

this project right-of-way acquisition or construction. When the project moves into a design phase, there will be an additional public meeting, during which you will again be able to ask questions and provide your comments.

COMMENTS AND IDEAS

Comments and ideas are important to the City and County throughout the study process. We are interested in understanding the needs you have identified in the corridor and any preferences or concerns you have in regards to the alternatives presented tonight. Please complete a comment form and submit it by July 31, 2008, using one of the following methods:



Comment Box

A comment box is provided at this meeting.



Mail

Ms. Colleen Jarrell, P.E.
300 Primera Blvd.
Suite 200
Lake Mary, FL 32746



Email

cjarrell@hntb.com



Fax

(407)805-0227

THANK YOU FOR ATTENDING

Thank you for your participation in tonight's Alternatives Meeting regarding the Hoagland Boulevard PD&E Study. Your comments are important to the City and County and help to shape your community. Please let us know if there is anything else regarding this project that we may help you with or if we can answer any questions for you or your neighbors. We look forward to seeing you at future project meetings.



HOAGLAND BOULEVARD PROJECT DEVELOPMENT & ENVIRONMENT STUDY

ALTERNATIVES MEETING
July 17, 2008

WELCOME

The City of Kissimmee and Osceola County welcome you to the Alternatives Meeting for the Hoagland Boulevard Project Development and Environment (PD&E) Study. The Hoagland Boulevard PD&E Study has evaluated different alignments for widening Hoagland Boulevard to serve the growing communities between John Young Parkway and US 192. This meeting is being conducted by the City of Kissimmee and Osceola County to present information and obtain input from you regarding the alternatives identified. Tonight's meeting will include a series of display graphics that provide information regarding the different alternatives. The City of Kissimmee, Osceola County and other study team members are available to answer your questions and receive your comments. At 7:00 p.m., a brief presentation will begin that will further explain the study process, the alternative improvements under consideration and opportunities for you to be involved throughout the remainder of the process. Following the presentation you will again be able to ask questions to members of the study team.



TYPICAL SECTIONS

An analysis of the existing traffic and the projected future traffic demand within the corridor has been completed. Based on the



future traffic projections, the corridor will require a four-lane roadway to provide adequate levels of service to the roadway users. The typical section includes four through lanes (two in each direction), 4-foot bike lanes on the outside of the roadway in each direction, a 5-foot

sidewalk on both sides of the roadway from John Young Parkway to Shingle Creek, an 8 to 10-foot multi-use path on the east side of the roadway and a 5-foot sidewalk on the west side of the roadway from Shingle Creek to US 192. These typical sections include a grass median from John Young Parkway to McClellan Street and a center two-way left turn lane from McClellan Street to US 192.



ALTERNATIVE ALIGNMENTS

The objective of this study is to identify and recommend a proposed alternative to best complete a road network providing for the growth of the region. The two alternative alignments identified within this corridor are the same along Hoagland Boulevard from John Young Parkway to Shingle Creek and from Suhl's Lane to US 192. Both alternatives are designed to reduce the severity of the sharp curves along the existing corridor and consist of widening along existing Hoagland Boulevard from John Young Parkway to Shingle Creek and from 5th Street to US 192. The area between Suhl's Lane and 5th Street is proposed to be relocated to the west of the existing corridor under both alternatives. Access to the properties along existing Hoagland Boulevard in this area would be maintained.



Alternative 1

Alignment Alternative 1 consists of widening along existing Hoagland Boulevard from John Young Parkway to US 192, with the exception of the area between Suhl's Lane and 5th Street. This alternative smooths the curves along the south side of the Kissimmee Gateway Airport and at Suhl's Lane.



Alternative 2

Alignment Alternative 2 also consists of widening along existing Hoagland Boulevard, with the exception of the area between Shingle Creek and Suhl's Lane. The alignment deviates from the existing roadway north of Shingle Creek and veers to the west and north to connect to the relocated Hoagland Boulevard near Suhl's Lane. This alignment requires crossing the CSX railroad via a bridge. The section of existing Hoagland Boulevard from north of Shingle Creek to Suhl's Lane would remain as a two lane roadway under this alignment alternative.



"No Build" Alternative

Selection of a "No Build" alternative will result in no widening improvements to Hoagland Boulevard.

A comment form has been provided to you. Please use this form to comment on any of the proposed alignment alternatives. When providing your comments regarding these alignment alternatives, please refer to Alignment 1, Alignment 2, and No Build.

NEXT STEPS

Following this meeting, your comments will be reviewed by the City, County and the study team. Adjustments will be made to the alternatives as necessary based on these comments. The results of this meeting, the comments from this meeting and engineering judgment will be considered as a preferred alternative is identified. The recommendation of the preferred alignment will later be presented to the City of Kissimmee City Council and the Osceola County Board of County Commissioners at a regularly scheduled meeting. During these meetings, there will also be an opportunity to provide public input. Following the public comment period, the two groups will make a decision on the preferred alignment.

Following the identification of the preferred alignment, and when funds are available, the City and County will move forward with the design of the improvements. At this time there are no funds identified to support