



Poinciana Parkway Extension Project Development & Environment Study

Nicole Gough, Dewberry

Mary Brooks, Quest Corporation of America

Clif Tate, Kimley-Horn and Associates

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Title VI Compliance

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:

Mary Brooks
Public Involvement Coordinator
4974 ORL Tower Road
Orlando, FL 32807
407-802-3210

Projectstudies@CFXway.com

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

Advisory Group Roles

Environmental

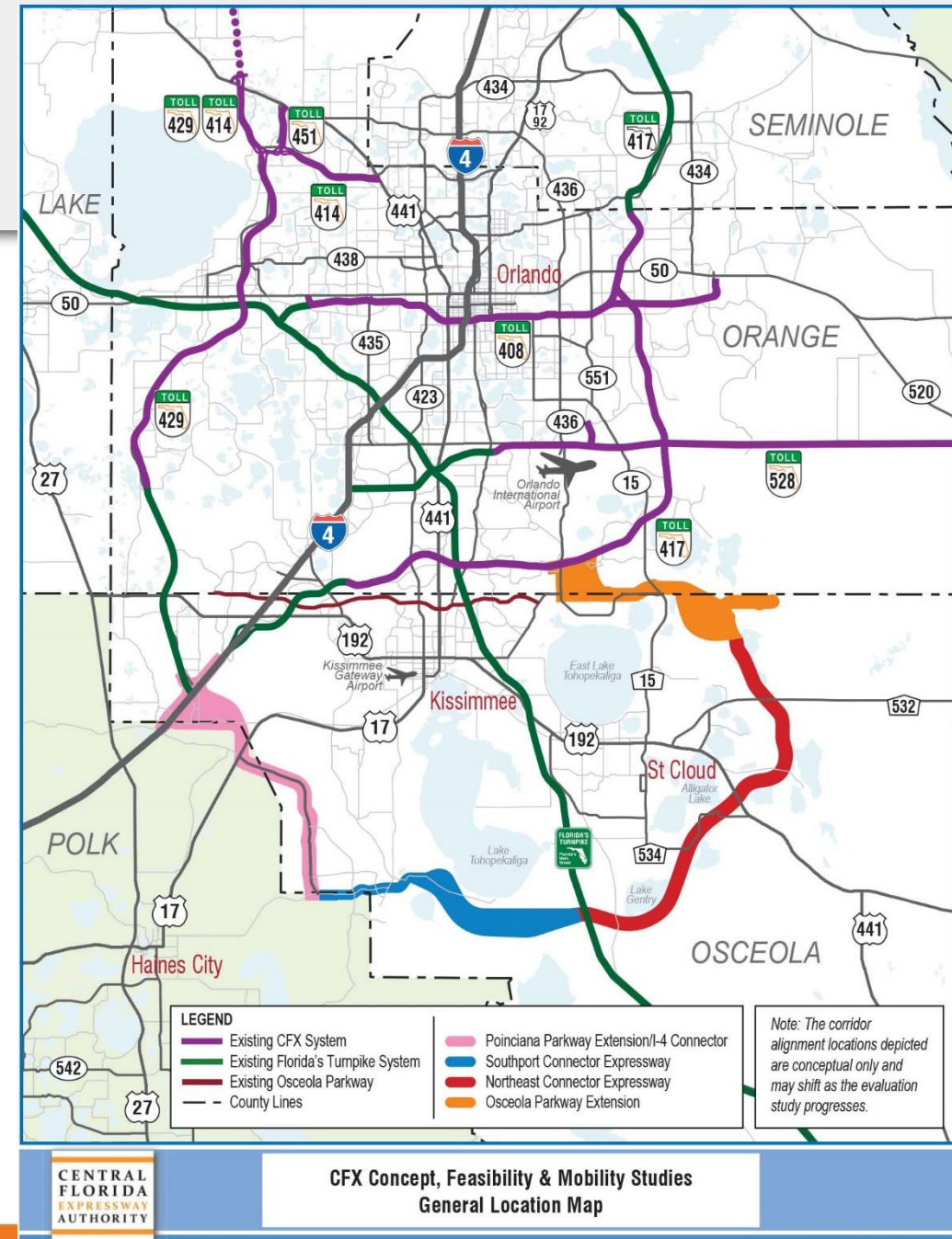
- Natural environment analysis;
- Special advisory resource;
- Providing environmental impact input on project alternatives;
- Local knowledge, issues and concerns regarding environmental impacts.

Project

- Mobility analysis;
- Special advisory resource;
- Providing input on project alternatives;
- Local knowledge, issues and concerns.

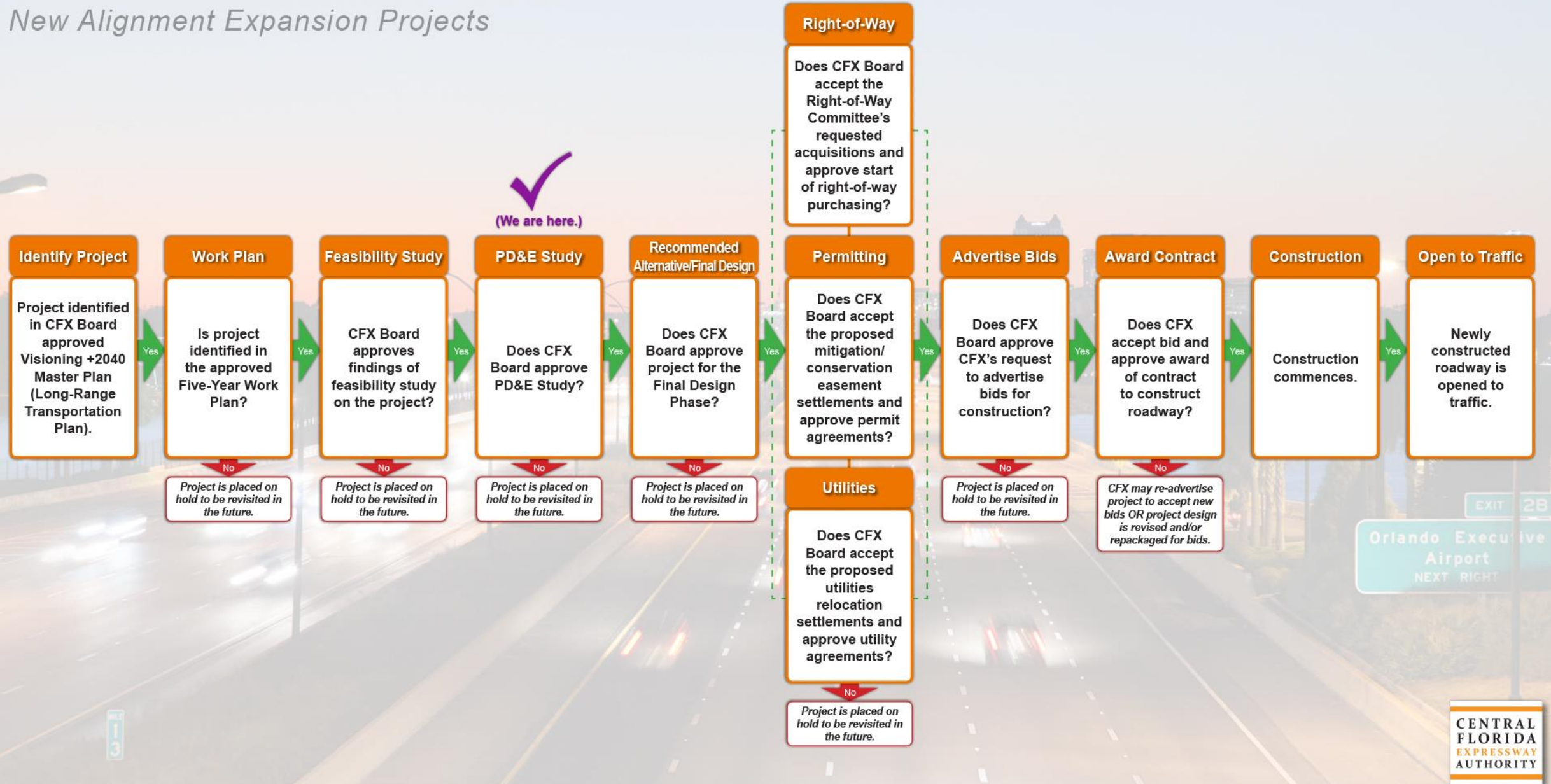
Background

- **2005** – Osceola County Comprehensive Plan: New corridors around growth boundary
- **2012** – Osceola County Expressway Authority (OCX): 2040 Master Plan
- **2016** – Poinciana Parkway Connected to US 17/92
- **March 2018** – CFX finished Feasibility Studies
 - Authorized Poinciana Parkway Extension PD&E study
- **July 2018** – PD&E Study began



