

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

US 17/92 FROM IVY MIST LANE TO AVENUE A

District: FDOT District 5

County: Osceola County

ETDM Number: 14365

Financial Management Number: 437200-2-22-01

Federal-Aid Project Number: N/A

Project Manager: David Graeber

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 05/31/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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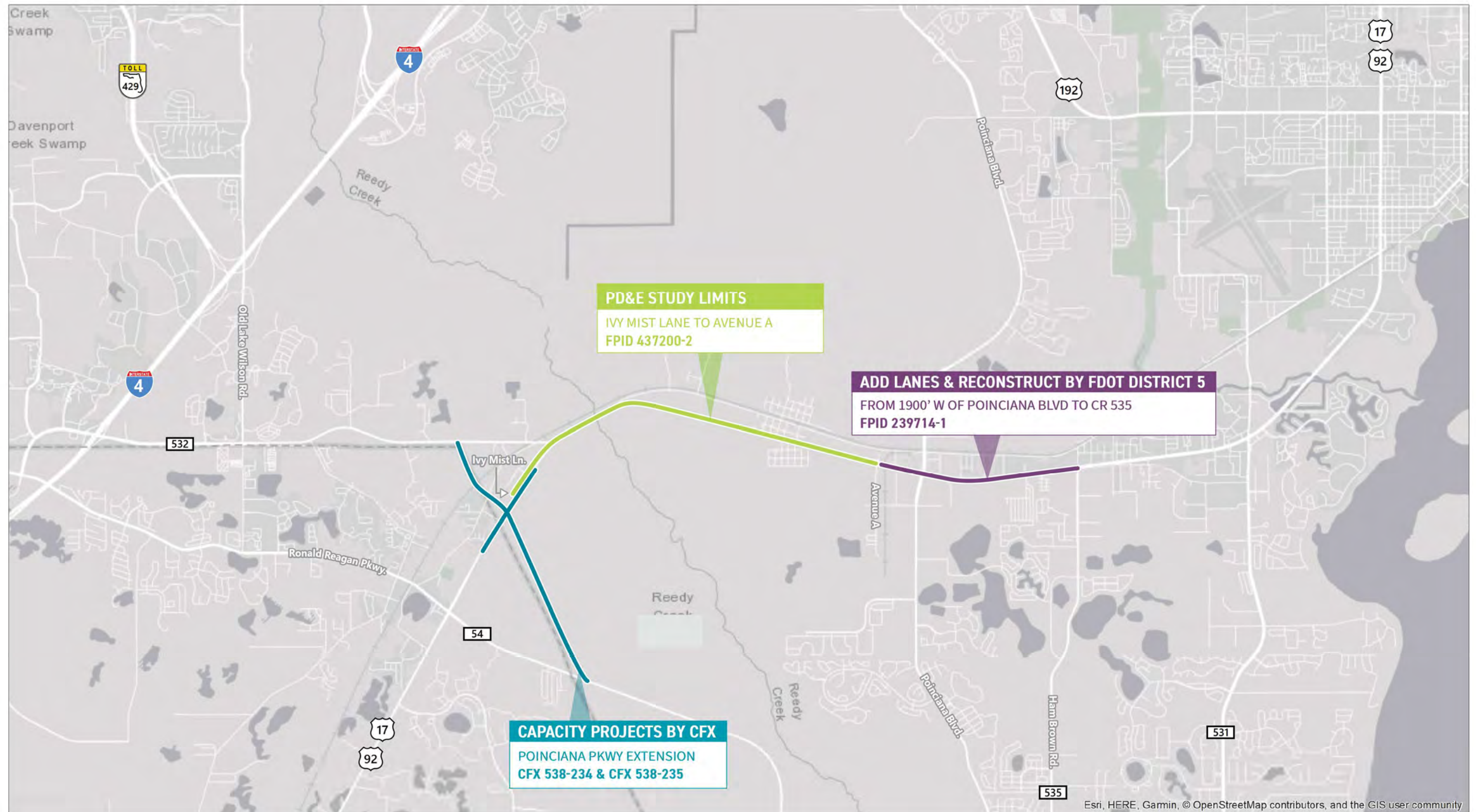


Figure 1
Study Area Map
 US 17/92 PD&E FPID
 437200-2

1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to widen US 17/92 (State Road [SR] 600) from two to four lanes from Ivy Mist Lane to Avenue A, a distance of 3.8 miles, in Osceola County. This project traverses through the unincorporated communities of Poinciana and Intercession City. **Figure 1** shows the project location map with the US 17/92 PD&E Study limits.

Just west of Ivy Mist Lane, a proposed interchange along US 17/92 is planned to be constructed for the Poinciana Parkway Extension (PPE) (Central Florida Expressway Authority [CFX] Project numbers: CFX 538-234 & 538-235), shown in **Figure 1**. The PPE project includes widening of US 17/92 directly adjacent to the interchange to accommodate future travel demand and will include a diverging diamond interchange. The PPE project completed design in 2024. The western end of this PD&E Study begins at the eastern limit of the PPE project to seamlessly connect with the proposed PPE interchange.

Throughout the majority of the study limits, US 17/92 from Ivy Mist Lane to west of Intercession City is a two-lane undivided roadway. The existing typical section is rural with an open drainage system, approximately 12-foot-wide travel lanes, and four-foot paved shoulders. There are no consistent sidewalks or bicycle facilities. Currently, US 17/92 vehicular traffic crosses Reedy Creek utilizing a two-lane bridge that was constructed in 2001 (FDOT Bridge 920174) and spans approximately 2,231-feet long to traverse wetlands associated with the Reedy Creek floodplain. Within the study area, Reedy Creek is not considered navigable due to its shallow water depth, however the US Army Core of Engineers (USACE) noted during the Efficient Transportation Decision Making (ETDM) Programming Screen that Reedy Creek is navigable under Section 10 of the Rivers and Harbors Act.

Through Intercession City, from Wonder Court to Nocatee Street/Shepherd Lane, US 17/92 is a three-lane undivided roadway with flush shoulders and drainage swales and no sidewalks or bicycle facilities. The segment between Intercession City and Avenue A is a transitional area from the three-lane typical section in Intercession City back to a two-lane typical section consistent with the roadway west of Intercession City, then to a four-lane facility near Avenue A. US 17/92 was recently widened from two to four lanes, from just west of Avenue A to County Road (CR) 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1), shown in **Figure 1**.

The Preferred Alternative proposes widening US 17/92 from Ivy Mist Lane to Avenue A from the existing typical section to a four-lane divided roadway. The Preferred Alternative includes multimodal facilities along both sides of the roadway for most of the study corridor. A proposed 12-foot-wide shared-use path is proposed on both sides of the roadway from the western project limits to the west end of the bridge over Reedy Creek, from the east end of the bridge over Reedy Creek to Suwannee Avenue in Intercession City, and from Nocatee Street/Shepherd Lane in Intercession City to the eastern project limits. The bridge crossing over Reedy Creek will include one 12-foot-wide shared use path along the north side of the roadway. Within Intercession City, a 10-foot urban side path is proposed on both sides of the roadway from approximately Suwannee Avenue to Nocatee Street/Shepherd Lane.

The alignment of the Preferred Alternative from Ivy Mist Lane will have a slight shift to the southeast before connecting to the bridges over Reedy Creek. The existing US 17/92 bridge will be utilized for dedicated eastbound traffic, while a new bridge will be added for dedicated westbound traffic to use in the location of the abandoned US 17/92 bridges over Reedy Creek. East of the bridges over Reedy Creek to Wonder Court, the project will shift to a south alignment, holding the northern Right-of-Way (ROW) line. From Wonder Court to Nocatee Street/Shepherd Lane, the alignment is mostly within

existing ROW with some area requiring ROW from the north side. From Nocatee Street/Shepherd Lane to Avenue A, the alignment will generally follow the existing US 17/92 alignment but will have some slight shifts to connect from the proposed alignment in Intercession City to the alignment of the recently constructed US 17/92 widening project, just west of Avenue A.

The US 17/92 bridge crossing over Reedy Creek will require improvements to accommodate four lanes, including removal of the abandoned US 17/92 bridges and roadway section in between to construct the westbound bridge structure. The existing US 17/92 bridge structure will be converted from two-way traffic to become the eastbound bridge, no improvements are required for the existing bridge other than restriping. The westbound bridge will include the 12-foot shared-use path, while no shared-use path will be on the eastbound bridge.

In addition, this project changes the access class of US 17/92 from Access Class 3 to Access Class 5, and includes access management modifications and intersection improvements at CR 532 (Osceola Polk Line Road), Old Tampa Highway, and Avenue A. Five pond sites and one floodplain compensation area are recommended as part of the Preferred Alternative for a total of 22.74 acres of stormwater ponds.

The Preferred Alternative will involve approximately 55.2 acres of ROW impacts through 48 parcels for the proposed improvements. There are two residential relocations and no business relocations anticipated as part of the Preferred Alternative. The two residential relocations resulting from the widening of US 17/92 are located at 5884 South Orange Blossom Trail, Davenport, Florida, and 5880 South Orange Blossom Trail, Davenport, Florida.

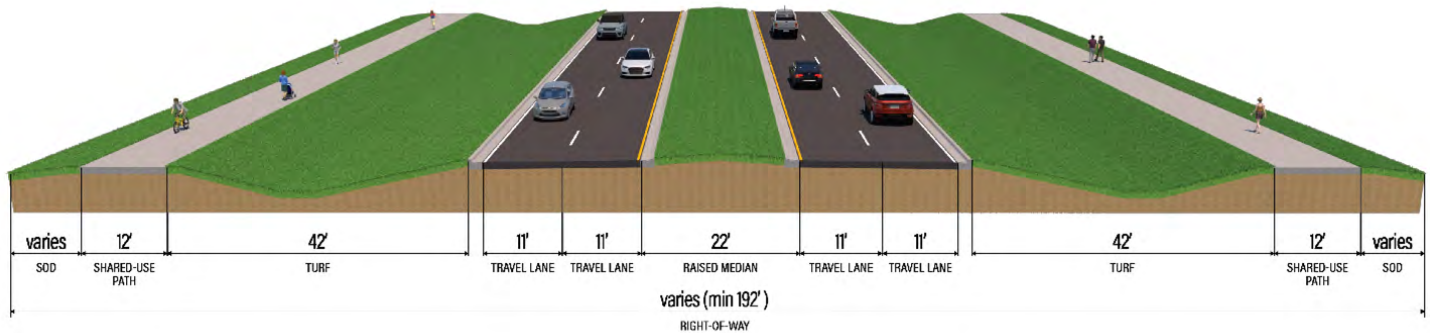
Typical Sections

The proposed typical section for the Preferred Alternative is divided into six segments listed below and shown in **Figure 2** through **Figure 5**. The Typical Section Package is located in the project file.

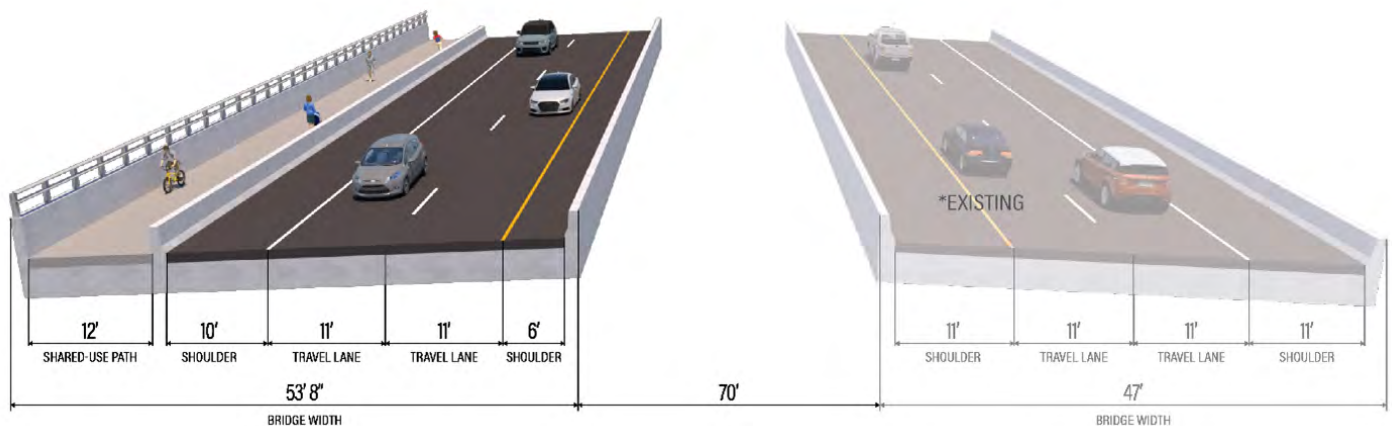
- Segment 1 - Ivy Mist Lane to the Reedy Creek Bridge is approximately 0.70 miles in length and ties into the planned PPE and interchange connection with US 17/92 immediately southwest of the study limits. This segment also includes the CR 532 intersection, which is programmed for widening.
- Segment 2 - The existing US 17/92 bridge that spans Reedy Creek is 0.43 miles in length. Also, there are three abandoned bridges that are connected by roadway on embankment located north of the existing US 17/92 bridge that previously served US 17/92.
- Segment 3 - Reedy Creek Bridge to Old Tampa Highway is approximately 0.28 miles in length.
- Segment 4 - Old Tampa Highway to Suwannee Avenue is approximately 1.34 miles in length.
- Segment 5 - Suwannee Avenue to Nocatee Street/Shepherd Lane and through Intercession City is approximately 0.30 miles in length.
- Segment 6 - Nocatee Street/Shepherd Lane to Avenue A is approximately 0.80 miles in length. This segment connects into the recently completed widening project immediately east of this study.

US 17/92 Preferred Typical Section - Segments 1, 4, and 6

An urban roadway typical section with swales shown in **Figure 2** is proposed for Segments 1, 4, and 6. The typical section includes a 22-foot raised median, two 11-foot travel lanes in each direction, and a 12-foot shared-use path along both sides of the roadway. The shared-use paths are both separated from the roadway by curb and gutter and 42-foot-wide drainage swales. The required ROW for the typical section varies with a minimum of 192 feet. The design speed, posted speed, and target speed for this typical section is 45 miles per hour (mph).

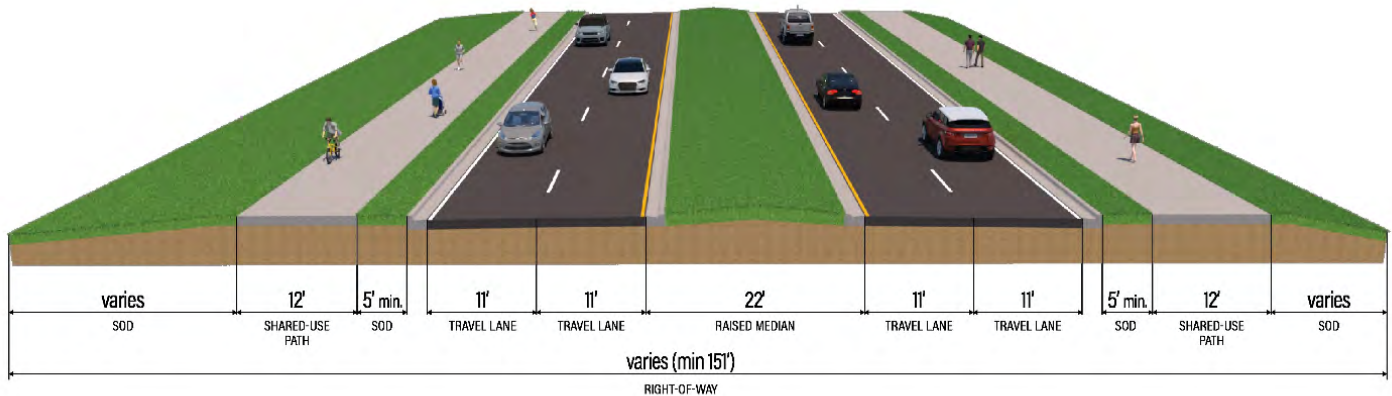
Figure 2: US 17/92 Preferred Typical Section (Segments 1, 4, and 6)**Reedy Creek Bridge Preferred Typical Section - Segment 2**

The preferred typical section for the Reedy Creek Bridge shown in **Figure 3** includes two bridge structures. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge will be restriped to include 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a concrete barrier wall. The existing 244 feet of ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north. The design speed, posted speed, and target speed for this typical section is 45 mph.

Figure 3: Reedy Creek Bridge Preferred Typical Section (Segment 2)**US 17/92 Preferred Typical Section - Segment 3**

An urban typical section shown in **Figure 4** is proposed for Segment 3 from the east end of the Reedy Creek Bridge to Old Tampa Highway. This typical section consists of two 11-foot travel lanes in each direction separated by a 22-foot raised median, and a 12-foot shared-use path along both sides of the roadway. The shared-use path is separated from the roadway by curb and gutter and a buffer varying in width with a minimum of five feet. The total ROW needed for this typical section varies with a minimum of 151 feet. The design speed, posted speed, and target speed for this typical section is 45 mph.

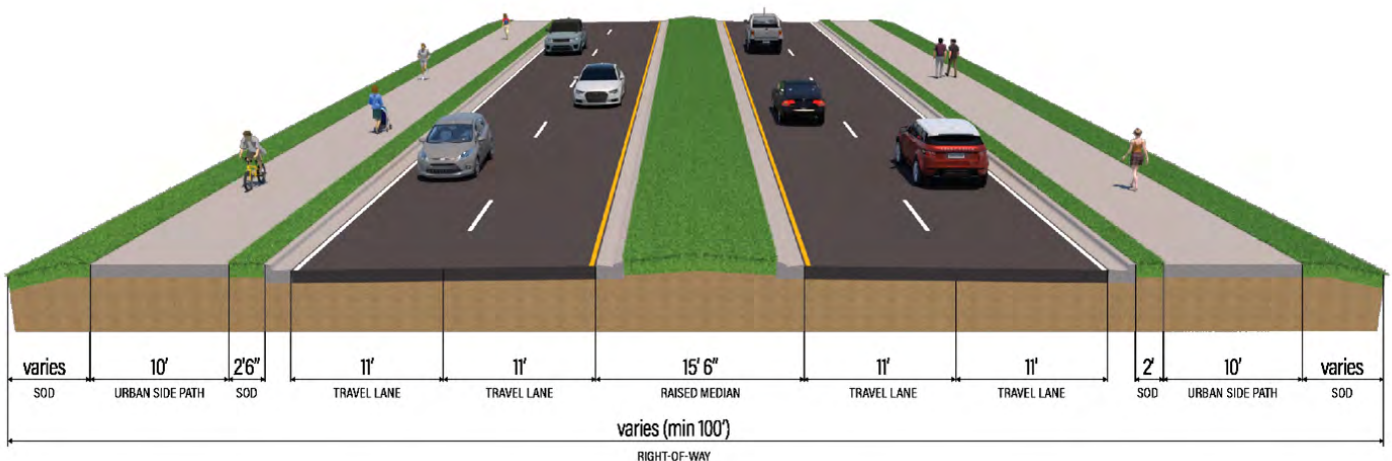
Figure 4: US 17/92 Preferred Typical Section (Segment 3)



Intercession City Preferred Typical Section - Segment 5

An urban typical section is proposed for Segment 5 through Intercession City as shown in **Figure 5**. This typical section includes a 15.5-foot raised median, two 11-foot travel lanes in each direction, and a 10-foot urban side path along both sides of the roadway. The urban side path is separated from the roadway by curb and gutter and a buffer with a width of two feet along the south side of the roadway, and 2.5 feet along the north side of the roadway. The total ROW needed for this typical section varies with a minimum of 100 feet. The design speed, posted speed, and target speed for this typical section is 30 mph.

Figure 5: Intercession City Preferred Typical Section (Segment 5)



1.2 Purpose and Need

The purpose of this project is to reduce congestion, accommodate future traffic demand, and improve safety, and is based on the following needs:

Capacity

In the existing condition, the US 17/92 study corridor experiences Annual Average Daily Traffic (AADT) volumes ranging from 16,400 to 29,000 and operates at an overall Level of Service (LOS) B and LOS C for the AM and PM peak hours, respectively. However, several intersections operate over capacity and do not meet LOS targets. The signalized intersection of US 17/92 at CR 532 is operating at LOS E (below the target LOS D) during the PM peak hour. Manatee Street, Shepherd Lane, and Avenue A operate at LOS F during the AM and PM peak hours. Additionally, Old Tampa Highway and Tallahassee Boulevard operate at LOS F during the PM peak hour.

Transportation Demand

The medium growth rate (2.82%) Bureau of Economic and Business Research (BEBR) projection predicts the population of Osceola County to increase from 370,552 to 642,600 between the years 2019 and the design year 2045. Based on the approved Osceola County Comprehensive Plan's future land-uses that are included in the Central Florida Regional Planning Model (CFRPM) version 7.0, in the future year (2045) No-Build condition the US 17/92 study corridor is expected to experience AADT volumes ranging from 34,000 to 43,500 and operate at target LOS D or better, except for the eastbound approach south of CR 532 in the 2045 AM peak hour, which operates at LOS F. While the study corridor generally meets or exceeds Target LOS D, all study intersections are expected to operate at LOS F by the 2045 design year.

Safety

Crash data for a five-year period (October 1, 2019 - September 30, 2024) obtained from Signal 4 Analytics found a total of 325 crashes occurred along the study corridor. Of the 325 reported crashes, 147 involved injuries and three resulted in fatalities. The highest portion of crashes were rear-end collisions (62.46%).

The crash rates for the segment of US 17/92 between Ivy Mist Lane and CR 532 exceed statewide crash rates for similar segment categories. The statewide crash rates for segments similar to US 17/92 between Ivy Mist Lane and CR 532 is 3.9745 crashes per million vehicle miles, while the crash rate for the segment is 5.5685.

The crash rates at the intersections of US 17/92 with Ivy Mist Lane, CR 532, Old Tampa Highway, and Shepherd Lane exceed statewide crash rates for similar intersection categories. The statewide crash rates for intersections similar to Ivy Mist Lane and Old Tampa Highway are 0.3134 crashes per million entering vehicles, while the crash rates for these two intersections are 0.4343 and 0.3401, respectively. The statewide crash rates for intersections similar to CR 532 and Shepherd Lane are 0.3877 crashes per million entering vehicles, while the crash rates for these two intersections are 1.0959 and 0.5802, respectively.

Project Status

The project is included in MetroPlan Orlando's 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan (CFP), adopted December 11, 2024, with a total funding of \$47,780,000 between 2024 and 2045. MetroPlan Orlando's 2024-2029 Transportation Improvement Program (TIP) allocates \$7,000,000 in Fiscal Year (FY) 26/27 for preliminary engineering. Also, design phase funds totaling \$7,000,000 are programmed in the FDOT Five-Year Work Program (2025-2029) and FDOT Statewide Transportation Improvement Program (STIP). ROW and construction phases are not currently funded.

This project was screened in the Efficient Transportation Making (ETDM) system as ETDM #14365.

1.3 Planning Consistency

As of April 2025, the Design Phase is funded (\$50,000 in FY 26 and \$6.95 million in FY 27) in the FDOT Adopted Five Year Work Program (2025-2029), the FDOT STIP, and the MetroPlan Orlando 2025-2029 TIP. The Planning Consistency Package is included in the attachments.

Currently Adopted L RTP-CFP	COMMENTS			
Yes	The MetroPlan Orlando 2045 MTP CFP includes US 17/92 from Ivy Mist Lane to Avenue A, with funding for the Design phase (\$7 million) in the current TIP, and funding for the Construction phase (\$37.07 million) and CEI phase (\$3.71 million) in Plan Period I (2026-2030).			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	50,000 6,950,000	2026 2027	
STIP	Y	50,000 6,950,000	2026 2027	
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- ☒ A USCG Permit IS NOT required.
- ☐ A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

A Sociocultural Effects Evaluation (SCE) Report was developed which documents 2018-2022 socioeconomic data and is located in the project file. An assessment of potential social and economic impacts was conducted for the proposed project. Demographic data was collected from the American Community Survey (ACS) 2022 Five-Year Estimates. Socioeconomic data was based on a half-mile study area buffer from the study corridor which involved a total of four intersecting block groups. Block groups provide the most granular data available for the surrounding population. However, the four block groups that comprise the study area are significantly larger in land size than the immediate study area, expanding as much as five miles further to the north and to the south of the US 17/92 PD&E corridor.

Table 1 shows the demographic comparison of the four intersecting block groups compared with those in Osceola County. As shown in the table, the US 17/92 PD&E study area percentages vary compared to the county. The percentage of minority populations in the study area block groups is lower for Black (7.8%), Asian (2.2%), and Other (34.2%) races when compared to Osceola County's population (10.9%, 2.7%, and 36.8%, respectively), however the percentage of Hispanic or Latino population is higher in the study area block groups (69.1%) than in Osceola County (56.1%).

Table 1: Demographic Comparison

		Osceola County	US 17/92 PD&E Study Area Block Groups
Population		393,745	12,095
Race	White	49.6%	55.8%
	Black	10.9%	7.8%
	Asian	2.7%	2.2%
	Other	36.8%	34.2%
	Total	100.0%	100.0%
Ethnicity	Hispanic or Latino	56.1%	69.1%
	Not Hispanic or Latino	43.9%	30.9%
	Total	100.0%	100.0%
Age	Median	38.5	37.7
	65 and over	13.2%	18.5%
Language	Spanish LEP	12.8%	9.4%
	Indo-European LEP	0.9%	2.1%
Population 18 to 64 Years with a Disability		11.1%	14.7%
Housing Units		156,976	5,466
	Owner-Occupied	78,747	2,184
	Renter-Occupied	41,070	675
	Vacant	37,159	2,607
Poverty Level		13.4%	9.6%

The study area block groups have a lower population below the poverty level (9.6%) when compared to Osceola County (13.4%). There are 5,466 housing units within the four census block groups comprising the study area. Of these, 2,184 (40.0%) are owner occupied, 675 (12.3%) are renter occupied, and 2,607 vacant units (47.7%).

The median age within the study area block groups is 37.7, which is lower than the overall Osceola County median age of 38.5. Within the study area block groups, 18.5% of the population are age 65 and over, which is higher than the percentage for Osceola County (13.2%). The proportion of the population aged 18 to 64 years with a disability is 14.7% within the study area block groups, which is higher than the proportion for Osceola County as a whole (11.1%).

The proportion of Spanish-speaking households with Limited English Proficiency (LEP) was lower for the study area block groups (9.4%) than for Osceola County (12.8%). The proportion of Indo-European-speaking LEP households was higher for the study area block groups (2.1%) than for Osceola County (0.9%). Due to the potential for LEP populations in the study area, Spanish notifications were sent for all public meetings. Translation services for the public meetings were made available upon request and FDOT continues to provide written translations upon request.

The analysis considered the effect of the project on community facilities and neighborhoods within and near the study corridor. The US 17/92 PD&E Study corridor is primarily rural in character and bifurcates the unincorporated community of Intercession City. The US 17/92 widening is expected to require 55.2 acres of ROW and two residential relocations (outside of Intercession City). Access to and between community features will be unaffected or improved based on the proposed concepts. Despite the widening of US 17/92 through Intercession City, the addition of a 10-foot urban side path on both sides of the roadway will improve the pedestrian and bicyclist accessibility. The proposed mid-block crossings connecting the northern and southern portions of Intercession City will improve community cohesion and access to public uses, including the public park and US Post Office. Additionally, slower speed limits and other speed management strategies (including horizontal deflection speed curves on both approaches to Intercession City) proposed for US 17/92 will improve safety for pedestrians, bicyclists, and motorists.

Ten community focal points are located within or near the study area and are detailed in the SCE Report. These include two government facilities, one healthcare facility, five religious facilities, one recreational facility, and one cemetery. No ROW impacts as a result of the US 17/92 widening are anticipated for any of the facilities. Three facilities will have altered access due to the access management improvements proposed for US 17/92. The healthcare facility (Aspire Health Partners, located along US 17/92 approximately 0.68 miles east of Old Tampa Highway) will be adjusted from full access to directional access. However, the functionality of the existing facility will not be impacted. The Intercession City Church of God (located on the south side of US 17/92 within Intercession City) is currently accessible in both directions via the existing center turn lane, however the proposed raised median would limit access to just the westbound direction. Eastbound traffic will need to utilize the dual-directional median opening at Nocatee Street, approximately 200 feet east of the current opening, in order to access the property. The Miracle Springs Church of God (located on the south side of US 17/92 within Intercession City at Immokalee Street, adjacent to US 17/92) is currently accessible in both directions via the existing center turn lane, however the proposed raised median would limit access to just the eastbound direction. Westbound traffic will need to utilize the proposed westbound-directional median opening approximately 600 feet west of the current opening, in order to access the property.

The SCE Report examines the potential creation or elimination of isolated areas, emergency response time changes, location of emergency response services, healthcare facilities, and government offices. There are no police stations or fire stations within the project area. The project will not affect emergency responders' access to the corridor or the surrounding community. Additionally, the proposed widening of US 17/92 may improve response times to nearby locations for the local Fire & Rescue Station as queuing will be greatly reduced along the corridor.

During the development of the SCE Report, data and feedback were collected relating to the community goals and vision. These community goals are detailed in the Comments and Coordination Report, located in the project file. The US 17/92 proposed improvements will facilitate these community goals, improving quality of life in the area. A shared use path is proposed along both sides of the corridor to enable safer travel for pedestrians and bicyclists. Additionally, two mid-block crossings are proposed within Intercession City to improve accessibility within the bifurcated community. The proposed widening of US 17/92 from two to four lanes will also facilitate the future traffic volumes anticipated for the corridor and decrease congestion, which will address the concerns from stakeholders during the public meeting. Speed management strategies will also be deployed along the corridor to help reduce speeding. This includes horizontal deflection speed curves for eastbound traffic just west of Intercession City, and for westbound traffic just east of Intercession City. The widening will also include additional landscaping, improving the aesthetics of the corridor through the Intercession City community.

The US 17/92 proposed improvements will not separate residences from existing community facilities such as churches, schools, shopping areas, civic or cultural facilities. The proposed site is not expected to contribute to the social isolation of any distinct populations. The Comments and Coordination Report, located in the project file, summarizes public involvement activities and comments received in support of the project, with no controversy anticipated.

3.2 Economic

The proposed project may enhance economic activity as the improved mobility, regional connectivity, and multimodal infrastructure along US 17/92 will increase roadway capacity, reduce congestion, and provide multimodal access to workplaces and other business destinations along the corridor. The proposed improvements include access modifications to improve safety, which are expected to improve travel time reliability and reduce crashes, leading to potential local economic benefits.

There are no business impacts anticipated with the Preferred Alternative.

3.3 Land Use Changes

The existing land use along the study corridor is primarily Vacant Governmental (127.8 acres/32.8%), Residential (91.6 acres/23.5%), Vacant Residential (58.9 acres/15.1%), Industrial (21.0 acres/5.4%), and Institutional (20.9 acres/5.4%), with various other land uses comprising the remaining 69.3 acres/17.8%. The Existing Land Use Map is included in the attachments.

There are 7.88 acres of existing agricultural land uses along the study corridor, however these are anticipated to be replaced with industrial uses by 2040.

In March 2023, Osceola County approved changes to its Future Land Use Map from residential to industrial along this corridor, indicating that future development is likely to result in increased business activity and a bolstered tax base. The Future Land Use Map, included in the attachments, shows future land uses throughout the site consist primarily of Low Density Residential (159.4 acres/38.4%), Industrial (80.2 acres/19.3%), Conservation (78.8 acres/19.0%), and Medium Density Residential (43.8 acres/10.5%), with various other land uses comprising the remaining 53.3 acres/12.8%. No future agricultural land uses are designated along the study corridor.

This project will support the existing and future land uses along US 17/92. As future industrial development is already anticipated along the corridor independent of the proposed improvements to US 17/92, this project is not anticipated to induce secondary development or changes to existing land use patterns. Therefore, no adverse impacts to surrounding land uses are anticipated as a result of this project.

3.4 Mobility

The proposed improvements to US 17/92 will enhance mobility and connectivity both locally and regionally. The proposed widening will increase the number of travel lanes along the corridor, allowing for greater mobility to other regional corridors, including Interstate 4 and the programmed PPE to the west, and US 192 and US 441 to the east.

As established in its Comprehensive Plan 2040, the County is planning for a robust bicycle and shared-use path network by 2040 within its Urban Growth Boundary (UGB). A shared-use path is anticipated along the US 17/92 corridor to the Polk County line, which will provide a trail connection to the PPE interchange, where CFX will be providing a trail through the north side of the interchange.

The proposed shared-use path on both sides of the US 17/92 corridor will improve mobility choices for pedestrians and bicyclists along the study corridor and will provide future connectivity for any planned developments along the corridor. Additionally, mid-block crossings will be deployed in Intercession City between Tallahassee Boulevard and Manatee Street and between Charity Lane and Nocatee Street. These improvements will provide safer options for alternative modes of transportation between the northern and southern portions of the community.

3.5 Aesthetic Effects

The US 17/92 study corridor passes through mostly vacant lands, with the exception of Intercession City. Landscaping is proposed for the US 17/92 corridor within Intercession City (as feasible) and will also improve the aesthetics of the corridor. Landscaping will be further evaluated in the design phase for this project.

There is one special viewshed within the US 17/92 study area, located along the Reedy Creek Bridge (#920174). The viewshed consists of the natural, untouched vegetation along both sides of US 17/92 and Reedy Creek. The proposed US 17/92 improvements will utilize the existing Reedy Creek Bridge to serve eastbound traffic, minimizing potential impacts to the special viewshed to the south. Additionally, during construction, efforts will be made and Best Management Practices (BMPs) will be followed to avoid impacts to the cypress trees surrounding the historic US 17/92 ROW (where the westbound bridge structure is proposed). Visual impacts associated with clearing and grubbing, storage of construction materials and equipment, and establishment of temporary construction facilities may occur, but they are expected to be minimal and temporary in nature.

Therefore, the level of impact to aesthetics is expected to be minimal.

3.6 Relocation Potential

The Preferred Alternative will involve approximately 55.2 acres of ROW impacts from 48 parcels for the proposed improvements. There are two residential relocations and no business relocations anticipated as part of the Preferred Alternative.

The first residential relocation, located at 5884 South Orange Blossom Trail, Davenport, Florida, impacts a residential property which includes a Single-Family house with two bedrooms and one bathroom on approximately 1.33 acres and results from the widening of US 17/92. The second residential relocation, located at 5880 South Orange Blossom Trail, Davenport, Florida, impacts a residential property which includes a Single-Family house with four bedrooms and two bathrooms, on approximately 0.38 acres and results from the widening of US 17/92.

The proposed project, as presently conceived, will displace two residences and no businesses within the community. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Conceptual Stage Relocation Plan (CSRP), in the project file, provides more information on the two anticipated relocations and potential resources available to the impacted residents.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Within 500 feet of the US 17/92 PD&E study area, FDOT's Efficient Transportation Decision Making (ETDM) process identified 22.9 acres of soils classified as *Farmland of Unique Importance*. These soils are primarily located in the eastern portion of the corridor, within the Intercession City area and along Avenue A. According to the US Census Bureau Urban Area dataset, the US 17/92 study area is only partially located within an urban area. The western segment of the corridor is adjacent to the *Four Corners, FL* urban area, while the easternmost portion of the corridor, from Suwannee Avenue to Avenue A, is located within the *Kissimmee-St. Cloud, FL* urban area. The project is located within the Osceola County Urban Growth Boundary and the 2040 Urban Infill area.

The Preferred Alternative was compared against soil data collected from the Natural Resources Conservation Service (NRCS) *Web Soil Survey* to identify potential impacts to farmlands. Approximately 8.789 acres of soil designated as Farmland of Unique Importance are within the proposed ROW of the Preferred Alternative. Approximately 92% (7.28 acres) of the anticipated impact is located within the proposed Flood Compensation Area north of the US 17/92 corridor.

Based on this result, this project is subject to the provisions of the Farmland Protection Policy Act of 1981. Coordination with NRCS was conducted and completed on February 7, 2025, and a Farmland Conversion Impact Rating Form was completed for the site. Based on this coordination, NRCS confirmed that 8.789 total acres of prime and unique farmlands will be impacted by the project. NRCS determined that approximately 54.1% of the farmlands in Osceola County has the same or higher related value than the impacted area.

The Relative Value of Farmland was calculated as 45 out of 100 by NRCS and the Total Corridor Assessment was calculated as 27 out of 160 for a total score of 72 out of 260. Therefore, no additional NRCS coordination is needed, and no significant impacts are anticipated. Based on the Osceola County Comprehensive Plan, the land along the US 17/92 study corridor is not designated for future agricultural use, and the project is primarily located within or adjacent to previously disturbed or developed lands. Further, additional impacts are not anticipated to other farmlands or supportive services in the region.

A map showing the Farmlands of Unique Importance and the NRCS Coordination Documentation are included in the attachments.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

The proposed project will result in unavoidable adverse effects to the resource(s) listed below, which are eligible for listing in the National Register of Historic Places (NRHP). FDOT and the State Historic Preservation Officer (SHPO) will execute a Memorandum of Agreement (MOA), which outlined conditions to minimize and mitigate the adverse effects resulting from the project. Consequently, FDOT commits to the stipulations provided below as outlined in the MOA.

A Cultural Resource Assessment Survey (CRAS) and Section 106 Determination of Effects Case Study Report (Section 106 Consultation Case Study Report) conducted in accordance with 36 CFR 800, were performed for the project, and the resources described below were identified within the project's area of potential effect (APE). The SHPO concurred with the findings of the CRAS (located in the project file) on December 9, 2021. The SHPO concurrence letter is provided in the attachments.

In addition to SHPO, FDOT has consulted with several consultation parties during the Section 106 process including Osceola County, the Florida Department of Environmental Protection (FDEP), and Federally-recognized tribal organizations regarding the effects to historic properties and mitigation measures. The consultation letters are included as attachments and summarized herein.

The project APE was defined to include the maximum proposed ROW required for the Preferred Alternative and was extended to the back or side property lines of parcels adjacent to the ROW for no more than 328 feet. The APE includes the proposed pond construction footprints with a 100-foot buffer for each pond. The historic structure survey was conducted throughout the project APE. The archaeological survey was conducted within the maximum proposed ROW and proposed pond construction footprints.

The CRAS completed for the project and subsequent consultation with the SHPO resulted in the identification of nine historic properties and one archaeological site within the APE. **Table 2** provides a summary of these historic properties within the study area. A map of these resources is provided in the attachments. Based on the results of the CRAS, FDOT determined the remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Table 2: Identified Section 106 Resources within Study Area

FMSF No.	Site Name	Period of Significance	Owner/ Maintaining Agency	SHPO Evaluation
<i>Resource Groups</i>				
8OS02540	South Florida Railroad	ca. 1884	CSX	Eligible
8OS02796	US 17/92	ca. 1953	FDOT	Individually ineligible, portion eligible as contributing to 8OS03182
8OS03182	South Orange Blossom Trail Bridges	ca. 1938	FDOT	Eligible
<i>Bridges</i>				
8OS01747	South Orange Blossom Trail Bridge (FDOT Bridge No. 920004)	ca. 1938	FDOT	Eligible as contributing to 8OS03182
8OS01748	South Orange Blossom Trail Bridge (FDOT Bridge No. 920003)	ca. 1938	FDOT	Eligible as contributing to 8OS03182
8OS01749	South Orange Blossom Trail Bridge (FDOT Bridge No. 920002)	ca. 1938	FDOT	Eligible as contributing to 8OS03182
8OS03176	CSX Railroad Bridge 1	ca. 1950	CSX	Eligible as contributing to 8OS02540
8OS03177	CSX Railroad Bridge 2	ca. 1950	CSX	Eligible as contributing to 8OS02540
8OS03178	CSX Railroad Bridge 3	ca. 1950	CSX	Eligible as contributing to 8OS02540
<i>Archaeological Site</i>				
8OS01726	Sub-Area A of Beehive Hill (Beehive Hill Preservation Area)	American 1821 - present; Archaic unspecified; Mt. Taylor; Orange; Prehistoric - Aceramic; Prehistoric - Ceramic; St. Johns I; St. Johns, 700 BC - AD 1500	FDOT	Eligible

The historic properties are associated with two Resource Groups. The South Orange Blossom Trail Bridges Resource Group (8OS03182) is comprised of three roadway bridges (8OS01747, 8OS01748, and 8OS01749, known as FDOT Bridge Nos. 920004, 920003, and 920002, respectively); and a 0.3-mile section of US 17/92 (8OS02796, also called Orange Blossom Trail).

The second Resource Group is the South Florida Railroad (8OS02540) segment within the project's APE which was determined to remain NRHP-eligible. It is located in Polk and Osceola Counties and is currently owned and maintained by CSX Transportation, Inc. The railroad traverses southwest to northwest for 0.87-miles within the APE and crosses the Reedy Creek floodplain. Three newly recorded CSX Railroad bridges (8OS03176, 8OS03177, and 8OS03178); within the study area were determined NRHP-eligible as contributing elements to the South Florida Railroad (8OS02540) linear resource. These bridges are located approximately 165 feet north of the South Orange Blossom Trail Bridges Resource Group (8OS03182) and within the 100-foot CSX ROW.

One additional historic property is located in close proximity to, but outside of, the proposed project area. The Beehive Hill archaeological site (8OS01726) [REDACTED]. Beehive Hill (8OS01726) is a large archaeological site that has been determined NRHP-eligible due to Sub-Area A, a small area within the overall boundary that retains significance. Excepting for Sub-Area A, the remainder of the archaeological site within the existing US 17/92 ROW and APE has been evaluated by SHPO and is non-contributing to the site's eligibility.

[REDACTED]

FDOT has continued consultation with the SHPO, the Seminole Tribe of Florida (STOF) Tribal Historic Preservation Officer (THPO), the Bureau of Archaeological Research (BAR), and the consulting Tribal parties pursuant to the requirements of the NHPA concerning the proposed improvements in the vicinity of [REDACTED]

[REDACTED]

The SHPO concurred with the Section 106 Determination of Effects Case Study Report (located in the project file) on November 20, 2024, which documented an adverse effect to the South Orange Blossom Trail Bridges Resource Group (8OS03182) and contributing resources for all alternatives considered. SHPO has determined that the Preferred Alternative will have no adverse effect on the South Florida Railroad (8OS02540) and CSX Railroad Bridges 1, 2, and 3 (8OS03176, 8OS03177, and 8OS03178, respectively). The SHPO concurrence letter is provided in the attachments.

