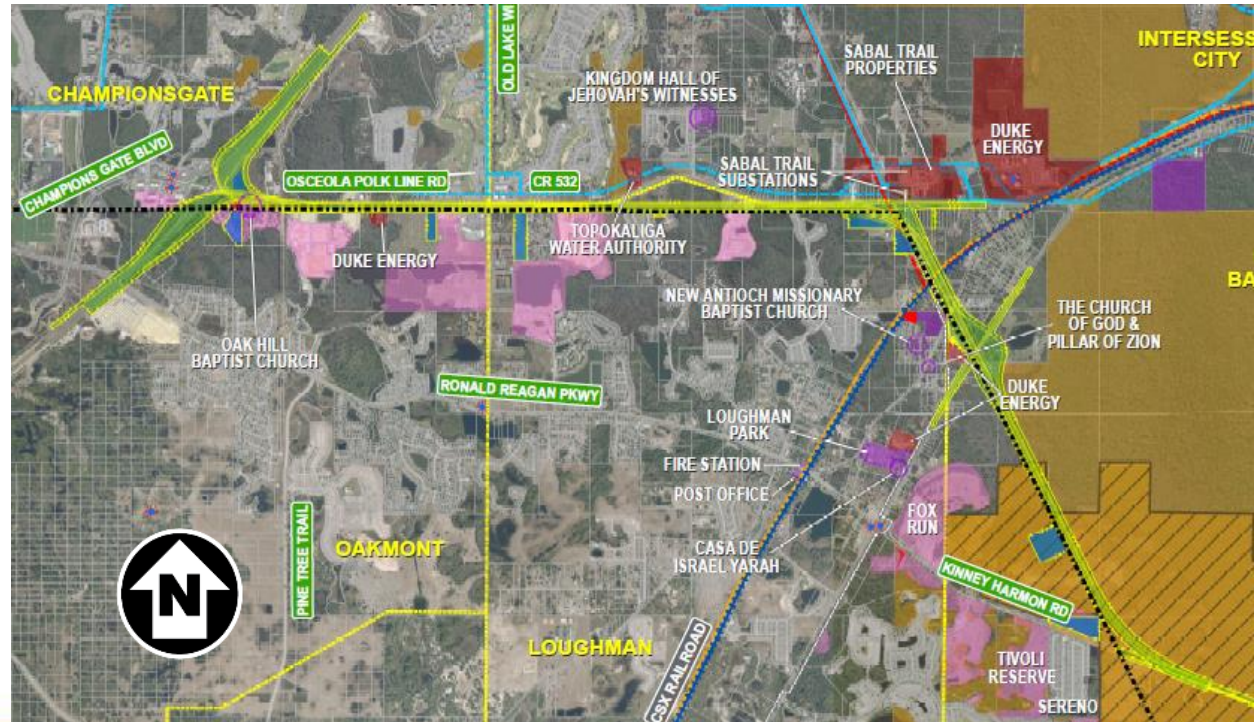
Alternative 3-2

- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd.
 - Impacts Loughman Area
- CR 532 Frontage Rd.
- Interchanges
 - US 17-92
 - CR 532
 - Slip ramps
- Two options
 - Widen CR 532 N
 - Shown
 - Widen CR 532 S



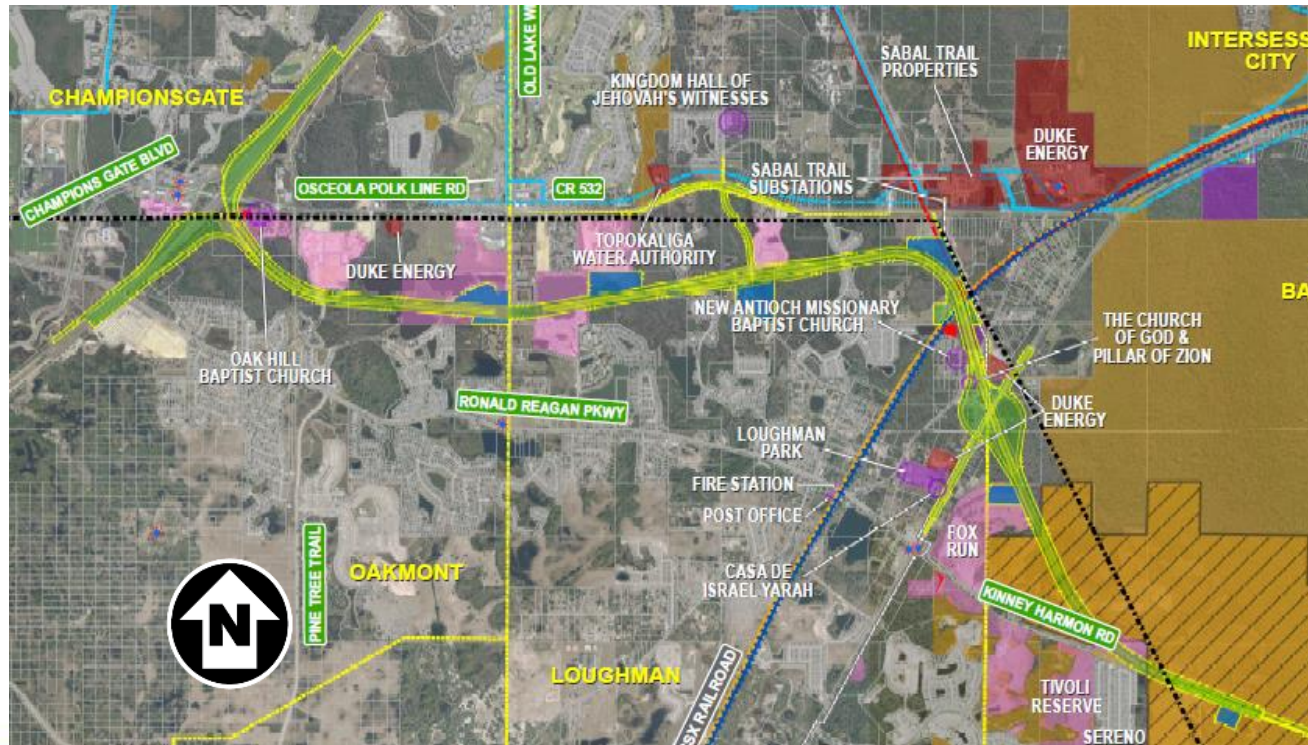
Alternative 3-5

- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd. in Osceola County
 - Avoids Loughman Area
- CR 532 Frontage Rd.
- Interchanges
 - US 17-92
 - CR 532
 - Slip ramps
- Two options
 - Widen CR 532 N
 - Widen CR 532 S
 - Shown



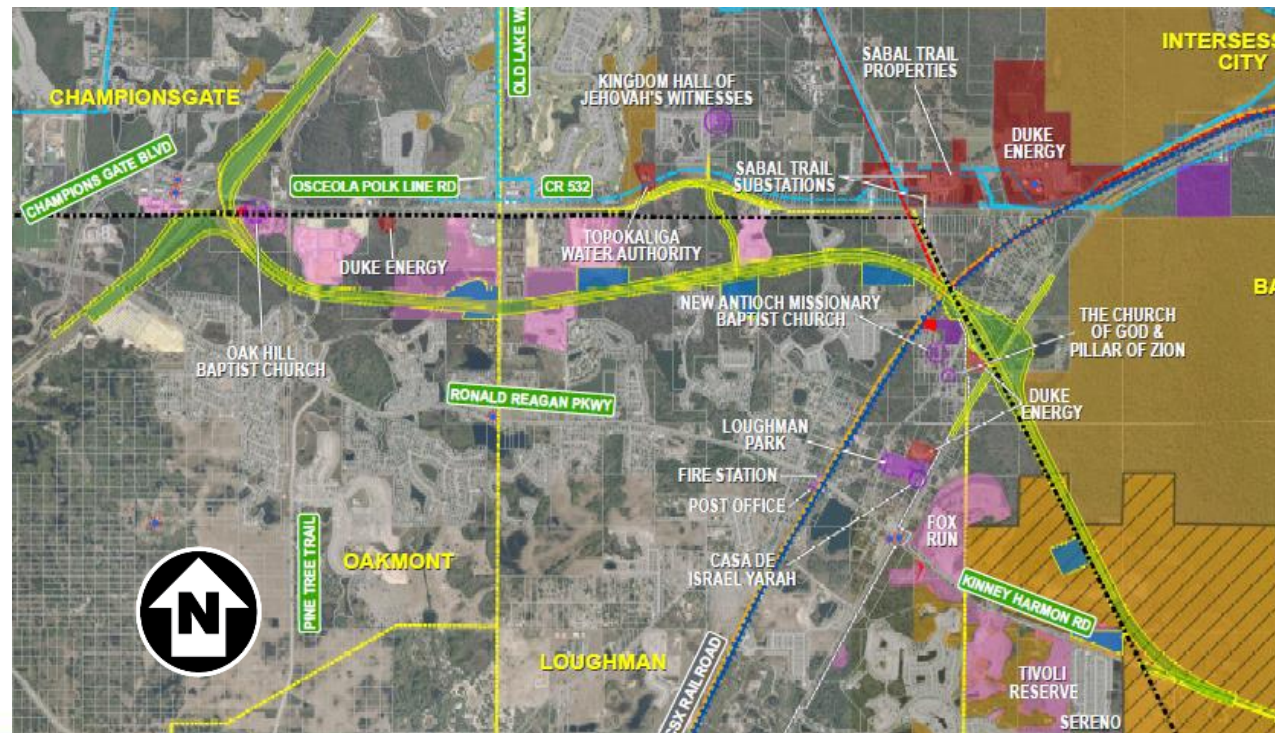
Alternative 3A-3

- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd.
 - Impacts Loughman Area
- South of CR 532
- Interchanges
 - US 17-92
 - CR 532



Alternative 3A-5

- New 4-lane alignment northwest of existing Poinciana Parkway bridge to CR 532
- Travels north of Kinney Harmon Rd. in Osceola County
 - Avoids Loughman Area
- South of CR 532
- Interchanges
 - US 17-92
 - CR 532



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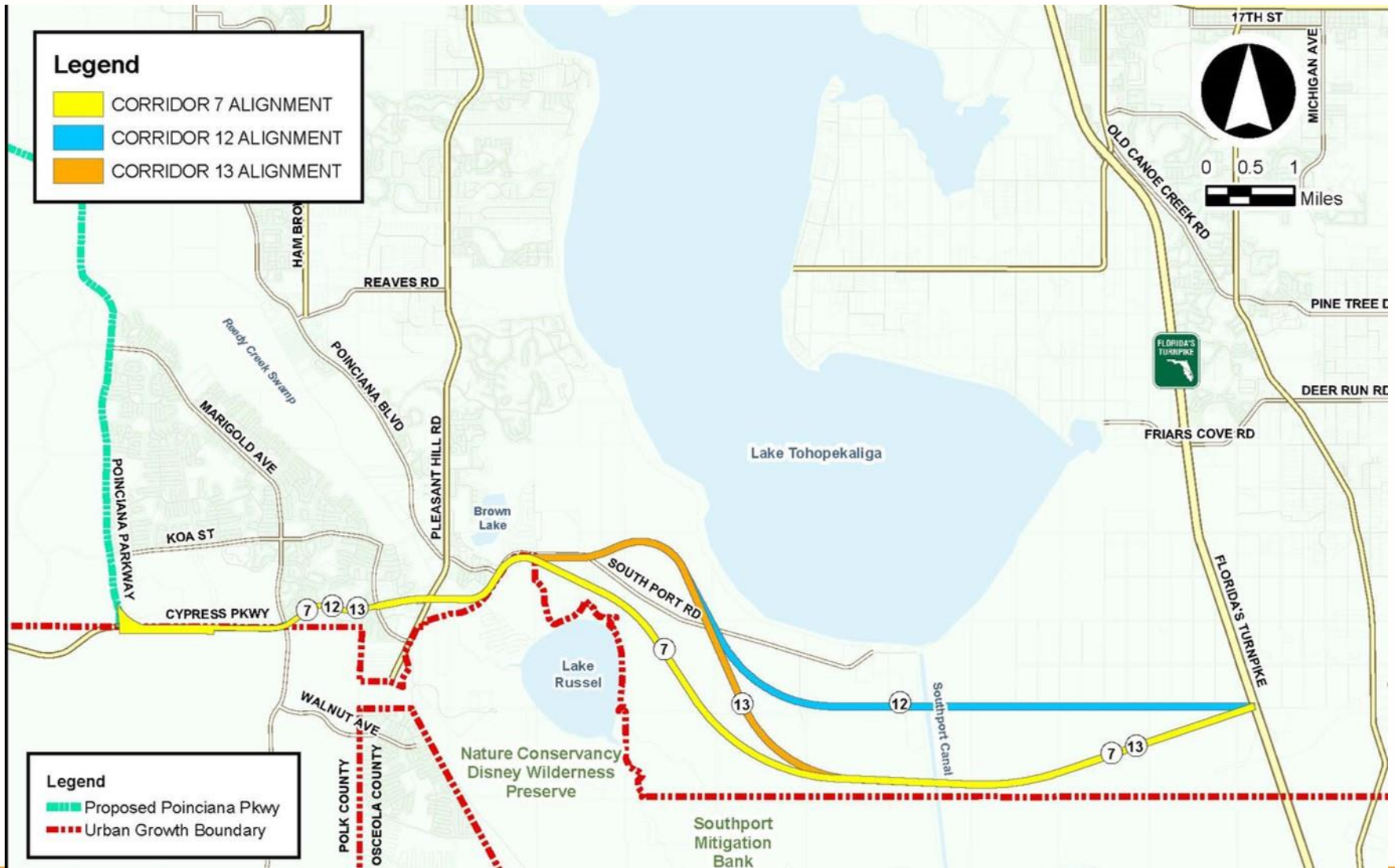
Southport Connector Expressway

