

The Florida's Turnpike Enterprise (FTE) is conducting a Project Development & Environment (PD&E) study (FPID: 441224-1) to evaluate widening of the Florida's Turnpike (S.R. 91) mainline from Milepost (MP) 238.5 to MP 242 in Osceola County. The PD&E study also includes interchange modifications at Kissimmee Park Road (C.R. 525) at MP 240 and Kissimmee – St. Cloud South (U.S. 192) at MP 242. The project location is shown on **Figure 1.1**.

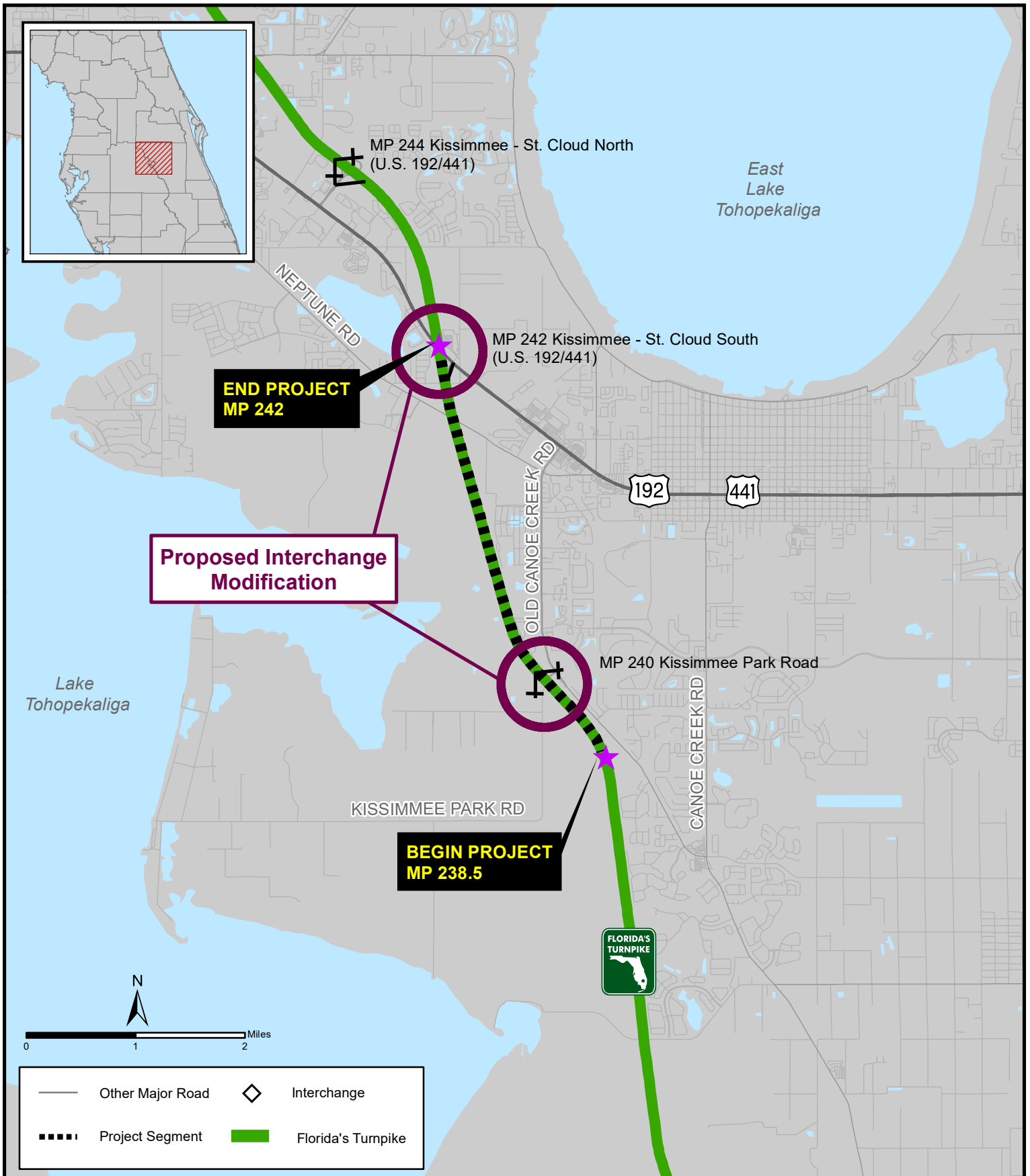
The Kissimmee Park Road interchange with the Florida's Turnpike provides access to and from the north only under existing conditions. The current PD&E study (FPID: 441224-1) is evaluating concepts for the ultimate configuration of the interchange, including access to and from the south. Capacity improvements at the adjacent Old Canoe Creek intersection are also being considered. The U.S. 192 South interchange serves the northbound off-ramp only. The on-going Florida's Turnpike mainline design and widening project from MP 242 to MP 249 (FPID: 436194-1) will add ramps to and from the north. The current PD&E study (FPID: 441224-1) is evaluating the addition of a southbound on-ramp.

