



POINCIANA PARKWAY PROJECT ADVISORY GROUP (PAG)

MEETING SUMMARY

Date/Time: Thursday, February 8, 2018, 9:00 a.m. to 11:00 a.m.

Location: Association of Poinciana Villages, Community Center, 445 Marigold Ave., Poinciana 34759

Attendees: There were 14 attendees and seven staff members. See sign-in sheets attached.

I. Notifications

Notifications were sent January 16, 2018 to 77 invitees.

II. Welcome

Mary Brooks, Public Involvement Coordinator, of Quest Corporation of America (Quest), called the meeting to order and welcomed everyone. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information.



III. Study History

The meeting agenda and study history was reviewed. In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. In 2013, the Osceola County Expressway Authority (OCX) finalized the 2040 Master Plan. In 2016, the Central Florida Expressway (CFX) Board approved an interlocal agreement with Osceola County and OCX to transfer the lead for development the remainder of the OCX 2040 Master Plan to CFX. In April of 2017, CFX kicked off the studies.

IV. Study Corridor Overview

The studies include four projects in a 60-mile corridor:

- Poinciana Parkway Extension / I-4 Connector;
- Southport Connector Expressway;
- Northeast Connector Expressway; and
- Osceola Parkway Extension.

V. Project Goals

The overall goals of the study corridor are to improve roadway connections, promote regional connectivity, provide additional traffic capacity, reduce congestion, and evaluate transit options.



Input from both the Environmental Advisory Group (EAG) and Project Advisory Group (PAG) fed into development of purpose and need.

VI. Study Methodology & Schedule

The study looked at previous work with a “fresh look” and prepared an assessment of potential impacts. Traffic study information is now available to share with you. If the corridor is found to be feasible, the next step would be the Project Development and Environment (PD&E) stage.

As shown on the schedule, the blue line represents where we are today. This is the advisory group stage. In a couple of weeks, we will have public meetings.

VII. Public Involvement

A series of public meetings were held last fall and are coming up again on February 13, 15, and 21. Board presentations, to the Polk County Board of Commissioners, Osceola County Expressway Authority, and the Central Florida Expressway Authority were held in 2017 and additional presentations will be scheduled in the future. Summaries from these meetings are available on the website:

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

Mary Brooks, Quest, concluded her portion of the presentation and turned it over to Clif Tate, Kimley-Horn and Associates (KHA) Project Manager.

VIII. Project Background

The project background was reviewed. In 2013, FDOT initiated a Project Development and Environment (PD&E) study for the I-4/Poinciana Parkway Connector. The limits were from the end of the bridge to I-4. In 2015, a public hearing was held. In November 2015, the first step of an Alternative Corridor Evaluation (ACE) was completed and the FDOT PD&E was put on hold.

IX. Review of Previous Study

The previous study was reviewed and we concur with the recommendation of the two corridors for further analysis (Corridor 2A and Corridor 3), but we need further clarity about how the frontage roads could work.

X. Current Study Area

The current study area was narrowed down from before and extended down to Cypress Parkway.

XI. Initial Alignments Evaluated

A third corridor (Corridor 3A) was added on the south side. Some of the alignments in the Loughman area were refined because of cemeteries, parks, and churches. Environmental impacts include the mitigation bank and upper lakes basin watershed.

