

PROJECT ADVISORY GROUP (PAG) MEETING #3 - SUMMARY

DATE / TIME: Tuesday, May 21, 2019, 1:30 p.m. - 3:30 p.m.

LOCATION: Central Florida Expressway Authority (CFX) Board Room, 4974 ORL Tower Road, Orlando

ATTENDEES: There were seven attendees and eight staff members. Three of the attendees joined by GoToMeeting. See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 70 members of the EAG on April 26, 2019 with a reminder emailed on May 16, 2019. A GotoMeeting invitation was sent to members who needed to join remotely. There were three participants in the GotoMeeting.



II. Welcome

Mary Brooks, Public Involvement Coordinator with Quest Corporation of America, called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represented. Mary gave a brief introduction about the meeting and Title VI information.

III. Study Presentation

Mary called up Consultant Project Manager Clif Tate from Kimley-Horn to review the history and study background.

- **Advisory Group Roles**

Clif explained the roles of the Environmental and Project Advisory Groups, saying this group is focused on providing local knowledge and input on issues and concerns relating to the project alternatives.

- **Background**

The purpose of this PAG meeting was to review the alternative evaluation findings, present an update on the status of potential impacts and receive feedback. The corridors are being evaluated in greater detail by CFX after previous studies reached various levels of approvals.

In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county’s anticipated growth. The Osceola County Expressway Authority (OCX) Master Plan 2040 was finalized in 2013, defining the county’s expressway needs and providing a program of projects to implement the plan. In September 2016, an interlocal agreement was approved, transferring the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX then incorporated the OCX Master Plan segments into its Master Plan and conducted Concept, Feasibility and Mobility (CF&M) Studies on four of the OCX Master Plan projects.

In March 2018, the CFX Governing Board approved two of the projects, including the Poinciana Parkway Extension, to move forward to the Project Development & Environment (PD&E) study phase. This PD&E study began in July 2018.



In September 2018, a public meeting was held at Poinciana High School so the public could ask questions and give their input on the proposed alternatives. The meeting was held in an open house format and was attended by 116 community members. A total of 24 written comments were received. The project team used the comments and other factors to come up with three alternatives which were presented at the PAG meeting on February 19, 2019.

- **Project Development Process**

The CF&M study phase was completed in spring of 2018, and the project is currently in the PD&E phase. If the CFX Governing Board moves the project forward, it would first go into design and then, later, construction.

- **Purpose and Need**

The purpose and need for this study include:

- Enhance mobility between CR 532 and Poinciana Parkway
- Reduce roadway congestion and delays
- Expand regional connectivity

- Provide transportation infrastructure for planned growth
- Provide consistency with local plans and policies
- Enhance safety

- **Previous Feasibility Study**

Clif gave an overview of the CF&M study:

- Evaluated extending Poinciana Parkway to Interstate 4 (I-4).
- Included five alternative alignments between Poinciana Parkway and County Road (CR) 532.
- Included three alternative alignments between CR 532 and I-4.
- Concluded the project may be viable under CFX criteria.
- Concluded advantages of a phased connection from Poinciana Parkway to CR 532 and, subsequently, from CR 532 to I-4.

- **Study Methodology**

We are following FDOT's PD&E manual. This study will result in a Project Environmental Impact Report (PEIR) with CFX's approval. This study is analyzing and documenting physical, natural, social, and cultural impacts.

- **Stakeholder Outreach**

Clif explained the outreach to, and meetings with, nearly 20 key stakeholders in the area. The study team is open to additional meetings upon request.

- **Public Involvement**

There have been, and will continue to be, multiple opportunities for participation. We met with the EAG and PAG on August 12, 2018 and February 19, 2019. The public kickoff meeting was held on September 25, 2018 and the second public meeting was held on March 14, 2019. The study's Public Hearing is scheduled for August 29, 2019.

The study team also made a presentation to the Polk County Board of County Commissioners and will be making Board Presentations to the Osceola County Board of County Commissioners and CFX. The public can get information through the CFX study webpage and Facebook page.

- **EAG / PAG Input**

The team received input from the last EAG and PAG meetings. The input was used to finalize and refine the alternatives considered in the study.

- **Public Meeting Input Received**

We had 166 people attend and received 32 written comments at the March 14 public workshop. We subsequently received eight additional written comments prior to the comment period closing on March 28. For the folks who expressly favored an alternative, 4A and 5A received the most support. Alternative 1A was expressly opposed by the most people.