The project proposes removal and replacement of the South Orange Blossom Trail Bridges Resource Group (8OS03182), including the three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749) over Reedy Creek and the abandoned section of historic US 17/92 roadway (8OS02796) connecting the three historic bridges. The SHPO concurred with the determination of adverse effect to the South Orange Blossom Trail Bridges Resource Group (8OS03182) and contributing resources for all alternatives considered. The SHPO concurrence letter is provided in the attachments.

As the historic US 17/92 bridges were originally constructed in 1938, the structures are nearly 85 years old and are beyond their reasonable service life. The historic bridges and the causeway connecting the bridges remains in-place and has been abandoned without maintenance since the construction of the current US 17/92 alignment in 2001. Prior to removing the historic bridges from service, FDOT documented that the bridges were structurally deficient and functionally obsolete.

Several alternatives were evaluated including the No-Build alternative, rehabilitation, and replacement. The No-Build Alternative does not meet the project's purpose and need and is anticipated to result in an adverse effect on the historic US 17/92 bridges due to the continuous deterioration of the bridges. Rehabilitation and reuse of the existing structures are not feasible due to multiple factors related to the abandoned and deteriorated condition of the infrastructure, the age of the structures, the structural deficiencies and substandard infrastructure elements compared to current FDOT design standards, and the safety hazards associated with the abandoned, deteriorated structure and roadway infrastructure. FDOT has determined normal maintenance of the historic US 17/92 resources will not address the structural damage and extensive rehabilitation (involving replacement of most of the structural elements) would be required. The Rehabilitation Alternative would also result in substantial impairment and an adverse effect to the historic US 17/92 resources as little to none of the historic materials would remain after construction and the historic bridges would not maintain the characteristics on which their NRHP-eligibility is based.

Five bridge replacement alternatives were evaluated including four alternatives on a new location and one alternative on the existing alignment. SHPO has concurred all four alternatives would still result in an adverse effect to the historic bridges due to the existing substandard condition and continued deterioration.

The Preferred Alternative includes construction of a new westbound bridge structure in the same location as the South Orange Blossom Trail Bridges Resource Group (8OS03182). The Preferred Alternative results in replacement and an adverse effect to the South Orange Blossom Trail Bridges Resource Group (8OS03182), including the 0.30-mile segment of US 17/92 roadway (8OS02796) and the three historic bridges (8OS01747, 8OS01748, and 8OS01749) that contribute to the South Orange Blossom Trail Bridges Resource Group.

Through the Section 106 consultation process and SHPO consultation, the impacts to affected resources will be mitigated through an architectural history survey of bridges constructed in the early twentieth century (supported by a historic narrative of early transportation patterns) and a publicly available historic interpretation of Resource Group 8OS03182, including its contributing resources. The STOF THPO has determined that the proposed undertaking falls within the STOF Area of Interest. After review of the Section 106 Determination of Effects Case Study Report Study, the STOF requested archaeological monitoring at both the [REDACTED]. Based on this consultation, the mitigation stipulations within the Memorandum of Agreement (MOA) will also include the requirement of a Secretary of the Interior (SOI) qualified professional archaeological monitor(s) [REDACTED], being present during ground-disturbing activities within the boundary of both the [REDACTED].

On December 5, 2024, SHPO noted there were no objections to the proposed mitigation strategies. The MOA detailing these mitigation commitments was developed based on coordination with affected parties during the Section 106 consultation process. The MOA was submitted to SHPO on March 10, 2025 and is included as an attachment. The MOA, incorporating SHPO comments, was sent to the consulting Tribal parties on April 9, 2025. On April 22, 2025, the STOF responded noting no objections with the MOA and requesting a commitment for coordination with the State Archaeologist for any determinations related to potential discovery during archaeological monitoring. The STOF feedback was incorporated in the MOA. The MOA will be executed with SHPO following any additional input received after public input received from the Public Hearing. The SHPO and STOF correspondence is included in the attachments. FDOT has notified the ACHP of the adverse effect determination and has invited the ACHP to comment and participate in consultation, and the ACHP has chosen not to participate pursuant to 36 CFR 800.6(a)(1)(iii).

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

There are nine Section 4(f) historic properties within the study area, one conservation area within the proposed project area, and one archaeological site proximate to the proposed project area.

South Orange Blossom Trail Bridges Resource Group (8OS03182)

According to the 2021 CRAS, the three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749) and the abandoned section of historic US 17/92 roadway (8OS02796) are considered NRHP-eligible as contributing elements to the South Orange Blossom Trail Bridges Resource Group (8OS03182) due to their proximity to each other, and their collective significant and distinguishable engineering distinction as 1930s depression-era, unadorned concrete bridges. Additionally, the three bridges have not been moved or relocated since construction, and the setting surrounding the bridges has remained relatively intact besides the addition of a 30-foot-wide utility corridor serving multiple utilities between the bridges and CSX Railroad.

The ca. 1938 bridges are constructed with cast-in-place concrete decks supported by steel girders on timber pile bents. All three bridges no longer meet FDOT standards and are well beyond their intended service lives (approximately 65 years) - the timber pile bents are decaying, and the three bridges have not been maintained since being placed out of service in 2001.

As part of the Preferred Alternative, to accommodate four lanes on the US 17/92 bridge over Reedy Creek, the current US 17/92 bridge will be widened to serve eastbound traffic on US 17/92 and the NRHP-eligible South Orange Blossom Trail Bridges (8OS03182) Resource Group and three contributing bridges (8OS01747, 8OS01748, and 8OS01749) will be removed and replaced by a new bridge to serve westbound traffic on US 17/92. The historic causeway (8OS02796), or roadway fill section between the three bridges, will be removed as part of the bridge replacement and result in floodplain enhancement. The construction of the new westbound bridge will restore the fourth contributing resource, US 17/92, the Orange Blossom Trail (8OS02796), to functioning condition on its original historic alignment. The bridge replacement will be constructed on the historic roadway alignment and within the historic transportation ROW. No elements of the South Orange Blossom Trail Bridges (8OS03182) Resource Group will remain on this alignment and all materials will be disposed of.

The Preferred Alternative will result in an adverse effect and therefore, a Section 4(f) Use of the South Orange Blossom Trail Bridges Resource Group (8OS03182), including the 0.30-mile segment of US 17/92 roadway (8OS02796) and the three historic bridges (8OS01747, 8OS01748, and 8OS01749) that contribute to the South Orange Blossom Trail Bridges Resource Group. There are no feasible and prudent avoidance alternatives to the Section 4(f) Use of the historic properties. The Section 4(f) documentation for the resource group, the causeway, and the historic bridges is located in the project file.

Consultation with the State Historic Preservation Officer (SHPO) has confirmed that the bridge is adversely affected by replacement, and Section 4(f) is applicable. Replacement will impair the historic integrity of the bridge and constitutes a use under Section 4(f) per the guidelines of the Programmatic Section 4(f) Evaluation and Approval for Federal Highway Administration (FHWA) Projects that Necessitate the Use of Historic Bridges. There are no feasible and prudent alternatives to the use of the historic bridge, and the project includes all possible planning to minimize harm.

For the South Orange Blossom Trail Bridges Resource Group (8OS03182) and the 0.30-mile segment of US 17/92 roadway (8OS02796), FDOT has determined that this project meets all the applicability criteria set forth by FHWA's guidance for Programmatic Evaluation for Transportation Projects that have a Net Benefit to a Section 4(f) Property. By constructing a modern segment of a divided highway in the same segment of a historic corridor (versus expanding the ca. 2001 corridor, which is proposed to carry northbound traffic only at the end of construction), FDOT will retain a transportation resource in a similar horizontal and vertical alignment when compared to original construction. In keeping the proposed north and southbound lanes separated, FDOT will not lose the historic location, materials, setting, feeling, and association of the early 20th century highway corridor. Additionally, FDOT and SHPO will gain a clearer understanding of the significance of early transportation routes in Central Florida through the completion of the proposed mitigation stipulations, including a survey of remaining resources from this era and an updated historic context.

The project results in a clear net benefit to the Section 4(f) resource, there are no prudent and feasible alternatives to the use of the Section 4(f) resource, and the project includes all possible planning to minimize harm. Pursuant to Section 4(f) of the U.S. Department of Transportation Act, FDOT has determined that proposed mitigation measures presented in the MOA will result in a net benefit to the South Orange Blossom Trail Bridges (8OS03182) resource group and contributing Orange Blossom Trail (8OS02796) road segment by returning them to an operational state and restoring them to their historic use as transportation facilities while preserving the characteristics that qualify them for listing on the NRHP.

South Florida Railroad (8OS02540)

The NRHP-eligible South Florida Railroad (8OS02540) and the three CSX Railroad bridges (8OS03176-8OS03178) which are contributing to the linear resource will remain in place and unaltered by the project. The Preferred Alternative results in construction of a new westbound bridge structure south of the South Florida Railroad (8OS02540) approximately 143 feet minimum from the proposed improvements and within the historic US 17/92 ROW. The proposed improvements will not diminish the integrity of these historic resources, nor detract from their ability to display the characteristics that make them eligible for listing in the NRHP.

FDOT determined the Preferred Alternative will have No Adverse Effect to the South Florida Railroad (8OS02540) and its contributing resources (8OS03176, 8OS03177, and 8OS03178). The SHPO concurred with this finding in the Section 106 Determination of Effects Case Study Report (located in the project file) on November 20, 2024.

As such, FDOT determined the project will have no Section 4(f) involvement with these historic properties.

Upper Reedy Creek Management Area - Intercession City Unit

The Preferred Alternative impacts a conservation area designated the Upper Reedy Creek Management Area - Intercession City Unit. This is a large, multiple-use land holding managed by the South Florida Water Management District (SFWMD) with the primary use as conservation and protection of water resources. It occupies the majority of land south of the study area and intersects the study limits near CR 532 and east and west of Intercession City.

Per communication between the Official With Jurisdiction (OWJ), SFWMD, and FDOT dated November 7, 2022, the portions of the Upper Reedy Creek Management Area - Intercession City Unit that are affected by the proposed improvements do not include any significant public recreation facilities that are open to the public or any significant, designated wildlife or waterfowl refuges. Based on this OWJ consultation with SFWMD, FDOT has determined Section 4(f) is "Not Applicable" for the Upper Reedy Creek Management Area - Intercession City conservation area within the proposed project area. The Section 4(f) documentation for the Upper Reedy Creek Management Area and the communication with SFWMD is located in the project file.

Beehive Hill archaeological site (8OS01726)

The Sub-Area A portion of the larger Beehive Hill archaeological site (8OS01726) was determined by SHPO to be NRHP-eligible on June 22, 2000, and recommended for preservation in place and therefore, FDOT identified Sub-Area A as a designated Section 4(f) protected historic property. Impacts to this site were avoided based on prior SHPO and BAR consultation. Therefore, FDOT has determined there is No Use to the NRHP-eligible Sub-Area A portion of the Beehive Hill archaeological site (8OS01726). The No Use determination is located in the project file.

If the proposed project footprint is altered, Section 4(f) applicability and impacts will need to be re-evaluated for this and all historic properties.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

A protected land; Fletcher Park, intersects the US 17/92 project area. Fletcher Park refers to a FDEP managed conservation land held in title by the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF). The TIITF land is generally located south of the CSX ROW and east of the intersection between US 17/92 and CR 532. In 1935, the conservation land was donated to the State of Florida with the deed restriction that it be retained as a cypress tree preserve and became known as Fletcher Park. The land is not accessible to the public and no designated recreation occurs within the property boundaries. In 1935, FDOT acquired ROW from Tufts University and FDEP through Fletcher Park to facilitate construction of the historic US 17/92 facility (South Orange Blossom Trail Bridges Resource Group (8OS03182)) within 100 feet of ROW, adjacent to and south of the CSX ROW, with the stipulation that the remaining large cypress be perpetually protected for future generations.

The 1996 Categorical Exclusion for SR 600 (US 17/92) from CR 532 to Poinciana Boulevard and the 1996 Preliminary Engineering Report (PER), located in the project file, document the future four-lane widening of US 17/92. The preferred typical section that was environmentally cleared in 1996 included replacement of the historic US 17/92 bridges (determined NRHP-ineligible at the time on December 9, 1994) and construction of two separate bridge structures (to support future four-laning) over the Reedy Creek floodplain separated by a 100-foot median. Fletcher Park was evaluated for Section 4(f) applicability during the 1996 PD&E Study by the Federal Highway Administration (FHWA) and it was determined that Fletcher Park was not considered a Section 4(f) resource because Fletcher Park has never been managed or utilized as a park and is not listed as a recreational area in the local comprehensive plan. Further, there are no recreational facilities on the property, and it is not used, or accessible, by the public.

In 1999, FDEP authorized a perpetual ROW easement on the TIITF land (Fletcher Park) to FDOT for construction of a new US 17/92 alignment, south of the historic US 17/92 and three historic bridges. This is the location of the current US 17/92 bridge that serves as the existing two-lane facility.

FDEP provided a letter of support for the Preferred Alternative on February 25, 2025, included in the attachments. In the correspondence, FDEP noted that the existing US 17/92 easement accommodates the ROW footprint for the Preferred Alternative and avoids impacts to the surrounding natural habitat including large cypress trees that are protected within Fletcher Park by deed restrictions.

Cypress Tree Preserve

Fletcher Park was conveyed to the State of Florida with the deed stipulation that the extremely large cypress trees located throughout the conservation land shall be preserved in perpetuity. Eleven cypress trees were previously removed for construction of the current US 17/92 bridge in 2001 and the FDOT ROW was acquired through a perpetual ROW easement, with the associated Modification of Deed Restrictions provided by Tufts University, the original grantor. The Modification of Deed Restrictions further stipulated no other cypress trees could be impacted, and that any removal of additional cypress trees would require FDEP approval from Tufts University.

In August 2023, a Tree Inventory and Impact Report was completed within the study area between and surrounding both the current US 17/92 bridge and the South Orange Blossom Trail Bridges Resource Group (8OS03182) to further evaluate natural resources, specifically the presence of the protected cypress trees and existing land use quality. Based on the 2023 tree inventory, there are 37 large, specimen cypress trees located in the Reedy Creek floodplain. Cypress trees provide critical functions and values to Reedy Creek, wildlife species, and overall environmental quality.

These specimen cypress trees are also extremely important to the community, and the Osceola Board of County Commissioners adopted a resolution on April 11, 1994, opposing removal of any further cypress trees in Fletcher Park. Osceola County adopted a second resolution on December 18, 2023, to demonstrate continued support of preserving the cypress trees surrounding Reedy Creek within Fletcher Park. As part of this resolution, Osceola County indicated that any roadway alignment that encroaches further into Fletcher Park would have an extraordinary negative impact on the cypress trees and the protection of the cypress trees constitutes an overriding public interest. The resolution letters are included in the attachments.

During construction, any impacts to the cypress trees will be avoided through the implementation of proper BMPs.

Sovereign Submerged Lands

A Sovereign Submerged Lands (SSL) Easement (known as parcel 801 as identified in the FDOT ROW maps from FDOT Project 92010-2520), was also approved by FDEP/TIITF in 1999 that allows FDOT Use of the Fletcher Park property, inclusive of the entire area between the historic US 17/92 ROW and the perpetual easement for the current US 17/92 bridge. This easement is subject to the terms of the SFWMD Permit No. 49-0025-D for construction of the current US 17/92 bridge. The SFWMD permit includes a commitment allowing for future four-lane widening along the historic US 17/92 alignment and the demolition of the historic bridges and embankments to remove floodplain encroachment. The total ROW width of the current US 17/92 alignment is approximately 214 feet.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The protected species and habitat include those listed under Section 7 of the Endangered Species Act of 1973 (ESA), as amended (50 CFR 17); critical habitat as defined in the ESA (16 United States Code (U.S.C.) 1532); Chapter 68A-27, Florida Administrative Code (F.A.C.), Florida Endangered and Threatened Species List; Chapter 5B-40, F.A.C., Regulated Plant Index; the Bald and Golden Eagle Protection Act; and the Migratory Bird Treaty Act. All federally listed species under the ESA of 1973 are also considered to be state listed species.

A Natural Resources Evaluation (NRE) report, located in the project file, was prepared to determine the effects of the project on natural features and to assess the need for mitigation. The NRE was sent to the Florida Fish and Wildlife Conservation Commission (FWC), FDEP, US Army Corps of Engineers (USACE), SFWMD, and United States Fish and Wildlife Service (USFWS) for review and concurrence (as applicable). Concurrence from USFWS was received January 26, 2023. A consultation letter noting agreement with the effect determinations and support of project implementation measures and commitments was received from FWC January 10, 2023. The letters are included in the attachments.

Effect Determinations

Seventy-one listed species have the potential to occur within the US 17/92 study area. One species (the American alligator) was observed, one species (the tricolored bat) was detected, and 22 species were determined to have a moderate potential occurrence. No species were determined to have a high potential occurrence.

Based on the anticipated impacts from the Preferred Alternative, there are six federal and state listed species determined to have a "May Affect, Not Likely to Adversely Affect" determination, 11 with a "No Adverse Effect Anticipated" determination, and three for which the effect is "To Be Determined".

The remaining federal and state listed species were determined to have either a "No Effect" or a "No Effect Anticipated" determination. The "No Effect" and "No Effect Anticipated" determinations were made due to the lack of suitable habitat present, the species are not known to occur within the US 17/92 study area and there were no species, or evidence thereof, observed during the field investigations conducted between January 2022, and April 2022. Please see **Table 3** for a summary of the occurrence potential and effect determinations for both federal and state protected species. All observed or detected species and species expected to be affected by the Preferred Alternative are discussed in detail following **Table 3**. A Species and Habitat Map is provided in the attachments.

Table 3: Effect Determinations for Protected Species

Scientific Name	Common Name	Listing Status		Potential Occurrence	Effect Determination
		FWC/ FDACS	USFWS		
Invertebrates					
<i>Danaus plexippus</i>	Monarch Butterfly	N	C	Moderate	To Be Determined
Amphibians					
<i>Notophthalmus perstriatus</i>	Striped Newt	C	N	No	To Be Determined
Reptiles					
<i>Alligator mississippiensis</i>	American Alligator	T	T(S/A)	Observed	No Effect
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	T	T	Moderate	May Affect, Not Likely to Adversely Affect
<i>Gopherus polyphemus</i>	Gopher Tortoise	T	N	Moderate	No Adverse Effect Anticipated
<i>Pituophis melanoleucus</i>	Pine Snake	T	N	Moderate	No Adverse Effect Anticipated
<i>Plestiodon (Eumeces) egregius lividus</i>	Bluetail Mole Skink	T	T	Moderate	May Affect, Not Likely to Adversely Affect
<i>Plestiodon (Neoseps) reynoldsi</i>	Sand Skink	T	T	Moderate	May Affect, Not Likely to Adversely Affect
Birds					
<i>Ammodramus savannarum floridanus</i>	Florida Grasshopper Sparrow	E	E	Low	No Effect
<i>Antigone canadensis pratensis</i>	Florida Sandhill Crane	T	N	Moderate	No Effect Anticipated
<i>Aphelocoma coerulescens</i>	Florida Scrub-Jay	T	T	Low	No Effect
<i>Athene cunicularia</i>	Florida Burrowing Owl	T	N	Low	No Effect Anticipated
<i>Dryobates (Picoides) borealis</i>	Red-cockaded Woodpecker	E	E	Moderate	No Effect
<i>Egretta caerulea</i>	Little Blue Heron	T	N	Moderate	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored Heron	T	N	Moderate	No Adverse Effect Anticipated
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	T	N	Moderate	No Adverse Effect Anticipated
<i>Laterallus Jamaicensis</i>	Black Rail	N	T	No	No Effect
<i>Mycteria americana</i>	Wood Stork	T	T	Moderate	May Affect, Not Likely to Adversely Affect
<i>Polyborus plancus audubonii</i>	Audubon's crested caracara	T	T	Moderate	May Affect, Not Likely to Adversely Affect
<i>Rostrhamus sociabilis plumbeus</i>	Everglade Snail Kite	E	E	Low	No Effect
<i>Haliaeetus leucocephalus</i>	Bald Eagle	68A-16.002 FAC*	BGEPA/ MBTA	Moderate	-

Mammals					
<i>Eumops floridanus</i>	Florida Bonneted Bat	E	E	Moderate	May Affect, Not Likely to Adversely Affect
<i>Perimyotis subflavus</i>	Tricolored Bat	N	C	Detected	To Be Determined
<i>Puma concolor coryi</i>	Florida panther	E	E	Low	No Effect
<i>Podomys floridanus</i>	Florida mouse	68A-29.002, FAC.***	N	Low	-
<i>Sciurus niger niger</i>	Southern fox squirrel	68A-29.002, FAC.***	N	Low	-
<i>Ursus americanus floridanus</i>	Florida black bear	68A-4.009, FAC****	N	Moderate	-
Plants					
<i>Andropogon arctatus</i>	Pinewoods Bluestem	T	N	Low	No Effect Anticipated
<i>Bonamia grandiflora</i>	Florida Bonamia	E	T	Low	No Effect
<i>Calamintha ashei</i>	Ashe's Savory	T	N	Low	No Effect Anticipated
<i>Calopogon multiflorus</i>	Many-flowered Grass-pink	T	N	Low	No Effect Anticipated
<i>Carex chapmanii</i>	Chapman's Sedge	T	N	Moderate	No Adverse Effect Anticipated
<i>Centrosema arenicola</i>	Sand Butterfly Pea	E	N	Low	No Effect Anticipated
<i>Chionanthus pygmaeus</i>	Pygmy Fringe Tree	E	E	Low	No Effect
<i>Cladonia perforata</i>	Perforate Reindeer Lichen	E	E	Low	No Effect
<i>Clitoria fragrans</i>	Scrub Pigeon-Wing	E	T	Low	No Effect
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	T	N	Low	No Effect Anticipated
<i>Coleataenia abscissa</i>	Cut-throat Grass	E	N	Low	No Effect Anticipated
<i>Conradina brevifolia</i>	Short-leaved Rosemary	E	E	Low	No Effect
<i>Conradina grandiflora</i>	Large-flowered Rosemary	T	N	Low	No Effect Anticipated
<i>Crotalaria avonensis</i>	Avon Park rabbit-bells	E	E	Low	No Effect
<i>Dicerandra christmanii</i>	Garrett's scrub balm	E	E	Low	No Effect
<i>Dicerandra frutescens</i>	Scrub mint	E	E	Low	No Effect
<i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i>	Scrub Buckwheat	E	T	Low	No Effect
<i>Hartwrightia floridana</i>	Hartwrightia	T	N	Low	No Effect Anticipated
<i>Hypericum cumulicola</i>	Highlands scrub hypericum	E	E	Low	No Effect
<i>Illicium parviflorum</i>	Star Anise	E	N	Moderate	No Adverse Effect Anticipated
<i>Lechea cernua</i>	Nodding Pinweed	T	N	Low	No Effect Anticipated
<i>Lechea divaricata</i>	Pine Pinweed	E	N	Low	No Effect Anticipated
<i>Lupinus aridorum</i>	Scrub Lupine	E	E	Low	No Effect
<i>Lythrum flagellare</i>	Lowland Loosestrife	E	N	Low	No Effect Anticipated
<i>Matelea floridana</i>	Florida Spiny-pod	E	N	Low	No Effect Anticipated
<i>Najas filifolia</i>	Narrowleaf Naiad	T	N	Moderate	No Adverse Effect Anticipated
<i>Nemastylis floridana</i>	Celestial Lily	E	N	Low	No Effect Anticipated
<i>Nolina atopocarpa</i>	Florida Beargrass	T	N	Low	No Effect Anticipated

<i>Nolina brittoniana</i>	Britton's Beargrass	E	E	Low	No Effect
<i>Ophioglossum palmatum</i>	Hand Fern	E	N	Low	No Effect Anticipated
<i>Paronychia chartacea</i> var. <i>chartacea</i>	Paper-like Nailwort	E	T	Low	No Effect
<i>Pecluma plumula</i>	Plume Polypody	E	N	Moderate	No Adverse Effect Anticipated
<i>Pecluma ptilota</i> var. <i>bourgeauana</i>	Comb Polypody	E	N	Moderate	No Adverse Effect Anticipated
<i>Platanthera integra</i>	Yellow Fringeless Orchid	E	N	Low	No Effect Anticipated
<i>Polygala lewtonii</i>	Lewton's Polygala	E	E	Low	No Effect
<i>Polygonella myriophylla</i>	Small's Jointweed	E	E	Low	No Effect
<i>Prunus geniculata</i>	Scrub Plum	E	E	Low	No Effect
<i>Pteroglossaspis ecristata</i>	Giant Orchid	T	N	Low	No Effect Anticipated
<i>Salix floridana</i>	Florida willow	E	N	Moderate	No Adverse Effect Anticipated
<i>Schizachyrium niveum</i>	Scrub Bluestem	E	N	Low	No Effect Anticipated
<i>Thelypteris serrata</i>	Toothed Maiden Fern	E	N	Low	No Effect Anticipated
<i>Warea amplexifolia</i>	Clasping Warea	E	E	Low	No Effect
<i>Warea carteri</i>	Carter's warea	E	E	Low	No Effect
<i>Zephyranthes simpsonii</i>	Redmargin Zephyrlily	T	N	Low	No Effect Anticipated

E = Endangered, T = Threatened, C =Candidate for Listing, SSC=Species of Special Concern N = Not Listed,

No = No suitable habitat present and no documented occurrences within or near the study area,

Low = Minimal suitable habitat present and no documented occurrences within or near the study area,

Moderate = Potentially suitable habitat present and/or documented occurrences near the study area,

High = Suitable habitat present and documented occurrences within the study area.

* Removed from Florida's Endangered and Threatened Species List in 2008, but is still protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), and FAC.

** Detected during the Florida Bonneted Bat Acoustic Survey

*** Removed from Florida's Endangered and Threatened Species List in 2017, but still protected under the FAC.

****Removed from Florida's Endangered and Threatened Species List in 2012, but still protected under the FAC.

Critical Habitat

The project area was assessed for USFWS designated Critical Habitat as defined by Congress in 16 U.S.C. 1532. Based on the review of USFWS Geographic Information System (GIS) data and literature, there are no designated critical habitats documented within the US 17/92 study area.

Strategic Habitat Conservation Areas (SHCA) are areas of potential habitat not currently managed for the conservation of species. In 1994, FWC biologists completed a project entitled "Closing the Gaps in Florida's Wildlife Habitat Conservation System" (Cox et al 1994) that assessed the security of rare and imperiled species on existing conservation lands in Florida. This research identified important habitat areas for imperiled species in Florida with no conservation protection. These areas are ranked according to priority for conservation from one to five, with one being the highest priority for conservation and five being lowest priority for conservation. The majority of the undeveloped land within and adjacent to the study area has been ranked one which is the highest priority for conservation.

Monarch Butterfly

The monarch butterfly is a candidate species for listing by the USFWS. There are known resident populations of monarch butterflies in Florida, and in the spring, Florida is an important stop over for monarch butterflies returning north from Mexico. There are no known designated wildflower areas within the project area. However, there is a "moderate" likelihood of occurrence as monarch butterflies rely on flowering plants within fields, roadside areas, open areas, wet areas, or urban gardens. There is suitable habitat for this species located within and adjacent to the Preferred Alternative. The effects of the Preferred Alternative on the monarch butterfly will be determined once the listing status of the species is elevated by USFWS to Threatened or Endangered. If the monarch butterfly is listed by USFWS as Threatened or Endangered, FDOT will re-initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

American Alligator

The American alligator is listed as threatened by both the USFWS and FWC due to its similar appearance to the American crocodile (*Crocodylus acutus*), which is restricted to southern Florida and listed by the USFWS as threatened. The American alligator prefers lakes, rivers, and estuary habitats throughout Florida for their entire life cycle and these habitats are located within the study area. However, the proposed project is outside the range of the American crocodile making it unlikely to be confused with the American alligator. Numerous American alligators were observed during the field surveys within the wetlands along the corridor and Reedy Creek. Given this information, the ability of the American alligator to leave the area during construction, and the abundant suitable habitat surrounding the study area, the Preferred Alternative will have **No Effect** to the American alligator.

Eastern Indigo Snake

The eastern indigo snake is listed as Threatened by both the USFWS and FWC. The USFWS assesses the effect of development on this species based on several factors, including the acreage of preferred habitat to be impacted and/or the number of tortoise burrows to be impacted. The property does include xeric habitats, and several tortoise burrows were observed within the ROW along US-17-92. Therefore, when applying the Eastern Indigo Snake Effect Determination Key, updated August 2017, the following sequential determination was reached:

1. The Preferred Alternatives not located in open water or salt marsh;
2. The Preferred Alternative will be conditioned to use the Standard Protection Measures for the Eastern Indigo Snake;
3. The Preferred Alternative will impact (29.27 acres) more than 25 acres of eastern indigo snake habitat (**May Affect**).

Although the Preferred Alternative reaches a **May Affect** determination ($A > B > C$), no eastern indigo snakes were observed during the field surveys. According to the FWC Terrestrial Resources GIS Wildlife Observation data, the nearest documented occurrence of the eastern indigo snake (WEB001083) is approximately 35 miles south of the Preferred Alternative. All gopher tortoise burrows, including burrows with 25 feet of the Preferred Alternative, will be excavated and relocated prior to construction. The FDOT commits to implementing the USFWS's Standard Protection Measures for Eastern Indigo Snake during construction to protect the eastern indigo snake where it may occur. Therefore, the Preferred Alternative will result in a **May Affect, Not Likely to Adversely Affect** determination for the eastern indigo snake.

Gopher Tortoise

The gopher tortoise is listed as Threatened by the FWC. Potentially suitable habitat occurs within the project corridor and several gopher tortoise burrows were observed adjacent to the study area. Due to the presence of gopher tortoise burrows adjacent to the study area and the extent of preferred habitat along the corridor, FDOT will conduct a gopher tortoise survey of all suitable habitat within the project footprint prior to construction, following the FWC *Gopher Tortoise Permitting Guidelines* (FWC 2008, revised 2020). A gopher tortoise relocation permit will be obtained from the FWC for any burrow proposed for impact. Therefore, **No Adverse Effect is Anticipated** on the gopher tortoise from the Preferred

Alternative.

Pine Snake

The Florida pine snake is listed as threatened by the FWC. The Florida pine snake was not observed within the limits of the study area. Potentially suitable habitat is available within the study area, but no pocket gophers were observed during the field survey. Current FWC guidelines for the relocation of the Florida pine snake are directly related to gopher tortoise relocation guidelines, and these guidelines state that any incidentally captured pine snake will be released on-site or allowed to escape unharmed if habitat will remain post-development. Since there were no pocket gopher burrows observed and the majority of the study area consists of wetlands and existing development, **No Adverse Effect is Anticipated** on the Florida pine snake from the Preferred Alternative.

Bluetail Mole Skink and Sand Skink

The sand skink and bluetail mole skink are listed as Threatened by both the USFWS and FWC, and the project area falls within the USFWS consultation areas for these species. There are areas at the western and central portions of the project corridor that contains soils which are mapped as suitable for sand and bluetail mole skink, and these areas are at elevations at which these skinks are known to occur.

Prior to the start of the coverboard sand skink surveys, biologists conducted pedestrian surveys to identified potential suitable habitat within the study area. Based on the pedestrian surveys, one 0.80-acre area was identified that met the required soils and elevation for potential sand skink habitat. A sand skink coverboard survey was conducted from March 9, 2022, to April 2, 2022, but yielded no positive results of sand skink utilizing the 0.80-acre site. Therefore, the Preferred Alternative will result in a **May Affect, Not Likely to Adversely Affect** determination for the sand or bluetail mole skink.

Little Blue Heron and Tricolored Heron

The little blue heron and tricolored heron are listed by FWC as Threatened. The FWC Historic Waterbird Colony Locator database indicates that the nearest wading bird colony is two miles north of the study area. It is anticipated that the little blue heron and tricolored heron utilize habitats present within the study area for foraging; however, there was no evidence of nesting or roosting habitat within the study area. The impacts to foraging habitat will be offset by wetland mitigation. In addition, the proposed stormwater ponds will provide additional foraging habitat within the existing corridor. The Preferred Alternative is not anticipated to impact nest sites, and therefore **No Adverse Effect is Anticipated** to the little blue heron or tricolored heron.

Southeastern American Kestrel

The southeastern American kestrel is listed as Threatened by the FWC. Several open pastures are located within the project area, which may provide potential habitat for this species. However, no kestrels were observed during the field surveys. The potentially suitable habitat observed were fire suppressed or disturbed; therefore, providing minimal suitable habitat for kestrels to utilize. **No Adverse Effect is Anticipated** on the kestrel from the Preferred Alternative.

Wood Stork

The wood stork is listed as Threatened by both the USFWS and FWC. The closest known nesting colony (Gatorland) is located approximately 8.80 miles to the northeast; therefore, the study area is located within a USFWS Core Foraging Area (CFA). The study area does contain suitable foraging habitat of more than 0.50 acre. One wood stork was observed foraging in a ditch north of the study area during the field surveys. When following the Corps of Engineers, Jacksonville District, U.S. Fish and Wildlife Service, South Florida Ecological Services Field Office Wood Stork Effect Determination Key (2010):

1. The Preferred Alternative is more than 2,500 feet from a colony;
2. The Preferred Alternative will impact suitable foraging habitat that is greater 0.5 acre;
3. The Preferred Alternative impacts suitable foraging habitat within a CFA; and
4. The Preferred Alternative will result in unavoidable wetland impacts and these impacts will be offset by obtaining USFWS-approved wetland mitigation within a CFA to satisfy all elements detailed in the key.

Based on the Effect Determination Key (A>B>C>E), the Preferred Alternative results in a **May Affect, Not Likely to Adversely Affect** determination for the wood stork.

To further support the effect determination for this species, a Wood Stork Foraging Analysis was conducted using the methodology found in the USFWS Florida Programmatic Concurrence Wood Stork Key (2010) to determine impacts to potential suitable foraging habitat from the Preferred Alternative. This analysis revealed that the Preferred Alternative would result in a net loss of 353.29 kilograms (kg) of foraging biomass for wood storks. Although the Preferred Alternative results in a net loss of foraging biomass, the wetland mitigation provided will be from an USFWS approved wetland mitigation bank, such as Reedy Creek Mitigation Bank and/or Southport Ranch Mitigation Bank. These banks are located within wood stork core foraging areas and will compensate for the net loss in biomass as a result of the construction of the Preferred Alternative. Therefore, this analysis supports the effect determination for wood stork.

Audubon's Crested Caracara

The caracara is listed as Threatened by both the USFWS and FWC, and the study area falls within the USFWS consultation area for crested caracara. Caracaras were not observed during the general wildlife surveys; however, pastures within two of the potential pond sites may provide potential suitable habitat for this species. A species-specific caracara survey was conducted in accordance with USFWS Crested Caracara Draft Survey Protocol (2016) from January 5, 2022, to April 29, 2022. Caracaras were not observed utilizing the project area or adjacent properties during the 2022 survey season, resulting in a negative presence survey. However, the project will impact some suitable habitat for the construction of ponds, and therefore, the Preferred Alternative results in a **May Affect, Not Likely to Adversely Affect** determination for the caracara. Prior to construction, FDOT will re-initiate consultation with USFWS to determine the appropriate survey methodology and will conduct new surveys for the caracara.

Florida Bonneted Bat

The Florida bonneted bat is listed as Endangered by both the USFWS and FWC, and the majority of the study area is within the USFWS consultation area for this species. There is potential roosting habitat within and adjacent to the study area. During the field surveys, visual inspection of potential roosting trees, cavities, and existing bridges was conducted to identify potential bat roosting sites within the study area; however, no evidence (guano, staining, smell or aural sounds) of roosting bat habitat was observed within or adjacent to the study area.

A full acoustic survey for the Florida bonneted bat was conducted within the study area from March 9 through March 20, 2022, in accordance with USFWS Consultation Key for the Florida Bonneted Bat dated 2019. The survey resulted in no Florida bonneted bats being detected. Therefore, although suitable habitat to support foraging and nesting is present on site, the Preferred Alternative results in a determination of **May Affect, Not Likely to Adversely Affect** the Florida bonneted bat (1a>2a>3b>6b).

Tricolored Bat

The tricolored bat was listed as a candidate species by the USFWS on September 13, 2022. There is potential roosting habitat within and adjacent to the study area. During the field surveys, visual inspection of potential roosting trees, cavities, and existing bridges was conducted to identify potential bat roosting sites within the study area; however, no

evidence (guano, staining, smell or aural sounds) of roosting bat habitat was observed within or adjacent to the study area. Although no evidence of bat roosting was observed, the results Florida bonneted bat acoustic survey revealed the presence of the tricolored bat within the Preferred Alternative. If the listing decision of the tricolored bat is threatened or endangered and the proposed project site is located within the consultation area during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

Chapman's Sedge

The Chapman's sedge is designated as Threatened by FDACS. The floodplain of Reedy Creek represents suitable habitat for this species. No occurrences of Chapman's sedge are documented within or adjacent to the study area, and the nearest known population of Chapman's sedge is located in the Ocala National Forest, approximately 50 miles north of the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the Chapman's sedge from the Preferred Alternative.

Star Anise

The star anise is designated as Endangered by the Florida Department of Agriculture and Consumer Services (FDACS). Suitable habitat for this species is present within the study area. No occurrences of star anise are documented within or adjacent to the study area, and the nearest known population of star anise is located in the Lake Marion Creek Wildlife Management Area, approximately four miles south of the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the star anise from the Preferred Alternative.

Narrowleaf Naiad

The narrowleaf naiad is designated as Threatened by FDACS. Reedy Creek represents suitable habitat for this species. However, no occurrences of narrowleaf naiad are documented within or adjacent to the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the narrowleaf naiad from the Preferred Alternative.

Plume Polypody

The plume polypody is designated as Endangered by FDACS. Suitable habitat for this species is present within the study area. No occurrences of plume polypody are documented within or adjacent to the study area and the nearest known population of plume polypody is located in the Richloam Wildlife Management Area, approximately 26 miles northwest of the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the plume polypody from the Preferred Alternative.

Comb Polypody

The comb polypody is designated as Endangered by FDACS. Suitable habitat for this species is present within the study area. There are very few recent populations of comb polypody that have been observed, and no occurrences of comb polypody are documented within or adjacent to the study area. The nearest known population of comb polypody is located in the Richloam Wildlife Management Area, approximately 26 miles northwest of the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the comb polypody from the Preferred Alternative.

Florida Willow

The Florida willow is designated as Endangered by FDACS. Suitable habitat for this species is present within the study area. There are 22 known occurrences in Florida, with about half occurring in conservation areas in Lake and Orange counties representing the southernmost Florida populations of this species. No occurrences of Florida willow are

documented within or adjacent to the study area. No individuals were observed during the field survey. Therefore, **No Adverse Effect is Anticipated** to the Florida willow from the Preferred Alternative.

Other Protected Species and Habitats

Bald Eagle

The bald eagle was removed from the ESA in 2007 and Florida's Endangered and Threatened Species list in 2008; however, it remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The FWC Eagle Nest Locator and the Audubon EagleWatch Bald Eagle Nest Locator do not indicate the presence of any bald eagle nests within, or immediately adjacent to, the study area. The closest bald eagle nest is mapped approximately 0.62 mile to the north of the study area. While suitable habitat exists in the project area, no evidence of bald eagle nesting was observed during the field surveys. The proposed project will have **no impact** on the bald eagle since the proposed activities are well outside the 660-foot eagle nest protection buffer zone.

Florida Black Bear

The Florida black bear was removed from Florida's Endangered and Threatened Species list in 2012; however, it remains protected under Chapter 68A-4.009 F.A.C., the Florida Black Bear Conservation Plan. The study area is located within the FWC's "Frequent Range", an area with the highest density of bears where bears spend a considerable amount of time and where evidence of reproduction is consistent. FWC also maintains a database of bear telemetry, related calls (nuisance) and roadkill reports. Based on available FWC GIS bear nuisance data, bears have been documented in the vicinity. In addition, one nuisance bear was reported within study area, located near the intersection of the US 17/92 and Old Tampa Highway. Additionally, the FWC roadkill data was reviewed, and no bear mortalities occurred within or adjacent to the study area. No bears or evidence thereof were observed during the field surveys. To further avoid bears during construction, and in accordance with the Florida Black Bear Management Plan, the FDOT commits that garbage and food debris will be properly removed during construction to eliminate possible sources of odors that could encourage and attract bears. Therefore, the Preferred Alternative will **not impact** the Florida black bear.

Bats

During the Florida bonneted bat acoustic and roost survey, seven species of bat were detected, and they include the big brown bat, southeastern bat, eastern red bat/Seminole bat, northern yellow bat, evening bat, and Mexican free-tailed bat. Although the federally protected Florida bonneted bat was not detected, all bats are protected from harm and harassment by state law 68A-9.010, FAC. Bats are known to roost year-round in longitudinal concrete joints in bridges or trees. During the field and species-specific bat surveys, no bats or evidence thereof was observed utilizing the bridges within the study area. Therefore, the Preferred Alternative will **not adversely impact** bats.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

The NRE, including the wetlands assessment, was provided to FDEP, SFWMD and USACE for informational purposes.

The wetlands and other surface waters identified within the project area include those defined under Section 404 of the Clean Water Act of 1972 (CWA) and Chapter 62-340, F.A.C., Delineation of the Landward Extent of Wetlands and

Surface Waters; Corps of Engineers Wetland Delineation Manual, 1987; Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, 2010; and The Florida Wetlands Delineation Manual, 1995.

The US 17/92 study area includes 20 wetlands and 29 surface waters within or adjacent to the project limits of the proposed project. In accordance with federal and state regulations, avoidance and minimization of wetland impacts were considered in developing the proposed project. Practicable measures to minimize harm were incorporated in the Preferred Alternative. These include following a best-fit alignment which maximizes the existing ROW, locating the widening along existing infrastructure (the existing and abandoned Reedy Creek Bridges), and selecting the pond sites which resulted in the lowest possible wetland impacts compared to other evaluated pond sites. The project will be designed to avoid and minimize wetland impacts to the greatest extent practicable.

The project is expected to result in unavoidable wetland impacts. It is anticipated that a total of 54.24 acres of direct wetland impacts, and 11.24 acres of indirect (i.e., secondary) wetland impacts will occur as a result of the project. Also, it is anticipated that a total of 2.88 acres of surface waters will be impacted as a result of the project resulting in 68.36 acres of total wetland and surface water impacts.

To determine the functional loss of the impacted wetlands and the amount of mitigation required to offset adverse impacts to these communities, the wetlands were evaluated using the Uniform Mitigation Assessment Method (UMAM) in accordance with Chapter 62-345, F.A.C. It is anticipated that the Preferred Alternative will result in a total functional loss of 39.456 wetland units. A Wetlands Map for the US 17/92 study area is included in the attachments. The direct impacts, indirect impacts and the anticipated functional loss of each applicable system are provided in **Tables 4 and 5**.

