



Partin Settlement Road Improvements Alternatives Study

Neptune Road to Lakeshore Boulevard

Presentation to Osceola County Board of
County Commissioners

March 1, 2021

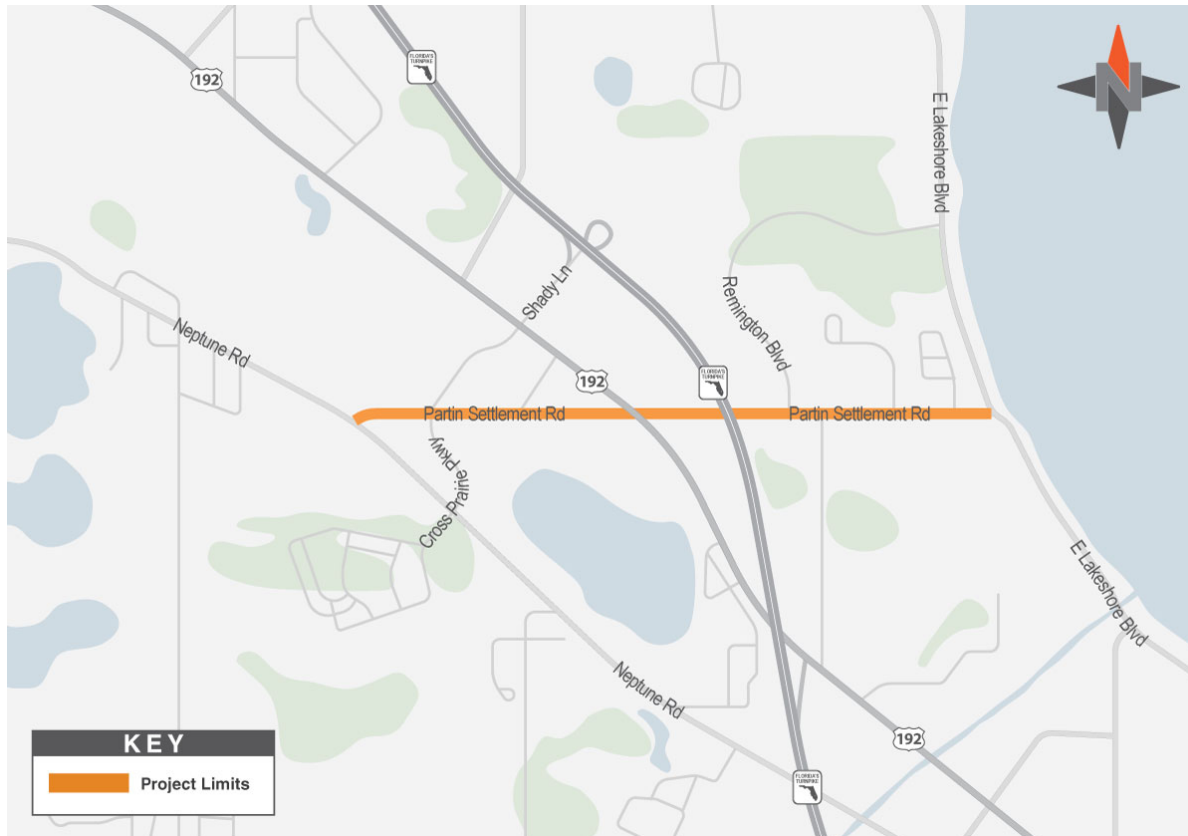


Presentation Contents



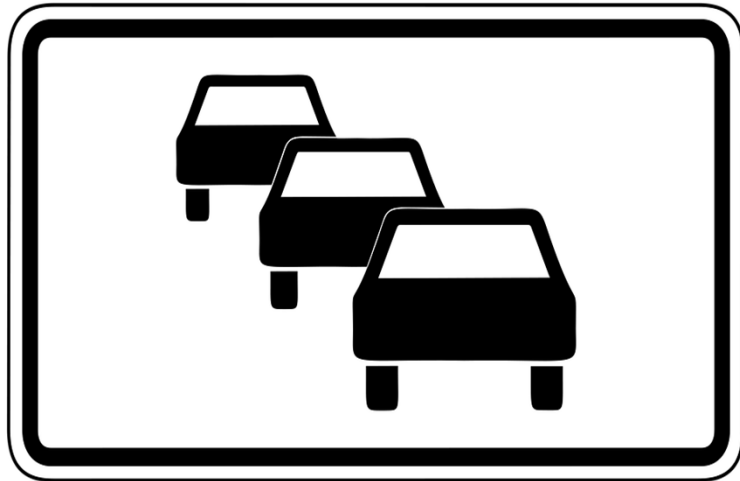
- Project overview, purpose and need
- Current traffic and future demands
- Public involvement activities
- Other alternatives evaluated
- Recommended preferred alternative
- Benefits of recommended alternative
- Project schedule and estimated costs

