

The logo for the Central Florida Expressway Authority is centered in the upper half of the image. It consists of a white rectangular box with an orange horizontal bar at the top and another at the bottom. Inside the box, the words "CENTRAL FLORIDA EXPRESSWAY AUTHORITY" are written in a serif font. "CENTRAL FLORIDA" and "AUTHORITY" are in black, while "EXPRESSWAY" is in orange.

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

The background of the slide is a photograph of a multi-level highway interchange. The concrete structures are light-colored, and the sky is a clear, bright blue. A grassy embankment is visible on the right side. A dark car is partially visible in the lower center, driving on one of the lower levels of the interchange.

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

Glenn Pressimone, Director of Engineering and Clif Tate, Kimley-Horn and Associates

— March 8, 2018 —

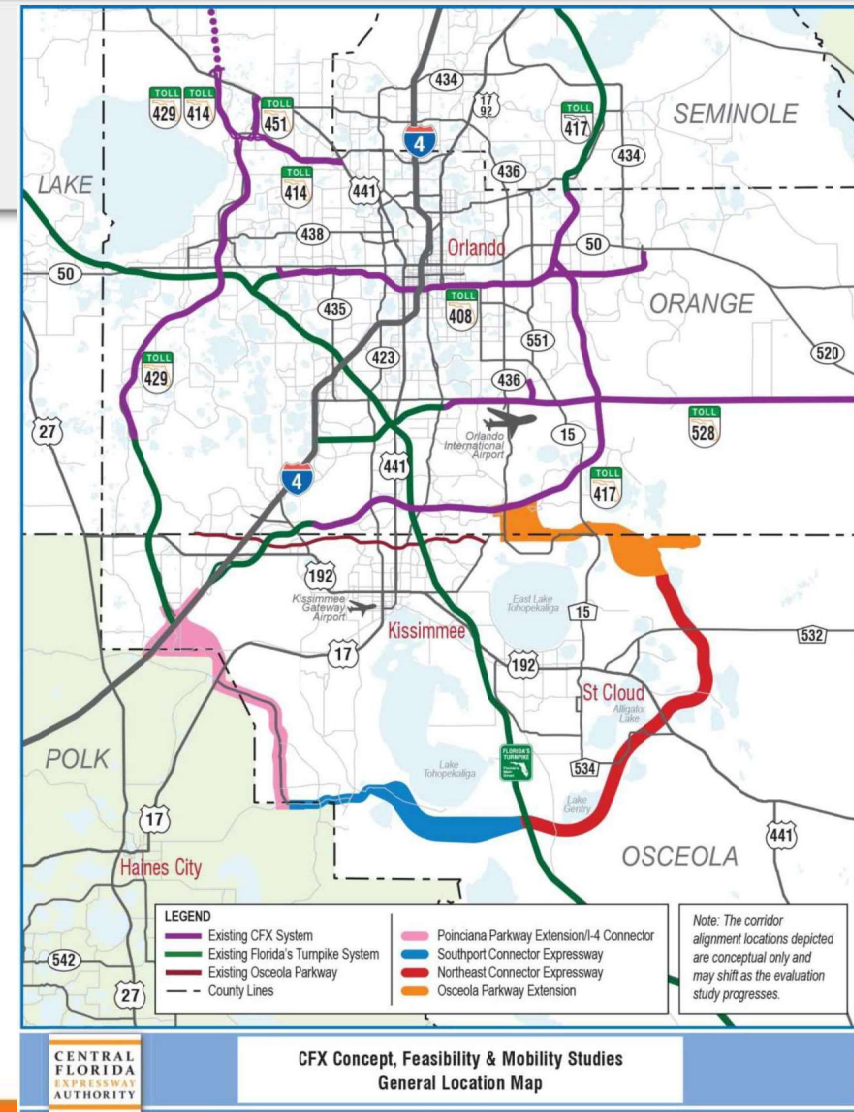
Study Corridor Overview

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

Public Involvement: Concept Draft Report Public Meetings (2018)