- **Typical Section on New Alignment**

The typical section for this roadway would be 330 feet wide. It would have two lanes in each direction with a 92-foot-wide median. The median would accommodate future widening and multi-modal options.

- **Initial Alternatives**

Clif presented a graphic of the initial Alternatives 1, 4 and 5. He noted that Alternative 4 was intended to provide reduced impacts to the Reedy Creek Mitigation Bank as compared to Alternative 5. These alternatives have been further refined to Alternatives 1A, 4A and 5A. Alternative 4 originally had fewer impacts to the Reedy Creek Mitigation Bank than Alternative 5; due to revisions, Alternative 4A now has more impacts to the Reedy Creek Mitigation Bank than Alternative 5A. Therefore, Alternative 4A has been dropped from further consideration.

- **Alternative 1A**

The Alternative 1A alignment of the expressway has been moved to the west side of the railroad tracks to reduce the impacts in the historic Loughman area. This alternative impacts 54 acres of wetlands, 39 acres of conservation and mitigation areas, 123 residential parcels and 24 non-residential parcels. It is projected to carry 18,000 vehicles a day in 2045 and is projected to cost \$295 million.

- **Alternative 5A Without Slip Ramps**

Clif explained that Alternative 5A requires the relocation of some utilities and includes bridging major wetlands in the Reedy Creek Mitigation Bank and Upper Lakes Basin Watershed.

This alternative impacts more wetlands, conservation and mitigation areas than Alternative 1A; however, the residential parcels impacted decreases to 52 and the non-residential parcels decrease to eight.

This alternative has the highest projected 2045 daily traffic volume at 24,800. It also has the lowest projected cost at \$275 million.

- **Alternative 5A With Slip Ramps**

Adding slip ramps to Ronald Reagan Parkway increases the impacts to wetlands, conservation and mitigation areas, residential parcels and non-residential parcels. The projected 2045 daily traffic volume goes down to 15,200. And the projected cost increases to \$309 million.

- **Comparative Matrix of Key Elements**

A summary of the various key elements for each alternative was presented. As previously noted, Alternative 5A without slip ramps has lower social impacts and lower natural impacts than if the slip ramps are included. It also has the lowest cost and serves the highest number of vehicles.



- **Alternative 5A Without Slip Ramps**

After evaluating the alternatives, the study team proposes to advance Alternative 5A without slip ramps to Ronald Reagan Parkway as the preferred alternative. Polk County has passed a resolution supporting this as the preferred alternative.

This alternative has the lowest social impacts, and lower natural impacts than would occur if the slip ramps to Ronald Reagan Parkway are added.

This alternative also has the lowest total cost and the highest traffic volume. This helps with the financial feasibility of the project since it is a tolled roadway.

IV. Next Steps

We are currently soliciting input on the recommended preferred alternative. Detailed engineering and environmental analysis are being performed on this alternative and the results are being documented in a series of engineering and environmental reports. The Public Hearing will occur on August 29, followed by a decision by the CFX Board on Oct. 10 on how to proceed.

V. Open Discussion

Mary asked the group for their questions and comments.

Jay Jarvis, Polk County: With regards to the overall costs, based upon traffic counts, is this four-lane or two-lane construction of the existing parkway?

Clif Tate, Kimley-Horn: The new portion would be a four-lane divided expressway. CFX would also improve the existing portion to four lanes.

Fred DeLoach, Gulfstream Utilities: Is this PD&E looking at the future extension from CR 532 to I-4?

Clif Tate, Kimley-Horn: No. We've coordinated with FDOT to do that, but they say they have too much on their plate right now. We're waiting on the CFX Board for direction on the next phase.

Curtis Knowles, Central Florida Regional Planning Council: I have nothing to comment on.

Phil Montalvo, ChampionsGate: I couldn't tell from the graphic, but where would this extension connect to I-4?

Clif Tate, Kimley-Horn: This (phase) stops at CR 532. The next phase would be the connection to I-4. The feasibility study evaluated that. Currently, we're just focusing on extending up to CR 532. The options for connecting to I-4 were either at CR 532 or State Road 429.

Phil Montalvo, ChampionsGate: With the tie-in to CR 532 then, would traffic go to CR 532 and head west to reach I-4?

Clif Tate, Kimley-Horn: Yes. And included in all costs is the widening of CR 532 for one mile to the west. Osceola (County) is doing the improvement from there to Lake Wilson Road for a four-lane connection to I-4. FDOT and Osceola County are working on improvements to the CR 532/I-4 interchange.