PROJECT DEVELOPMENT PROCESS

New Alignment Expansion Projects



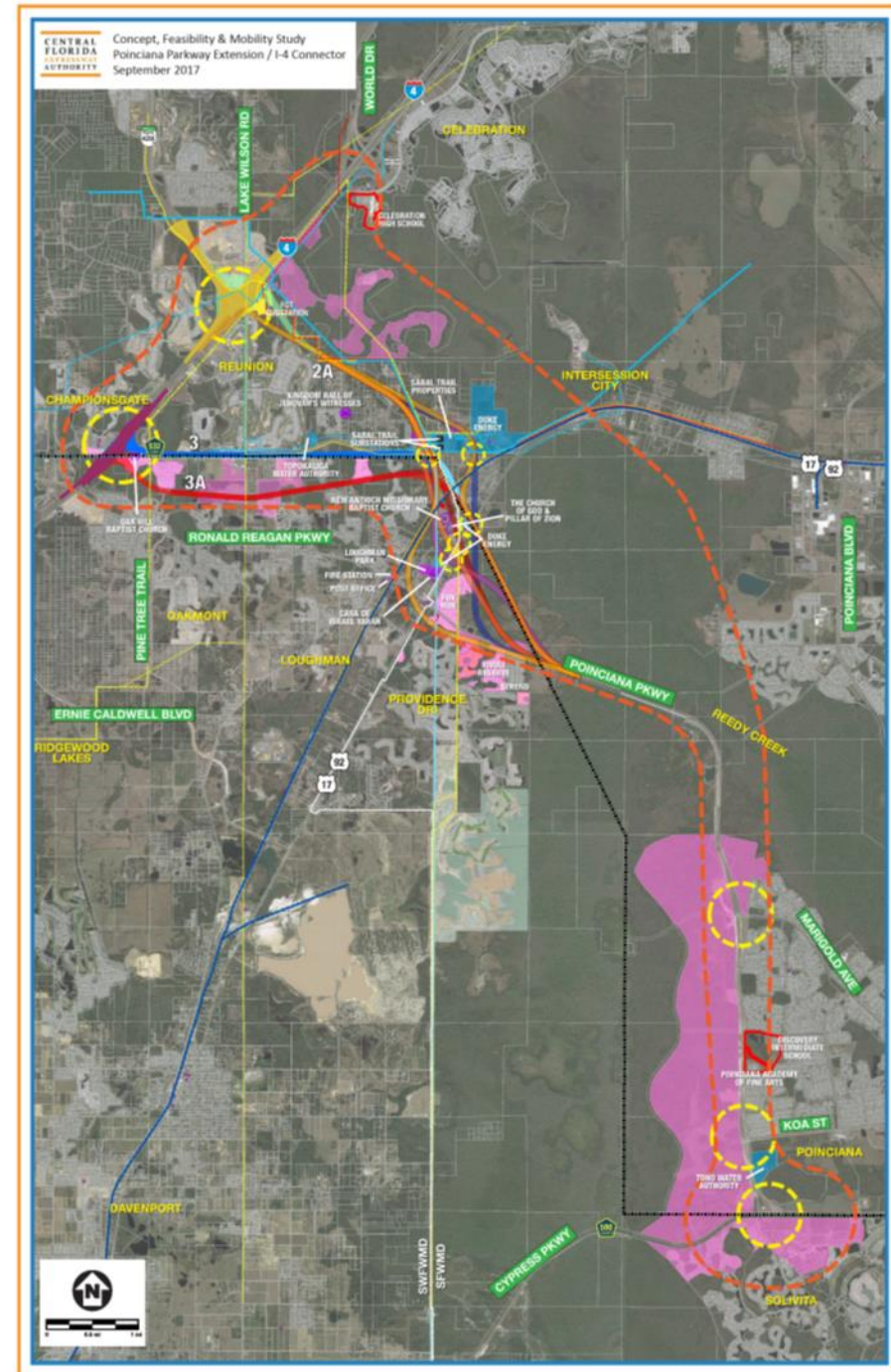
Purpose and Need

- Enhance mobility: CR 532 to Poinciana Parkway
- Reduce roadway congestion and delays on local roadways
- Expand regional connectivity
- Provide transportation infrastructure for planned growth
- Provide consistency with local plans and policies
- Enhance safety

EAG and PAG input: Address the Purpose and Need

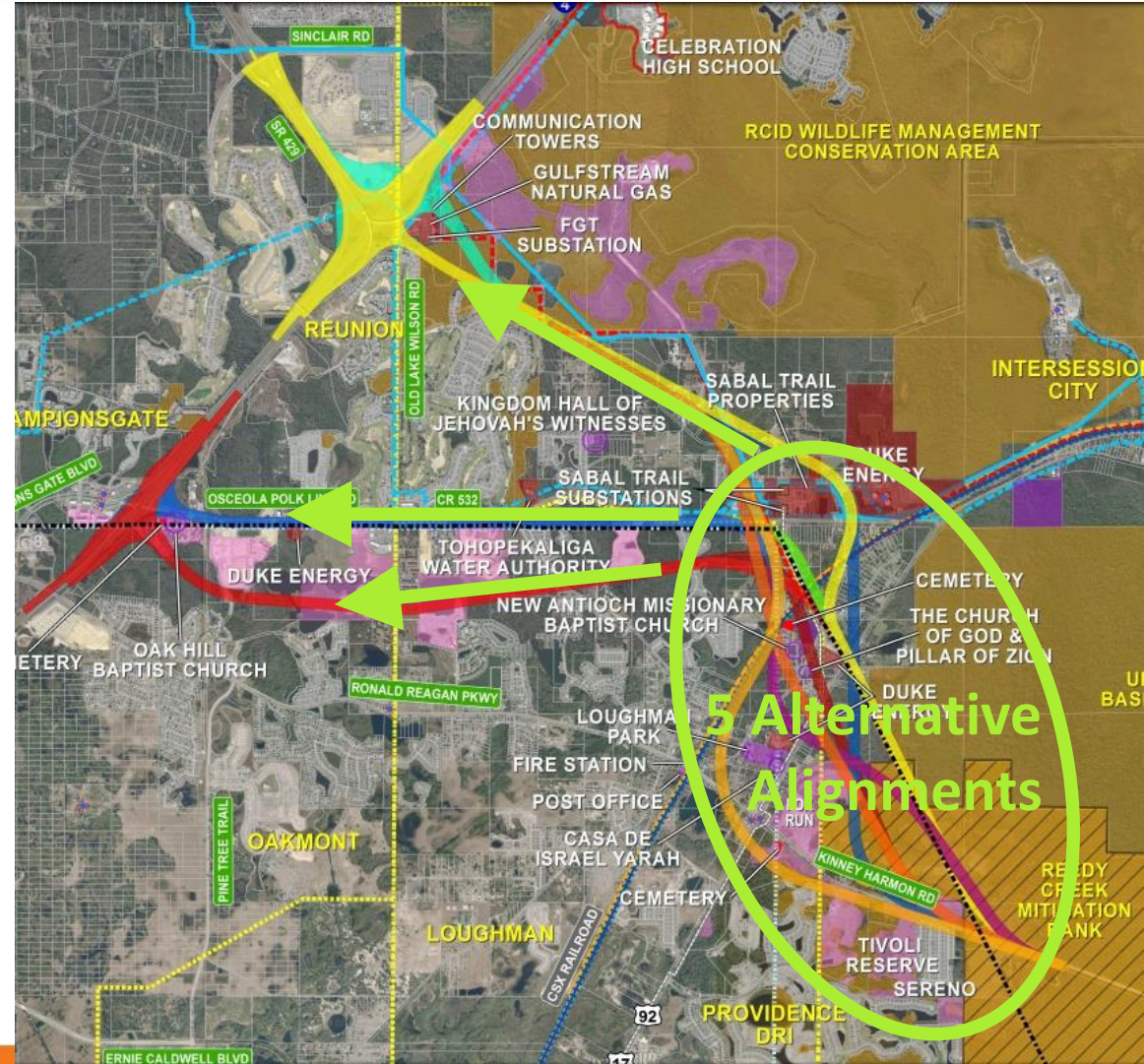
Poinciana Parkway Extension Feasibility Study