Tuesday, Feb. 13
St. Cloud High School Cafeteria



Thursday, Feb. 15
Lake Nona Middle School Cafeteria

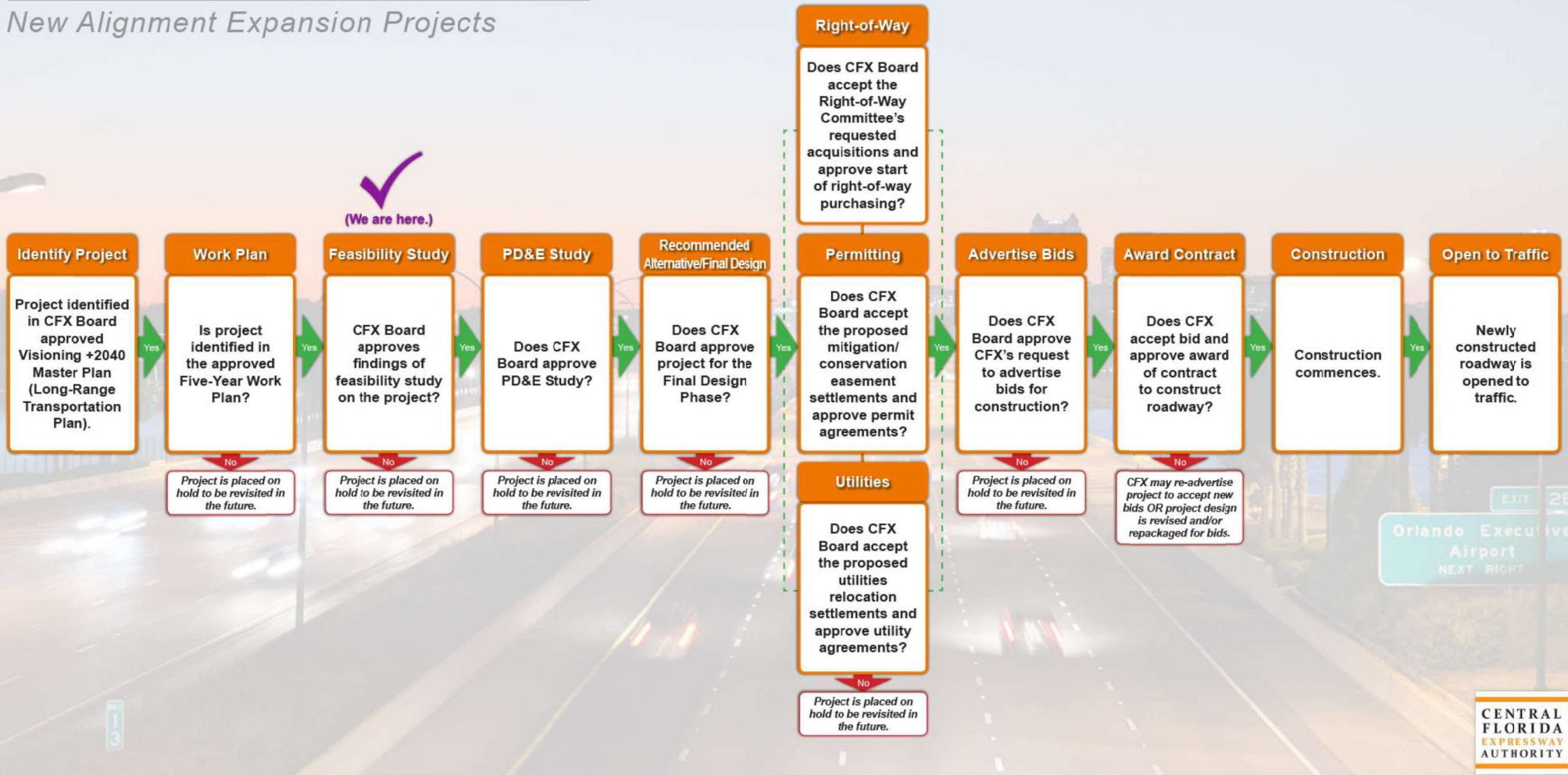


Wednesday, Feb. 21
Association of Poinciana Villages
Community Center

More than 850 participants &
350 comments

PROJECT DEVELOPMENT PROCESS

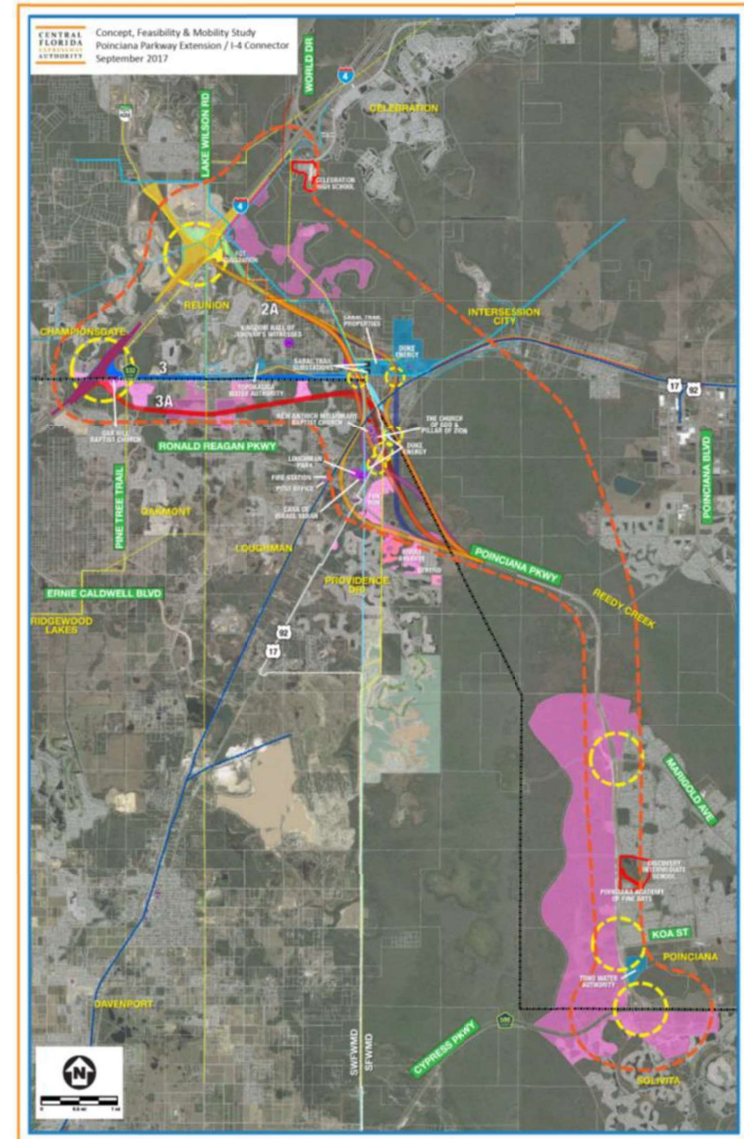
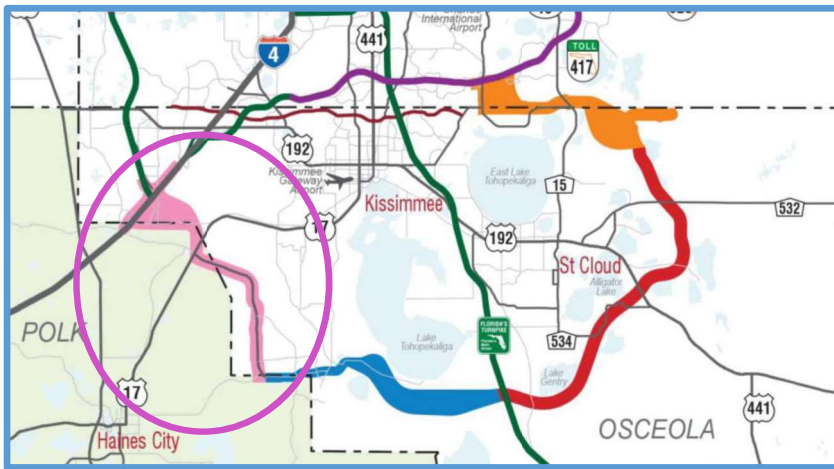
New Alignment Expansion Projects



