



Concept, Feasibility & Mobility Studies

Poinciana Parkway Extension
/ I-4 Connector

Project Advisory Group
Meeting No. 2

February 8, 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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All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

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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

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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.

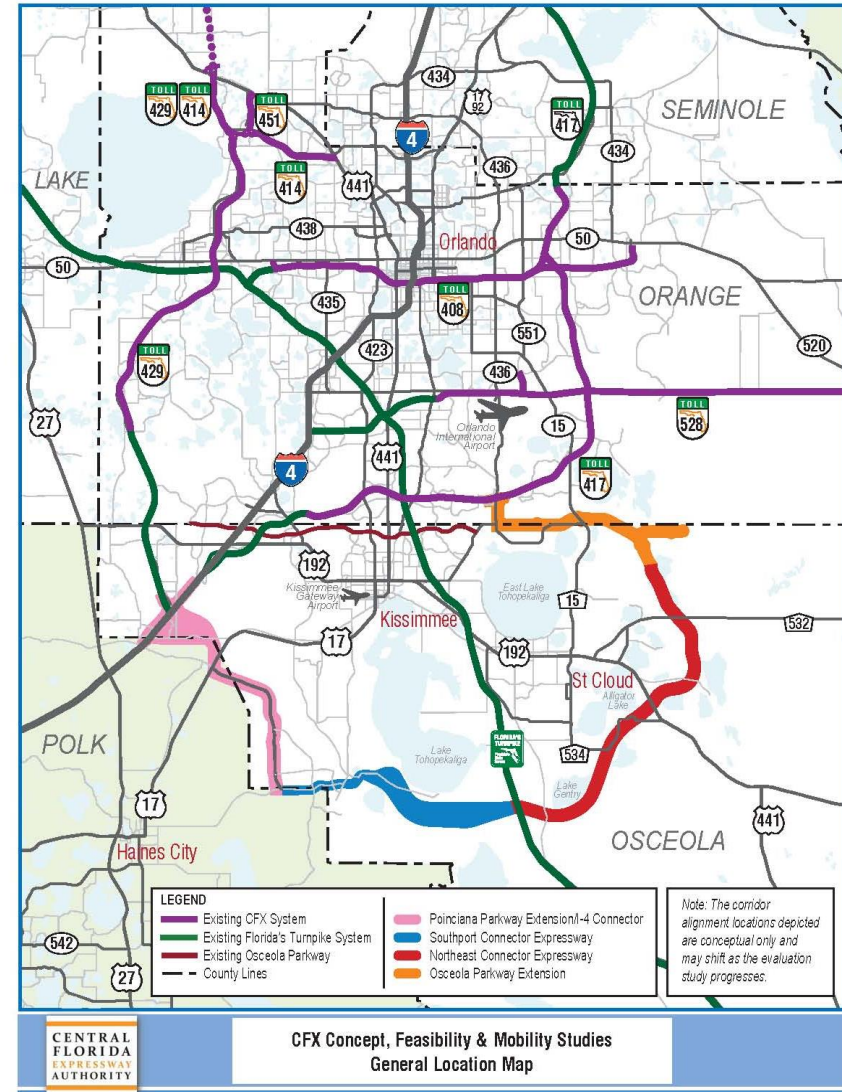
- Poinciana Parkway Extension / I-4 Connector
Alternative Corridor Evaluation Report (ACER) - November 2015
- Southport Connector Expressway
Alternative Corridor Evaluation Report (ACER) – October 2015
- Northeast Connector Expressway
(Southport Connector East, from Canoe Creek Road to SR 528)
Preliminary 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/>

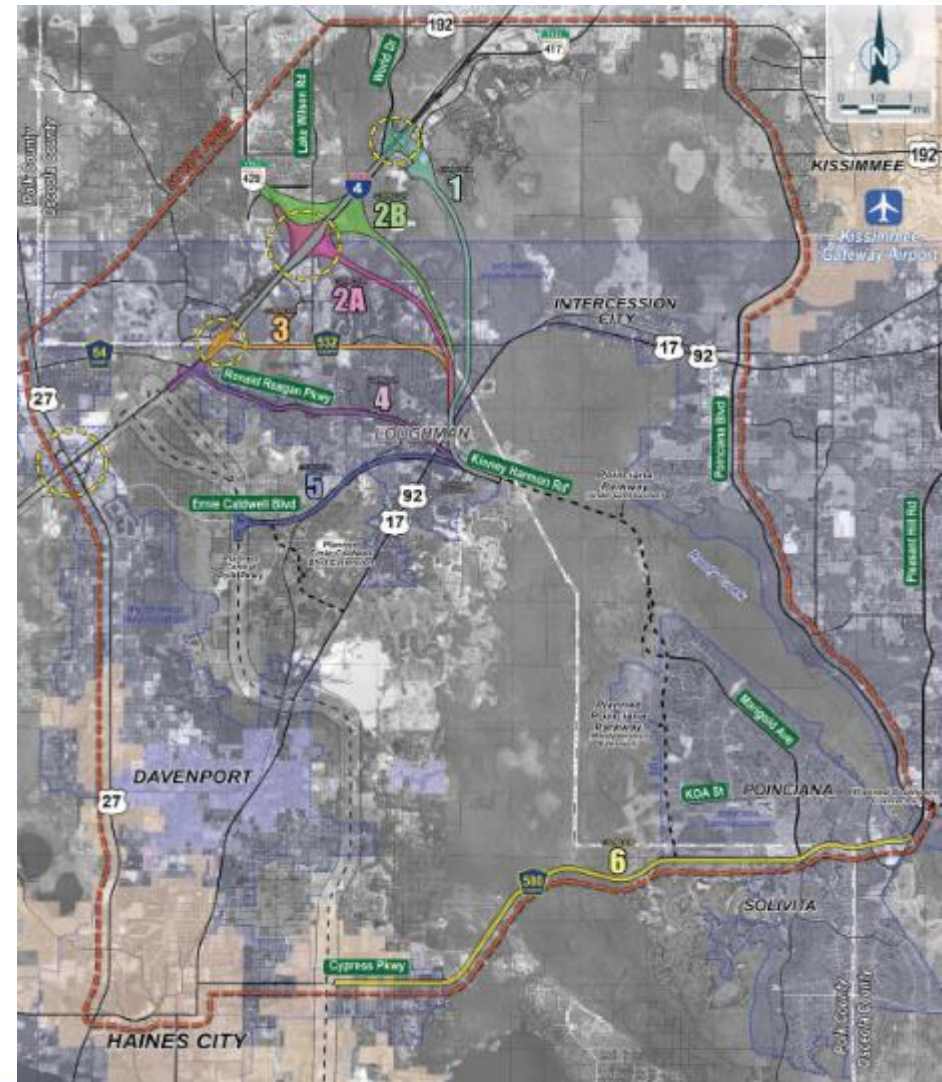
- Study Facebook Page - <https://www.facebook.com/pg/CFXConceptStudies/about/>

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Poinciana Parkway Extension / I-4 Connector

Project Background

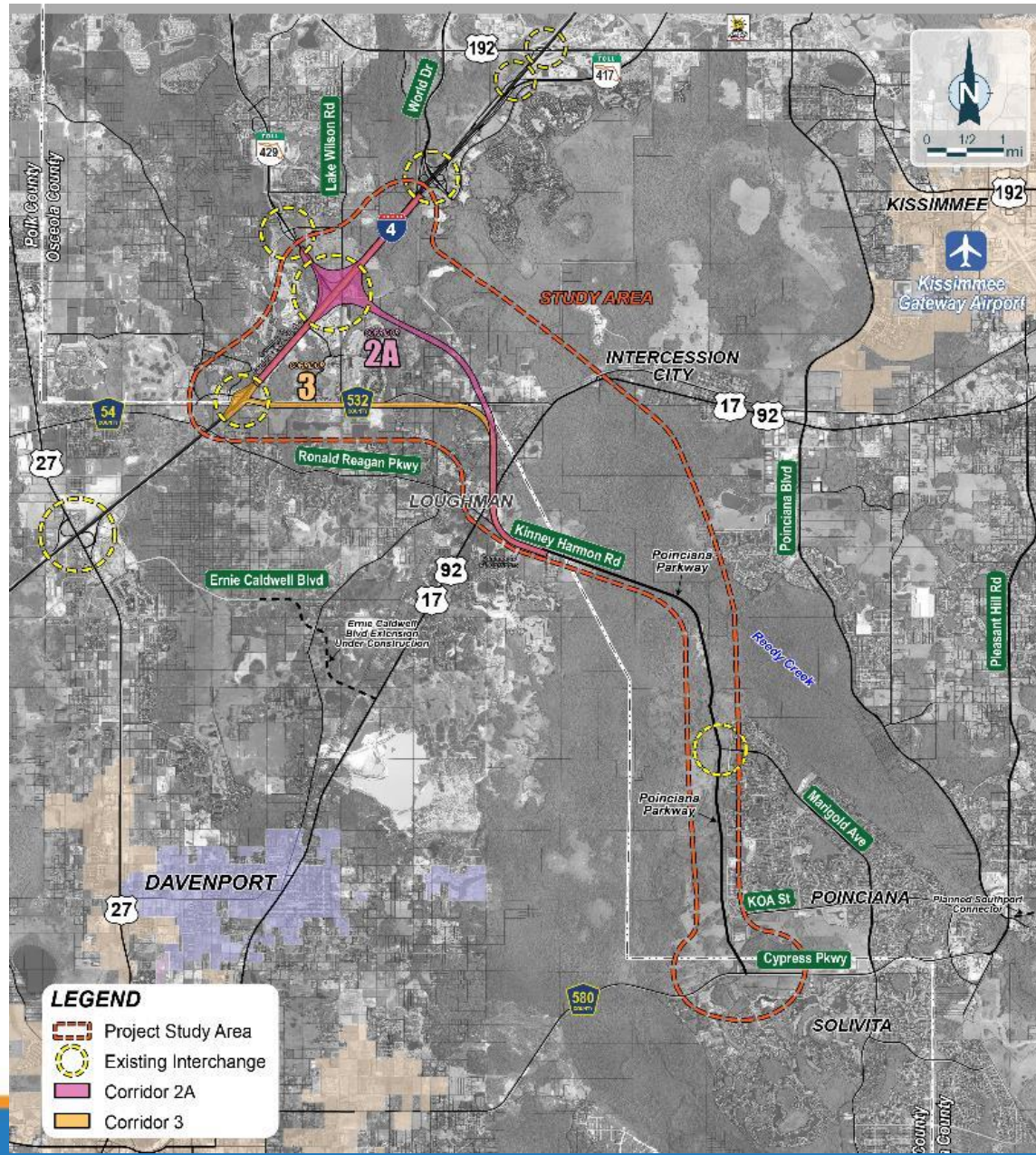
- 2013 – Florida Department of Transportation District 5 initiated Project Development and Environment study of the I-4 Poinciana Parkway Connector
 - Agency Project Advisory Group Meetings
 - October 2013
 - February 2014
 - March 2015
- 2015 – Public Meeting held in June
- 2015 – Alternative Corridor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