Project Location



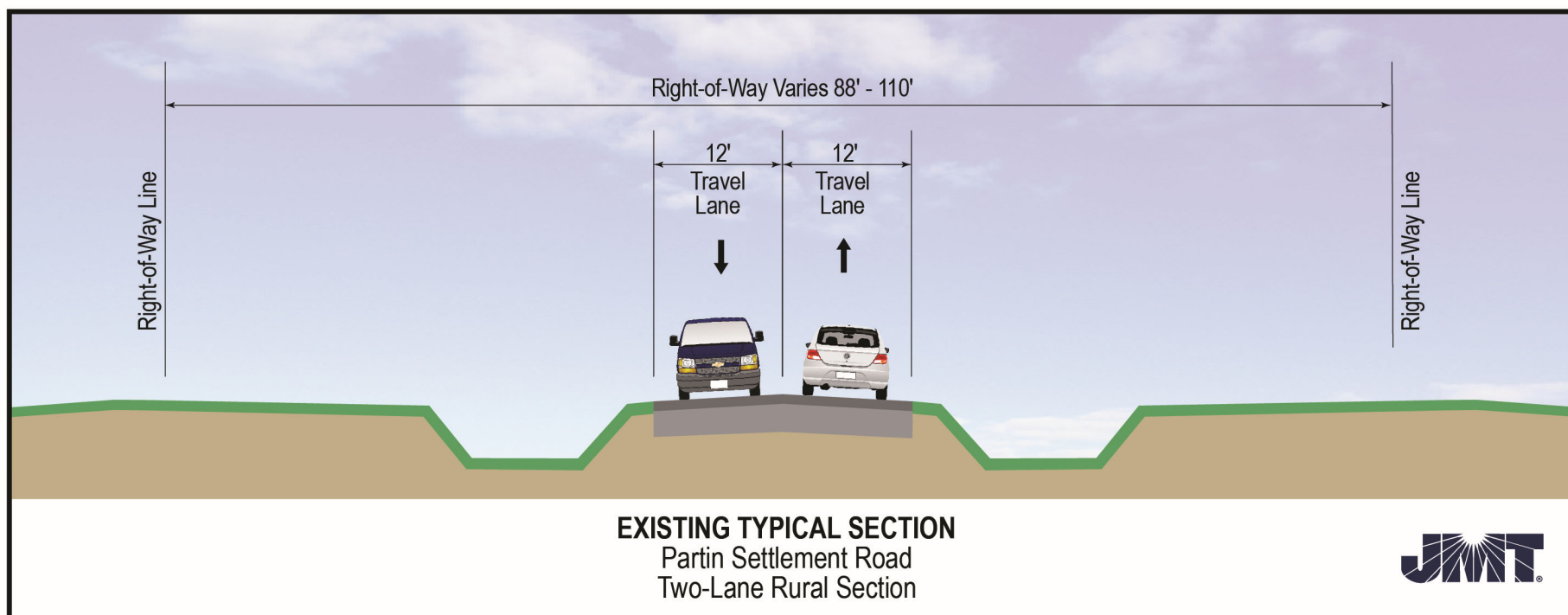
Project corridor extends from Neptune Road to Lakeshore Boulevard, a distance of 2.7 miles

Project Purpose & Need



- Address congestion
- Improve traffic operations
- Enhance safety
- Provide bicycle and pedestrian facilities
- Evaluate existing posted speed limit
- Improve drainage
- Identify access management opportunities
- Minimize impacts to the environment and adjacent properties

Existing Typical Section (No Build)



