

Osceola Parkway Extension

Project Advisory Group Meeting No. 2

February 8, 2018



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.



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
- VIII. Open Discussion
- IX. Next Steps
- X. Action Items



Concept, Feasibility & Mobility Studies 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.



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.

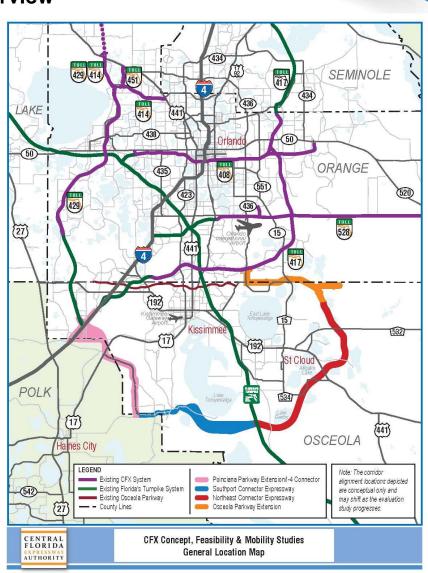
- Poinciana Parkway Extension / I-4 Connector
 Alternative Corridor Evaluation Report (ACER) November 2015
- Southport Connector Expressway
 Alternative Corridor Evaluation Report (ACER) October 2015
- Northeast Connector Expressway
 (Southport Connector East, from Canoe Creek Road to SR 528)
 Preliminary Alignment Evaluation June 2010
- Osceola Parkway Extension
 Project Development & Environment (PD&E) Study May 2017



Concept, Feasibility & Mobility Studies 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





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.



Study Methodology

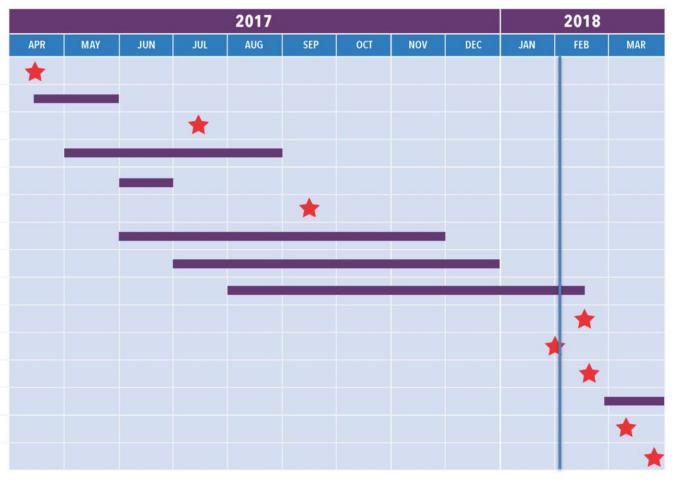
The analysis has incorporated and built upon the previous work and coordination achieved from the preceding studies, while conducting a "freshlook" at the proposed corridor segments and researching recent information that could influence the current decision-making.

- 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.



Proposed Schedule Concept, Feasibility & Mobility Studies

Notice to Proceed **Review of Previous Studies Reports** EAG & PAG Project Kickoff Meeting Collection of Additional Data Review and Define Purpose & Need **Public Informational Kickoff Meetings** Corridor Analysis Concept, Traffic & Design Analysis Concept, Feasibility & Mobility Study Report Concept, Feasibility & Mobility Study Draft EAG & PAG Pre-Public Workshop Meeting **Public Informational Meetings** Revise Concept, Feasibility & Mobility Report **CFX Board Review** Concept, Feasibility & Mobility Study Final





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/





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?