This Systems Interchange Modification Report (SIMR) documents traffic operations analysis and safety evaluations for the proposed reconfiguration/modification of the Kissimmee Park Road and U.S. 192 South interchanges along the Florida's Turnpike. The SIMR has been developed in accordance with Florida Department of Transportation (FDOT) *Policy Topic No. 000-525-015-h, Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS)*; the FDOT *Interchange Access Request User's Guide (IARUG)*; FDOT *Procedure No. 525-030-160-l, New or Modified Interchanges*; and FDOT *Procedure No. 525-030-120-j, Project Traffic Forecasting*.

The Methodology Letter of Understanding (MLOU) for the SIMR was approved by FTE, the Requestor, FDOT District Five and FDOT Central Systems Implementation Office in October 2019. A copy of the executed MLOU is provided in **Appendix A**. Per the MLOU, the analysis years for the SIMR are 2018 (existing), 2025 (opening) and 2045 (design).

## 1.1 PURPOSE AND NEED

Reconfiguration of the Kissimmee Park Road interchange and capacity improvements are being proposed to address existing and future traffic congestion and related safety issues. Traffic at the Florida's Turnpike southbound off-ramp terminal intersection currently experiences long delays and queues during the evening commute. Queues extend along the full length of the ramp and onto the freeway mainline. This is mainly due to the heavy southbound off-ramp left-turn traffic demand which exceeds the capacity of the existing single left turn lane. Also, eastbound right-turn queues at the adjacent and closely spaced Old Canoe Creek Road intersection extend upstream to the interchange ramp terminals, compounding the backups along the southbound off-ramp and mainline. As traffic demand increases in the future, traffic operations are expected to deteriorate within the interchange and along the freeway mainline.



**Florida's Turnpike PD&E Study  
from MP 238.5 to 242  
Systems Interchange Modification Report (SIMR)**

Project Location

Figure 1.1

# SECTION ONE

## Introduction

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There is also a need to complete the Kissimmee Park Road partial interchange by adding access ramps to and from the south, and the U.S. 192 South interchange by adding a southbound on-ramp. Travel demand on the Florida's Turnpike through much of Orange and Osceola County has increased significantly. The Florida's Turnpike system has continued to grow as a "commuter" facility serving trips between urban centers it passes through. The Florida's Turnpike has become an important component of local transportation systems. As demand for local access grows, continued increase in traffic volumes at existing interchanges will result in future congestion. If the Florida's Turnpike is to efficiently fulfill this evolving role in the urban transportation system, it will require new or modified access points with major crossing roads and streets. It is within this context that addition of access ramps to and from the south is being proposed at the Kissimmee Park Road interchange, and a southbound on-ramp at the U.S. 192 South interchange. Addition of ramps to and from the south will provide more efficient access points to better serve trips originating or ending in St. Cloud, east of the Florida's Turnpike. For instance, trips heading south currently must travel along U.S. 192 to access the Florida's Turnpike at the Kissimmee -St. Cloud North interchange at MP 244.

## 1.2 PROJECT LOCATION AND STUDY LIMITS

Kissimmee Park Road intersects with the Florida's Turnpike at MP 240 in Osceola County, Florida, forming a partial interchange, with tolled ramps to and from north. The U.S. 192 South interchange is located at MP 242 along the Florida's Turnpike and currently serves the northbound off-ramp only. The two interchanges are within the Northern Turnpike system, which extends 67 miles from north of the Three Lakes Toll Plaza in Osceola County, through Orlando in Orange County, to I-75 at Wildwood in Sumter County. The Florida's Turnpike has two 12-foot lanes in each direction, with an 8-foot inside and a 10-foot outside paved shoulder, within the study limits. The posted speed is 70 mph. The closest interchange along the Florida's Turnpike is the Kissimmee-St. Cloud North, located at MP 244, about two miles to the north of the U.S. 192 South interchange.

Kissimmee Park Road is a two-lane east-west undivided minor arterial with a posted speed of 35 mph within the study limits. U.S. 192 is an east-west divided major arterial and is currently being widened to six lanes with a posted speed of 45 mph within the study limits. Old Canoe Creek Road is a north-south minor arterial with a posted speed of 45 mph within the study area. It's an undivided roadway with four lanes north of Kissimmee Park Road and two lanes to the south. Nolte Road is an east-west minor arterial that forms a T-intersection with Old Canoe Creek Road. The posted speed is 35 mph within the study area.

The Kissimmee Park Road and U.S. 192 interchanges are within the Area of Influence (AOI) of each other. Along the Florida's Turnpike, traffic impacts resulting from the proposed interchange modifications are expected on the freeway mainline and at the adjacent Kissimmee-St. Cloud North southbound on-ramp, located about two miles to the north. The closest interchange to the south is about 47 miles away, at Yeehaw Junction. This interchange is too far from the proposed modifications, tests showed that traffic impacts are not expected. The anticipated AOI for the SIMR is depicted on **Figure 1.2**.