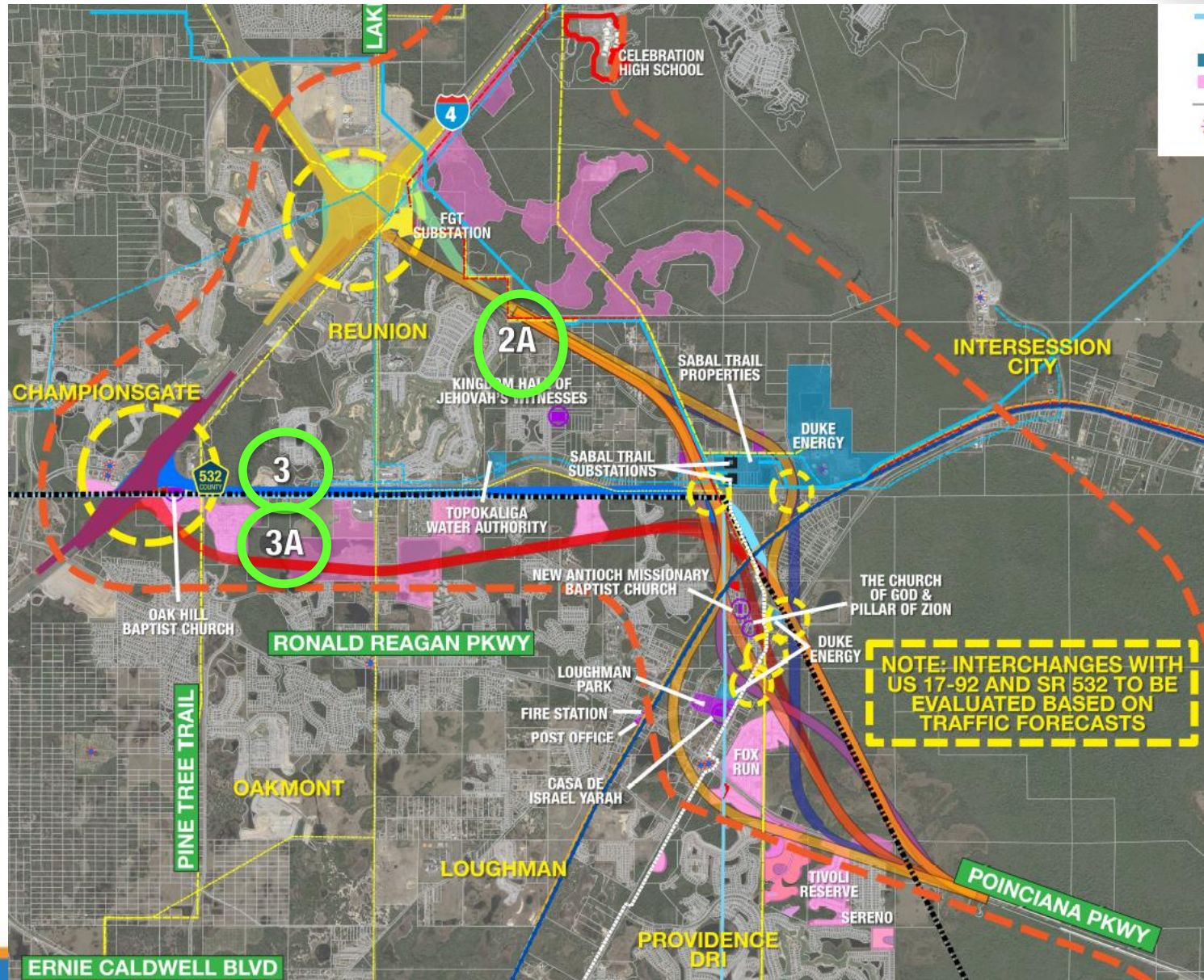
Review of Previous Study

- 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.