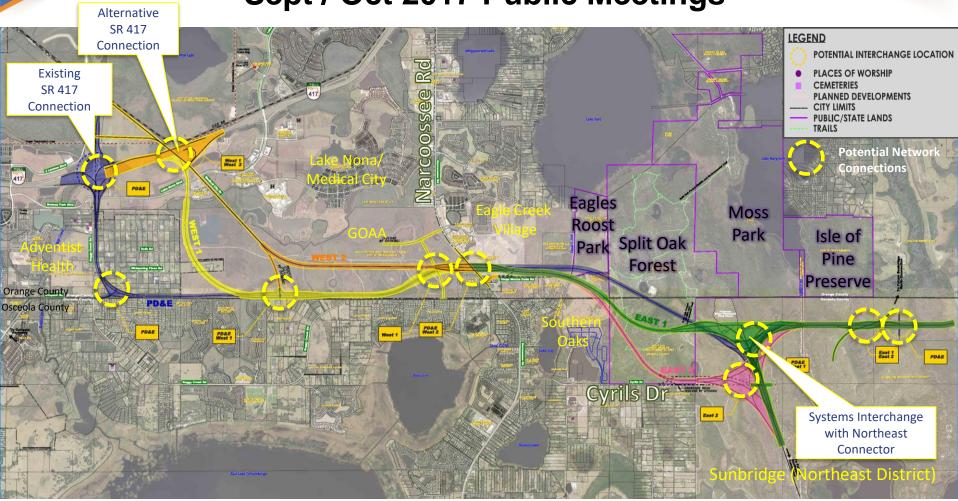


Osceola Parkway Extension Project Update

- 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



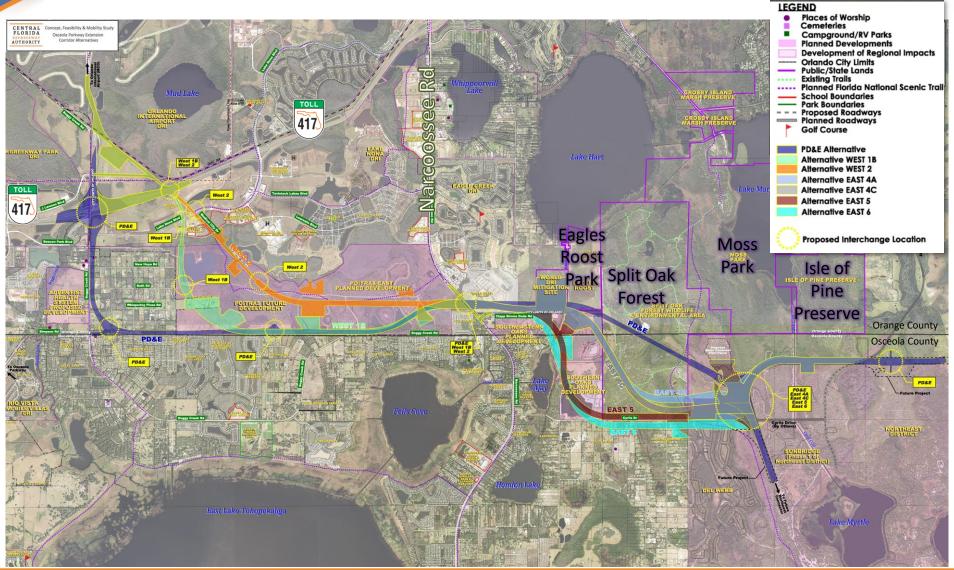
Osceola Parkway Extension Project Update

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



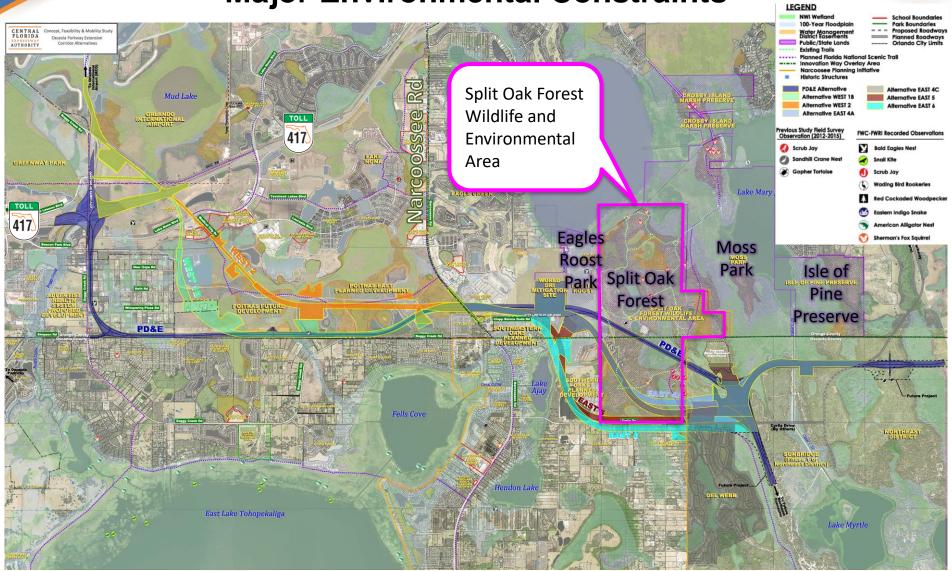
Osceola Parkway Extension
Current Alternatives