Poinciana Parkway Extension

Alternative Corridor Alignments

Osceola and Polk Counties



Poinciana Parkway Extension

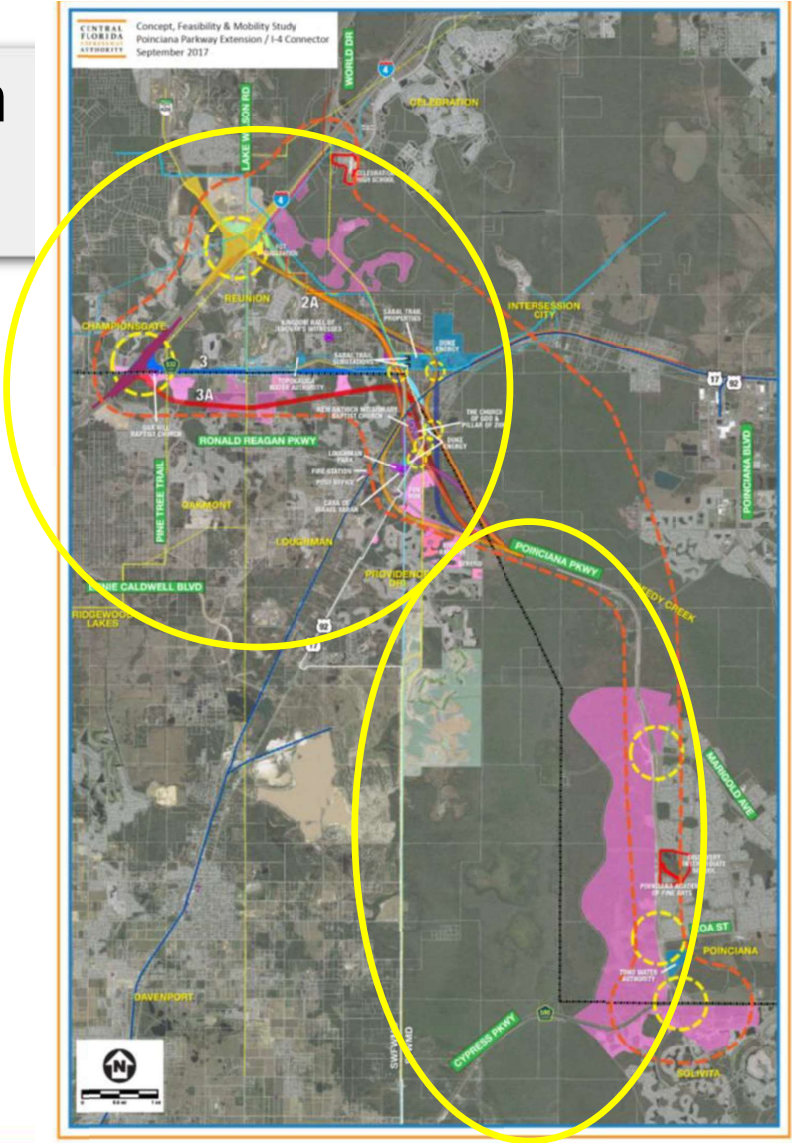
Purpose and Need

- 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