Project Background

FDOT Alternative Corridor Evaluation (ACE) Study

- Advanced Notification Package distributed September 2012
- ETDM Programming Screen was initiated September 2013
- Public Kick-off Meetings (2 locations) September 2013
- Corridor Public Workshops (2 locations) January 2015
- Agency Project Advisory Group (APAG): 3 Meetings
- Alternative Corridor Evaluation Report (ACER) October 2015

ACE Recommended Corridors



Southport Connector Expressway

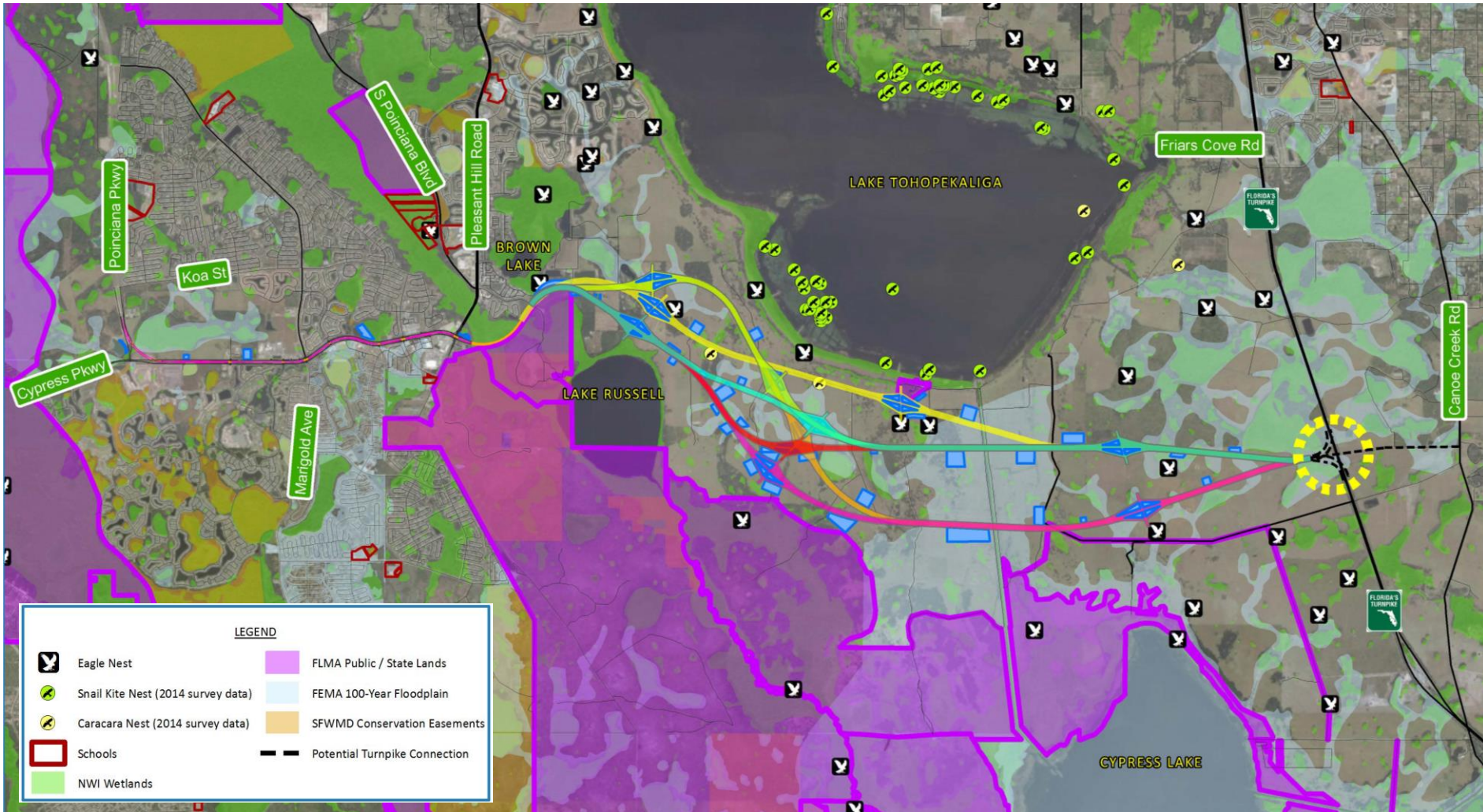
ACER Evaluation Review Technical Memorandum (ACER TECH MEMO)

- Review all ACE documents
- Identify any changed conditions
- In-depth evaluation of the ACE findings, recommendations and commitments

“The study team concurs with the ACE decision to drop all corridors crossing Lake Toho.....”

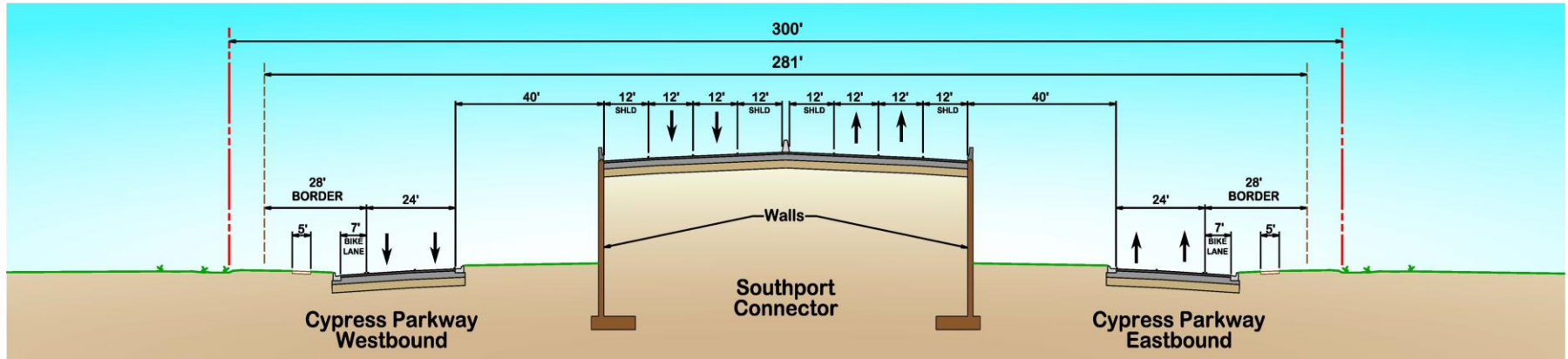
The study team also concurs to co-locate all corridors with the Cypress Parkway between Poinciana Parkway and the Reedy Creek Ecosystem.....”

Southport Connector Expressway Environmental Constraints

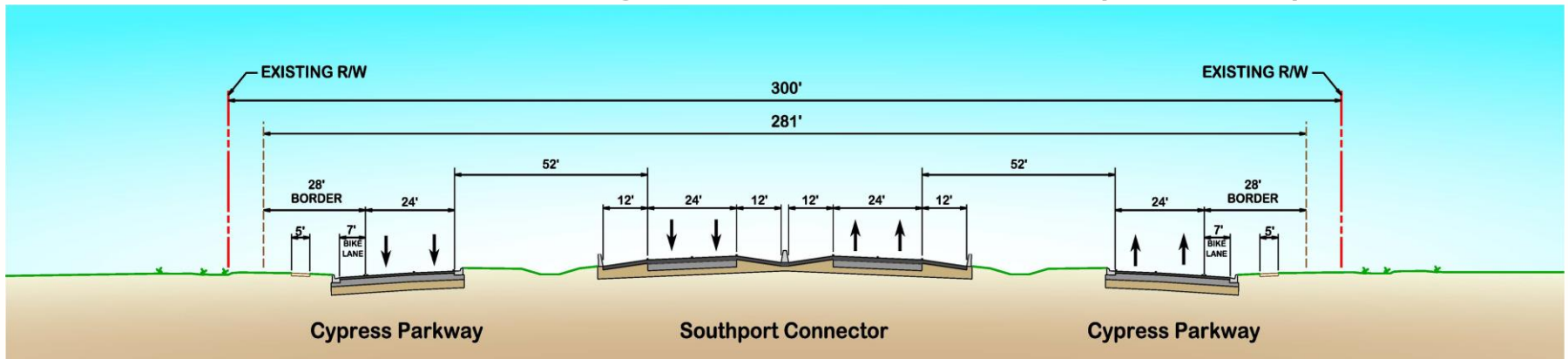


Southport Connector Expressway Cypress Parkway Typical Section

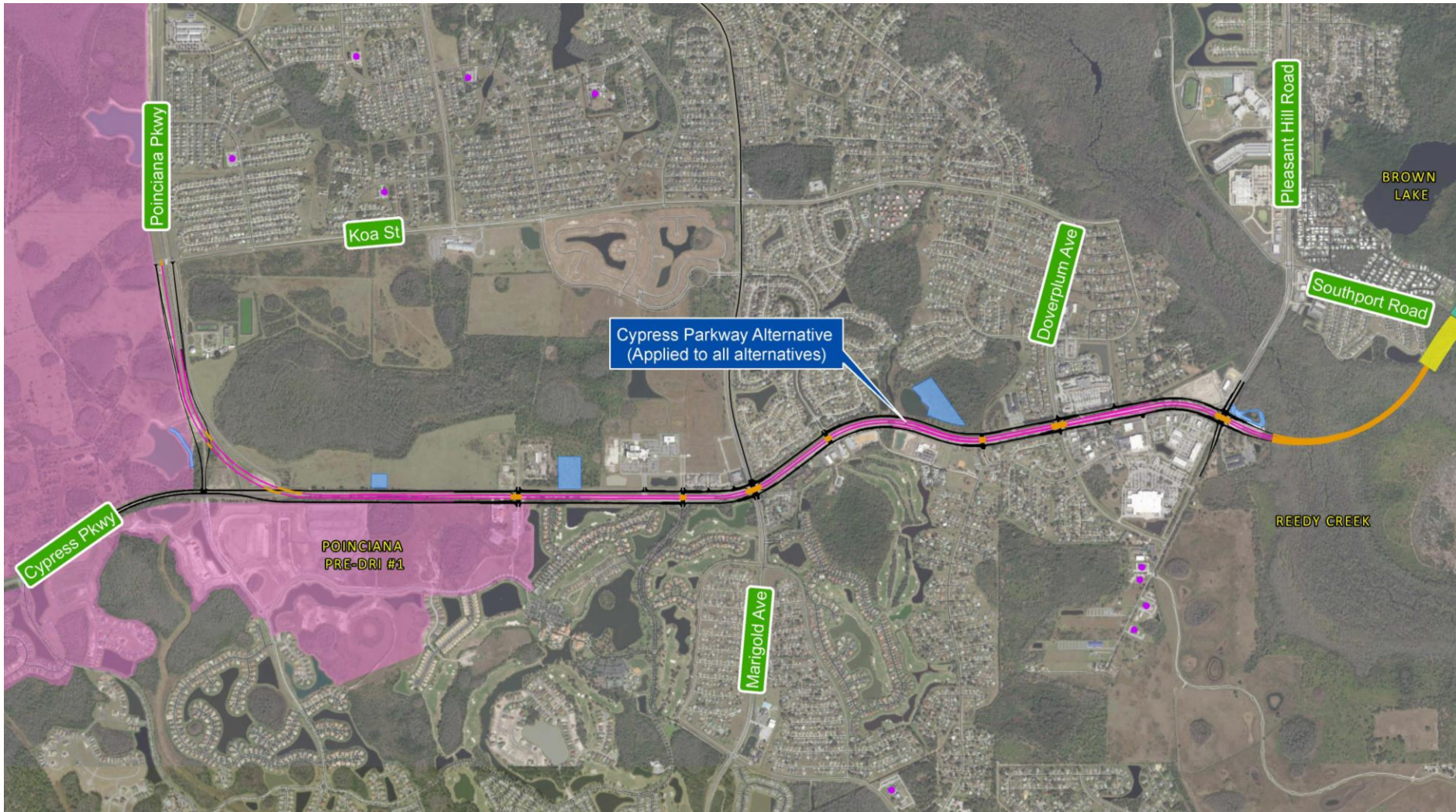
Poinciana Parkway to Pleasant Hill Road (Elevated)