Osceola Parkway Extension

Major Environmental Constraints

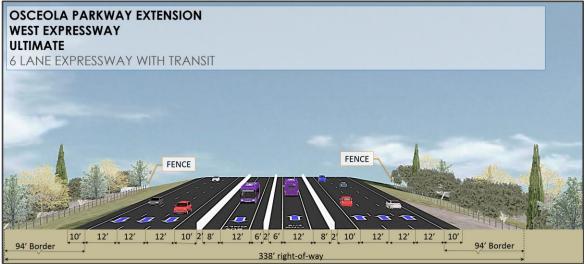




Osceola Parkway Extension West Ultimate Typical Sections

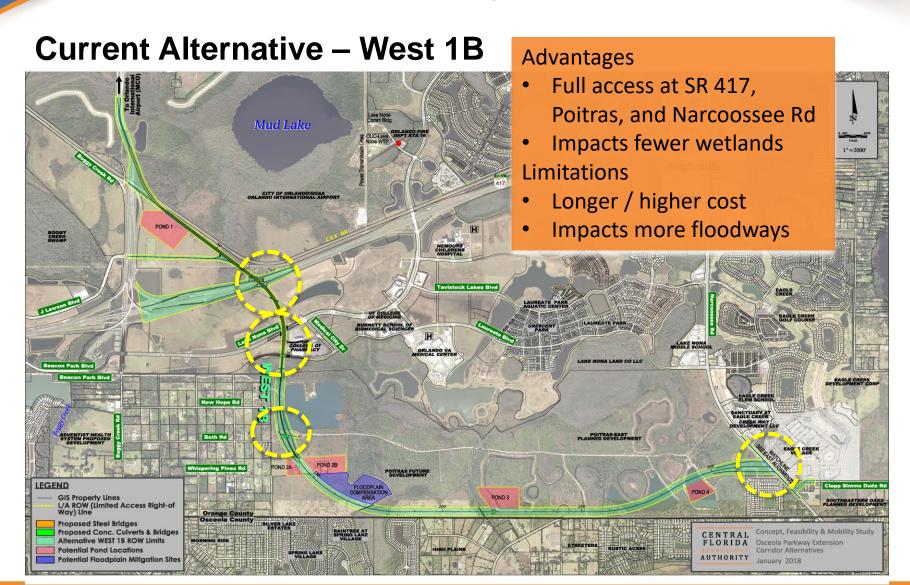


Limits:
Jeff Fuqua Boulevard to
Laureate Boulevard



Limits:
Laureate Boulevard to
Narcoossee Road



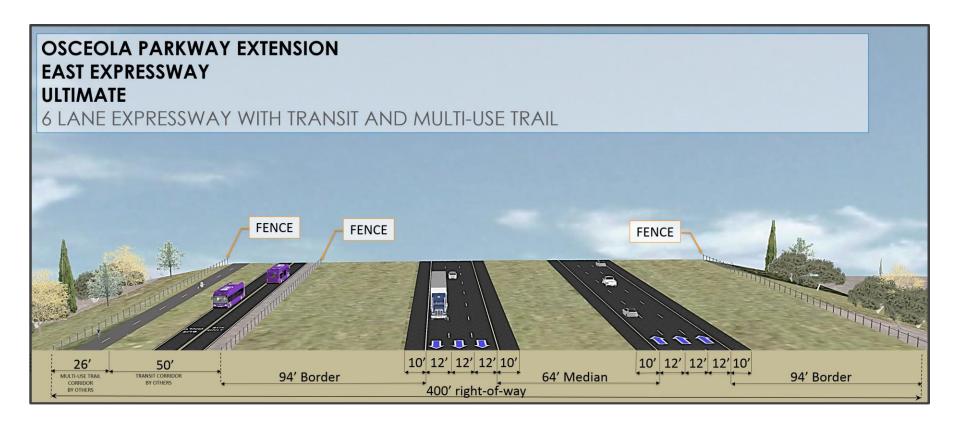




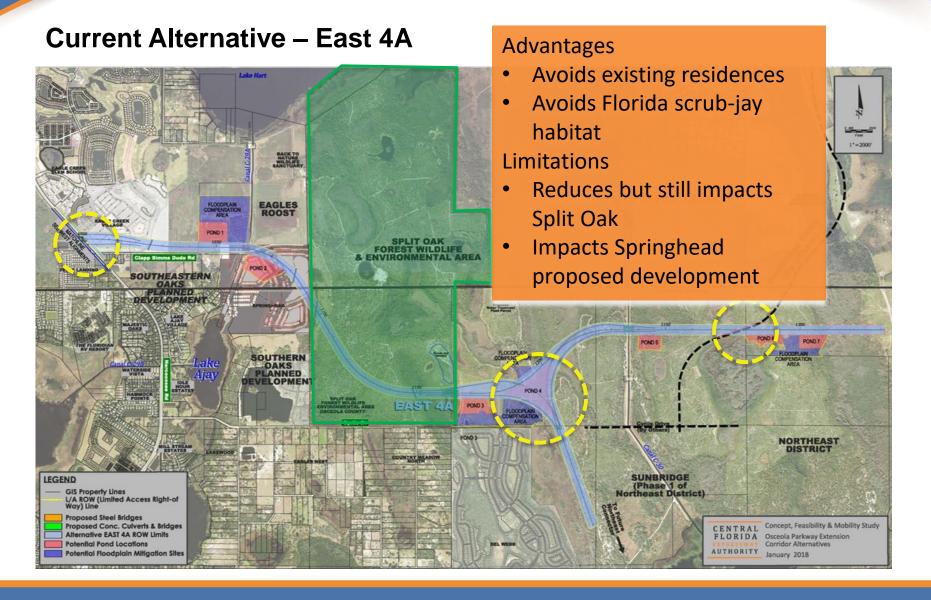
Current Alternative – West 2 Advantages Full access at SR 417, Poitras, and Narcoossee Rd