



Florida Department of
TRANSPORTATION



Poinciana Parkway Extension PD&E Study

CR 532 to North of I-4/SR 429 Interchange

FPID 446581-1

FTE/Reunion Coordination Meeting

March 10, 2022, 1:00 pm

AGENDA

- **Introductions**
 - Florida's Turnpike Enterprise (FTE)
 - Reunion
 - RS&H / Kimley Horn
- **PD&E Process**
- **Poinciana Parkway Extension Project Development and Environment (PD&E) Study**
 - Project History
 - Purpose and Need for Project
 - Overview of Proposed Improvements
 - Alternative Concepts
 - Alternatives Public Information Meeting
 - Schedule
- **Open Discussion**

PD&E Study Process

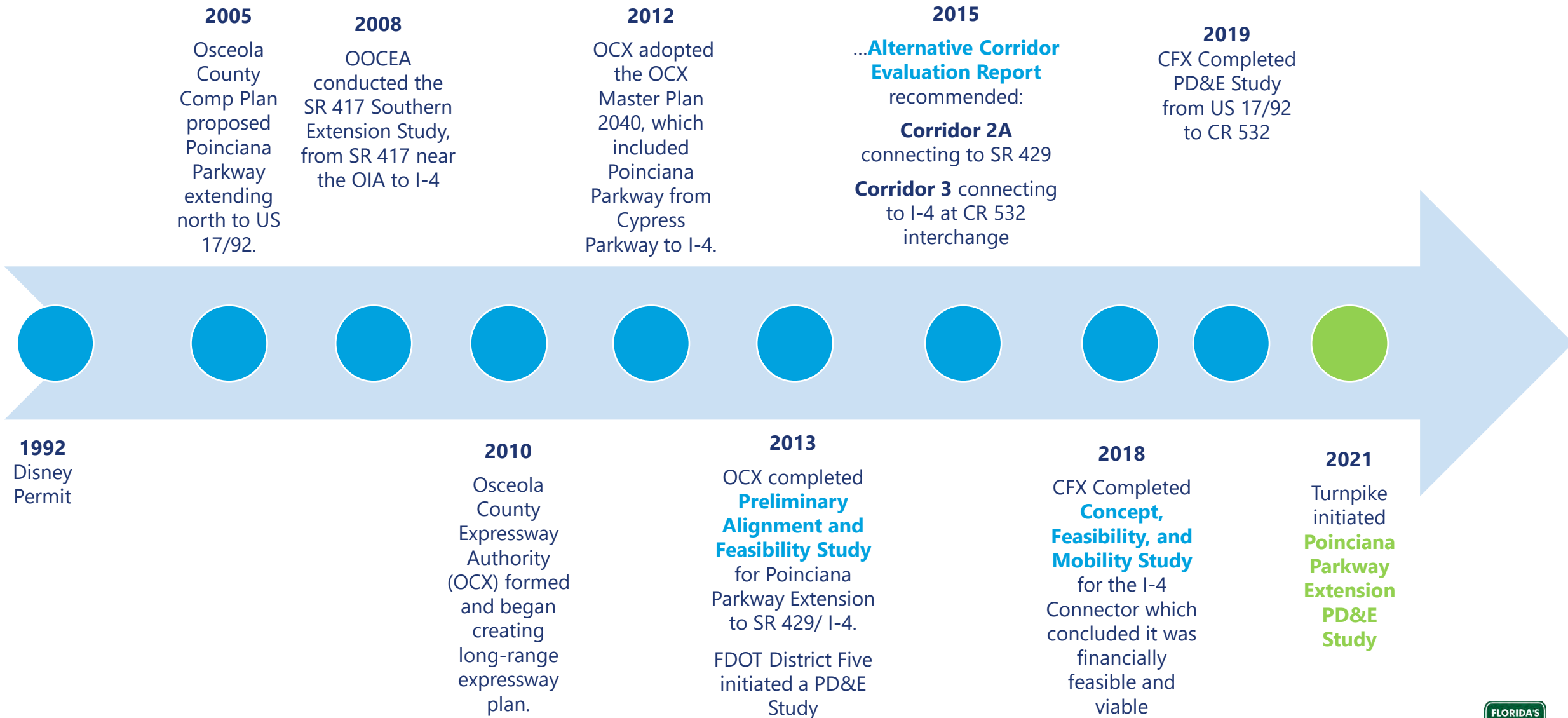


What is a PD&E Study?

- National Environmental Policy Act (NEPA)
 - State and federal laws and regulations
- Existing Conditions
- Future Traffic Needs
- Alternatives Development
- Environmental and Engineering Evaluations
- Public, Stakeholder, and Agency Involvement
- Study Recommendations