Poinciana Parkway to Pleasant Hill Road (At-Grade)

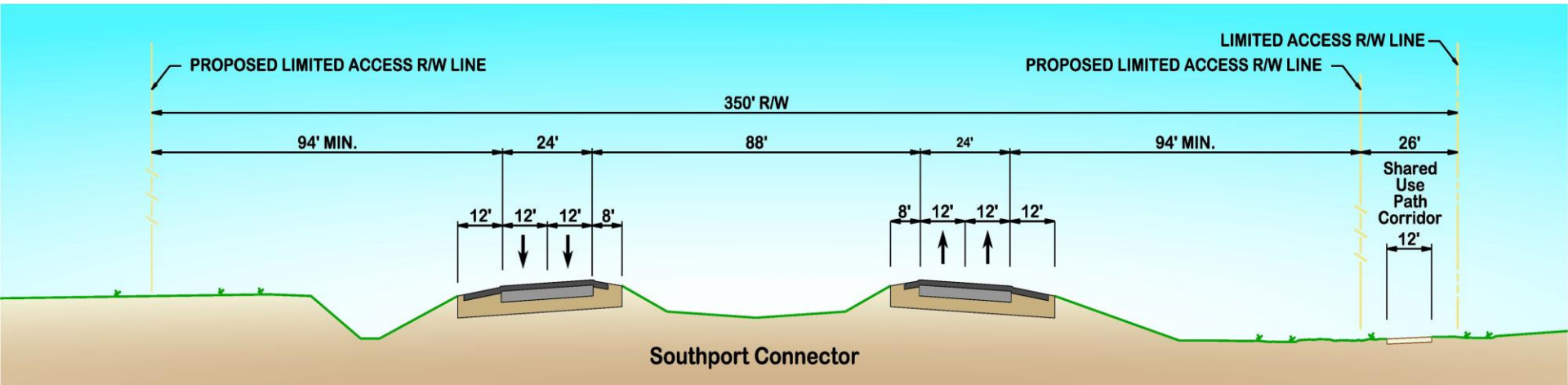


Southport Connector Expressway Cypress Parkway Alignment Alternative

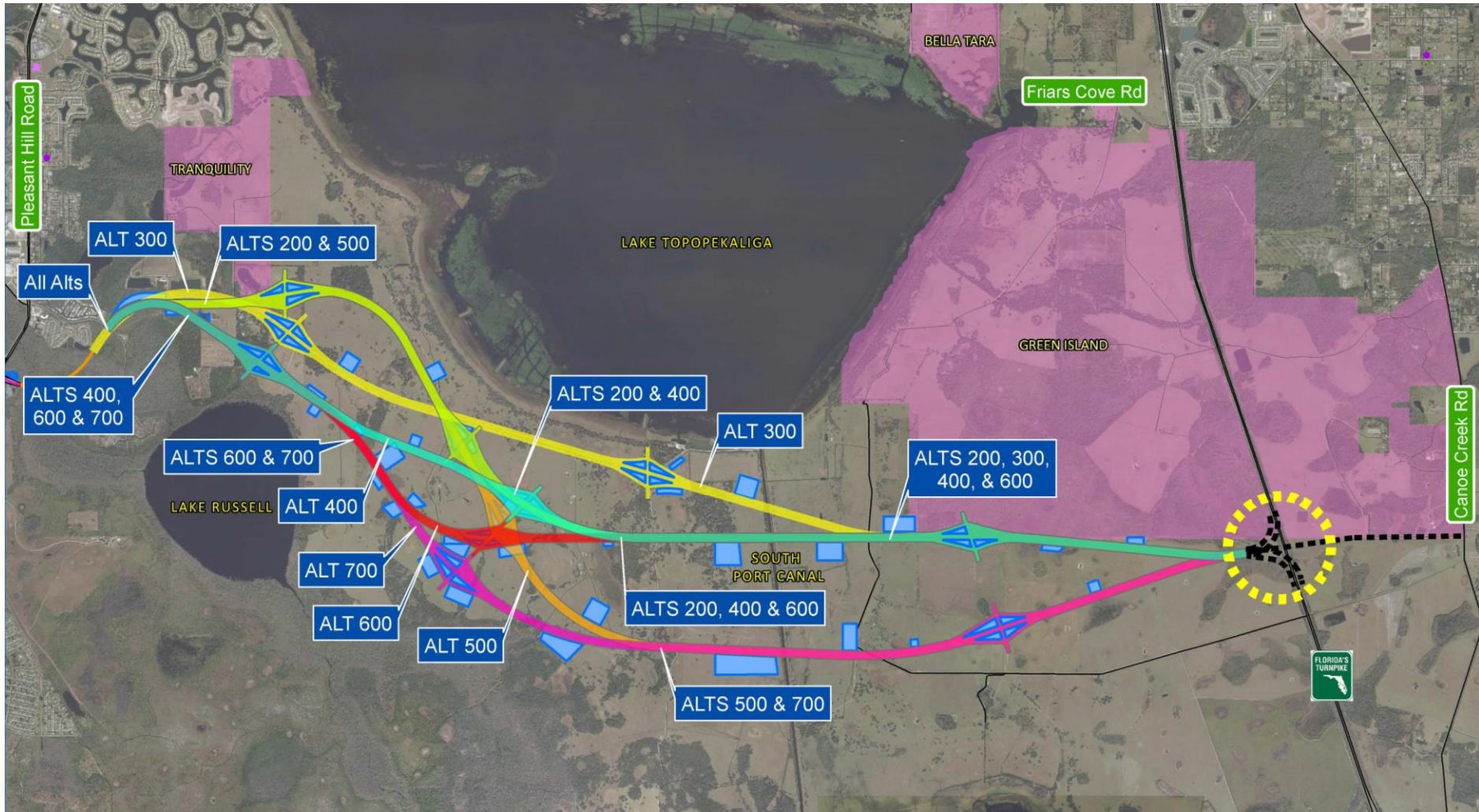


Southport Connector Expressway Lake Toho Area Typical Section

Pleasant Hill Road to Turnpike (At-Grade)



Southport Connector Expressway Lake Toho Area Alignment Alternatives



Evaluation Matrix

Evaluation Criteria	Unit of Measure	Cypress Pkwy	200	300	400	500	600	700
Design								
Alternative Length (approximate)	Miles	5.0	9.6	9.1	9.2	10.2	9.4	9.8
Proposed Right-of-Way Width (general and varies at interchanges)	feet	300	350	350	350	350	350	350
Proposed Bridges (total structures per alternative / total length of all structures)	Structures	12	8	8	8	8	8	8
	feet	5,667	752	782	756	751	801	747
Proposed Interchanges	Number	5	3	3	3	3	3	3
Projected 2045 Annual Average Daily Traffic (AADT) Volume (as a tolled facility) – includes connection to Canoe Creek Rd	vehicles	-	32,000	33,800	32,000	31,100	32,000	31,100
Physical								
Major Utility Conflicts - Existing	No. of Conflicts	14	5	6	1	4	1	0
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0	0	0	0
Contamination Sites & Facilities	No. of Conflicts	0	1	4	0	1	0	0
Railroad Involvement	No. of Conflicts	0	0	0	0	0	0	0
Cultural Environment Effects								
Public Lands	acres	0	12	22	13	13	13	14
Section 4(f) Coordination Required (Public Recreation Lands, Wildlife Refuges, etc.)	Y/N	Y	N	Y	N	N	N	N
Potential Historic Resources	No. of Conflicts	0	0	4	0	0	0	0
Potential Historic Linear Resources (Canals)	No. of Resources	0	1	1	1	1	1	1
Potential Archaeological Resources	No. of Resources	0	1	1	1	1	1	1
Natural Environment								
Water Features								
Ponds / Lakes	acres	1	2	0	0	2	0	0
Canals / Regulated Floodways	No. of Conflicts	2	1	1	1	1	1	1
Flood Hazard Areas - 100 Year Floodplain	acres	52	183	108	158	181	175	212
Wetlands (non-forested and forested)	acres	42	46	35	36	34	49	38
Potential Habitat - Federal Listed Species	acres	53	378	351	379	448	369	443
Potential Habitat - State Listed Species	acres	7	59	67	66	24	68	33
Potential Bald Eagle Nest	Y/N	N	Y	Y	Y	Y	Y	Y
Potential Species Impacts (composite rating)	Rating	Low	Medium	Medium	Medium	Medium	Medium	Medium
Mitigation Banks								
None	acres	0	0	0	0	0	0	0
Conservation Easement								
Solvita HOA	acres	0	0	0	0	0	0	0
Upper Lakes Basin Watershed	acres	0	12	12	13	12	13	13
Southport Regional Park	acres	0	0	10	0	0	0	0
Kissimmee Chain of Lakes	acres	0	0	0	0	1	0	1

Concept, Feasibility & Mobility Studies

Break – 10 minutes



Concept, Feasibility & Mobility Studies

Northeast Connector Expressway

Northeast Connector Expressway

Previous Studies / History

- SR 417 Southern Extension Concept Development and Evaluation Study, Wilbur Smith Associates, Inc. (WSA), May 2008
- Preliminary Alignment Evaluation for Southport Connector East from Canoe Creek Road to SR 528, Kimley-Horn and Associates, Inc. (KHA), June 2010
- Northeast Connector Expressway Preliminary Alignment Feasibility Study Tier 1 Corridor Analysis Memorandum, Vanasse Hangen Brustlin, Inc. (VHB), February 2016