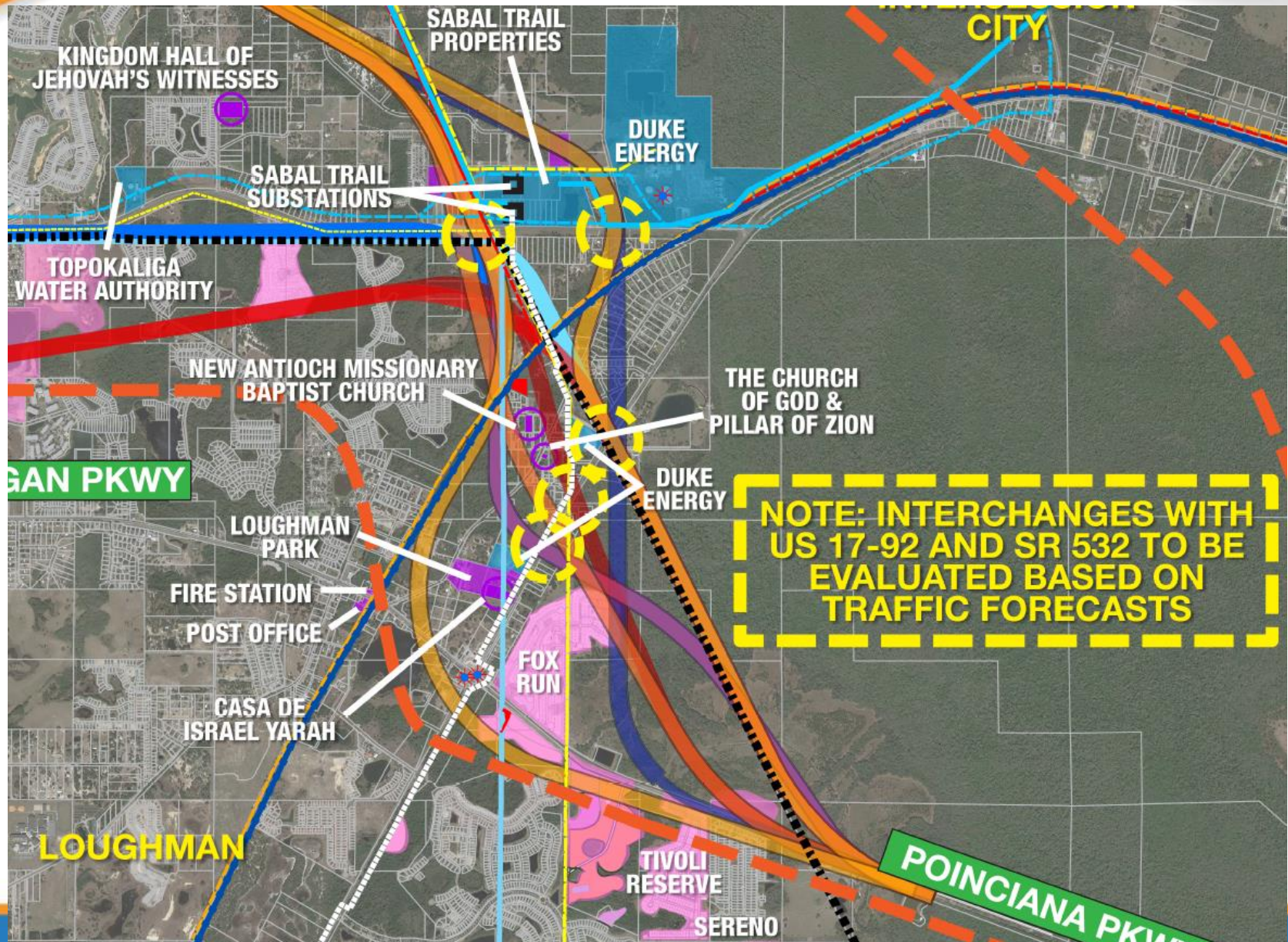
Current Study Area



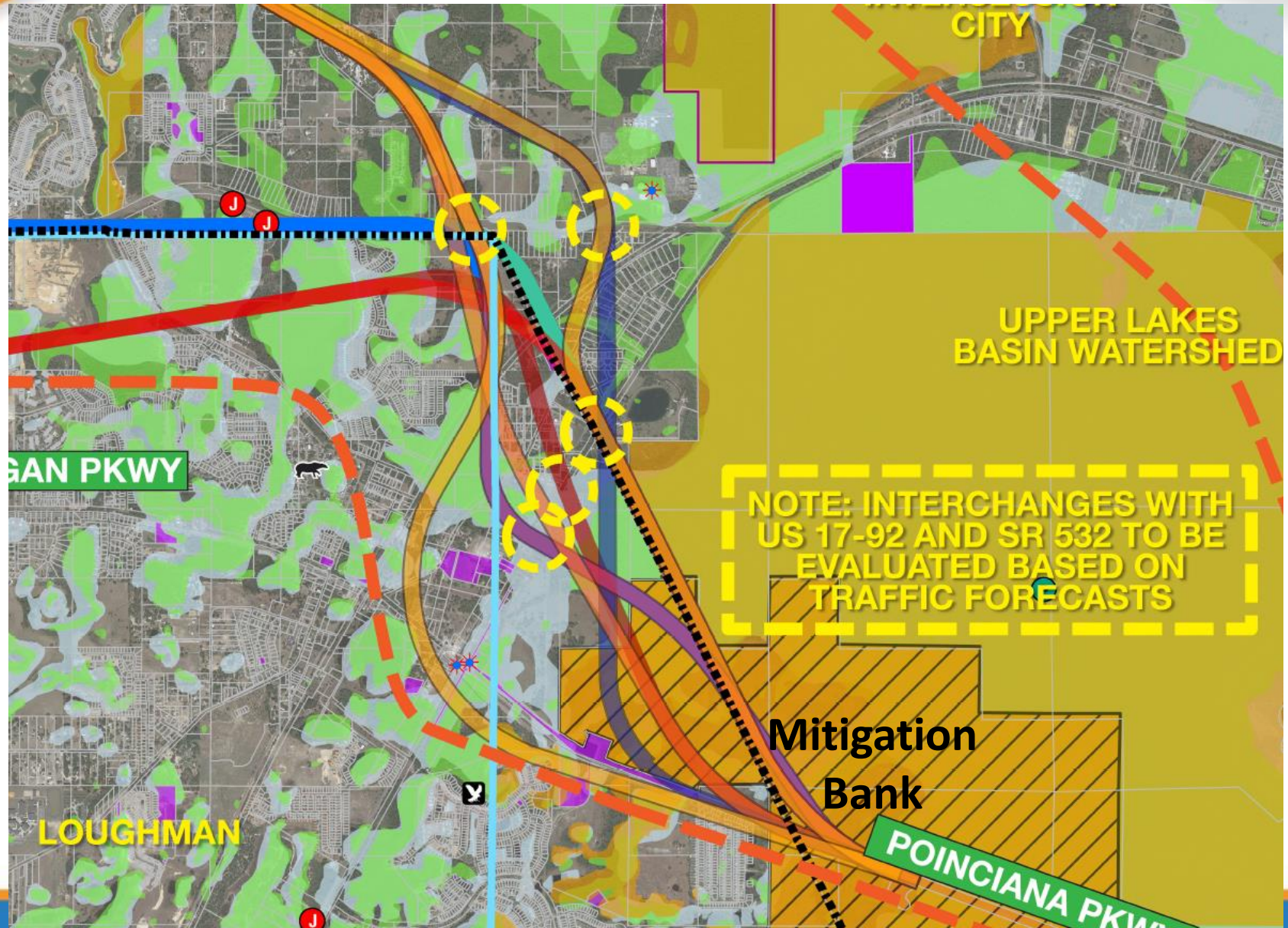
Initial Alignments to be Evaluated



Initial Alignments to be Evaluated



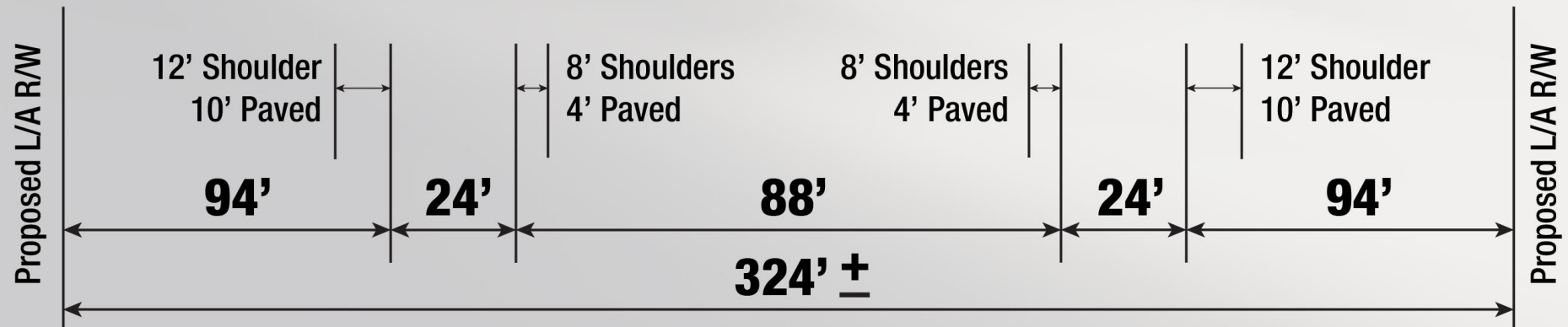
Initial Alignments to be Evaluated



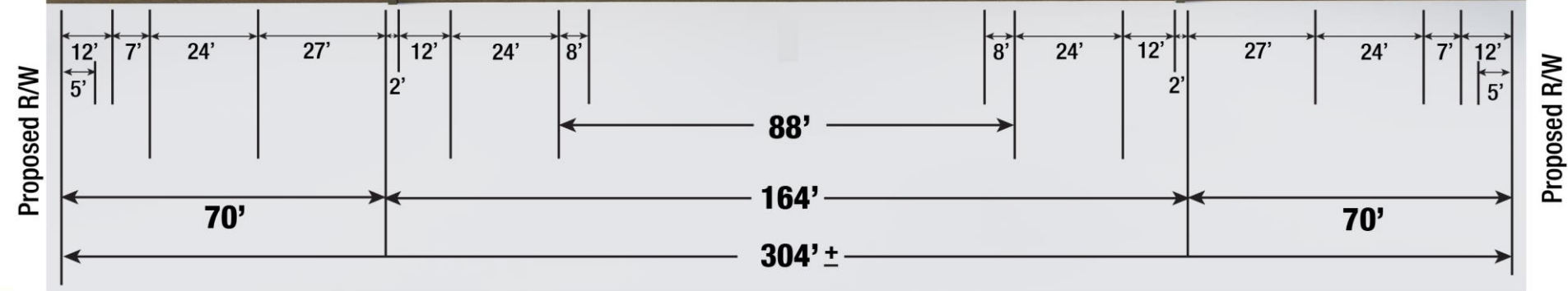
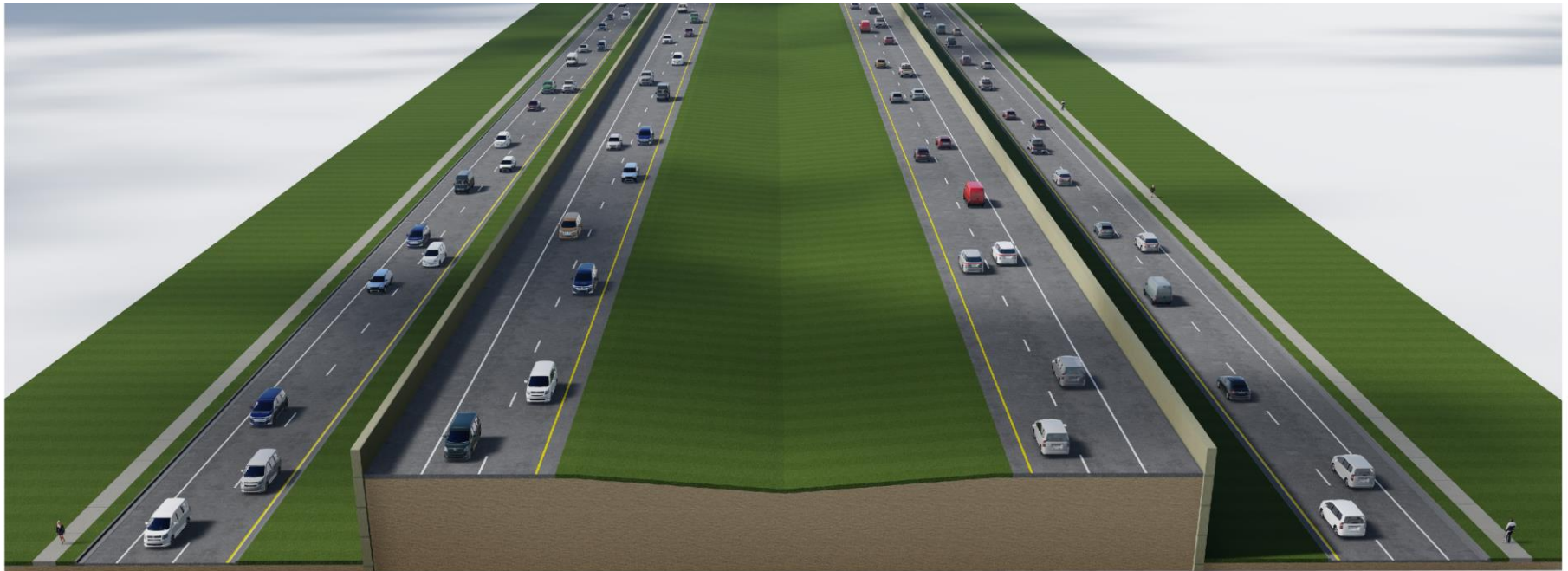
Typical Section on New Alignment