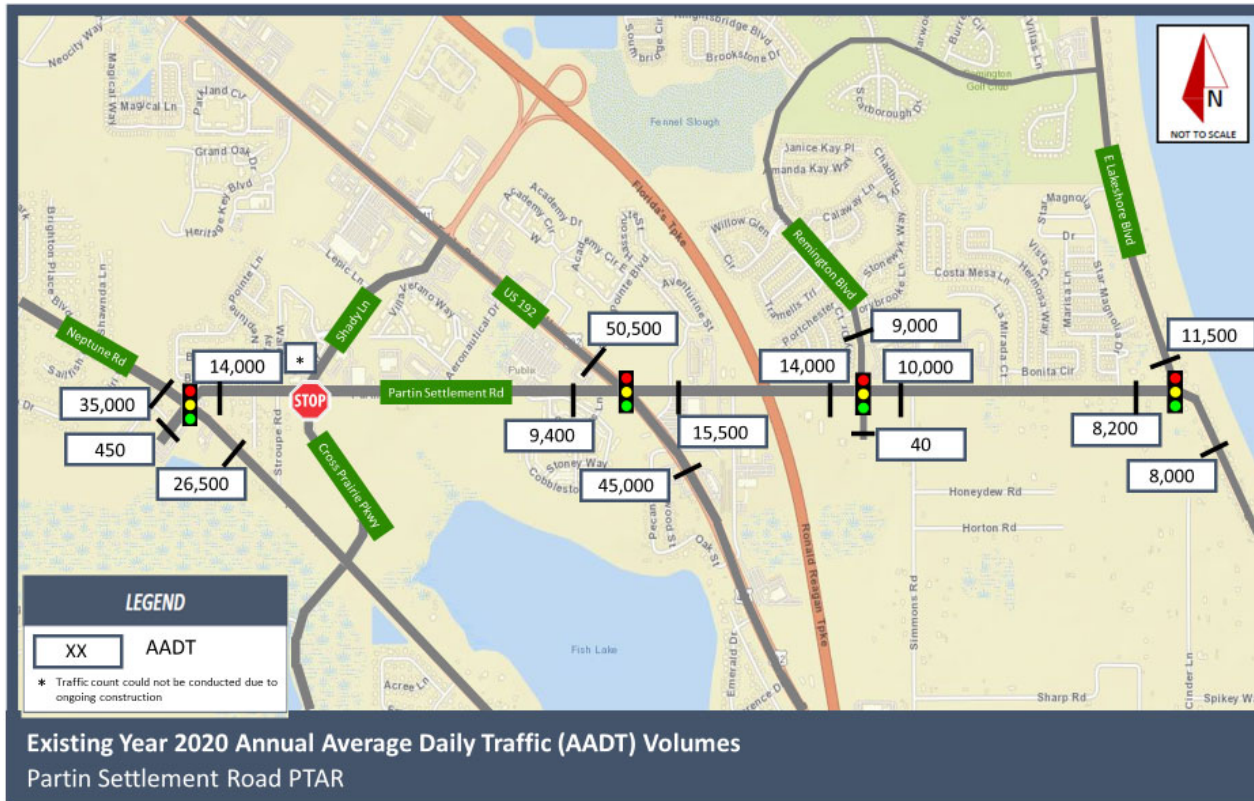
Existing Conditions



- Three lane section in some areas with center two-way left turn lane along part of the corridor
- Intersects with U.S. 192 and crosses over Florida's Turnpike
- Intermittent sidewalk
- Open drainage ditches

