Concept, Feasibility, and Mobility Study of the Poinciana Parkway Extension

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Study Corridor Overview

Four corridors 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

**Osceola Co. Population Projection:**
Double from 300,000 to 700,000 by 2045
Previous Studies of 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
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;
- Provide additional traffic capacity;
- Reduce congestion and delays on local roads by providing a new limited-access transportation option;
- Provide for the incorporation of transit options.
Study Methodology

The study teams have been incorporating and building upon the previous work and coordination from the previous studies. They also have taken a “fresh look” at the proposed corridors, and researched 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 have been developed and evaluated.
- If corridor(s) are found to be feasible, may proceed to a Project Development and Environment (PD&E) Study.
Public Involvement:
Environmental & Project Advisory Groups

EAG - Jan. 31
Osceola Heritage Park

4 PAGs – Feb. 6 & 8
Various Locations

Nearly 100 participants

Tuesday, Feb. 13
St. Cloud High School Cafeteria

Thursday, Feb. 15
Lake Nona Middle School Cafeteria

Wednesday, Feb. 21
Association of Poinciana Villages Community Center

More than 850 participants & 350 comments
PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects

Identify Project
- Project identified in CFX Board approved Visioning +2040 Master Plan (Long-Range Transportation Plan).
- Project is placed on hold to be revisited in the future.

Work Plan
- Is project identified in the approved Five-Year Work Plan?
  - Yes
  - No

Feasibility Study
- CFX Board approves findings of feasibility study on the project.
- Project is placed on hold to be revisited in the future.

PD&E Study
- Does CFX Board approve PD&E Study?
  - Yes
  - No

Recommended/Alternative/Final Design
- Does CFX Board approve project for the Final Design Phase?
  - Yes
  - No

Permitting
- Does CFX Board accept the proposed mitigation/corrosion easement settlements and approve permit agreements?
  - Yes
  - No

Right-of-Way
- Does CFX Board accept the Right-of-Way Committee's requested acquisitions and approve start of right-of-way purchasing?
  - Yes
  - No

Advertise Bids
- Does CFX Board approve CFX's request to advertise bids for construction?
  - Yes
  - No

Utilities
- Does CFX Board accept the proposed utilities relocation settlements and approve utility agreements?
  - Yes
  - No

Award Contract
- Does CFX accept bid and approve award of contract to construct roadway?
  - Yes
  - No

Construction
- Construction commences.

Open to Traffic
- Newly constructed roadway is opened to traffic.

(We are here.)
Poinciana Parkway Extension

Alternative Corridor Alignments

Osceola and Polk Counties
Poinciana Parkway Extension
Purpose and Need

- Enhance mobility from I-4 to Cypress Parkway
- Reduce congestion and delays
- Expand regional connectivity
- Provide transportation infrastructure to support planned growth
- Provide consistency with local plans and policies
- Enhance safety
Poinciana Parkway Extension

Alternative Corridor Alignments

Osceola and Polk Counties
All alternatives include widening the existing Poinciana Parkway from 2-lanes to 4-lanes

- Cypress Parkway / Southport Connector
- North end of expressway bridge
Poinciana Parkway Extension
Constraints
Poinciana Parkway Extension
Typical Section on New Alignment

Median accommodates potential multimodal corridor

Proposed L/A/R/W

12' Shoulder
10' Paved

94'

24'

8' Shoulders
4' Paved

88'

24'

12' Shoulder
10' Paved

94'

324' ±
Poinciana Parkway Extension
Elevated Expressway along CR 532

Median accommodates potential multimodal corridor

Proposed R/W

<table>
<thead>
<tr>
<th>12'</th>
<th>7'</th>
<th>24'</th>
<th>27'</th>
<th>2'</th>
<th>12'</th>
<th>24'</th>
<th>8'</th>
</tr>
</thead>
<tbody>
<tr>
<td>70'</td>
<td></td>
<td></td>
<td></td>
<td>88'</td>
<td>164'</td>
<td>304'±</td>
<td>70'</td>
</tr>
</tbody>
</table>

Proposed R/W
Poinciana Parkway Extension Alternatives to I-4 at SR 429

Impacts Summary
- Wetlands: 165 to 185 Acres
- Conservation & Mitigation Areas: 79 to 113 Acres
- Right-of-Way: 492 to 560 Acres
- Residential Parcels: 141 to 213 Parcels
- Non-Residential Parcels: 57 to 100 Parcels
- Estimated 2045 Traffic: 41,900 to 46,600 Vehicles
- Estimated Project Cost: $1.33 to $1.47 Billion
Poinciana Parkway Extension
Alternatives to I-4 at CR 532

Impacts Summary
- Wetlands: 84 to 108 Acres
- Conservation & Mitigation Areas: 52 to 71 Acres
- Right-of-Way: 309 to 346 Acres
- Residential Parcels: 85 to 107 Parcels
- Non-Residential Parcels: 91 to 111 Parcels
- Estimated 2045 Traffic: 30,800 Vehicles
- Estimated Project Cost: $1.06 to $1.15 Billion
Poinciana Parkway Extension
Alternatives to I-4 at CR 532

Impacts Summary
- Wetlands: 155 to 169 Acres
- Conservation & Mitigation Areas: 35 to 72 Acres
- Right-of-Way: 454 to 455 Acres
- Residential Parcels: 130 to 156 Parcels
- Non-Residential Parcels: 72 to 76 Parcels
- Estimated 2045 Traffic: 31,700 Vehicles
- Estimated Project Cost: $800 to $820 Million
Poinciana Parkway Extension
Potential Phased Approach

Traffic and Cost Summary
Estimated 2045 Traffic: 26,000 Vehicles
Estimated Project Cost: $490 to $580 Million
## Poinciana Parkway Extension
### Viability of Alternatives

<table>
<thead>
<tr>
<th>Expressway Alternative</th>
<th>Total Project Costs ($ Millions)</th>
<th>30-Year Projected Revenue ($ Millions)</th>
<th>Viability Range (highest revenue)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poinciana Parkway to Interstate 4 at SR 429</td>
<td>$1,330 to $1,470</td>
<td>$328 to $590</td>
<td>40% to 44%</td>
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<tr>
<td>Poinciana Parkway to Interstate 4 at CR 532</td>
<td>$800 to $1,150</td>
<td>$256 to $410</td>
<td>36% to 51%</td>
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<tr>
<td>Poinciana Parkway to CR 532 (Segment)</td>
<td>$490 to $580</td>
<td>$160 to $240</td>
<td>41% to 49%</td>
</tr>
</tbody>
</table>

Assumptions:
1. Existing Poinciana Parkway widened to 4 lanes
2. CFX owns existing Poinciana Parkway as a systems project
3. Segment Alternative to CR 532 requires partnerships for widening of CR 532 to 6 lanes and for new interchange at I-4
Recommended Motion

Approval of the findings for the Concept, Feasibility and Mobility Study of the Poinciana Parkway Extension, and authorization for staff to initiate a Project Development & Environment (PD&E) Study.