Fence

Fence



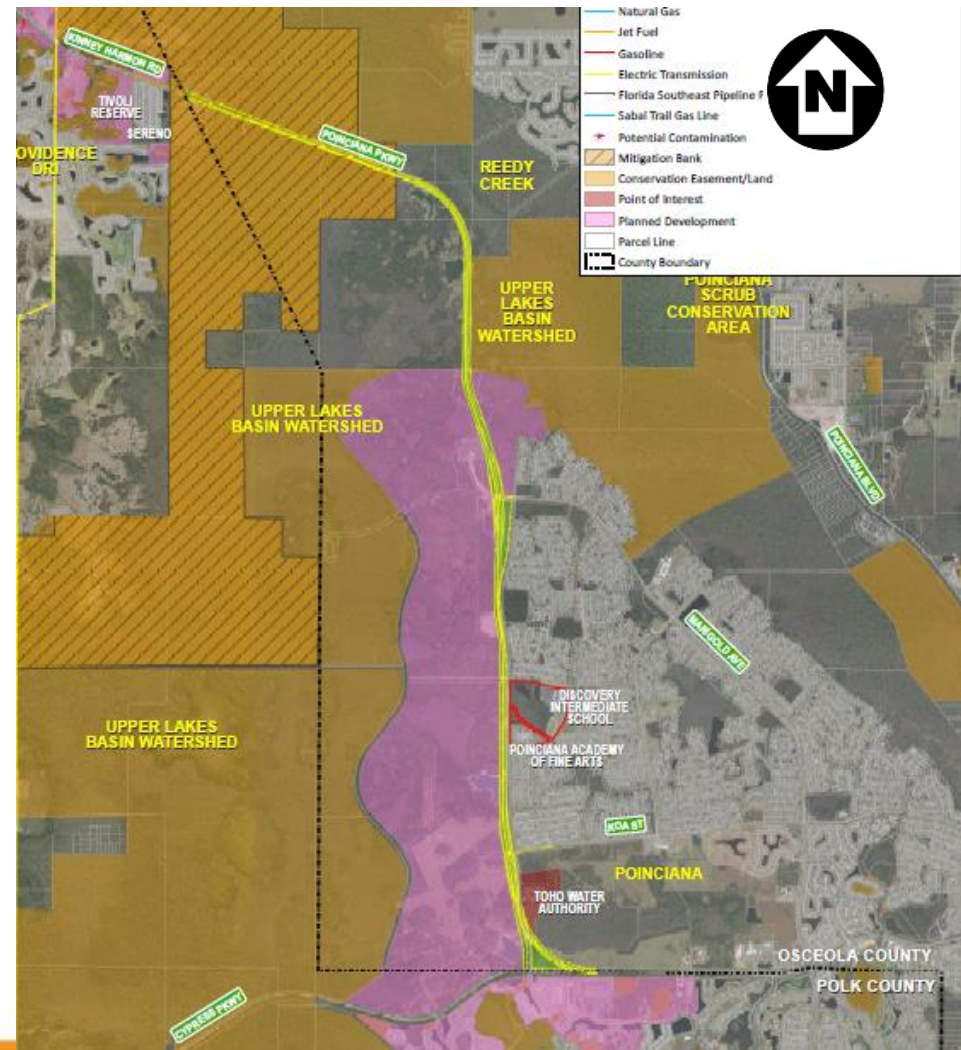
Typical Section Elevated Expressway Along CR 532