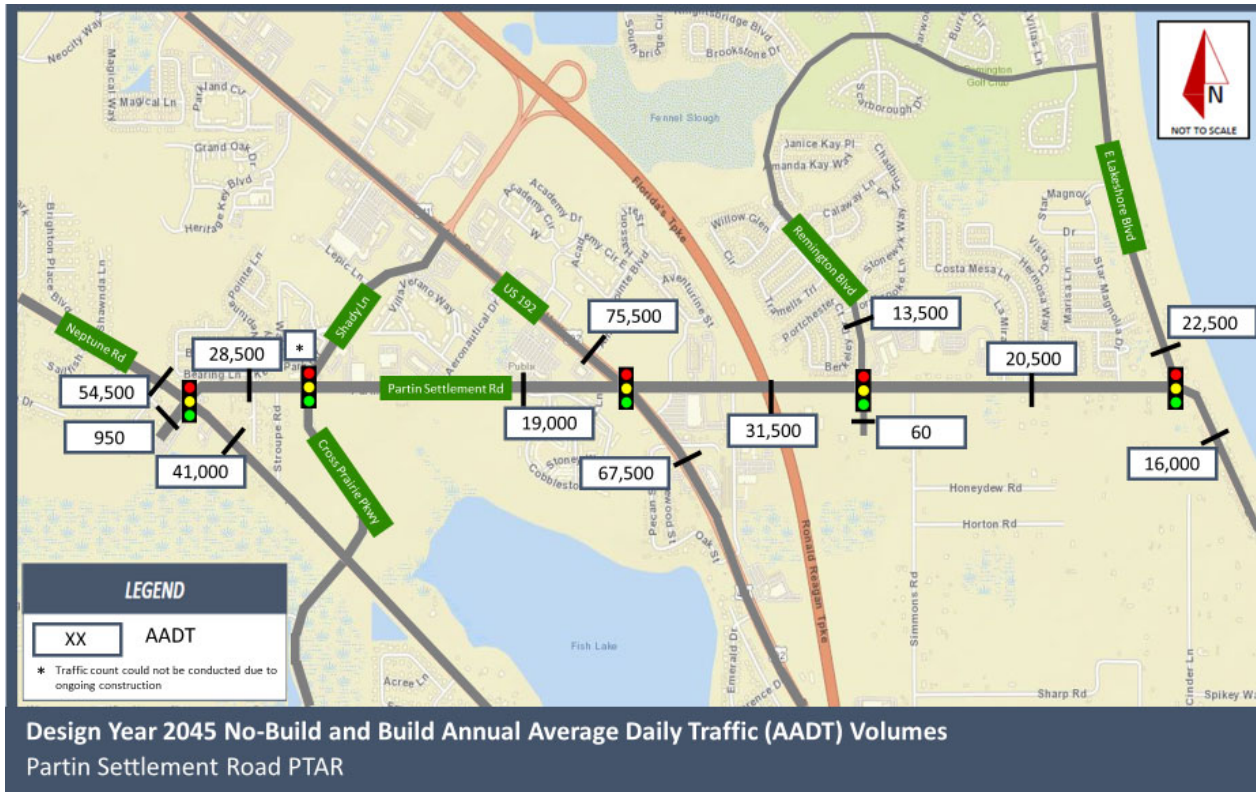


Current Traffic Volumes



- Current average daily traffic counts range from 8,200 to 14,000 vehicles

Traffic Projections - 2045

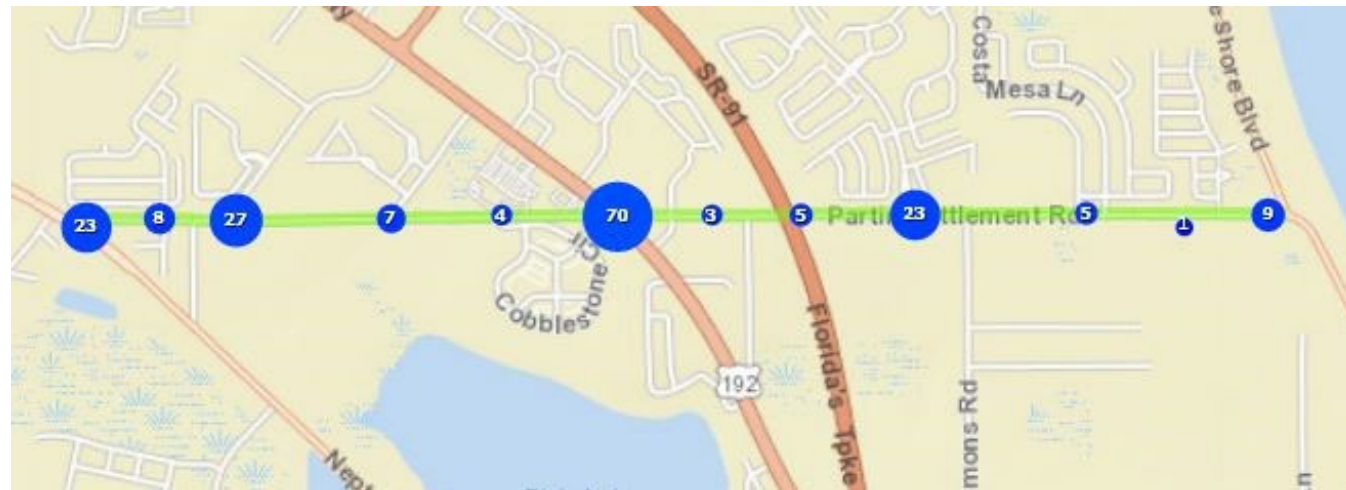


- Estimated average daily traffic volume in 2045 Ranges from 19,000 to 28,500 vehicles
- Traffic demands will require four lanes with median to maintain acceptable operations

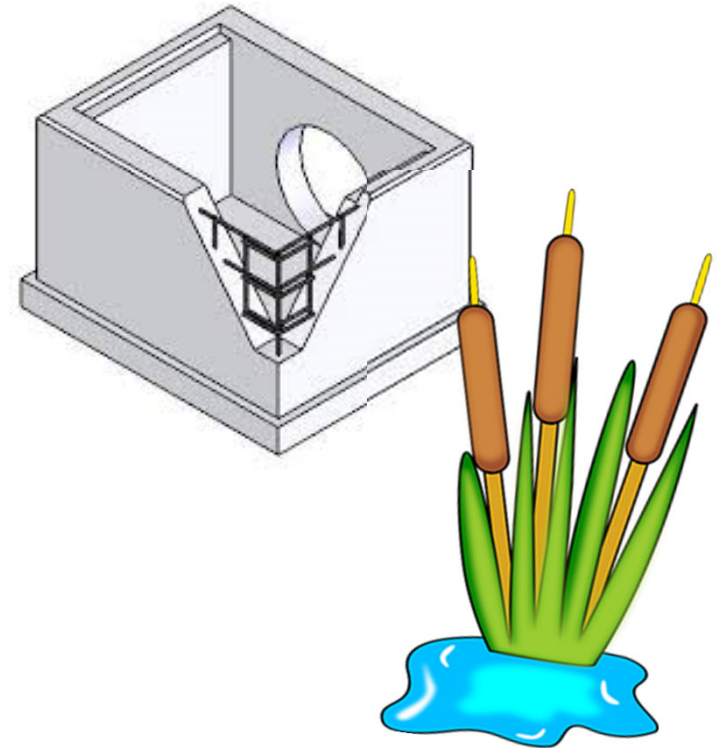
Crash History



- 185 crashes along Partin Settlement Road (2015-2020)
- 70 collisions at the U.S. 192 intersection
- 32% resulted in injury
- 61% rear-end crashes
- 16% involved left-turn movements



- Provide new closed drainage system
- Identify and evaluate alternative stormwater retention pond sites
- Minimize impacts to wetlands and other environmental features
- Additional right-of-way will be required



Public Involvement



- Both in-person and virtual public meetings were held on January 21, 2021
 - 14 attendees at the in-person meeting
 - 27 attendees at the online virtual meeting
- Notifications emailed to elected officials and government partners, and mailed to 1,525 property owners or tenants
- Newspaper advertisement in the *Osceola News-Gazette*, media release and social media post
- Meeting presentation and exhibits available to both in-person and online attendees and posted to the project web page



Public Involvement



- A total of 25 questions or comments were submitted by the general public and are summarized below:
 - Right of way needs
 - Access to properties and location of turn lanes and openings
 - Existing speed limits
 - Drainage improvements
 - Street lighting
 - Project schedule including construction start date and duration
 - Coordination with Florida's Turnpike planned improvements
 - Potential impacts to wildlife
 - Landscaping/median landscaping