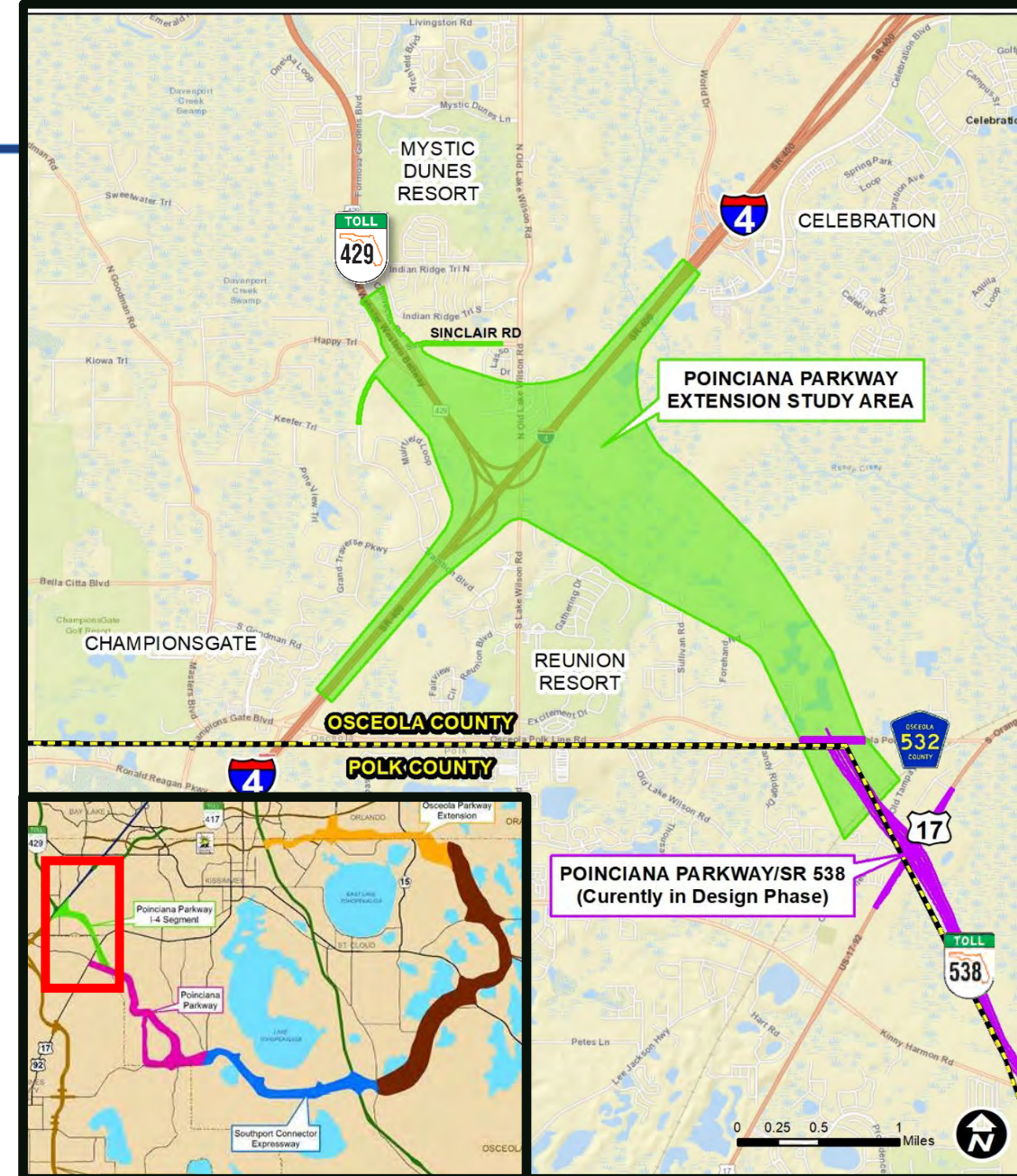


Project History

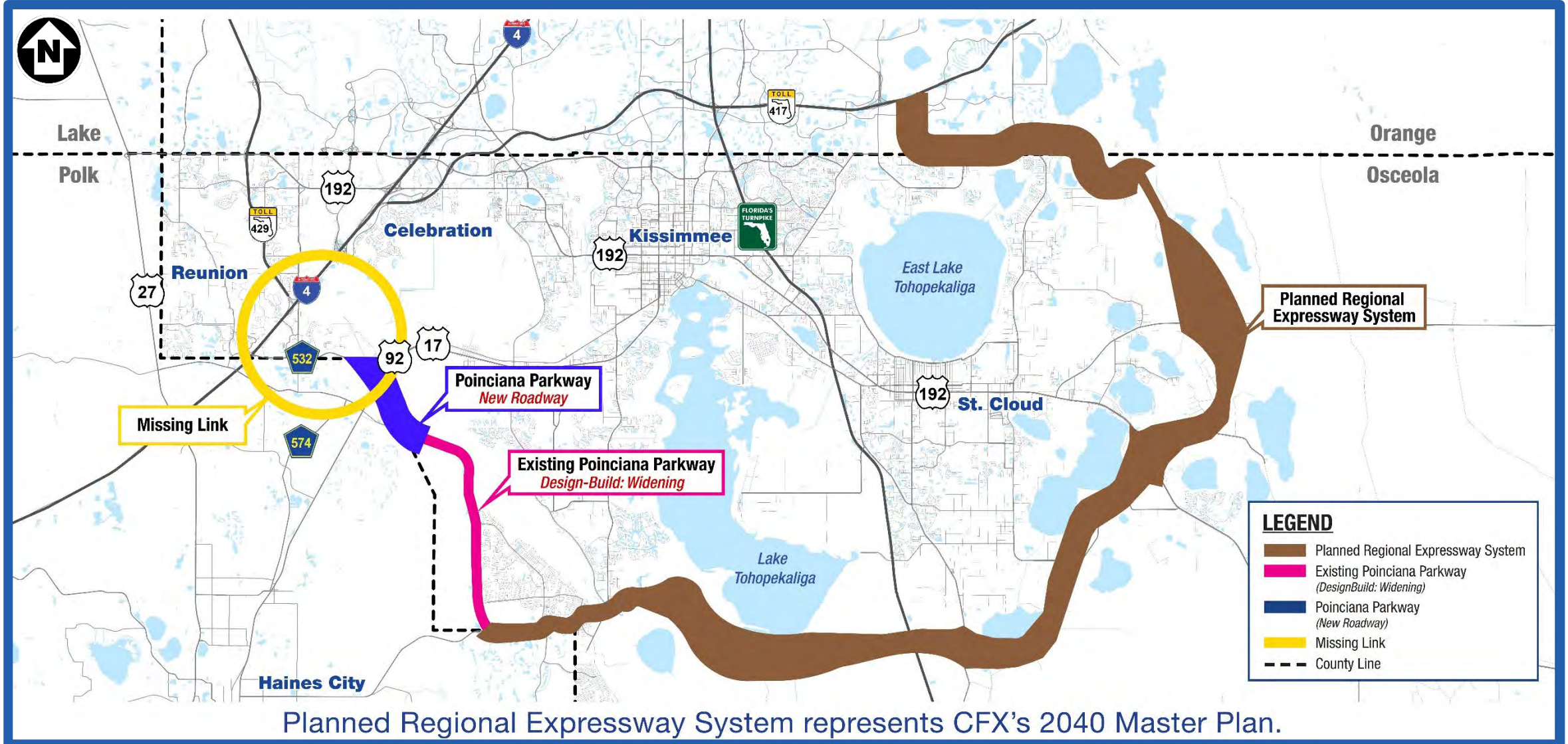


Poinciana Parkway Extension PD&E Study From CR 532 to North of I-4/SR 429 Interchange

- **Purpose & Need**
 - Address future traffic demand for year 2050
 - Complete missing link in planned expressway
 - Improve connectivity, reducing travel times
 - Relieve I-4, US 27, & CR 532
 - Enhance evacuation & safety
- **Poinciana Parkway Extension Improvements**
 - New alignment tolled expressway
 - Six lane/eight lane ultimate
 - Connections to I-4 General Use and Express lanes
 - Connects to Western Beltway (SR 429)