- Widen Poinciana Parkway
- Evaluated Alternatives: Poinciana Parkway to I-4



Poinciana Parkway Extension Feasibility Study and Findings

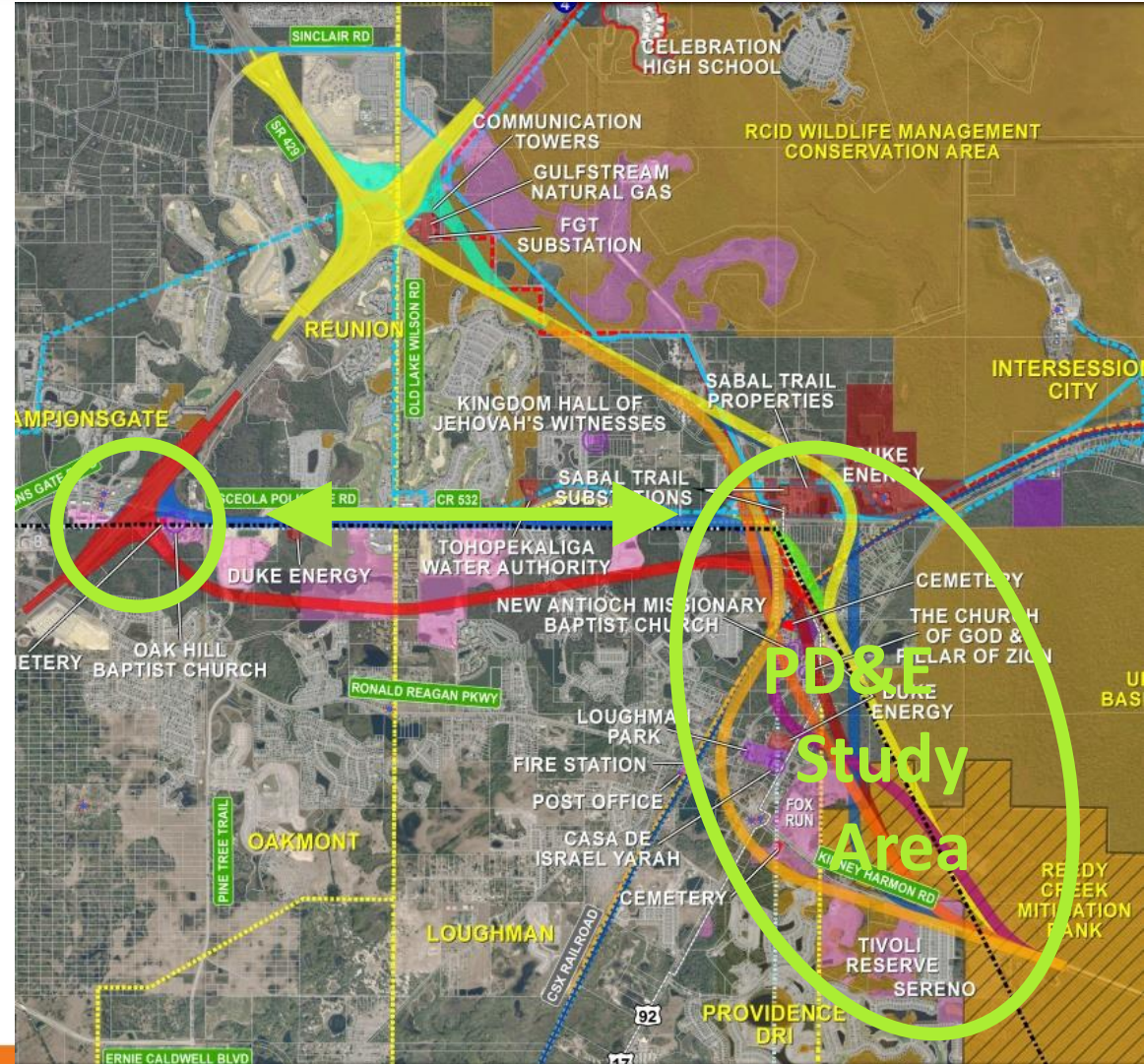
- 5 alternative alignments: Parkway to CR 532
- 3 alternative alignments: CR 532 to I-4
- Project may be viable (CFX criteria)
- Phase I: Connection to CR 532



Benefits of Phased Approach

North end of bridge to CR 532

- I-4 connection: Requires FDOT and FHWA approval
 - Consistent with I-4 plans
 - Requires additional studies
- Project advancement: Extension to CR 532
- PD&E Alignments compatible with future I-4 connection (SR 429 or CR 532)
- Improvements by others:
 - Osceola County/CFX: Widen CR 532
 - FDOT/Osceola County: I-4/CR 532 interchange



PD&E Study Methodology

- Follow FDOT PD&E Manual
- Project Environmental Impact Report (PEIR) (CFX approval)
- Analyze and document potential impacts
 - Physical
 - Natural
 - Social
 - Cultural



Public Involvement

- Multiple opportunities for participation
- Environmental & Project Advisory Groups
- Public Meetings
 - Kick-off – September 25, 2018
 - **Alternatives Workshop – March 14, 2019**
Poinciana High School Cafeteria
2300 S. Poinciana Blvd., Kissimmee
5:30 pm to 7:30 pm
 - Public Hearing – August/September 2019
- Board Presentations – CFX, Osceola and Polk Board of County Commissioners
- Stakeholder Meetings
- CFX Study Webpage & Study Facebook Page



Stakeholder Outreach

- Cassidy Homes
- Central Florida Expressway Authority
- Duke Energy
- FDOT
 - Districts 1 & 5
 - Florida's Turnpike Enterprise
- Florida Southeast Connection
- Gulfstream Natural Gas System
- Kinder-Morgan
- Lake Wilson Preserve
- MetroPlan Orlando
- Osceola County
- Osceola County Expressway Authority
- Polk County
- Polk Transportation Planning Organization
- Reedy Creek Mitigation Bank
- Sabal Trail Transmission
- US Fish and Wildlife Service

EAG Input Received

- ✓ Coordinate with Mitigation Bank
- ✓ Consider bridging the Mitigation Bank
- ✓ Consider improving CR 532
- ✓ Consider social impacts, especially to the traditionally underserved community of Loughman
- ✓ Consider wildlife crossings in conservation areas and for wildlife corridors



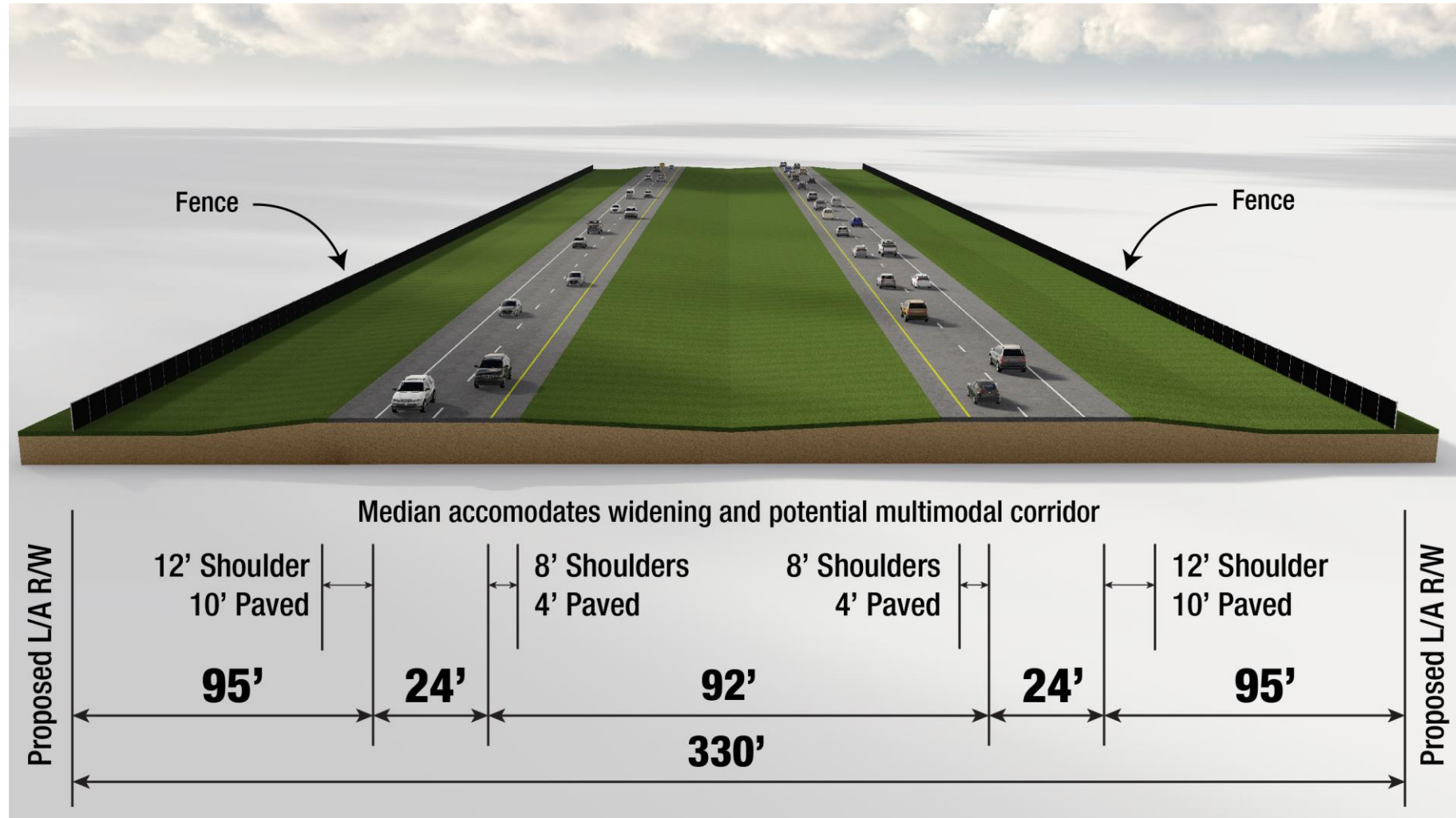
PAG Input Received

- ✓ There is concern about the social impacts of Alternative 1
- ✓ Consider shifting Alternative 1 to the west side of the railroad tracks to reduce social impacts in the Loughman area
- ✓ The project is needed as soon as possible, including a direct connection to I-4