Table 4: Anticipated Wetland Impacts and Functional Loss from the Preferred Alternative

Wetland or OSW ID	FLUCFCS Code and Description	Direct Impacts		Indirect Impact	
		Acre(s)	Functional Loss	Acre(s)	Functional Loss
WL-2	630 - Wetland Forested Mixed	16.78	13.424	3.61	0.241
WL-2A	630 - Wetland Forested Mixed	4.64	3.712	0.39	0.026
WL-3	630 - Wetland Forested Mixed	2.37	1.580	0.50	0.017
WL-4	643 - Wet Prairies	0.02	0.011	0.09	0.006
WL-5	630 - Wetland Forested Mixed	0.27	0.162	0.07	0.005
WL-6	630 - Wetland Forested Mixed	7.17	5.019	0.93	0.062
WL-9	630 - Wetland Forested Mixed	0.63	0.462	0.06	0.004
WL-10	630 - Wetland Forested Mixed	0.69	0.529	0.14	0.009
WL-11	630 - Wetland Forested Mixed	0.71	0.544	0.13	0.009
WL-12	630 - Wetland Forested Mixed	0.13	0.074	0.04	0.003
WL-13	630 - Wetland Forested Mixed	1.97	1.379	0.67	0.045
WL-14	630 - Wetland Forested Mixed	2.58	1.806	1.57	0.105
WL-16	630 - Wetland Forested Mixed	6.21	3.519	0.82	0.055
WL-16A	640 - Vegetated Non-forested Wetlands	1.08	0.540	0.43	0.029
WL-17	630 - Wetland Forested Mixed	1.41	0.752	0.55	0.037
WL-18	630 - Wetland Forested Mixed	0.06	0.042	0.08	0.005
WL-19	630 - Wetland Forested Mixed	0.46	0.230	0.24	0.016
WL-21	630 - Wetland Forested Mixed	7.00	4.900	0.69	0.046
WL 41	630 - Wetland Forested Mixed	0.04	0.025	0.11	0.007
WL 41A	630 - Wetland Forested Mixed	0.02	0.011	0.12	0.008
Total Wetland Impacts and Functional Loss		54.24	38.721	11.24	0.735

Table 5: Anticipated Other Surface Water Impacts from the Preferred Alternative

Other Surface Water ID	FLUCFCS Code and Description	Direct Impacts
SW-6	510-Streams and Waterways	0.09
SW-7	510-Streams and Waterways	0.02
SW-8	510-Streams and Waterways	0.01
SW-14	510-Streams and Waterways	0.44
SW-15	530-Reservoirs	0.01
SW-16	510-Streams and Waterways	1.19
SW-17	510-Streams and Waterways	0.03
SW-18	510-Streams and Waterways	0.22
SW-19	510-Streams and Waterways	0.03
SW-20	510-Streams and Waterways	0.07
SW-21	510-Streams and Waterways	0.07
SW-22	510-Streams and Waterways	0.02
SW-23	510-Streams and Waterways	0.03
SW-24	510-Streams and Waterways	0.06
SW-25	510-Streams and Waterways	0.05
SW-26	510-Streams and Waterways	0.04
SW-27	510-Streams and Waterways	0.04
SW-28	510-Streams and Waterways	0.06
SW-29	510-Streams and Waterways	0.20
SW-30	510-Streams and Waterways	0.02
SW-31	510-Streams and Waterways	0.02
SW-32	510-Streams and Waterways	0.02
SW-33	510-Streams and Waterways	0.03
SW-34	510-Streams and Waterways	0.05
SW-35	510-Streams and Waterways	0.02
SW-36	510-Streams and Waterways	0.01
SW-37	510-Streams and Waterways	0.01
SW-38	510-Streams and Waterways	0.01
SW-39	510-Streams and Waterways	0.01
Total Impacts		2.88
Note: Other surface water impacts are not anticipated to require wetland mitigation.		

The FDOT will evaluate mitigation needs of the Preferred Alternative pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. There are multiple mitigation banks including, but not limited to, Reedy Creek and Southport Ranch Mitigation Banks that have credits available to offset the wetland impacts associated with the Preferred Alternative and meet the mitigation requirements of the USACE and SFWMD.

The Preferred Alternative has been evaluated in accordance with Federal Executive Order 11990 - "Protection of Wetlands." Based upon the above considerations, it is determined that there are no practicable alternatives to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. As the project advances through subsequent phases, avoidance and minimization of wetland impacts will continue to be considered to the maximum extent practicable. Therefore, with proper mitigation, the proposed project is expected to result in no significant impacts to wetlands.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The floodplain analysis of the project is documented in the Location Hydraulics Report (LHR), located in the project file. The project corridor falls within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Maps No. 12097C0045G and 12097C0065G for Osceola County, Florida dated June 18, 2013. Portions of the project corridor are in the 100-year floodplain zone, in designated Zones A and AE, which are respectively defined as having no Base Flood Elevation (BFE) determined and having a BFE determined. The BFE for this project corridor is elevation 67.0 ft. The Floodplains Map is provided in the attachments.

The abandoned Reedy Creek Bridge and the proposed Reedy Creek Bridge (westbound structure) fall within the Reedy Creek Floodway. In the existing condition, the abandoned Reedy Creek Bridge is channelized at three locations that line up from north to south with the location of the bridges, that allow Reedy Creek to flow under the railroad track. The three channelized areas at the abandoned Reedy Creek Bridge will be removed and the profile under the new westbound bridge is anticipated to be similar to the existing FDOT Bridge 920174 (proposed eastbound structure).

The existing upstream channel restrictions from the railroad track bridge will not be altered, and it is not anticipated that the dredging of the bridge will affect the floodway.

There are seven existing cross drains, six crossing US 17/92 within the project corridor and one cross drain that crosses CR 532, within the project limits. Due to the proposed widening, the cross drains will need to be extended. The existing cross drains have been evaluated for headwater impacts to determine if replacement is necessary.

The US 17/92 Preferred Alternative was determined to have 9.87 acre-foot (ac-ft) of floodplain impacts. Floodplain compensation will be provided by a 11.11-acre floodplain compensation area (FCA) located on the north side of Old Tampa Highway just west of Intercession City. The location of the preferred FCA is shown in the Floodplain Compensation Areas Map, included in the attachments. As the FCA provides full compensation for the floodplain impacts, it was determined that the floodplain encroachment is classified as "minimal". Minimal encroachments on a floodplain

occur when there is a floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts.

The proposed corridor has also been evaluated to determine the impact of the proposed hydraulic modifications. Hydraulic improvements are grouped into six categories based upon the type of the hydraulic improvements and estimated floodplain impact. The proposed project can be best described in two categories:

Category 3: PROJECTS INVOLVING MODIFICATION TO EXISTING DRAINAGE STRUCTURES

Work under this type of project will not involve the replacement of any existing drainage structures or the construction of any new drainage structures. Work will only involve modification of existing structures (e.g., extending cross drains, adding headwalls, or extending bridge piers). Projects that affect flood heights and flood limits, even minimally, may require further evaluation to support statements that emphasize the insignificance of the modifications.

Modifications to existing drainage structures (extending cross drains and adding headwalls) included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures. Therefore, it has been determined that this encroachment is not significant.

Category 4: PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS

This type of work excludes replacement activities that would increase the hydraulic performance of existing facilities. Also, there should be no record of drainage problems and no unresolved complaints from residents in the area.

The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

Biscayne Aquifer

This project is located within the limits of the Biscayne Aquifer. A Sole Source Aquifer (SSA) Checklist and Water Quality Impact Evaluation (WQIE) Checklist are located in the project file.

Environmental Protection Agency (EPA) concurrence was received on May 16, 2023, and is included in the attachments. EPA noted that any potential impacts to the SSA can be adequately reduced or properly mitigated with the implementation of proper BMPs. FDOT will adhere to the list of BMPs provided by the EPA related to groundwater protection.

5.6 Water Resources

The LHR, Pond Siting Report (PSR), and WQIE, located in the project file, document the water resources for the proposed project. The LHR and PSR analyzed and identified the stormwater management plan for the proposed site based on environmental, hydrology and hydraulics, and economic factors.

The project corridor is located within the area regulated by SFWMD. The area generally flows from north to south draining towards Reedy Creek and the Reedy Creek swamp. Reedy Creek flows north to south into Lake Russell and is one of the northernmost water sources for the greater Everglades ecosystem. The elevation at both ends of the project, intersection of US 17/92 and Avenue A and the intersection of US 17/92 and Ivy Mist Lane, is approximately 75 feet (NAVD 1988) and the road elevation in the vicinity of Reedy Creek is 70 feet (NAVD 1988). Runoff along US 17/92 is collected by roadside swales and ditches.

The existing stormwater treatment along the project corridor includes a series of open swales, side drains, cross drains, one dry retention pond, and one wet detention pond. The ponds drain to Reedy Creek via Reedy Creek Swamp, and they are part of permit no. 49-00768-S. According to the permit, the dry retention pond does not have a bleeder structure and recovers via percolation. The wet detention pond drains via a combination of a circular orifice and a sharp crested weir. Both ponds provide some excess water quality treatment. Based on information in permit no. 49-00768-S for the existing ponds, the dry retention pond was approved for a water quality treatment volume of 0.14 acre foot (ac-ft) and the wet detention pond was approved for a water quality treatment volume of 0.63 ac-ft.

The Preferred Alternative will utilize new swales along both sides of the roadway throughout the project except from the east end of the Reedy Creek Bridge to Old Tampa Hwy and within Intercession City, these areas will be closed drainage. Existing cross drains will be extended, if needed, through out the project to accommodate the roadway widening. The Preferred Alternative will also add five new ponds and one FCA. Details about the ponds are shown in **Table 6**. The pond locations are shown in the Pond Locations Map, included in the attachments.

Table 6: Preferred Alternative Ponds

Pond ID	Location	Size (acres)
Pond 1	South side of US 17/92, west of CR 532	6.66
Pond 2A	Southwest corner of US 17/92 and CR 532	3.26
Pond 2B	Northwest corner of US 17/92 and CR 532	1.04
Pond 3.1	North side of US 17/92, just west of Intercession City	7.62
Pond 4.1	North side of US 17/92, just east of Intercession City	4.16
FCA 2	North side of Old Tampa Highway, just west of Intercession City	11.11

Pond 1 and Pond 2A will serve as a joint-use stormwater management facilities with CFX as the west end of the US 17/92 corridor intersects with two CFX projects which are scheduled to be constructed before the widening of US 17/92; the new Poinciana Parkway Extension and the widening of CR 532. The widening of CR 532 is being conducted by CFX but will be turned over to Osceola County once completed. Joint use Ponds 1 and 2A are needed to meet the requirements of Basins 1 and 2 and the PPE and CR 532 projects. Ponds 1 and 2A provide a total of 16.46 ac-ft of treatment and attenuation volume. More details regarding the PPE and CR 532 projects are included in the PSR, located in the project file.

The US 17/92 corridor will require a total of 8.13 ac-ft of treatment and attenuation volume. The proposed ponds provide a total of 12.05 ac-ft of treatment and attenuation volume.

A National Pollutant Discharge and Elimination System (NPDES) Construction General Permit (CGP), along with development of the required Stormwater Runoff Control Concept (SRCC) during the design phase, will be required for the construction of the proposed project. Due to the proposed construction of new and modified stormwater management

facilities, the proposed project is anticipated to require an Individual Environmental Resource Permit (ERP) and a 404 Permit.

Implementation of FDOT's Standard Specifications for Road and Bridge Construction and BMPs will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. Specific BMPs during construction will follow the standard SRCC and Erosion Control Plans to be developed by the contractor. BMPs will also follow guidelines established in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual.

BMPs will consist of both stabilization and structural practices to manage and control stormwater runoff during construction. Stabilization practices will include artificial covering such as turf or sod (temporary condition) and asphalt or concrete surface, and sod (permanent condition). Structural practices for temporary construction site BMPs include sediment barriers (such as perimeter silt fence and turbidity barriers), inlet protection systems and sediment containment systems. These BMPs are further discussed in Section V "Temporary Construction Site BMPs" in the Erosion and Sediment Control Manual.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A Noise Study Report (NSR), located in the project file, was prepared for the US 17/92 PD&E study, which is a Type I project. It should be noted that the project type (defined here as "Type I") is independent of the Class of Action (COA) determination for the overall project. The FHWA Traffic Noise Model (TNM) - version 2.5 was used to predict traffic noise levels for this project following guidelines set forth in the FDOT Traffic Noise Modeling and Analysis Practitioners Handbook.

Within the project limits, 167 noise sensitive sites (receptors) were analyzed for impacts due to the Preferred Alternative. Most noise sensitive land uses within the study corridor fall under Activity Category B - Residential. Activity Category C land uses are also in the project corridor, including several churches, the Aspire Health Rehabilitation Center, and the Muslim Cemetery. Analysis of interior (Category D) noise levels is not required for this project as all Category C locations have areas of exterior use. The one Activity Category E land use is the Ebenezer Nursery and Landscaping commercial business. While Activity Category F land uses are in the project corridor, this is not considered a noise sensitive activity and is not included in this analysis. No land uses in the study corridor warrant an Activity Category A analysis.

There are pockets of Activity Category G undeveloped land within the study corridor. A permit search of vacant properties was conducted to identify active building permits for noise sensitive land uses. As of April, 2025, no such permits were discovered. If a future noise sensitive land use receives a building permit before the project's Date of Public Knowledge and after the date of this report, they will be assessed for traffic noise impacts during the project's final design phase of development.

Based on the noise study, the existing 2019 noise levels along the project corridor range from 51.6 dB(A) to 70.9 dB(A). Currently, 31 residential receptors and one church are experiencing exterior noise levels that meet or exceed the FDOT Noise Abatement Criteria (NAC), 66.0 dB(A).

Compared to the existing condition, the proposed project will increase exterior noise levels within the study corridor an average of 1.9 dB(A), with the greatest increase (9.4 dB(A)) occurring at a residence near the planned PPE interchange. While none of the noise increases are considered substantial (i.e., 15 dB(A) or more over existing levels), project noise levels are predicted to meet or exceed the NAC at 38 residential Activity Category B receptors and one Activity Category C receptor. The highest noise level is 73.6 dB(A) at four residences in Intercession City.

Noise abatement consideration was given to all 39 impacted sites. Five impacted residential receptors are considered "isolated," meaning only one impacted residence would benefit from a noise barrier. Therefore, noise abatement at those

locations cannot meet the minimum acoustic feasibility requirement of 5.0 dB(A) in noise reduction at two impacted receptors. Due to engineering constraints caused by numerous driveways and side streets, noise barriers cannot be constructed with sufficient length to mitigate the noise impacts at the remaining 33 impacted receptors. Therefore, the evaluation concluded that noise barriers are not feasible for this project.

A Noise Map is included in the attachments. For additional detailed information, please refer to the NSR, located in the project file.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to **improve** the Level of Service (LOS) and **reduce** delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Level I contamination screening evaluation was conducted to evaluate the potential for encountering contamination within or adjacent to the limits of the project corridor. The review corridor included all sites located a minimum distance of 500 feet from the proposed ROW for petroleum, drycleaners, and non-petroleum sites. For sites identified as non-landfill waste sites, such as recycling facilities, transfer stations, or debris placement areas, a distance of 1,000 feet from the proposed ROW was used. For landfills, Comprehensive Environmental Response, Compensation, and Liability Act sites (CERCLA, also known as Superfund), and National Priorities List (NPL) sites, a distance of one-half mile was used. The analysis was developed through a desktop review utilizing regulatory data, literature reviews, and a field review.

A total of 12 sites of potential contamination risk were identified within the recommended review distances from the corridor of the Preferred Alternative. The Potential Contamination Site Map is included in the attachments. Of the 12 sites, seven were rated as "Low" risk and five were rated as "Medium" risk. No "High" risk sites were found. No additional testing will be conducted for sites rated "Low". Information on each site is summarized in **Table 7**. The Preferred Alternative was developed to avoid or minimize impacts to documented potential contamination sites.

The recommended stormwater pond sites for the Preferred Alternative were also evaluated for potential contamination, the results of this evaluation are shown in **Table 8**. Joint Use Pond 1 and Pond 3.1 were both assigned a "Medium" risk rating, the remaining four pond sites were assigned a "Low" risk rating.

Level II Impact to Construction Assessments (ICAs) are recommended for this project as follows:

- The debris pile on Joint Use Pond 1 will require evaluation for solvents, paints, and petroleum products.
- The Historical Telephone Repeater Station (Site No. 5) will require evaluation of the structure and the wire chases/conduit for lead and asbestos containing materials. These features should be removed prior to excavating Pond 3.1.

- Site No. 7 is an active gas station without known contamination impacts and may require a Level II ICA prior to ROW acquisition.
- Site No. 8 is located about 400 feet southeast of the proposed roundabout construction and does not appear to require a Level II ICA unless dewatering will be performed during construction.
- The soil within the Historical Citrus Grove areas (Site No. 11) containing the realigned US 17/92 and Joint Use Pond 1 will be evaluated for arsenic, pesticides, and herbicides.
- The Area of Pits (Site No. 12) is located adjacent to, but outside of the current project area (US 17/92 construction and Joint Use Pond 1). There is a potential for unknown buried materials at this location. Test pits and contamination assessment may be necessary.

Level II Contamination Assessment investigations will occur during the design phase at or adjacent to any sites rated Medium Risk where proposed dewatering or subsurface work (e.g., pole foundations, drainage features, soil excavation, etc.) will occur. If dewatering will be necessary during construction, a FDEP Dewatering Permit will be required. A dewatering plan will be necessary to avoid potential contamination plume exacerbation. All permits will be obtained in accordance with Federal, state, and local laws and regulations, and in coordination with the District Contamination Impact Coordinator (DCIC).

For additional detailed information, please refer to the Contamination Screening Evaluation Report (CSER), located in the project file.

Table 7: Contamination Risk Rating Summary

Facility Name	Address	Facility ID (FDEP/RCRA)	Concerns	Risk Rating
Ebenezer Nursery	6635 S Orange Blossom Trail, Davenport, FL 33896	N/A	Hazardous Materials	Low
Spill at Train Tracks near 6525 Osceola Polk Line Road (Incident No. 55627)	N/A	N/A	Tanks, Leaks, Hazardous Materials	Low
Duke Energy Intercession City Plant	6525 Osceola Polk Line Road, Davenport, FL 33896	8840909	Petroleum Products	Low
Debris Management Site	US 17/92 at Old Tampa Highway	99959	Hazardous Materials	Low
Historical Telephone Repeater Station	N/A	N/A	Hazardous Materials	Medium
Appliances	5624 S Orange Blossom Trail, Intercession City, FL 33848	SQG_103237	Tanks, Leaks, Hazardous Materials	Low
Marathon - Intercession #090 / Circle K #7226	1608 Shepherd Ln, Intercession City, FL 33848	8513740, FLD984254276	Tanks	Medium
Leprino Foods	3152 Ave B, Kissimmee, FL 34758	8520986	Tanks, Hazardous Materials	Medium
SVC Manufacturing Inc.	1650 S Poinciana Blvd, Kissimmee, FL 34758	9808670, FLD984175281	Hazardous Materials	Low
Railroads	North of US 17/92, intersecting Osceola Polk Line Road	N/A	Hazardous materials, Petroleum Products, Arsenic, Herbicides, Polycyclic/ Polynuclear Aromatic Hydrocarbons	Low
Historical Citrus Groves	Western half of study area	N/A	Pesticides, Herbicides, Arsenic	Medium
Area of Pits	Near Ivy Mist Lane intersection	N/A	Unknown	Medium

Table 8: Pond Risk Ratings

Site Name	Site Address	Risk Potential
Pond 1	East of US 17/92, between Ivy Mist Lane and Sundown Drive	Medium
Pond 2A	West of US 17/92, south of CR 532	Low
Pond 2B	West of US 17/92, north of, and overlapping CR 532	Low
Pond 3.1	North of US 17/92	Medium
Pond 4.1	North of US 17/92, west of Myakka Street	Low
FCA 2	North of Old Tampa Highway and the railroad tracks, west of Hicpochee Street	Low

6.4 Utilities and Railroads

A Utilities Assessment Package (UAP) was conducted for the project study area. Eleven Utility Agencies/Owners (UAOs) were identified, and facility type and location information was requested from each. A response was received from all the UAOs. Only Osceola County Traffic stated that they have no assets within 1,320 feet of the study corridor. For the other 10 UAOs, utilities will have to be located and protected or adjusted depending on the drainage and widening depth. **Table 9** summarizes the potential utility impacts along the study corridor. For additional detailed information, please refer to the UAP, located in the project file.

Table 9: Potential Utility Impacts Summary

UAO and Utility Type	General Location	Impacts
CenturyLink	Along US 17/92 between Ivy Mist Lane and Shepherd Lane/Nocatee Street	Potential impacts along mainline in addition to spurs at the following locations: -Along the driveway 900 feet east of Ivy Mist Lane -Along the intersection with Sundown Drive -Along the intersection with CR 532 -Along the intersection with Old Tampa Highway -Along the driveway of Central Pro, A SiteOne Company -Along the driveway of Aspire Health Partners, Inc. -Along the driveway 300 feet west of Immokalee Street -Along the intersection with Immokalee Street -Along the intersection with Tallahassee Boulevard -Along the intersection with Manatee Street -Along the intersection with Charity Lane -Along the intersection with Shepherd Lane/Nocatee Street
	Along US 17/92 between Avenue A and east of Avenue A	Potential impacts at the intersection of US 17/92 with Avenue A
Charter Communications	Along the north side of US 17/92 between 3,000 feet east of Old Tampa Highway and east of Avenue A	<u>Direct Impacts</u> -Between 400 feet west of Wonder Court and 700 feet west of Suwannee Avenue -Between 500 feet east of Shepherd Lane/Nocatee Street and 1,800 feet east of Shepherd Lane/Nocatee Street <u>Potential Impacts</u> -Between 700 feet west of Suwannee Avenue and 500 feet east of Shepherd Lane/Nocatee Street -Between 1,800 feet east of Shepherd Lane/Nocatee Street and Avenue A
	Crossing US 17/92 3,000 feet east of Old Tampa Highway	Direct Impact to the utility pole located approximately 50 feet south of the existing ROW

Comcast Communications	Along the north side of US 17/92 between Ivy Mist Lane and east of Avenue A	<u>Direct Impacts</u> -Between Ivy Mist Lane and Sundown Drive -Between 400 feet west of Wonder Court and 700 feet west of Suwannee Avenue -Between 500 feet east of Shepherd Lane/Nocatee Street and 1,800 feet east of Shepherd Lane/Nocatee Street <u>Potential Impacts</u> -Between 700 feet west of Suwannee Avenue and 500 feet east of Shepherd Lane/Nocatee Street -Between 1,800 feet east of Shepherd Lane/Nocatee Street and Avenue A NOTES: Comcast stated multiple overhead crossings within Intercession City but did not mark the locations.
Duke Energy Overhead Electric	Along the north side of US 17/92	Potential construction impacts with overhead crossings at the following locations: -At Sundown Drive -Proposed intersection of US 17/92 with CR 532 -Proposed intersection of US 17/92 with Old Tampa Highway -2,500 feet east of Old Tampa Highway -3,300 feet east of Old Tampa Highway -100 feet east of Immokalee Street -At Avenue A NOTES: 69 kV electric crosses at these locations in addition to 12.47 kV electric
	Along the north side of US 17/92 between Ivy Mist Lane and Sundown Drive	Direct impacts: drainage swale
	Along the north side of US 17/92 between 400 feet west of Wonder Court and 700 feet west of Suwannee Avenue	Direct impacts: sidewalk and drainage swale
	Along the north side of US 17/92 between 700 feet west of Suwannee Avenue and 500 feet east of Shepherd Lane/Nocatee Street	Potential impacts: within existing ROW, just behind proposed sidewalk (within 5 feet)
	Along the north side of US 17/92 between 500 feet east of Shepherd Lane/Nocatee Street and 1,800 feet east of Shepherd Lane/Nocatee Street	Direct impacts: sidewalk, pavement, and drainage swale
	Along the north side of US 17/92 between 1,800 feet east of Shepherd Lane/Nocatee Street and Avenue A	Potential impacts: within existing ROW, just behind proposed sidewalk (within 5 feet)
	Northeast side of Sundown Drive just north of US 17/92	No impacts anticipated
	Overhead crossings along US 17/92	Potential construction impacts with overhead crossings at the following locations: -500 feet west of Sundown Drive -3,200 feet west of Wonder Court -2,900 feet west of Wonder Court -2,000 feet west of Wonder Court -100 feet west of Wonder Court -At Manatee Street/Hope Street -At Charity Lane

	Along the south side of US 17/92 between Suwannee Avenue and Tallahassee Street	Direct impact: pavement, sidewalk, or curb NOTES: No visible overhead electric in this area, electric is shown on data sent from UAO
	Along the south side of US 17/92 between Tallahassee Street and Manatee Street/Hope Street	Direct impact: pavement, sidewalk, or curb
	Overhead crossings along US 17/92	Potential construction impacts with overhead crossings at the following locations: -1,800 feet west of Wonder Court -300 feet west of Wonder Court -200 feet west of Wonder Court -100 feet east of Nocatee Street/Shepherd Lane -400 feet east of Nocatee Street/Shepherd Lane
Duke Energy Buried Electric	On the south side of US 17/92 at Ivy Mist Lane along the proposed ROW for CFX Project Number: 538-235	Potential Impacts: drainage swale
	Northwest corner of the US 17/92 intersection with Ivy Mist Lane	No impacts anticipated
Kinder Morgan / Central Florida Pipeline Gas Main	Runs along the north side of the railroad tracks, north of US 17/92	No anticipated impacts
Spectra Energy/Sabal Trail High Pressure Gas	Runs along the north side of US 17/92 between CR 532 and Old Tampa Highway	No impacts anticipated
TECO People's Gas Gas Main	North side of CR 532 at the railroad tracks	Direct impact: sidewalk
	Along the north side of US 17/92 just west of the proposed bridge at the existing CR 532 roadway	Potential impacts: sidewalk
	Along the north side of US 17/92 at the existing Old Tampa Highway Road intersection	Potential impact with existing Old Tampa Highway reconstruction
	Along the north side of US 17/92 at the proposed Old Tampa Highway intersection	Direct impact: gas line under proposed Old Tampa Highway pavement
	Along the north side of US 17/92 between Old Tampa Highway and 400 feet west of Wonder Court	Potential impacts: within existing ROW less than 10 feet behind proposed sidewalk
	Along the north side of US 17/92 between 400 feet west of Wonder Court and 700 feet west of Suwannee Avenue	Direct impacts: sidewalk and drainage swale
	Along the north side of US 17/92 between 700 feet west of Suwannee Avenue and 500 feet east of Shepherd Lane/Nocatee Street	Potential impacts: within existing ROW, just behind proposed sidewalk (within 5 feet)

	Along the north side of US 17/92 between 500 feet east of Shepherd Lane/Nocatee Street and 2,400 feet east of Shepherd Lane/Nocatee Street	Direct impacts: sidewalk, pavement, median and drainage swale
	Along the north side of US 17/92 between 2,400 feet east of Shepherd Lane/Nocatee Street and east of Avenue A	Potential impacts: within existing ROW, just behind proposed sidewalk (within 5 feet)
Toho Water Authority - Zone 1 and Zone 4 Water Main	At the US 17/92 intersection with Ivy Mist Lane	No impacts anticipated
	Along the north side of CR 532 at the limits of construction	Potential impacts: sidewalk
	Along the north side of US 17/92 just west of the proposed bridge at the existing CR 532 roadway	Potential impacts: sidewalk
	Along the north side of US 17/92 between CR 532 and Old Tampa Highway	No impacts anticipated
	Along the north side of Old Tampa Highway at proposed curve to US17/93	No impacts anticipated
	Along the south side of US 17/92 within intercession City	Potential impacts with main line, including spurs along the west side of Hope Street and the west side of Shepherd Lane, sidewalk
	Along the north side of US 17/92 between Wonder Court and 500 feet east of Shepherd Lane/Nocatee Street	Potential impacts: within existing ROW, approximately just behind proposed sidewalk (within 5 feet)
	Along the north side of US 17/92 between 500 feet east of Shepherd Lane/Nocatee Street and 1,800 feet east of Shepherd Lane/Nocatee Street	Direct impacts: sidewalk, pavement, and drainage swale
	Along the north side of US 17/92 between 1,800 feet east of Shepherd Lane/Nocatee Street and east of Avenue A	Potential impacts: within existing ROW, just behind proposed sidewalk (within 5 feet)
	Along the north side of US 17/92 at the intersection with Avenue A	Direct impact: sidewalks, curb, and pavement (intersection reconstruction)
Toho Water Authority - Zone 1 and Zone 4 Reclaimed Water Main	Along the north side of Old Tampa Highway from US 17/92 to east of US 17/92	No impacts anticipated
	Crossing under US 17/92 750 feet west of Avenue A	Potential impacts to construction: RWM crosses under US 17/92 with depth unknown
Toho Water Authority - Zone 1 and Zone 4 Wastewater Gravity Main	Along the north side of US 17/92 existing ROW between 750 feet west of Avenue A and Avenue A	Potential impacts along the existing ROW
	Along the north side of US 17/92 at the intersection with Avenue A	Direct impact: sidewalks, curb, and pavement (intersection reconstruction)

Transtate Industrial Pipelines Systems High Pressure Gas	Along the northside of CR 532 at the railroad tracks	Potential impacts with the project's sidewalk construction adjacent to the railroad tracks NOTES: Further coordination with UAO is needed in design
	North of US 17/92 at Old Tampa Highway	Potential impacts: Asset appears to be within existing ROW directly adjacent to proposed roadway NOTES: Further coordination with UAO is needed in design
Verizon (MCI) Buried Fiber Optic Cable	Along the railroad tracks north of US 17/92	No anticipated impacts
Verizon (MCI) Overhead Fiber Optic Cable	Along US 17/92 between Ivy Mist Lane and Avenue A	<u>Direct Impacts</u> -Between Ivy Mist Lane and Sundown Drive -Between 400 feet west of Wonder Court and 700 feet west of Suwannee Avenue -Between 500 feet east of Shepherd Lane/Nocatee Street and 1,800 feet east of Shepherd Lane/Nocatee Street <u>Potential Impacts</u> -Between 700 feet west of Suwannee Avenue and 500 feet east of Shepherd Lane/Nocatee Street -Between 1,800 feet east of Shepherd Lane/Nocatee Street and Avenue A

Railroads

Railroad tracks run parallel to US 17/92 on the north side of the roadway throughout the study area. The railroad tracks get as close as 270 feet from the edge of pavement along US 17/92 from CR 532 to Old Tampa Highway. It was determined the existing roadway ROW could accommodate the US 17/92 widening without impacting the railroad corridor. However, in addition to the US 17/92 widening and multimodal improvements, the intersections with CR 532 and with Old Tampa Highway will be shifted and realigned to meet design standards and provide additional turn lanes. The shift and realignment of Old Tampa Highway will impact approximately 0.123 acres of the railroad corridor, just northeast of the existing intersection of US 17/92 and Old Tampa Highway.

The railroad crossing east of Avenue A is planned to have a six-foot sidewalk along the north side of US 17/92, therefore this crossing will need to be slightly modified. The roadway portion of the crossing will not need to be modified as it was recently widened. This modification will require relocation of the crossing arms to accommodate the new sidewalk. The modification is not expected to impact railroad operations or disturb the railroad tracks. Coordination regarding the impacts to the railroad crossing were completed with the District Railroad Coordinator on November 15, 2023, the coordination is located in the project file.

The closest SunRail station is approximately 0.58 miles east of the US 17/92 project limits and will not be impacted by the widening of US 17/92. The existing signage along the US 17/92 project corridor for the SunRail station will be maintained.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, BMPs, and adherence to FDOT's Standard Specifications for Road and Bridge Construction (Section 104, "Prevention, Control, and Abatement of Erosion and Water Pollution") to provide reasonable assurance that the Preferred Alternative will not contribute to violations of water quality standards.

During construction, entrances to local residences and businesses will be maintained to the maximum extent possible during project construction. Temporary closure of driveways will be coordinated with the property owner. A Maintenance of Traffic (MOT) plan will be developed during final Design. The public will be notified, and detours will be provided should road closures or traffic shifts be required during construction.

Construction of the proposed project may cause temporary noise and/or vibration impacts at nearby developed land uses. If changes in land uses occur in the vicinity of the proposed project prior to construction, then construction noise and vibration impacts could occur. It is anticipated that application of FDOT's Standard Specifications for Road and Bridge Construction will minimize potential construction noise and vibration impacts. However, should unanticipated noise or vibration concerns, issues, or impacts arise during project construction, the FDOT Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

If blasting is proposed for any bridge demolition, the FDOT and their contractor will submit a blasting plan and acquire appropriate approvals from the USFWS and FWC to minimize potential effects on species prior to proceeding with construction activities.

A NPDES CGP is anticipated for the construction of the Preferred Alternative.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the **DRAFT US 17/92 Preliminary Engineering Report (PER)** .

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

Local Permit(s)

FDEP - Dewatering Permits

Status

To be acquired

Permits Comments

- The project will require an Individual ERP under the jurisdiction of the SFWMD.
- A NPDES CGP will be obtained by the contractor.
- The USACE has stated that Reedy Creek is jurisdictional under Section 10 of the Rivers and Harbors Act.

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was developed for the PD&E Study and is included in the project file. Additionally, the Comments and Coordination Report, which includes meeting minutes, summaries, and materials from the public meetings conducted as part of this study is located in the project file. The following is a summary of public involvement activities conducted for this project:

Advance Notification

The Advance Notification was forwarded to Florida State Clearinghouse - Department of Environmental Protection on August 7, 2018, in accordance with the Coastal Zone Management Act and E.O. 12372. The package was submitted to request review by the Environmental Technical Advisory Team (ETAT) through the ETDM Process Programming Screen website.

Newsletters

Two newsletters were distributed to elected and appointed officials, property owners, and local agency partners throughout the course of the PD&E study.

The public kickoff newsletter was distributed in April 2021 to all property owners within 300 feet of the study corridor, local elected and appointed officials, and local agency partners. The second newsletter was sent out in September 2021 to local elected and appointed officials, all property owners within 300 feet of, plus an additional 80 parcels adjacent to, the study corridor, and local agency partners to inform them of the Alternatives Public Meeting, held in-person and virtually.

Stakeholder Agency Coordination

A stakeholder agency group was established in early 2021, comprised of representatives from FDOT District 5, FDOT District 1, MetroPlan Orlando, Osceola County, Polk County Transportation Planning Organization (Polk TPO), and CFX. At the time, the US 17/92 project limits were CR 54 (in Polk County) to Avenue A. A total of five meetings were held with stakeholders at key milestones over the course of the study, and one email was sent on 02-28-2023 to update agency stakeholders on the progress of the project and next steps for the study.

Feedback received from the agencies is summarized below, and details are included in the Comments and Coordination Report located in the project file.

Stakeholder Kick-off Meeting (01-25-2021)

The purpose of this meeting was to introduce the project and gather input on any considerations that should be made during the study process. Feedback received included information about related CFX projects and recently developed traffic volume forecasts.

Stakeholder Follow-up Meeting (02-08-2021)

The purpose of this follow-up meeting was to review the existing projects located in the area and discuss with stakeholders the change to the western project limit from CR 54 to north of the PPE (Ivy Mist Lane). Feedback included questions about timeline for related CFX projects and coordination with FDOT District 1. It was agreed to move forward with the shortened project limit being Ivy Mist Lane.

Stakeholder Meeting #2 (08-21-2021)

The purpose of the second agency stakeholder meeting was to discuss the alternatives and anticipated impact findings developed by the study team and receive input from the stakeholders prior to the public meeting. Discussion included how this project will tie into CR 532 and accommodate the future PPE interchange so the CFX project alignment will not need to shift, and the plan for widening up to the railroad tracks then tapering down to existing configuration at US 17/92 so there is no impact the existing signal.

Stakeholder Meeting #3 (12-06-2021)

The purpose of the third agency stakeholder meeting was to update the stakeholder group about the study alternatives and public meeting feedback, and to receive input from the stakeholders on the proposed alternative to move forward. Discussion included the realignment CR 532 east of the railroad tracks to help with intersection deflection and to provide adequate room to tie the two bridges back together before the signal. There was a question if PPE at I-4 will have ramps only from east, so US 17/92 and CR 532 will accommodate the other directions; this is not expected to impact US 17/92 traffic.

Stakeholder Meeting #4 (12-04-2023)

The purpose of the fourth agency stakeholder meeting was to review the status of the project, discuss progress and changes since the last stakeholder meeting, and receive input from the stakeholders on the updated preferred concept plans. Discussion included an update of Section 106 and Section 4(f), as well as SFWMD conservation land impacts.

Drainage-Related Agency Coordination

In addition to stakeholder group meetings, several stormwater drainage-related coordination meetings were held with agencies. Details regarding these meetings are included in the Comments and Coordination Report located in the project file.

- Environmental Look Around Meeting (06-21-2021)
- South Florida Water Management District Coordination Meeting (06-02-2021)
- Osceola County Drainage Coordination Meeting (07-22-2021)
- CFX Drainage Coordination Meeting (07-29-2021)

Other Coordination

One other call was held with the Gatorade Plant Manager (10-31-2022) to discuss plant operations and gate access at US 17/92 at Avenue A relating to feasibility of the proposed roundabout for the project. Feedback was provided on capacity and peak hour queueing of trucks along US 17/92.

Alternatives Public Meeting

The Alternatives Public Meeting was held on Tuesday, October 12, 2021, from 5:30 p.m. to 7:30 p.m. in-person at Miracle Springs Church, 5646 S Orange Blossom Trail, Intercession City, and virtually via GoToWebinar. The purpose of the meeting was to present the Preferred Alternative and results of the associated engineering and environmental analysis. The meeting was also intended to provide the public with an opportunity to provide input on the Preferred Alternative.

In-person attendees could view a looping narrated presentation, project displays, and ask questions of available FDOT staff and members of the study team. A project handout and comment form were distributed to attendees to submit written comments about the project. Online attendees were shown a looping narrated presentation (shown during the in-person meetings); were given links to download the project displays, project handout, and comment form; and were encouraged to submit their comments and questions via the online meeting's chat-box throughout the presentation. Additionally, a

phone-in line was provided for those who wanted to join the virtual format but did not have access to a computer, tablet, or smart phone.

The meeting was advertised through several methods, including:

- Advertisement in the Florida Administrative Register
- Direct mail notifications were sent to properties owners/tenants along the project corridor (a total of 730 mailouts)
- Notification letters and emails to approximately 158 state and local elected and appointed officials and other agencies
- Display newspaper advertisement in the *Osceola News-Gazette* and *El Osceola Star*
- Press release to local media outlets including local television networks and radio stations
- Announcement on the project website

A total of 16 members of the public attended the virtual GoToWebinar: 10 members of the public, one member of Central Florida Regional Planning Council staff, one member of Osceola County staff, and four members of the consultant study team. A total of 49 individuals signed in at the in-person meeting: 34 members of the public, four FDOT staff members, four staff representing the PPE and CR 532 projects, and seven members of the consultant study team.

Ten comments were received during the public comment period. The following lists the general subjects of the comments received:

- Access management in Intercession City
- Safety concerns regarding lack of part-time shoulders and/or emergency lanes
- Concern for pedestrian safety and accessibility
- Request for signalized intersection in Intercession City
- Frustration regarding duration of the projected study schedule and design phase (particularly desiring the project to be completed sooner)
- Concerns for future traffic volumes
- Alternative suggestions such as utilizing existing infrastructure for proposed roadway changes
- ROW and relocation process questions

More details regarding the public comments are included in the Comments and Coordination Report located in the project file.

Additional Communication

Additional communication with the public made throughout the study, but not during the comment periods were also documented; this includes communication by telephone, email, and through the website. All additional communication is documented in the Comments and Coordination Report located in the project file.

Date of Public Hearing:

Summary of Public Hearing

A summary of the Public Hearing will be added after the Public Hearing has occurred.