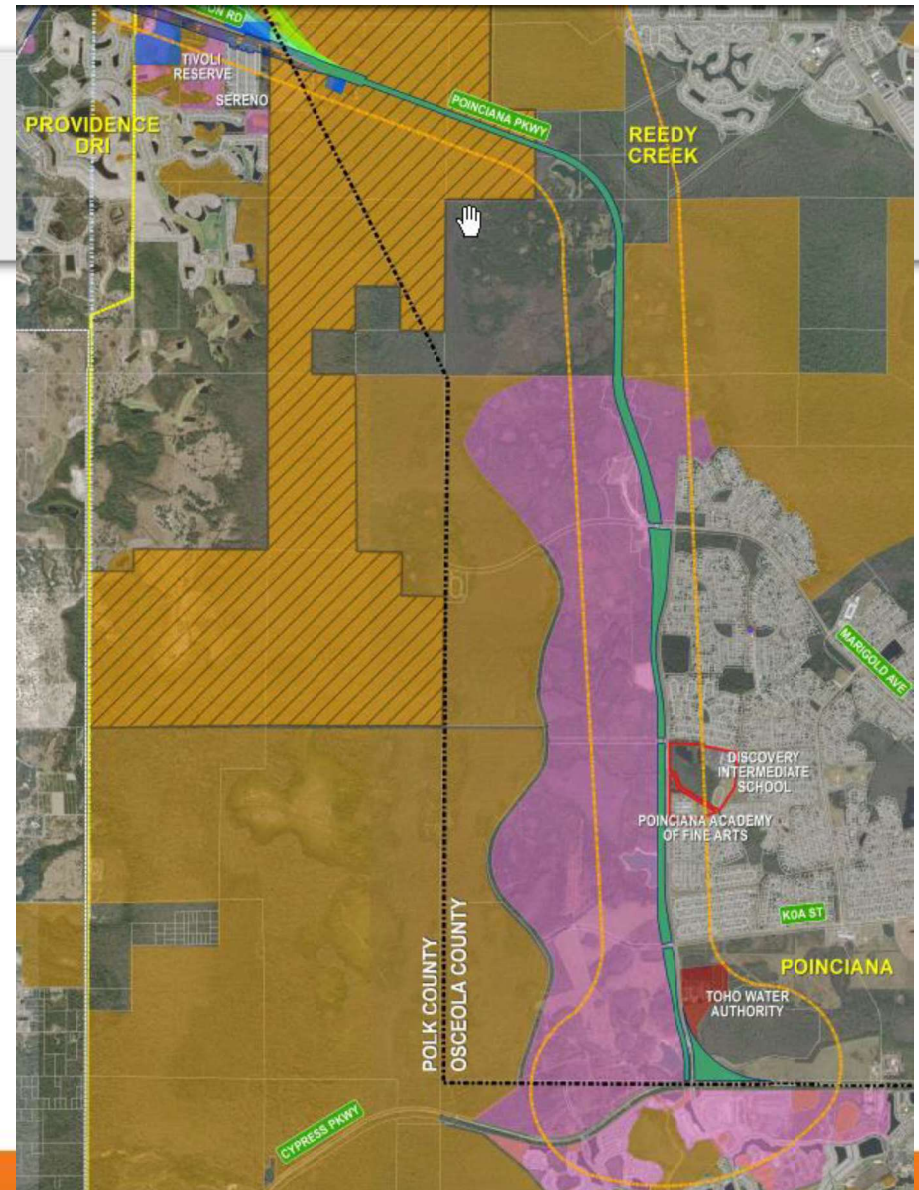
Osceola and Polk Counties



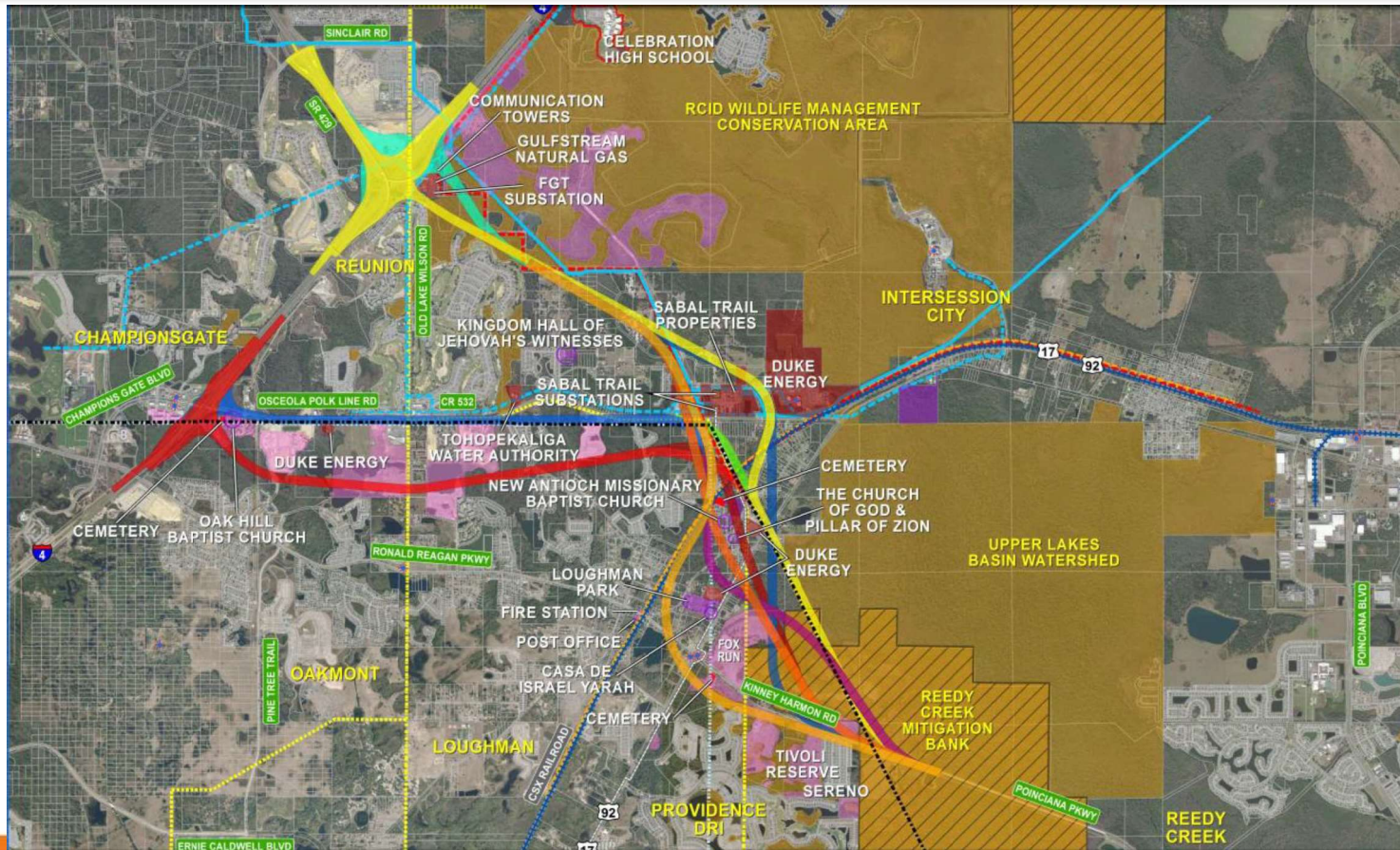
Poinciana Parkway Widening

All alternatives include widening the existing Poinciana Parkway from 2-lanes to 4-lanes