Regional Expressway System

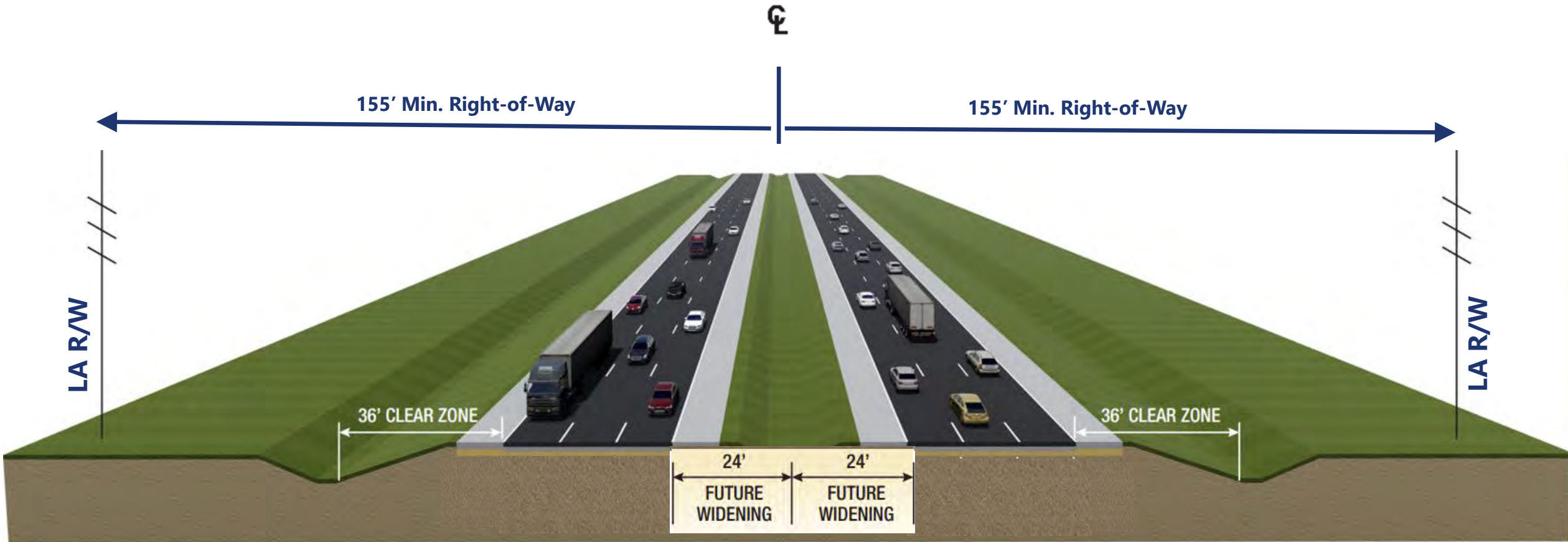


Poinciana Parkway Status

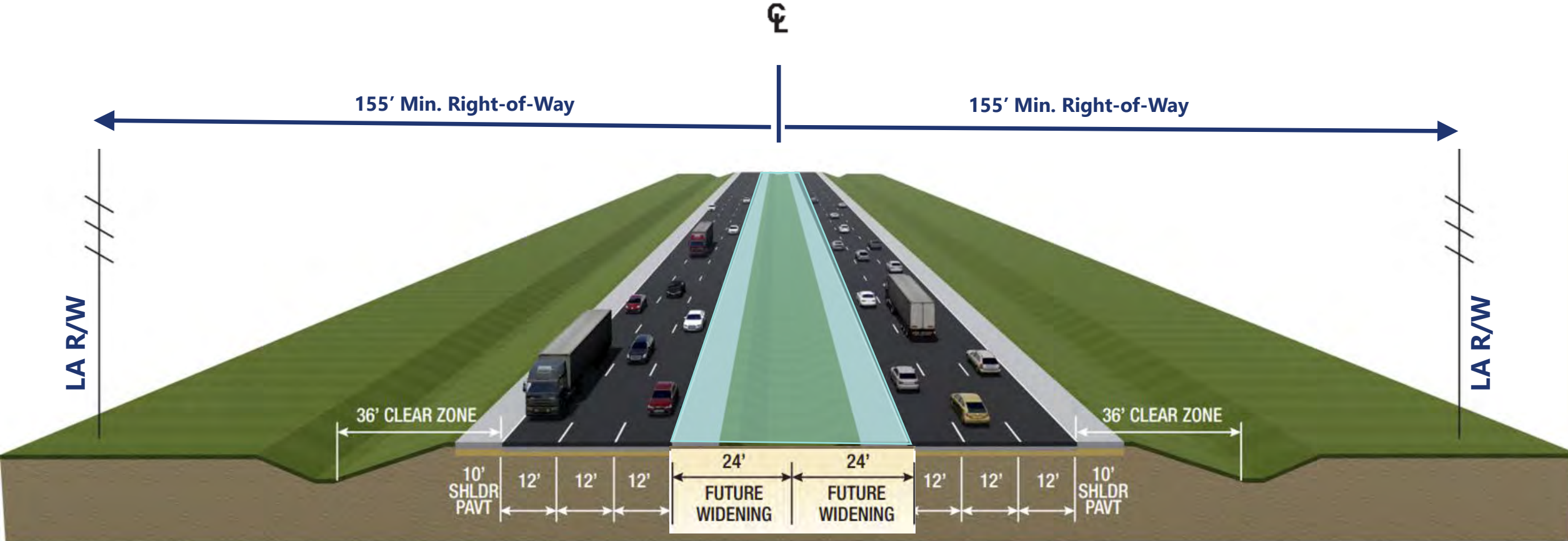
- » 6-Lane/8-Lane Typical Section
- » CR 532 interchange
 - One Alternative
- » I-4/Sinclair Road Interchange
 - FGT Facility
 - Other utilities – transmission lines
 - Existing Developments
 - I-4 BtU Connection
 - Two Alternatives Developed
 - *Alternative 1 Bifurcated*
 - *Alternative 2 Non-Bifurcated*