Alternatives Evaluated by Study

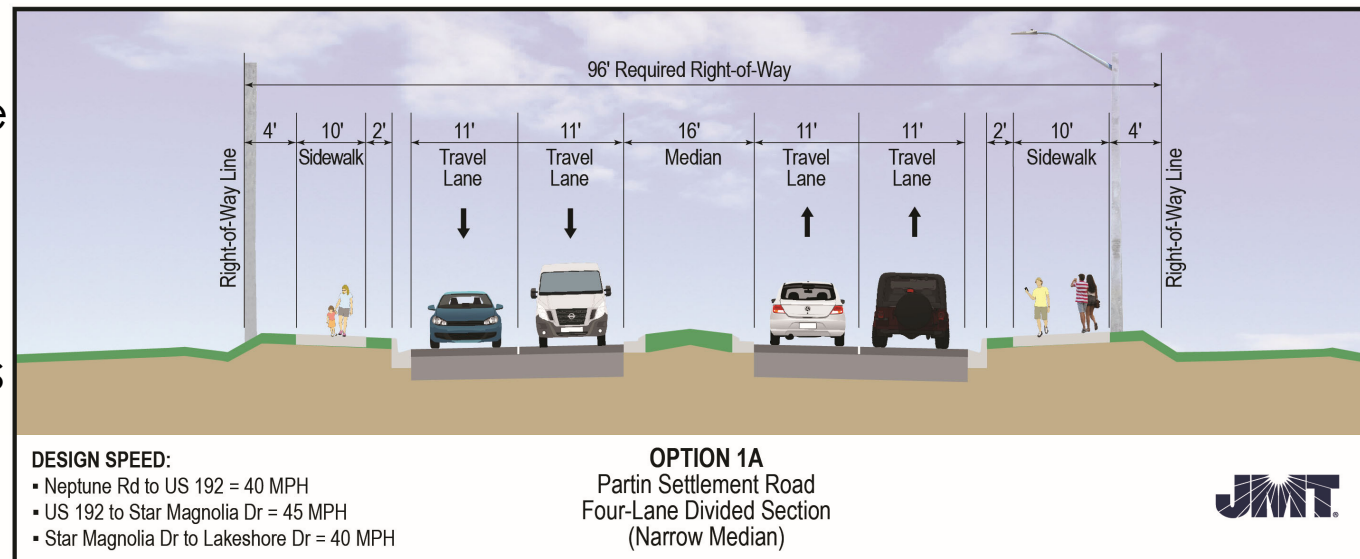


- Two alignment alternatives for the widening improvements were studied:
 - Hold north existing right of way line, shift most of the new improvements to the south
 - Hold south right of way line, shift most of the new improvements to the north
- Four different typical sections were considered with each providing:
 - Four travel lanes with medians, and curb and gutter
 - Multi-modal accommodations for pedestrians and bicyclists
 - Enclosed drainage system
 - Lighting and traffic signal improvements

Typical Section Alternative 1A



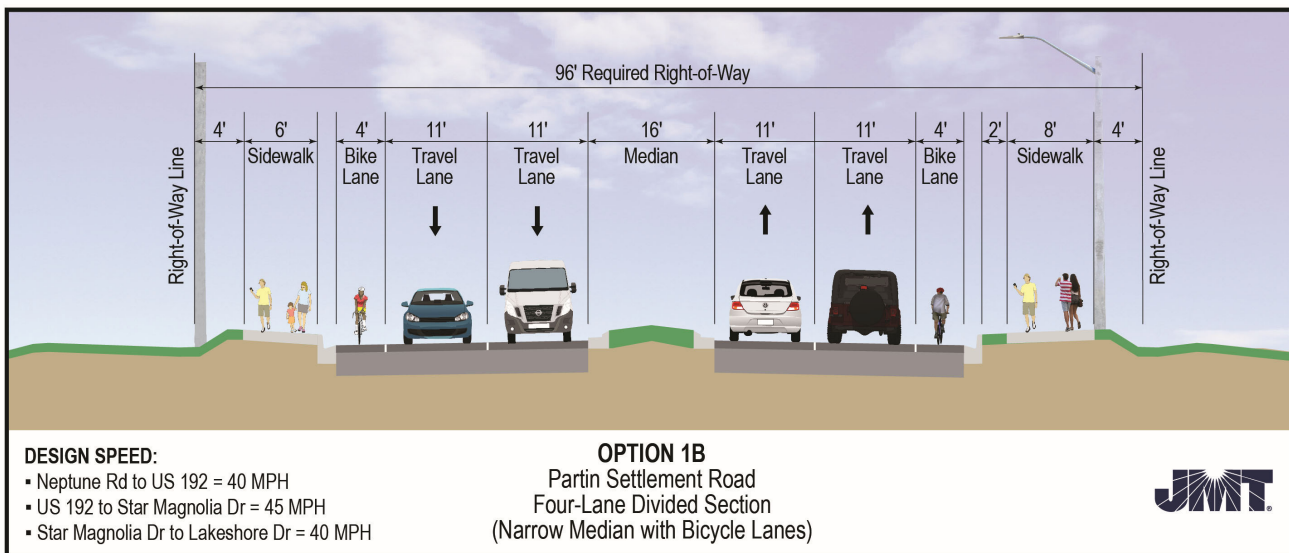
- Four-lane divided urban section with a 16-foot-wide median to enhance safety
- 10-foot-wide sidewalks to accommodate pedestrians and bicyclists
- Closed drainage system
- Required right-of-way is 96 feet which is less than Options 2 and 3