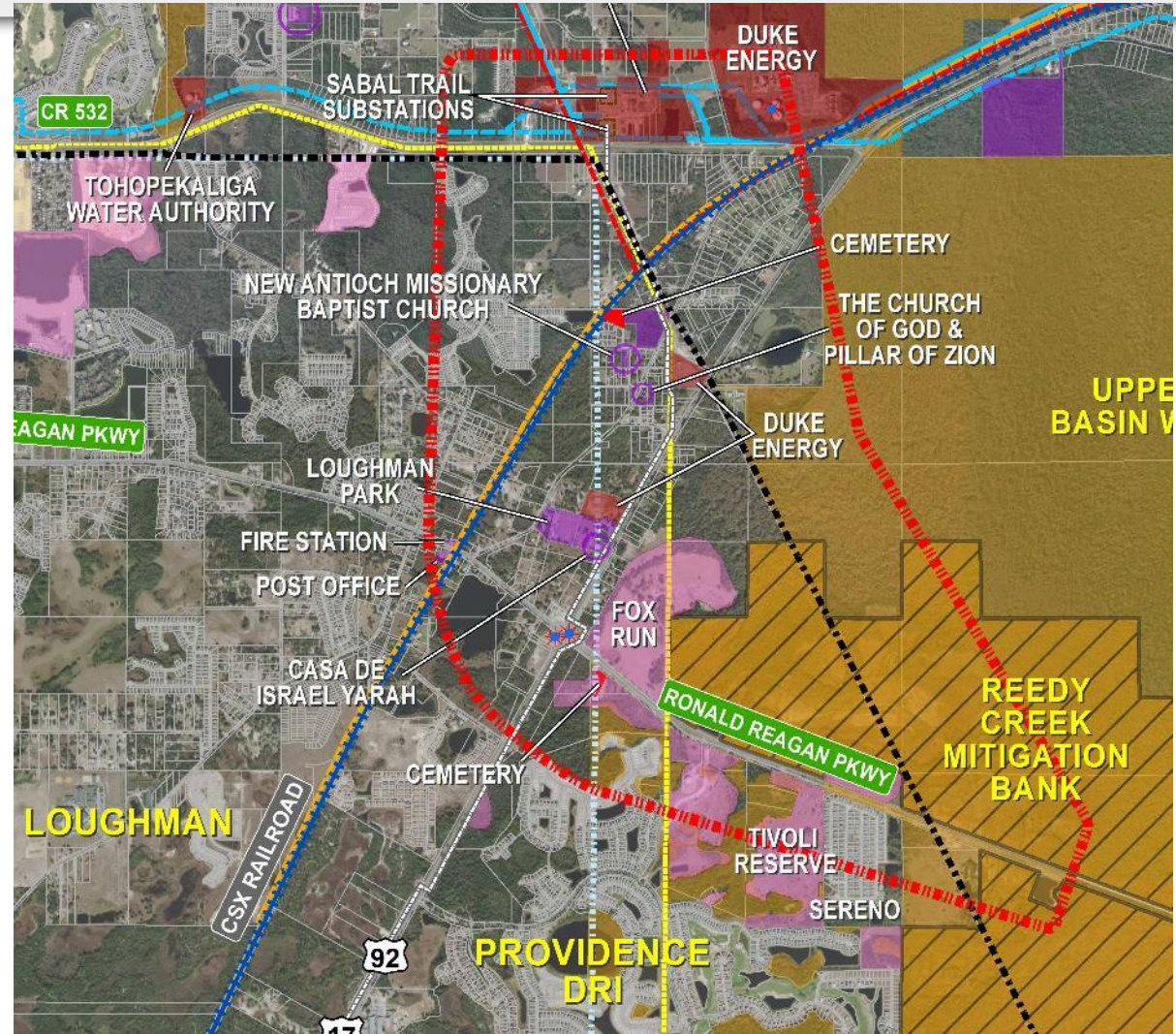
Poinciana Parkway Extension

Typical Section



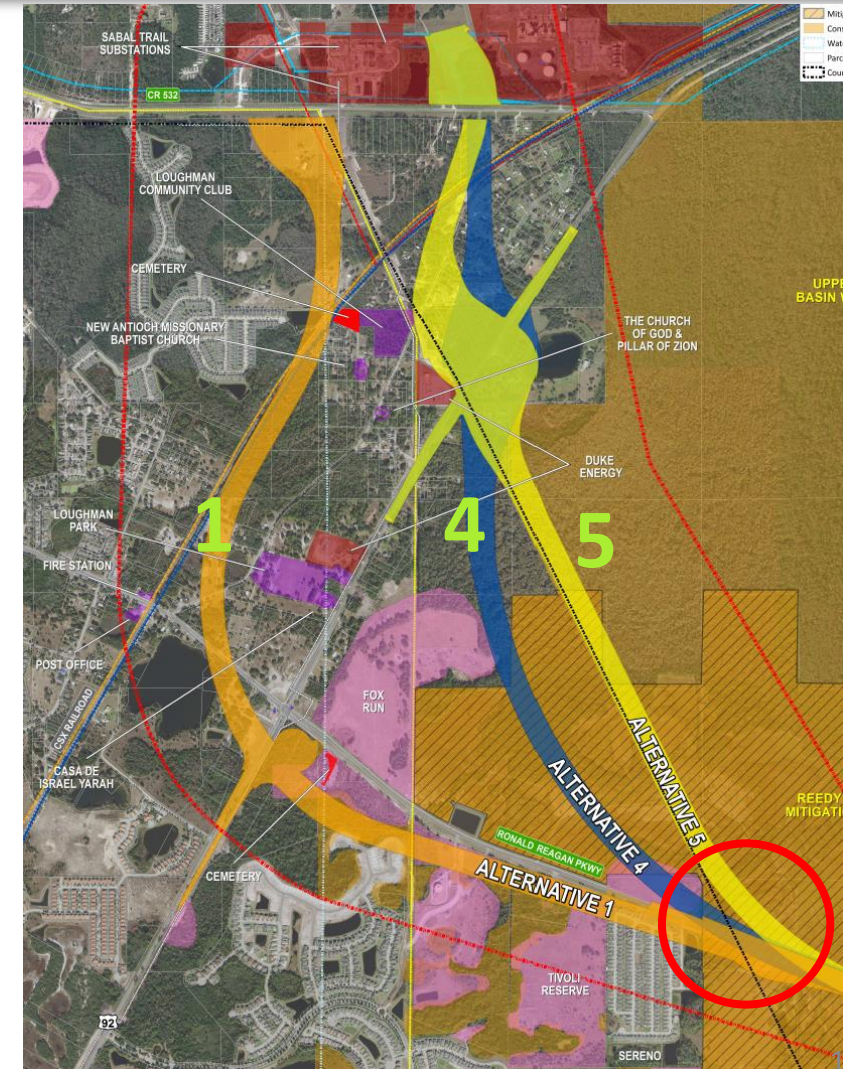
Poinciana Parkway Extension Constraints

- Mitigation Bank
- Wetlands
- Cemeteries
- Places of worship
- Loughman Park
- Loughman Community
- Power Substations
- Gas Transmission Substations
- Businesses and Residences