Mud Lake Shorter/Lower cost Limitations Impacts more wetlands Impacts higher value parcels LAUREATE PAI GIS Property Lines L/A ROW (Limited Access Right-of Way) Line Proposed Conc. Culverts & Bridge **Alternative WEST 2 ROW Limits** Osceola Parkway Extension FLORIDA **Potential Pond Locations** Corridor Alternatives AUTHORITY **Potential Floodplain Mitigation Site**



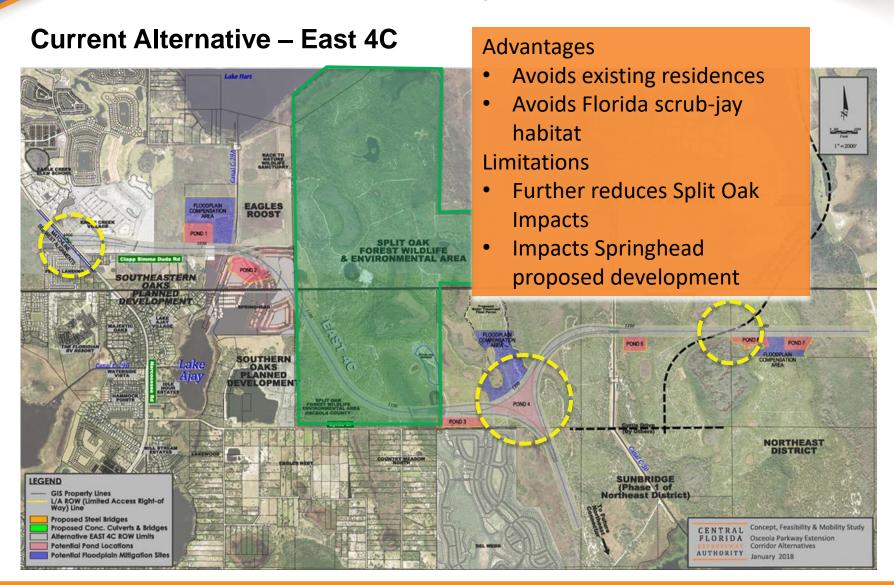
Osceola Parkway Extension East Expressway Ultimate Typical Section