10. Commitments Summary

1. The FDOT will adhere to the stipulations included in the [DATE PENDING] Section 106 MOA between the FDOT and the SHPO.
2. The most recent version of the U.S. Fish and Wildlife Service (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during project construction.
3. If the listing decision for the tricolored bat is Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
4. FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology for the Audubon's crested caracara and to re-survey for this species prior to construction.
5. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
6. If the contractor proposes blasting for any bridge demolition, the FDOT and their contractor will submit a blasting plan and acquire appropriate approvals from the USFWS and FWC to minimize potential effects on species prior to proceeding with construction activities. The blasting plan is expected to be consistent with the USFWS Guidelines for the Protection of Marine Animals During the Use of Explosives in the Waters of the State of Florida.
7. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat (SFH) within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.
8. If the Monarch butterfly is listed by USFWS as Threatened or Endangered, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

US 17/92 Typical Section Package
US 17/92 Conceptual Stage Relocation Plan (CSRП)
US 17/92 Sociocultural Effect Evaluation (SCE)
US 17/92 Section 106 Consultation Case Study Report
US 17/92 Cultural Resource Assessment Survey (CRAS)
1996 SR 600 FDOT Preliminary Engineering Report (PER)
DRAFT Section 4(f) Programmatic Evaluation and Approval
US 17/92 Pond Siting Report (PSR)
US 17/92 Location Hydraulics Report (LHR)
US17/92 Natural Resources Evaluation (NRE)
US 17/92 Water Quality Impact Evaluation (WQIE)
US 17/92 Utilities Assessment Package (UAP)
US 17/92 Noise Study Report (NSR)
DRAFT US 17/92 Contamination Screening Evaluation Report (CSER)
Railroad Coordination
US 17/92 Project Traffic Analysis Report (PTAR)
DRAFT US 17/92 Preliminary Engineering Report (PER)
US 17/92 Public Involvement Plan (PIP)
DRAFT US 17/92 Comments and Coordination Report

Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Existing Land Use Map

Future Land Use Map

Farmlands of Unique Importance Map

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

NRCS Coordination Documentation

Cultural Resources

SHPO CRAS Concurrence Letter

Section 106 Resource Map

SHPO Section 106 Case Study Concurrence Letter

DRAFT Memorandum of Agreement

SHPO Mitigation Correspondence

FDEP Letter of Support

2023 Osceola County Resolution on Cypress Trees

1994 Osceola County Board of County Commission Resolution

Tribal Coordination Letters

Section 4(f) Report

Natural Resources

FWC Species Concurrence Letter

USFWS Species Concurrence Letter

Species and Habitat Map

Wetlands Map

Floodplains Map

Sole Source Aquifer EPA Concurrence Letter

Floodplain Compensation Areas Map

Pond Locations Map

Physical Resources

Noise Map

Potential Contamination Sites Map

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

FDOT Five-Year Work Program

2025 - 2029

4/16/25, 11:04 AM

FDOT OWPB - WP Reports; 5 Year Work Program Item Detail

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Web Application

Office of Work Program and Budget

Updated: 3/6/2025 9:14

Five Year Work Program

Selection Criteria
All in State
2025-2030 G1
Item Number:437200-2

[Display current records in a Report Style](#)[Display current records in an Excel Document](#)

Project Summary						
Transportation System: INTRASTATE STATE HIGHWAY District 05 - Osceola County						
Description: US 17/92 FROM IVY MIST LANE TO AVENUE A						
Type of Work: ADD LANES & RECONSTRUCT				View Scheduled Activities		
Item Number: 437200-2				SIS Connector		
Length: 5.242				View Map of Item		
Project Detail						
Fiscal Year:	2025	2026	2027	2028	2029	2030
Highways/Preliminary Engineering						
Amount:		\$50,000	\$6,950,000			

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

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4/16/25, 11:04 AM

FDOT OWPB - WP Reports; 5 Year Work Program Item Detail

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FDOT Statewide Transportation Improvement Plan

2/5/2025



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Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Current STIP	Detail
Financial Project:437200 2	As Of:4/16/2025

HIGHWAYS								
Item Number: 437200 2		Project Description: US 17/92 FROM IVY MIST LANE TO AVENUE A					*SIS*	
District: 05	County: OSCEOLA	Type of Work: ADD LANES & RECONSTRUCT			Project Length: 5.242MI			
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	>2028	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	SA-STP, ANY AREA						101	101
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			50,000				50,000
	SA-STP, ANY AREA				6,950,000			6,950,000
Phase: PRELIMINARY ENGINEERING Totals				50,000	6,950,000			7,000,000
Item: 437200 2 Totals				50,000	6,950,000		101	7,000,101
Project Totals				50,000	6,950,000		101	7,000,101
Grand Total				50,000	6,950,000		101	7,000,101

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management

Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449

4/16/25, 11:05 AM

FDOT OWP - Federal Aid Management; STIP Project Detail and Summaries Online Report

Or

Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

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MetroPlan Orlando Cost Feasible Plan 2045

MTP ID#	County	Facility Name & Limits	Project Description	Length (miles)	Project Phase	Total Project Cost (2020 \$'s) <small>Shown in Millions</small>	Existing TIP: 2024 - 2029 (as of 9/11/24)		Plan Period I: 2026-2030		Plan Period II: 2031-2035		Plan Period III: 2036-2045		Unfunded Needs	
							Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s
EC404	Orange	SR 50/W. Colonial Dr. From: W of Carter Rd. To: E of Carter Rd.	Traffic Ops Improvements	0.01	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.154	PE	\$ 0.154		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC403	Osceola	SR 15 (US 441) From: N of Tyson Creek Rd. To: SR 500 (US 192)	Resurfacing	14.95	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.985	PE	\$ 0.985		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 7.978	CST	\$ 7.978		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC402	Osceola	US 17/92 From: Ivy Mist Lane To: Avenue A	Add Lanes & Reconstruct	5.24	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 7.000	PE	\$ 7.000		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 28.086		\$ -	CST	\$ 37.07		\$ -		\$ -		\$ -
					CEI	\$ 2.809		\$ -	CEI	\$ 3.71		\$ -		\$ -		\$ -
EC393	Osceola	US 192 From: Bradley Dr. To: Sapling Ln.	Signing/Pavement Markings	25.26	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.118	PE	\$ 0.118		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 0.457	CST	\$ 0.457		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC382	Orange	SR 426 From: I-4 To: SR 15/600	Utility Contracts	1.10	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.004	PE	\$ 0.004		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC380	Orange	SR 50 Bridge (#750013 & #750169) From: Over Econlockhatchee River To: -	Bridge Replacement	1.08	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.723	PE	\$ 0.723		\$ -		\$ -		\$ -		\$ -
					ROW	\$ 0.001	ROW	\$ 0.001		\$ -		\$ -		\$ -		\$ -
					ENV	\$ 0.320	ENV	\$ 0.320		\$ -		\$ -		\$ -		\$ -
					CST	\$ 12.570	CST	\$ 12.570		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC374	Orange	SR 429 (Wekiva Pkwy.) From: N of Kelly Park Rd. To: CR 435 Mt. Plymouth Rd.	New Road Construction	2.96	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.003	PE	\$ 0.003		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
EC373	Orange	SR 429 (Wekiva Pkwy.) From: 0.25 Mi. N of US 441 To: 0.129 Mi. N of Ponkan Rd.	New Road Construction	2.13	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.131	PE	\$ 0.131		\$ -		\$ -		\$ -		\$ -
					ROW	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -

MetroPlan Orlando Transportation Improvement Plan 2024 - 2029

Section 5: State Highway / Roadway Improvement Projects

*Funds are shown in \$1000s

FPN: 418403-7 From: at Pleasant Hill Rd. MTP Ref.: Pg. 71; ID # EC87 Project Name: SR 600 (US 17-92) John Young Pkwy. To: - Managed by: FDOT Description: Intersection Improvement Length: 1 miles									
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	SA	PE	\$ -	\$ -	\$ 850	\$ -	\$ -		\$ 850
	CM	ROW	\$ -	\$ 1,861	\$ 3,137	\$ 3,193	\$ 1,633		\$ 9,825
	DDR	ROW	\$ 200	\$ 321	\$ -	\$ -	\$ -		\$ 521
	DIH	ROW	\$ 11	\$ 40	\$ 40	\$ 19	\$ -		\$ 110
	SA	ROW	\$ -	\$ 3,989	\$ 12,464	\$ 12,273	\$ -		\$ 28,726
	DDR	DSB	\$ -	\$ -	\$ -	\$ 72,752	\$ -		\$ 72,752
	DIH	DSB	\$ -	\$ -	\$ -	\$ 56	\$ -		\$ 56
	DS	DSB	\$ -	\$ -	\$ -	\$ 5,716	\$ -		\$ 5,716
	SA	DSB	\$ -	\$ -	\$ -	\$ 14,596	\$ -		\$ 14,596
\$ -			\$ 211	\$ 6,211	\$ 16,491	\$ 108,606	\$ 1,633	\$ -	\$ 133,152

FPN: 437200-2 From: Ivy Mist Lane MTP Ref.: Pg. 86; ID # EC402 Project Name: US 17-92 To: Avenue A Managed by: FDOT Description: Add Lanes & Reconstruct Length: 5.24 miles S/S									
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	DIH	PE	\$ -	\$ 50	\$ -	\$ -	\$ -		\$ 50
	SA	PE	\$ -	\$ -	\$ 6,950	\$ -	\$ -		\$ 6,950
\$ -			\$ -	\$ 50	\$ 6,950	\$ -	\$ -	\$ 0	\$ 7,000

FPN: 437472-2 From: - MTP Ref.: Pg. 157; ID # EC190 Project Name: Connect Kissimmee Complete Streets To: - Managed by: Kissimmee Description: Urban Corridor Improvements Length: 1.45 miles S/S Roll Forward Amendment									
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	ACSU	CST	\$ 2,000	\$ -	\$ -	\$ -	\$ -		\$ 2,000
	CARU	CST	\$ 2,695	\$ -	\$ -	\$ -	\$ -		\$ 2,695
	LF	CST	\$ 1,980	\$ -	\$ -	\$ -	\$ -		\$ 1,980
	SU	CST	\$ 1,887	\$ -	\$ -	\$ -	\$ -		\$ 1,887
\$ 2,084			\$ 8,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,646

Social and Economic Appendix

Contents:

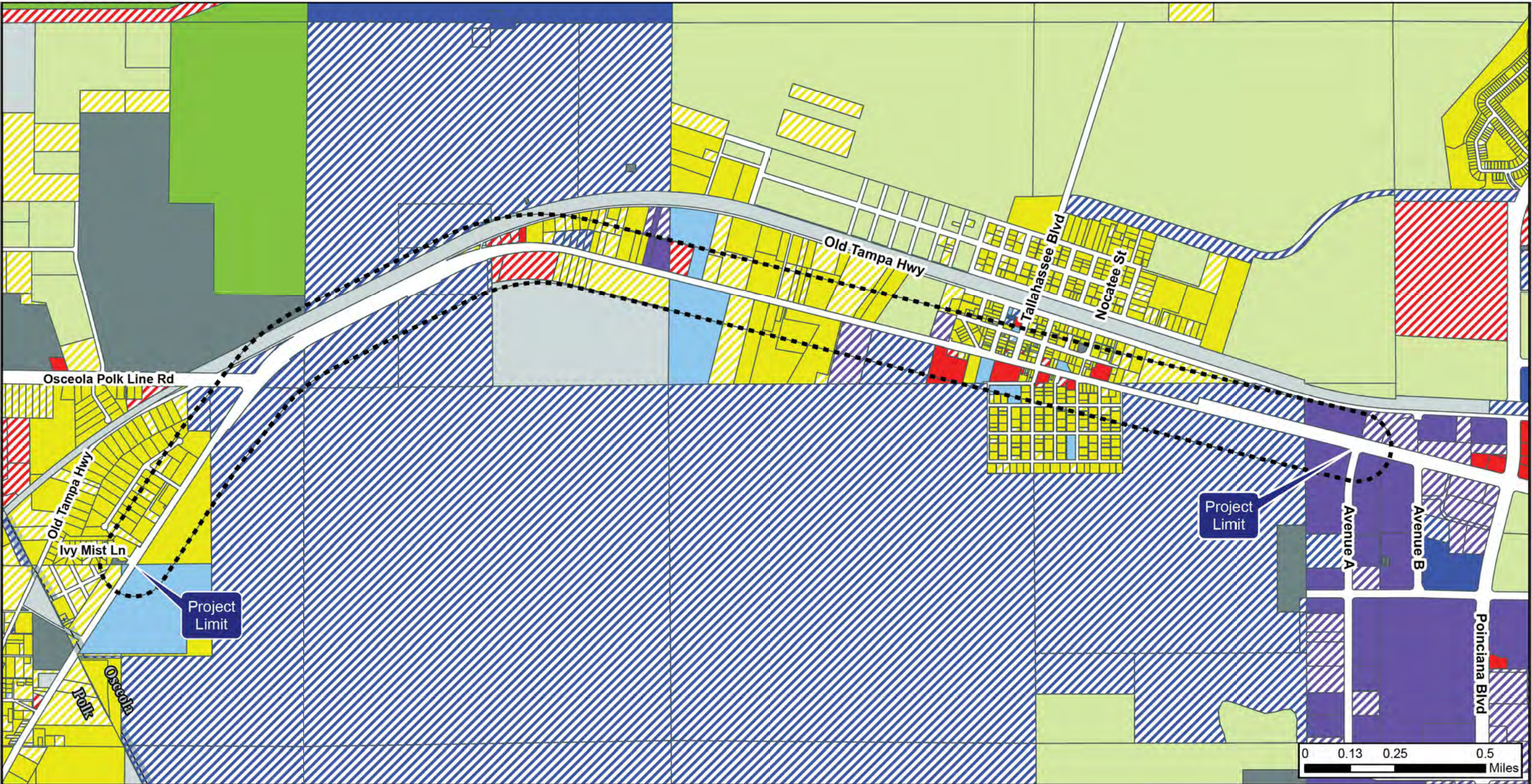
Existing Land Use Map

Future Land Use Map

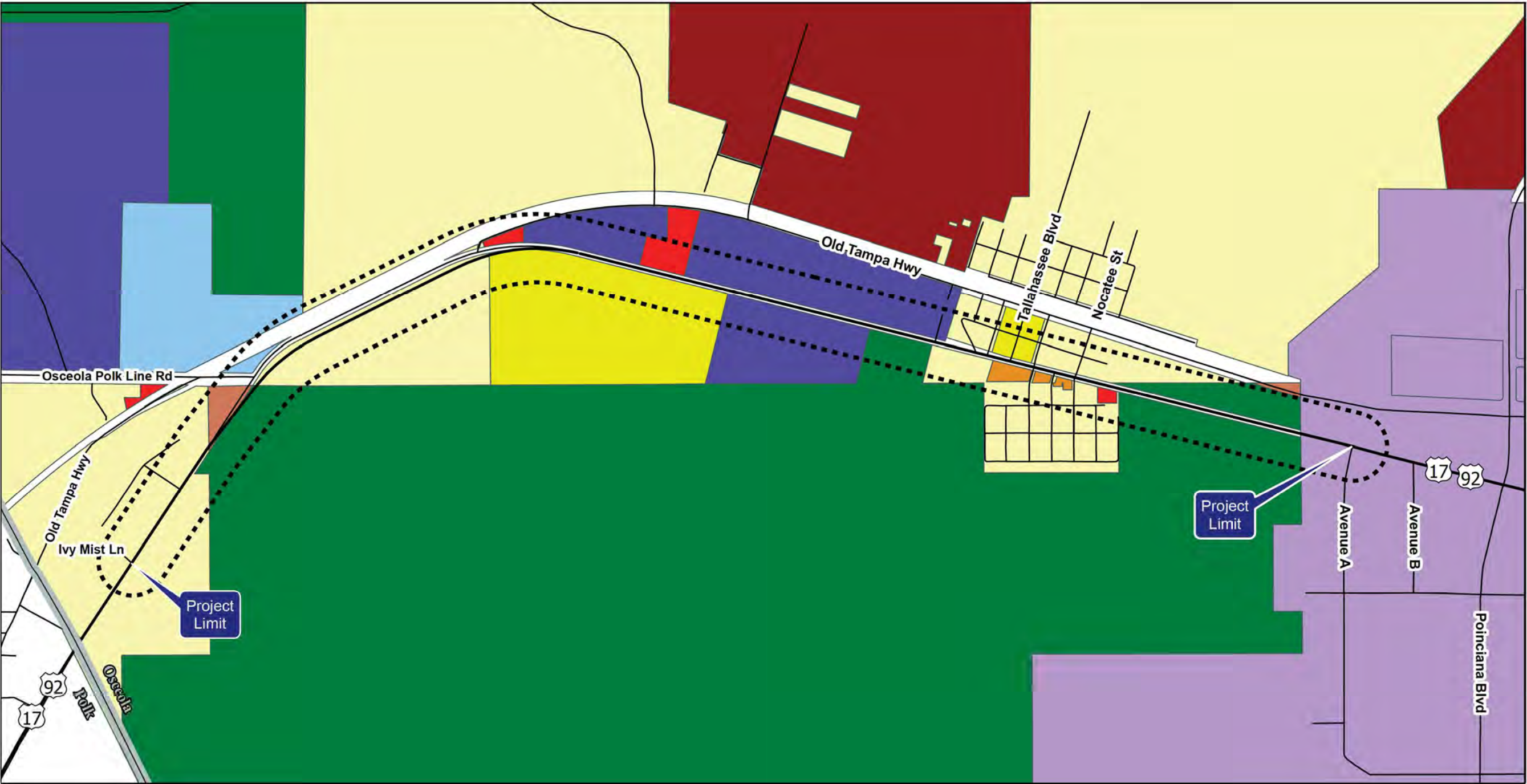
Farmlands of Unique Importance Map

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

NRCS Coordination Documentation



FDOT
Existing Land Use
US 17/92 PD&E
FPID 437200-2



US 17/92 - 500ft Buffer



Commercial



Conservation



Industrial



Institutional



Low Density Residential



Medium Density Residential



Neighborhood Center



Poinciana



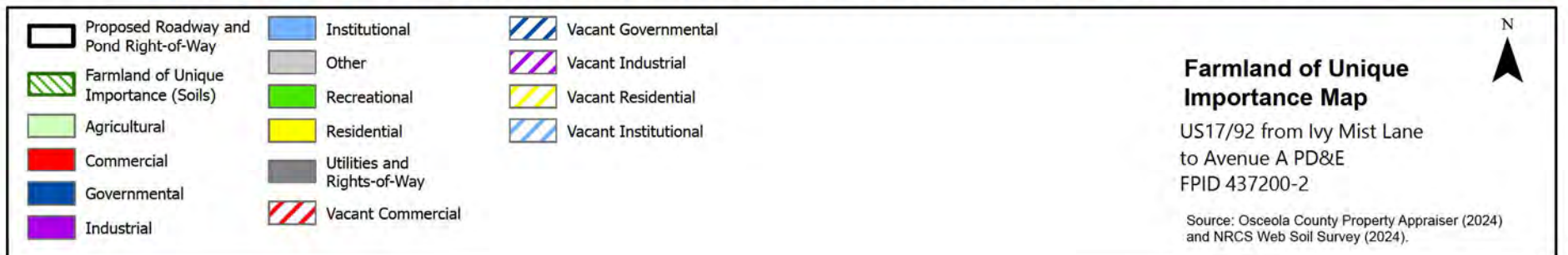
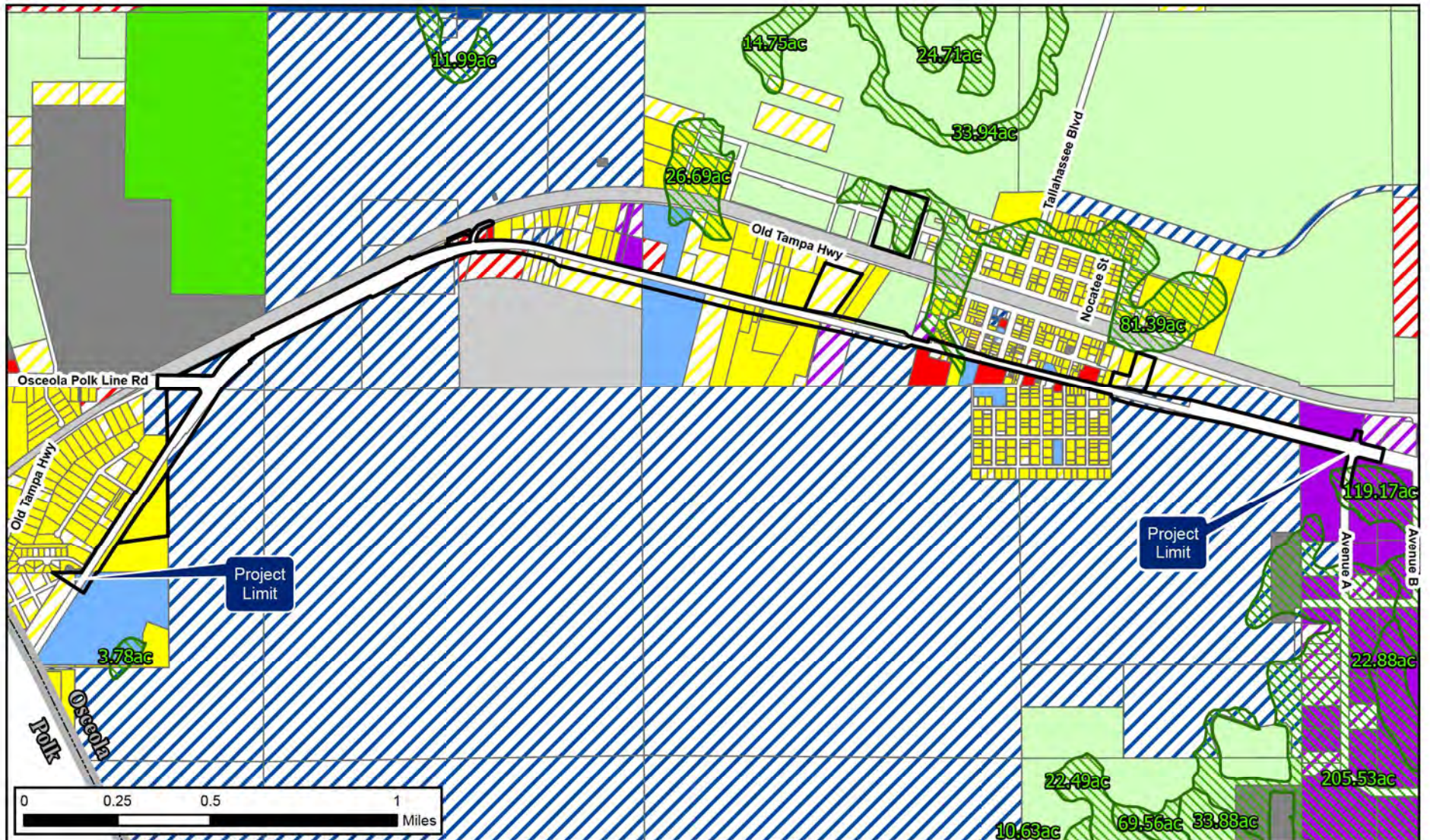
Tourist Commercial



Employment Center



Future Land Use
US 17/92 PD&E
FPID 437200-2



U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 1/24/25	4. Sheet 1 of 1
1. Name of Project US 17/92 PD&E Study		5. Federal Agency Involved FDOT	
2. Type of Project Roadway Widening and Ponds		6. County and State Osceola County, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 2/6/25	2. Person Completing Form Josue Aceituno
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 41,231	Average Farm Size 1,655
5. Major Crop(s) Forage	6. Farmable Land in Government Jurisdiction Acres: 72,567 % 8.5	7. Amount of Farmland As Defined in FPPA Acres: 17,124 % 0.02	
8. Name Of Land Evaluation System Used none	9. Name of Local Site Assessment System Soil Potential Rating	10. Date Land Evaluation Returned by NRCS 2/7/25	

PART III (To be completed by Federal Agency)		Alternative Corridor For Segment US 17/92			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		8.789			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0			
C. Total Acres In Corridor		8.789			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		8.8			
B. Total Acres Statewide And Local Important Farmland		0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.01			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		54.1			
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		45.0			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	11			
2. Perimeter in Nonurban Use	10	4			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	2			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	10			
TOTAL CORRIDOR ASSESSMENT POINTS		160	27	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	45	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)		160	27	0	0
TOTAL POINTS (Total of above 2 lines)		260	72	0	0
1. Corridor Selected: Preferred Corridor	2. Total Acres of Farmlands to be Converted by Project: 8.789 acres	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		

5. Reason For Selection:

The US 17/92 Preferred Alternative was selected because it meets the Purpose and Need of the project while minimizing impacts to residences, businesses, public conservation lands, and archaeological/cultural sites. Other alternatives were examined but ultimately terminated based on their socioeconomic, environmental, or cultural impacts.

Signature of Person Completing this Part:

David E Williams, AICP

DATE

1/24/24

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
 More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points
- (2) How much of the perimeter of the site borders on land in nonurban use?
 More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points
- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
 More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points
- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
 Site is protected - 20 points
 Site is not protected - 0 points
- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County?
 (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points
- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
 Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points
- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
 All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points
- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
 High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points
- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
 Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points
- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
 Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

From: [Northey, Edward](#)
To: [AceitunoDiaz, Josue - FPAC-NRCS, FL](#); [Giuliani, Isabelle - FPAC-NRCS, FL](#); [Townsend, Stephanie - FPAC-NRCS, FL](#)
Cc: [Lyon, Casey](#); [Trebitz, Mark](#); [Kevin Freeman](#); [Sunserea Gates](#); [Fontanelli, Joseph](#); [Graeber, David](#)
Subject: [External] RE: [External Email]FM 437200-2; U.S. 17/92 PD&E - Farmlands
Date: Thursday, February 6, 2025 9:21:12 AM
Attachments: [image001.png](#)
[image002.png](#)

Excellent – thank you again sir for all your help.

v/r,
/E.

Edward D. Northey, FCCM
Environmental Management Supervisor
Planning & Environmental Management Office
Florida Department of Transportation – District Five
719 S. Woodland Blvd.
DeLand FL, 32720
Office: (386) 943 - 5047



From: AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Sent: Thursday, February 6, 2025 9:09 AM
To: Northey, Edward <Edward.Northey@dot.state.fl.us>; Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; Townsend, Stephanie - FPAC-NRCS, FL <Stephanie.Townsend@usda.gov>
Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Trebitz, Mark <Mark.Trebitz@dot.state.fl.us>; Kevin Freeman <KFreeman@VHB.com>; Sunserea Gates <sgates@vhb.com>; Fontanelli, Joseph <Joseph.Fontanelli@dot.state.fl.us>; Graeber, David <David.Graeber@dot.state.fl.us>
Subject: RE: [External Email]FM 437200-2; U.S. 17/92 PD&E - Farmlands

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Edward,

I have seen your latest email and have downloaded the files, I will be reviewing the case as soon as I have a chance, and will follow up with you. Thank you in your interest in compliance with the FPPA.

Best Regards,

Josué Aceituno-Díaz

Resources Soil Scientist
Soils Division|Southeast Region
Sebring Field Office



U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service
4505/4507 George Blvd, Sebring, FL 33872
p: (863) 385-7853 | c: (863) 464-3969

From: Northey, Edward <Edward.Northey@dot.state.fl.us>

Sent: Thursday, February 6, 2025 8:43 AM

To: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Trebitz, Mark <Mark.Trebitz@dot.state.fl.us>; Kevin Freeman <KFreeman@VHB.com>; Sunserea Gates <sgates@vhb.com>; Fontanelli, Joseph <Joseph.Fontanelli@dot.state.fl.us>; Graeber, David <David.Graeber@dot.state.fl.us>

Subject: [External Email]FM 437200-2; U.S. 17/92 PD&E - Farmlands

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;
Use caution before clicking links or opening attachments.
Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Dear Ms. Giuliani & Mr. Aceituno-Diaz,

Please find attached FDOT's review of the subject project in compliance with the *Farmland Protection Policy Act (FPPA) of 1981, 7 CFR Part 658*. The project area is located in a non-urbanized area and is subject to provisions of FPPA and coordination with NRCS. Parts I & III of the attached Form AD-1006 have been completed for NRCS review. We respectfully request your assistance with **Parts II, IV & V**.

To support review and evaluation, please see the additional attachments: Project Location Map, FDOT Transmittal Letter, and associated GIS files.

We thank you for your assistance with this project. Please do not hesitate to contact me if you have any questions or require additional information.

**** Please note that this email was sent yesterday but unfortunately was kicked back due to Outlook & Department dynamics.... Josue – I will send the associated GIS files by way of our Department's File Transfer Application [FTA], will reference the same subject line**

v/r,
/E.

Edward D. Northey, FCCM
Environmental Management Supervisor
Planning & Environmental Management Office
Florida Department of Transportation – District Five
719 S. Woodland Blvd.
DeLand FL, 32720
Office: (386) 943 - 5047



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Cultural Resources Appendix

Contents:

SHPO CRAS Concurrence Letter
Section 106 Resource Map
SHPO Section 106 Case Study Concurrence Letter
DRAFT Memorandum of Agreement
SHPO Mitigation Correspondence
FDEP Letter of Support
2023 Osceola County Resolution on Cypress Trees
1994 Osceola County Board of County Commission Resolution
Tribal Coordination Letters
Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Mr. Clete Rooney Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), the Archaeological and Historic Preservation Act of 1979, as amended, 36 CFR Part 800 (Protection of Historic Properties), and

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www.fdot.gov

Dr. Parsons, SHPO
FM # 437200-1-22-01
November 3, 2021
Page 2

all laws, regulations, and guidelines promulgated by the State of Florida governing cultural resources work, in particular Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42).

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material. Two positive shovel tests associated with the previously recorded Beehive Hill archaeological site (8OS01726) expanded the existing site boundary. SEARCH also documented three Archaeological Occurrences (AOs) within the US 17/92 right-of-way. No archaeological sites, features, or occurrences were encountered within the US 17/92 Pond Footprints.

[REDACTED]

In coordination with FDOT, BAR defined an "Area of Exclusion" [REDACTED]

[REDACTED] FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

Dr. Parsons, SHPO
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November 3, 2021
Page 3

with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of Beehive Hill Redeposited (8OS03133). As no ground-disturbing work is proposed in the vicinity of the NRHP-eligible Sub-Area A of Beehive Hill (8OS01726), the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747-8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP.

Pending your concurrence with the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects. The resolution of project-related effects, if any, will be the subject of further agency consultation.

Dr. Parsons, SHPO
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Page 4

This CRAS is being provided concurrently to the Federally recognized Indian Tribes affiliated with Florida.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



William G. Walsh
Environmental Manager
FDOT, District Five

Cc: Lindsay Rothrock, FDOT OEM

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2021-6592. Or, the SHPO finds the attached document contains insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

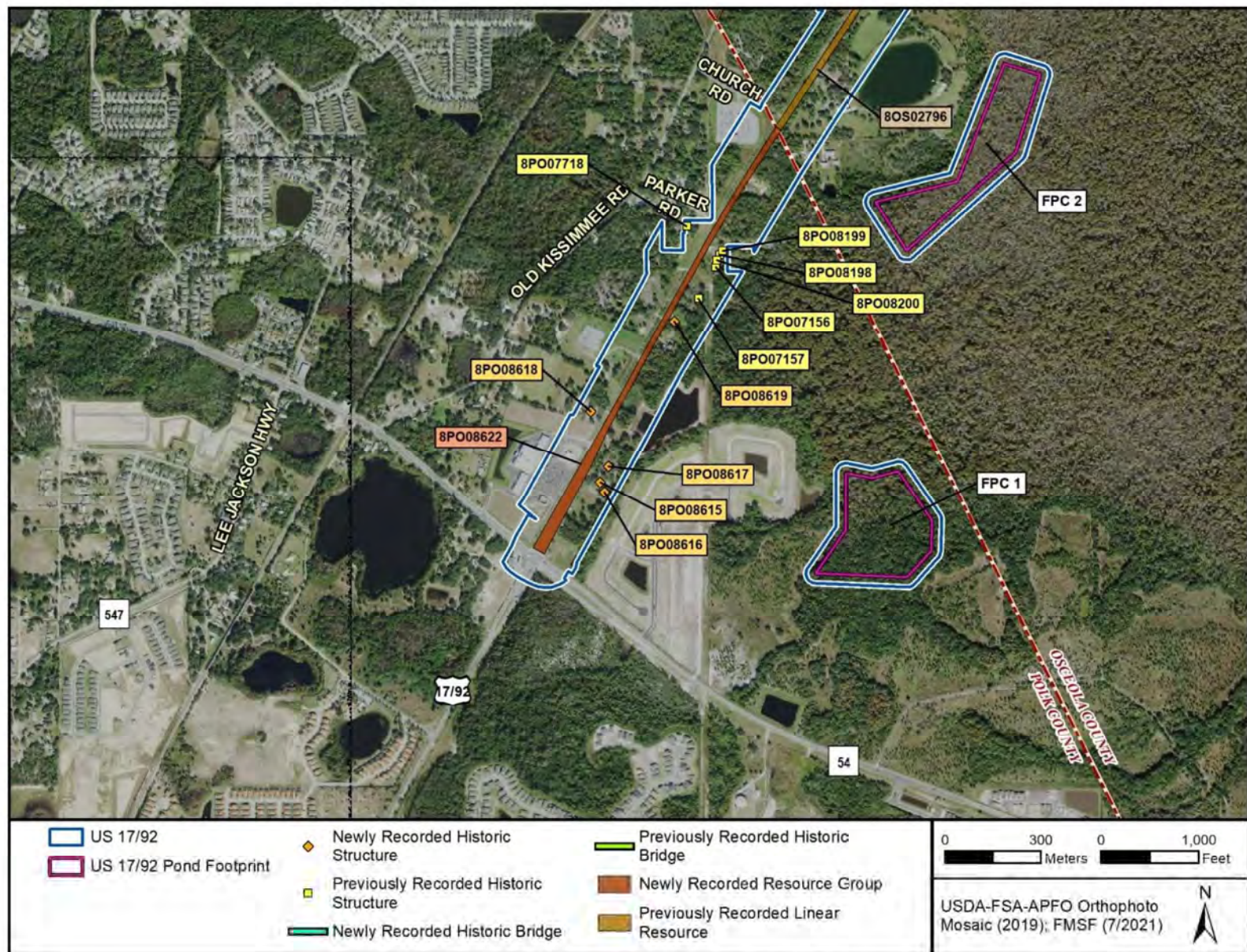
SHPO Comments: We look forward to further consultation on this project.

Alissa Lotane

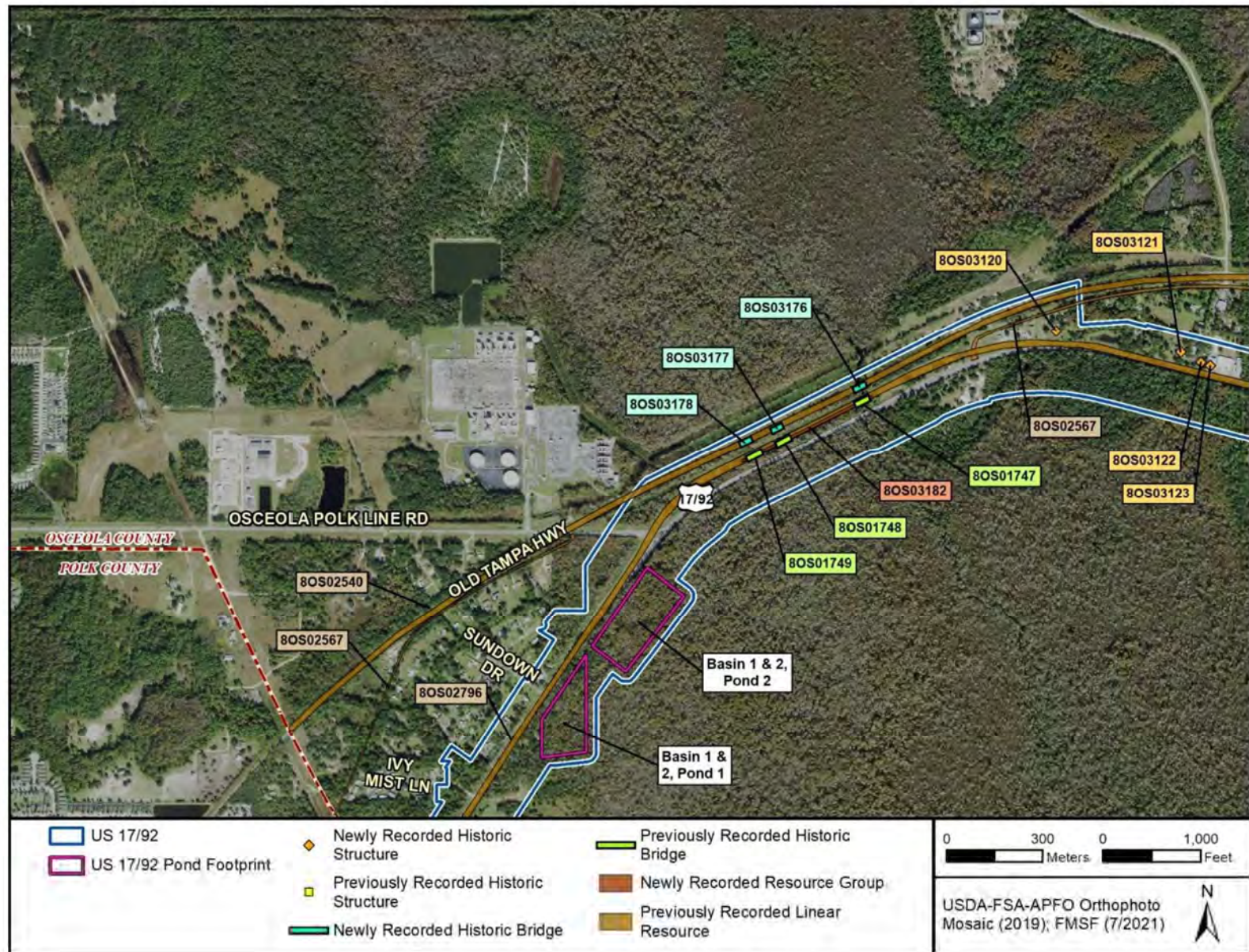
Digitally signed by Alissa Lotane
DN: cn=Alissa Lotane, ou=Florida Division of Historical Resources,
ou=Deputy SHPO, email=Alissa.Lotane@dos.myflorida.com, c=US
Date: 2021.12.09 17:05:27 -05'00'

for Timothy A. Parsons, PhD, Director
Florida Division of Historical Resources

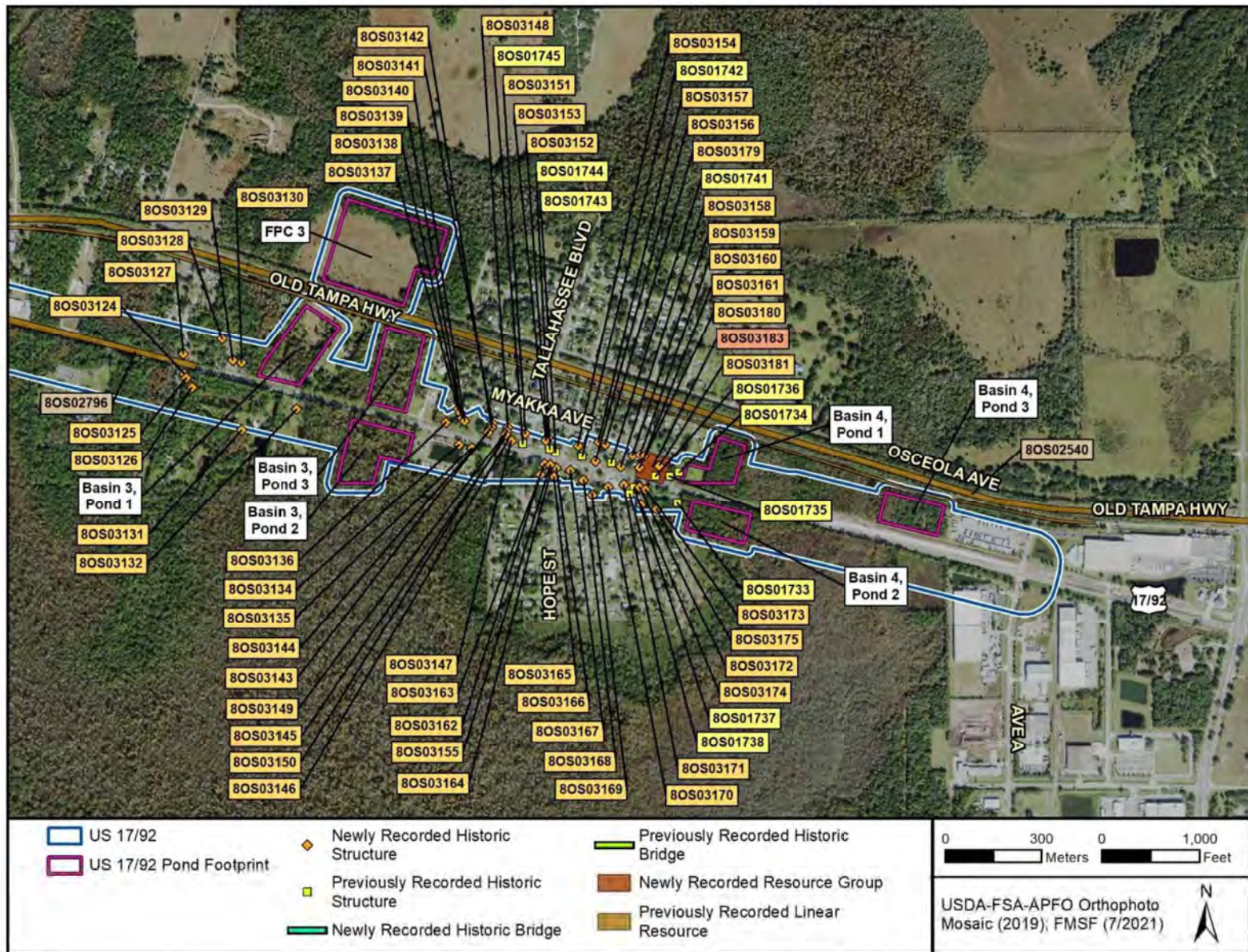
12/9/2021
Date



Historic resources recorded within the US 17/92 APE, map 1 of 3.



Historic resources recorded within the US 17/92 APE, map 2 of 3.



Historic resources recorded within the US 17/92 APE, map 3 of 3.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 30, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Case Study Report Submission
South Florida Railroad (8OS02540)
US 17/92 (8OS02796)
Orange Blossom Trail Bridges (8OS03182)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92004) (8OS01747)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92003) (8OS01748)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92002) (8OS01749)
CSX Railroad Bridge 1 (8OS03176)
CSX Railroad Bridge 2 (8OS03177)
CSX Railroad Bridge 3 (8OS03178)
US 17/92 FROM IVY MIST LANE TO AVENUE A
Osceola County
FM # 437200-2-22-01
DHR CRAT Number: 2024-5968B

Dear Ms. Lotane,

Enclosed please find a case study report providing an effects evaluation for the above-referenced Project Development and Environment (PD&E) Study for proposed improvements along 3.8 miles (6.1 kilometers) of US 17/92 (US 441/State Road [SR] 600/County Road [CR] 532/Orange Blossom Trail [OBT]) in Osceola County, Florida. The Florida Department of Transportation (FDOT), District 5, is conducting a PD&E Study to evaluate alternatives to widen the existing two-lane US 17/92 roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A; the project also includes the construction of up to 11 stormwater ponds. Within these project limits, US 17/92 extends through unincorporated areas of Osceola County, including the community of Intercession City and portions of South Florida Water Management District (SFWMD) land. The purpose of this project is to address current and future travel demands and to improve safety and enhance connectivity on this portion of US 17/92.

This project is Federally funded and this study complies with the regulations for implementing NHPA Section 106, found in 36 CFR, Part 800 (*Protection of Historic Properties*). The work was also conducted to comply with Chapter 267 of the Florida Statutes and Rules Chapter 1A-46, Florida Administrative Code. All review work was performed in accordance with Part 2, Chapter 8, of the Florida Department of Transportation's (FDOT) PD&E Manual (revised June 2024), and the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards*

and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

A Phase I Cultural Resource Assessment Survey (CRAS) in support of the PD&E Study was completed in November 2021. The CRAS included the original project limits for FDOT project Financial Management (FM) No. 437200-1), which extended from CR 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet (ft) (579.1 meters [m]) west of Poinciana Boulevard at Avenue A in Osceola County, a distance of 5.1 miles (8.2 kilometers). After completion of the CRAS, the project limits were shortened, and an updated FM number assigned (437200-2). The area of potential effect for the current project is bounded by the parcels adjacent to the right-of-way for no more than 328 ft (100 m) from Ivy Mist Lane to Avenue A. The proposed ponds APE included proposed pond footprint with a 100 ft (30.5 m) buffer in each location.