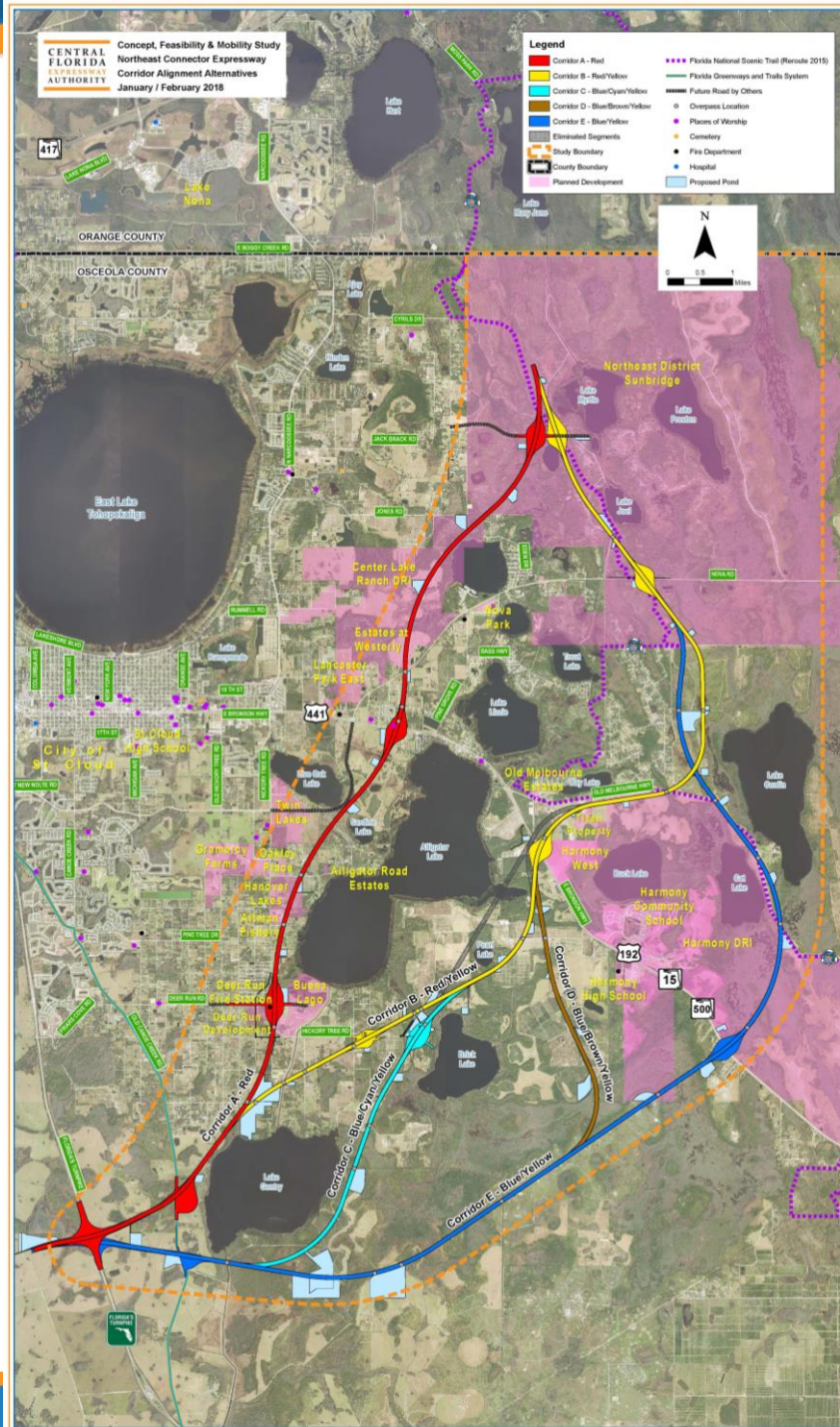
Northeast Connector Expressway

Previous Studies' Evaluation and Recommendations

- Both alignments identified in the KHA report should be carried forward – with further refinements and shifts.
- Alternative alignments should be developed within – and outside of – the OCX Master Plan Northeast Connector Corridor.

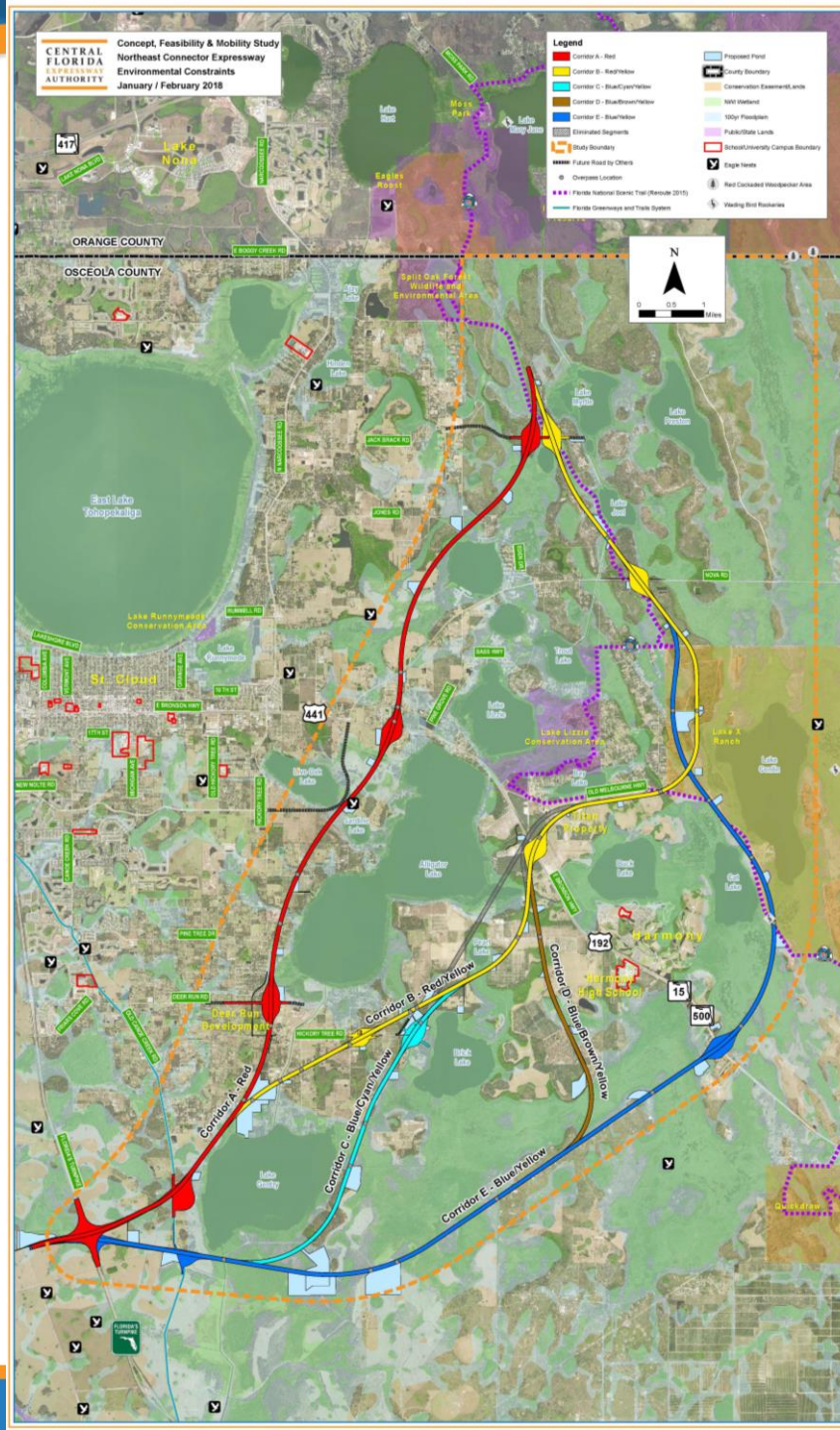
Northeast Connector Expressway

Alternative Corridors



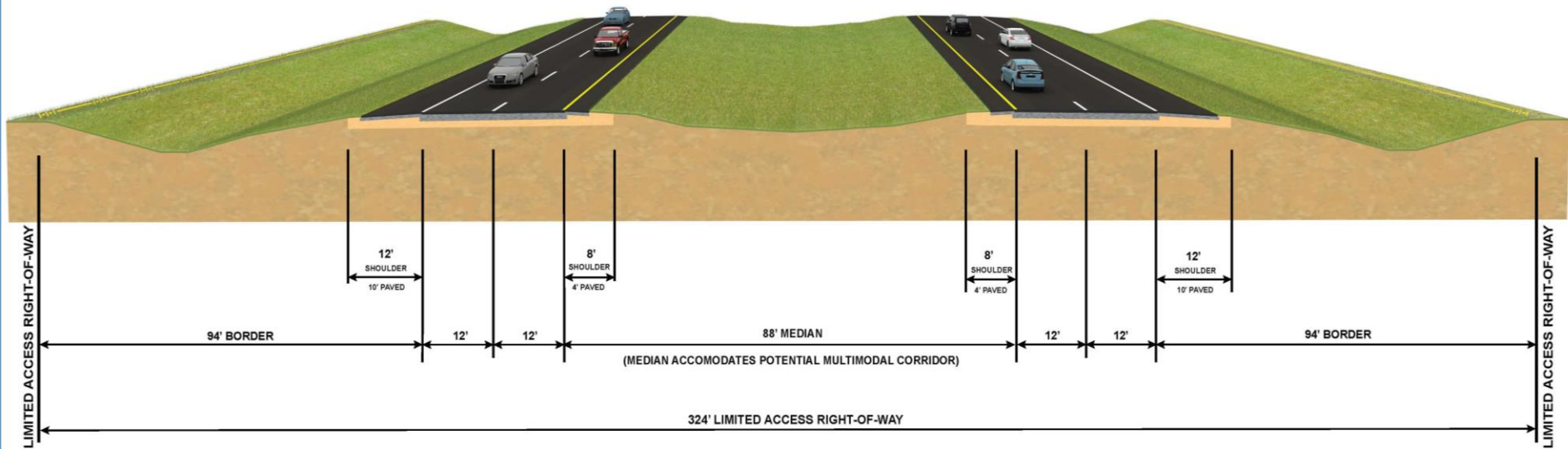
Northeast Connector Expressway

Environmental Constraints



Northeast Connector Expressway

Typical Section



Evaluation Matrix

Evaluation Criteria	Unit of Measure	Corridor A-Red	Corridor B-Red/Yellow	Corridor C-Blue/Cyan/Yellow	Corridor D-Blue/Brown/Yellow	Corridor E-Blue/Yellow	
Design							
Alternative Length (approximate)	Miles	16	19	21	23	23	
Proposed Right-of-Way Width (general and varies at interchanges)	Feet	324	324	324	324	324	
Proposed Bridges	total structures per alternative	Structures	24	34	30	28	32
	total length of all structures	Feet	2,006	3,355	2,723	2,626	4,209
Proposed Interchanges	Number	5	6	6	5	5	
Projected 2045 Annual Average Daily Traffic (AADT) Volume (as a tolled facility) ⁽¹⁾	Vehicles	25,600	16,900	16,900	13,700	13,900	
Physical							
Major Utility Conflicts - Existing	No. of Conflicts	5	5	3	3	2	
Major Utility Conflicts - Planned	No. of Conflicts	8	5	0	0	0	
Contamination Sites & Facilities	No. of Conflicts	1	0	0	0	1	
Railroad Involvement	No. of Conflicts	0	0	0	0	0	
Cultural Environment Effects							
Public Lands (public recreation lands, wildlife refuges, etc.)	Acres	1	0	0	0	0	
Section 4(f) Coordination Required	Y/N	N	N	N	N	N	
Potential Historic Resources	No. of Conflicts	15	8	2	1	0	
Potential Historic Linear Resources (canals/roads)	No. of Resources	1	1	1	1	1	
Potential Archaeological Resources	No. of Resources	0	0	0	0	0	
Natural Environment							
Water Features							
Ponds / Lakes	Acres	11	13	16	9	6	
Canals / Regulated Waterways	No. of Conflicts	1	3	3	2	2	
Flood Hazard Areas - 100 Year Floodplain	Acres	551	476	712	972	1,132	
Wetlands (non-forested and forested)	Acres	140	210	231	324	357	
Potential Habitat - Federal Listed Species	Acres	1,044	1,153	1,077	1,249	1180	
Potential Habitat - State Listed Species	Acres	1,110	1,216	1,208	1,281	1256	
Potential Bald Eagle Nest	Y/N	Y	N	N	N	N	
Potential Species Impacts (composite rating)	Rating (high, medium, low)	High	High	Medium	Medium	Low	
Mitigation Banks							
Lake X Ranch Mitigation Bank	Acres	0	92	92	92	150	
Conservation Easement	Acres	0	0	0	0	0	
Social							
Right-of-Way Area (including proposed ponds)	Acres	1,349	1,447	1,581	1,707	1,758	
Potential Residential Impacts (includes partially impacted parcels)	Total Parcels	367	74	22	28	3	
Existing	Parcels	181	55	3	9	3	
	Planned	Parcels	186	19	19	19	0
Potential Non-Residential Impacts (includes partially impacted parcels)	Total Parcels	232	152	141	118	122	
Existing	Parcels	232	151	140	117	122	
	Planned	Parcels	0	1	1	1	0
Community Facilities	No. of Conflicts	2	0	0	0	0	
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0	0	0	
Trails	No. of Conflicts	2	5	5	5	7	
Community Cohesion Effects	Rating (high, medium, low)	Medium	Medium	Low	Low	Low	
Socioeconomic Impacts to Special Populations	Rating (high, medium, low)	Medium	Low	Low	Low	Low	
Proposed Development (PD) / Development of Regional Impact (DRI)	Acres	622	761	806	890	887	
Estimated Costs⁽²⁾							
Roadway Construction		\$339,400,000	\$372,000,000	\$393,200,000	\$488,500,000	\$500,600,000	
Bridge Construction		\$67,600,000	\$92,500,000	\$79,900,000	\$73,200,000	\$98,200,000	
Interchange Construction		\$457,800,000	\$475,200,000	\$519,800,000	\$483,200,000	\$493,400,000	
Toll Collection Equipment		\$5,100,000	\$5,100,000	\$5,100,000	\$5,100,000	\$5,100,000	
Right-of-Way Areas (including proposed ponds)		\$298,900,000	\$242,600,000	\$210,600,000	\$201,800,000	\$210,800,000	
Mitigation (wetlands & wildlife)		\$26,900,000	\$64,800,000	\$84,200,000	\$80,100,000	\$83,900,000	
Total Estimated Alternative Costs		\$1,195,700,000	\$1,252,200,000	\$1,292,800,000	\$1,331,700,000	\$1,392,000,000	
Projected Traffic Revenue (2045)		TBD	TBD	TBD	TBD	TBD	

