Poinciana Parkway Extension
Project Development & Environment Study

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Mary Brooks, Quest Corporation of America
Clif Tate, Kimley-Horn and Associates

— May 21, 2019 —
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:

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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
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
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

- Environmental & Project Advisory Group Meetings
  - Aug. 15, 2018: 68 Attendees
  - Feb. 19, 2019: 29 Attendees

- Public Meetings
  - Sept. 25, 2018: 134 Attendees
  - Mar. 14, 2019: 166 Attendees

- Public Hearing: Aug. 29, 2019
  - Poinciana High School Cafeteria & Theater
  - 5:30 p.m. – 8 p.m.

- Board Meetings:
  - Apr. 16, 2019: Polk County Board of County Commissioners
  - June 3, 2019: Osceola County Board of County Commissioners
Stakeholder Outreach
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
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
Public Meeting Input Received

Poinciana Parkway Extension PD&E March 14, 2019 Public Meeting

Comment Categories

- Prefer No Build: 1
- Prefer 1A: 3
- Improve Local Roads: 8
- Concerned About Environment: 5
- Increases Local Traffic: 9
- Connect to I-4 or SR 429: 12
- Property Impacted: 18
- Prefer 4A or 5A: 15
- Oppose 1A: 16
Poinciana Parkway Extension - Typical Section

Median accommodates widening and potential multimodal corridor

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<thead>
<tr>
<th>Proposed L/A R/W</th>
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<tbody>
<tr>
<td>14’ Shoulder</td>
<td>12’ Paved</td>
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<tr>
<td>14’ Shoulders</td>
<td>4’ Paved</td>
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<td>8’ Shoulders</td>
<td>8’ Shoulders</td>
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<tr>
<td>14’ Shoulder</td>
<td>12’ Paved</td>
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95’ 24’ 92’ 24’ 95’

330’
INITIAL PD&E ALTERNATIVES

Social Constraints

Environmental Constraints
Alternative 1A

- Expressway on west side of railroad tracks
  - Less impacts to existing residents
Alternative 5A (Without slip ramps)

- Requires utility relocations
- Includes bridge over major wetlands

**Impacts Summary**

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
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<tbody>
<tr>
<td>Wetlands</td>
<td>66 Acres</td>
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<tr>
<td>Conservation &amp; Mitigation Areas</td>
<td>80 Acres</td>
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<tr>
<td>Right-of-Way</td>
<td>131 Acres</td>
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<td>Residential Parcels</td>
<td>52 Parcels</td>
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<td>Non-Residential Parcels</td>
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<tr>
<td>Estimated 2045 Traffic</td>
<td>24,800 Vehicles</td>
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<td>Estimated Project Cost</td>
<td>$275 Million</td>
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Alternative 5A (With slip ramps)

• Evaluate slip ramps to Ronald Reagan Parkway
## Comparative Matrix of Key Elements

<table>
<thead>
<tr>
<th></th>
<th>Alternative 1A</th>
<th>Alternative 5A (With Slip Ramps)</th>
<th>Alternative 5A (Without Slip Ramps)</th>
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<td>54 acres</td>
<td>68 acres</td>
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<tr>
<td>Conservation and Mitigation Areas</td>
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<td>Right of Way</td>
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<td><strong>$295 million</strong></td>
<td><strong>$309 million</strong></td>
<td><strong>$275 million</strong></td>
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Alternative 5A (Without slip ramps)

- Lowest social impacts
- Lower natural impacts
- Lowest cost
- Highest traffic
Next Steps

• Receive input on our conclusions
• Finalize engineering and environmental analysis
• Prepare engineering and environmental reports
• Conduct Public Hearing on Aug. 29, 2019
• Present findings to CFX Board for their decision in October 10, 2019
Group Discussion
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*Highlighted tasks indicate key milestones.*
Comments & Questions
For more information contact:
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CFX web address:
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