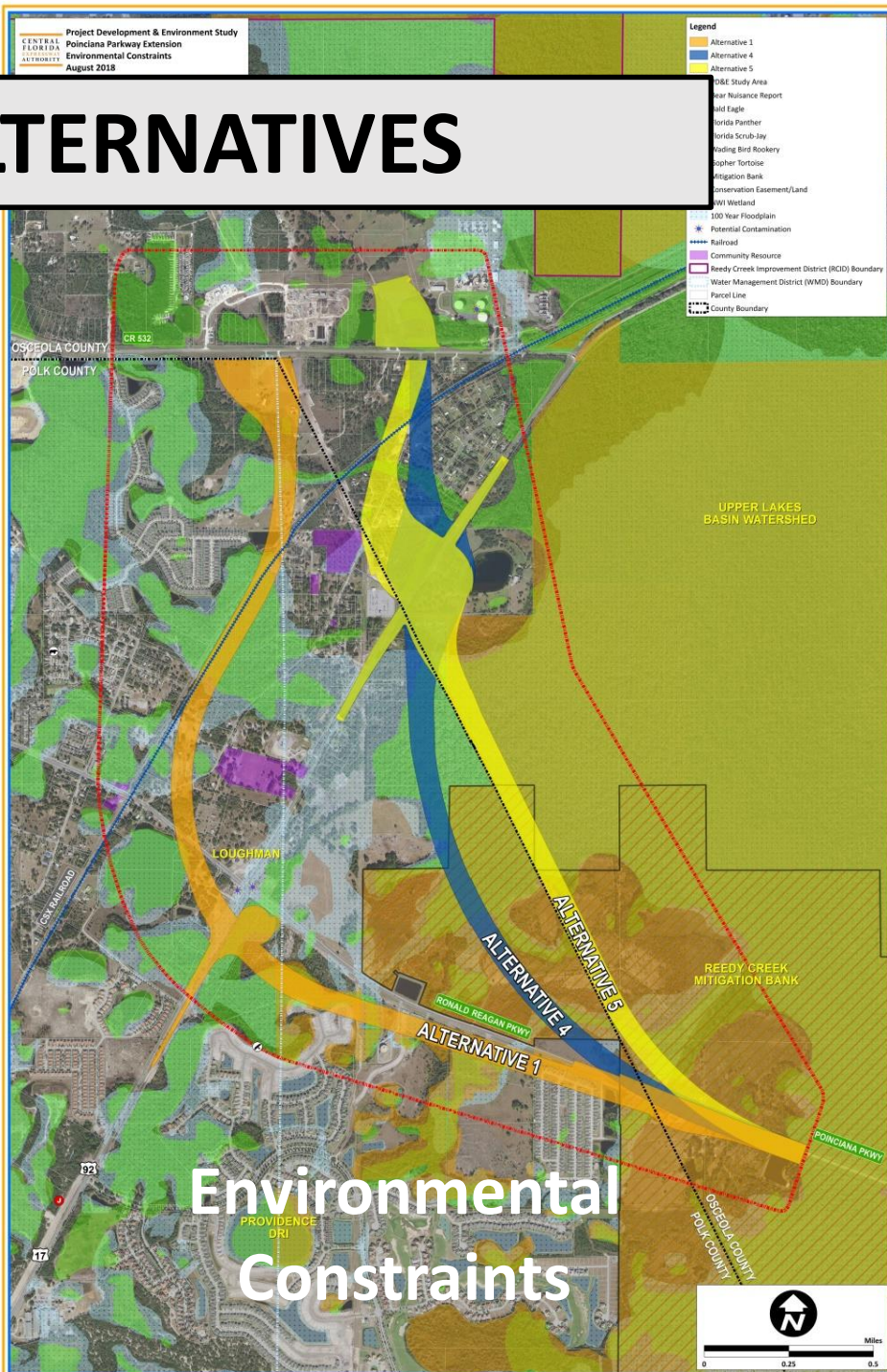
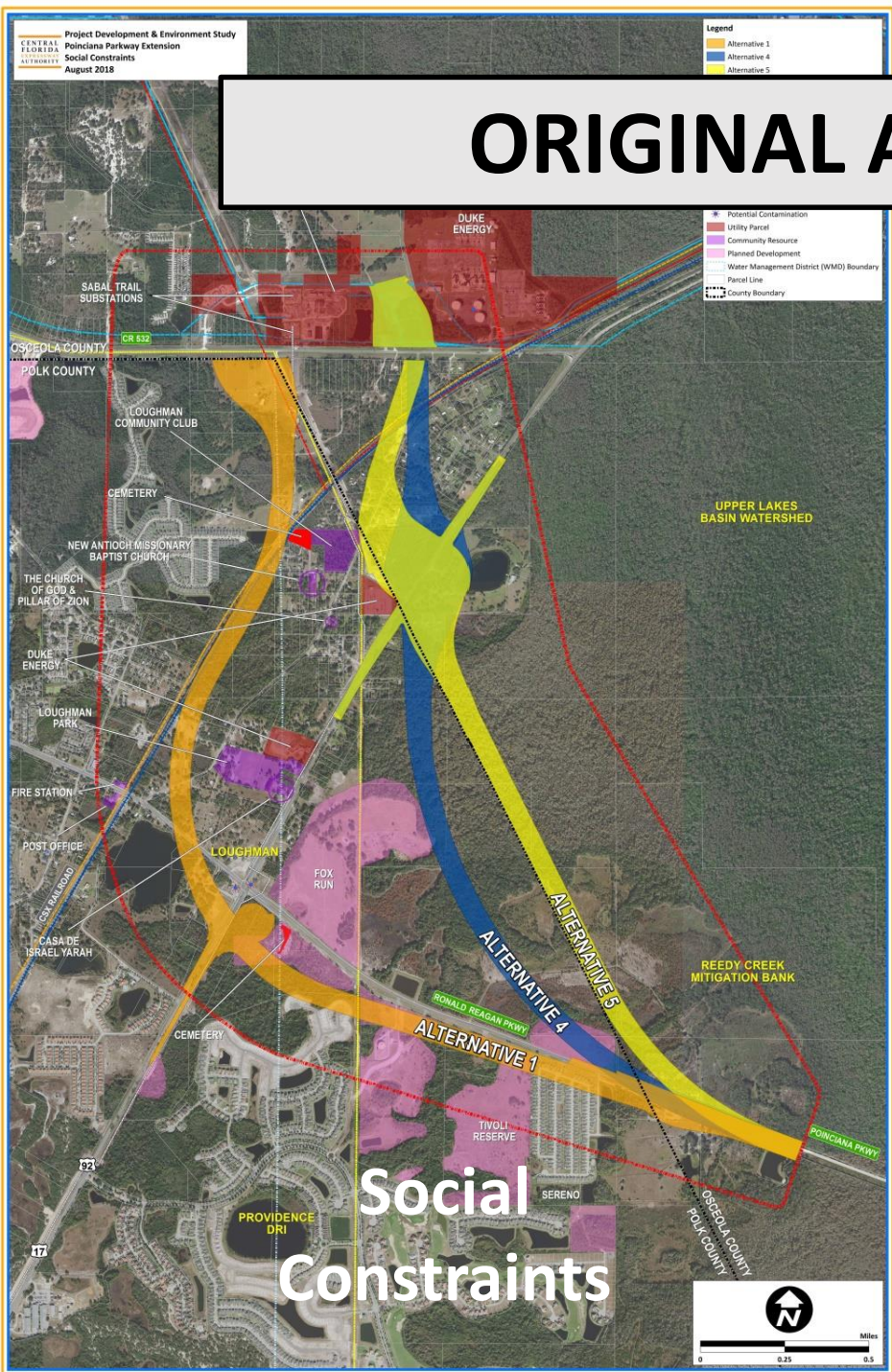


Poinciana Parkway Extension Polk County, Osceola County & OCX Agreement

- Expansion: Maintain connection to Ronald Reagan Parkway
- Alternative 1: East-west connection to Poinciana Parkway
- Alternatives 4 and 5: Added east-west connection (evaluation)
- Polk County access to expressway at US 17/92 interchange