Concept, Feasibility & Mobility Studies

Osceola Parkway Extension

Osceola Parkway Extension Project Background

- **March 2012:** Osceola County's Osceola Parkway Extension Preliminary Feasibility Study
- **June 2012:** ETDM Programming Screen Summary Report published (ETDM No. 13789)
- **September 2012:** OCX & Florida's Turnpike initiated PD&E Study
- **January 2017:** PD&E Study Public Hearing held
- **May 12, 2017:** OCX approved PD&E Preliminary Environmental Impact Report (PEIR)

Osceola Parkway Extension Project Update

- 1. Where were we last time we met?**
- 2. What's happened since then?**
- 3. What have we done with your input?**
- 4. What are our current alternatives?**
- 5. What's next?**

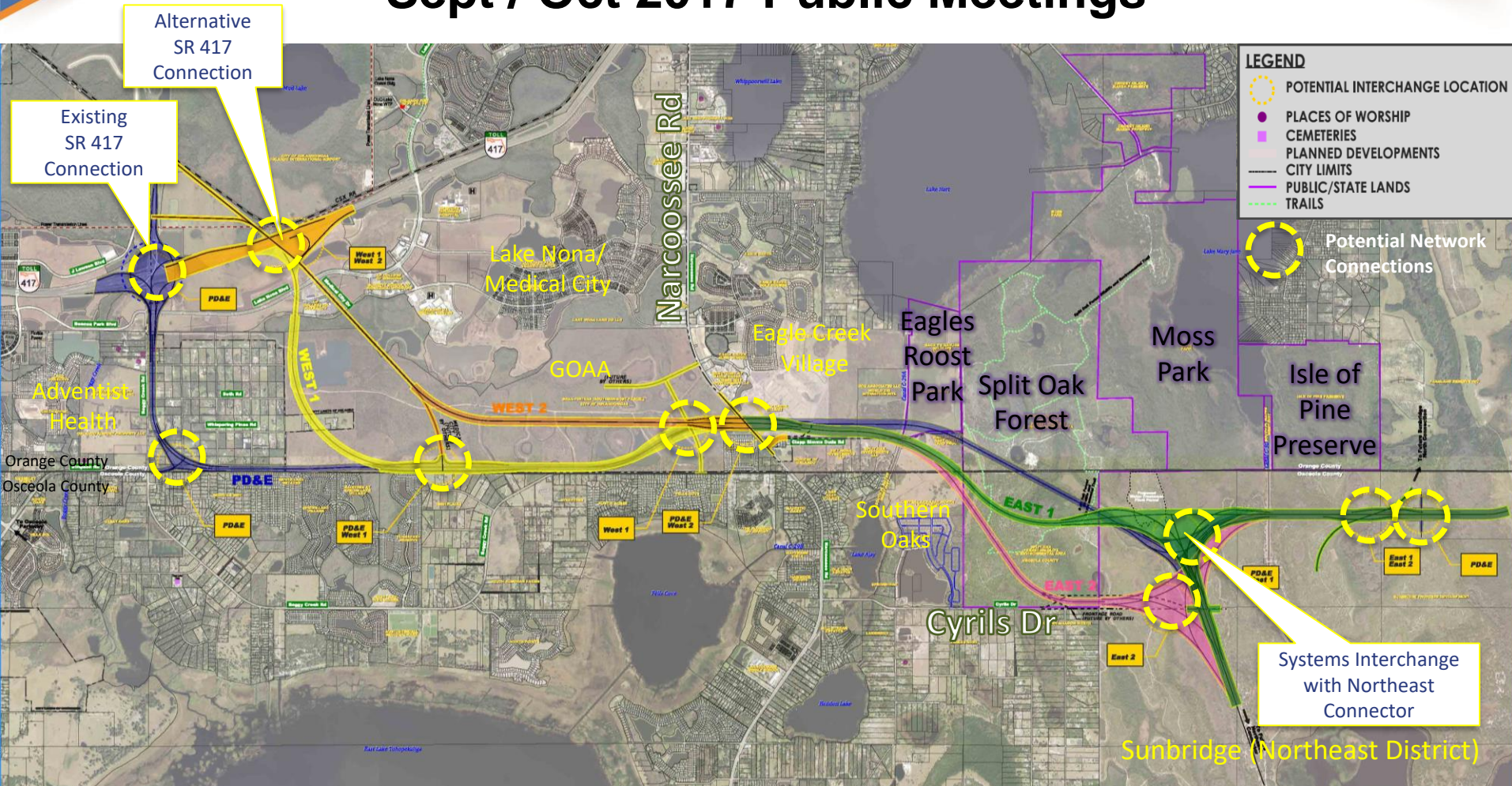
Osceola Parkway Extension Project Update

1. Where were we last time we met?

- EAG / PAG Meetings - July 2017
- Public Meetings - September / October 2017
- Initial Corridors Shown

Initial Corridors

Sept / Oct 2017 Public Meetings



Connects to existing SR 417 interchange at Boggy Creek Rd:

- Dark Blue - PD&E Recommended Alternative

Alternative SR 417 Connection:

- Orange – West 1
- Yellow – West 2

Alternative Northeast Connections:

- Green – East 1
- Pink – East 2

Public & Agency Input – What we heard...

- Minimize impacts to Split Oak Forest
- Provide noise barriers and landscape buffers near residences
- Provide for Florida National Trail connectivity across Osceola Parkway Extension
- Minimize impacts to existing residences

Osceola Parkway Extension Project Update

2. What's happened since then?

- Public comments
- Stakeholder meetings
- Agency coordination
- Corridor refinements
- Reduction of impacts

Osceola Parkway Extension Project Update

3. What have we done with your input?

- Six potential alignments (2 west, 4 east)
- Construction cost and right-of-way estimates
- Desktop environmental analysis
- Alternatives evaluation matrix
- Traffic projections

Osceola Parkway Extension Current Alternatives

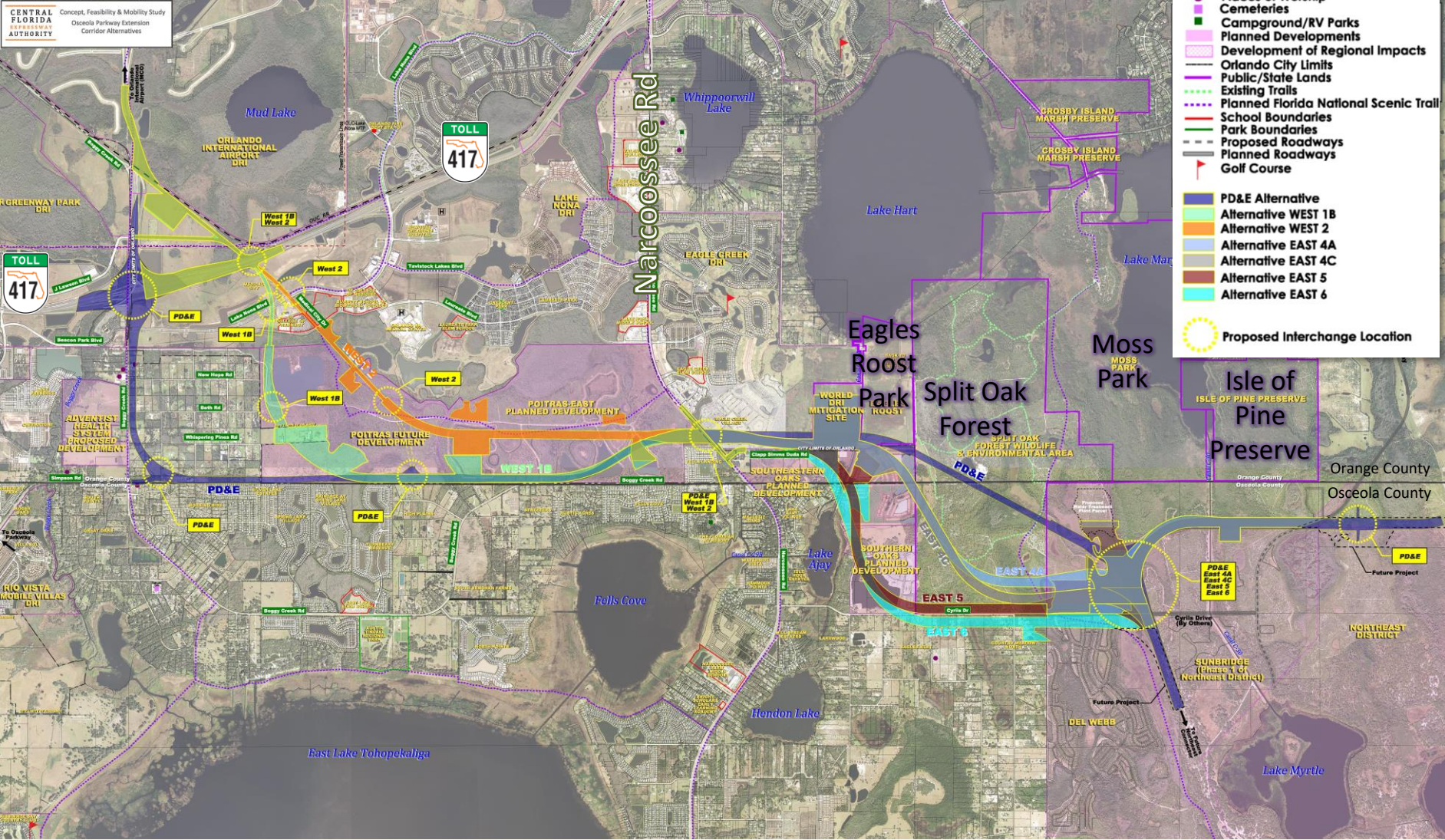
LEGEND

- Places of Worship
- Cemeteries
- Campground/RV Parks
- Planned Developments
- Development of Regional Impacts
- Orlando City Limits
- Public/State Lands
- Existing Trails
- - - Planned Florida National Scenic Trail
- School Boundaries
- Park Boundaries
- - - Proposed Roadways
- - - Planned Roadways
- ▲ Golf Course

- PD&E Alternative
- Alternative WEST 1B
- Alternative WEST 2
- Alternative EAST 4A
- Alternative EAST 4C
- Alternative EAST 5
- Alternative EAST 6

- ☀ Proposed Interchange Location

CENTRAL FLORIDA EXPRESSWAY AUTHORITY
 Concept, Feasibility & Mobility Study
 Osceola Parkway Extension
 Corridor Alternatives