Poinciana Parkway

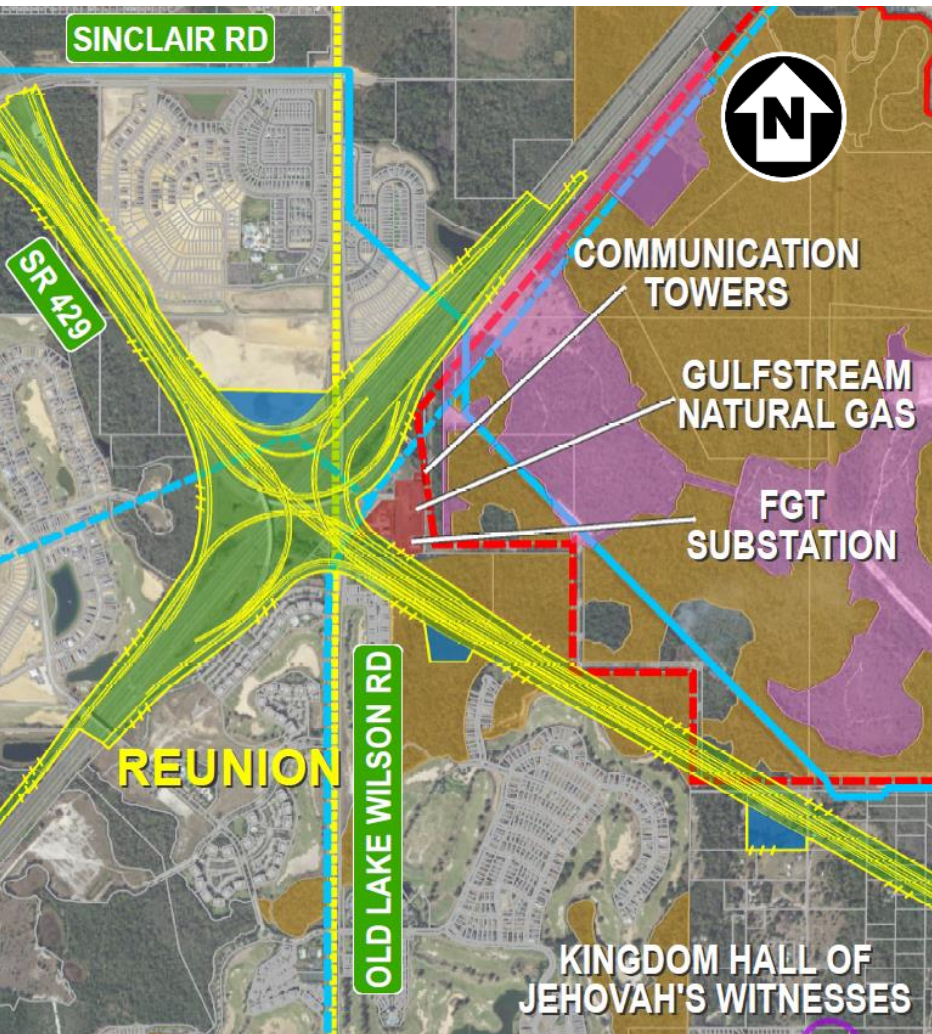
Common to All Alternatives

- 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

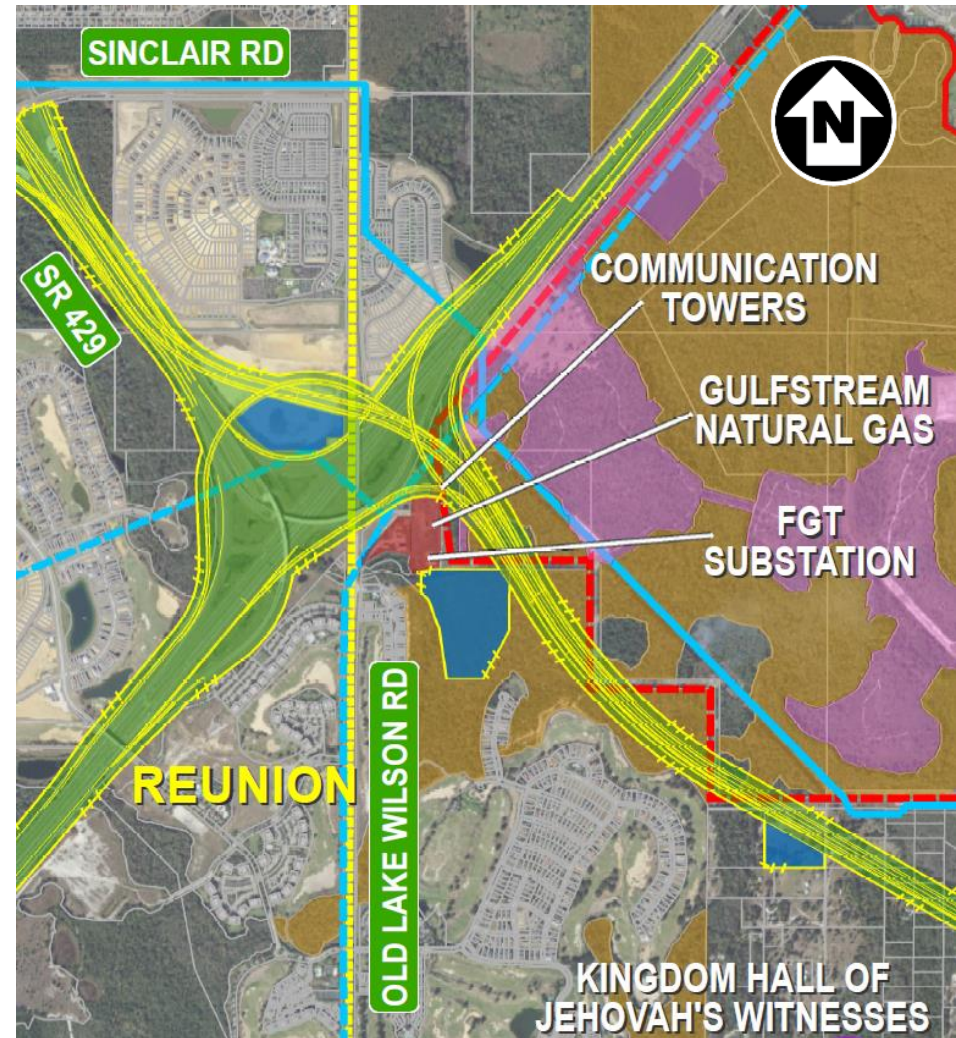


2A: I-4 Interchange Options

Center Alignment

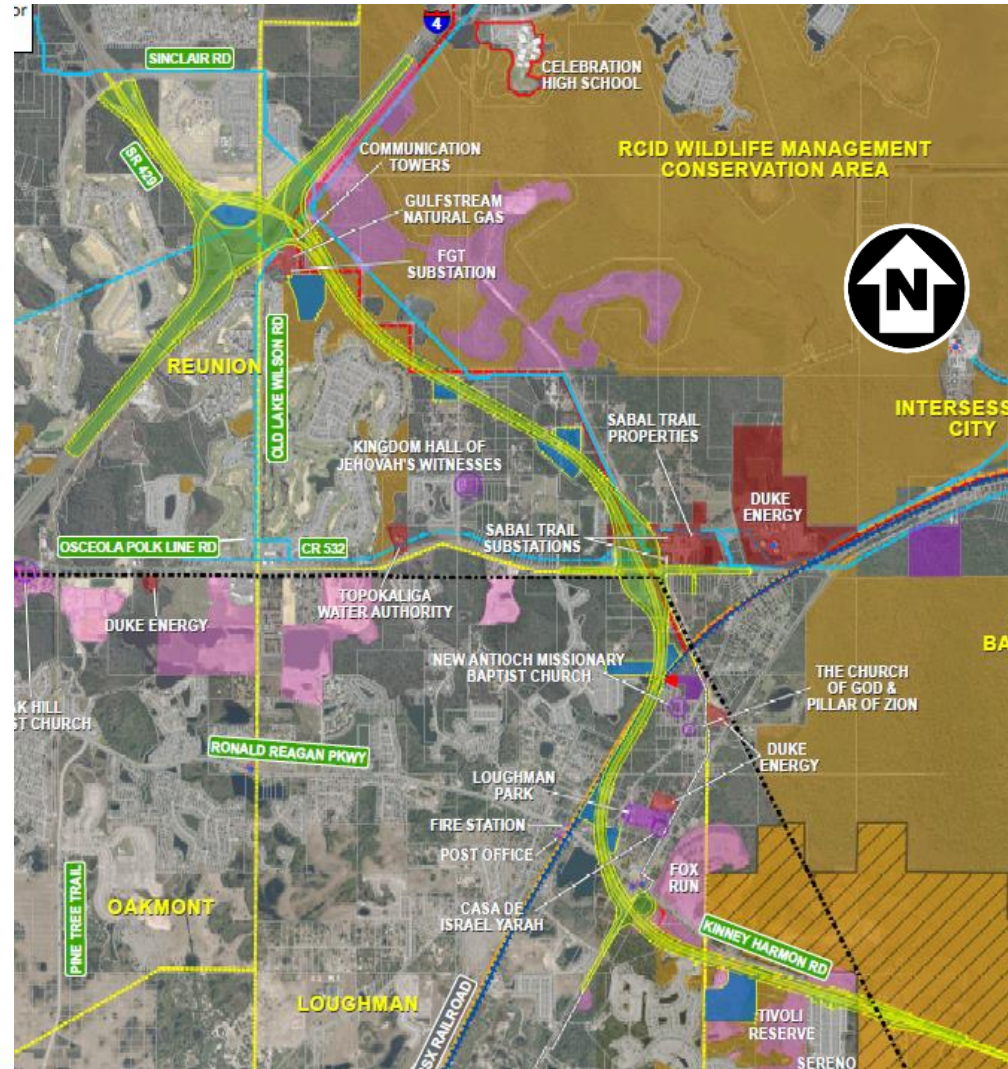


North Alignment



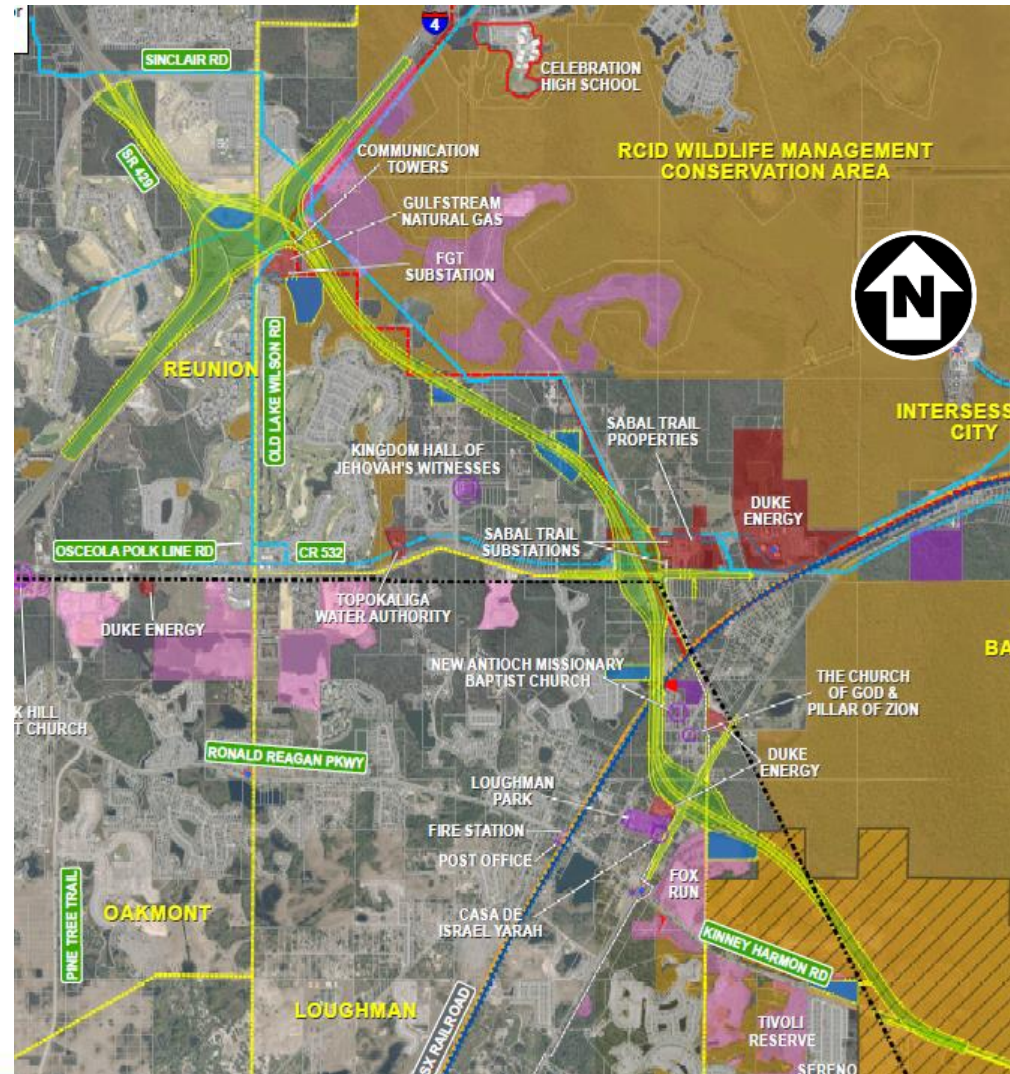
Alternative 2A-1

- 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



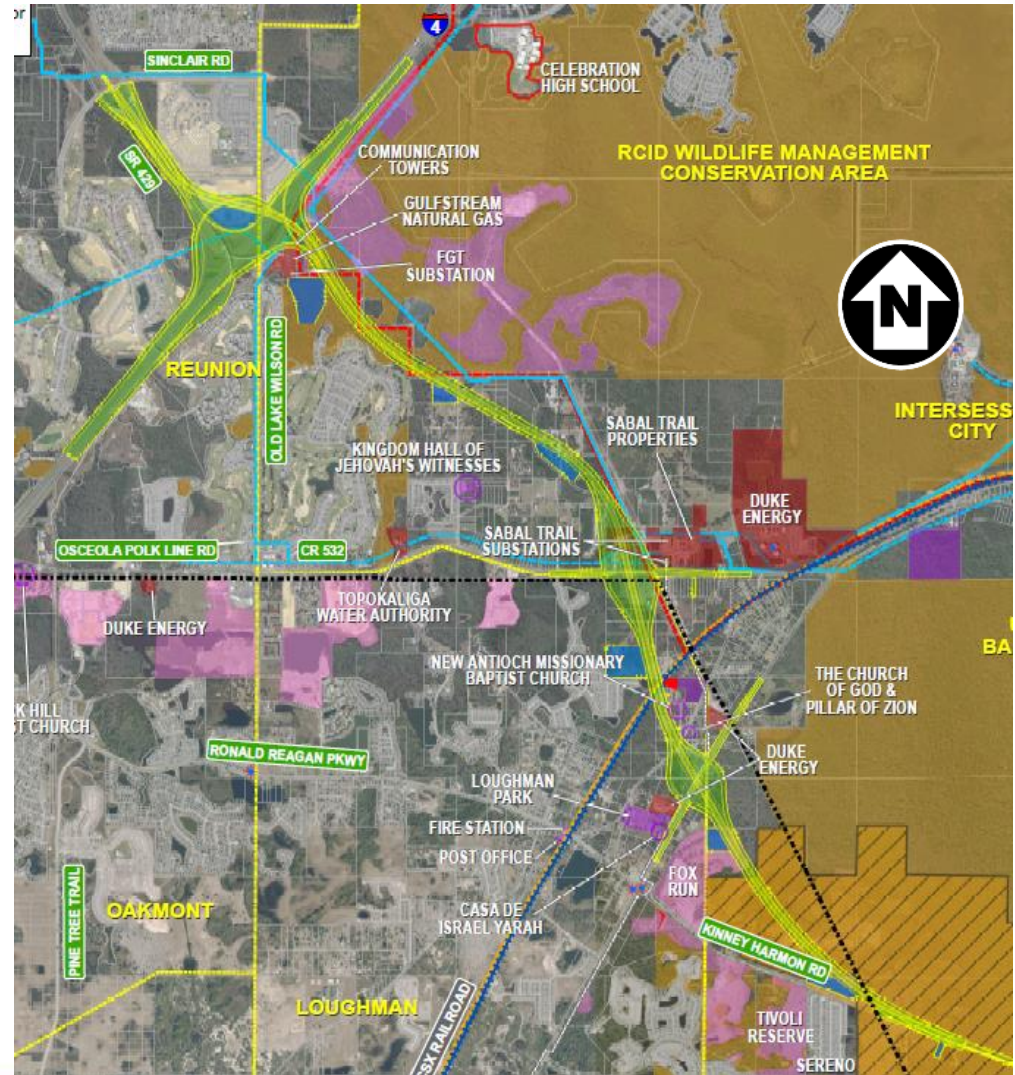
Alternative 2A-2

- 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



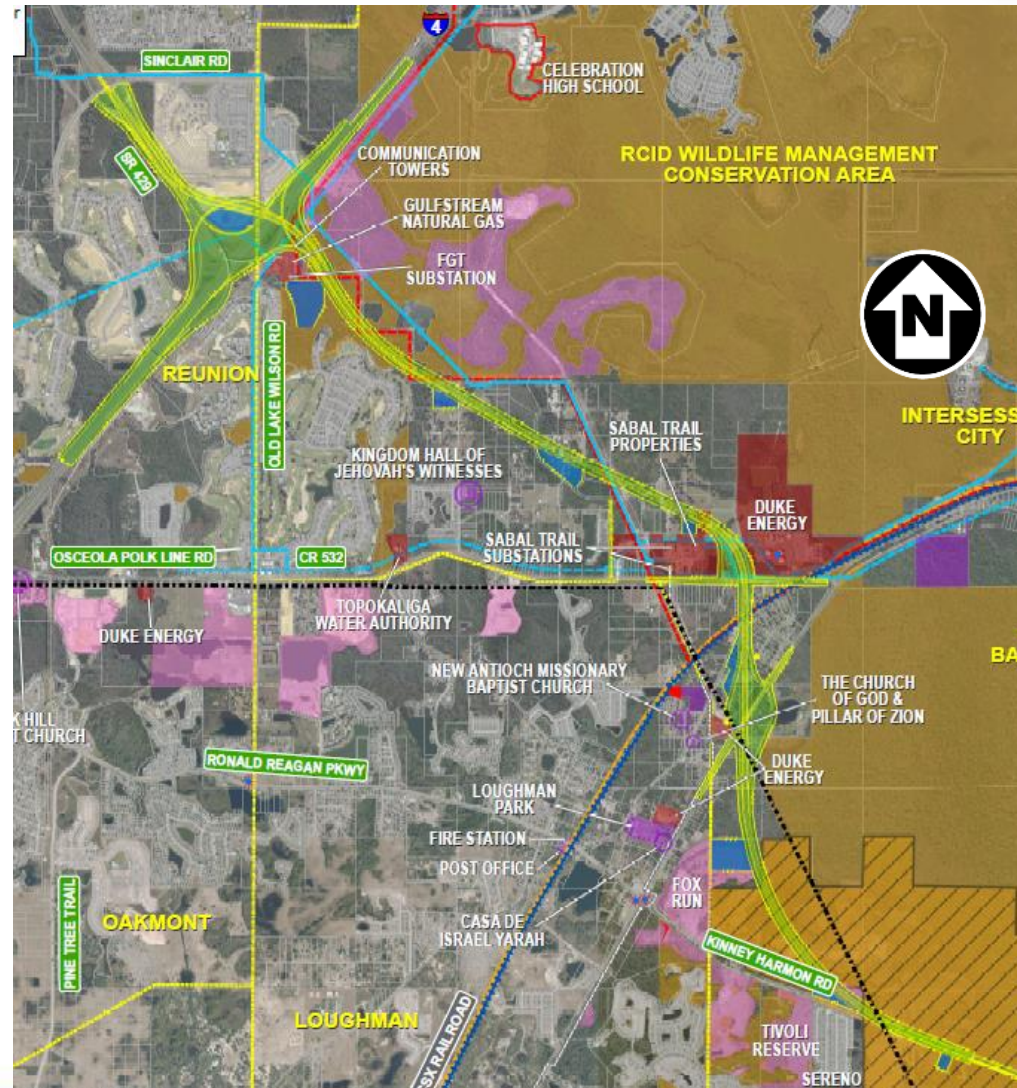
Alternative 2A-3

- 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



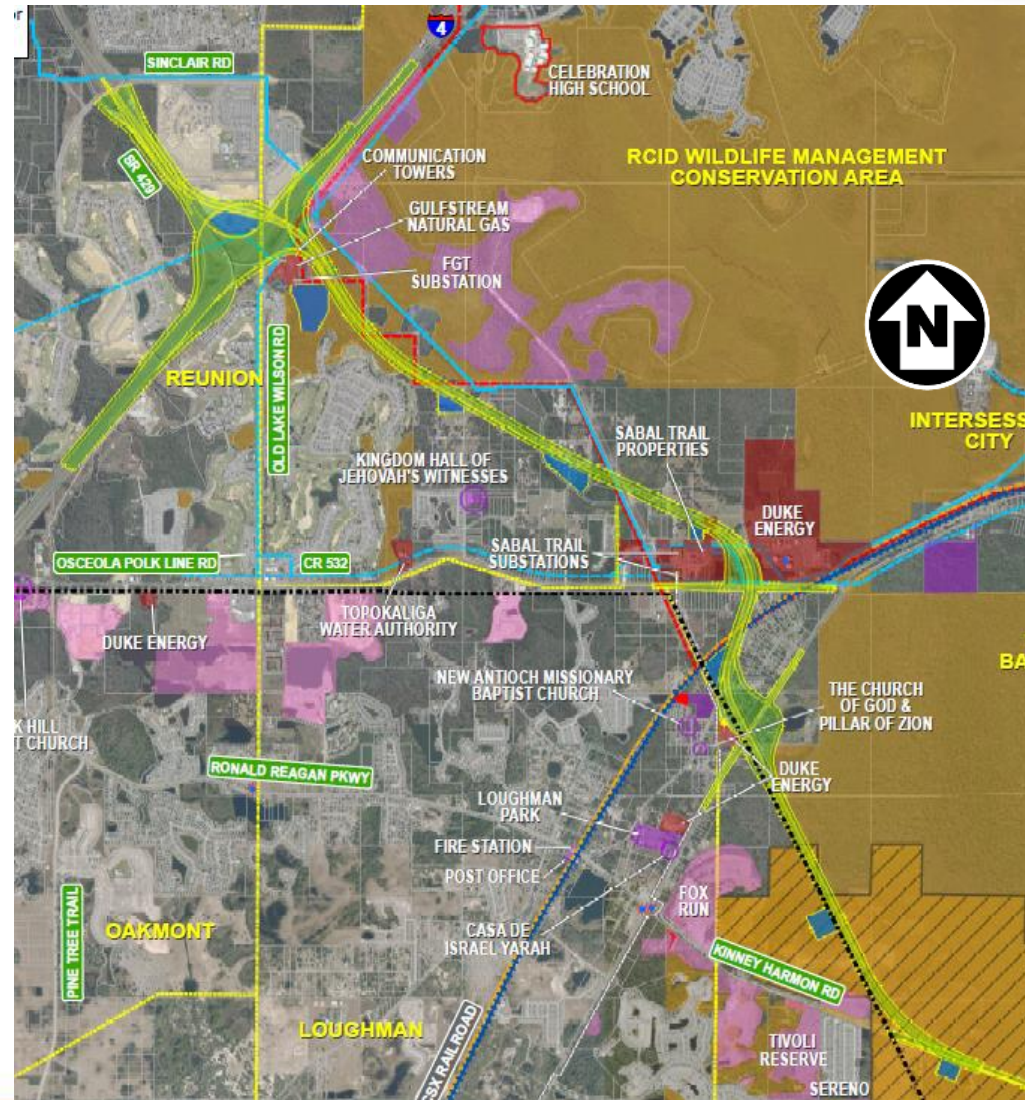
Alternative 2A-4

- 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



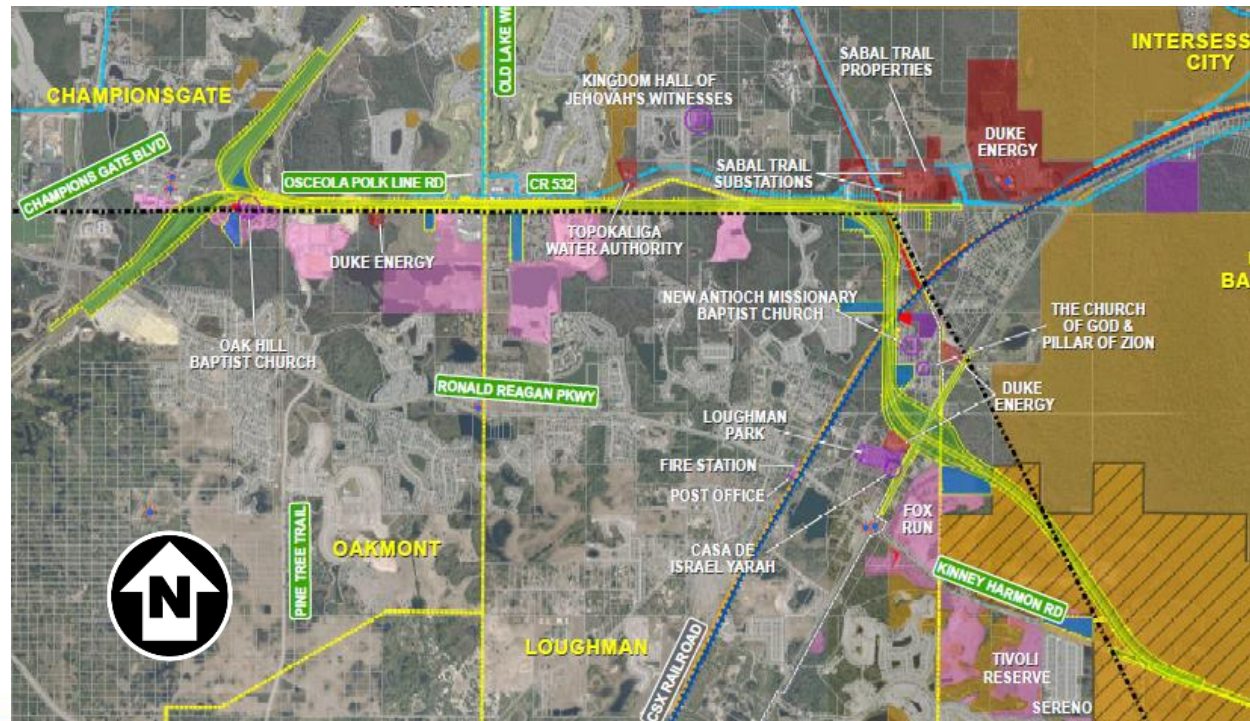
Alternative 2A-5

- 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



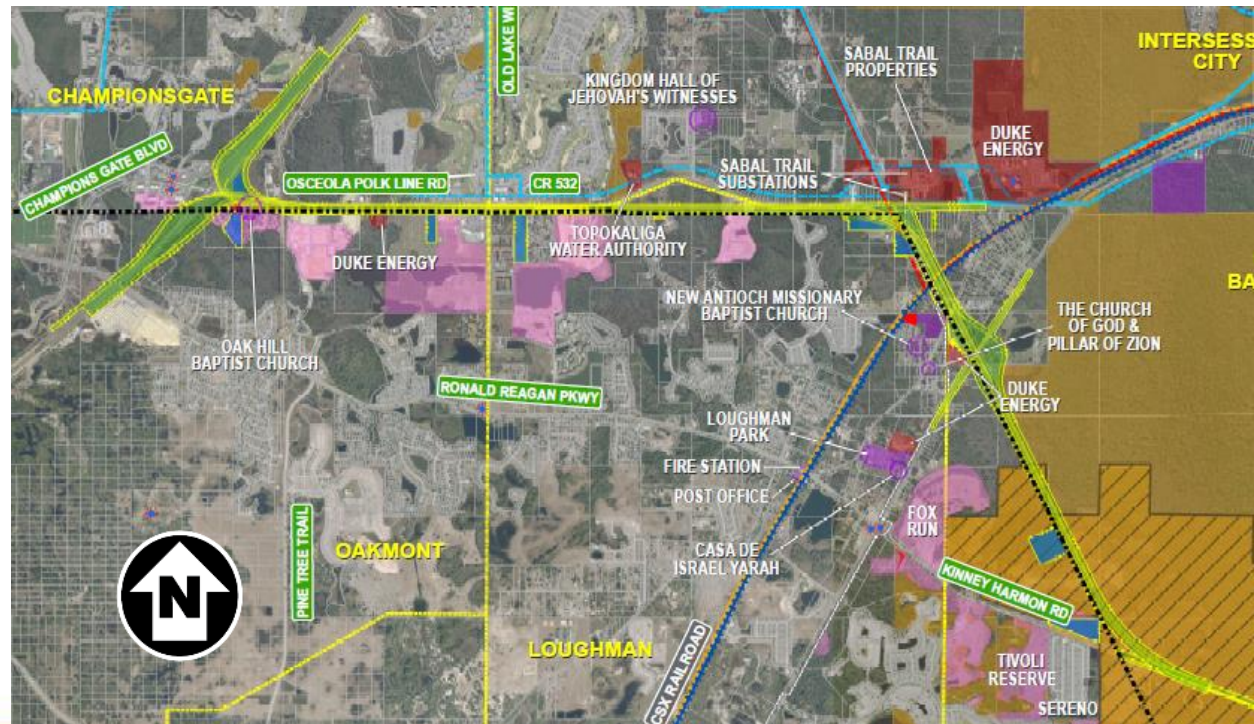
Alternative 3-2

- 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



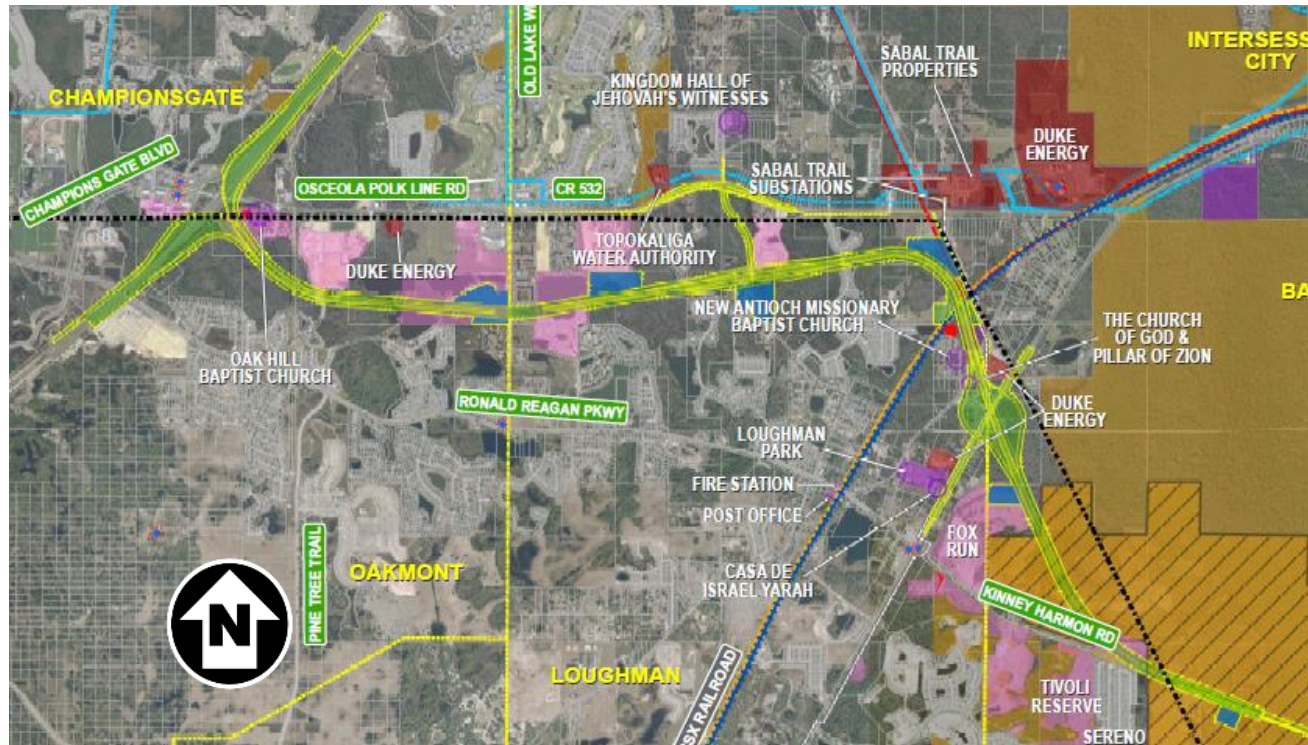
Alternative 3-5

- 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



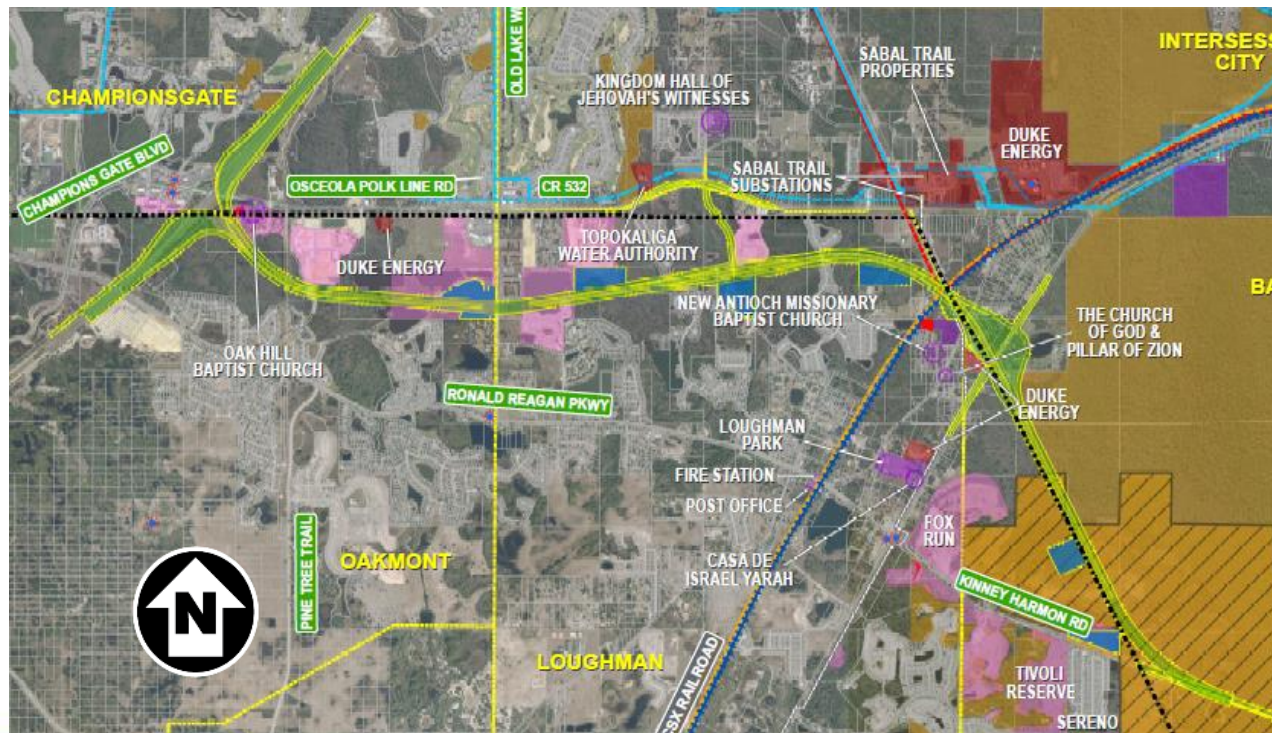
Alternative 3A-3

- 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



Evaluation Criteria	Unit of Measure	2A-1	2A-2	2A-3	2A-4	2A-5	3-2N	3-2S	3-5N	3-5S	3A-3	3A-5
Design												
Alternative Length (approximate)	Miles	13.3	12.7	12.7	13.0	12.9	13.3	13.3	13.2	13.2	13.4	13.3
Proposed Right-of-Way Width (general and varies at interchanges)	feet	324	324	324	324	324	324 & 304	324 & 304	324 & 304	324 & 304	324	324