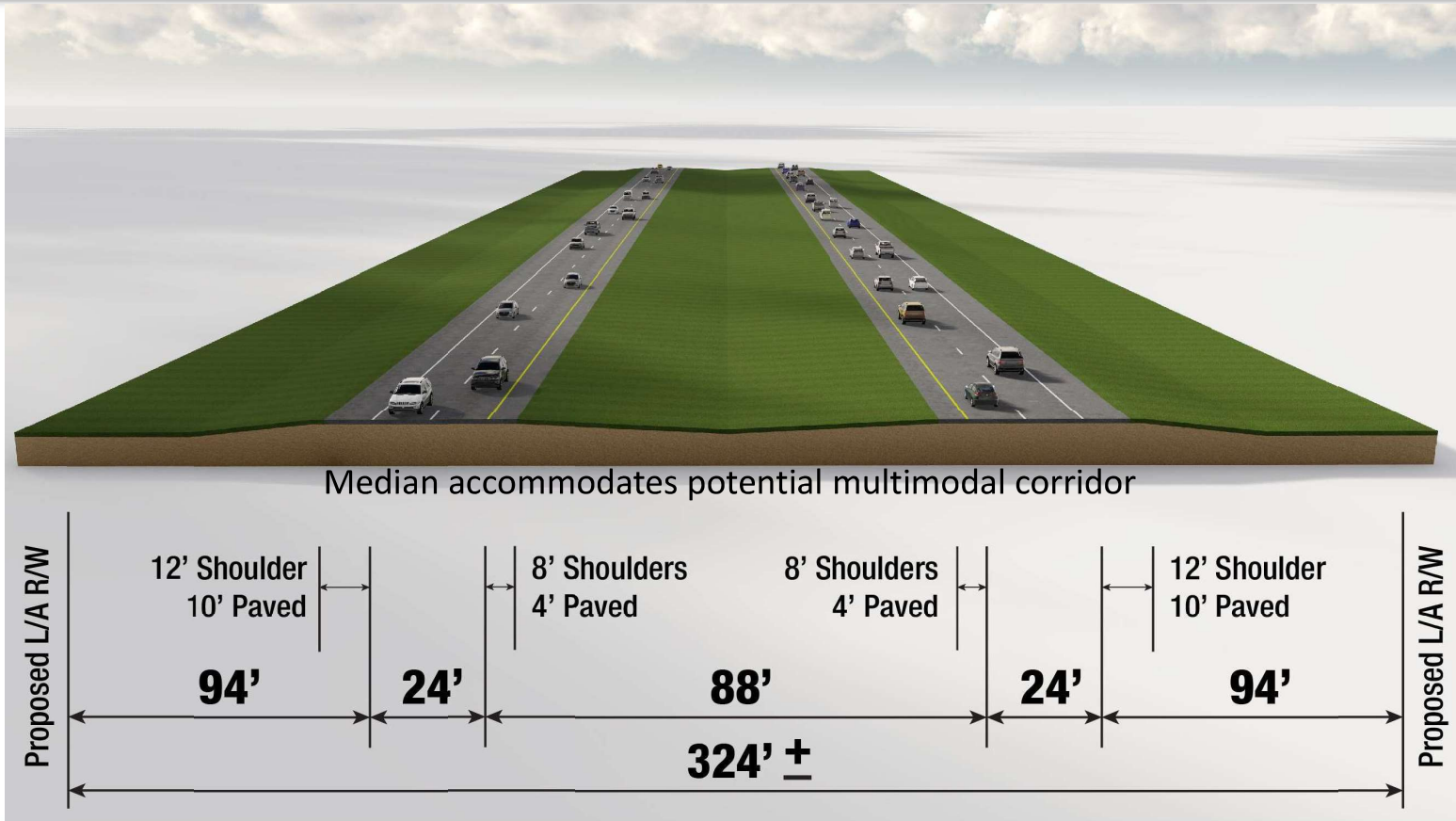
- Cypress Parkway / Southport Connector
- North end of expressway bridge