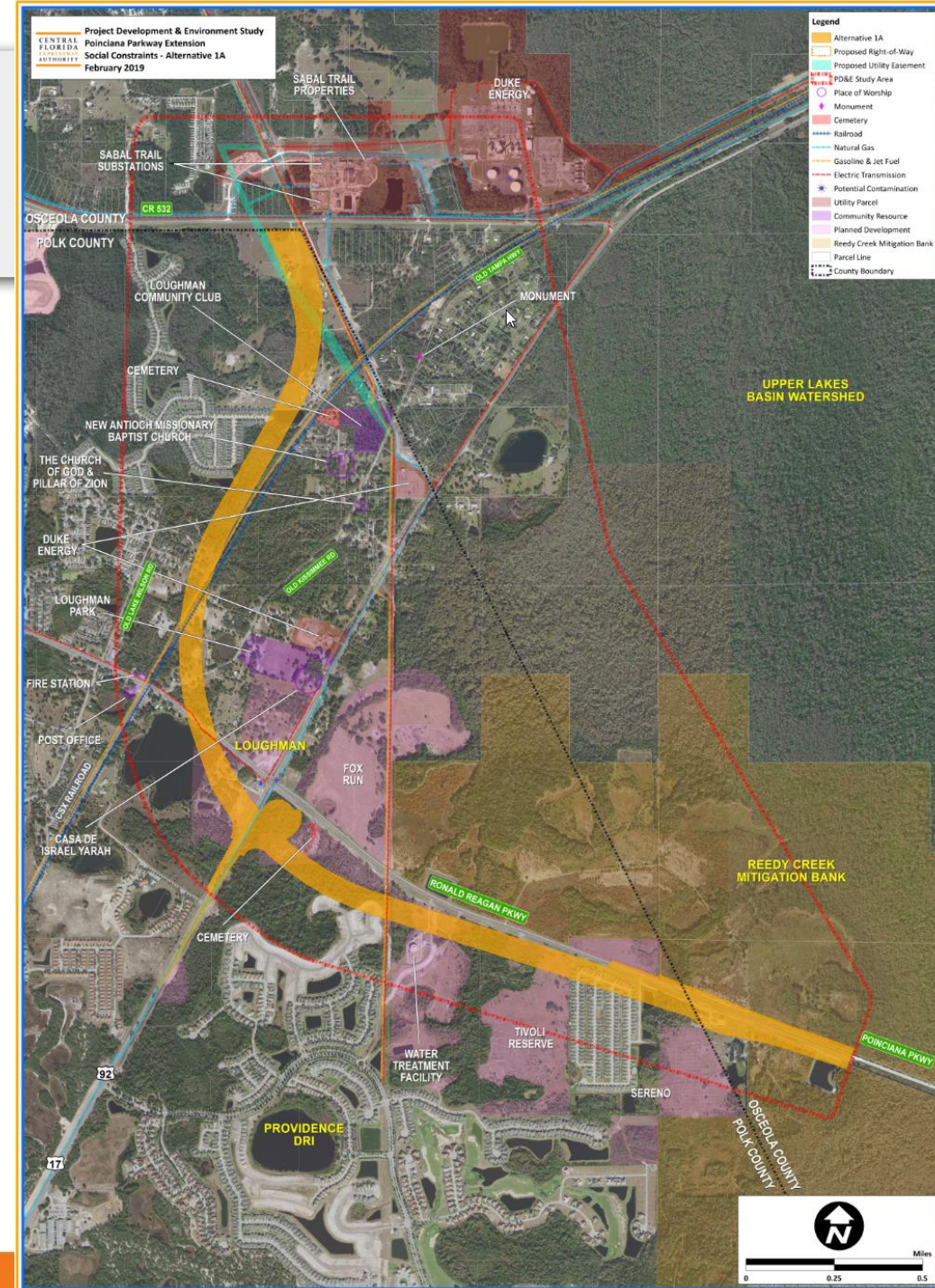


ORIGINAL ALTERNATIVES



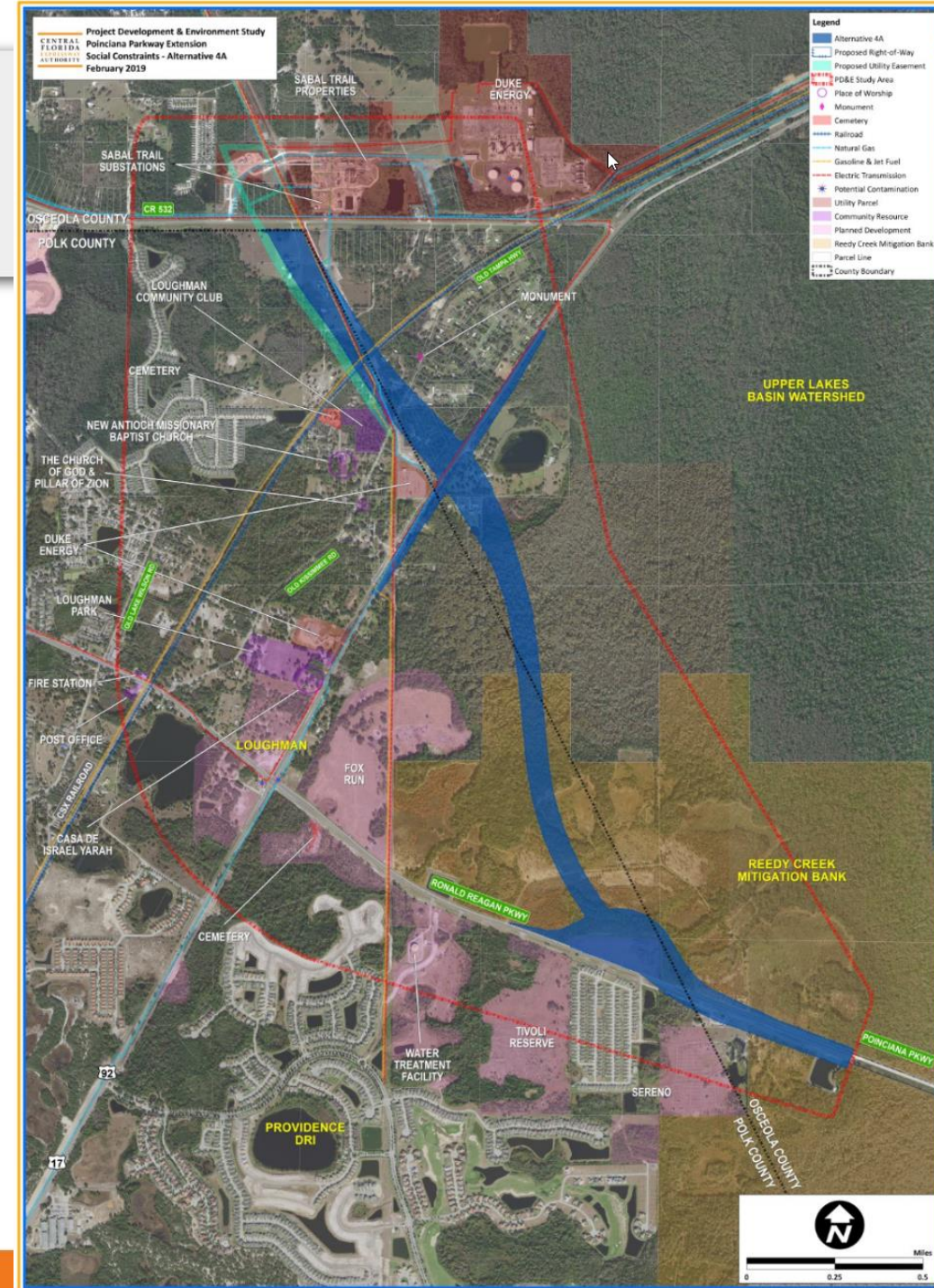
Refinement of Alternative 1 to Alternative 1A

- Recommendation through PAG
 - Consider expressway along west side of railroad tracks
- Screening Evaluation Alternative 1 and 1A
- Similar impacts and costs
 - Alternative 1A impacts fewer existing residents
- Recommendation: Eliminate Alternative 1, Proceed with Alternative 1A as a possible alternative



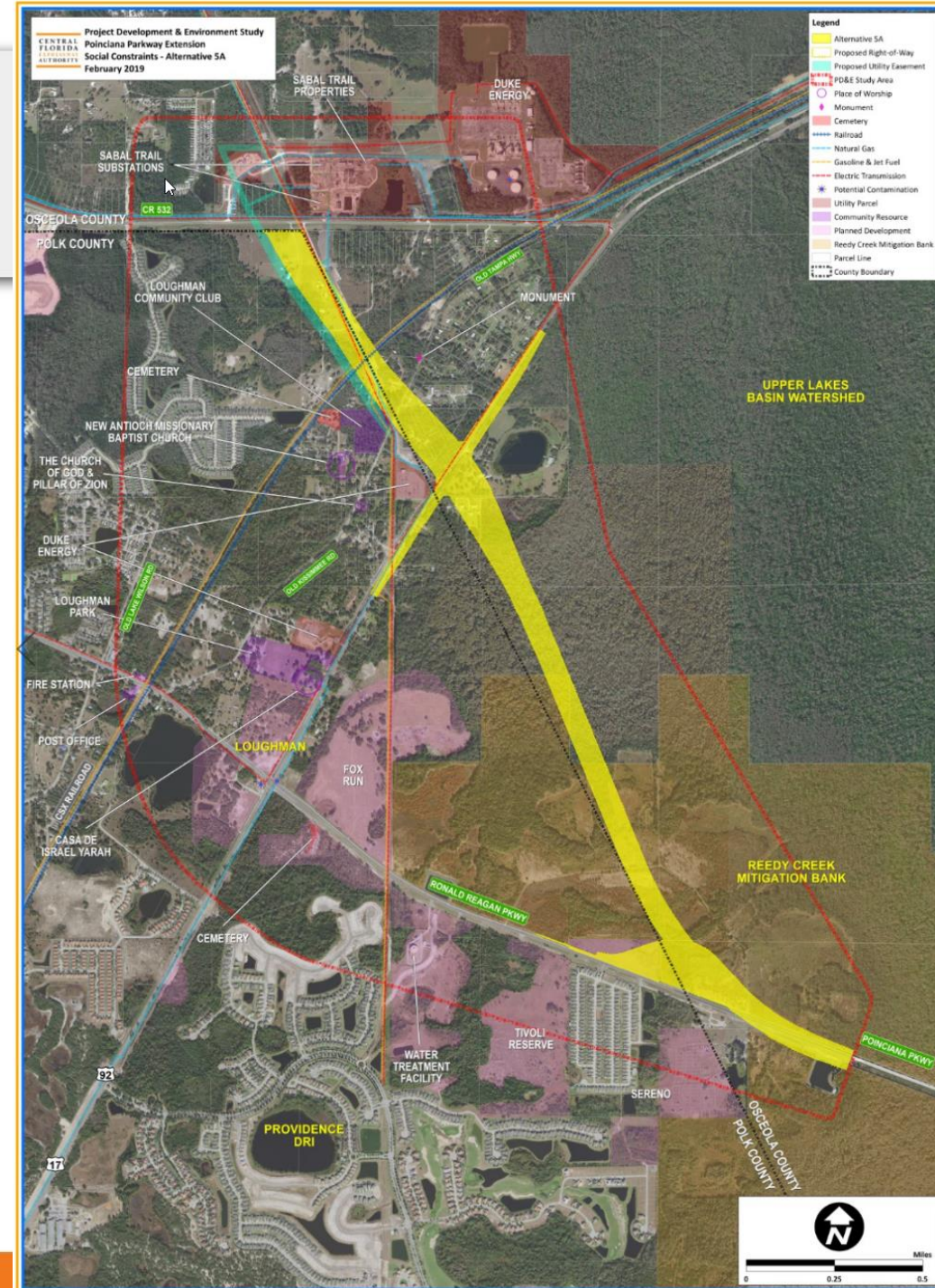
Refinement of Alternative 4 to Alternative 4A

- Original alignment cannot bridge over railroad tracks and get down to CR 532
- Original plan for loop ramps on north side of CR 532 encroach on utilities
- Agreement with Polk County to provide slip ramps to Ronald Reagan Pkwy.
- Recommendation: Shift alignments to west of Sabal Trail facility and add option for slip ramps to Ronald Reagan Pkwy.



Refinement of Alternative 5 to Alternative 5A

- Original alignment cannot bridge over railroad tracks and get down to CR 532
- Original plan for loop ramps on north side of CR 532 encroach on utilities
- Agreement with Polk County to provide slip ramps to Ronald Reagan Pkwy.
- Recommendation: Shift alignments to west of Sabal Trail facility and add option for slip ramps to Ronald Reagan Pkwy.