Osceola Parkway Extension Major Environmental Constraints

LEGEND

- NWI Wetland
- 100-Year Floodplain
- Water Management District Easements
- Public/State Lands
- Existing Trails
- Planned Florida National Scenic Trail
- Innovation Way Overlay Area
- Narcoossee Planning Initiative
- Historic Structures
- School Boundaries
- Park Boundaries
- Proposed Roadways
- Planned Roadways
- Orlando City Limits
- PD&E Alternative
- Alternative WEST 1B
- Alternative WEST 2
- Alternative EAST 4A
- Alternative EAST 4C
- Alternative EAST 5
- Alternative EAST 6

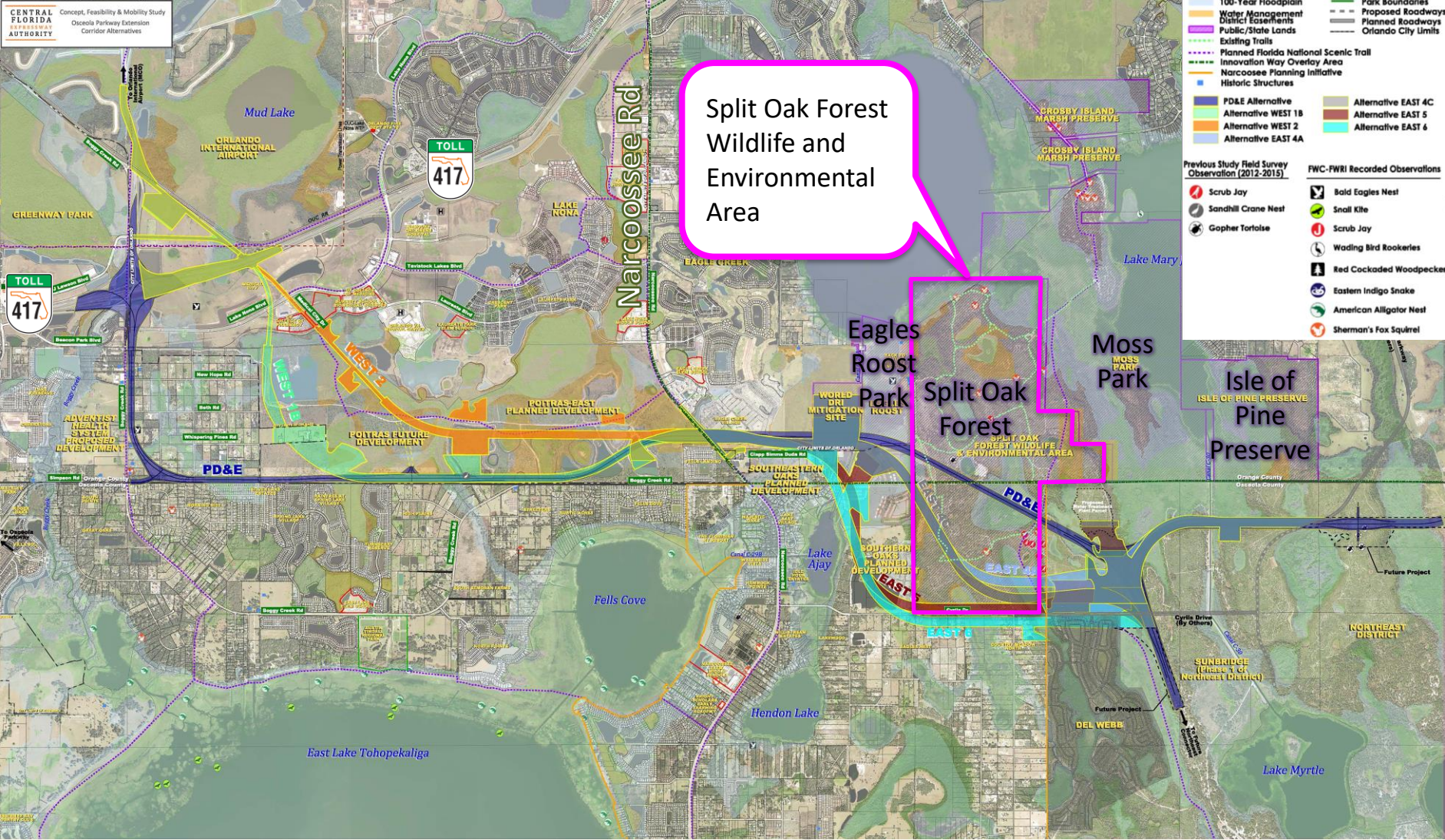
Previous Study Field Survey Observation (2012-2015)

- Scrub Jay
- Sandhill Crane Nest
- Gopher Tortoise
- Bald Eagles Nest
- Snail Kite
- Scrub Jay
- Wading Bird Rookeries
- Red Cockaded Woodpecker
- Eastern Indigo Snake
- American Alligator Nest
- Sherman's Fox Squirrel

FWC-FWRI Recorded Observations

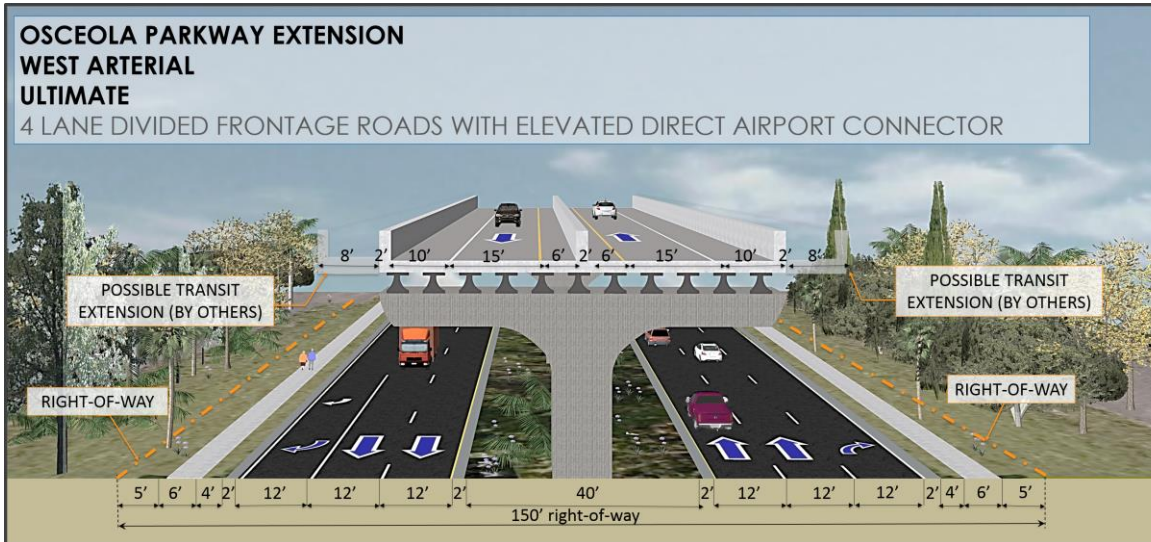
- Bald Eagles Nest
- Snail Kite
- Scrub Jay
- Wading Bird Rookeries
- Red Cockaded Woodpecker
- Eastern Indigo Snake
- American Alligator Nest
- Sherman's Fox Squirrel

CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Concept, Feasibility & Mobility Study
Osceola Parkway Extension
Corridor Alternatives