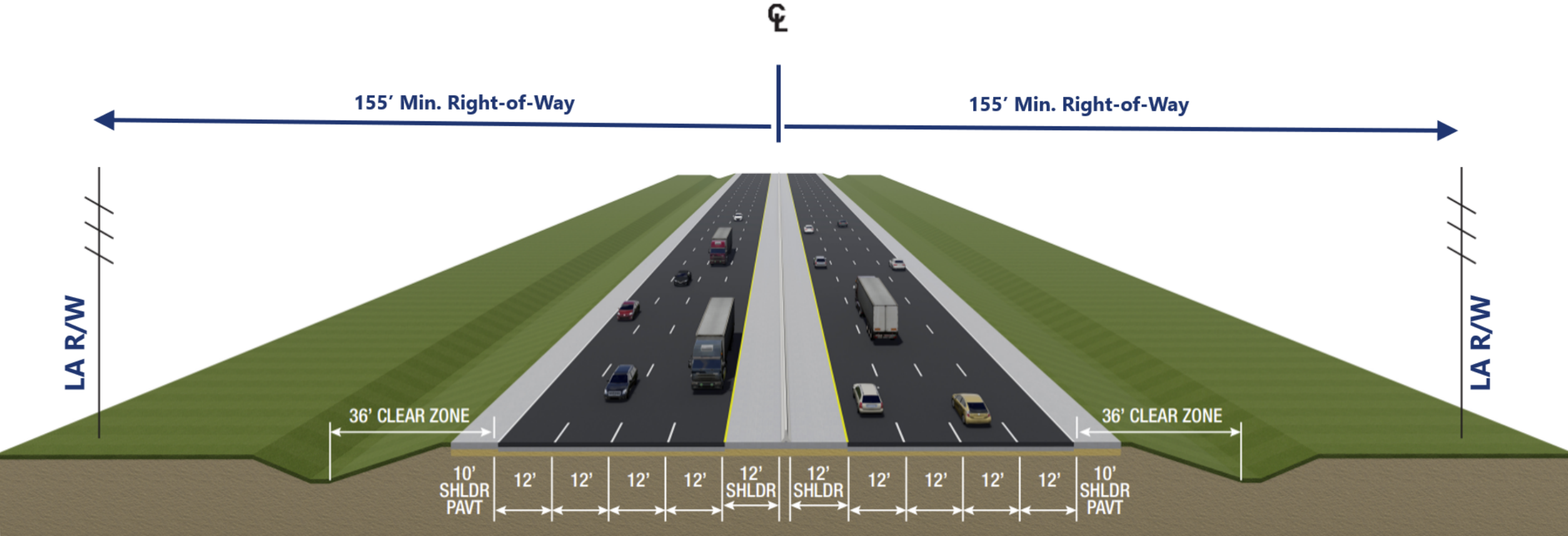
Proposed Interim 6-Lane Typical Section



Proposed Ultimate 8-Lane Typical Section



Proposed Ultimate 8-Lane Typical Section

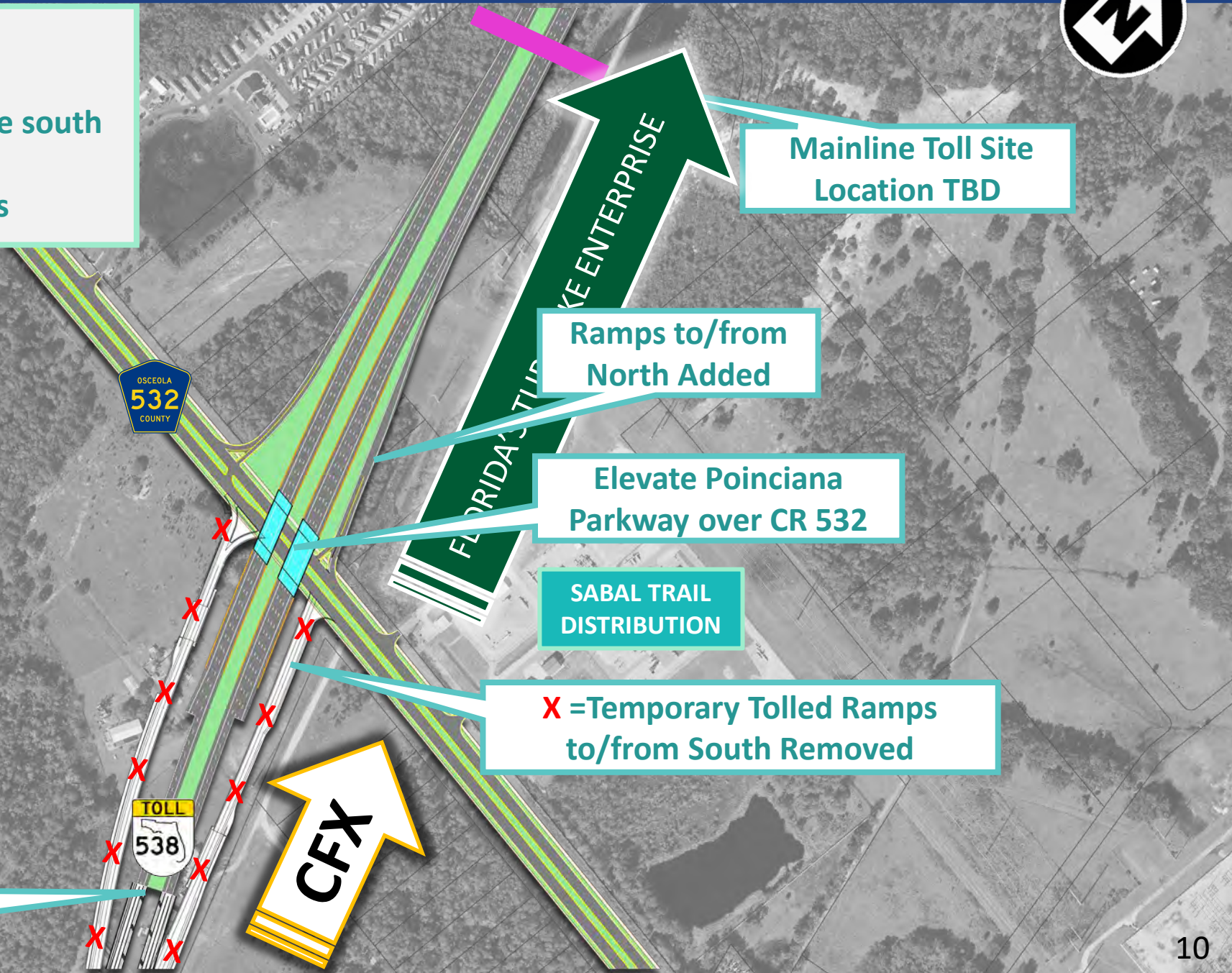
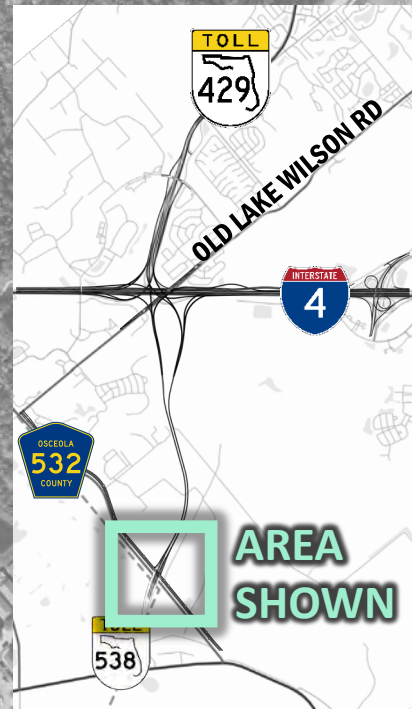