Proposed Bridges (total structures per alternative / total length of all structures)	Structures	29	19	19	12	16	22	22	21	21	23	23
	feet	4,255	2,198	1,929	2,254	2,880	3,663	3,707	3,535	3,611	3,696	3,242
Proposed Interchanges	Number	5	5	5	5	5	6	6	6	6	5	5
Projected 2045 Annual Average Daily Traffic (AADT) Volume (as a tolled facility)	vehicles	46,600	44,400	44,400	41,900	41,900	30,800	30,800	30,800	30,800	31,700	31,700
Physical												
Major Utility Conflicts - Existing	No. of Conflicts	27	27	27	26	28	15	13	14	13	8	8
Major Utility Conflicts - Planned	No. of Conflicts	2	2	2	3	3	1	1	2	1	1	1
Contamination Sites & Facilities	No. of Conflicts	2	3	3	3	3	4	2	6	3	1	2
Railroad Involvement	No. of Conflicts	1	1	1	1	1	1	1	1	1	1	1
Cultural Environment Effects												
Public Lands (Public Recreation Lands, Wildlife Refuges, etc.)	acres	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Coordination Required	Y/N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Potential Historic Resources	No. of Conflicts	2	1	1	2	2	1	1	2	2	1	3
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	1	1	2	2	1	1	3	3	1	3
Potential Archaeological Resources	No. of Resources	4	4	4	4	4	2	2	2	2	1	1
Natural Environment												
Water Features												
Ponds / Lakes	acres	1	0	0	1	1	0	0	1	1	9	10
Canals/Regulated Floodways	No. of Conflicts	6	6	6	8	9	0	0	1	1	1	1
Flood Hazard Areas - 100 Year Floodplain	acres	176	222	203	149	130	204	211	128	136	247	220
Wetlands (non-forested and forested)	acres	171	185	162	165	165	105	108	84	84	155	169
Potential Habitat - Federal Listed Species	acres	555	576	564	511	506	406	411	396	375	463	461
Potential Habitat - State Listed Species	acres	298	297	296	254	258	294	301	245	247	387	363