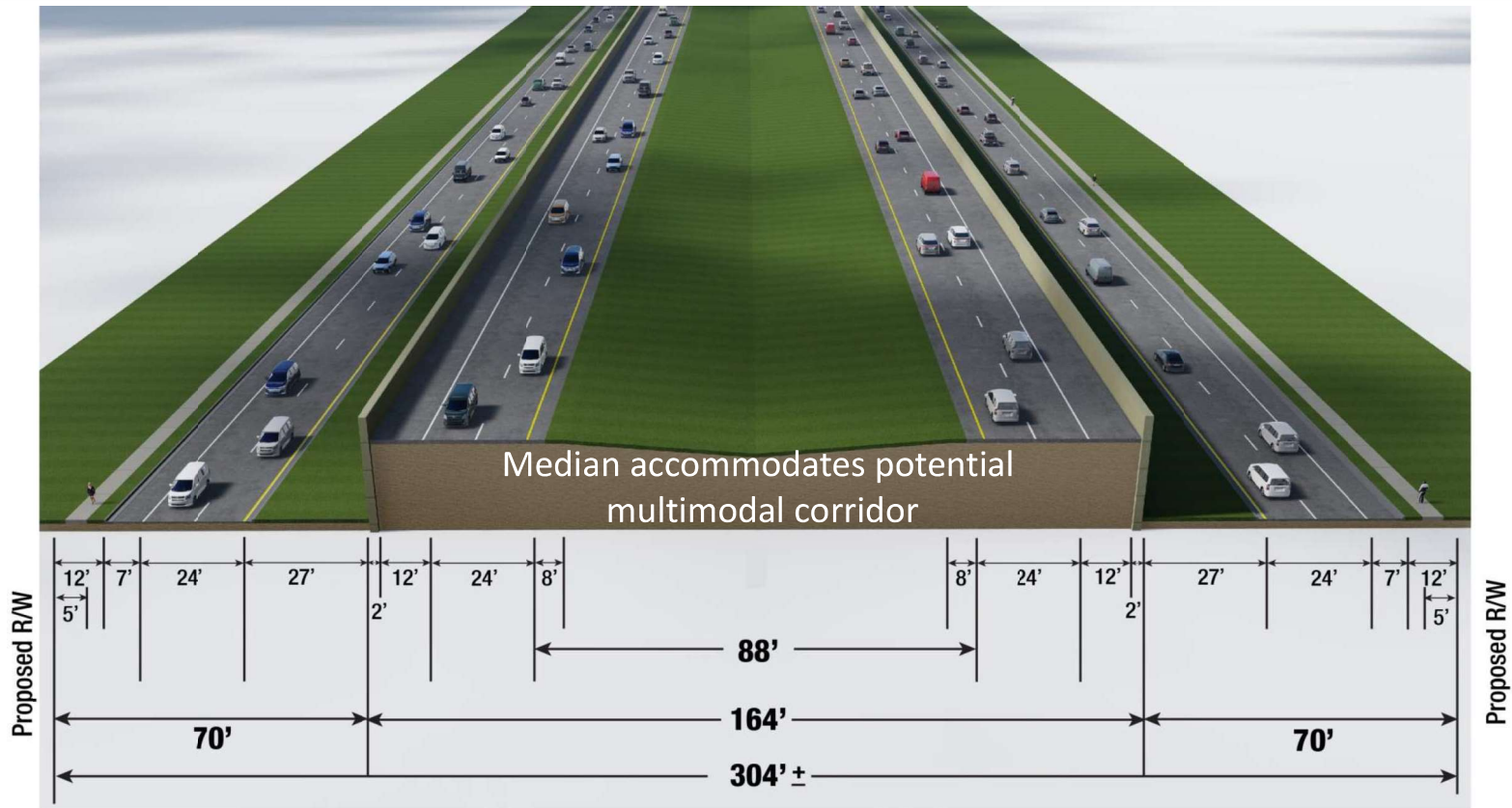
Poinciana Parkway Extension Constraints



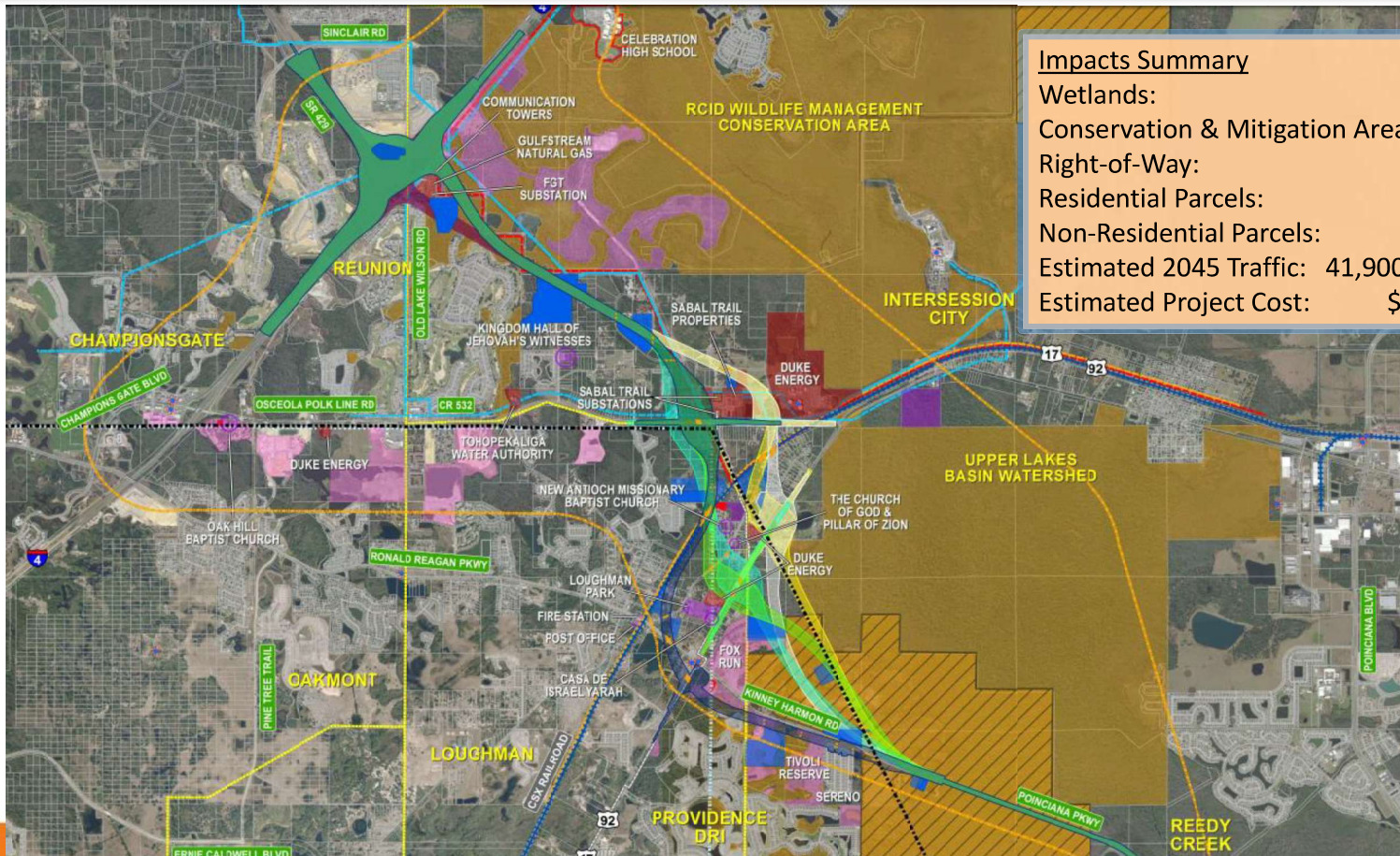
Poinciana Parkway Extension Typical Section on New Alignment