BOTH ALTERNATIVES: Poinciana Parkway Extension at County Road 532



Poinciana Parkway Extension to I-4 will:

- Extend mainline over CR 532
- Remove temporary ramps to/from the south
- Add ramps to/from north
- Same configuration for all alternatives



Mainline Toll Site Location TBD

Ramps to/from North Added

Elevate Poinciana Parkway over CR 532

SABAL TRAIL DISTRIBUTION

X = Temporary Tolled Ramps to/from South Removed

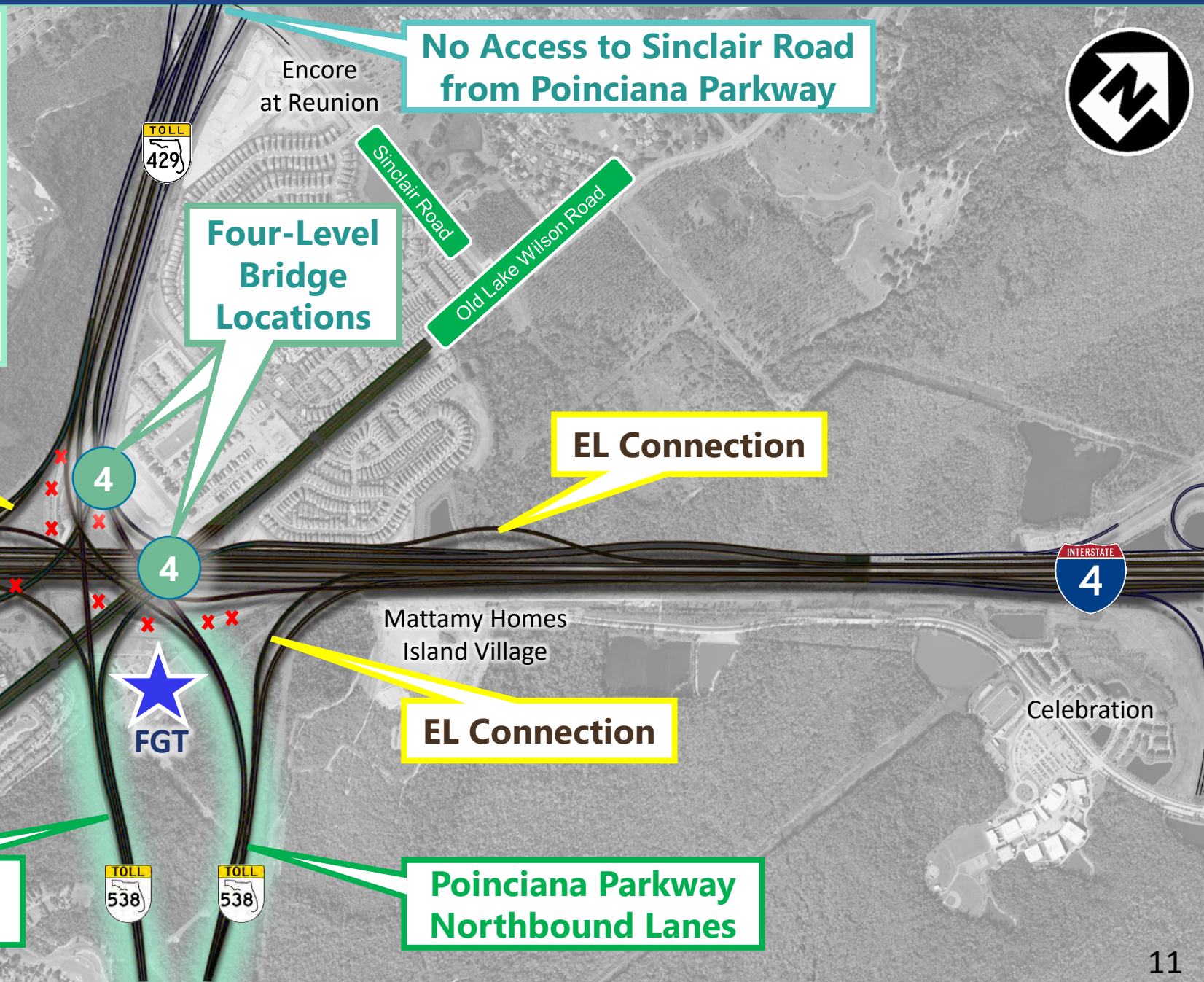
Begin Project / Match Poinciana Parkway

ALTERNATIVE 1: Poinciana Parkway Extension at I-4/SR 429 Interchange



Alternative 1: BIFURCATED MAINLINE

- 70 mph mainline, 50 mph ramps
- Replaces all existing flyover ramps
- Ties into future I-4 express lanes (EL)
- Four-level bridges in 2 locations
- Keeps existing connections between Sinclair Road and I-4
- No connection between Poinciana Parkway and Sinclair Road