The CRAS and subsequent consultation with your office concluded that there are nine historic properties within the APE (SHPO/FDHR Project File Number 2021-6592). These historic properties include 8OS02796, US 17/92; 8OS03182, South Orange Blossom Trail Bridges; 8OS01747, 8OS01748, and 8OS01749, FDOT Bridge Nos. 920004, 920003, and 920002, respectively; 8OS02540, South Florida Railroad; and 8OS03176, 8OS03177, and 8OS03178, CSX Railroad Bridges 1, 2, and 3, respectively.

As discussed in the enclosed Case Study, the US 17/92 project proposes to replace three of the eligible bridges (8OS01747, 8OS01748, and 8OS01749; FDOT Bridge Nos. 920004, 920003, and 920002, respectively) and remove a section of US Highway 17/92 (8OS02796; also called Orange Blossom Trail). Together, these four properties comprise resource group 8OS03182 (South Orange Blossom Trail Bridges). Because rehabilitation and reuse of these five historic properties is not possible given their current condition, the only reasonable alternative would be replacement. Therefore, it is the opinion of FDOT that the proposed undertaking will adversely affect these four historic properties.

The remaining four historic properties within the APE, the South Florida Railroad (8OS02540) and three CSX Railroad bridges which contribute to it (8OS03176-8OS03178), will remain in place and unaltered by the project. As shown in the proposed plans, the proposed improvements will not diminish the integrity of these historic resources, nor detract from their ability to display the characteristics that make them eligible for listing in the NRHP. It is thus the opinion of FDOT that the undertaking will have no adverse effect on 8OS0240 (South Florida Railroad) and its contributing resources 8OS03176 (CSX Railroad Bridge 1), 8OS03177 (CSX Railroad Bridge 2), and 8OS03178 (CSX Railroad Bridge 3).

Pending concurrence with the effects assessment, FDOT will continue consultation with SHPO and OEM regarding strategies to resolve the adverse effects to 8OS01747-8OS01749, 8OS02796/8PO08622, and 8OS03182. Further consultation will be necessary to develop mitigation for the US 17/92 linear resource. Once appropriate mitigation strategies have been developed in consultation with your office, FDOT's commitment to mitigation will be memorialized in a Memorandum of Agreement.

Additionally, based on the results of the CRAS, the SHPO considers all identified archaeological resources within the US 17/92 ROW (archaeological APE) not contributing to the eligibility of known archaeological resources. Archaeological monitoring was recommended, but the FDOT and OEM will be continuing consultation with the SHPO, the Bureau of Archaeological Research (BAR), and the consulting

Tribal parties pursuant to the requirements of the NHPA concerning the proposed improvements in the vicinity of the [REDACTED]. This may include the requirement of professional archaeological monitoring during ground-disturbing activities within the boundary of the [REDACTED]. The requirement for professional archaeological monitoring will also be a stipulation in the MOA.

I respectfully request your concurrence with the findings and recommendations presented in this letter and the enclosed effects assessment. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Based on the review summarized above, FDOT has determined that this project 437200-2-22-01 will result in **Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Catherine Owen on October 30, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2024-5968B.

SHPO/FDHR Comments



FOR

November 20, 2024

Signed

Date

Alissa S. Lotane, Director

State Historic Preservation Officer

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [43720022201-CE2-D5-43720022201-CE2-D5-FM_437200-1-22-01_US_17_and_92_Case_Study_14OCT24-2024-1015.pdf](#)
(Section 106 Case Study Report)
US 17/92_FM_437200-1-22-01_US_17_and_92_Case_Study_14OCT24

**MEMORANDUM OF AGREEMENT
BETWEEN THE FLORIDA DEPARTMENT OF TRANSPORTATION AND
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE US HIGHWAY 17/92 (US 17/92) FROM IVY MIST
LANE TO AVENUE A PROJECT IN OSCEOLA COUNTY, FLORIDA**

This Memorandum of Agreement (MOA) is made and entered into between the Florida Department of Transportation (FDOT) and Florida State Historic Preservation Officer (SHPO), pursuant to the following:

WHEREAS, Pursuant to 23 United States Code (U.S.C.) § 327 and the implementing Memorandum of Understanding (MOU) executed on May 26, 2022, the FDOT has assumed Federal Highway Administration's (FHWA) responsibilities under the National Environmental Policy Act (NEPA) for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS; and

WHEREAS, in accordance with the MOU, FDOT's assumption of FHWA's responsibilities under NEPA for highway projects includes assumption of responsibilities for compliance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, FDOT executed a Section 106 Programmatic Agreement among the FHWA, the FDOT, the Advisory Council on Historic Preservation (ACHP), and the SHPO regarding the implementation of the Federal-Aid Highway Program in Florida on September 27, 2023 (2023 PA); and

WHEREAS, FDOT will provide federal financial assistance for the US17/92 Ivy Mist Lane to Avenue A Project, Financial ID No. 437200-2-22-01 (**Project**); and

WHEREAS, FDOT has determined that the **Project** represents an undertaking in accordance with 36 CFR § 800.3(a); and

WHEREAS, FDOT has defined the **Project's** area of potential effects (APE) as the maximum proposed right-of-way (ROW) and the back or side property lines of parcels adjacent to the ROW for no more than 328 ft (100m) and proposed pond construction with a 100 ft (30.5 m) buffer for each pond; and

WHEREAS, FDOT has identified the South Florida Railroad (8OS02540), the CSX Railroad Bridges 1, 2, and 3 (8OS03176, 8OS03177, and 8OS03178, respectively), the Beehive Hill (8OS01726) and Beehive Hill Redeposited (8OS03133) archaeological sites, and the South Orange Blossom Trail Bridges (8OS03182) resource group and its contributing resources (US 17/92 [8OS02796] and FDOT Bridge Nos. 920004, 920003, and 920002 [8OS01747, 8OS01748, and 8OS01749, respectively]), within the **Project's** APE; and

WHEREAS, FDOT has consulted with the SHPO pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have an adverse effect on the South Orange Blossom Trail Bridges (8OS03182) resource group and contributing resources 8OS02796, 8OS01747,

8OS01748, and 8OS01749, which are eligible for listing in the National Register of Historic Places (NRHP); and

WHEREAS, FDOT has consulted with the SHPO pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have no adverse effect on the South Florida Railroad (8OS02540) and CSX Railroad Bridges 1, 2, and 3 (8OS03176, 8OS03177, and 8OS03178, respectively); and

WHEREAS, pursuant to Section 4(f) of the U.S. Department of Transportation Act, FDOT has determined that proposed mitigation measures presented herein will result in a net benefit to the South Orange Blossom Trail Bridges (8OS03182) resource group and contributing Orange Blossom Trail (8OS02796) road segment by returning them to an operational state and restoring them to their historic use as transportation facilities while preserving the characteristics that qualify them for listing on the NRHP; and

WHEREAS, FDOT has consulted with the Miccosukee Tribe of Indians of Florida, the Muscogee (Creek) Nation, the Poarch Band of Creek Indians, the Seminole Tribe of Florida (STOF), and the Seminole Nation of Oklahoma regarding the effects of the **Project** on historic properties and has invited them to sign this MOA as concurring parties; and

WHEREAS, FDOT has consulted with the Florida SHPO and the Certified Local Government representative for Osceola County regarding the effects of the **Project** on historic properties; and

WHEREAS, FDOT has provided opportunities for public review and comment regarding the effects of the **Project** on historic properties, as appropriate; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1) FDOT has notified the ACHP of the adverse effect determination with specified documentation and has invited the ACHP to comment and participate in consultation, and the ACHP has chosen not to participate pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, FDOT and the SHPO agree that the **Project** shall be implemented in accordance with the following stipulations to take into account the effect of the **Project** on historic properties.

STIPULATIONS

FDOT shall ensure that the following measures are carried out:

I. ARCHITECTURAL HISTORY SURVEY OF TWENTIETH CENTURY BRIDGES

A. Conduct survey of up to 35 bridges constructed between 1900 and 1945 located within District Five that are owned or maintained by FDOT, and municipal and county owned bridges that may utilize federal or state highway funds for maintenance and/or improvement projects. The survey will be completed within five (5) years from MOA execution and follow SHPO

guidance and standards promulgated by Florida Department of Historical Resources (FDHR) current at the time of proposed survey.

B. Develop a revised historic context on transportation development in District Five between 1900 and 1945. The historic context will include the development history of the Orange Blossom Trail including the South Orange Blossom Trail Bridges (8OS03182) resource group and its contributing resources.

C. Address all surveyed bridges in a report, including significance recommendations according to NRHP evaluation criteria, and complete Florida Site Master Forms according to the current FDHR guidance and standards, at the time of survey.

D. Provide SHPO an opportunity to review and comment on the proposed methodology and survey plan, subject bridge list, survey report and historic context content, and other aspects associated with the development and execution of this stipulation. Unless otherwise agreed upon by the parties, review and comment period will follow Stipulation VIII of this agreement.

II. PUBLICALLY AVAILABLE HISTORIC INTERPRETATION

A. Collect visual documentation including but not limited to existing conditions photography and videography of the South Orange Blossom Trail Bridges (8OS03182) resource group, contributing resources 8OS02796, 8OS01747, 8OS01748, and 8OS01749, and the surrounding corridor, which will be utilized in the production of the historic interpretation materials, prior to initiation of construction and demolition activities.

B. Within five years of MOA execution, host information about Resource 8OS03182 and its contributing resources on the Project Map, a GIS-based story map within the department's website *Preservation and Progress*.

C. Develop language that highlights the significance of Resource 8OS03182 to be presented with current photographs, and if available, historic photographs, in the story map.

D. Provide SHPO an opportunity to review the resource content prior to finalization in the story map. Unless otherwise agreed upon by the parties, review and comment period will follow Stipulation VIII of this agreement.

III. ARCHAEOLOGICAL MONITORING

A.



B. Supporting documentation for the SOI qualified archaeological monitor(s) will be provided to the FDOT Office of Environmental Management (OEM) prior to monitoring initiation.

C. FDOT will submit a monitoring report to OEM, the SHPO, and other appropriate consulting parties within 90 days of completion of the monitoring effort for review and comment in accordance with Stipulation VIII of this agreement.

IV. PROFESSIONAL STANDARDS

All archaeological and historic preservation work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation as set forth at 62 FR 33708-33723 (June 20, 1997) and in accordance with 36 CFR 800.2(a)(1).

V. DURATION

This Memorandum of Agreement (MOA) will conclude upon satisfactory completion of all its terms and conditions or expire within ten (10) years from the date of execution or upon Construction Final Acceptance, whichever comes first, if the FDOT has not completed all the terms and conditions within the MOA. Prior to expiration, the parties must agree to extend the timeframe for fulfillment of the terms by letter agreement.

VI. MOA DOCUMENTATION

A. The FDOT shall provide a summary of actions carried out pursuant to this MOA to the FDOT Office of Environmental Management (OEM) annually. The reporting period shall be the fiscal year from July 1st to June 30th and the summary shall describe the status of mitigation activities and, as applicable, any issues that may affect the ability of the FDOT to continue to meet the terms of this MOA, any disputes and objections received, and how they were resolved.

B. A Notice of Fulfillment will be prepared to summarize the implementation of the MOA after all stipulations have been fulfilled. This document will be submitted to OEM and SHPO within six (6) months after completion of all MOA stipulations in accordance with Stipulation VIII of this agreement.

VII. POST-REVIEW DISCOVERIES

A. If properties are discovered that may be historically significant, or if unanticipated effects on historic properties are found, FDOT shall implement the Post Review Discovery Plan established in Stipulation IX of the 2023 PA.

B. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area during construction, all work in that area must stop. The individual in charge of the activity that leads to the discovery must notify the Project Engineer and the FDOT District 5 Cultural Resources Coordinator per Stipulation X of the 2023 PA. The discovery must be reported to local law enforcement and the appropriate medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Section 872.05, Florida Statutes, and Rule 1A-44.004, Florida Administrative Code (FAC).

VIII. REVIEW STIPULATION

FDOT shall afford the SHPO and other consulting parties, including the federally recognized Tribes affiliated with Florida, a thirty (30) day period for review and comment following the receipt of delivery of those submittals and reviews described above. If no comments are received by FDOT at the end of these thirty (30) days, FDOT will presume there are no objections. Any objections to the findings or plans proposed in these submittals will be addressed in accordance with Stipulation IX, below.

IX. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FDOT shall consult with such party to resolve the objection. If FDOT determines that such objection cannot be resolved, FDOT will:

A. Forward all documentation relevant to the dispute, including FDOT's proposed resolution, to the ACHP. The ACHP shall provide FDOT with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FDOT shall prepare a written response that considers any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. FDOT will then proceed according to its final decision.

B. Make a final decision on the dispute and proceed accordingly if the ACHP does not provide its advice regarding the dispute within thirty (30) days. Prior to reaching such a final decision, FDOT shall prepare a written response that considers any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of the written response.

C. Fulfill its responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

X. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. All signatories must signify their acceptance of the proposed changes to the MOA in writing within thirty (30) days of their receipt. The amendment will be effective on the date a copy signed by all signatories is filed with the ACHP. In accordance with 36 CFR § 800.6(b)(7), if the ACHP was not a signatory to the original agreement and the signatories execute an amended agreement, FDOT shall file the amended agreement with the ACHP.

XI. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories in an effort to amend the MOA per Stipulation IX, above. If within thirty (30) days (or another time agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the **Project**, FDOT must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FDOT shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by FDOT and SHPO and implementation of its terms is evidence that FDOT has taken into account the effects of this undertaking on historic properties per the requirements of Section 106 (Public Law 113-287 [Title 54 U.S.C. 306108]), and 36 CFR Part 800 (Protection of Historic Properties).

SIGNATORIES:

FLORIDA STATE HISTORIC PRESERVATION OFFICER

Alissa S. Lotane
Director, Division of Historical Resources
State Historic Preservation Officer

Date _____

FLORIDA DEPARTMENT OF TRANSPORTATION

Jennifer Marshall, P.E.
Director, Office of Environmental Management

Date _____

CONCURRING PARTIES:

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5

James S. Stroz, Jr., P.E.
Director, Transportation Development

Date _____



From: Chase, Kelly L. <Kelly.Chase@dos.fl.gov>
Sent: Thursday, December 5, 2024 12:15 PM
To: Owen, Catherine; McManus, Alyssa M.
Cc: Rothrock, Lindsay; Graeber, David; Angela Matusik; Kate Willis; Kevin Freeman
Subject: Re: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

Some people who received this message don't often get email from kelly.chase@dos.fl.gov. [Learn why this is important](#)

Catherine,

We have no objections or concerns regarding D5's mitigation proposal.

Kelly L. Chase

Compliance and Review Supervisor | Deputy State Historic Preservation Officer
Division of Historical Resources | Florida Department of State
Office: 850.245.6344 | Cell: 850.274.9121 (*cannot receive text messages*)
500 South Bronough Street | Tallahassee, Florida 32399
dos.myflorida.com/historical

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Monday, November 25, 2024 8:51 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>; Chase, Kelly L. <Kelly.Chase@dos.fl.gov>
Cc: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>; Graeber, David <David.Graeber@dot.state.fl.us>; Angela Matusik <Angela.Matusik@searchinc.com>; Kate Willis <kate.willis@searchinc.com>; Kevin Freeman <KFreeman@VHB.com>
Subject: RE: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Good morning Alyssa and Kelly:

Attached for your review and as discussed during our consultation meeting of November 18, 2024, please find a memorandum describing D5's proposed mitigation strategy for this project.

Kind regards and Happy TG! - cathy

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator

FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



-----Original Appointment-----

From: Graeber, David <David.Graeber@dot.state.fl.us>

Sent: Wednesday, October 30, 2024 9:51 AM

To: Graeber, David; Graeber, David; Rothrock, Lindsay; Owen, Catherine; Alyssa.McManus@dos.fl.gov; Kelly.Chase@dos.fl.gov; Angela Matusik; Kate Willis; Kevin Freeman

Subject: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

When: Monday, November 18, 2024 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

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Tenant key: [11384774@t.plcm.vc](#)

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Information that is submitted to the Florida Department of Transportation is open for personal inspection and copying by any person in accordance with Chapter 119, Florida Statutes (F.S.).

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FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Alexis A. Lambert
Secretary

February 25, 2025

Florida Department of Transportation
c/o Ms. Casey Lyon
719 S. Woodland Blvd.
DeLand, FL 32720

Dear Ms. Lyon,

Thank you for providing the Case Study regarding the South Orange Blossom Trail Bridges resource group (8OS03182), which is comprised of the three NRHP-listed bridges (8OS01747–8OS01749) and removal of the section of US 17/92 (8OS02796). We have reviewed the alternatives under consideration for the widening of US 17/92 from Ivy Mist Lane to Avenue A in Osceola County, specifically the section of the project which crosses FDEP managed land in the vicinity of the Reedy Creek Bridges. Currently, US 17/92 occupies right-of-way within Florida Department of Environmental Protection (FDEP) managed land held in title by the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF) based on easements granted to the Florida Department of Transportation (FDOT) in 1935 and 1999. The underlying property was originally donated to the State of Florida by Tufts University with deed restrictions that require no large cypress trees be destroyed (Refer to Figure 1). This property is known as Fletcher Park.

Based on our review of the attached Case Study Report, FDOT has evaluated a No-Build Alternative and six Build Alternatives for the bridge over Reedy Creek. Alternative A is the same alignment and location as the Preferred Alternative approved as part a 1994 Categorical Exclusion which documented the decision to widen US 17/92 across Reedy Creek. The 1994 Preferred Alternative was the basis for the TIIFT easement granted to FDOT in 1999 for the current Reedy Creek Bridge which was constructed in 2001. Of the build alternatives under consideration, only Alternative A (see Figure 3), will maintain the existing FDEP easements and avoid destruction of the large cypress trees that are protected within Fletcher Park.

Further, as discussed in the Section 106 Consultation Case Study Report, the US 17/92 project proposes replacement of the three NRHP-listed bridges (8OS01747–8OS01749) and removal of the section of US 17/92 (8OS02796) that comprise the South Orange Blossom Trail Bridges resource group (8OS03182). Because rehabilitation and reuse of the five historic US 17/92 resources is not possible given their current condition, the only reasonable alternative would be replacement. On November 20, 2024, SHPO concurred with the Section 106 Case Study which documented all available alternatives would result in an adverse effect to these historic US 17/92 resources.

Based on the existing easement for US 17/92 which accommodates the footprint proposed for Alternative A, avoidance of impacts to the surrounding natural habitat including large cypress trees, and the SHPO's concurrence that all available alternatives would result in adverse effects to the historic bridges, the FDEP supports Alternative A for the widening of US 17/92 across Reedy Creek. Further, alternatives that would impact the large cypress trees within the adjacent FDEP property are not supported and should be avoided.

Let me know if you have any questions or need additional information.

Sincerely,



Brad Richardson, Chief
Bureau of Public Land Administration
Division of State Lands, Department of
Environmental Protection, as agent for and on behalf of
Board of Trustees of the Internal Improvement Trust
Fund of the State of Florida

RESOLUTION #23-235R

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA, RELATING TO FLETCHER PARK; PROVIDING FOR PROTECTION OF FLETCHER PARK IN THE DESIGN PROCESS FOR U.S. HWY 17-92/SR 600 WIDENING; PROVIDING FOR COORDINATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION IN PROVIDING ACCESS AND PARKING FOR FLETCHER PARK; PROVIDING FOR A CERTIFIED COPY OF THIS RESOLUTION TO BE TRANSMITTED TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Austin B. Fletcher, President of the Board of Trustees of Tufts University, bequeathed approximately 38 acres of cypress forest in Osceola County to Tufts University in 1923;

WHEREAS, in 1935 the Tufts Board of Trustees donated said cypress forest to the State of Florida, "(f)or the purpose and on the condition that the said land shall be forever used for park purposes and that the large cypress trees thereon shall be preserved as a heritage to future generations." Subsequently the land became known as Fletcher Park; and

WHEREAS, the Florida Department of Transportation (FDOT) undertook a project in the late 1990s/early 2000s to design and construct a new Reedy Creek Bridge as part of U.S. Highway 17-92/State Road (SR) 600 improvements in Osceola County, and said design would encroach into Fletcher Park; and

WHEREAS, FDOT desired to minimize removal of, or damage to, ancient cypress trees located in and around Fletcher Park; and

WHEREAS, the Board of County Commissioners adopted a Resolution on April 11, 1994, recognizing that it is in the best interest of the people of Osceola County and the State of Florida that the ancient cypress trees in Fletcher Park be protected; and

WHEREAS, to protect and preserve said trees, FDOT designed a bifurcated four-lane bridge alignment, which resulted in minimal removal of trees; and

WHEREAS, in conjunction with that project, in 1999 the Florida Department of Environmental Protection and FDOT requested that the Board of Trustees of the Internal Improvement Trust Fund approve a Modification of Restrictions to allow FDOT to encroach on Fletcher Park and remove the trees;

WHEREAS, such Modification of Restrictions was approved based upon FDOT's agreement to donate to the Board of Trustees two parcels of land totaling approximately 5.6 acres adjacent to Fletcher Park, to provide access and parking for Fletcher Park; and

WHEREAS, FDOT presently is conducting a Project Development and Environment (PD&E) Study for further widening of U.S. Highway 17-92/SR 600.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners that:

Section 1. Recitals. The above recitals are true and correct and are incorporated herein.

Section 2. Road Alignment. A road alignment that encroaches further into Fletcher Park would have an extraordinary negative impact on the ancient cypress trees therein.

Section 3. Support for Fletcher Park. The Board of County Commissioners reaffirms that preserving Fletcher Park is in the best interest of the people of Osceola County and the State of Florida, and protection of the ancient cypress trees constitutes an overriding public interest.

Section 4. Access and Parking for Fletcher Park. The Board of County Commissioners desires to coordinate with FDOT to provide access and parking for Fletcher Park on the parcels adjacent to Fletcher Park that are owned by FDOT.

Section 5. Certified Copy to be Provided. A certified copy of this Resolution shall be provided to the Florida Department of Transportation, District 5, 719 South Woodland Boulevard, DeLand, Florida 32720.

Section 6. Effective Date. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 18th day of December, 2023.

OSCEOLA COUNTY, FLORIDA

By: _____
Chair/Vice Chair
Board of County Commissioners

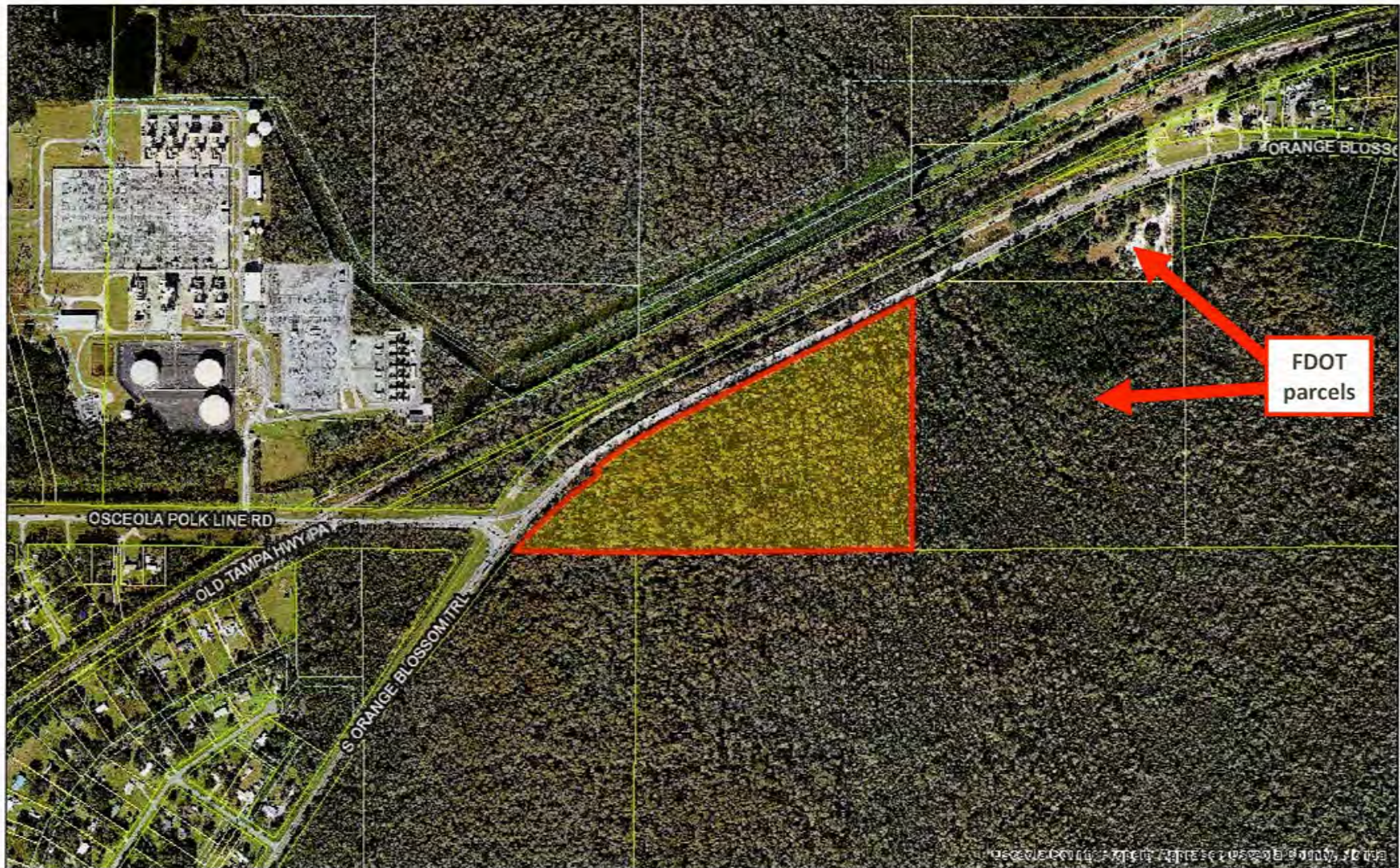
ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: Juan R. Rios
Clerk/ Deputy Clerk of the Board

As authorized for execution at the Board of
County Commissioners meeting of:

12/18/2023
Resolution #23-235R





This map was prepared for the Osceola County Property Appraiser's Office. It is maintained for the function of the office only. It is not to be used for conveyance, nor is it a survey.

Fletcher Park

Date Generated: 11/7/2023

0 340 680 ft



Katrina S. Scarborough, CFA, CCF, MCF
Osceola County Property Appraiser



**BOARD
OF
COUNTY
COMMISSION**

District I
Charles Owen

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Chuck Dunnick

County Manager
William J. Goaziou

County Attorney
Neal Bowen

**Osceola
County**

17 S. Vernon Ave.
Kissimmee, FL
34741-5488
(407) 847-1200
Fax (407) 847-1509

April 18, 1994

Environmental Management Office
Florida Department of Transportation
710 South Woodland Boulevard
Deland, Florida 32720

To whom it may concern,

I enclose herewith a certified copy of a Resolution which was adopted by the Osceola Board of County Commissioners at the regular meeting of April 11, 1994.

A Resolution relating to provision of assistance and cooperation to the Florida Department of Transportation in preservation of cypress tree stands in the Fletcher State Park Area; providing for an offer of cooperation and assistance to the Department in acquiring mitigation properties necessary for the preservation of cypress tree stands; providing for direction to the County Manager to coordinate efforts with the Department; providing for a certified copy of this Resolution to be transmitted to the Department; and providing for an effective date.

For your reference the following information is provided:

William J. Goaziou, County Manager
17 South Vernon Avenue, Room 117
Kissimmee, Florida 34741
(407) 847-1250

Respectfully,

Paula J. Carpenter
Paula J. Carpenter,
Deputy Clerk of the Board

enclosure
/pjc

RECEIVED

APR 19 1994

Dept. of Transportation
P.O. & E.

STATE OF FLORIDA
COUNTY OF OSCEOLA

I, WILLIAM J. GOAZIOU, County Manager and Ex-Officio Clerk of the Board of County Commissioners, County of Osceola, Florida, DO HEREBY CERTIFY that the attached and foregoing is a true and correct copy of a Resolution of the Board of County Commissioners, adopted at the regular meeting of April 11, 1994, relating to provision of assistance and cooperation to the Florida Department of Transportation in preservation of cypress tree stands in the Fletcher State Park Area; providing for an offer of cooperation and assistance to the Department in acquiring mitigation properties necessary for the preservation of cypress tree stands; providing for direction to the County Manager to coordinate efforts with the Department; providing for a certified copy of this Resolution to be transmitted to the Department; and providing for an effective date.

IN WITNESS WHEREOF, I have here unto set my hand and affixed my official seal at Kissimmee, Florida, this the 14 day of April A.D. 1994.



WILLIAM J. GOAZIOU, County Manager
EX-Officio Clerk of the Board of
County Commissioners of Osceola
County, State of Florida.

By: Paula J. Carpenter
Paula J. Carpenter, Deputy Clerk
Recording Secretary to the BCC

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA, RELATING TO PROVISION OF ASSISTANCE AND COOPERATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION IN PRESERVATION OF CYPRESS TREE STANDS IN THE FLETCHER STATE PARK AREA; PROVIDING FOR AN OFFER OF COOPERATION AND ASSISTANCE TO THE DEPARTMENT IN ACQUIRING MITIGATION PROPERTIES NECESSARY FOR THE PRESERVATION OF CYPRESS TREE STANDS; PROVIDING FOR DIRECTION TO THE COUNTY MANAGER TO COORDINATE EFFORTS WITH THE DEPARTMENT; PROVIDING FOR A CERTIFIED COPY OF THIS RESOLUTION TO BE TRANSMITTED TO THE DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida Department of Transportation has undertaken a project for the construction of a new Reedy Creek Bridge as part of U.S. Highway 17-92 improvements in Osceola County, Florida; and

WHEREAS, the Florida Department of Transportation, as part of the project, is attempting to minimize the removal of, and damage to, ancient cypress trees located in and around Fletcher State Park in Osceola County near the Reedy Creek Bridge construction site; and

WHEREAS, it is in the best interest of the people of Osceola County and the State of Florida that the said cypress trees be protected; and

WHEREAS, protection of the said cypress trees may require the Florida Department of Transportation to design a bifurcated four-lane bridge and bridge alignment in order to protect and preserve the said cypress trees; and

WHEREAS, this bifurcated design may result in small additional impacts to the wetlands and wildlife habitat in the area of Reedy Creek; and

WHEREAS, the protection of the said ancient cypress trees constitutes an overriding public interest which shall warrant the minimal additional impacts to wetlands and wildlife habitat in the Reedy Creek area; and

WHEREAS, the said efforts to protect the said cypress trees may require the Florida Department of Transportation to acquire additional mitigation properties above those which would be

required for a non-bifurcated bridge alignment;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Osceola County, Florida, that:

Section 1. Recitals. The above recitals are true and correct, and are incorporated herein.

Section 2. Cooperation and Assistance. The Board of County Commissioners desires to assist the Florida Department of Transportation in protection of the said valuable cypress tree resources located in the area of Fletcher State Park, and desires to cooperate with and assist the Florida Department of Transportation in acquiring suitable mitigation properties in Osceola County, should such mitigation properties be necessary for protection of cypress tree resources in Osceola County.

Section 3. County Manager To Coordinate. William J. Goaziou, County Manager, is directed to coordinate communication and cooperation with the Florida Department of Transportation in furtherance of the Department's efforts to preserve cypress tree resources in the Fletcher State Park area.

Section 4. Certified Copy To Be Provided. The Recording Secretary is directed to provide a certified copy of this Resolution, as well as the mailing address and telephone number of the County Manager, to the Environmental Management Office, Florida Department of Transportation, 719 South Woodland Boulevard, Deland, Florida 32720.

Section 5. Effective Date. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this eleventh day of April, 1994.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: 
Charles Owen, Chairman

This 11th day of April, 1994.

ATTEST:


Clerk/Deputy Clerk of the Board

cypress.res

Tribal Coordination



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. Bradley Mueller
Compliance Review Supervisor
Tribal Historic Preservation Office
Seminole Tribe of Florida
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440
THPOCompliance@semtribe.com

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Mueller,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

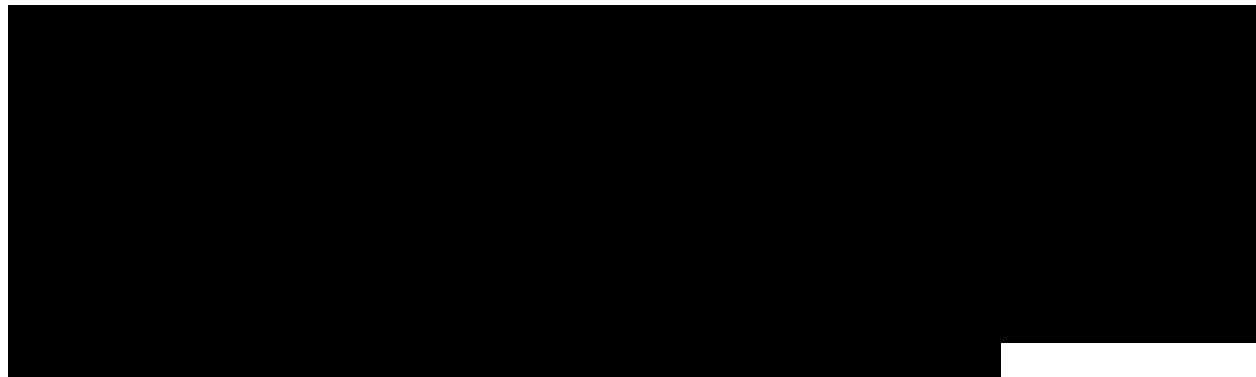
This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

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Mr. Mueller
November 3, 2021
FM # 437200-1-22-01
Page 2

(revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.



FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

Mr. Mueller
November 3, 2021
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Page 3

with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the [REDACTED]

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended. [REDACTED]

Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

Mr. Mueller
November 3, 2021
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We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure

Sunserea Gates

From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Friday, December 20, 2024 1:52 PM
To: Owen, Catherine
Cc: Danielle Simon; Domonique deBeaubien; Rothrock, Lindsay; THPO Compliance
Subject: RE: THPO Compliance Tracking Number: 0034614 (FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report)

SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

TRIBAL HISTORIC
PRESERVATION OFFICE

THPO PHONE: (863) 983-6549

THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

HOLLY TIGER
VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

December 20, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT
Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida
THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). In response, our office would like to submit the following comments:

- We agree with the recommendation for a Secretary of the Interior qualified archaeological monitor during ground-disturbing activities within the boundary of [REDACTED]

- we would like to respectfully recommend that a Secretary of the Interior qualified archaeological monitor also be present during ground-disturbing activities within the boundaries [REDACTED]

Please continue to consult with our office and feel free to contact us with any questions or concerns. The Seminole Tribe of Florida appreciates the continuing assistance of FDOT in protecting cultural resources important to the Tribe.

Sincerely,
Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtribe.com

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Thursday, December 12, 2024 7:16 AM
To: Victoria Menchaca <VictoriaMenchaca@semtribe.com>; THPO Compliance <THPOCompliance@semtribe.com>
Cc: Danielle Simon <daniellesimon@semtribe.com>; Domonique deBeaubien <DomoniqueDeBeaubien@semtribe.com>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>
Subject: THPO Compliance Tracking Number: 0034614 (FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Menchaca:


As requested in your November 21, 2024 email below, attached please find a figure showing [REDACTED]

[REDACTED] As a result of previous coordination with the Bureau of Archaeological Research (BAR) and the STOF that took place [REDACTED]

[REDACTED]

To recap, the Phase I Cultural Resource Assessment Survey (CRAS) in support of the Project Development and Environment (PD&E) Study was completed in November 2021 and received SHPO concurrence on December 9, 2021. The CRAS was also provided to the Tribes for review and comment on November 3, 2021. Based on the findings in the CRAS, the SHPO considered all identified archaeological resources within the US 17/92 right of

way (archaeological APE) not contributing to the eligibility of known archaeological resources.



The Section 106 Case Study (effects evaluation) was submitted to the SHPO on October 15, 2024, and received SHPO concurrence on November 20, 2024. The report was provided to the Tribes for review and comment at this time as well. As a result of the Case Study, the SHPO concurred that the proposed undertaking will adversely affect historic properties (8OS01747, 8OS01748, and 8OS01749; FDOT Bridge Nos. 920004, 920003, and 920002, respectively) and remove a section of US Highway 17/92 (8OS02796; also called Orange Blossom Trail). Together, these four properties comprise resource group 8OS03182 (South Orange Blossom Trail Bridges). Because rehabilitation and reuse of these five historic properties is not possible given their current condition, the only reasonable alternative would be replacement. At present, mitigation strategies for adverse effects to these historic properties are being developed for the MOA. The Draft MOA will then be provided for review to all consulting parties.

All work has been conducted to comply with Chapter 267 of the Florida Statutes and Rules Chapter 1A-46, Florida Administrative Code. All review work was performed in accordance with Part 2, Chapter 8, of the FDOT PD&E Manual (revised July 2024), and the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106, found in 36 CFR, Part 800 (Protection of Historic Properties).

We are happy to provide additional figures or information if needed, and look forward to continued consultation regarding this project.

Kind regards,

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>

Sent: Thursday, November 21, 2024 3:21 PM

To: Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: THPO Compliance <THPOCompliance@semtribe.com>; Danielle Simon <daniellesimon@semtribe.com>; Domonique deBeaubien <DomoniqueDeBeaubien@semtribe.com>

Subject: Re: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

TRIBAL HISTORIC
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THPO PHONE: (863) 983-6549

THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

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CHAIRMAN

HOLLY TIGER
VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

November 21, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT

Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida

THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtibe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the *US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida*.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request the following additional information:

- A map that shows [REDACTED] and the locations of the proposed activities that will occur in the area.

We look forward to the delivery of the additional information requested. Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtibe.com

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>

Sent: Monday, November 18, 2024 9:34 AM

To: Victoria Menchaca <VictoriaMenchaca@semtibe.com>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: THPO Compliance <THPOCompliance@semtibe.com>

Subject: RE: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

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Victoria – absolutely ! There is no urgency.

Regards, cathy

Catherine B. Owen, M.S.

Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



From: Victoria Menchaca <VictoriaMenchaca@semttribe.com>
Sent: Friday, November 15, 2024 3:59 PM
To: Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>
Cc: THPO Compliance <THPOCompliance@semttribe.com>
Subject: Re: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

EXTERNAL SENDER: Use caution with links and attachments.

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THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

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CHAIRMAN

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VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

November 15, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT
Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida

THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtibe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherin Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the *US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida*.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request a one-week extension to Friday November 22nd, 2024.

We look forward to continuing consultation with your office and please feel free to contact us with any questions.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtibe.com

From: Owen, Catherine <catherine.owen@dot.state.fl.us>

Sent: Thursday, October 17, 2024 11:25 AM

To: THPO Compliance <THPOCompliance@semtibe.com>

Cc: lindsay.rothrock@dot.state.fl.us <lindsay.rothrock@dot.state.fl.us>

Subject: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

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Owen, Catherine sent you a secure message

Access message

Dear Ms. Osceola:

Attached please find a transmittal letter and effects evaluation for the above-referenced Project Development and Environment (PD&E) Study for proposed improvements to US 17/92 from Ivy Mist Lane to Avenue A in Osceola County, being conducted by FDOT District Five. This document is being transmitted to the State Historic Preservation Officer (SHPO) concurrently. (The Phase I Cultural Resource Assessment Survey (CRAS) in support of the PD&E Study was transmitted to you on November 3, 2021.)

We are respectfully seeking your review and opinion regarding the findings and recommendations presented in the enclosed report and look forward to continuing consultation regarding this project.

Kind regards,

Catherine B. Owen, M.S.

District Cultural Resources Coordinator

 Attachments expire on Oct 31, 2024



2 PDFs

437200-2 US 1792_Case_Study_14OCT24.pdf, 437200-2_D5 EffectsEval_Transmittal_STOF.pdf

This message requires that you sign in to access the message and any file attachments.





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Historic and Cultural Preservation Department
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, OK 74447
section106@mcn-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Sir or Madam,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards

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Muscogee (Creek) Nation Cultural Preservation Department
November 3, 2021
FM # 437200-1-22-01
Page 2

stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

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[REDACTED] FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

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Muscogee (Creek) Nation Cultural Preservation Department
November 3, 2021
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Page 3

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As no ground-disturbing work is proposed in the vicinity of [REDACTED]
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The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

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[REDACTED]

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Muscogee (Creek) Nation Cultural Preservation Department
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We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,

A handwritten signature in blue ink, reading "Jennifer Marshall".

Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. Kevin Donaldson
Environmental Specialist
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, Florida 33144
kevind@miccosukeetribe.com

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Donaldson,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-

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Mr. Donaldson
November 3, 2021
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32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

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All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of [REDACTED]. As no ground-disturbing work is proposed in the vicinity of [REDACTED], the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

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Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

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Mr. Donaldson
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Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. David Frank
Director/Tribal Historic Preservation Officer
Historic Preservation Office
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884
Franks.D@sno-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
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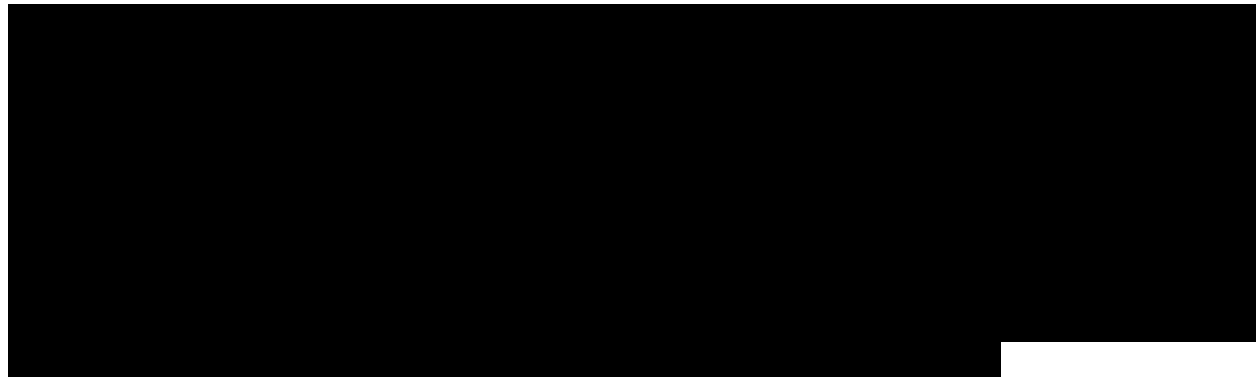
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Denise.Rach@dot.state.fl.us

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Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Larry D. Haikey
PBCI Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502
lhaikey@pci-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

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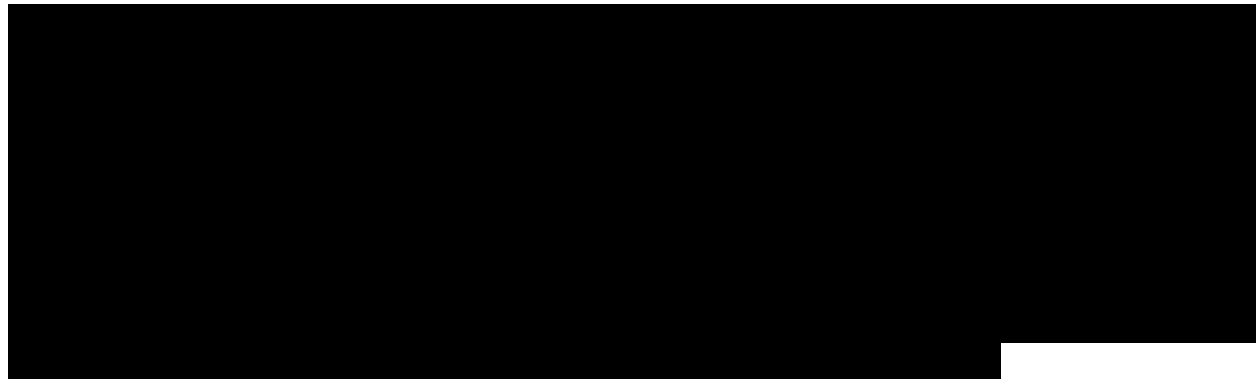
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Mr. Haikey
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Mr. Haikey
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605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
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Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure

Section 4(f) Resources

Florida Department of Transportation

US 17/92 FROM IVY MIST LANE TO AVENUE A

District: FDOT District 5

County: Osceola County

ETDM Number: 14365

Financial Management Number: 437200-2-22-01

Federal-Aid Project Number: N/A

Project Manager: David Graeber

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
South Orange Blossom Trail Bridges (8OS01747, 8OS01748, and 8OS01749)	Historic Bridges	Historic Site	State Historic Preservation Officer (SHPO)	Programmatic	Concurrence Pending
South Orange Blossom Trail Bridges Resource Group (8OS03182)	Resource Group	Historic Site	State Historic Preservation Officer (SHPO)	Programmatic	Concurrence Pending
Upper Reedy Creek Management Area - Intercession City Unit	Land holding	Multiple Use Facility	South Florida Water Management District (SFWMD)	Not Applicable	Determination 05-05-2025
Beehive Hill (8OS01726)	Archaeological Site	Historic Site	State Historic Preservation Officer (SHPO)	No Use	Determination 05-05-2025

Director of the Office of Environmental Management
Florida Department of Transportation

South Orange Blossom Trail Bridges (8OS01747, 8OS01748, and 8OS01749)

Facility Type: Historic Bridges

Property Classification: Historic Site

Address and Coordinates:

Address: US 17/92 historic bridges (not in-service) that cross over Reedy Creek; From west to east coordinates are: (28.26212, -81.54015), (28.26254, -81.53922), and (28.26367, -81.53666).

Latitude: Longitude:

Description of Property:

Three previously recorded historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749, known as FDOT Bridge Nos. 920004, 920003, and 920002, respectively) are located in close proximity to each other along an abandoned section of US 17/92 in the study area west of the unincorporated community of Intercession City in Osceola County, Florida. The project location map is included as a project-level attachment. Prior to the construction of the current US 17/92 bridge (FDOT Bridge 920174), the historic US 17/92 roadway (ca. 1938) crossed Reedy Creek utilizing these three historic bridges on an alignment located just north of, and parallel to, the current bridge. The historic bridges remain in-place and have been abandoned without maintenance since the construction of the current US 17/92 alignment in 2001.

The three historic bridges along the historic US 17/92 alignment over Reedy Creek are located approximately 92 feet north of the current US 17/92 bridge. The length of the historic US 17/92 causeway section, including the three historic bridges, is approximately 1,470 feet and is inaccessible to vehicular traffic. The existing conditions map, including the historic bridges, are shown in **Figure 1**, included in the attachments. These historic US 17/92 bridges carried both eastbound and westbound traffic until 2001 when FDOT Bridge 920174 was constructed.

The historic US 17/92 bridges are within FDOT Right-of-Way (ROW). This historic US 17/92 alignment is within a 100-foot historic transportation corridor, adjacent to, and south of the CSX ROW. The current US 17/92 bridge (FDOT Bridge 920174) is within a Florida Department of Environmental Protection (FDEP)/Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF) perpetual easement that extends from the historic 100-foot ROW corridor to the southernmost ROW line for the current US 17/92 alignment. The distance between the centerline of the current US 17/92 bridge and the historic bridge ROW is approximately 31 feet.

According to the 2021 Cultural Resource Assessment Survey (CRAS) completed for the US 17/92 Project Development & Environment (PD&E) Study (located in the project file), these three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749) are considered NRHP-eligible as contributing elements to the South Orange Blossom Trail Bridges Resource Group (8OS03182) due to their proximity to each other, and their collective significant and distinguishable engineering distinction as 1930s depression-era, unadorned concrete bridges. Additionally, the three bridges have not been moved or relocated since construction, and the setting surrounding the bridges has remained relatively intact besides the addition of a 30-foot-wide utility corridor serving multiple utilities between the bridges and CSX Railroad.

The three historic bridges are similar in design. The ca. 1938 bridges are constructed with cast-in-place concrete decks supported by steel girders on timber pile bents. Based on prior studies, the group of bridges are the only remaining concrete bridges of their type originating from the depression era; however, they do not have an inscription, plaque, or sign and do not have a stone or rubble facade. While the bridges do not have individual distinction, clusters of this formation are rare. All three bridges no longer meet FDOT standards and are well beyond their intended service lives

(approximately 65 years) - the timber pile bents are decaying, and the three bridges have not been maintained since being placed out of service in 2001.

Resources 8OS01747, 8OS01748, and 8OS01749 are respectively seven-span, five-span, and six-span bridges (see **Figure 2** to **Figure 4**, included in the attachments). The lengths of the bridges are 175.6 feet, 125.6 feet, and 150.6 feet, respectively. The deck width edge-to-edge of the bridges is 26 feet, and the roadway width carried by the bridges is 25 feet. There is a post and lintel concrete railing on either side of the bridges. Improvements to the bridges are apparent, including the addition of W-beam steel guardrails on either side of the roadway. The bridges' date of construction is stamped on the end posts, and the FDOT bridge numbers are affixed to the railings or end posts. Beyond the stamped 1938 construction dates and bridge numbers, each bridge has no exceptional distinguishing architectural details or identifying signs.

The South Orange Blossom Trail Bridges Resource Group (8OS03182), including the abandoned section of historic US 17/92 roadway (8OS02796) connecting the three historic bridges, is documented separately as Programmatic (Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property).

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: Programmatic (Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges)

Describe in detail how the Section 4(f) property will be used.

The Preferred Alternative (see **Figure 5**, included in the attachments) proposes widening US 17/92 from Ivy Mist Lane to Avenue A from a two-lane undivided roadway to a four-lane divided roadway. The US 17/92 bridge crossing over Reedy Creek would require improvements to accommodate four lanes, including widening of the current US 17/92 bridge (FDOT Bridge 920174) and removal and replacement of the three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749) to accommodate a new westbound bridge structure.

The preferred section for the Reedy Creek Bridge includes two bridge structures. The existing bridge structure will serve eastbound traffic, and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge will be restriped to include 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a concrete barrier wall. The existing 244 feet of ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north. The design speed, posted speed, and target speed for this typical section is 45 mph. The proposed typical section is shown in **Figure 6** along with the preliminary concept plans, both included in the attachments.

FDOT documented in the 1996 Preliminary Engineering Report (PER), located in the project file, that the three historic bridges were structurally deficient and functionally obsolete. Significant deterioration of the historic bridges has continued to occur since the bridges were placed out of service (refer to No-Build Alternative in Alternatives and Findings section below). FDOT has determined rehabilitation and reuse of the historic bridges is not feasible and prudent given their current condition and the bridges require replacement to assure public safety.

The Preferred Alternative, Build Alternative A, would demolish and replace the three structurally deficient historic bridges with one new bridge structure that meets current FDOT design standards. No elements of 8OS01747, 8OS01748, and

8OS01749 would remain on this alignment and all materials will be disposed of.

These three bridges were originally recorded in 1994 and were determined NRHP-ineligible by the SHPO. The SHPO concurred with the findings of the CRAS and the NRHP-eligibility of the historic bridges, as contributing resources to Resource Group 8OS03182, on December 9, 2021. Subsequently, the SHPO concurred with the Section 106 Determination of Effects Case Study Report (located in the project file), which documented an adverse effect to the historic US 17/92 resources for all alternatives considered, including replacement, on November 20, 2024. While the three historic bridges are part of the historic transportation corridor, transportation projects that result in a finding of adverse effect to historic properties under Section 106 of the NHPA, are also considered to use the Section 4(f) resource.

The Preferred Alternative, Build Alternative A, results in an adverse effect to the three historic bridges across Reedy Creek (8OS01747, 8OS01748, and 8OS01749) that contribute to the South Orange Blossom Trail Bridges Resource Group (8OS03182). Replacement will impair the historic integrity of the bridges and constitutes a Use under Section 4(f) per the guidelines of the Programmatic Section 4(f) Evaluation and Approval for Federal Highway Administration (FHWA) Projects that Necessitate the Use of Historic Bridges. As the lead federal agency, FDOT presented the proposed mitigation measures to SHPO. On December 5, 2024, the DHR noted there were no objections to the proposed mitigation strategies. SHPO review of the Draft Memorandum of Agreement (MOA), located in the project file, is ongoing.

Applicability

Yes No

☒ ☐ Does the project meet all of the following criteria?

1. The bridge is to be replaced or rehabilitated with Federal funds.
2. The project will require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places.
3. The bridge is not a National Historic Landmark.
4. FDOT has determined that the facts of the project match those set forth in the sections below labeled Alternatives, Findings, and Measures to Minimize Harm.
5. Agreement among FDOT, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP), if participating, has been reached through procedures pursuant to Section 106 of the NHPA.

Alternatives and Findings

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:

- **Structural Deficiencies:** The No Build Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The No Build Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

The No-Build Alternative proposes the current US 17/92 bridge will remain as existing (two lanes) within the study limits and assumes that the historic US 17/92 resources will remain in place with no change in maintenance. The No-Build Alternative does not meet the project's purpose and need for capacity and continues the existing abandoned status for the historic US 17/92 bridges.

As the historic US 17/92 bridges were originally constructed in 1938, the structures are nearly 85 years old and are beyond their reasonable service life. Prior to removing the historic bridges from service, FDOT documented in the 1996 Preliminary Engineering Report (PER) that the bridges were structurally deficient and functionally obsolete. At that time, safety concerns included decaying timber piles and bend caps, cracking concrete deck, and damaged bridge rails. No maintenance of the historic US 17/92 Resource Group has occurred since the historic bridges and road were placed out of service in 2001. The existing (2023) condition of the historic US 17/92 bridges is very poor. The bridge substructures are heavily deteriorated and the concrete backwall is failing in multiple locations. No maintenance is programmed (funded) for this abandoned segment of road and bridges; however, even if implemented moving forward, FDOT has determined that normal maintenance alone is insufficient to address the structural damage.

This alternative would retain the structurally deficient bridges in their deteriorated state. The No-Build Alternative carries the scenario of "demolition by neglect" and will involve continued deterioration of the historic US 17/92 bridges. It is reasonably foreseeable the bridge structures will eventually collapse into their respective waterways and floodplain areas below. The No-Build Alternative is anticipated to ultimately result in an adverse effect on the historic US 17/92 bridges due to the continuous deterioration of the bridges and ultimately constitutes a Use of the historic properties within the meaning of Section 4(f). As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and is not recommended.

2. Build on New Location Without Using the Old Bridge: This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The New Location Alternative is not recommended based on the following:

- **Structural Deficiencies:** The New Location Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The New Location Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

Four alternatives (Alternatives B, C, D, and E) were considered on a new location and are summarized below. However, SHPO has concurred all four alternatives would still result in an adverse effect (and Section 4(f) Use) to the historic bridges due to the existing substandard condition and continued deterioration.

FDOT has determined normal maintenance of the historic US 17/92 resources will not address the structural damage and extensive rehabilitation (involving replacement of most of the structural elements) would be required. The Rehabilitation Alternative would also result in substantial impairment and an adverse effect to the historic US 17/92 resources as little to none of the historic materials would remain after construction and the historic bridges would not maintain the characteristics on which their NRHP-eligibility is based. Therefore, there is no avoidance alternative to avoid Section 4(f) Use of the historic US 17/92 bridges.

Alternative B

Alternative B (see **Figure 7**, included in the attachments) proposes to widen the current US 17/92 bridge structure to accommodate four future travel lanes (two travel lanes eastbound and two travel lanes westbound). The current US 17/92 bridge (FDOT Bridge 920174) is 47 feet wide and only accommodates the two existing travel lanes.

The required widening to accommodate four travel lanes would increase the total bridge width to 94 feet, 10 inches. The current US 17/92 bridge is sloped to the south and therefore, widening would be accomplished to the north side to avoid

reducing the current drift clearance of the bridge above the Reedy Creek floodplain.

The historic US 17/92 bridges would not be replaced by construction of Alternative B. However, construction activities including pile driving operations and ground disturbance have the potential for indirect effects to the historic US 17/92 bridges due to the proximity of the widened bridge to the historic resources (minimum 43 feet). While specialized construction methods can be employed to minimize risk of indirect impacts, the unique setting (heavily rooted and tall cypress trees) enhances the risk of indirect impacts.

Alternative B assumes the historic US 17/92 bridges and causeway will remain in place with no maintenance. It is reasonably foreseeable the historic bridge structures will continue to deteriorate and eventually collapse. Therefore, Alternative B results in adverse effect to these historic properties and Use of Section 4(f) resources. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

Alternative C

Alternative C (see **Figure 8**, included in the attachments) proposes to utilize the current US 17/92 bridge structure to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge between the current US 17/92 bridge structure and the historic US 17/92 bridges to accommodate future westbound traffic (two lanes) and a shared-use path.

The new westbound bridge (53 feet, 8 inches wide) would be constructed partially within the historic US 17/92 ROW, approximately 20 feet minimum north of the current US 17/92 bridge to provide adequate separation for construction and maintenance. The new bridge would maintain a low-level profile and vertical clearance, similar to the current US 17/92 bridge.

Alternative C avoids direct impacts to the historic US 17/92 resources. The existing wooden piles that support the historic US 17/92 bridges would likely be impacted due to the pile driving operations and the removal of the heavily rooted, large cypress trees immediately to the south of the historic US 17/92 bridges. Alternative C is in close proximity (a minimum of approximately 18 feet away) to the historic US 17/92 bridges. While specialized construction methods can be employed to minimize risk of indirect impacts, the unique setting (heavily rooted and tall cypress trees) means that there is a substantial risk of indirect impacts to the historic US 17/92 bridges.

Alternative C assumes the historic US 17/92 bridges and causeway would remain in place in areas that are not structurally damaged by construction of the new bridge. Although Alternative C would avoid direct impacts to the US 17/92 historic bridges, it is reasonably foreseeable that any historic bridge structures not damaged during construction will continue to deteriorate and eventually collapse. Therefore, Alternative C results in adverse effect to these historic properties and Use of Section 4(f) resources. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

Alternative D

Alternative D (see **Figure 9**, included in the attachments) proposes to utilize the current US 17/92 bridge structures to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge between the historic US 17/92 bridges and the CSX Railroad to accommodate future westbound traffic (two lanes) and a shared-use path.

The new bridge would be constructed within the CSX ROW, approximately 194 feet north of the current US 17/92 bridge, to avoid the historic US 17/92 resources and the adjacent major utility corridor. The new bridge would maintain a low-level

profile and vertical clearance, similar to the current US 17/92 bridge.

The historic US 17/92 bridges would be located approximately 70 feet away from the new westbound bridge. Alternative D assumes the historic US 17/92 bridges and causeway will remain in place with no maintenance. Although Alternative D would avoid direct impacts to the historic US 17/92 bridges, it is reasonably foreseeable the historic bridge structures will continue to deteriorate and eventually collapse. Therefore, Alternative D results in adverse effect to these historic properties and Use of these Section 4(f) resources. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

Alternative E

Alternative E (see **Figure 10**, included in the attachments) proposes to utilize the current US 17/92 bridge structure to accommodate future westbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge south of the current US 17/92 bridge to accommodate future eastbound traffic and a shared-use path.

The new eastbound bridge would be constructed partially within FDOT ROW and would be 2,290-feet in length to span the Reedy Creek floodplains and wetlands. The new bridge would maintain a low-level profile and vertical clearance, similar to the current US 17/92 bridge.

Alternative E avoids direct impacts to the historic US 17/92 resources. Alternative E also assumes the historic US 17/92 bridges and causeway will remain in place with no maintenance. Although Alternative E would avoid direct impacts to the historic US 17/92 bridges, it is reasonably foreseeable the historic bridges will continue to deteriorate and eventually collapse. Therefore, Alternative E results in adverse effect to these historic properties and Use of these Section 4(f) resources. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

3. Rehabilitation Without Affecting the Historic Integrity of the Bridge: This alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The Rehabilitation Alternative is not recommended based on the following:

- **Structural Deficiencies:** The Rehabilitation Alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.
- **Functional/Geometric Deficiencies:** The Rehabilitation Alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

The Rehabilitation Alternative examined the potential to improve the historic US 17/92 resources to a condition that would allow use of the bridges to structurally support the future westbound traffic by providing two travel lanes. The Rehabilitation Alternative involves Section 4(f) Use (direct impacts) to the historic US 17/92 resources.

The existing cross-section of the three historic bridges and the causeway between the bridges does not meet design standards for the two proposed westbound lanes. The historic bridges would need to be widened 13 feet, 8 inches at a minimum to meet current FDOT Florida Design Manual (FDM) criteria for travel lanes and shoulders. This would also require the causeway (fill) segments in between the bridges to be widened, resulting in additional floodplain impacts and requiring floodplain compensation. Additional timber piles and closer spacing of the timber bents is anticipated to be required, which will increase the obstructions in the waterway.

Based on the Existing Bridge Conditions Memo (June 2022), rehabilitation of the historic bridges will require extensive reconstruction of the substructure and superstructure. The timber piles and the timber bent caps that support the substructure elements would need to be replaced due to heavy deterioration. To replace these elements, the entire bridge would need to be removed (the pavement, concrete bridge rails, concrete deck, steel girders, concrete abutment backwalls, timber bent caps, and timber piles) and reconstructed from the bottom up. Reconstruction of the historic bridges could not re-use any of the historic concrete or timber bridge elements. The concrete bridge rail system could not be reconstructed as it does not meet current safety standards (no reinforcement) and would need to be replaced.

The existing steel girders would be evaluated for deterioration and incorporated if possible (assuming they can be strengthened, a full bridge load rating is performed, and a favorable load rating is the outcome for all three bridges). To maintain the similar historic span arrangement, the existing steel girders (steel beams) would need strengthening before re-use to meet current design standards for load requirements. The historic US 17/92 bridges were designed using loading criteria from 1937 (for H-15 State Road Department of Florida Design Specifications (1937)), which equates to today's 15-ton vehicles, and therefore, do not meet today's heavier design vehicles and load requirements. Strengthening the bridge to appropriate design standards may require the structure depth to increase, which could impact the bridges' drift clearance. This would require the bridges and the roadway (fill) sections in between the bridges to be raised.

The existing three bridges would need to be nearly entirely repaired and/or modified to be used and would need to meet current loading, design, and construction specifications that the historic US 17/92 bridges are currently not designed for. In summary, only the steel girders (beams) could be rehabilitated and every other superstructure or substructure element, including the historic bridge deck, wood piers, and bridge railings, would require replacement to address design criteria and deteriorated materials. After rehabilitation, little to none of the historic materials would remain after construction. Due to the needed rehabilitation methods and modifications identified above, FDOT determined, and SHPO concurred, that the historic US 17/92 resources would not maintain the characteristics on which their NRHP-eligibility is based and therefore would result in an adverse effect to the historic US 17/92 resources and a Use of the historic properties within the meaning of Section 4(f). The SHPO concurrence is included in the attachments. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

4. Replacement: The Replacement Alternative has been studied and is determined to meet the Section 4(f) prudent and feasible standard. The Replacement Alternative is recommended based on the following:

- **Structural Deficiencies:** The Replacement Alternative corrects the situation that causes the bridge to be considered structurally deficient or significantly deteriorated.
- **Functional/Geometric Deficiencies:** The Replacement Alternative corrects the situation that causes the bridge to be considered functionally/geometrically deficient.

Alternative A (see **Figure 5**, included in the attachments) proposes to utilize the current US 17/92 bridge structure to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge to accommodate future westbound traffic (two lanes) and a shared-use path along the historic US 17/92 alignment. The new westbound bridge would require replacement of the historic bridges to meet current design standards, improve floodplain management, and minimize wetland impacts.

The new bridge would be 2,320-feet in length to span Reedy Creek and the associated floodplains and wetlands. The westbound bridge would be 53 feet, 8 inches wide, and would be constructed within the historic US 17/92 ROW (and existing FDEP TITF Sovereign Submerged Lands (SSL) easement), approximately 70 feet north of the current US 17/92 bridge, to provide adequate separation for construction and maintenance. The new westbound bridge would maintain a

low-level profile similar to the current US 17/92 bridge and increase the vertical clearance by just over one foot to improve the hydraulic bridge opening and flood control.

The benefit of reduced floodplain encroachment to the 100-year floodplain areas surrounding the Reedy Creek floodway, consistent with the prior SFWMD permit, is only realized with Alternative A. Alternative A is expected to have positive impact to the floodplains and floodplain control since the historic US 17/92 bridges and fill sections will be removed and a single structure would replace them. Alternative A also minimizes wetland involvement compared to the other alternatives.

Construction of Alternative A would require demolition of the historic US 17/92 bridges (8OS01747-8OS01749). Alternative A involves constructing the new westbound structure on the historic US 17/92 alignment per the South Florida Water Management District (SFWMD) permit commitments and the 1996 PD&E Study commitments and is supported by both Osceola County and FDEP (land manager for TIITF conservation area known as Fletcher Park). The bridge replacement would involve removal of the existing roadway fill on the historic causeways to remove floodplain encroachment consistent with the prior SFWMD permit (Permit No. 49-00025-D).

Alternative A is the only Build Alternative that avoids impacts to the existing cypress trees preserved as part of Fletcher Park, which satisfies the 1996 PD&E commitments, FDEP input, and local stakeholders. Therefore, Alternative A is the only alternative that retains the historic integrity of the historic location (alignment), setting, and association of the early 20th century highway corridor. Additionally, Alternative A will not involve an additional FDEP/TIITF easement, as the original 1935 easement provides for FDOT use of the existing ROW. No additional ROW impacts, SSL easements, or utility relocations are anticipated. The estimated construction cost is lower than the other Build Alternatives. A graphical comparison of the five build alternatives is mapped in **Figure 11**, included in the attachments.

In summary, Alternative A has the least overall environmental impacts and avoids additional ROW needs. Alternative A avoids impacts to Fletcher Park/TIITF lands, sovereign submerged lands and cypress trees, [REDACTED] the utility corridor, and provides wetland minimization and floodplain enhancement. Based on the results of the technical analysis and public involvement activities, Alternative A is the Preferred Alternative.

Measures to Minimize Harm

- ☐ For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements;
- ☐ For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, FDOT ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge;
- ☐ For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge; and
- ☒ For bridges that are adversely affected, agreement among the SHPO, FDOT, and ACHP (if participating in consultation) is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This programmatic Section 4(f) evaluation does not apply to projects where such an agreement cannot be reached.

The proposed project meets all the applicable criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for FHWA Projects Which Necessitate the Use of Historic Bridges (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made are clearly applicable to this project. There are no feasible and prudent alternatives to the use of the historic bridge, and the project includes all possible planning to minimize harm.

Public Involvement Activities:

Significant public engagement activities have occurred during prior studies that evaluated the future four-lane widening of US 17/92 as well as substantial outreach conducted during the ongoing PD&E Study. These activities resulted in extensive input related to the historic US 17/92 bridges. The public engagement activities resulted in key input received from FDOT's Efficient Transportation Decision Making (ETDM) and Advance Notification process, project newsletters, two public meetings held, and multiple agency coordination meetings. The following sections describe these public engagement activities and input received related to environmental constraints within the vicinity of the historic US 17/92 bridges.

1996 PD&E Study Coordination

During the 1996 PD&E Study, collaboration with multiple environmental stakeholders including FDEP, SFWMD, U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), Osceola County, environmental groups, and local citizens was conducted to review alternatives for a new US 17/92 bridge over Reedy Creek. During this collaboration, the primary public concern for the bridge location and length was protecting the area's large cypress trees. During the public hearing for the 1996 PD&E Study, the majority of the letters, petitions, and voiced concerns were about saving the large cypress trees in the Reedy Creek Area.

Corridor Planning Study

Prior to the ongoing PD&E Study, a Corridor Planning Study was completed in March 2018 to analyze options for widening US 17/92 to four lanes. That study included two Project Visioning Team Meetings (one held on February 7, 2017, and one on October 18, 2017) with Osceola County, MetroPlan Orlando (the regional metropolitan planning organization [MPO]), LYNX (the regional transit provider) and other stakeholders. Additionally, a public meeting was held on January 16, 2018. The public and agency input included near-unanimous consensus for the four-lane widening of US 17/92 including the addition of multimodal accommodations. There was also public and agency support for a separate structure over Reedy Creek along the existing/disturbed portion of US 17/92, thereby minimizing impacts to Reedy Creek and the surrounding environment.

ETDM Programming Screen

Prior to the subject PD&E Study, a programming screen was conducted in 2018 using the ETDM Environmental Screening Tool (ETDM #14365) for the US 17/92 widening. Early agency feedback and public comments are obtained through the ETDM to provide project information on environmentally sensitive areas and identification of project issues. As a result, agency comments were received to avoid and minimize impacts to other sensitive environmental resources in the vicinity of the US 17/92 resources including wetlands, floodplains, the Reedy Creek ecosystem, and the Beehive Hill archaeological site (8OS01726) [REDACTED]

Stakeholder Coordination

A stakeholder group comprised of representatives from local transportation planning agencies including FDOT District 5, FDOT District 1, MetroPlan Orlando, Polk County Transportation Planning Organization (Polk TPO), Osceola County, and Central Florida Expressway Authority (CFX) was established for the study. Five meetings were held at key milestones to build consensus, coordinate with local entities, and present project alternatives (including the Preferred Alternative, Build Alternative A). Based on further coordination with Osceola County, the County indicated opposition to removal of any additional cypress trees and reaffirmed opposing any alignment that further impacts the cypress trees (outside the existing FDOT ROW and easements) in a second resolution in December 2023. Osceola County has indicated any removal of cypress trees preserved within Fletcher Park would likely result in substantial public controversy.

Section 106 Consultation

FDOT has coordinated with several consultation parties during the Section 106 process, including the SHPO, Federally-recognized Tribes, representatives of the local government (Osceola County), and other agencies with a demonstrated interest in the undertaking.

For this project, FDEP is a consulting party for the historic US 17/92 resources as the administrator of the Fletcher Park/TIIF lands the US 17/92 historic bridges and project alternatives cross. FDEP provided a letter of support for the Preferred Alternative, Build Alternative A on February 25, 2025, included in the attachments. In the correspondence, FDEP noted that the existing US 17/92 easement accommodates the ROW footprint for the Preferred Alternative and avoids impacts to the surrounding natural habitat including large cypress trees that are protected within Fletcher Park by deed restrictions. Further, FDEP noted that any alternatives that would impact the large cypress trees within the adjacent FDEP property (Fletcher Park) are not supported and should be avoided.

During Section 106 consultation, the Seminole Tribe of Florida (STOF) Tribal Historic Preservation Office (THPO) noted any project alternatives in the vicinity of the Beehive Hill archaeological site (8OS01726) are of extreme concern to the STOF [REDACTED]. As part of tribal consultation, the STOF provided mitigation stipulations included in the MOA.

Alternatives Public Meeting

An Alternatives Public Meeting was held on October 12, 2021. The purpose of the Alternatives Public Meeting was to present the alternatives being considered for the widening of US 17/92 and to share the results of the alternatives comparison analysis. The public meeting was held both in-person and virtually. During the meeting attendees were able to view display boards on the existing and future traffic projections, alternative alignments being considered along with proposed typical sections, and an evaluation matrix summarizing the impact analysis results and comparing the alternatives being considered. Attendees were also able to view a narrated presentation summarizing the alternatives and potential impacts associated with each alternative. All materials presented at the in-person meeting were available for attendees virtually and uploaded to the study website to be viewed following the meeting.

Approximately 34 members of the public attended the in-person meeting. Additionally, sixteen members of the public attended the virtual meeting. A total of seven comments were received during the public comment period, however, none of these comments were related to Section 4(f) properties in general or the historic US 17/92 bridges.

Public Hearing

This section will be updated following the Public Hearing. A Public Hearing Transcript will be provided in the attachments once the Public Hearing is held.

OEM SME Concurrence Date: Pending

South Orange Blossom Trail Bridges Resource Group (8OS03182)

Facility Type: Resource Group

Property Classification: Historic Site

Address and Coordinates:

Address:

Latitude: 28.26206 Longitude: -81.54024

Description of Property:

The South Orange Blossom Trail Bridges Resource Group (8OS03182) is comprised of a historic US 17/92 elevated roadway/causeway section (8OS02796; also called Orange Blossom Trail) which connects three historic bridges crossing Reedy Creek (8OS01747, 8OS01748, and 8OS01749, known as FDOT Bridge Nos. 920004, 920003, and 920002, respectively). These historic resources are located west of the unincorporated community of Intercession City in Osceola County, Florida; refer to the project location map included in the attachments. Prior to the construction of the current US 17/92 bridge (FDOT Bridge 920174), the historic US 17/92 roadway (ca. 1938) crossed Reedy Creek on the historic alignment located approximately 92 feet north of, and parallel to, the current bridge. The three historic bridges are contributing resources to Resource Group 8OS03182, however the bridges meet all the applicability criteria for a Programmatic Section 4(f) Evaluation and Approval for Federal Highway Administration (FHWA) Projects that Necessitate the Use of Historic Bridges, and as such are documented separately in that evaluation included in the previous section.

The historic bridges and the causeway connecting the bridges remains in-place and has been abandoned without maintenance since the construction of the current US 17/92 alignment in 2001. The length of the historic US 17/92 section (8OS02796), including the three historic bridges, is approximately 1,470 feet and is inaccessible to vehicular traffic. The existing conditions map, including Resource Group 8OS03182, is shown in **Figure 1**, included in the attachments. The historic roadway alignment carried both eastbound and westbound traffic until 2001 when FDOT Bridge 920174 was constructed.

This historic US 17/92 alignment is within a 100-foot FDOT ROW corridor, adjacent to, and south of the CSX ROW. The current US 17/92 bridge (FDOT Bridge 920174) is within a Florida Department of Environmental Protection (FDEP)/Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF) perpetual easement that extends from the historic 100-foot ROW corridor to the southernmost ROW line for the current US 17/92 alignment. The distance between the centerline of the current US 17/92 bridge and the historic roadway ROW is approximately 31 feet.

A portion of the historic US 17/92 alignment between Osceola Polk Like Road (CR 532) and Old Tampa Highway (approximately 0.69 miles in length) was abandoned and blocked off from public use in 1996 when US 17/92 was realigned in this area to accommodate the construction of the current bridge over Reedy Creek. This historic US 17/92 roadway segment is no longer maintained and is used only for occasional pedestrian access by utility workers accessing the adjacent electrical power transmission and pipeline utility corridor to the north.

According to the 2021 Cultural Resource Assessment Survey (CRAS) completed for the US 17/92 Project Development & Environment (PD&E) Study (located in the project file), the entirety of the historic US 17/92 roadway (8OS02796) within the Area of Potential Effect (APE) is recommended individually ineligible for the National Register of Historic Places (NRHP), however a 0.30-mile segment of the roadway (8OS02796) connecting the three historic bridges across Reedy Creek (8OS01747, 8OS01748, and 8OS01749) is determined NRHP-eligible as a contributing resource to the South

Orange Blossom Trail Bridges Resource Group (8OS03182) by providing historic context and allowing the three historic bridges to convey their historic use, appearance, setting, design, and association.

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: Programmatic (Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property)

Describe in detail how the Section 4(f) property will be used.

The Preferred Alternative (see **Figure 2**, included in the attachments) proposes widening US 17/92 from Ivy Mist Lane to Avenue A from a two-lane undivided roadway to a four-lane divided roadway. The US 17/92 bridge crossing over Reedy Creek would require improvements to accommodate four lanes, including widening of the current US 17/92 bridge (FDOT Bridge 920174) and removal and replacement of the three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749) to accommodate a new westbound bridge structure. The historic causeway (8OS02796) would be removed as part of the bridge replacement for floodplain enhancement.

The preferred section for the Reedy Creek Bridge includes two bridge structures. The existing bridge structure will serve eastbound traffic, and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge will be restriped to include 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a concrete barrier wall. The existing 244 feet of ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north. The design speed, posted speed, and target speed for this typical section is 45 mph. The proposed typical section is shown in **Figure 3** along with the Preliminary Concept Plans, both included in the attachments.

The Preferred Alternative (Build Alternative A) will result in the removal and replacement of the NRHP-eligible South Orange Blossom Trail Bridges (8OS03182) Resource Group and three contributing bridges (8OS01747, 8OS01748, and 8OS01749) while restoring the fourth contributing resource, US 17/92, the Orange Blossom Trail (8OS02796), to functioning condition on its original historic alignment. The bridge replacement will be constructed on the historic roadway alignment and within the historic transportation ROW. No elements of 8OS01747, 8OS01748, and 8OS01749 will remain on this alignment and all materials will be disposed of.

The CRAS for this project (2021), located in the project file, recommended the South Orange Blossom Trail Bridges Resource Group (8OS03182) as eligible under Criterion C as a group of contributing resources (bridges and surrounding roadway) constructed as part of the development of the early 20th century transportation corridor. Specifically, the bridges and roadway were constructed to carry US 17/92. The Florida Master Site File (FMSF) Form submitted with the project noted the resource group type as a historic district with its areas of significance as Criterion A: Community Planning and Transportation. The SHPO concurred with the findings of the CRAS and the NRHP-eligibility of the South Orange Blossom Trail Bridges Resource Group (8OS03182), and contributing resources, on December 9, 2021. The FMSF evaluation was signed by SHPO on April 22, 2022.

The Section 106 Determination of Effects Case Study Report (located in the project file) resulted in a finding of adverse effect to the Resource Group 8OS03182 due to the removal of the three historic bridges (8OS01747, 8OS01748, and 8OS01749). Subsequently, the SHPO concurred with the finding of adverse effect to the historic US 17/92 resources for all alternatives considered, including replacement, on November 20, 2024.

The Preferred Alternative, Build Alternative A, results in a Section 4(f) Use of the South Orange Blossom Trail Bridges Resource Group (8OS03182), including the 0.30-mile segment of US 17/92 roadway (8OS02796) and the three historic bridges (8OS01747, 8OS01748, and 8OS01749) that contribute to the South Orange Blossom Trail Bridges Resource Group. There are no feasible and prudent avoidance alternatives to the Section 4(f) Use of the historic properties. A summary of the alternatives and findings, as well as the measures to minimize harm, is provided in the attachments.

During the development of mitigation stipulations to resolve the adverse effects, FDOT and SHPO discussed recent research developments and came to consensus that because the significance of Resource Group 8OS03182 was associated with the contributions the group made to Community Planning & Development and Transportation; thus, the group's eligibility was significant under Criterion A: Community Planning and Transportation rather than Criterion C: Design/Construction. FDOT documented this clarification about the resource's significance in a November 22, 2024, memorandum regarding mitigation proposals (included as an attachment), stating that the resource's significance was most "accurately residing in Criterion A" and "is seemingly derived from how the State Road Department developed state transportation corridors to move travelers within central Florida in the first 30 years of its establishment." The SHPO stated it had no concerns about the mitigation proposal on December 5, 2024, and the correspondence with SHPO is included as an attachment.

Applicability

Yes No

☒ ☐ Does the project meet all of the following criteria?

1. The proposed transportation project use a Section 4(f) park, recreation area, wildlife or waterfowl refuge.
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection?
3. The OWJ over the Section 4(f) property agreed in writing with the assessment of the impacts, the proposed measures to minimize harm, and the mitigation necessary to preserve, rehabilitate and enhance those features and values of the Section 4(f) property; and that such measures will result in a net benefit to the Section 4(f) property.

Alternatives and Findings

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:
 - it would not correct the existing or projected capacity deficiencies;
 - it would not correct existing safety hazards;
 - it would not correct existing or deteriorated conditions and maintenance problems; and/or
 - providing such correction would constitute a cost or community impact of extraordinary magnitude, or would result in truly unusual problems when compared with the proposed use of the Section 4(f) lands.
2. Improvement without Using Adjacent Section 4(f) Lands: It is not feasible and prudent to avoid Section 4(f) lands by roadway design or transportation system management. This alternative is not recommended because implementing such measures would result in:
 - substantial adverse community impacts to adjacent homes, businesses or other improved properties;
 - substantial increases in engineering, roadway or structure cost;

- unique engineering, traffic, maintenance, or safety problem;
 - substantial adverse social, economic, or environmental impacts;
 - the project not meeting identified transportation needs; and/or
 - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.
3. Alternative on New Location: It is not feasible and prudent to avoid Section 4(f) lands by constructing on new alignment. This alternative is not recommended because implementing such measures would result in:
- Improvements that do not meet the Purpose and Need of the project;
 - substantial increases to costs or substantial engineering difficulties;
 - substantial adverse social, economic, or environmental impacts; and/or
 - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.

Measures to Minimize Harm

Justification for Net Benefit Finding

The Preferred Alternative (Build Alternative A) would result in construction of a modern segment of the US 17/92 transportation facility in the same segment and location of the historic corridor. Build Alternative A proposes to utilize the current US 17/92 bridge structure to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge to accommodate future westbound traffic (two lanes) and a shared-use path along the historic US 17/92 alignment. This would retain the transportation resource in a similar horizontal alignment when compared to original construction. As the Preferred Alternative (Build Alternative A) proposes separate eastbound and westbound structures, the proposed project will retain the historic location, materials, setting, feeling, and association of the early 20th century highway corridor. Of all alternatives considered, including the No-Build, the Preferred Alternative is the only alternative that restores functional operation of US 17/92 along the historic alignment when all other alternatives resulted in continued abandonment of these resources (as normal maintenance is not feasible) leading to total loss of the resources through deterioration and eventual collapse. Additionally, FDOT and SHPO will gain a clearer understanding of the significance of early transportation routes in Central Florida through the completion of the mitigation stipulations, including a survey of remaining resources from this era and an updated historic context.

As the resource group's significance is associated with early transportation routes in this region of Florida, by reconstructing a portion of the expanded US 17/92 route within the historic corridor, FDOT will retain a segment of the corridor that is similar to the historic horizontal alignment of the extant roadway segment. Additionally, the retention of the cypress trees will continue to convey the setting, feeling, and association of the historic corridor. The proposed divided highway will help to retain the feeling, setting, association, location, design, and materials of a two-lane corridor within a rural, swampy area originally constructed in the 1930s. When constructed, Resource Group 8OS03182 will remain NHRP-eligible under Criterion A for its associations with early 20th century transportation in this region of Florida. One mitigation stipulation will be to update the FMSF regarding the significance of the South Orange Blossom Trail Bridges Resource Group (8OS03182). As such, consultation with the SHPO has confirmed that, specifically as regards to the South Orange Blossom Trail Bridges Resource Group (8OS03182) and the 0.30-mile segment of US 17/92 roadway (8OS02796), this project meets all the applicability criteria including:

- ☒ The proposed action includes all possible planning to minimize harm.
- ☒ The proposed action includes all possible mitigation measures.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made clearly applicable to this project. The project results in a clear net benefit to the Section 4(f) resource, there are no prudent and feasible alternatives to the use of the Section 4(f) resource, and the project includes all possible planning to minimize harm.

Public Involvement Activities:

Significant public engagement activities have occurred during prior studies that evaluated the future four-lane widening of US 17/92 as well as substantial outreach conducted during the ongoing PD&E Study. These activities resulted in extensive input related to the South Orange Blossom Trail Bridges Resource Group. The public engagement activities resulted in key input received from FDOT's Efficient Transportation Decision Making (ETDM) and Advance Notification process, project newsletters, two public meetings held, and multiple agency coordination meetings. The following sections describe these public engagement activities and input received related to environmental constraints within the vicinity of the resource group.

1996 PD&E Study Coordination

During the 1996 PD&E Study, collaboration with multiple environmental stakeholders including FDEP, SFWMD, U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), Osceola County, environmental groups, and local citizens was conducted to review alternatives for a new US 17/92 bridge over Reedy Creek. During this collaboration, the primary public concern for the bridge location and length was protecting the area's large cypress trees. During the public hearing for the 1996 PD&E Study, the majority of the letters, petitions, and voiced concerns were about saving the large cypress trees in the Reedy Creek Area.

Corridor Planning Study

Prior to the ongoing PD&E Study, a Corridor Planning Study was completed in March 2018 to analyze options for widening US 17/92 to four lanes. That study included two Project Visioning Team Meetings (one held on February 7, 2017, and one on October 18, 2017) with Osceola County, MetroPlan Orlando (the regional metropolitan planning organization [MPO]), LYNX (the regional transit provider) and other stakeholders. Additionally, a public meeting was held on January 16, 2018. The public and agency input included near-unanimous consensus for the four-lane widening of US 17/92 including the addition of multimodal accommodations. There was also public and agency support for a separate structure over Reedy Creek along the existing/disturbed portion of US 17/92, thereby minimizing impacts to Reedy Creek and the surrounding environment.

ETDM Programming Screen

Prior to the subject PD&E Study, a programming screen was conducted in 2018 using the ETDM Environmental Screening Tool (ETDM #14365) for the US 17/92 widening. Early agency feedback and public comments are obtained through the ETDM to provide project information on environmentally sensitive areas and identification of project issues. As a result, agency comments were received to avoid and minimize impacts to other sensitive environmental resources in the vicinity of the US 17/92 resources including wetlands, floodplains, the Reedy Creek ecosystem, and the Beehive Hill archaeological site (8OS01726) [REDACTED].