Phil Montalvo, ChampionsGate: Right now, CR 532/I-4 is a nightmare. Seems to me, not sure of the timelines, but this is going to back up traffic to Old Lake Wilson with this plan. It doesn't impact ChampionsGate yet, but Exit 58 has bad back-up issues, all the way to Reunion with traffic trying to get onto I-4.

Clif Tate, Kimley-Horn: Yes, that's an existing issue. Florida's Turnpike is looking at adding additional lanes between SR 429 and CR 532.

Phil Montalvo, ChampionsGate: Is that being talked about having the ramps from CR 532 to SR 429?

Clif Tate, Kimley-Horn: I don't think it includes ramps but widening for access. In the feasibility study, we saw a reduction in traffic on I-4 between CR 532 and SR 429 with the expressway extended to I-4 at SR 429.

Phil Montalvo, ChampionsGate: So, the final decision is expected on October 10. Assuming it's approved, what's the construction beginning and end timeframe?

Clif Tate, Kimley-Horn: There's nothing official, but the best case would be under construction in five years.

Hugh Harling, East Central Florida Regional Planning Council (ECFRPC): It looks like you've done a good job going through all the alternatives. We can support 5A.

Conroy Jacobs, Osceola County: We're in support of this 5A alternative. And we're in support of Polk County and how it impacts them.

Fred Milch, East Central Florida Regional Planning Council (ECFRPC): I'm curious about cost. How does \$275 million compare to other expressway projects done recently?

Clif Tate, Kimley-Horn: Not sure. It's expensive. It's three miles, but has a long bridge and a couple interchanges. It also includes a bridge over railroad tracks.

Jay Jarvis, Polk County: With regards to elimination of slip ramps and development under construction – does this impact that development (the development north of Sereno)?

Clif Tate, Kimley-Horn: It avoids the development completely.

Curtis Knowles, Central Florida Regional Planning Council: On 17-92 where the proposed interchange is... I see a road going south to CR 54. Is this far enough to tie in to where the expansion is at CR 54 for 17-92?

Clif Tate, Kimley-Horn: Not quite enough. What you're seeing there is a widening of US 17-92 to four lanes in the vicinity of the interchange, then a narrowing back down to two lanes before reaching the US 17-92 widening as part of the original Poinciana Parkway improvement. There is a missing gap in between those two improvements.

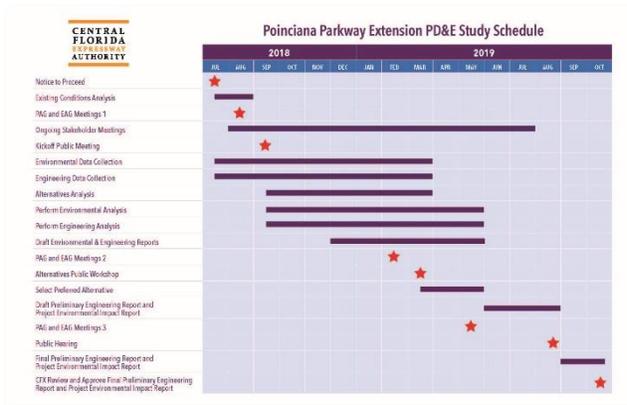
Curtis Knowles, Central Florida Regional Planning Council: Is that something you can work with FDOT in their work plan to fill that gap so you're not expanding and contracting through there?

Clif Tate, Kimley-Horn: We can reach out to them. It's complicated in that area because we change not only counties, but FDOT districts.

Jay Jarvis, Polk County: FDOT District 5 is doing a 17-92 study to see about four-laning it to Intercession City. That went all the way to CR 54. I'm not sure where that study stands now. But that would bring it to CR 54.

Mary Brooks asked if there were any other comments or questions. Receiving none, she reviewed public involvement activities and closed the meeting.

Mary reminded everyone to take the fact sheet and a comment form in case they think of something else. She discussed the schedule, the study website and provided her contact information.



VI. Schedule

The public hearing is scheduled for August 29. We anticipate that the study will be presented to the CFX Governing Board on October 10.

VII. Next Steps

PAG comments will be reviewed as part of the preferred alternative evaluation. The

public will be able to comment on the preferred alternative at the public hearing on August 29, 2019.

VIII. Action items

Everyone will receive a copy of the presentation with the exhibits, which also will be posted on the study webpage. There being no further questions or comments, the meeting was adjourned.

END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator with Quest Corporation of America. It is not meant to be 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 ProjectStudies@CFXway.com or by telephone 407-802-3210 within five days of receipt of this summary.