Evaluation Matrix – Design, Physical

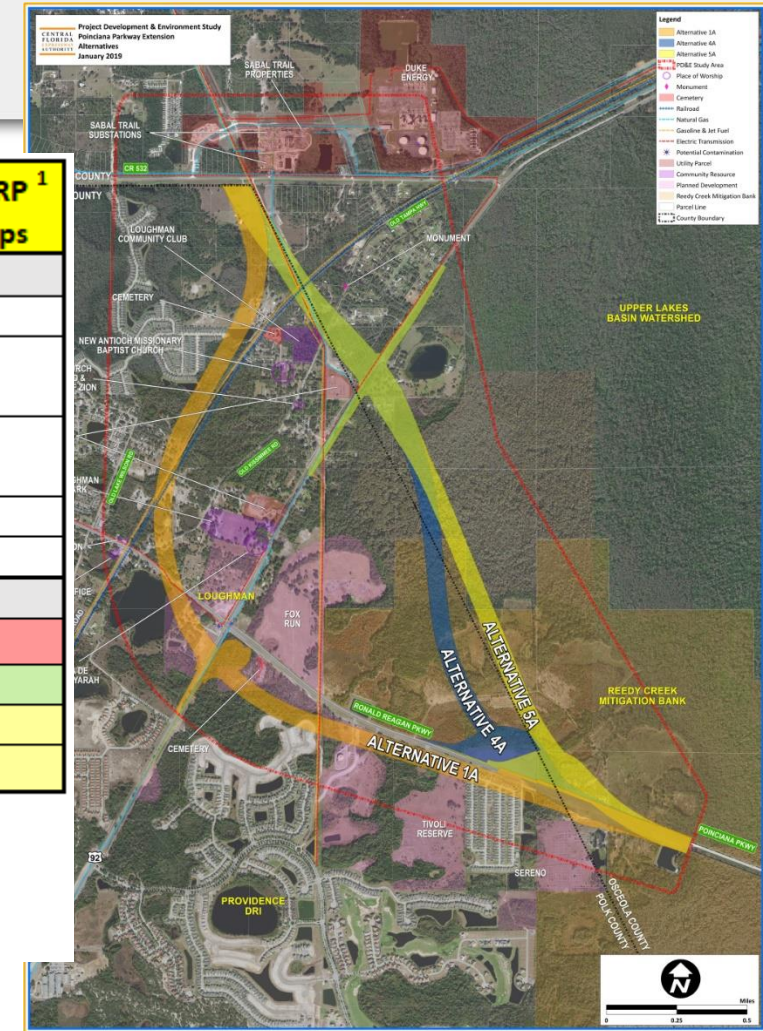
Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Design					
Alternative Length (approximate)	Miles	0	3.6	3.0	2.9
Proposed Right-of-Way Width (general and varies at interchanges)	feet	0	330	330	330
Proposed Bridges	Structures	0	20	15	15
(total structures per alternative / total length of all structures)	feet	0	4,317	10,815	10,234
Proposed Interchanges	Number	0	1	2	2
Proposed At-Grade Intersections	Number	0	1	1	1
Physical Environment Effects					
Major Utility Conflicts - Existing	No. of Conflicts	0	5 ²	5	5
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0	0
Contamination Sites & Facilities	No. of Conflicts	0	3	2	2
Railroad Involvement	No. of Conflicts	0	1 ³	1	1

Notes:

1 - Ronald Reagan Parkway

2 - Less major utility relocations required

3 - Railroad crossing at skew

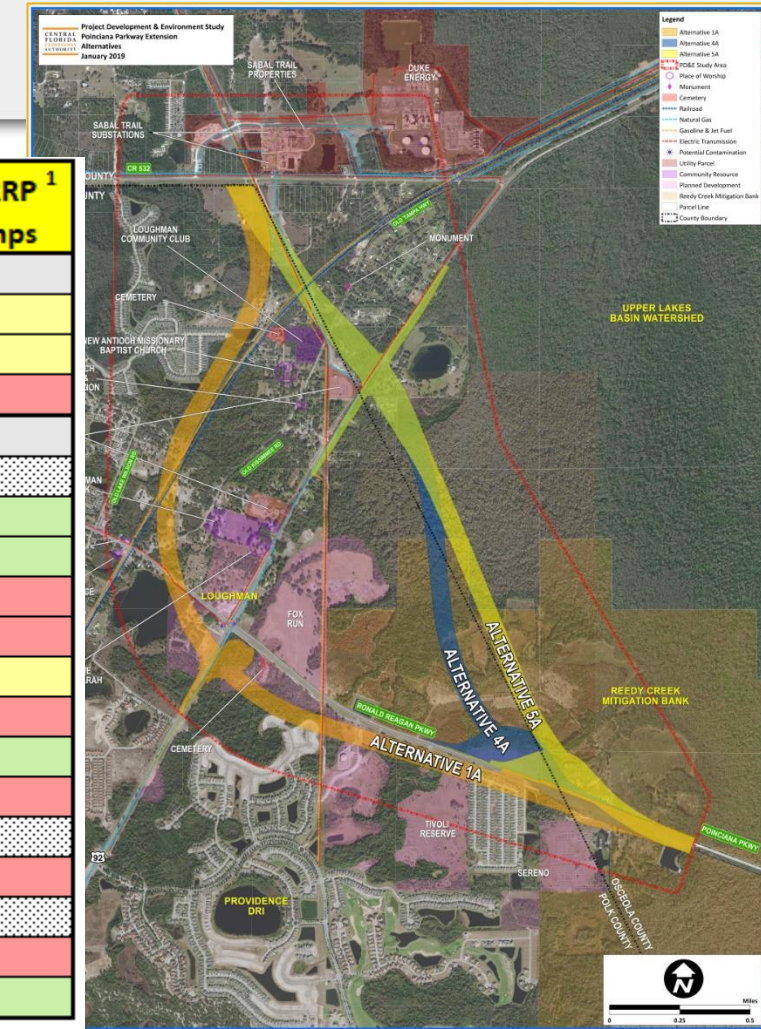


Evaluation Matrix – Cultural, Natural

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Cultural Environment Effects					
Potential Historic Resources	No. of Conflicts	0	1	1	1
Potential Historic Linear Resources (Highways/Railroads)	No. of Resources	0	2	2	2
Potential Archaeological Resources	No. of Resources	0	2	4	4
Natural Environment Effects					
Water Features					
Ponds / Lakes	acres	0	5	1	1
Canals/Regulated Floodways	No. of Conflicts	0	0	0	0
Flood Hazard Areas - 100 Year Floodplain	acres	0	73	64	57
Wetlands (non-forested and forested)	acres	0	50	56	56
Habitat - Federal Listed Species	acres	0	6	7	7
Habitat - State Listed Species	acres	0	41	77	83
Bald Eagle Nest	Y/N	0	Y	N	N
Species Impacts (composite rating)	Rating	NONE	HIGH	HIGH	HIGH
Mitigation Banks					
Reedy Creek Mitigation Bank	acres	0	28	69	59
Conservation Easements					
Upper Lakes Basin Watershed	acres	0	0	22	31
SFWMD Regulatory Conservation Lands	acres	0	11	0	0

Notes:

1 - Ronald Reagan Parkway



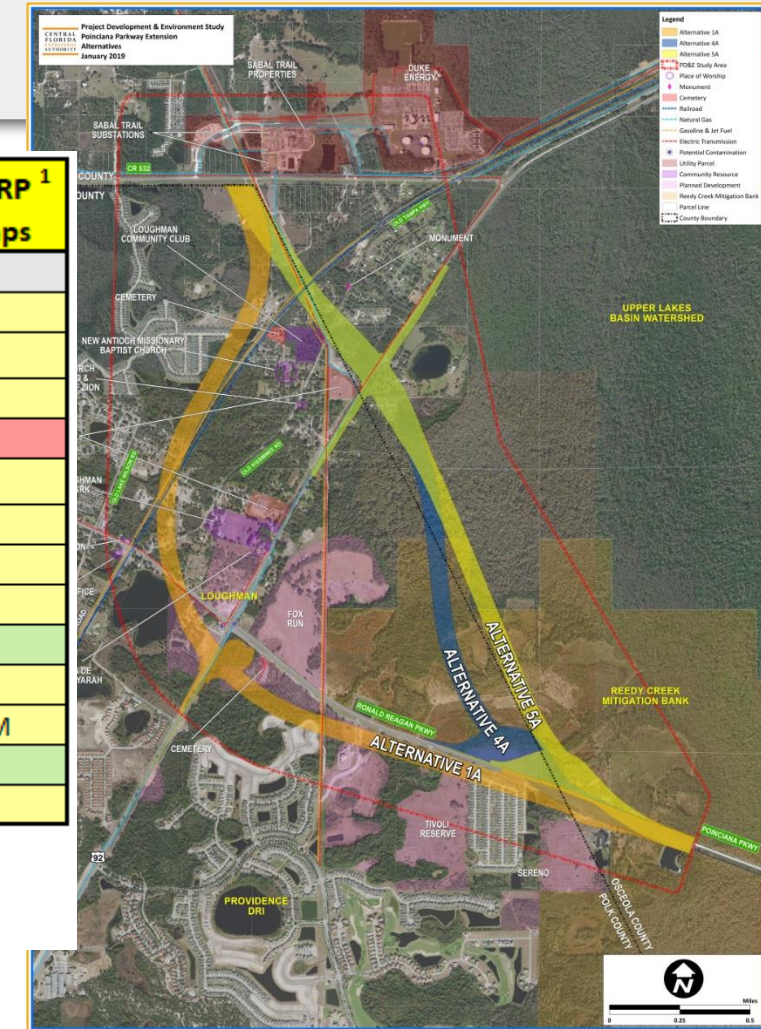
Evaluation Matrix – Social

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Social Environment Effects					
Right-of-Way Area (NOT including proposed ponds)	acres	0	142	150	148
Potential Residential Impacts ⁴	Total Parcels	0	123	88	87
Existing	Parcels	0	52	18	18
Future	Parcels	0	71	70	69
Potential Non-Residential Impacts ⁴	Total Parcels	0	24	15	13
Existing	Parcels	0	11	9	7
Future	Parcels	0	13	6	6
Community Facilities	No. of Conflicts	0	1	1	1
Parks and Recreational Facilities (public & private)	No. of Conflicts	0	0	0	0
Trails	No. of Conflicts	0	1	1	1
Community Cohesion Effects	Ranking	NONE	HIGH	MEDIUM	MEDIUM
Socioeconomic Impacts to Special Populations	Ranking	NONE	HIGH	LOW	LOW
Proposed Development	acres	0	61	12	3