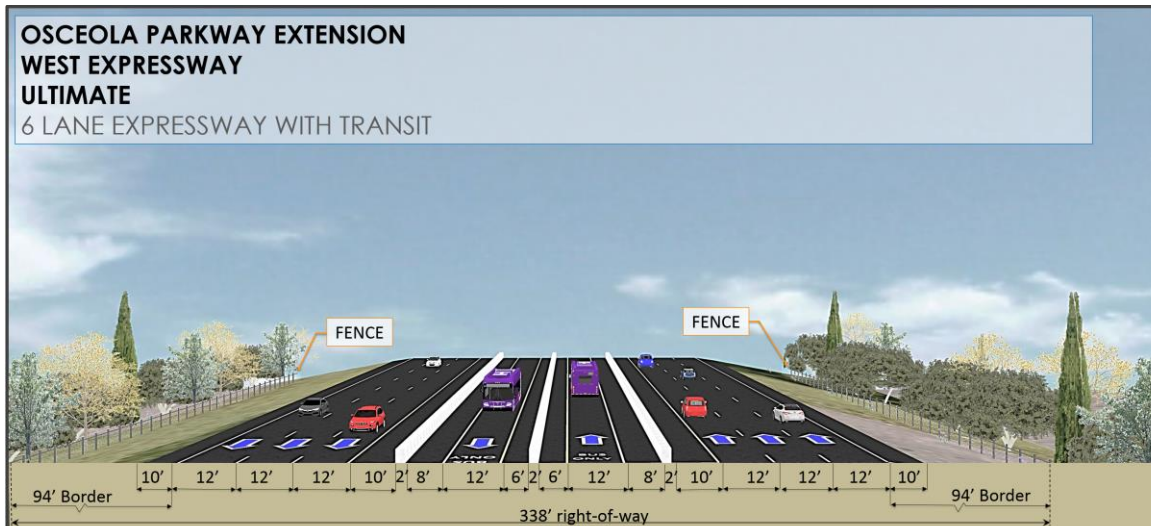


Split Oak Forest
Wildlife and
Environmental
Area

Osceola Parkway Extension West Ultimate Typical Sections



Limits:
Jeff Fuqua Boulevard to
Laureate Boulevard



Limits:
Laureate Boulevard to
Narcoossee Road

Osceola Parkway Extension

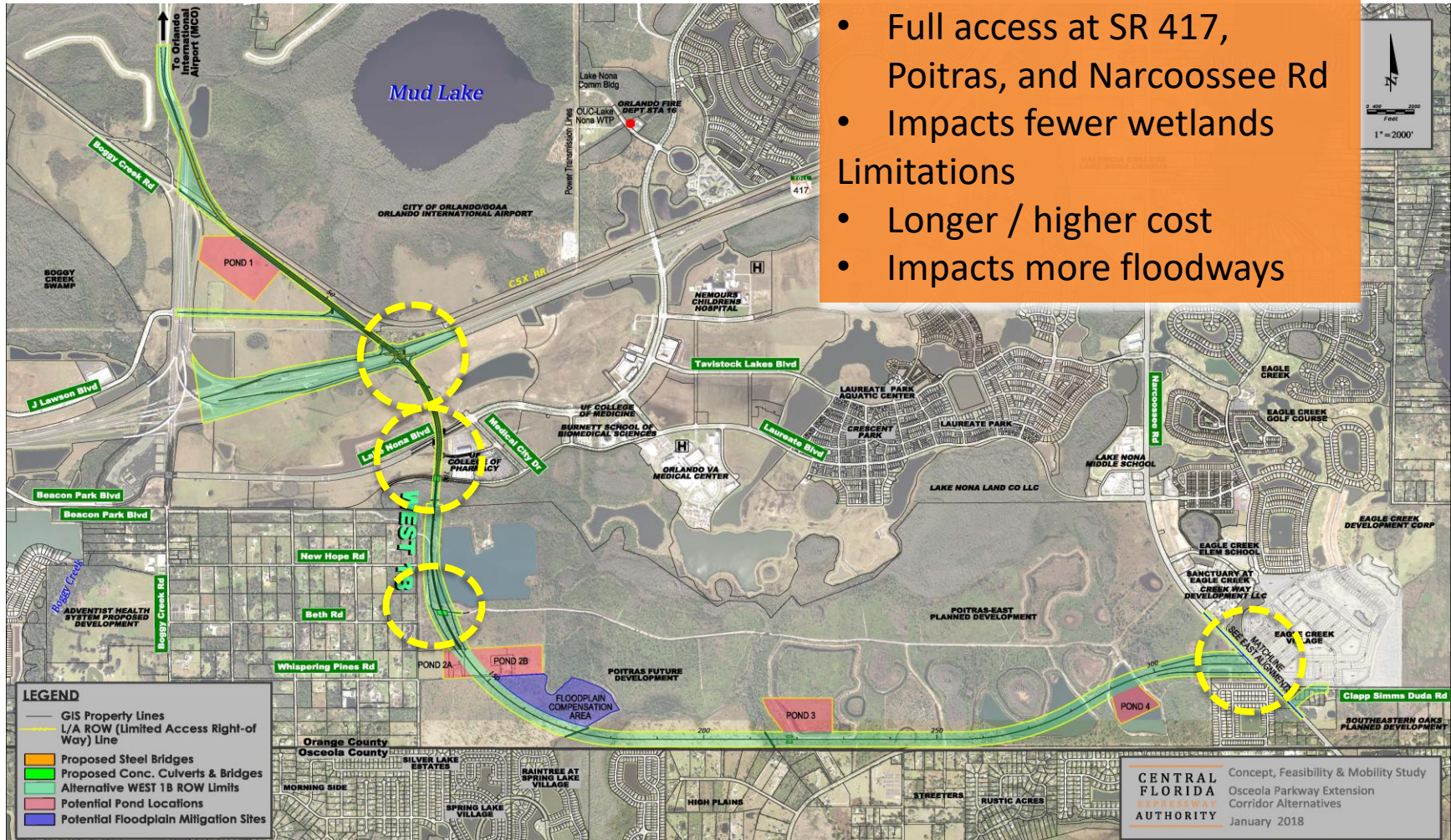
Current Alternative – West 1B

Advantages

- Full access at SR 417, Poitras, and Narcoossee Rd
- Impacts fewer wetlands

Limitations

- Longer / higher cost
- Impacts more floodways



Osceola Parkway Extension

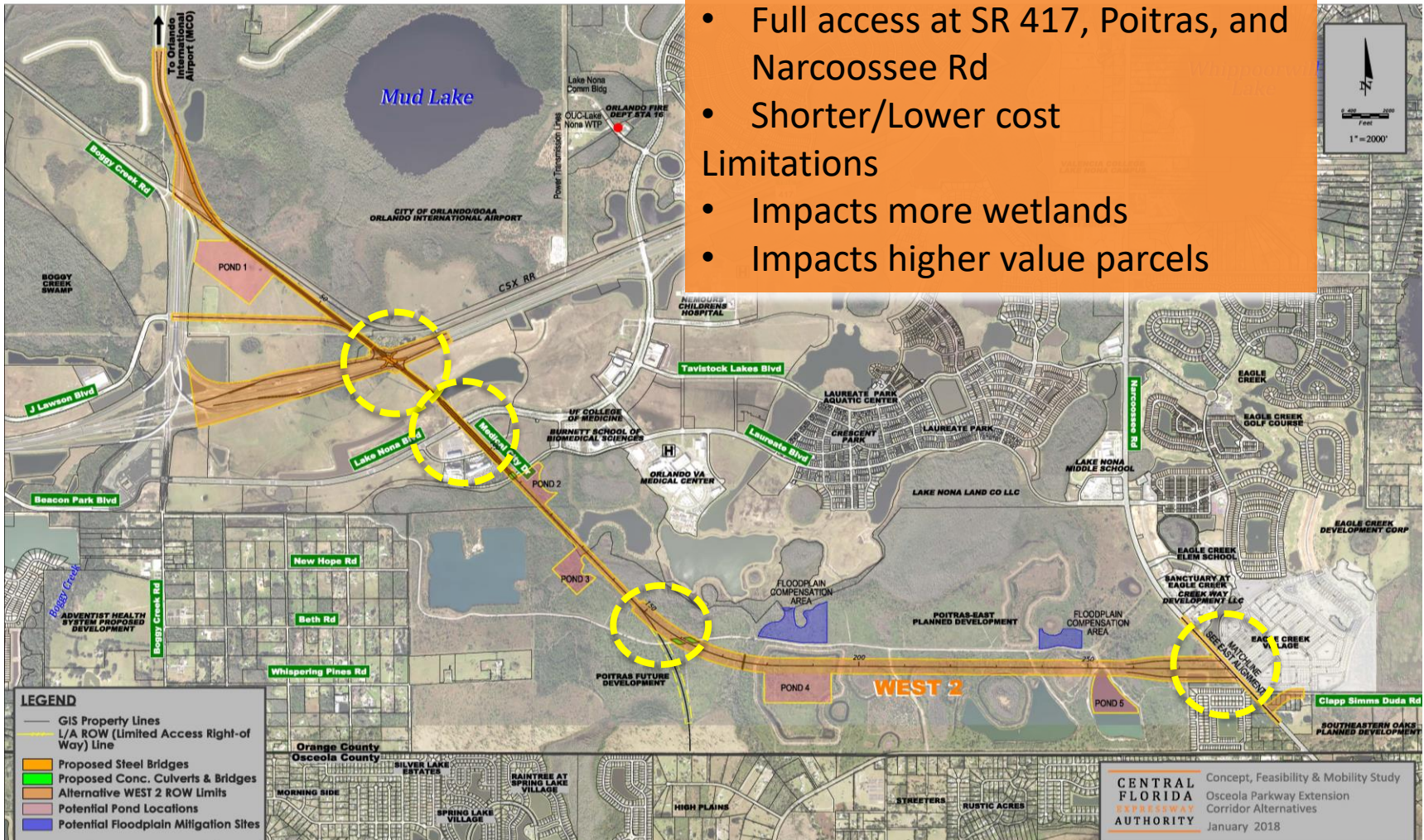
Current Alternative – West 2

Advantages

- Full access at SR 417, Poitras, and Narcoossee Rd
- Shorter/Lower cost

Limitations

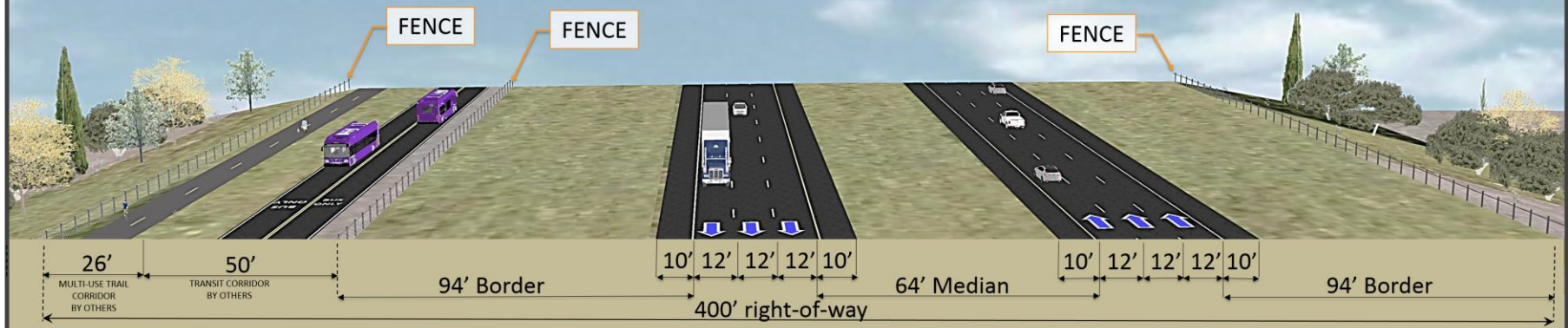
- Impacts more wetlands
- Impacts higher value parcels