Potential Bald Eagle Nest	Y/N	N	N	N	N	N	N	N	N	N	N	N
Potential Species Impacts (composite rating)	Rating	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Mitigation Banks												
Reedy Creek Mitigation Bank	acres	11	52	41	36	46	52	52	48	48	33	48
Conservation Easements												
Upper Lakes Basin Watershed	acres	0	0	0	1	21	0	0	21	21	0	22
Reedy Creek Improvement District	acres	11	11	11	11	11	0	0	0	0	0	0
SFWMD Conservation Lands	acres	57	35	35	35	35	0	0	2	2	2	2
Social												
Right-of-Way Area (including proposed ponds)	acres	560	541	532	502	492	341	346	312	309	455	454
Potential Residential Impacts (includes partially impacted parcels)	Total Parcels	174	141	213	190	154	87	107	85	104	156	130
Existing	Parcels	76	40	81	73	54	58	63	52	61	58	41
Planned	Parcels	98	101	132	117	100	29	44	33	43	98	89
Potential Non-Residential Impacts (includes partially impacted parcels)	Total Parcels	98	100	89	66	57	111	91	102	97	76	72
Existing	Parcels	47	48	46	42	41	57	42	52	46	31	32
Planned	Parcels	51	52	43	24	16	54	49	50	51	45	40
Community Facilities	No. of Conflicts	1	1	1	0	0	3	3	2	2	1	0
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	1	1	1	1	1	1	1	1	1	1	1
Community Cohesion Effects	Ranking	HIGH	HIGH	HIGH	LOW	LOW	HIGH	HIGH	MEDIUM	MEDIUM	HIGH	LOW
Socioeconomic Impacts to Special Populations	Ranking	HIGH	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	LOW	HIGH	LOW
Proposed Development (PD) / Development of Regional Impact (DRI)	acres	256	166	175	176	176	95	63	95	63	37	37
Estimated Costs												
Roadway Construction		\$211,200,000	\$207,700,000	\$200,200,000	\$201,800,000	\$202,600,000	\$324,100,000	\$331,500,000	\$312,400,000	\$319,800,000	\$205,500,000	\$214,100,000