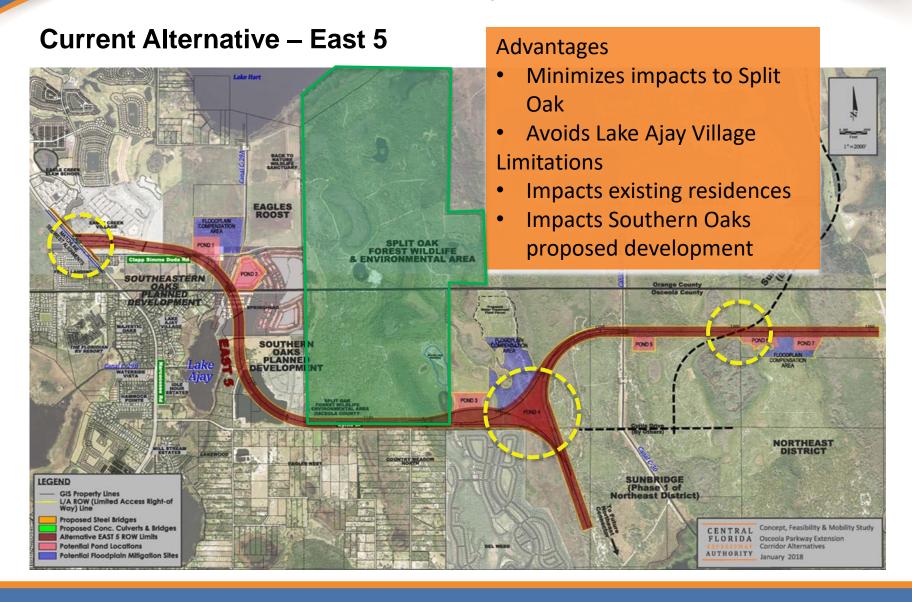






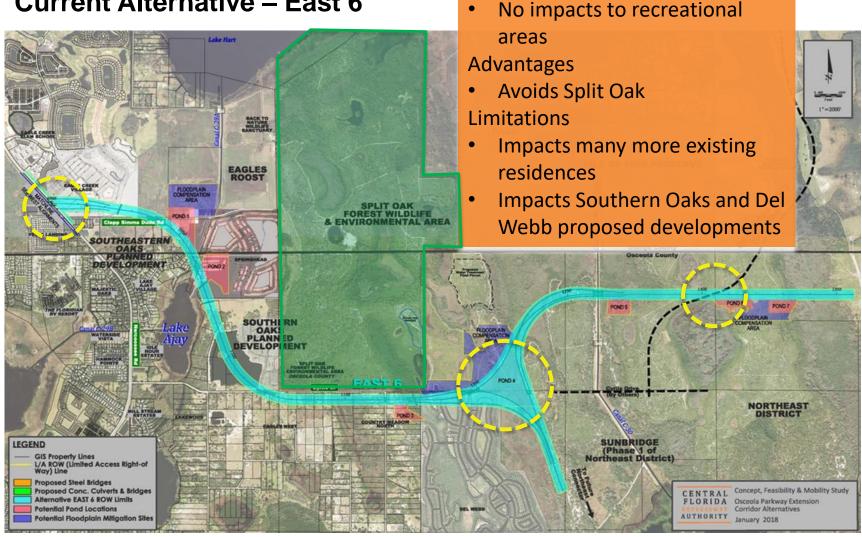








Current Alternative – East 6



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Evaluation Matrix

		West 1B	West 2		West 1B	West 2						
					'							
Evaluation Criteria	Unit of Measure			PD&E Recommended								
		(w/o Direct Airport Connector)	(w/o Direct Airport Connector)	Alternative	(w/o Direct Airport Connector) + East 4A	(w/o Direct Airport Connector) + East 4A	(w/o Direct Airport Connector) + East 4C	(w/o Direct Airport Connector) + East 4C	(w/o Direct Airport Connector) + East 5	(w/o Direct Airport Connector) + East 5	(w/o Direct Airport Connector) + East 6	(w/o Direct Airport Connector) + East 6
					,	,		,		,	,	,
Design	Miles	7.53	7.38	12.1	12.8	12.6	12.9	12.8	13.2	13.0	13.3	13.1
Alternative Length (Approximate) Proposed Right-of-Way Width (Width Varies:	Miles	7.33	7.30	12.1	12.0	12.0	12.9	12.6	13.2	15.0	15.5	15.1
Proposed Right-of-Way Width (Width Varies; Minimum / Maximum)	Feet	150 / 338	150 / 338	260 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400	338 / 400
Proposed Bridges (Total Number of Structures per Alternative)	Structures	2	2	37	21	21	22	22	22	22	24	24
Proposed Bridges (Total Length of all Structures per Alternative)	Feet	265	360	20,848	12,332	12,427	12,197	12,292	11,680	11,775	6,000	6,095
Proposed Interchanges	Number	3	3	5	5	5	5	5	5	5	5	5
Projected 2045 Annual Average Daily Traffic (AADT) Volume (As Tolled Facility)	Vehicles	16,700		42,100	33,700	27,700	33,700	27,700	33,700	27,700	33,700	27,700
Physical												
Major Utility Conflicts - Existing	No. of Conflicts	2	2	2	4	4	4	4	4	4	4	4
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0	0	1	1	1	1	0	0
Contamination Sites & Facilities	No. of Conflicts	0	0	2	2	2	2	2	1	1	1	1
Railroad Involvement	No. of Conflicts	1	1	0	1	1	1	1	1	1	1	1
Cultural Environment Effects												
Public Lands	Acres	0	0	56	162	162	166	166	112	112	56	56
Section 4(f) Coordination Required (Public Recreation	Y/N	N	N	Y	Y	Y	Y	٧	Y	Y	N	N
Lands, Wildlife Refuges, etc.)												
Potential Historic Resources	No. of Conflicts	1	0	2	2	1	2	1	1	0	1	0
Potential Historic Linear Resources (Canals)	No. of Resources	3	2	2	5	4	5	4	5	4	5	4
Potential Archaeological Resources	No. of Resources	1	1	1	1	1	1	1	1	1	2	2