XII. Typical Section on New Alignment

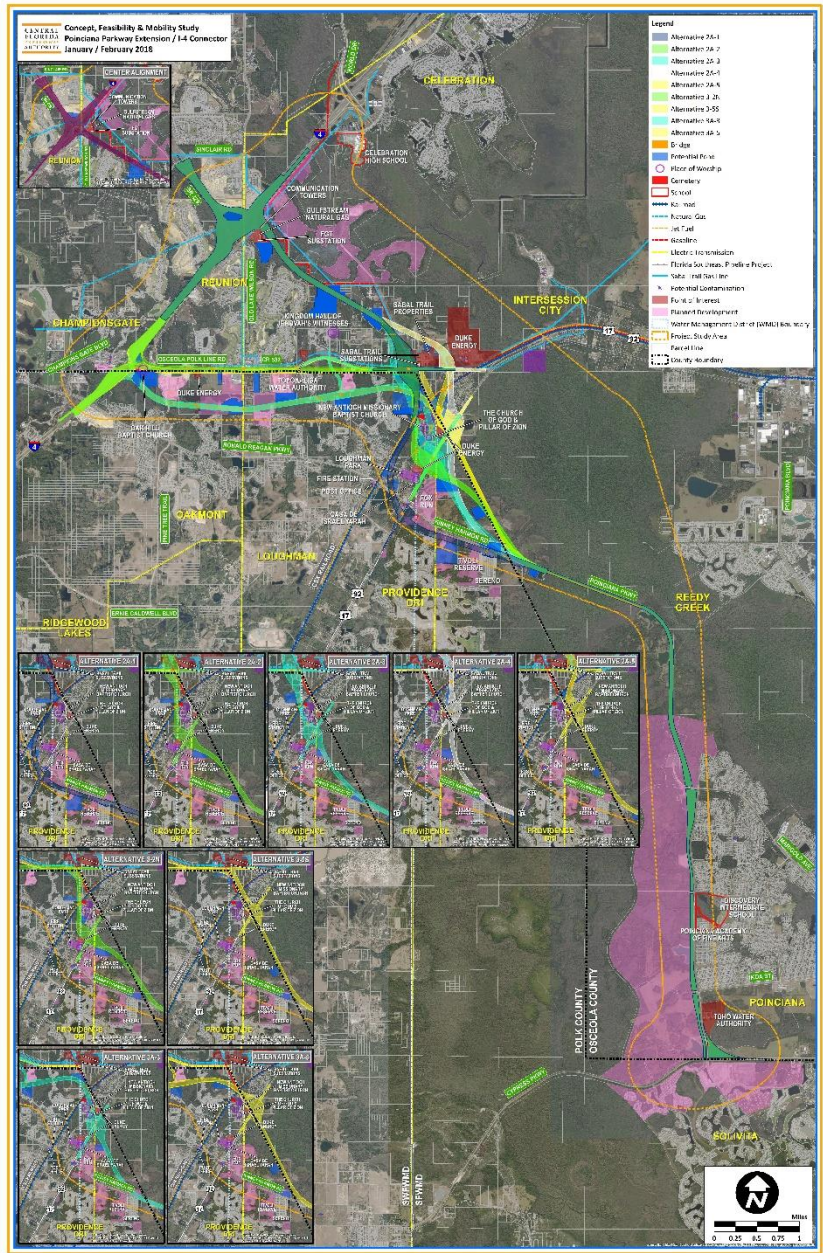
The typical section is 324 feet wide and the expressway is elevated along County Road 532.

Poinciana Parkway – Common to All Alternatives:

- Widen existing Poinciana Parkway to four lanes.
- Completing the interchanges at Marigold Ave. and Koa St.
- No additional right of way anticipated.

Alternative 2A: I-4 Interchange Options:

- Center Alignment
 - Comes in from the south.
 - Traditional type interchange.
 - The down side is that it would impact the Reunion development and a Florida Gas Transmission substation.
- North Alignment
 - Developed in response to those constraints.
 - No residential and commercial impacts.
 - A communication tower is impacted.
- Both of these interchanges are compatible with FDOT I-4 Beyond the Ultimate.



Alternative 2A-1:

- This is the only alternative that travels south of Kinney Harmon Road.
- Impacts the Providence DRI and residential lots.
- From the south, it is east of the railroad before crossing the tracks.
- As it goes further north, there is an interchange at CR 532 and it proceeds north to I-4.

Alternative 2A-2:

- At the end of the bridge, it veers northwest.
- Crosses the mitigation bank.
- Interchanges with US 17/92 and CR 532.

