



CFX answers to questions for podcast

Why has suggested alternatives that have been submitted for the Cypress Parkway segment been rejected as not feasible? So far, the reason for rejection has been that previous studies had rejected this. Can you describe some of the reasons why this was rejected previously? Permit problems, right of way problems? FEMA flood issues? Project cost issues?

The current Southport Connector Expressway PD&E Study is built upon previous studies of this proposed expressway. (Below are links to previous studies.) These previous studies evaluated many factors including transportation needs, engineering analysis, social and environmental impacts, financial viability, economic factors, and right-of-way requirements. Local growth and transportation plans, such as Osceola County's South Toho Master Plan, were and are being taken into consideration. Prior and recent analysis of these factors has resulted in the alternatives being evaluated in the current Southport Connector Expressway PD&E Study.

Suggestions have been made that the current Cypress Parkway congestion problem might be solved simply by adding more lanes. Why has this been rejected?

Traffic analysis through the year 2045 indicates that only widening Cypress Parkway, a facility with many cross-streets and existing stoplights, would not alleviate congestion or accommodate the planned growth and additional traffic in this area.

People have claimed that by adding the elevated toll lanes through the center of Cypress Parkway it will divide the Poinciana community in half, ruining the future of what is already a below average income community. What is the CFX response to this?

Cypress Parkway, with its heavy flow of traffic, currently presents an existing geographic divide between the communities to the north and south of the roadway. The study team has heard community concerns and is looking at ways to minimize impacts such as a viaduct type structure for a portion of the expressway, noise walls, landscaping, and similar amenities.

People are claiming that the addition of the toll lanes will make the Poinciana local traffic worse than it is today. They are saying that not only will it make local traffic worse but that it will also preclude and future expansion above the 4 local lanes. What is the CFX position on what this project will do for then local traffic situation?

Actually, just the opposite is true. Traffic analysis for the year 2045 shows that if the Southport Connector Expressway is built, 11,000 fewer vehicles will travel the local lanes of Cypress Parkway between Pleasant Hill Road and Doverplum Avenue than if the expressway isn't built.

Where does the study envision the placement of on/off ramps to allow local Cypress Parkway traffic to enter and exit the toll lanes?

That is currently being analyzed, but there will be access ramps. Considerations include distance between ramps, amount of right of way, and roadway geometry.

Where will the project provide overpasses for existing Cypress Parkway cross streets to cross the expressway? Will any exiting crossovers on Cypress Parkway be blocked off by this project?

All current intersections will have overpasses and will be fully accessible. Safety concerns of existing crossovers are being analyzed to develop the safest configuration with Cypress Parkway and the Southport Connector Expressway.

What impact on Poinciana local business will result from this project? Will any access to local businesses that exist today be blocked off by this project? Will any right-of way land need to be taken away from local businesses to build this project? Will any existing buildings such as the Bravo shopping plaza need to be condemned?

Typically, transportation improvement projects help local business as they ease access to shopping centers and stores along a corridor. The study team is coordinating with Osceola and Polk counties on their future plans for nearby roadways to ensure those are considered in the study's concept designs. Access to local businesses and public facilities is an important design factor, as is minimizing project right-of-way needs, which the study team is evaluating.

What will be the impact on Pleasant Hill traffic be from this project be at Reedy Creek Bridge?

Everyone in Poinciana knows how terribly congested it gets in the area of Pleasant Hill Road and Cypress Parkway. Easing the traffic flow at that intersection is a major consideration in this study and the team is looking at options to accomplish that.

Where will the toll gantries be placed? How much will the tolls be? How much will it cost drivers from Marigold to Reedy Creek to use then toll road to fly over Doverplum? How about the Solivita drivers? How about the Haines city driver simply wishing to use the toll lane to go through then center of Poinciana?

We don't yet have the answers about toll gantry locations and costs. However, this would be open road, all electronic tolling, meaning there would not be cash lanes. Thanks to the local lanes of Cypress Parkway, Haines City drivers would have the option of staying on the local road or entering the tolled expressway at the west end of Cypress Parkway near Poinciana Parkway.

What about the noise impact on homes adjacent to the new expressway? Especially in Solivita? Cypress Woods, the Country Club section of Poinciana villages?

A noise evaluation is being done as part of this study to determine potential noise impacts and recommended noise wall locations.

Previous Studies Links

[Orlando-Orange County Expressway Authority's \(OOCEA, CFX's predecessor\) SR 417 Concept Development and Environment Study, 2006-2008](#)

[Osceola County Preliminary Alignment & Feasibility Study for Southport Connector 2009](#)

[Osceola County Preliminary Alignment Evaluation for Southport Connector 2010](#)

[CFX Southport Connector Concept, Feasibility, and Mobility Study 2018](#)