Poinciana Parkway Extension Elevated Expressway along CR 532



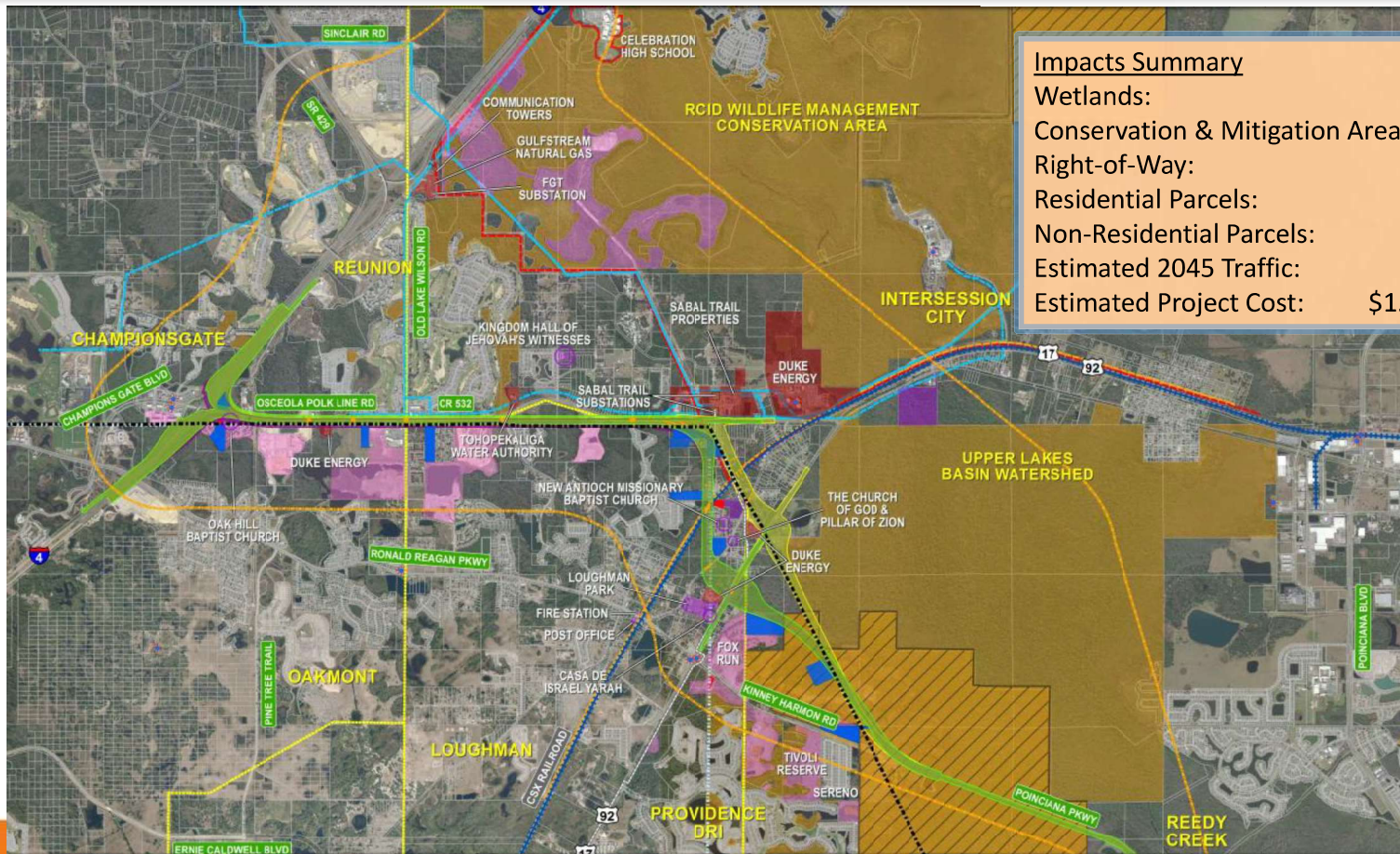
Poinciana Parkway Extension Alternatives to I-4 at SR 429



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

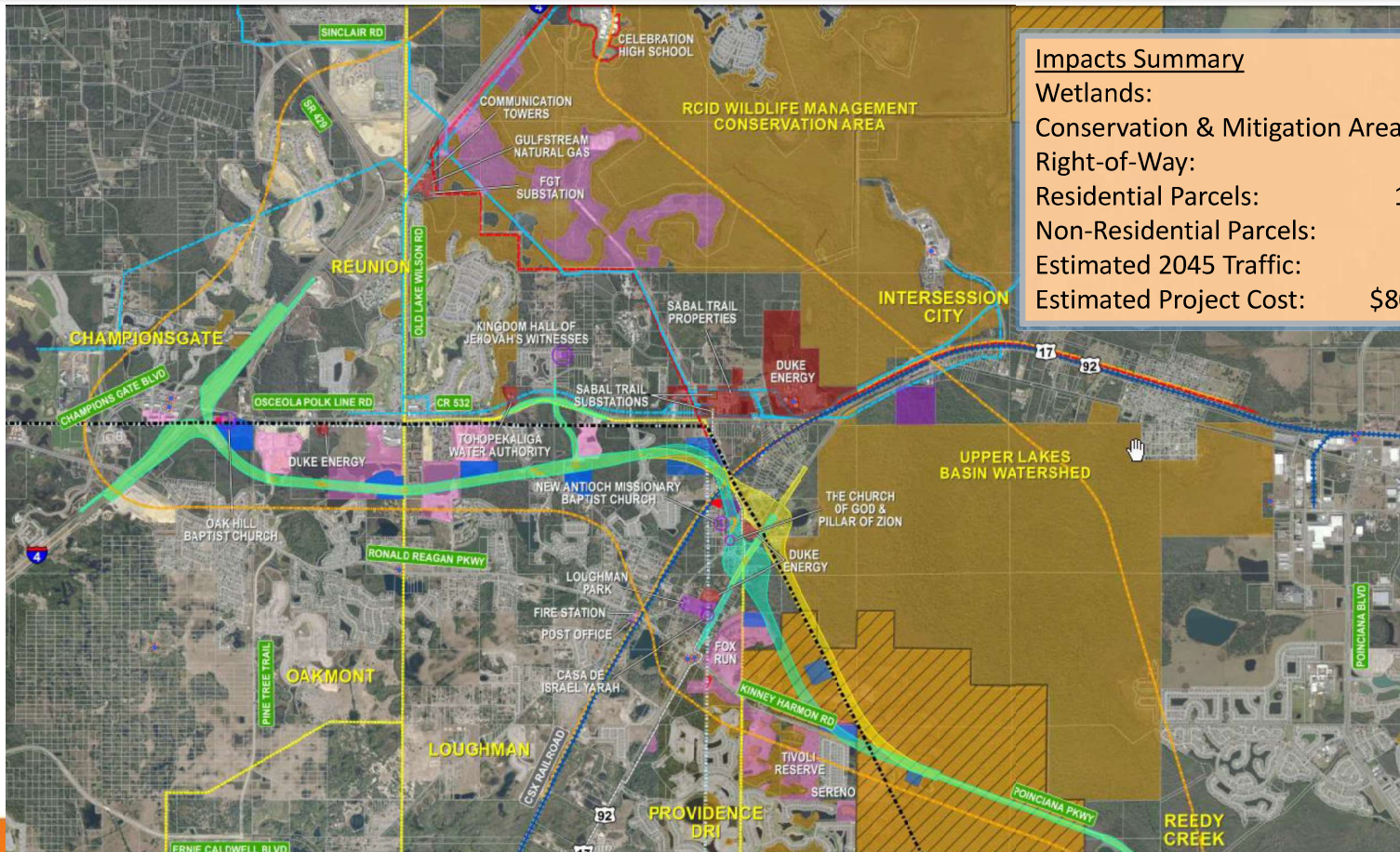
Poinciana Parkway Extension Alternatives to I-4 at CR 532