Typical Section Alternative 1B



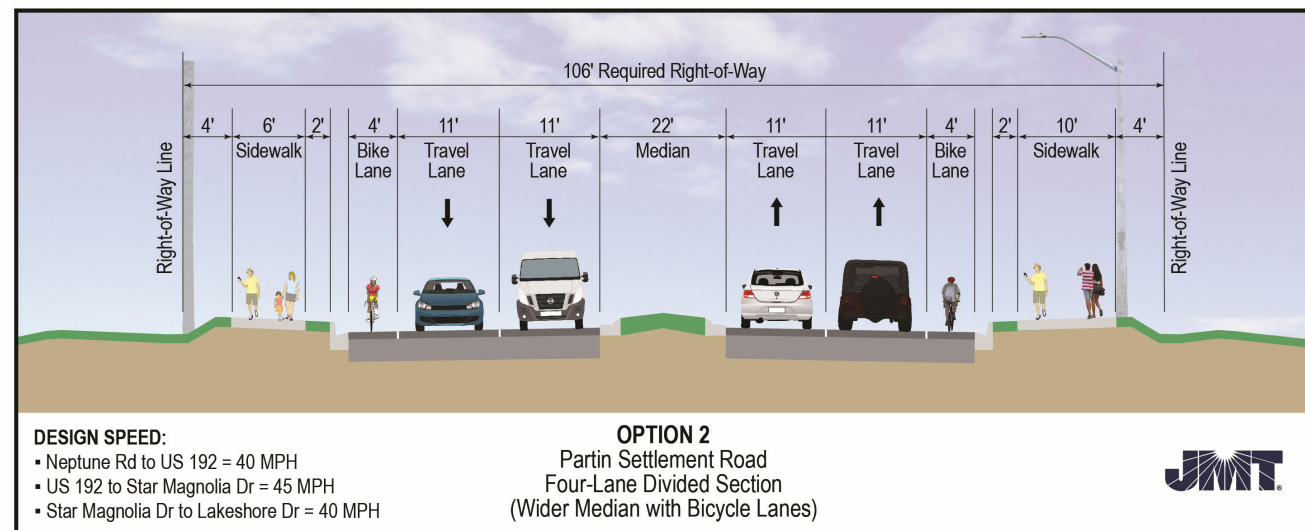
- Four-lane divided urban section with a 16-foot-wide median to enhance safety
- 6-foot-wide and 8-foot-wide sidewalks
- On-road bicycle lanes allow bicyclists to be separated from pedestrians
- Closed drainage system
- Required right-of-way is 96 feet which is less than Options 2 and 3.



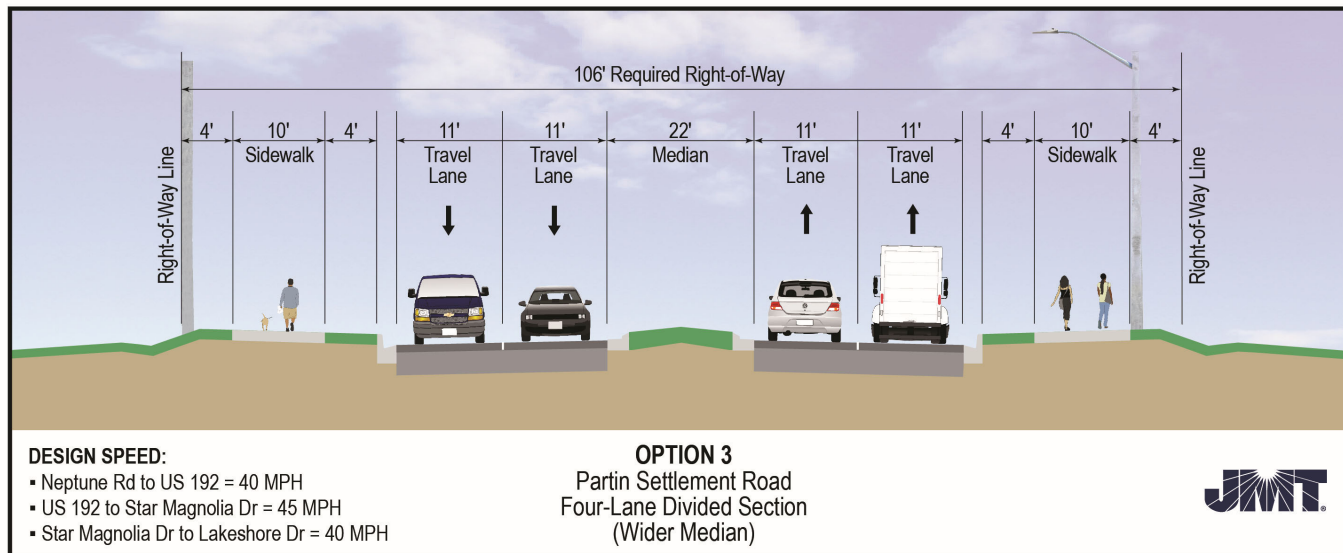
Typical Section Alternative 2



- Four-lane divided urban section with 22-foot-wide median which provides a wider area for refuge
- 6-foot-wide and 10-foot-wide sidewalks
- On-road bicycle lanes allow bicyclists to be separated from pedestrians
- Closed drainage system
- Required right-of-way is 106 feet



Typical Section Alternative 3



- Four-lane divided urban section with 22-foot-wide median which provides for a wider area for refuge
- 10-foot-wide sidewalks on both sides of road
- Closed drainage system
- Required right-of-way is 106 feet.