Notes:

1 - Ronald Reagan Parkway

4 - Includes partially impacted parcels

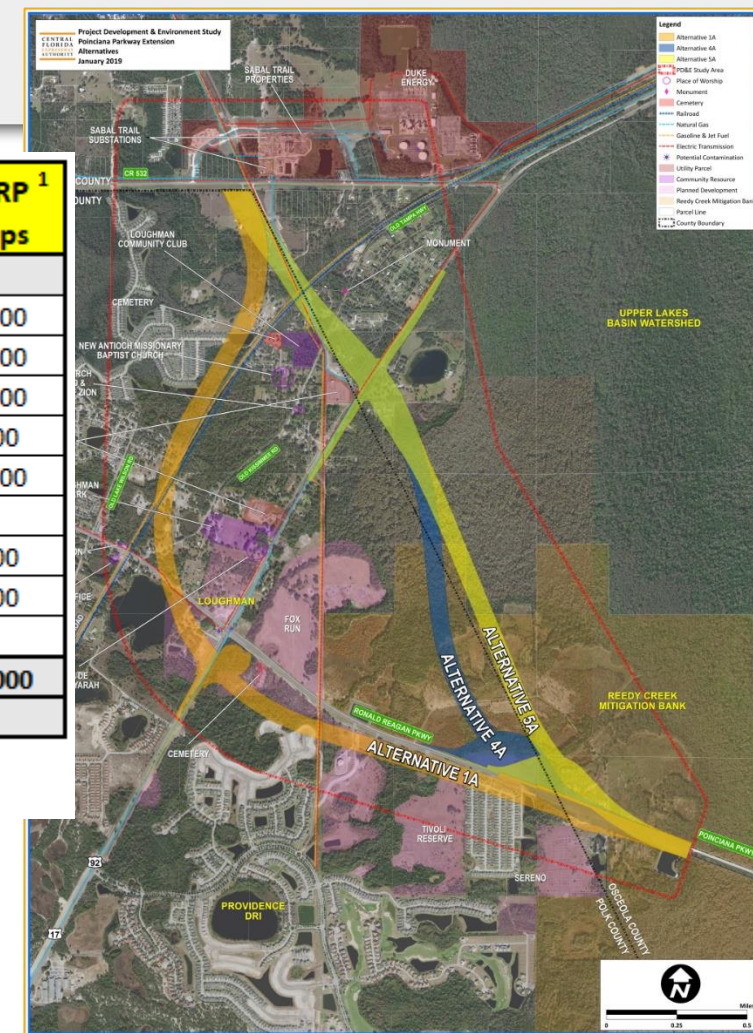


Evaluation Matrix – Cost, Traffic

Evaluation Criteria	Unit of Measure	No-Build	1A	4A with RRP ¹ Slip Ramps	5A with RRP ¹ Slip Ramps
Estimated Cost					
Roadway Construction	2019 \$	\$0	\$116,000,000	\$94,700,000	\$93,500,000
Bridges Construction	2019 \$	\$0	\$56,600,000	\$95,200,000	\$94,600,000
Interchanges Construction	2019 \$	\$0	\$30,600,000	\$55,700,000	\$53,800,000
Toll Collection Equipment	2019 \$	\$0	\$1,500,000	\$1,700,000	\$1,700,000
Utility Relocation	2019 \$	\$0	\$22,400,000	\$36,000,000	\$36,000,000
Right-of-Way Areas	2019 \$	\$0	TBD	TBD	TBD
CR 532 (West)	2019 \$	\$0	\$9,600,000	\$9,600,000	\$9,600,000
CR 532 (East)	2019 \$	\$0	\$9,200,000	\$9,200,000	\$9,200,000
Mitigation, Wetlands, & Wildlife	2019 \$	\$0	TBD	TBD	TBD
Total Estimated Alternative Costs			\$245,900,000	\$302,100,000	\$298,400,000
Projected Annual Average Daily Traffic Volume (2045)			18,000	15,200	15,200

Notes:

1 - Ronald Reagan Parkway



Alternatives Analysis

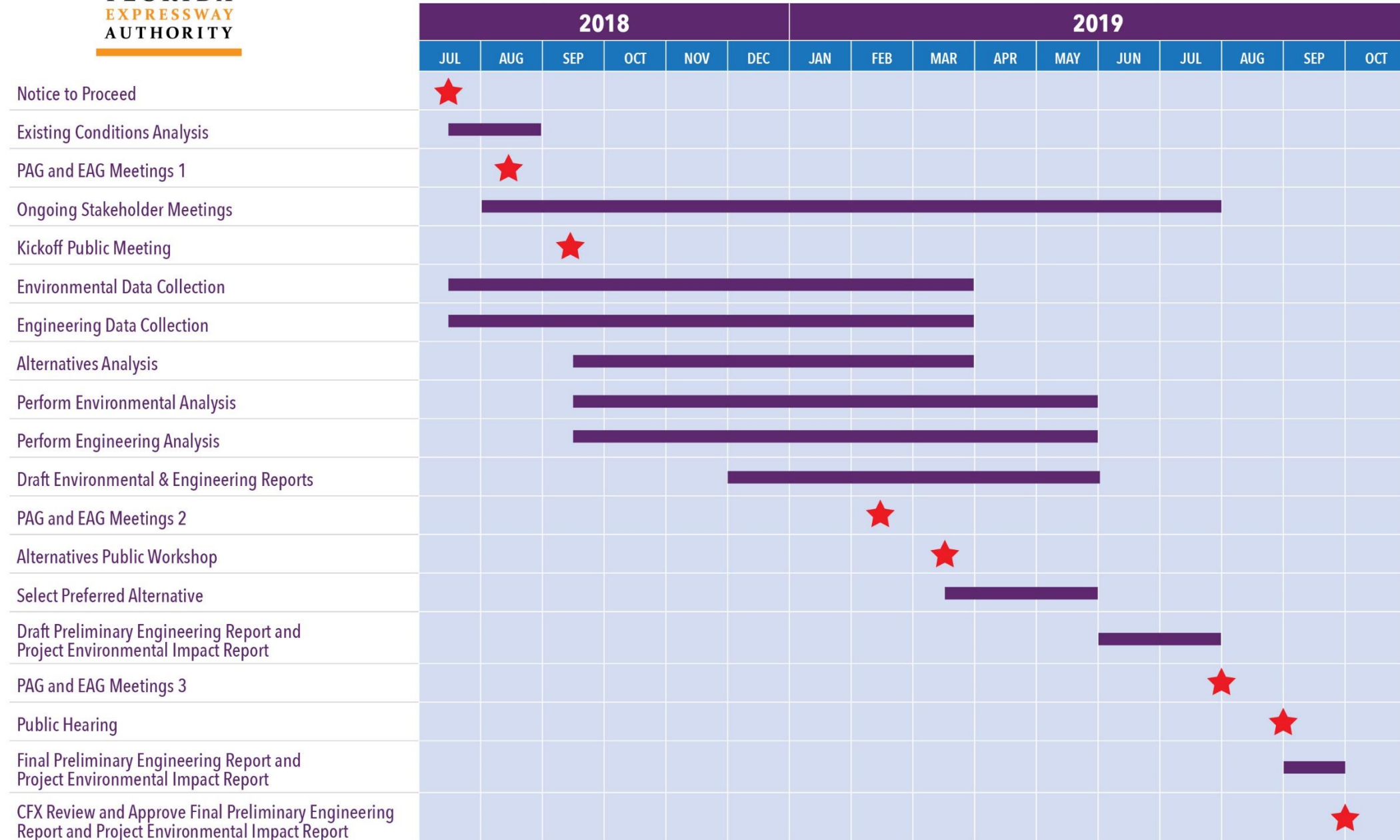
What's Next?

- Receive input on the project alternatives
- Select a recommended preferred alternative
- Conduct detailed engineering and environmental analysis
- Prepare engineering and environmental reports

Environmental Advisory Group (EAG)

Group Discussion

Poinciana Parkway Extension PD&E Study Schedule



Poinciana Parkway Extension PD&E Study

Comments & Questions

For more information contact:

Mary Brooks

Public Involvement Coordinator

407-802-3210

Projectstudies@CFXway.com

CFX web address:

www.CFXway.com

Shortened study web address:

<https://goo.gl/VBpNhr>

Project Development & Environment (PD&E) Study: Poinciana Parkway Extension

Study Documents

Environmental Advisory Group (EAG)

Project Advisory Group (PAG)

Public Meetings

- [Project Schedule](#)
- [Project Development Process](#)
- [Project Fact Sheet](#)
- [Poinciana Parkway Extension PD&E Public Meeting #1 Notice: Sep. 25, 2018](#)
- [Poinciana Parkway Extension PD&E Public Meeting Presentation: Sep. 25, 2018](#)
- [Poinciana Parkway Extension PD&E Study Board Outlined](#)
- [Poinciana Parkway Extension PD&E Study Environmental Board](#)
- [Poinciana Parkway Extension PD&E Study Social Board](#)
- [Final Summary for Poinciana Parkway Extension PD&E Study EAG Meeting on Aug. 15, 2018](#)
- [Final Summary for Poinciana Parkway Extension PD&E Study PAG Meeting on Aug. 15, 2018](#)
- [Final Summary for Poinciana Parkway Extension PD&E Study Kick-Off Public Meeting on September 25, 2018](#)