Osceola Parkway Extension East Expressway Ultimate Typical Section

OSCEOLA PARKWAY EXTENSION EAST EXPRESSWAY ULTIMATE

6 LANE EXPRESSWAY WITH TRANSIT AND MULTI-USE TRAIL



Osceola Parkway Extension

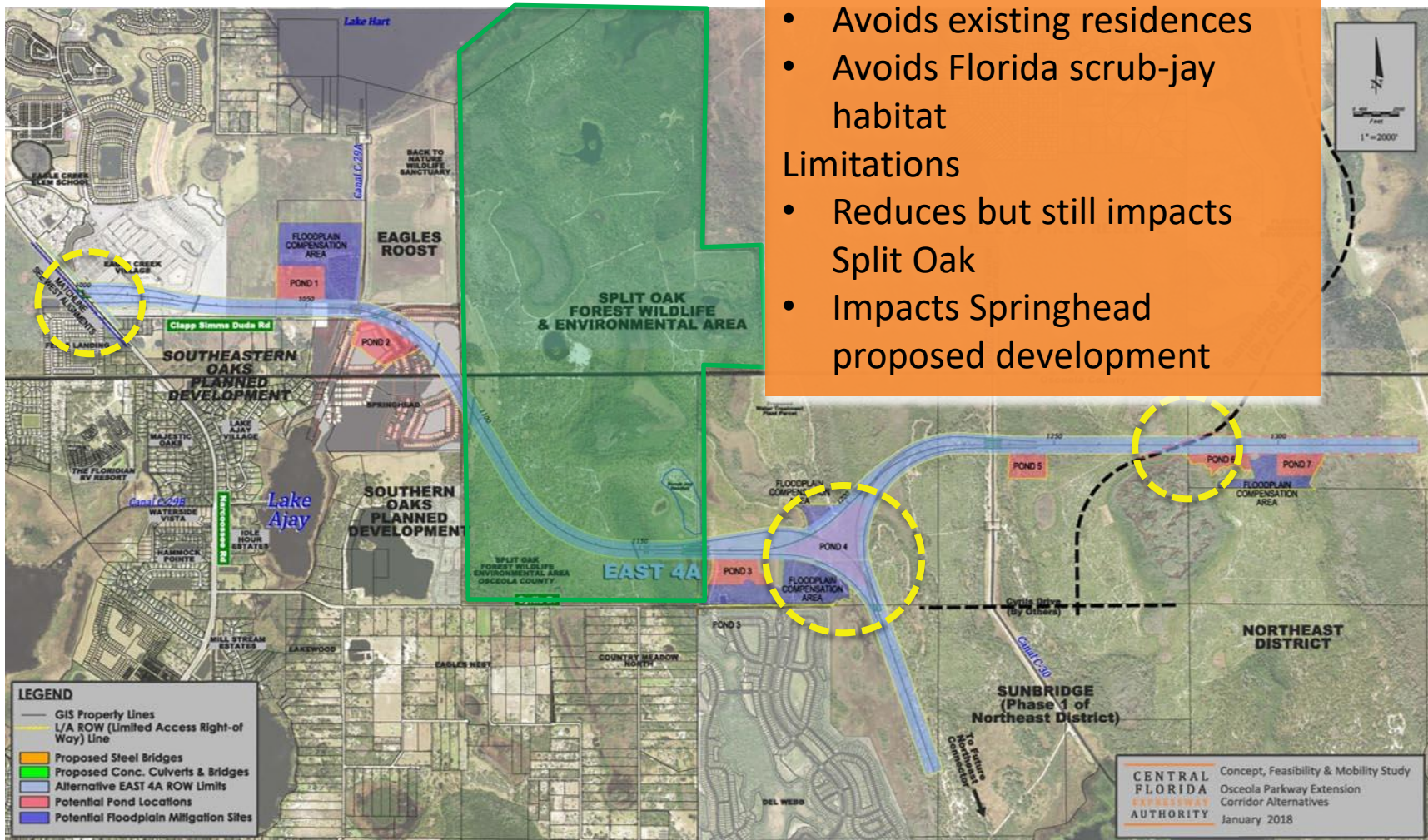
Current Alternative – East 4A

Advantages

- Avoids existing residences
- Avoids Florida scrub-jay habitat

Limitations

- Reduces but still impacts Split Oak
- Impacts Springhead proposed development



Osceola Parkway Extension

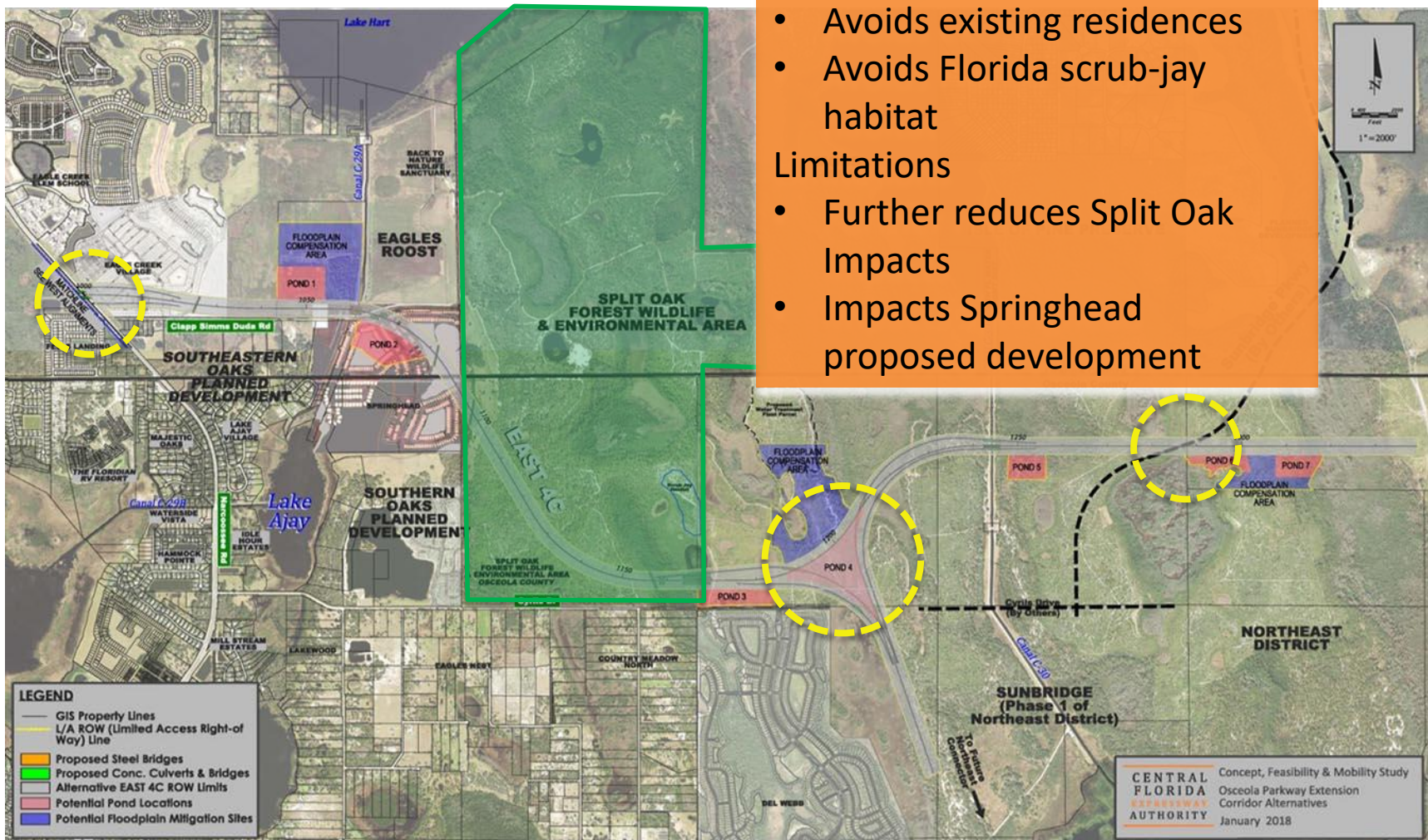
Current Alternative – East 4C

Advantages

- Avoids existing residences
- Avoids Florida scrub-jay habitat

Limitations

- Further reduces Split Oak Impacts
- Impacts Springhead proposed development

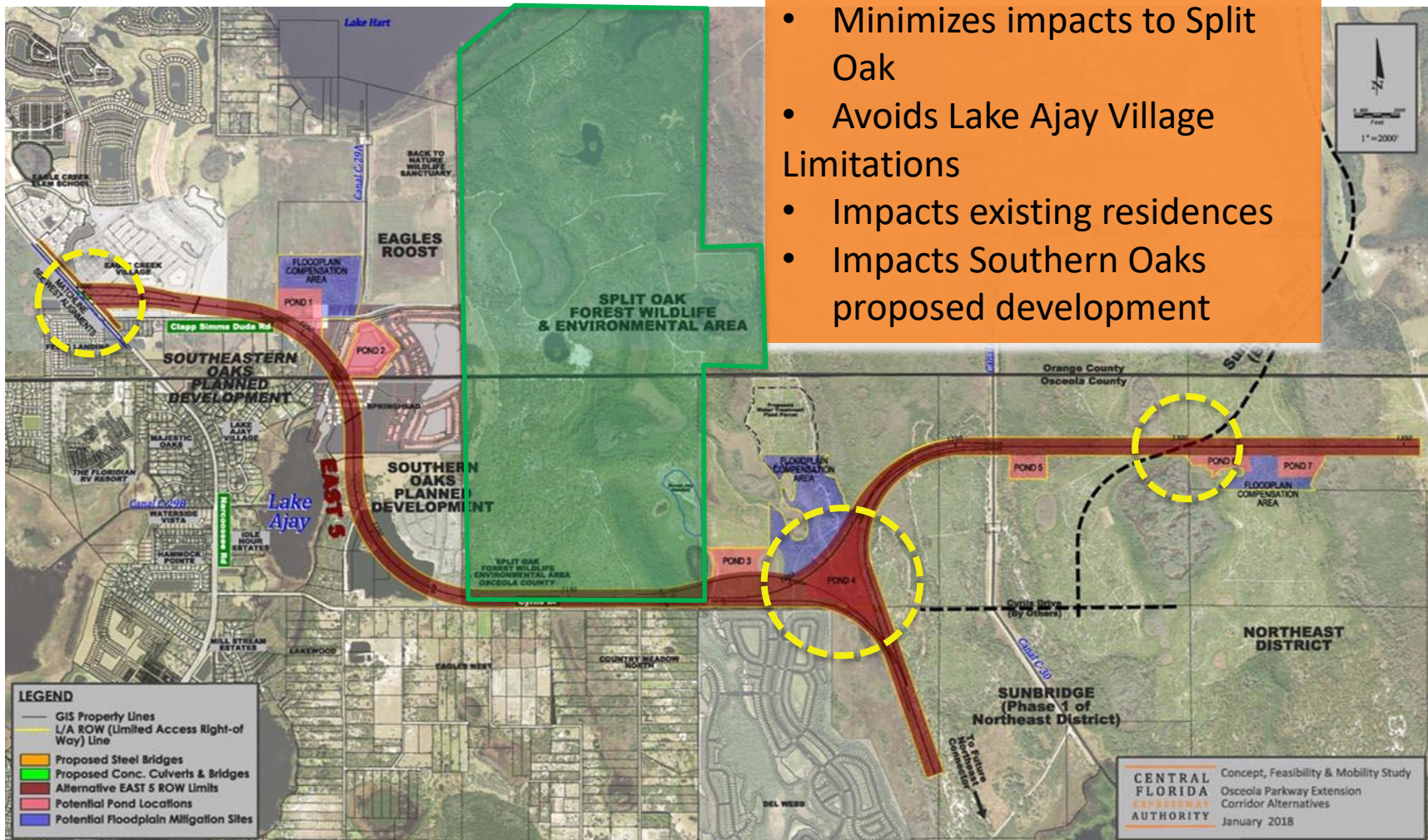


Osceola Parkway Extension

Current Alternative – East 5

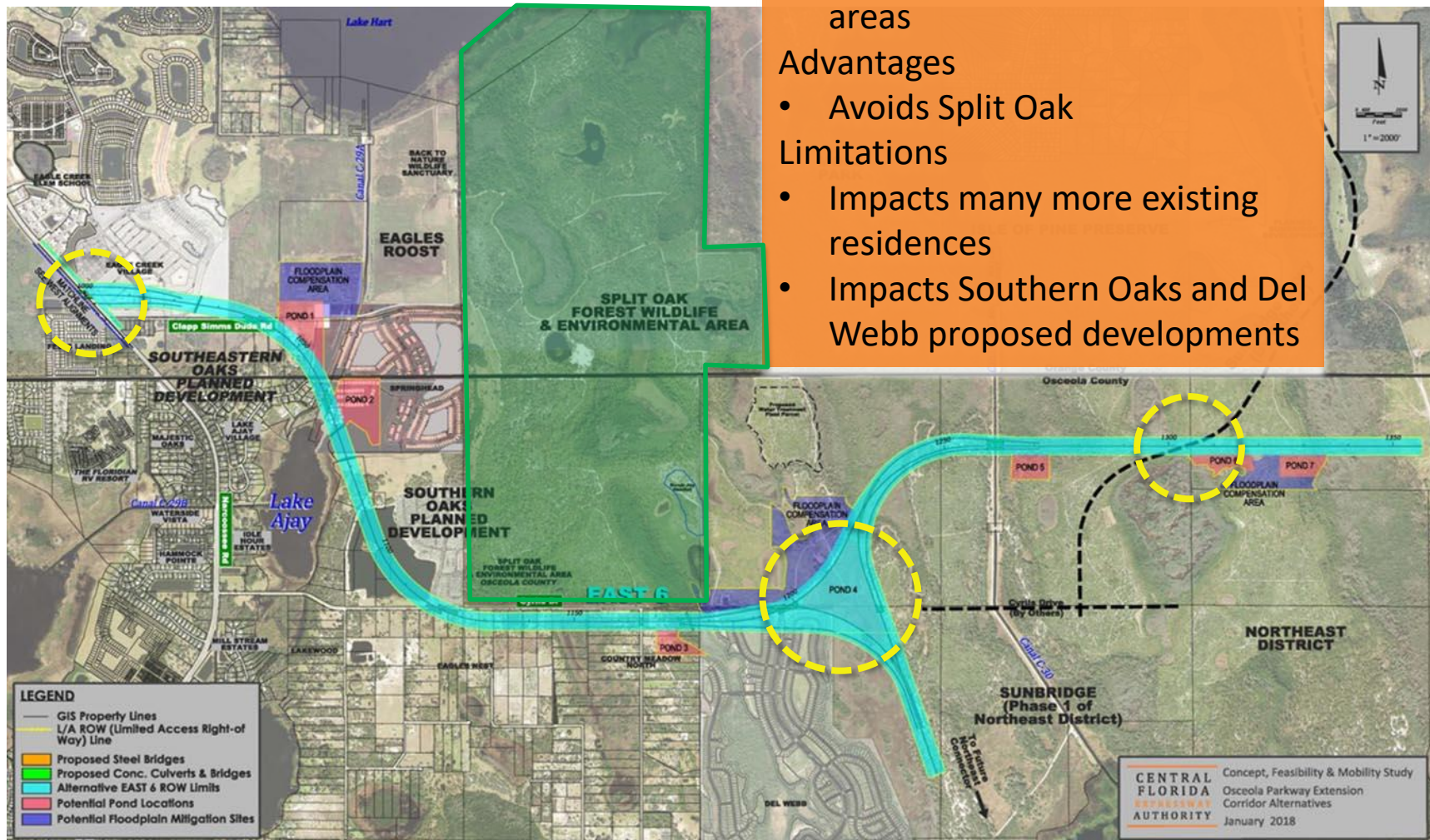
Advantages

- Minimizes impacts to Split Oak
- Avoids Lake Ajay Village Limitations
- Impacts existing residences
- Impacts Southern Oaks proposed development



Osceola Parkway Extension

Current Alternative – East 6



Osceola Parkway Extension Project Update

5. What's next?

- Incorporate all EAG / PAG / Public Input
- Refine corridors reflecting that input
- Complete summary report
- Present to CFX Board on March 8, 2018

Concept, Feasibility & Mobility Studies

Break – 10 minutes



Concept, Feasibility & Mobility Studies

Open Discussion

Concept, Feasibility & Mobility Studies

Next Steps

- PAG Meetings – Feb. 6 & 8
- Public Meetings – Feb. 13, 15 & 21
- Consultants Update Draft Concept Report
- Board Presentations – TBD
- CFX Board Concept Draft Report Review & Discussion –
March 8
- Consultants Finalize Concept Report

Concept, Feasibility & Mobility Studies

Action Items

Concept, Feasibility & Mobility Studies

For More Information, Contact:

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Hotline: 407-802-3210

Web Address:

<https://www.cfxway.com/agency-information/plans-studies/project-studies/public-involvement/>

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