Natural Environment Water Features					rananananananananananananananananananan		•		ranamananan a			
Ponds / Lakes	Acres	0	0	0	0	0	0	0	0	0	1	1
Canals/Regulated Floodways	No. of Conflicts	0	0	2	2	2	2	2	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	39	26	194	169	157	186	173	177	165	181	169
Wetlands (Non-Forested and Forested)	Acres	61	93	110	403	435	401	433	368	400	371	403
Potential Habitat - Federal Listed Species	Acres	191	168	-	464	441	474	451	485	462	470	447
Potential Habitat - State Listed Species	Acres	163	143	-	489	469	501	481	496	476	487	467
Potential Bald Eagle Nest	Y/N	N	N	Υ	Y	Y	Y	Y	Υ	Y	Y	Υ
Potential Species Impacts (Composite Rating)	Rating	2.53	2.72		Medium	Medium	High	High	High	Medium	Medium	Low
Conservation Easements												
Eagle Creek, World Gateway DRI, Eagles Roost, Split Oak	Acres	351	353	1114	990	992	954	956	729	731	604	606
Split Oak - Total Impact (ROW + Remainder)	Acres	0	0	675	275	275	229	229	49	49	2	2
Social Right-of-Way Area (including proposed ponds)	Acres	312	246	546	812	746	813	747	837	771	854	787
Potential Residential Impacts (Includes Partial Impacts)	Total Parcels	24	22	291	410	408	374	372	370	368	451	449
Existing	Parcels	5	3	33	6	408	6	4	7	5	31	29
Planned	Parcels	19	19	258	404	404	368	368	363	363	420	420
Potential Non-Residential Impacts (Includes Partial Impacts)	Total Parcels	16	12	16	28	24	26	22	28	24	27	23
Existing	Parcels	16	12	16	21	17	21	17	21	17	18	14
Planned	Parcels	0	0	0	7	7	5	5	7	7	9	9
Community Facilities	No. of Conflicts	1	1	2	2	2	2	2	2	2	2	2
Parks and Recreational Facilities (Public and Private)	No. of Conflicts	0	0	0	0	0	0	0	0	0	0	0
Trails	No. of Conflicts	3	3	5	6	9	6	6	4	4	5	5
Existing Planned	No. of Conflicts	0	0	1	1 5	1 5	1	1	0	0	0	0
	No. of Conflicts	3	-	4	3	3	,	,	-	-	,	,
Community Cohesion Effects Socioeconomic Impacts to Special Populations	Ranking Ranking	Low High	Low High	Moderate	Low	Low Medium	Low	Low Medium	Low Medium	Low Medium	Low	Low
, and a special specia				-	High		High					
Proposed Development (PD)/Development of Regional Impact (DRI)	Acres	427	166	416	757	496	763	502	836	575	826	565
Estimated Costs												
Roadway Construction			\$101,000,000	\$327,900,000	\$312,700,000	\$298,500,000	\$309,100,000	\$294,900,000	\$301,300,000	\$287,100,000	\$291,400,000	\$277,200,000
Bridge Construction		\$115,200,000					\$42,100,000	\$43,000,000	\$38,400,000	\$39,300,000		\$88,600,000