EL Connection

EL Connection

No Access to Sinclair Road from Poinciana Parkway

Four-Level Bridge Locations

EL Connection

EL Connection

Poinciana Parkway Southbound Lanes

Poinciana Parkway Northbound Lanes



BOTH ALTERNATIVES: Sinclair Road Interchange



Existing Ramps to/from South to be Reconstructed

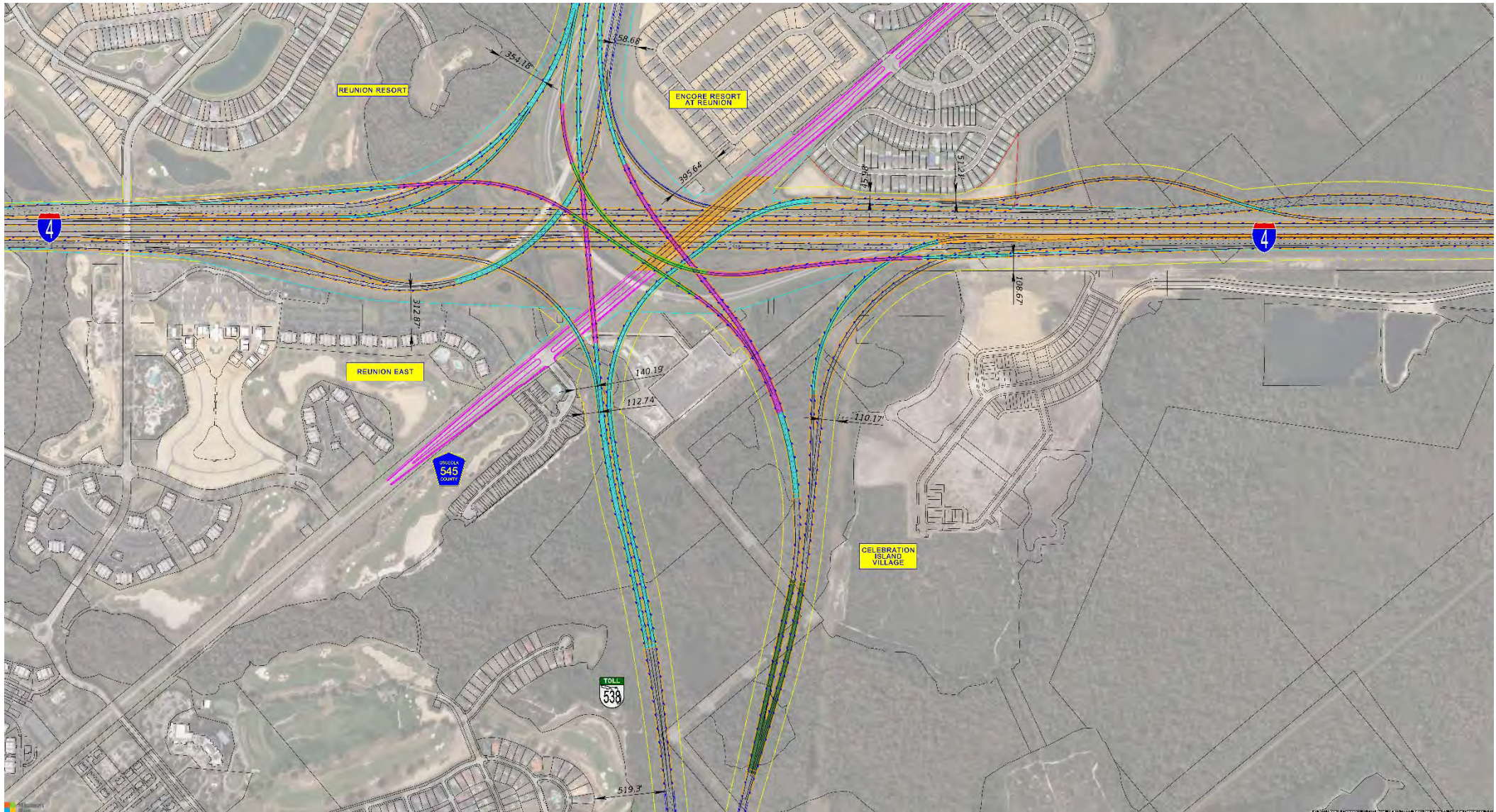
Existing Ramps to/from North to be Reconstructed

Sinclair Road

Reunion West

Encore at Reunion

Distance from Reunion



Build Alternatives Evaluation Comparison

Considerations	Alternative 1 (Bifurcated Mainline)	Alternative 2 (Non-Bifurcated Mainline)
Additional Right of Way Required (acres)	202.29	189.78 ✓
Total Parcels Impacted	93	90 ✓
Total Relocations	4	3 ✓
Wetland Impacts (acres)	141.70	130.81 ✓
Conservation Easement Direct Impacts (acres)	27.79 ✓	32.57
Protected Species and Habitat Impacts	High	High
Wetland Mitigation Cost (\$ millions)	\$15.40	\$14.20 ✓
Construction Cost - I-4 Express Lanes (EL) Share	\$367 ✓	\$378
Construction Cost (includes I-4 EL, B = billion, M = million)	\$1.43 ✓	\$1.53

NOTE 1: Includes 25% Contingency and I-4 EL Share (above)

NOTE 2: Right-of-way and other additional costs are not included.

*No Build cost includes I-4 EL project only

No-Build & Build Alternatives Evaluation Comparison

Considerations	No-Build Alternative	Build Alternatives (1 and 2)
Meets the Project's Purpose and Need	✗	✓
Uses Existing I-4/SR 429 Flyover Ramps	✓	✗
Maintains Sinclair Road Access to I-4	✓	✓
Connects Sinclair Road to Poinciana Parkway	N/A	✗
Proposed I-4 Express Lane Connections to SR 429	2	2
Proposed I-4 Express Lane Connections to Poinciana Parkway	N/A	2
Proposed Four-Level Bridge Locations	0	2 to 3
Improves Traffic Operations and Safety	✗	✓
Improves System Linkage	✗	✓
Construction Cost - I-4 Express Lanes (EL) Share	\$353 M*	\$367 to \$378 M
Construction Cost (includes I-4 EL, B = billion, M = million) NOTE 1: Includes 25% Contingency and I-4 EL Share (above) NOTE 2: Right-of-way and other additional costs are not included.	\$353 M*	\$1.43 to \$1.53 B