Evaluation Matrix



PARTIN SETTLEMENT ROAD WIDENING/RECONSTRUCTION NEPTUNE ROAD to LAKESHORE BOULEVARD

OSCEOLA COUNTY

	UNITS	No Build Option	OPTION 1A		OPTION 1B		OPTION 2		OPTION 3	
			NORTH Alignment	SOUTH Alignment	NORTH Alignment	SOUTH Alignment	NORTH Alignment	SOUTH Alignment	NORTH Alignment	SOUTH Alignment
Right-of-Way Needs										
Parcel Impacts (Residential + Business = Total)	Each	0	12 + 18 = 30	17 + 22 = 39	12 + 18 = 30	17 + 22 = 39	14 + 22 = 36	17 + 22 = 39	14 + 22 = 36	17 + 22 = 39
Potential Relocations (Residential + Business = Total)	Each	0	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1	1 + 0 = 1
Community Facilities Impacted*	Each	0	5	3	5	3	5	3	5	3
Right-of-Way Acreage Impacts	Acres	0	12.15	12.47	12.15	12.47	13.41	13.71	13.41	13.71
Environmental Impacts										
Anticipated Wildlife / Habitat Impacted	Yes/No	No	No	No	No	No	No	No	No	No
Bald Eagle Nest	Each	0	0	0	0	0	0	0	0	0
Floodplains	Acres	0.00	1.90	1.98	1.90	1.98	2.35	2.23	2.35	2.23
Wetland and Surface Water Impacts	Acres	0.00	5.63	5.63	5.63	5.63	5.67	5.67	5.64	5.64
Potential Contamination Parcels (Low + Medium + High = Total)	Each	0 + 1 + 0 = 1	2 + 2 + 0 = 4	5 + 1 + 0 = 6	2 + 2 + 0 = 4	5 + 1 + 0 = 6	2 + 2 + 0 = 4	5 + 1 + 0 = 6	2 + 2 + 0 = 4	5 + 1 + 0 = 6
Traffic Projections										
Volume/Capacity (V/C) Ratio (Design Year 2045)	V/C	1.19 - 2.14	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98	0.65 - 0.98
Preliminary Cost Estimates										
Preliminary Right-of-Way Costs - Neptune Road to Remington Blvd	\$	\$0	\$ 6,673,495	\$ 7,541,010	\$ 6,673,495	\$ 7,541,010	\$ 9,330,305	\$ 11,159,395	\$ 9,330,305	\$ 11,159,395
Preliminary Right-of-Way Costs - Remington Blvd to Lakeshore Boulevard	\$	\$0	\$ 1,860,805	\$ 3,025,615	\$ 1,860,805	\$ 3,025,615	\$ 2,471,055	\$ 3,428,875	\$ 2,471,055	\$ 3,428,875
Preliminary Construction and CEI Costs - Neptune Road to Remington Blvd	\$	\$0	\$ 27,092,318	\$ 27,092,318	\$ 27,423,406	\$ 27,423,406	\$ 27,704,824	\$ 27,704,824	\$ 27,270,753	\$ 27,270,753
Preliminary Construction and CEI Costs - Remington Blvd to Lakeshore Blvd	\$	\$0	\$ 10,190,400	\$ 10,190,400	\$ 10,379,793	\$ 10,379,793	\$ 10,417,709	\$ 10,417,709	\$ 10,273,682	\$ 10,273,682
Preliminary Environmental Mitigation Cost	\$	\$0	\$ 349,400	\$ 349,400	\$ 349,400	\$ 349,400	\$ 353,000	\$ 353,000	\$ 353,000	\$ 353,000
Total Preliminary Estimated Project Cost Estimate**	\$	\$0	\$46,166,418	\$48,198,743	\$46,686,900	\$48,719,225	\$50,276,892	\$53,063,802	\$49,698,795	\$52,485,705

LEGEND LITTLE/NO IMPACTS MEDIUM IMPACTS HIGH IMPACTS

*The community facilities impacted are churches within the corridor. These church impacts are accounted for in the total parcels impacted as a business.

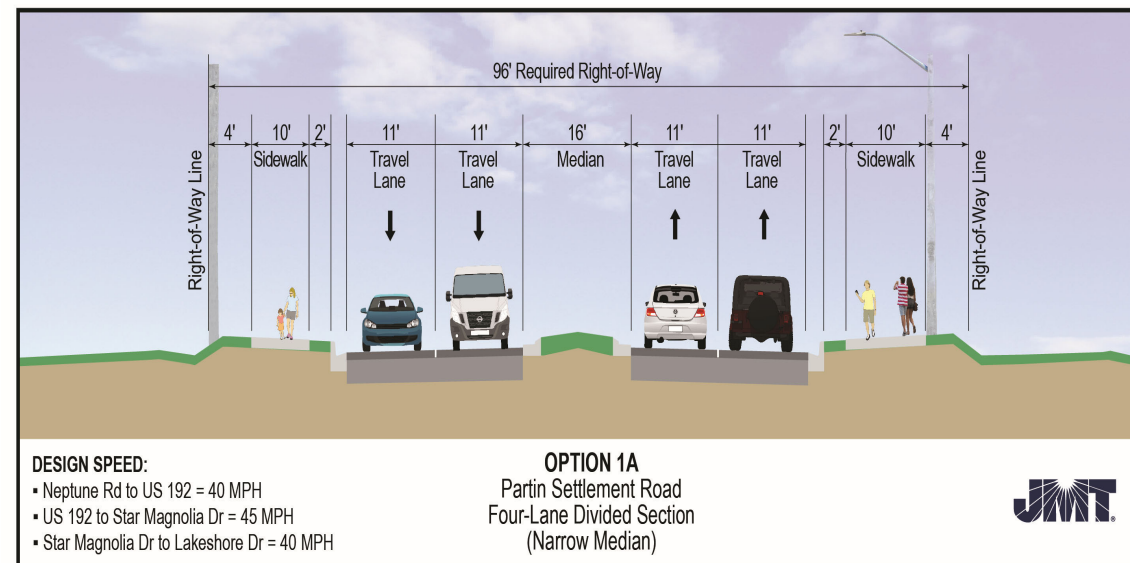
**This project may be phased based on final traffic analysis results. The costs shown reflect the total preliminary estimated projects costs from Neptune Road to Lakeshore Boulevard.