		\$14,300,000	\$15,200,000	\$179,000,000	\$43,900,000	\$44,800,000					\$87,700,000	
nterchange Construction		\$14,300,000 \$87,400,000	\$15,200,000 \$71,700,000	\$326,800,000	\$184,800,000	\$169,100,000	\$194,300,000	\$178,600,000	\$212,400,000	\$196,700,000	\$201,700,000	\$186,000,000
Toll Collection Equipment		\$14,300,000 \$87,400,000 \$2,100,000	\$15,200,000 \$71,700,000 \$2,100,000	\$326,800,000 \$4,600,000	\$184,800,000 \$4,600,000	\$169,100,000 \$4,600,000	\$194,300,000 \$4,600,000	\$178,600,000 \$4,600,000	\$212,400,000 \$4,600,000	\$196,700,000 \$4,600,000	\$201,700,000 \$4,600,000	\$186,000,000 \$4,600,000
Foll Collection Equipment Right-of-Way Costs (including proposed ponds)		\$14,300,000 \$87,400,000 \$2,100,000 \$159,700,000	\$15,200,000 \$71,700,000 \$2,100,000 \$220,400,000	\$326,800,000 \$4,600,000 \$355,000,000	\$184,800,000 \$4,600,000 \$403,100,000	\$169,100,000 \$4,600,000 \$463,800,000	\$194,300,000 \$4,600,000 \$400,700,000	\$178,600,000 \$4,600,000 \$461,400,000	\$212,400,000 \$4,600,000 \$494,000,000	\$196,700,000 \$4,600,000 \$554,700,000	\$201,700,000 \$4,600,000 \$497,600,000	\$186,000,000 \$4,600,000 \$558,300,000
Toll Collection Equipment Right-of-Way Costs (including proposed ponds) Mitigation, Wetlands, & Wildlife		\$14,300,000 \$87,400,000 \$2,100,000 \$159,700,000 \$16,300,000	\$15,200,000 \$71,700,000 \$2,100,000 \$220,400,000 \$19,000,000	\$326,800,000 \$4,600,000 \$355,000,000 \$34,400,000	\$184,800,000 \$4,600,000 \$403,100,000 \$68,100,000	\$169,100,000 \$4,600,000 \$463,800,000 \$70,800,000	\$194,300,000 \$4,600,000 \$400,700,000 \$67,800,000	\$178,600,000 \$4,600,000 \$461,400,000 \$70,500,000	\$212,400,000 \$4,600,000 \$494,000,000 \$61,900,000	\$196,700,000 \$4,600,000 \$554,700,000 \$64,600,000	\$201,700,000 \$4,600,000 \$497,600,000 \$60,100,000	\$186,000,000 \$4,600,000 \$558,300,000 \$62,800,000
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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



Open Discussion



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



Action Items



For More Information, Contact:

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Web Address:

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

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