Stakeholder Coordination

A stakeholder group comprised of representatives from local transportation planning agencies including FDOT District 5, FDOT District 1, MetroPlan Orlando, Polk County Transportation Planning Organization (Polk TPO), Osceola County, and

Central Florida Expressway Authority (CFX) was established for the study. Five meetings were held at key milestones to build consensus, coordinate with local entities, and present project alternatives (including the Preferred Alternative, Build Alternative A). Based on further coordination with Osceola County, the County indicated opposition to removal of any additional cypress trees and reaffirmed opposing any alignment that further impacts the cypress trees (outside the existing FDOT ROW and easements) in a second resolution in December 2023. Osceola County has indicated any removal of cypress trees preserved within Fletcher Park would likely result in substantial public controversy.

Section 106 Consultation

FDOT has coordinated with several consultation parties during the Section 106 process, including the SHPO, Federally-recognized Tribes, representatives of the local government (Osceola County), and other agencies with a demonstrated interest in the undertaking.

For this project, FDEP is a consulting party for the historic US 17/92 resources as the administrator of the Fletcher Park/THPO lands the US 17/92 historic bridges and project alternatives cross. FDEP provided a letter of support for the Preferred Alternative, Build Alternative A on February 25, 2025, included in the attachments. In the correspondence, FDEP noted that the existing US 17/92 easement accommodates the ROW footprint for the Preferred Alternative and avoids impacts to the surrounding natural habitat including large cypress trees that are protected within Fletcher Park by deed restrictions. Further, FDEP noted that any alternatives that would impact the large cypress trees within the adjacent FDEP property (Fletcher Park) are not supported and should be avoided.

During Section 106 consultation, the Seminole Tribe of Florida (STOF) Tribal Historic Preservation Office (THPO) noted any project alternatives in the vicinity of the Beehive Hill archaeological site (8OS01726) are of extreme concern to the STOF [REDACTED]. As part of tribal consultation, the STOF provided mitigation stipulations included in the MOA.

Alternatives Public Meeting

An Alternatives Public Meeting was held on October 12, 2021. The purpose of the Alternatives Public Meeting was to present the alternatives being considered for the widening of US 17/92 and to share the results of the alternatives comparison analysis. The public meeting was held both in-person and virtually. During the meeting attendees were able to view display boards on the existing and future traffic projections, alternative alignments being considered along with proposed typical sections, and an evaluation matrix summarizing the impact analysis results and comparing the alternatives being considered. Attendees were also able to view a narrated presentation summarizing the alternatives and potential impacts associated with each alternative. All materials presented at the in-person meeting were available for attendees virtually and uploaded to the study website to be viewed following the meeting.

Approximately 34 members of the public attended the in-person meeting. Additionally, sixteen members of the public attended the virtual meeting. A total of seven comments were received during the public comment period, however, none of these comments were related to Section 4(f) properties in general or the South Orange Blossom Trail Bridges Resource Group.

Public Hearing

This section will be updated following the Public Hearing. A Public Hearing Transcript will be provided in the attachments once the Public Hearing is held.

OEM SME Concurrence Date: Pending

Upper Reedy Creek Management Area - Intercession City Unit

Facility Type: Land holding

Property Classification: Multiple Use Facility

Address and Coordinates:

Address: S Orange Blossom Trail, Kissimmee, FL, 34758

Latitude: 28.25604 Longitude: -81.53194

Description of Property:

The Upper Reedy Creek Management Area - Intercession City is a large, multiple-use land holding with the primary use as conservation and protection of water resources, and secondary use as a wildlife/waterfowl refuge and park/recreation area. Activities provided by this resource include hiking and nature study; however these activities are limited to specifically designated areas which do not intersect the US 17/92 study area. The Upper Reedy Creek Management Area - Intercession City Unit, owned by SFWMD, occupies the majority of land south of the study area and intersects the study limits near Osceola Polk Line Road (CR 532) and east and west of Intercession City.

Owner/Official with Jurisdiction: South Florida Water Management District (SFWMD)

Recommended Outcome: Not Applicable

Rationale:

Section 4(f) applicability for multiple-use land holdings is documented in 23 CFR 774.11(d) and applies only to the portion of multiple-use land holdings which function for, or are designated as, significant park, recreation, or wildlife and waterfowl refuge purposes. Per communication between the OWJ (SFWMD) and FDOT dated November 7, 2022 (see attachments), the portions of the Upper Reedy Creek Management Area - Intercession City Unit that are affected by the proposed improvements do not include any significant public recreation facilities that are open to the public or any significant, designated wildlife or waterfowl refuges. Based on this OWJ consultation with SFWMD, FDOT has determined Section 4(f) is "Not Applicable" for the Upper Reedy Creek Management Area - Intercession City conservation area within the proposed project area.

OEM SME Determination Date: 05-05-2025

Beehive Hill (8OS01726)

Facility Type: Archaeological Site

Property Classification: Historic Site

Address and Coordinates:

Address:

[REDACTED]

Description of Property:

Beehive Hill (8OS01726) is a large archaeological site that has been determined eligible for NRHP listing due to Sub-Area A, a small area within the overall boundary (approximately 114.8 by 98.4 feet) that was identified as likely to contain archaeological significance concerning pre-contact populations in the region. Sub-Area A was determined by SHPO to be NRHP-eligible on June 22, 2000, and recommended for preservation in place which makes the Sub-Area A portion of Beehive Hill archaeological site a Section 4(f) protected historic property. Excepting for Sub-Area A, the remainder of the archaeological site, including portions that extend below/within the existing US 17/92 ROW and APE, has been evaluated by SHPO and is non-contributing to the site's eligibility. [REDACTED]

[REDACTED]

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Relationship Between the Property and the Project

[REDACTED]

[REDACTED] Impacts to this site are limited to the northern portion of the site which has been determined non-contributing to the overall site's eligibility. Based on the results of the CRAS, the SHPO concurred with the finding that the Beehive Hill Preservation Area (NRHP-eligible Sub-Area A) is outside of the proposed project area and that there will be no project activities or ground disturbance in proximity of the protected area. As such, SHPO concurred that this project will have No Adverse Effect to the NRHP-eligible Beehive Hill archaeological site on December 9, 2021.

[REDACTED] Beehive Hill (and associated Beehive Hill Redeposited (8OS03133) site), FDOT has committed to conducting Secretary of the Interior (SOI) qualified monitoring of ground disturbance within these site boundaries as a stipulation of a Section 106 MOA; however, the proposed project will have no "use" of the NRHP-eligible Beehive Hill (8OS01726) within the meaning of Section 4(f).

Yes No

☐☒

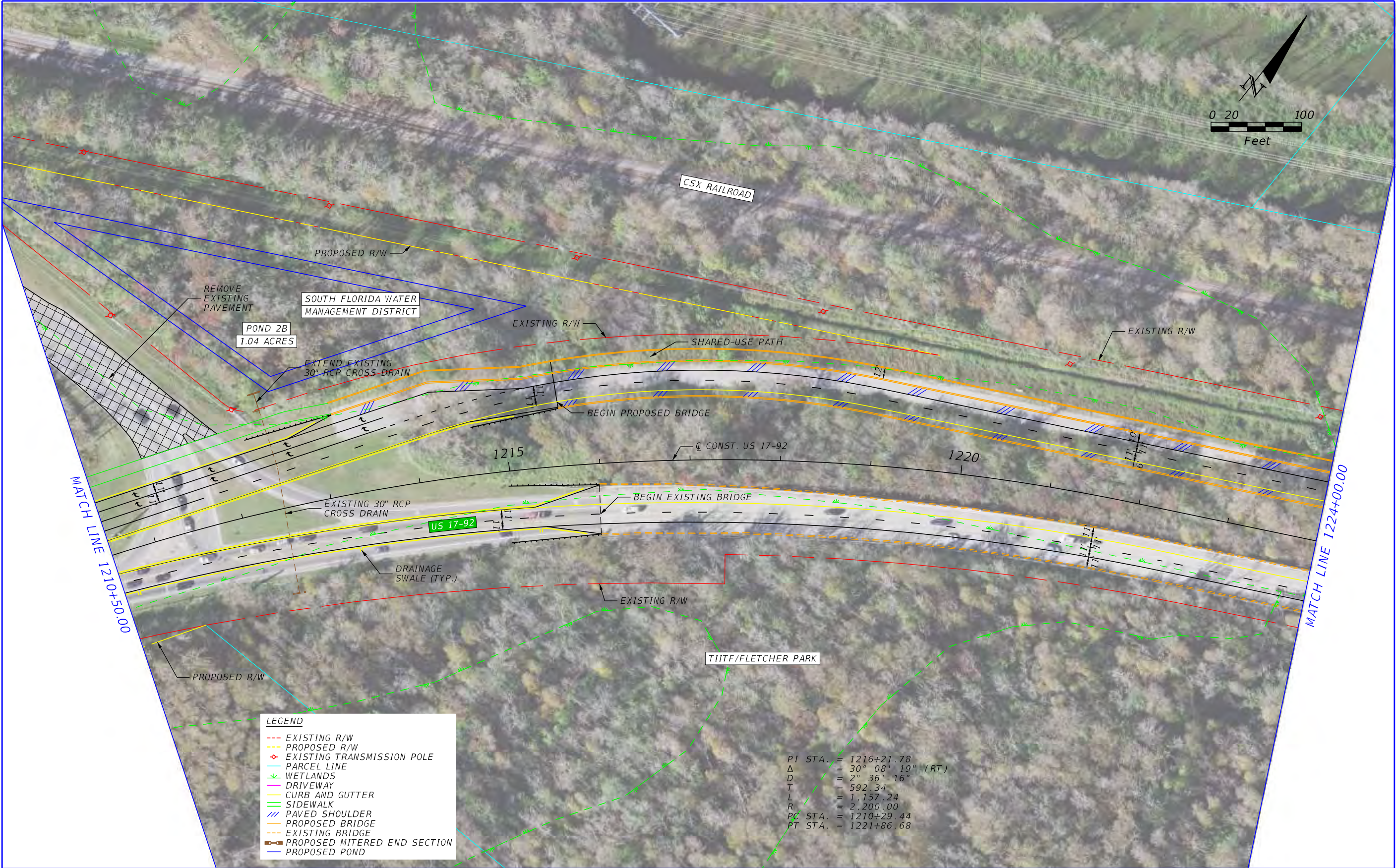
Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

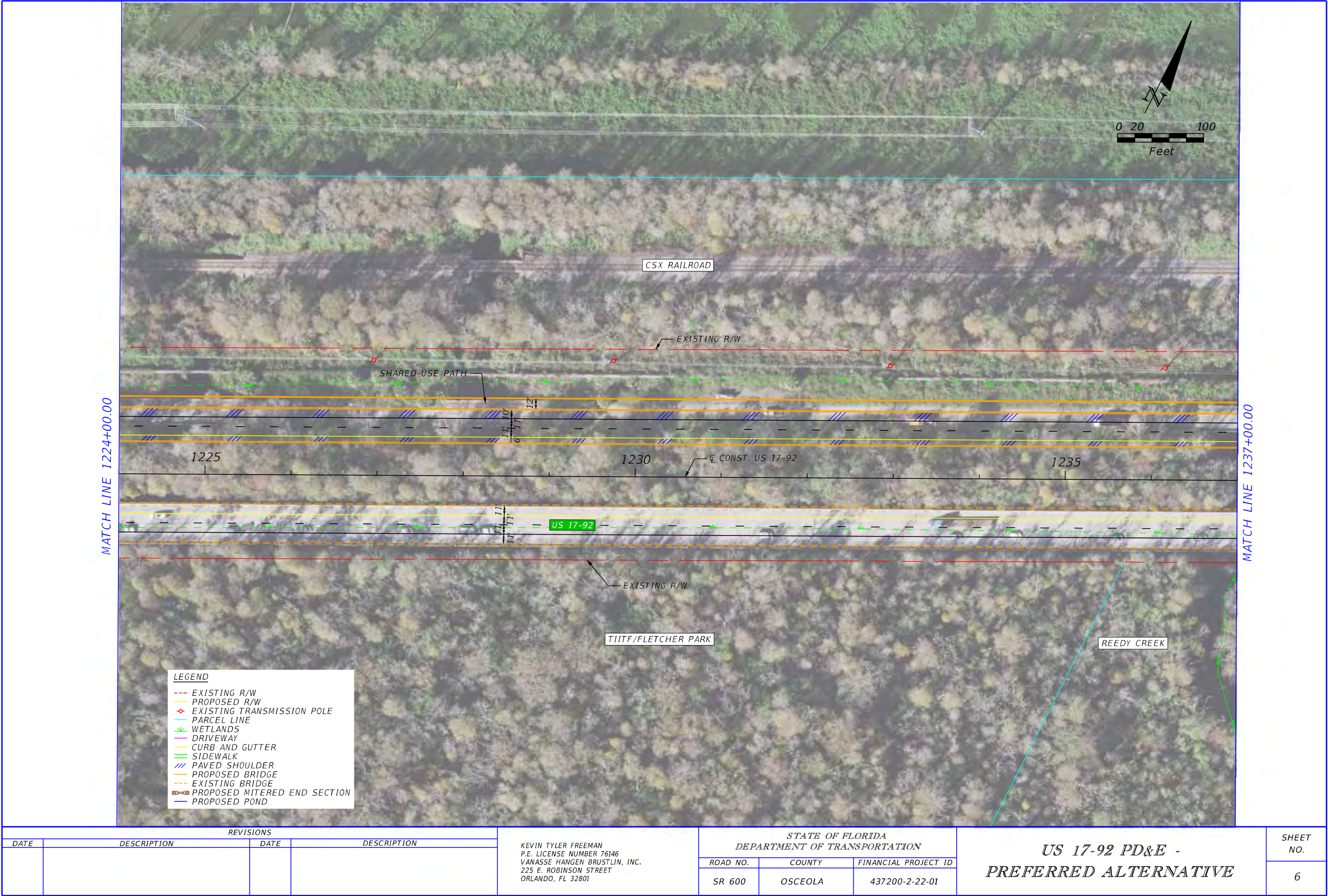
OEM SME Determination Date: 05-05-2025

Project-Level Attachments

US 17/92 PD&E Project Location Map
Preferred Bridge Alternative Concept Plan
US 17/92 Section 4(f) Resources Map

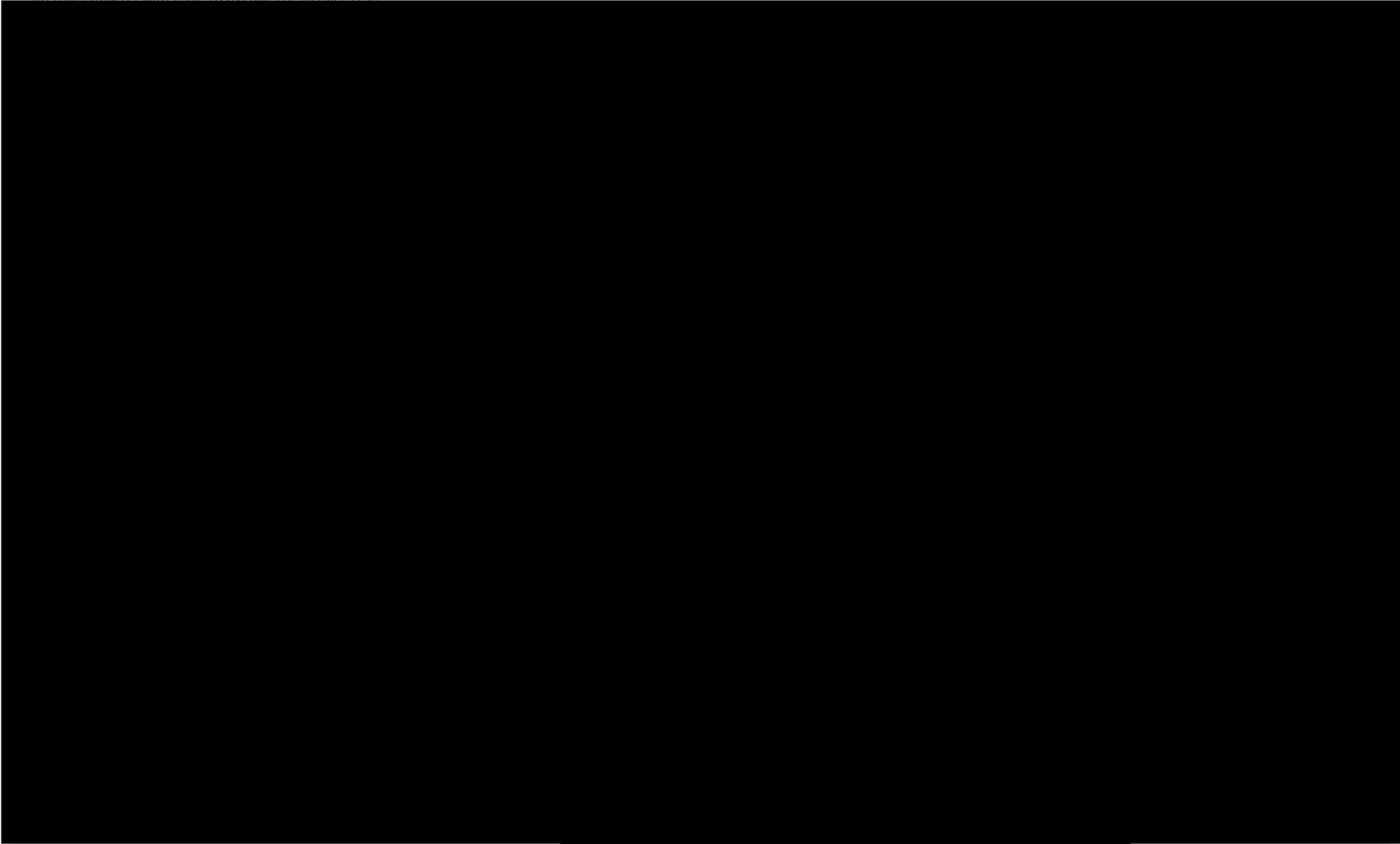


REVISIONS				KEVIN TYLER FREEMAN P.E. LICENSE NUMBER 76146 VANASSE HANGEN BRUSTLIN, INC. 225 E. ROBINSON STREET ORLANDO, FL 32801	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 17-92 PD&E - PREFERRED ALTERNATIVE	SHEET NO. 5
DATE	DESCRIPTION		DATE		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 600	OSCEOLA	437200-2-22-01		





REVISIONS				KEVIN TYLER FREEMAN P.E. LICENSE NUMBER 76146 VANASSE HANGEN BRUSTLIN, INC. 225 E. ROBINSON STREET ORLANDO, FL 32801	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 17-92 PD&E - PREFERRED ALTERNATIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
					SR 600	OSCEOLA	437200-2-22-01		



Resource Attachments

South Orange Blossom Trail Bridges (8OS01747, 8OS01748, and 8OS01749)

- Figure 1: Existing Conditions near US 17/92
- Figure 2 to Figure 4: Bridge Photographs
- Figure 5: US 17/92 Bridge Alternative A
- Figure 6: Preferred Alternative Bridge Typical Section
- Figure 7: US 17/92 Bridge Alternative B
- Figure 8: US 17/92 Bridge Alternative C
- Figure 9: US 17/92 Bridge Alternative D
- Figure 10: US 17/92 Bridge Alternative E
- Figure 11: Alternatives Comparison
- SHPO Case Study Report Concurrence Letter
- SHPO Section 106 Consultation Meeting Summary
- FDEP Letter of Support
- US 17/92 SHPO CRAS Concurrence Letter
- 1994 Osceola County Board of County Commission Resolution
- 2023 Osceola County Resolution on Cypress Trees
- Draft Memorandum of Understanding (MOA)
- Tribal Coordination

South Orange Blossom Trail Bridges Resource Group (8OS03182)

- Figure 1: Existing Conditions near US 17/92
- Figure 2: US 17/92 Bridge Alternative A
- Figure 3: Typical Section
- Figure 4: US 17/92 Bridge Alternative B
- Figure 5: US 17/92 Bridge Alternative C
- Figure 6: US 17/92 Bridge Alternative D
- Figure 7: US 17/92 Bridge Alternative E
- Figure 8: Alternatives Comparison
- Alternatives and Findings
- Measures to Minimize Harm
- US 17/92 Proposed Mitigation Memorandum
- US 17/92 SHPO Mitigation Correspondence

Upper Reedy Creek Management Area - Intercession City Unit

- Upper Reedy Creek Management Area Map
- Upper Reedy Creek Management Area OWJ Coordination

Beehive Hill (8OS01726)

- Beehive Hill Location Map

South Orange Blossom Trail Bridges (8OS01747, 8OS01748, and 8OS01749)

Contents:

Figure 1: Existing Conditions near US 17/92
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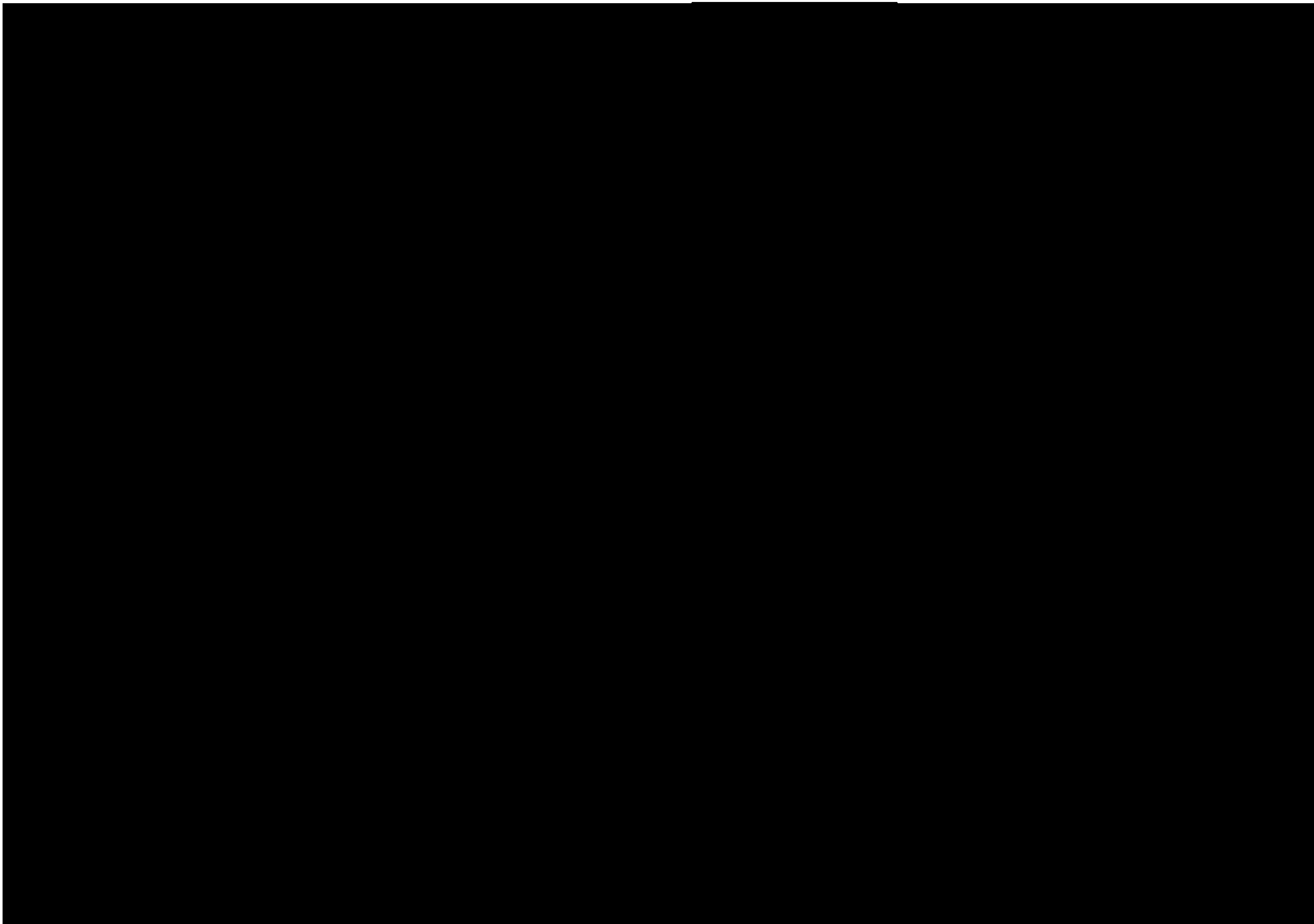


Figure 2: Historic Resource 8OS01747 - FDOT Bridge No. 920004, facing southwest



Figure 3: Historic Resource 8OS01748 - FDOT Bridge No. 920003, facing west



Figure 4: Historic Resource 8OS01749 - FDOT Bridge No. 920002, facing southwest



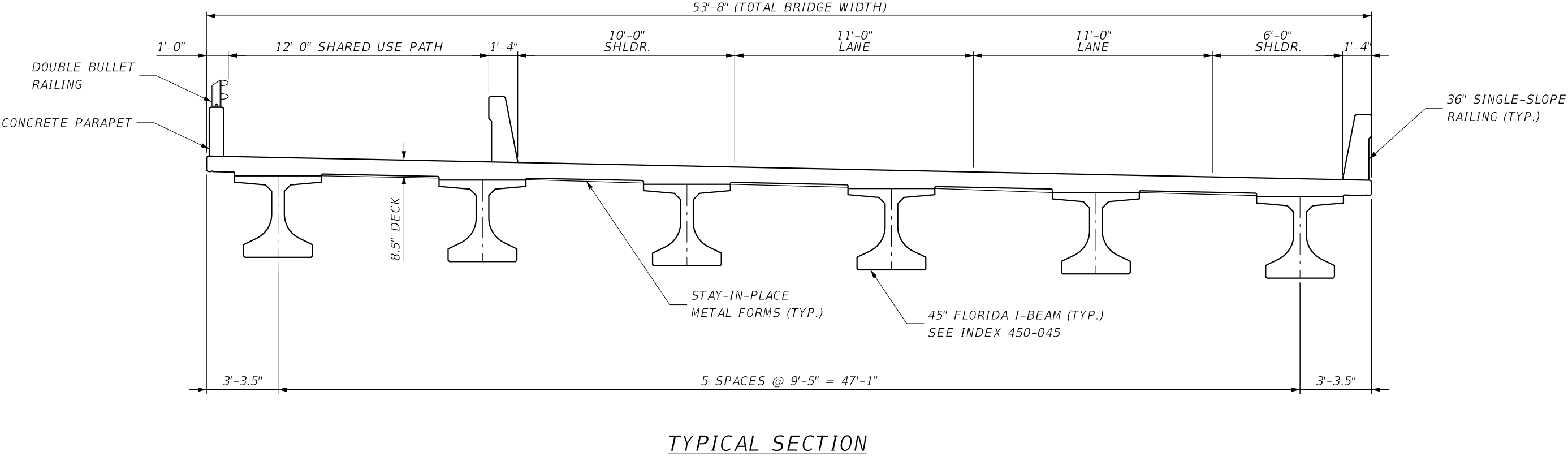
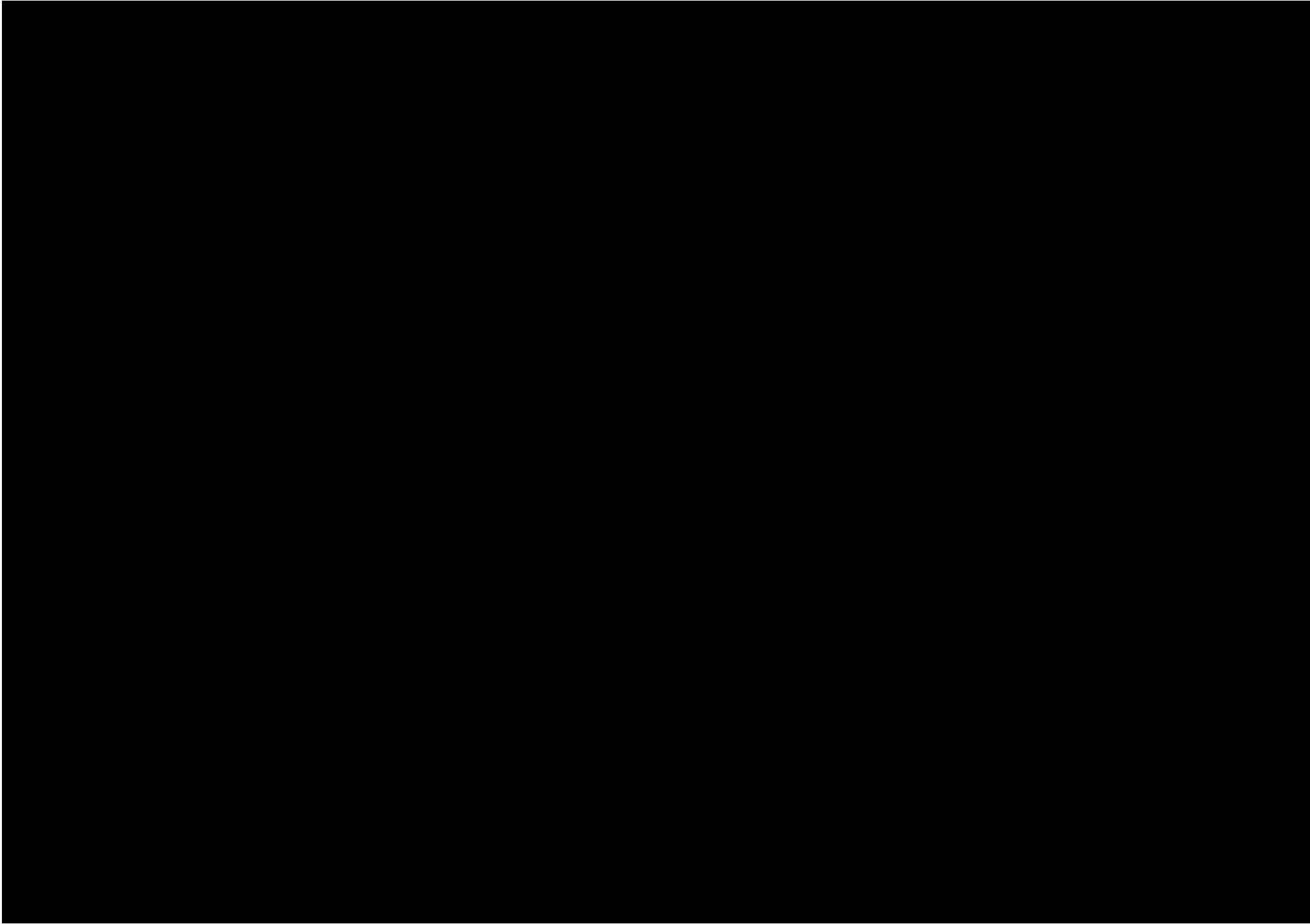
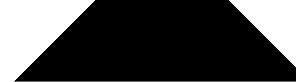
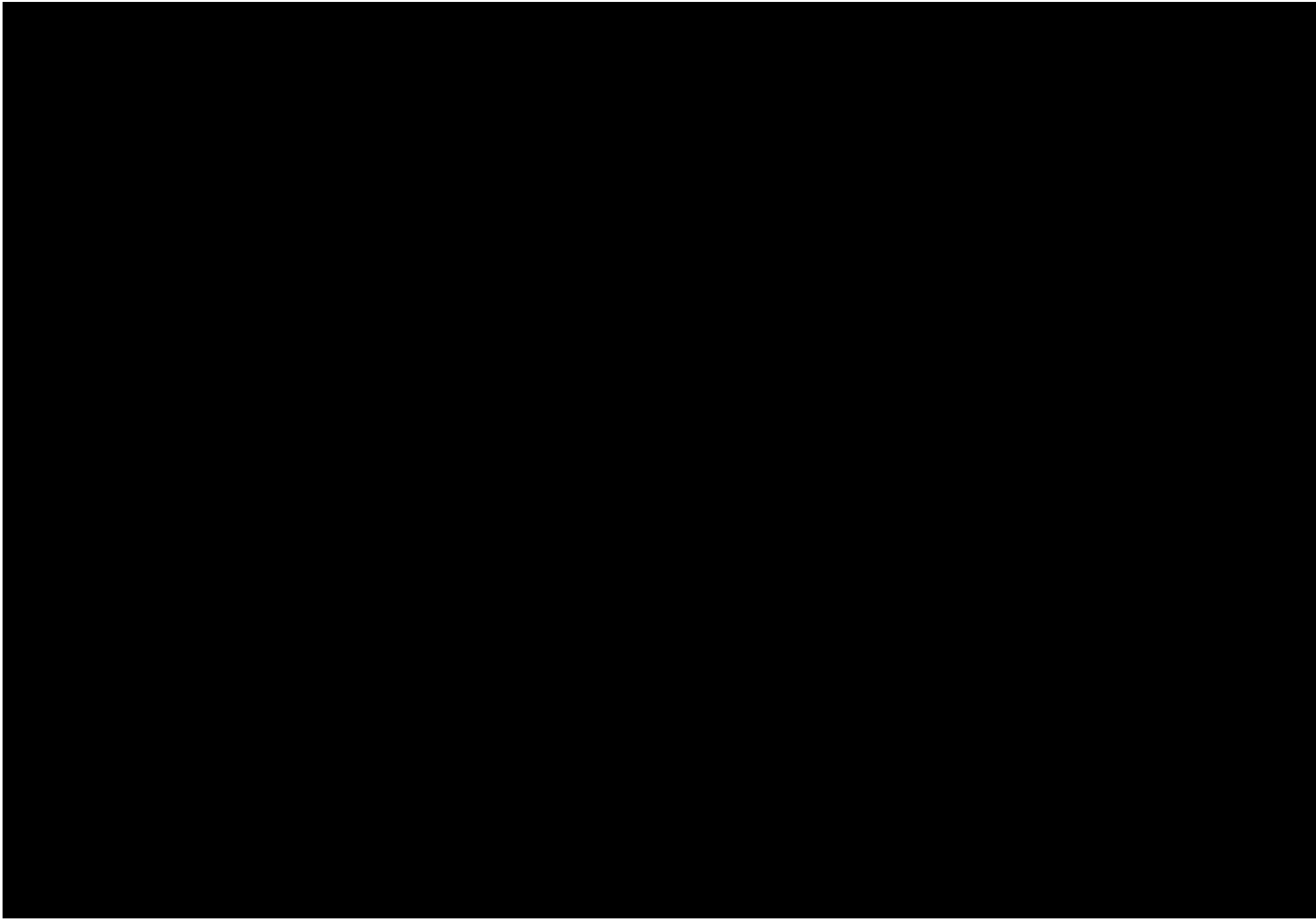
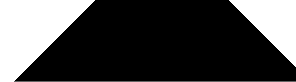
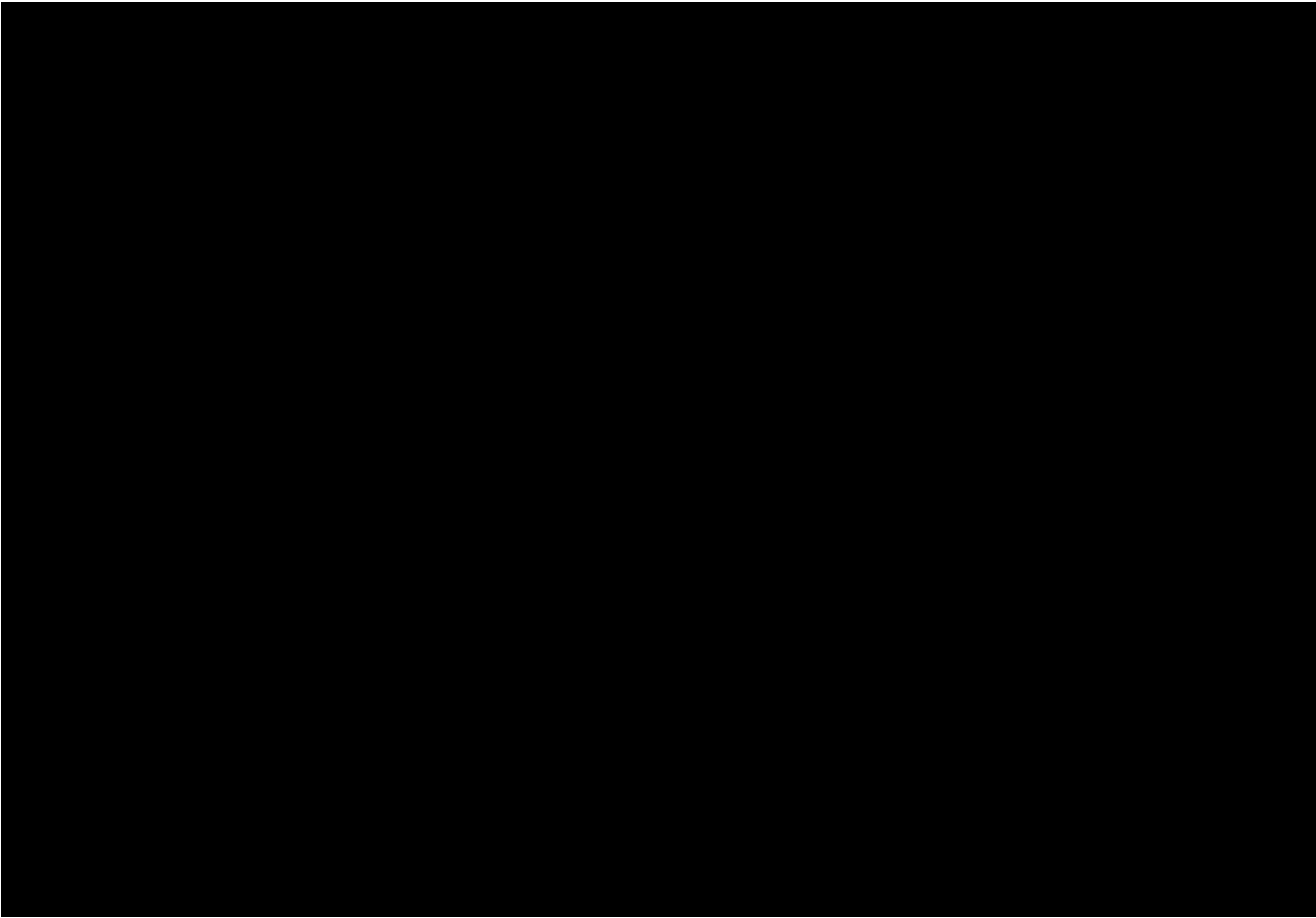
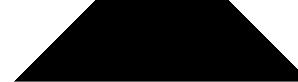
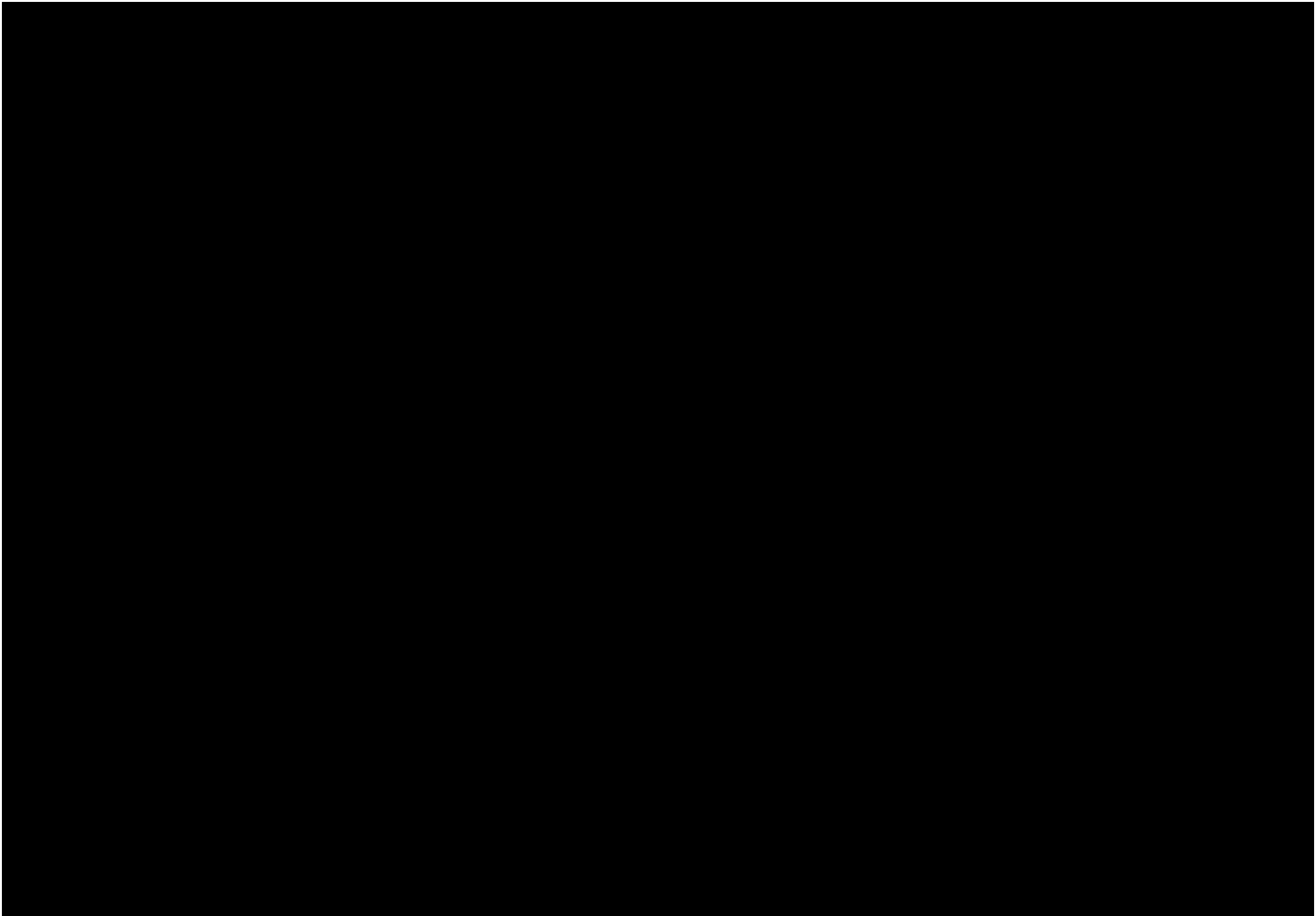


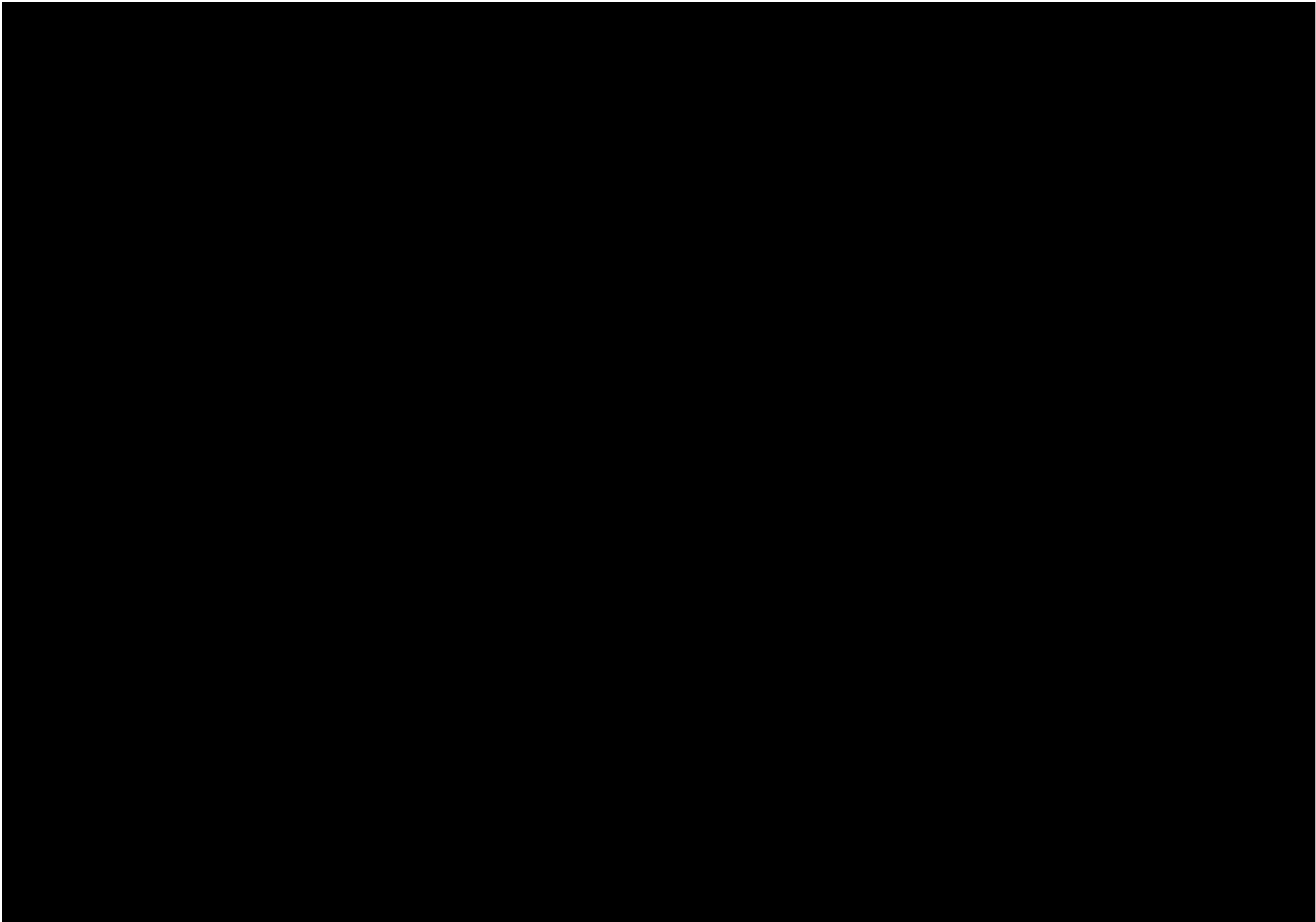
Figure 6: Preferred Alternative Bridge Typical Section













Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 30, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Case Study Report Submission
South Florida Railroad (8OS02540)
US 17/92 (8OS02796)
Orange Blossom Trail Bridges (8OS03182)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92004) (8OS01747)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92003) (8OS01748)
South Orange Blossom Trail Bridge (FDOT Bridge No. 92002) (8OS01749)
CSX Railroad Bridge 1 (8OS03176)
CSX Railroad Bridge 2 (8OS03177)
CSX Railroad Bridge 3 (8OS03178)
US 17/92 FROM IVY MIST LANE TO AVENUE A
Osceola County
FM # 437200-2-22-01
DHR CRAT Number: 2024-5968B

Dear Ms. Lotane,

Enclosed please find a case study report providing an effects evaluation for the above-referenced Project Development and Environment (PD&E) Study for proposed improvements along 3.8 miles (6.1 kilometers) of US 17/92 (US 441/State Road [SR] 600/County Road [CR] 532/Orange Blossom Trail [OBT]) in Osceola County, Florida. The Florida Department of Transportation (FDOT), District 5, is conducting a PD&E Study to evaluate alternatives to widen the existing two-lane US 17/92 roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A; the project also includes the construction of up to 11 stormwater ponds. Within these project limits, US 17/92 extends through unincorporated areas of Osceola County, including the community of Intercession City and portions of South Florida Water Management District (SFWMD) land. The purpose of this project is to address current and future travel demands and to improve safety and enhance connectivity on this portion of US 17/92.