Alternative 2A-3:

- Crosses the mitigation bank.
- Interchanges with US 17/92 and CR 532.

Alternative 2A-4:

- Alignment moves north to avoid the Loughman area, but impacts more of the mitigation bank.
- Interchanges with US 17/92 and CR 532.



Alternative 2A-5:

- This option is completely within Osceola County.
- Avoids the Loughman area, but impacts the mitigation bank.
- Interchanges with US 17/92 and CR 532.
- Features a half-diamond interchange at CR 532.

Alternative 3-2:

- Similar to Alternative 2A-2 in that it would travel north of the bridge and have an interchange with US 17/92.
- Along CR 532, slip ramps are used to access the frontage roads from the expressway.
- Two options. We would only require right-of-way from one side or the other.
 - Widen to the north (shown).
 - Widen to the south.

Alternative 3-5:

- Alignment is along the county line in Osceola County.
- Utilizes the same CR 532 corridor and slip ramps.
- Two options. We would only require right-of-way from one side or the other.
 - Widen to the north.
 - Widen to the south (shown).

Alternative 3A-3:

- Runs south of CR 532.
- Interchanges with US 17/92 and CR 532.
- Access is via a diamond interchange with a connector road to CR 532.

Alternative 3A-5:

- Alignment is along county line in Osceola County.
- Interchanges with US 17/92 and CR 532.
- Access via a connector road to CR 532.



XIII. Evaluation Matrix

The evaluation matrix compares the physical, cultural, natural environment, and social impacts of the 11 alternatives against each other. Pink indicates greater impacts. Yellow indicates medium impacts. Green indicates fewer impacts. Toll revenue generation is still to be determined.

XIV. Questions & Discussion

Nancy Dryburgh, Reunion Resident

- The new construction on I-4 will include toll lanes. Does this drop into toll lanes where we can go toll to toll or to general purpose?
- Clif Tate, KHA: This will go into general purpose lanes, not I-4 toll lanes.
- How far until we can get onto I-4 toll lanes?
- Clif Tate, KHA: We'll need to ask FDOT. FDOT likes the connection at SR 429. We were focused on where we could connect to I-4. It will be looked at in the PD&E. If any of these are deemed viable, they go to PD&E. That will be required for an interchange modification request analysis.

Mark Greenstein, Reunion CDD

- Will these slides be available?
- Mary Brooks, Quest: Yes, we will be sending these out and posting to the website.

Joshua DeVries, Osceola County Transportation and Transit

- Osceola County requested that CFX coordinate with Osceola and Polk counties on this project.

John Dryburgh, Reunion Resident

- Will there be additional information at the public meetings next week?
- Clif Tate, KHA: No, it will be the same.
- Are Polk County representatives here?
- Clif Tate, KHA: No, they had a conflict today, but they received this update earlier this week.

John Parent, Solavita

- Does this put the Polk Parkway on the front burner?
- Clif Tate, KHA: Not really. I believe when it was originally planned to connect to I-4, the Federal Highway Administration said there would be one connection from the south and told locals to

figure out where that would be. The conclusion was it would be I-4 at SR 429. Polk County said they try to get to I-4 by going north in order to go east, but they might now consider going east to go north.

Mary Brooks then brought the discussion period to an end. She asked for any remaining comments or thoughts, and whether the attendees felt the meeting had been helpful? A number of attendees stated the meeting was very helpful. She reiterated that any study corridor moving forward would still be looking at six to eight years before construction would start.

XV. Next Steps

Mary Brooks, Quest, invited attendees to fill out comment forms or comment via email. She encouraged attendees to share information they learned at the meeting with their fellow organization members. She said materials would be sent out and posted to the website. The meeting concluded, with a few attendees remaining to again review the exhibits.

END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at QCA. It is not verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Mary Brooks by email at mary.brooks@qcausa.com or by telephone 407-694-5505 within (5) days of receipt of this summary.