Bridges Construction		\$122,100,000	\$89,400,000	\$88,600,000	\$86,000,000	\$90,900,000	\$118,600,000	\$112,700,000	\$122,800,000	\$111,400,000	\$107,900,000	\$102,100,000
Interchanges Construction		\$664,200,000	\$687,400,000	\$699,100,000	\$676,000,000	\$690,900,000	\$318,000,000	\$297,200,000	\$319,100,000	\$302,300,000	\$271,600,000	\$279,100,000
Toll Collection Equipment		\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$1,300,000	\$2,600,000	\$1,300,000	\$2,600,000	\$2,600,000
Right-of-Way Areas (including proposed ponds)		\$398,300,000	\$323,000,000	\$338,400,000	\$291,300,000	\$297,400,000	\$301,800,000	\$208,400,000	\$295,000,000	\$212,400,000	\$127,100,000	\$121,500,000
Mitigation, Wetlands, & Wildlife		\$35,100,000	\$41,000,000	\$36,900,000	\$35,900,000	\$40,400,000	\$24,900,000	\$25,100,000	\$24,300,000	\$24,400,000	\$28,800,000	\$35,700,000
Total Estimated Alternative Costs		\$1,433,500,000	\$1,351,100,000	\$1,365,800,000	\$1,293,600,000	\$1,323,800,000	\$1,090,000,000	\$976,200,000	\$1,076,200,000	\$971,600,000	\$743,500,000	\$755,100,000
Projected Traffic Revenue (2045)												
		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

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Open Discussion

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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

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Action Items

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For More Information, Contact:

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