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

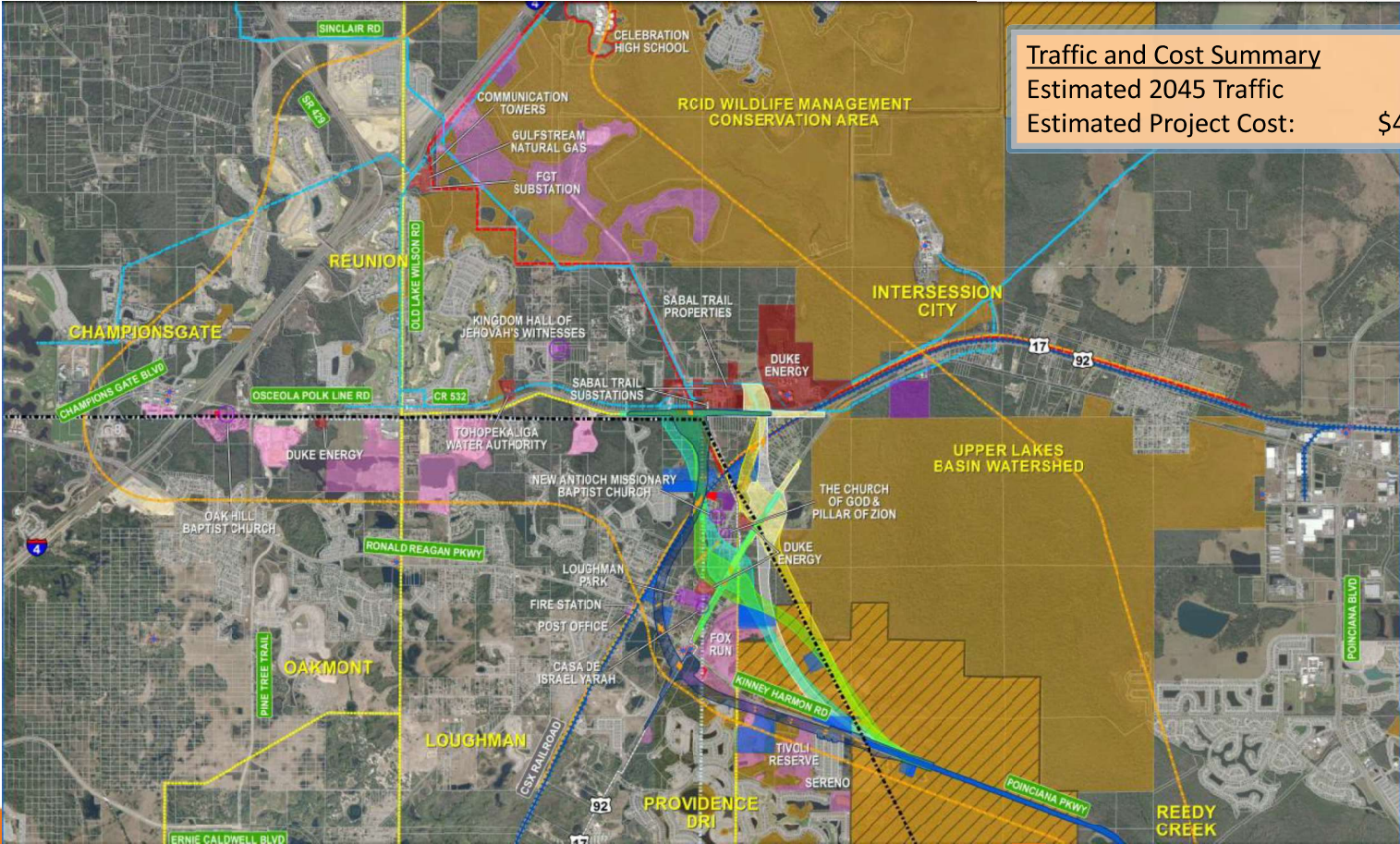
Poinciana Parkway Extension Alternatives to I-4 at CR 532



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

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

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.