*No Build cost includes I-4 EL project only

Alternatives Public Information Meetings

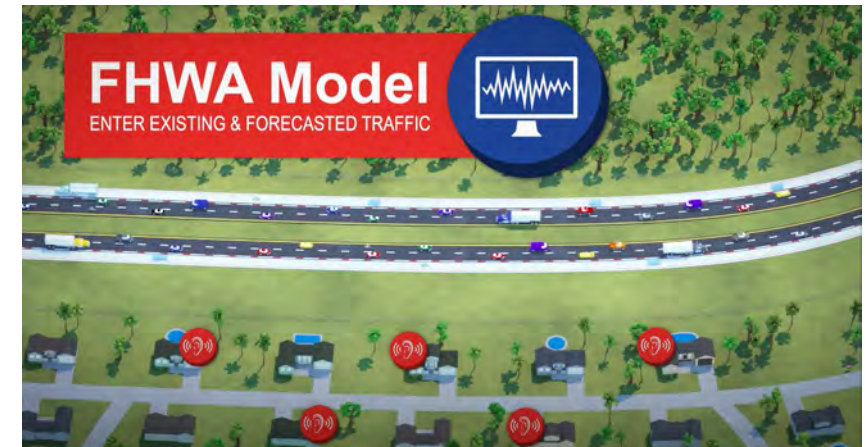
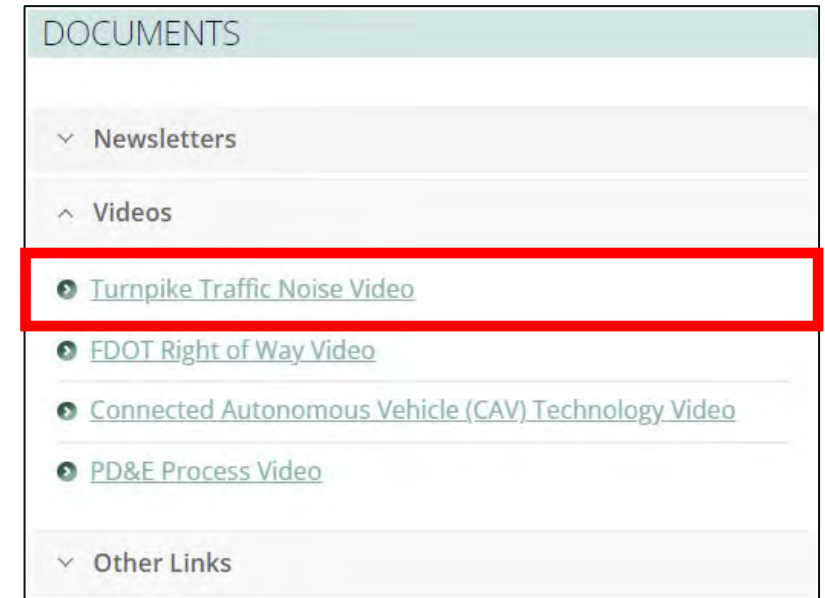
- **Poinciana Parkway Extension**
 - www.PoincianaExtension.com
 - Virtual February 22, 2022
 - *Several questions answered*
 - *Recording of presentation and Q&A available on website (Documents tab)*
 - *44 attendees*
 - In-Person February 24, 2022
 - *29 attendees*
 - Comment period through March 10, 2022



FDOT Traffic Noise Evaluation Process

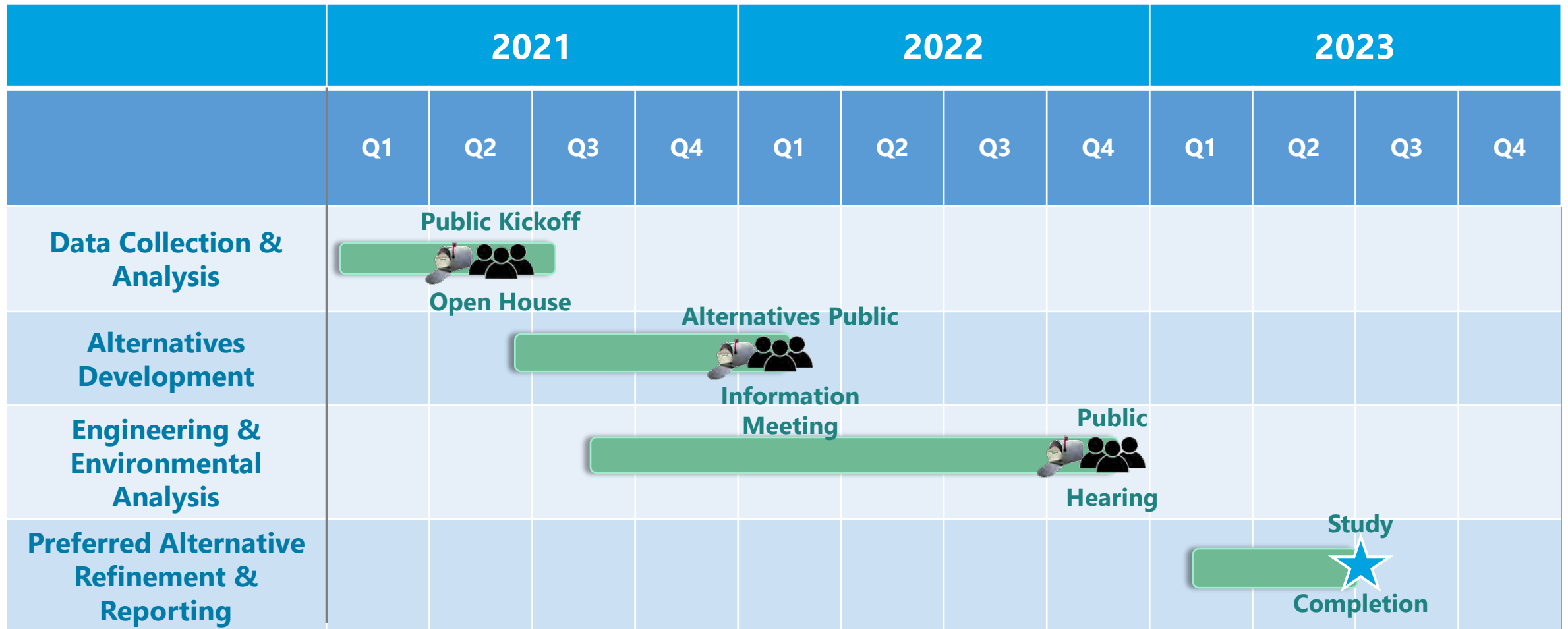
- Federal- and state-regulated process
- When roadway is widened or realigned, or when new roadway proposed
- Detailed noise analysis performed
- Location of potentially reasonable and feasible noise walls shown at Public Hearing
- Noise Walls evaluated again in Design
 - If still reasonable and feasible, walls built with roadway
- Homes constructed after PD&E approval not considered
- Noise evaluation process video on the project website under the "Videos" tab of the "Documents" section. www.PoincianaExtension.com

[FDOT FTE Noise Wall Overview - YouTube](#)



Poinciana Parkway Extension PD&E Schedule

Tentative – subject to change



NOTE: Subsequent project phases including design, right-of-way acquisition, and construction are NOT currently funded.