Recommended Alternative – Typical Section 1A, North Alignment

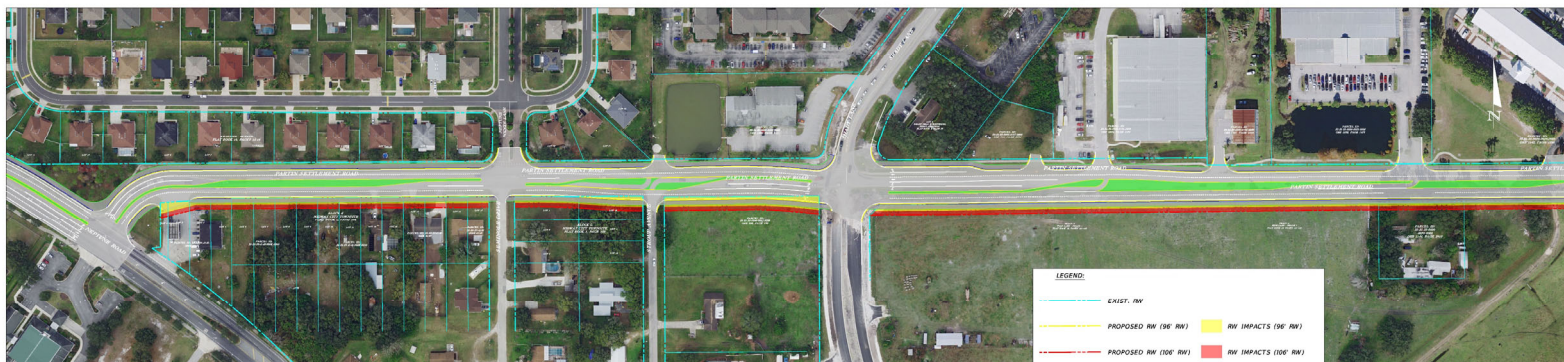


Benefits of the Recommended Alternative

- Additional capacity to meet future traffic demands
- Lowest overall construction and right of way costs
- Fewest parcel impacts
- Medium environmental, wetland and floodplain impacts
- Multi-modal accommodations for pedestrians and bicyclists. Remarks by several attendees at the public meeting did not favor on-road bicycle lanes
- Enclosed drainage system with stormwater treatment ponds



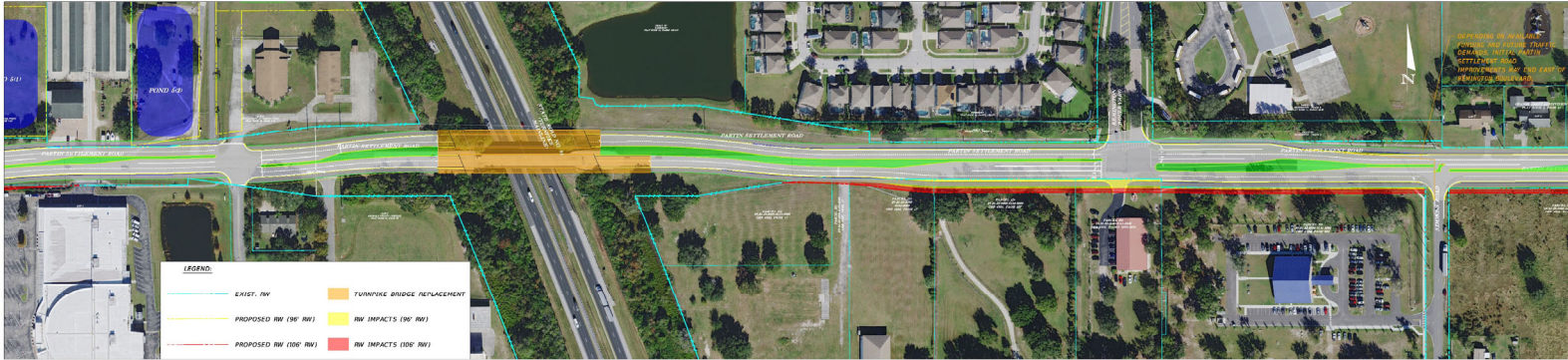
Recommended North Alignment



**PARTIN SETTLEMENT ROAD RECONSTRUCTION
FROM NEPTUNE ROAD TO LAKESHORE DRIVE
(HOLD NORTH R/W ALTERNATIVE)**



Recommended North Alignment



**PARTIN SETTLEMENT ROAD RECONSTRUCTION
FROM NEPTUNE ROAD TO LAKESHORE DRIVE
(HOLD NORTH R/W ALTERNATIVE)**



Project Schedule



Alternatives Evaluation

- Refine alternatives
- Staff recommendation
- BOCC to choose preferred alternative spring 2021

Final Design

- To begin early 2021
- Completion in fall 2022

Right-of-Way

- Acquisition to begin early 2022

Construction

- Expected to begin fall 2023

For More Information



Go to the project webpage at
www.Osceola.org/go/partinsettlement

The screenshot shows the website header with a navigation menu including Board Meetings, Services, Commissioners' Corner, Agencies & Departments, How Do I, and About Osceola. Below the header is a sidebar with a 'Transportation Projects List' containing 'Project Details', 'Project Documents', and 'Comment Form'. The main content area is titled 'Partin Settlement Road Project' and includes a 'PROJECT DETAILS' section with a map of the project location. The map shows Partin Settlement Rd highlighted in orange, with surrounding roads like Shephard Ln, Rangeside Blvd, and E Lantana. A contact information box on the left provides an email address (Conroy.Jacobs@Osceola.org), phone number (407-742-0557), and address (1 Courthouse Square, Suite 3100).

Contact:

Conroy Jacobs
Osceola County Project Manager
Transportation & Transit Dept.
1 Courthouse Square, Suite 3100
Kissimmee, FL 34741
Conroy.Jacobs@osceola.org
407-742-0557



Questions?