Key



Newsletter



Public Meetings

Poinciana Parkway Extension PD&E Study



www.PoincianaExtension.com

Thank You



Widen Western Beltway (SR 429) PD&E Study

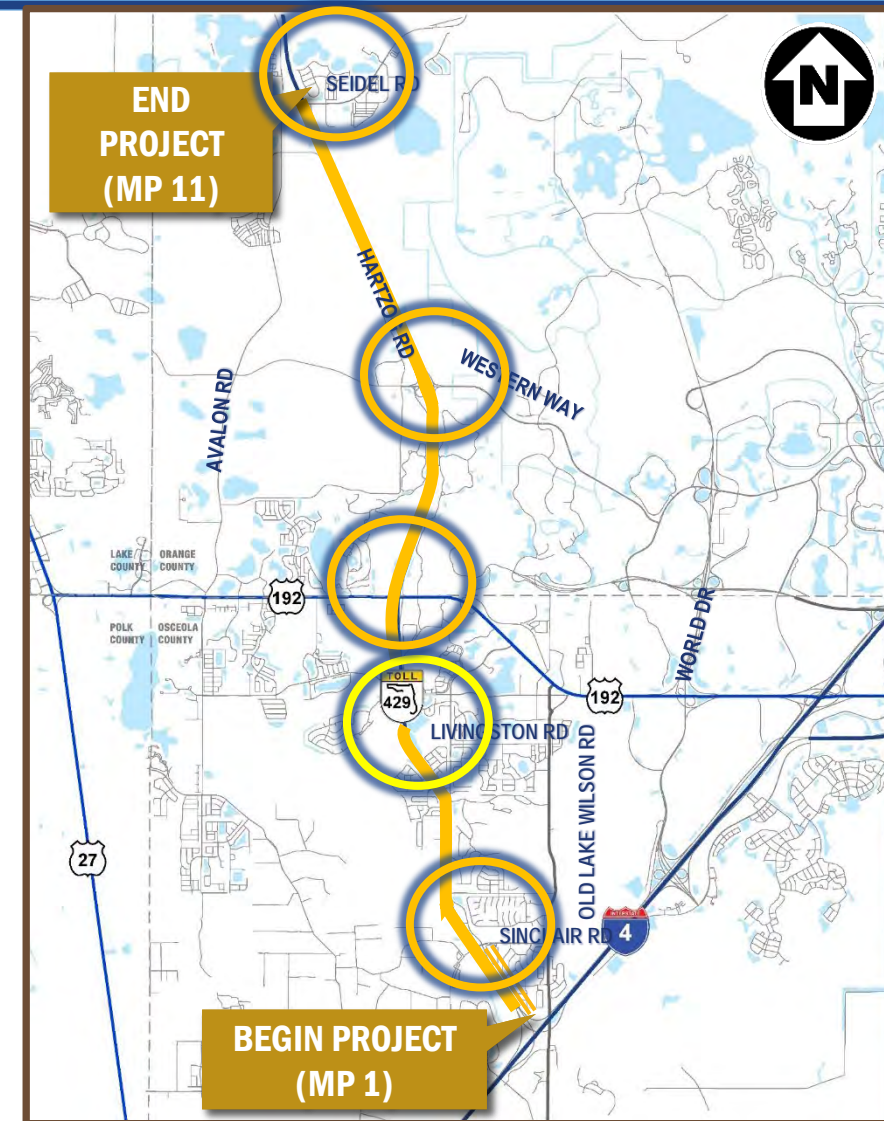
North of I-4/SR 429 Interchange to Seidel Road

- **Purpose & Need**

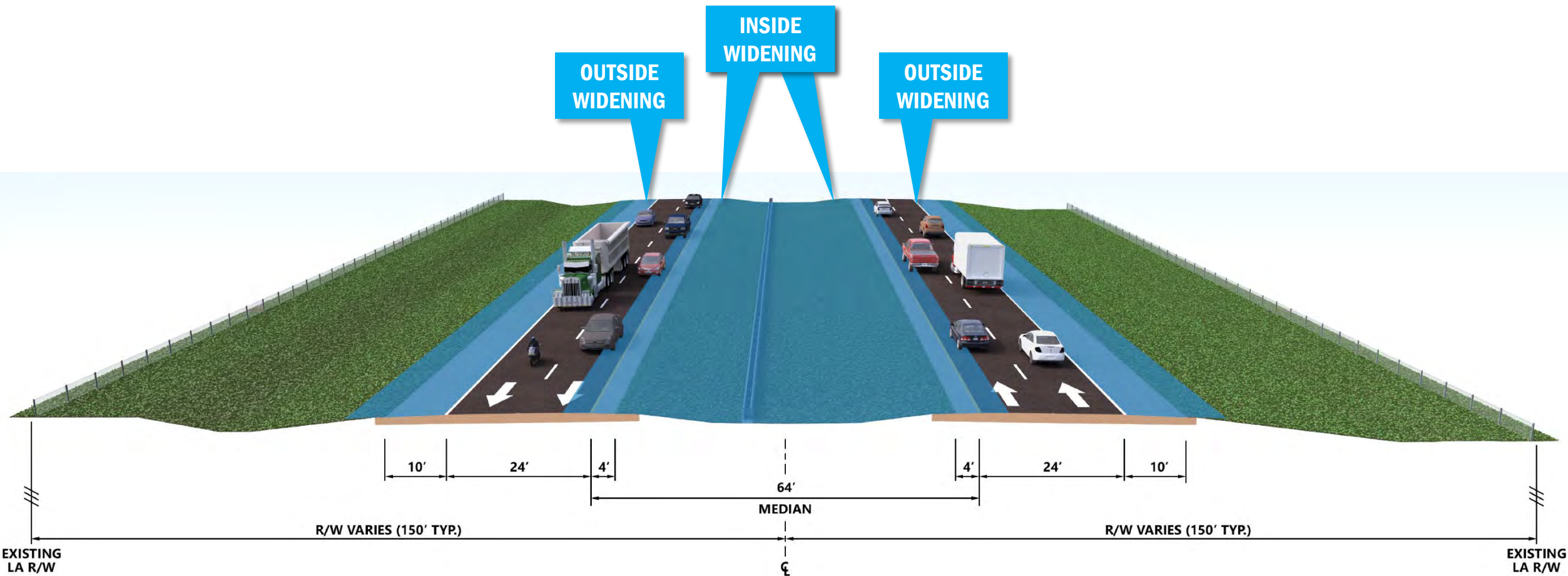
- Enhance Safety
- Accommodate future traffic demand through year 2050
- Improve travel times and reliability
- Enhance Central Florida's economic viability
- Enhance emergency response and evacuation

- **Proposed Improvements**

- Widen Western Beltway (SR 429) from four to eight lanes
- Improvements to existing interchanges at:
 - *Sinclair Road (MP 2)*
 - *US 192/SR 530 (MP 6)*
 - *Western Way (MP 8)*
 - *Seidel Road (MP 11)*
- Evaluate potential new interchange (Livingston Road)



Existing 4-Lane Typical Section



Proposed 8-Lane Typical Section