This project is Federally funded and this study complies with the regulations for implementing NHPA Section 106, found in 36 CFR, Part 800 (*Protection of Historic Properties*). The work was also conducted to comply with Chapter 267 of the Florida Statutes and Rules Chapter 1A-46, Florida Administrative Code. All review work was performed in accordance with Part 2, Chapter 8, of the Florida Department of Transportation's (FDOT) PD&E Manual (revised June 2024), and the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards*

and *Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

A Phase I Cultural Resource Assessment Survey (CRAS) in support of the PD&E Study was completed in November 2021. The CRAS included the original project limits for FDOT project Financial Management (FM) No. 437200-1), which extended from CR 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet (ft) (579.1 meters [m]) west of Poinciana Boulevard at Avenue A in Osceola County, a distance of 5.1 miles (8.2 kilometers). After completion of the CRAS, the project limits were shortened, and an updated FM number assigned (437200-2). The area of potential effect for the current project is bounded by the parcels adjacent to the right-of-way for no more than 328 ft (100 m) from Ivy Mist Lane to Avenue A. The proposed ponds APE included proposed pond footprint with a 100 ft (30.5 m) buffer in each location.

The CRAS and subsequent consultation with your office concluded that there are nine historic properties within the APE (SHPO/FDHR Project File Number 2021-6592). These historic properties include 8OS02796, US 17/92; 8OS03182, South Orange Blossom Trail Bridges; 8OS01747, 8OS01748, and 8OS01749, FDOT Bridge Nos. 920004, 920003, and 920002, respectively; 8OS02540, South Florida Railroad; and 8OS03176, 8OS03177, and 8OS03178, CSX Railroad Bridges 1, 2, and 3, respectively.

As discussed in the enclosed Case Study, the US 17/92 project proposes to replace three of the eligible bridges (8OS01747, 8OS01748, and 8OS01749; FDOT Bridge Nos. 920004, 920003, and 920002, respectively) and remove a section of US Highway 17/92 (8OS02796; also called Orange Blossom Trail). Together, these four properties comprise resource group 8OS03182 (South Orange Blossom Trail Bridges). Because rehabilitation and reuse of these five historic properties is not possible given their current condition, the only reasonable alternative would be replacement. Therefore, it is the opinion of FDOT that the proposed undertaking will adversely affect these four historic properties.

The remaining four historic properties within the APE, the South Florida Railroad (8OS02540) and three CSX Railroad bridges which contribute to it (8OS03176-8OS03178), will remain in place and unaltered by the project. As shown in the proposed plans, the proposed improvements will not diminish the integrity of these historic resources, nor detract from their ability to display the characteristics that make them eligible for listing in the NRHP. It is thus the opinion of FDOT that the undertaking will have no adverse effect on 8OS0240 (South Florida Railroad) and its contributing resources 8OS03176 (CSX Railroad Bridge 1), 8OS03177 (CSX Railroad Bridge 2), and 8OS03178 (CSX Railroad Bridge 3).

Pending concurrence with the effects assessment, FDOT will continue consultation with SHPO and OEM regarding strategies to resolve the adverse effects to 8OS01747-8OS01749, 8OS02796/8PO08622, and 8OS03182. Further consultation will be necessary to develop mitigation for the US 17/92 linear resource. Once appropriate mitigation strategies have been developed in consultation with your office, FDOT's commitment to mitigation will be memorialized in a Memorandum of Agreement.

Additionally, based on the results of the CRAS, the SHPO considers all identified archaeological resources within the US 17/92 ROW (archaeological APE) not contributing to the eligibility of known archaeological resources. Archaeological monitoring was recommended, but the FDOT and OEM will be continuing consultation with the SHPO, the Bureau of Archaeological Research (BAR), and the consulting

Tribal parties pursuant to the requirements of the NHPA concerning the proposed improvements in the vicinity of the . This may include the requirement of professional archaeological monitoring during ground-disturbing activities within the boundary of the . The requirement for professional archaeological monitoring will also be a stipulation in the MOA.

I respectfully request your concurrence with the findings and recommendations presented in this letter and the enclosed effects assessment. If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Based on the review summarized above, FDOT has determined that this project 437200-2-22-01 will result in **Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Catherine Owen on October 30, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2024-5968B.

SHPO/FDHR Comments



FOR

November 20, 2024

Signed

Date

Alissa S. Lotane, Director

State Historic Preservation Officer

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [43720022201-CE2-D5-43720022201-CE2-D5-FM_437200-1-22-01_US_17_and_92_Case_Study_14OCT24-2024-1015.pdf](#)
(Section 106 Case Study Report)
US 17/92_FM_437200-1-22-01_US_17_and_92_Case_Study_14OCT24



MEETING SUMMARY

Meeting Date: November 18, 2024 (Monday) **Time:** 2:00 pm – 3:00pm

Project: US 17/92 Project Development & Environmental (PD&E) Study

FPID: 437200-2-22-01

Subject: Section 106 Consultation Meeting
Mitigation Strategies Discussion with SHPO

I. ATTENDEES

<u>NAME</u>	<u>Agency</u>
David Graeber	FDOT
Lindsay Rothrock	FDOT
Cathy Owen	FDOT
Alyssa McManus	SHPO
Kelly Chase	SHPO
Angela Matusik	SEARCH
Kate Willis	SEARCH
Kevin Freeman	VHB

II. INTRODUCTION / OBJECTIVE:

The purpose of this meeting was to discuss potential strategies for mitigation due to the potential adverse effect to the US 17/92 Resource Group (8OS02796/8PO08622), South Orange Blossom Trail Bridges Resource group (8OS03182), and three South Orange Blossom Trail Bridges (FDOT Bridge No. 92002-92004) (8OS01747-8OS01749). The meeting began with introduction of the attendees above. FDOT (David) provided a brief intro for the project. The Section 106 Case Study Report was submitted to SHPO in October 2024 and is under review. SHPO (Alyssa) asked FDOT to present their recommendations for mitigation for discussion. She mentioned that SHPO can't concur on the strategies in this meeting, but this discussion will support the MOA development. Once the MOA is submitted, then SHPO would review and consider concurrence.

III. DISCUSSION NOTES:

SEARCH (Kate) initiated the discussion on the mitigation strategies by provided recommendations and reasoning associated with it. A summary of the discussion is identified below.

- Kate identified that the historic US 17/92 bridges were considered a series of concrete, unadorned bridges and engineering characteristics/distinction were not the reasoning for it being historic. Moreover, that it was three, New Deal 1930s depression-era bridges closely spaced to each other was the reasoning for it being considered historic property because as a group they "represent a significant and distinguishable entity" of depression-era bridges.

- Kate mentioned a HAER document would be difficult to complete due to the large format photograph required and accessibility to get proper photographs safely due to the abundance of alligator adjacent to the bridges as well as the inaccessibility of the floodplain with a stable enough vessel to conduct the photography needed.
- Instead, FDOT recommends doing a survey of all remaining historic bridges constructed in the early 20th century throughout FDOT District 5. The exact construction timeline for the historic bridges and the study area reviewed would need to be further discussed if agreed on to make sure it's enough bridges to provide a useful survey.
- Kate mentioned that a historical monument was considered for the corridor but due to the rural, high-speed nature of the corridor it likely wouldn't provide much use and may be difficult to put in a safe location.
- Kate mentioned that a historic narrative about early 20th century transportation in the district, including this corridor, is a possible strategy, but it would duplicate the statewide linear resources guidance/historic context that FDOT Central Office is working on and includes this corridor.
- Kelly noted for mitigation SHPO would like to see a public outreach component in addition to the documentation of the resource.
- Kate mentioned that in addition to the survey, one mitigation strategy could involve development of a brochure of the findings from the FDOT Districtwide historic survey and provide that as an online resource.
- Alyssa mentioned that a HAER document is typically done for this type of resource using drone footage.
- Kate mentioned that not doing the large format photography required in the HAER requirements would not make it an official HAER document and therefore, not able to be on display with the Library of Congress.
- Alyssa noted that there have been a few HAER documents approved across the state that didn't include the large format photography.
- Kate clarified that the documentation in the survey of early 20th century bridges would largely cover the information that is required in a HAER document.
- Alyssa asked roughly how many bridges would be surveyed?
- Kate identified that it would be between 10 – 35 bridges depending on the area identified and timeline determined and further review of the bridge data to determine if the bridges are still present (and not previously replaced).
- Lindsay reiterated that FDOT Central Office (Office of Environmental Management) is working on a survey of post-World War II bridges and that the data SEARCH would be documenting would be outside that effort and could supplement that statewide survey. Lindsay also added that if Drone footage is needed to do a HAER document there are other districts that have resources to do it and could reach out if needed.
- SEARCH (Angela) mentioned for the public educational component, an option is a story map of the project and/or survey and for online information.
- Alyssa plans to have a meeting with Kelly in the next few days to discuss the strategies discussed and will get back to FDOT on SHPO's suggestions.
- FDOT (Cathy) asked SHPO what the best steps forward would be?
- Alyssa stated SHPO would like to see the recommendations in a memo to review the details of the mitigation strategies before the MOA is drafted.
- Kelly concurred with sending the memo concurrent with SHPO's review of the Case Study Report, so SHPO can provide feedback to help with the development of the MOA

IV. Action Items:

- FDOT to prepare a recommendation memo summarizing the recommended mitigation strategies and send to SHPO for review.
- SHPO to review the memo and provide suggestions on the mitigation strategies presented.



FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Alexis A. Lambert
Secretary

February 25, 2025

Florida Department of Transportation
c/o Ms. Casey Lyon
719 S. Woodland Blvd.
DeLand, FL 32720

Dear Ms. Lyon,

Thank you for providing the Case Study regarding the South Orange Blossom Trail Bridges resource group (8OS03182), which is comprised of the three NRHP-listed bridges (8OS01747–8OS01749) and removal of the section of US 17/92 (8OS02796). We have reviewed the alternatives under consideration for the widening of US 17/92 from Ivy Mist Lane to Avenue A in Osceola County, specifically the section of the project which crosses FDEP managed land in the vicinity of the Reedy Creek Bridges. Currently, US 17/92 occupies right-of-way within Florida Department of Environmental Protection (FDEP) managed land held in title by the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF) based on easements granted to the Florida Department of Transportation (FDOT) in 1935 and 1999. The underlying property was originally donated to the State of Florida by Tufts University with deed restrictions that require no large cypress trees be destroyed (Refer to Figure 1). This property is known as Fletcher Park.

Based on our review of the attached Case Study Report, FDOT has evaluated a No-Build Alternative and six Build Alternatives for the bridge over Reedy Creek. Alternative A is the same alignment and location as the Preferred Alternative approved as part a 1994 Categorical Exclusion which documented the decision to widen US 17/92 across Reedy Creek. The 1994 Preferred Alternative was the basis for the TIIFT easement granted to FDOT in 1999 for the current Reedy Creek Bridge which was constructed in 2001. Of the build alternatives under consideration, only Alternative A (see Figure 3), will maintain the existing FDEP easements and avoid destruction of the large cypress trees that are protected within Fletcher Park.

Further, as discussed in the Section 106 Consultation Case Study Report, the US 17/92 project proposes replacement of the three NRHP-listed bridges (8OS01747–8OS01749) and removal of the section of US 17/92 (8OS02796) that comprise the South Orange Blossom Trail Bridges resource group (8OS03182). Because rehabilitation and reuse of the five historic US 17/92 resources is not possible given their current condition, the only reasonable alternative would be replacement. On November 20, 2024, SHPO concurred with the Section 106 Case Study which documented all available alternatives would result in an adverse effect to these historic US 17/92 resources.

Based on the existing easement for US 17/92 which accommodates the footprint proposed for Alternative A, avoidance of impacts to the surrounding natural habitat including large cypress trees, and the SHPO's concurrence that all available alternatives would result in adverse effects to the historic bridges, the FDEP supports Alternative A for the widening of US 17/92 across Reedy Creek. Further, alternatives that would impact the large cypress trees within the adjacent FDEP property are not supported and should be avoided.

Let me know if you have any questions or need additional information.

Sincerely,



Brad Richardson, Chief
Bureau of Public Land Administration
Division of State Lands, Department of
Environmental Protection, as agent for and on behalf of
Board of Trustees of the Internal Improvement Trust
Fund of the State of Florida



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Mr. Clete Rooney Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey* [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

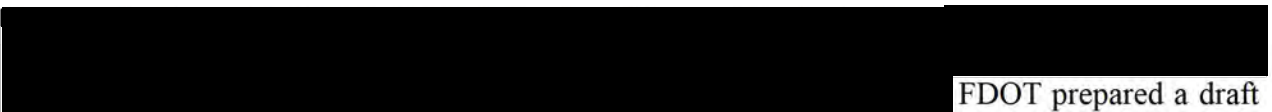
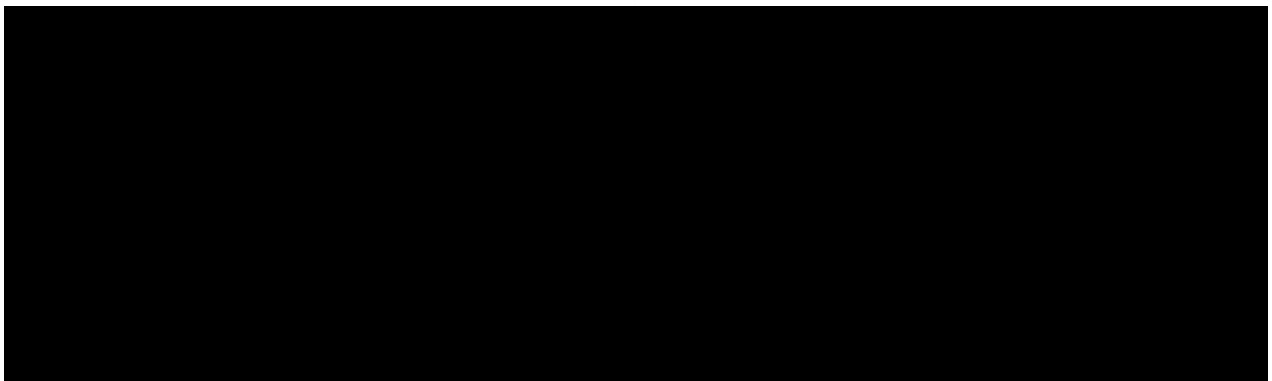
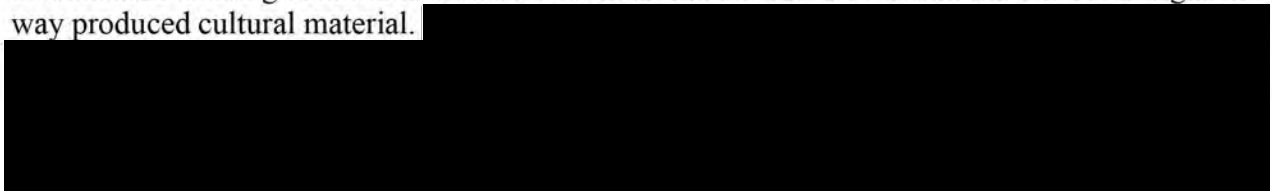
This CRAS was conducted in accordance with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), the Archaeological and Historic Preservation Act of 1979, as amended, 36 CFR Part 800 (Protection of Historic Properties), and

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Dr. Parsons, SHPO
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all laws, regulations, and guidelines promulgated by the State of Florida governing cultural resources work, in particular Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42).

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.



FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

Dr. Parsons, SHPO
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with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of Beehive Hill Redeposited (8OS03133). As no ground-disturbing work is proposed in the vicinity of the NRHP-eligible Sub-Area A of Beehive Hill (8OS01726), the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended. However, [REDACTED] interagency consultation concerning proposed improvements in the vicinity of Beehive Hill Redeposited (8OS03133) will continue.

Pending your concurrence with the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects. The resolution of project-related effects, if any, will be the subject of further agency consultation.

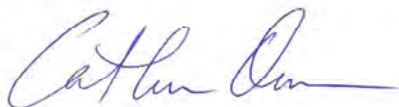
Dr. Parsons, SHPO
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This CRAS is being provided concurrently to the Federally recognized Indian Tribes affiliated with Florida.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5411.

Sincerely,



William G. Walsh
Environmental Manager
FDOT, District Five

Cc: Lindsay Rothrock, FDOT OEM

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2021-6592. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

We look forward to further consultation on this project.

for Timothy A. Parsons, PhD, Director
Florida Division of Historical Resources

12/9/2021
Date



**BOARD
OF
COUNTY
COMMISSION**

District I
Charles Owen

District II
Jim Swan

District III
John Pate

District IV
Larry Whaley

District V
Chuck Dunnick

County Manager
William J. Goaziou

County Attorney
Neal Bowen

**Osceola
County**

17 S. Vernon Ave.
Kissimmee, FL
34741-5488
(407) 847-1200
Fax (407) 847-1509

April 18, 1994

Environmental Management Office
Florida Department of Transportation
710 South Woodland Boulevard
Deland, Florida 32720

To whom it may concern,

I enclose herewith a certified copy of a Resolution which was adopted by the Osceola Board of County Commissioners at the regular meeting of April 11, 1994.

A Resolution relating to provision of assistance and cooperation to the Florida Department of Transportation in preservation of cypress tree stands in the Fletcher State Park Area; providing for an offer of cooperation and assistance to the Department in acquiring mitigation properties necessary for the preservation of cypress tree stands; providing for direction to the County Manager to coordinate efforts with the Department; providing for a certified copy of this Resolution to be transmitted to the Department; and providing for an effective date.

For your reference the following information is provided:

William J. Goaziou, County Manager
17 South Vernon Avenue, Room 117
Kissimmee, Florida 34741
(407) 847-1250

Respectfully,

Paula J. Carpenter
Paula J. Carpenter,
Deputy Clerk of the Board

enclosure
/pjc

RECEIVED

APR 19 1994

Dept. of Transportation
P.O. & E.

STATE OF FLORIDA
COUNTY OF OSCEOLA

I, WILLIAM J. GOAZIOU, County Manager and Ex-Officio Clerk of the Board of County Commissioners, County of Osceola, Florida, DO HEREBY CERTIFY that the attached and foregoing is a true and correct copy of a Resolution of the Board of County Commissioners, adopted at the regular meeting of April 11, 1994, relating to provision of assistance and cooperation to the Florida Department of Transportation in preservation of cypress tree stands in the Fletcher State Park Area; providing for an offer of cooperation and assistance to the Department in acquiring mitigation properties necessary for the preservation of cypress tree stands; providing for direction to the County Manager to coordinate efforts with the Department; providing for a certified copy of this Resolution to be transmitted to the Department; and providing for an effective date.

IN WITNESS WHEREOF, I have here unto set my hand and affixed my official seal at Kissimmee, Florida, this the 14 day of April A.D. 1994.



WILLIAM J. GOAZIOU, County Manager
EX-Officio Clerk of the Board of
County Commissioners of Osceola
County, State of Florida.

By: Paula J. Carpenter
Paula J. Carpenter, Deputy Clerk
Recording Secretary to the BCC

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA, RELATING TO PROVISION OF ASSISTANCE AND COOPERATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION IN PRESERVATION OF CYPRESS TREE STANDS IN THE FLETCHER STATE PARK AREA; PROVIDING FOR AN OFFER OF COOPERATION AND ASSISTANCE TO THE DEPARTMENT IN ACQUIRING MITIGATION PROPERTIES NECESSARY FOR THE PRESERVATION OF CYPRESS TREE STANDS; PROVIDING FOR DIRECTION TO THE COUNTY MANAGER TO COORDINATE EFFORTS WITH THE DEPARTMENT; PROVIDING FOR A CERTIFIED COPY OF THIS RESOLUTION TO BE TRANSMITTED TO THE DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida Department of Transportation has undertaken a project for the construction of a new Reedy Creek Bridge as part of U.S. Highway 17-92 improvements in Osceola County, Florida; and

WHEREAS, the Florida Department of Transportation, as part of the project, is attempting to minimize the removal of, and damage to, ancient cypress trees located in and around Fletcher State Park in Osceola County near the Reedy Creek Bridge construction site; and

WHEREAS, it is in the best interest of the people of Osceola County and the State of Florida that the said cypress trees be protected; and

WHEREAS, protection of the said cypress trees may require the Florida Department of Transportation to design a bifurcated four-lane bridge and bridge alignment in order to protect and preserve the said cypress trees; and

WHEREAS, this bifurcated design may result in small additional impacts to the wetlands and wildlife habitat in the area of Reedy Creek; and

WHEREAS, the protection of the said ancient cypress trees constitutes an overriding public interest which shall warrant the minimal additional impacts to wetlands and wildlife habitat in the Reedy Creek area; and

WHEREAS, the said efforts to protect the said cypress trees may require the Florida Department of Transportation to acquire additional mitigation properties above those which would be

required for a non-bifurcated bridge alignment;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Osceola County, Florida, that:

Section 1. Recitals. The above recitals are true and correct, and are incorporated herein.

Section 2. Cooperation and Assistance. The Board of County Commissioners desires to assist the Florida Department of Transportation in protection of the said valuable cypress tree resources located in the area of Fletcher State Park, and desires to cooperate with and assist the Florida Department of Transportation in acquiring suitable mitigation properties in Osceola County, should such mitigation properties be necessary for protection of cypress tree resources in Osceola County.

Section 3. County Manager To Coordinate. William J. Goaziou, County Manager, is directed to coordinate communication and cooperation with the Florida Department of Transportation in furtherance of the Department's efforts to preserve cypress tree resources in the Fletcher State Park area.

Section 4. Certified Copy To Be Provided. The Recording Secretary is directed to provide a certified copy of this Resolution, as well as the mailing address and telephone number of the County Manager, to the Environmental Management Office, Florida Department of Transportation, 719 South Woodland Boulevard, Deland, Florida 32720.

Section 5. Effective Date. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this eleventh day of April, 1994.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: Charles Owen
Charles Owen, Chairman

This 11th day of April, 1994.

ATTEST:

Paula J. Carpenter
Clerk/Deputy Clerk of the Board

cypress.res

RESOLUTION #23-235R

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA, RELATING TO FLETCHER PARK; PROVIDING FOR PROTECTION OF FLETCHER PARK IN THE DESIGN PROCESS FOR U.S. HWY 17-92/SR 600 WIDENING; PROVIDING FOR COORDINATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION IN PROVIDING ACCESS AND PARKING FOR FLETCHER PARK; PROVIDING FOR A CERTIFIED COPY OF THIS RESOLUTION TO BE TRANSMITTED TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Austin B. Fletcher, President of the Board of Trustees of Tufts University, bequeathed approximately 38 acres of cypress forest in Osceola County to Tufts University in 1923;

WHEREAS, in 1935 the Tufts Board of Trustees donated said cypress forest to the State of Florida, "(f)or the purpose and on the condition that the said land shall be forever used for park purposes and that the large cypress trees thereon shall be preserved as a heritage to future generations." Subsequently the land became known as Fletcher Park; and

WHEREAS, the Florida Department of Transportation (FDOT) undertook a project in the late 1990s/early 2000s to design and construct a new Reedy Creek Bridge as part of U.S. Highway 17-92/State Road (SR) 600 improvements in Osceola County, and said design would encroach into Fletcher Park; and

WHEREAS, FDOT desired to minimize removal of, or damage to, ancient cypress trees located in and around Fletcher Park; and

WHEREAS, the Board of County Commissioners adopted a Resolution on April 11, 1994, recognizing that it is in the best interest of the people of Osceola County and the State of Florida that the ancient cypress trees in Fletcher Park be protected; and

WHEREAS, to protect and preserve said trees, FDOT designed a bifurcated four-lane bridge alignment, which resulted in minimal removal of trees; and

WHEREAS, in conjunction with that project, in 1999 the Florida Department of Environmental Protection and FDOT requested that the Board of Trustees of the Internal Improvement Trust Fund approve a Modification of Restrictions to allow FDOT to encroach on Fletcher Park and remove the trees;

WHEREAS, such Modification of Restrictions was approved based upon FDOT's agreement to donate to the Board of Trustees two parcels of land totaling approximately 5.6 acres adjacent to Fletcher Park, to provide access and parking for Fletcher Park; and

WHEREAS, FDOT presently is conducting a Project Development and Environment (PD&E) Study for further widening of U.S. Highway 17-92/SR 600.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners that:

Section 1. Recitals. The above recitals are true and correct and are incorporated herein.

Section 2. Road Alignment. A road alignment that encroaches further into Fletcher Park would have an extraordinary negative impact on the ancient cypress trees therein.

Section 3. Support for Fletcher Park. The Board of County Commissioners reaffirms that preserving Fletcher Park is in the best interest of the people of Osceola County and the State of Florida, and protection of the ancient cypress trees constitutes an overriding public interest.

Section 4. Access and Parking for Fletcher Park. The Board of County Commissioners desires to coordinate with FDOT to provide access and parking for Fletcher Park on the parcels adjacent to Fletcher Park that are owned by FDOT.

Section 5. Certified Copy to be Provided. A certified copy of this Resolution shall be provided to the Florida Department of Transportation, District 5, 719 South Woodland Boulevard, DeLand, Florida 32720.

Section 6. Effective Date. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 18th day of December, 2023.

OSCEOLA COUNTY, FLORIDA

By: _____
Chair/Vice Chair
Board of County Commissioners

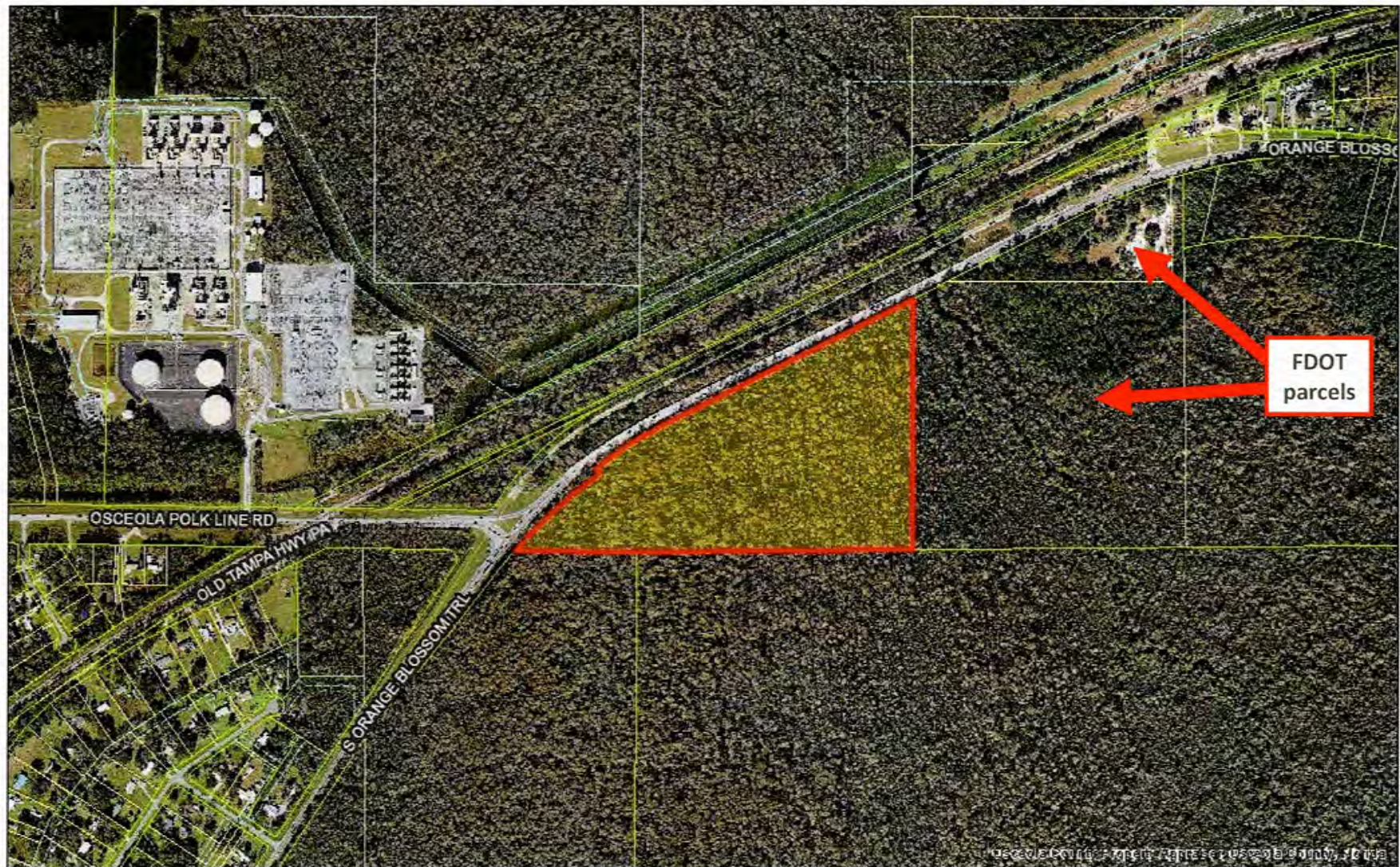
ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: Juan Remy
Clerk/ Deputy Clerk of the Board

As authorized for execution at the Board of
County Commissioners meeting of:

12/18/2023
Resolution #23-235R





Fletcher Park

Date Generated: 11/7/2023

0 340 680 ft



This map was prepared for the Osceola County Property Appraiser's Office. It is maintained for the function of the office only. It is not to be used for conveyance, nor is it a survey.



Katrina S. Scarborough, CFA, CCF, MCF
Osceola County Property Appraiser

**MEMORANDUM OF AGREEMENT
BETWEEN THE FLORIDA DEPARTMENT OF TRANSPORTATION AND
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE US HIGHWAY 17/92 (US 17/92) FROM IVY MIST
LANE TO AVENUE A PROJECT IN OSCEOLA COUNTY, FLORIDA**

This Memorandum of Agreement (MOA) is made and entered into between the Florida Department of Transportation (FDOT) and Florida State Historic Preservation Officer (SHPO), pursuant to the following:

WHEREAS, Pursuant to 23 United States Code (U.S.C.) § 327 and the implementing Memorandum of Understanding (MOU) executed on May 26, 2022, the FDOT has assumed Federal Highway Administration's (FHWA) responsibilities under the National Environmental Policy Act (NEPA) for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS; and

WHEREAS, in accordance with the MOU, FDOT's assumption of FHWA's responsibilities under NEPA for highway projects includes assumption of responsibilities for compliance with 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, FDOT executed a Section 106 Programmatic Agreement among the FHWA, the FDOT, the Advisory Council on Historic Preservation (ACHP), and the SHPO regarding the implementation of the Federal-Aid Highway Program in Florida on September 27, 2023 (2023 PA); and

WHEREAS, FDOT will provide federal financial assistance for the US17/92 Ivy Mist Lane to Avenue A Project, Financial ID No. 437200-2-22-01 (**Project**); and

WHEREAS, FDOT has determined that the **Project** represents an undertaking in accordance with 36 CFR § 800.3(a); and

WHEREAS, FDOT has defined the **Project's** area of potential effects (APE) as the maximum proposed right-of-way (ROW) and the back or side property lines of parcels adjacent to the ROW for no more than 328 ft (100m) and proposed pond construction with a 100 ft (30.5 m) buffer for each pond; and

WHEREAS, FDOT has identified the South Florida Railroad (8OS02540), the CSX Railroad Bridges 1, 2, and 3 (8OS03176, 8OS03177, and 8OS03178, respectively), [REDACTED] and the South Orange Blossom Trail Bridges (8OS03182) resource group and its contributing resources (US 17/92 [8OS02796] and FDOT Bridge Nos. 920004, 920003, and 920002 [8OS01747, 8OS01748, and 8OS01749, respectively]), within the **Project's** APE; and

WHEREAS, FDOT has consulted with the SHPO pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have an adverse effect on the South Orange Blossom Trail Bridges (8OS03182) resource group and contributing resources 8OS02796, 8OS01747,

8OS01748, and 8OS01749, which are eligible for listing in the National Register of Historic Places (NRHP); and

WHEREAS, FDOT has consulted with the SHPO pursuant to the requirements of 36 CFR Part 800 and has determined that the **Project** will have no adverse effect on the South Florida Railroad (8OS02540) and CSX Railroad Bridges 1, 2, and 3 (8OS03176, 8OS03177, and 8OS03178, respectively); and

WHEREAS, pursuant to Section 4(f) of the U.S. Department of Transportation Act, FDOT has determined that proposed mitigation measures presented herein will result in a net benefit to the South Orange Blossom Trail Bridges (8OS03182) resource group and contributing Orange Blossom Trail (8OS02796) road segment by returning them to an operational state and restoring them to their historic use as transportation facilities while preserving the characteristics that qualify them for listing on the NRHP; and

WHEREAS, FDOT has consulted with the Miccosukee Tribe of Indians of Florida, the Muscogee (Creek) Nation, the Poarch Band of Creek Indians, the Seminole Tribe of Florida (STOF), and the Seminole Nation of Oklahoma regarding the effects of the **Project** on historic properties and has invited them to sign this MOA as concurring parties; and

[REDACTED]

WHEREAS, FDOT has consulted with the Florida SHPO and the Certified Local Government representative for Osceola County regarding the effects of the **Project** on historic properties; and

WHEREAS, FDOT has provided opportunities for public review and comment regarding the effects of the **Project** on historic properties, as appropriate; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1) FDOT has notified the ACHP of the adverse effect determination with specified documentation and has invited the ACHP to comment and participate in consultation, and the ACHP has chosen not to participate pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, FDOT and the SHPO agree that the **Project** shall be implemented in accordance with the following stipulations to take into account the effect of the **Project** on historic properties.

STIPULATIONS

FDOT shall ensure that the following measures are carried out:

I. ARCHITECTURAL HISTORY SURVEY OF TWENTIETH CENTURY BRIDGES

A. Conduct survey of up to 35 bridges constructed between 1900 and 1945 located within District Five that are owned or maintained by FDOT, and municipal and county owned bridges that may utilize federal or state highway funds for maintenance and/or improvement projects. The survey will be completed within five (5) years from MOA execution and follow SHPO

guidance and standards promulgated by Florida Department of Historical Resources (FDHR) current at the time of proposed survey.

B. Develop a revised historic context on transportation development in District Five between 1900 and 1945. The historic context will include the development history of the Orange Blossom Trail including the South Orange Blossom Trail Bridges (8OS03182) resource group and its contributing resources.

C. Address all surveyed bridges in a report, including significance recommendations according to NRHP evaluation criteria, and complete Florida Site Master Forms according to the current FDHR guidance and standards, at the time of survey.

D. Provide SHPO an opportunity to review and comment on the proposed methodology and survey plan, subject bridge list, survey report and historic context content, and other aspects associated with the development and execution of this stipulation. Unless otherwise agreed upon by the parties, review and comment period will follow Stipulation VIII of this agreement.

II. PUBLICALLY AVAILABLE HISTORIC INTERPRETATION

A. Collect visual documentation including but not limited to existing conditions photography and videography of the South Orange Blossom Trail Bridges (8OS03182) resource group, contributing resources 8OS02796, 8OS01747, 8OS01748, and 8OS01749, and the surrounding corridor, which will be utilized in the production of the historic interpretation materials, prior to initiation of construction and demolition activities.

B. Within five years of MOA execution, host information about Resource 8OS03182 and its contributing resources on the Project Map, a GIS-based story map within the department's website *Preservation and Progress*.

C. Develop language that highlights the significance of Resource 8OS03182 to be presented with current photographs, and if available, historic photographs, in the story map.

D. Provide SHPO an opportunity to review the resource content prior to finalization in the story map. Unless otherwise agreed upon by the parties, review and comment period will follow Stipulation VIII of this agreement.

III. ARCHAEOLOGICAL MONITORING

A.



B. Supporting documentation for the SOI qualified archaeological monitor(s) will be provided to the FDOT Office of Environmental Management (OEM) prior to monitoring initiation.

C. FDOT will submit a monitoring report to OEM, the SHPO, and other appropriate consulting parties within 90 days of completion of the monitoring effort for review and comment in accordance with Stipulation VIII of this agreement.

IV. PROFESSIONAL STANDARDS

All archaeological and historic preservation work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation as set forth at 62 FR 33708-33723 (June 20, 1997) and in accordance with 36 CFR 800.2(a)(1).

V. DURATION

This Memorandum of Agreement (MOA) will conclude upon satisfactory completion of all its terms and conditions or expire within ten (10) years from the date of execution or upon Construction Final Acceptance, whichever comes first, if the FDOT has not completed all the terms and conditions within the MOA. Prior to expiration, the parties must agree to extend the timeframe for fulfillment of the terms by letter agreement.

VI. MOA DOCUMENTATION

A. The FDOT shall provide a summary of actions carried out pursuant to this MOA to the FDOT Office of Environmental Management (OEM) annually. The reporting period shall be the fiscal year from July 1st to June 30th and the summary shall describe the status of mitigation activities and, as applicable, any issues that may affect the ability of the FDOT to continue to meet the terms of this MOA, any disputes and objections received, and how they were resolved.

B. A Notice of Fulfillment will be prepared to summarize the implementation of the MOA after all stipulations have been fulfilled. This document will be submitted to OEM and SHPO within six (6) months after completion of all MOA stipulations in accordance with Stipulation VIII of this agreement.

VII. POST-REVIEW DISCOVERIES

A. If properties are discovered that may be historically significant, or if unanticipated effects on historic properties are found, FDOT shall implement the Post Review Discovery Plan established in Stipulation IX of the 2023 PA.

B. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area during construction, all work in that area must stop. The individual in charge of the activity that leads to the discovery must notify the Project Engineer and the FDOT District 5 Cultural Resources Coordinator per Stipulation X of the 2023 PA. The discovery must be reported to local law enforcement and the appropriate medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Section 872.05, Florida Statutes, and Rule 1A-44.004, Florida Administrative Code (FAC).

VIII. REVIEW STIPULATION

FDOT shall afford the SHPO and other consulting parties, including the federally recognized Tribes affiliated with Florida, a thirty (30) day period for review and comment following the receipt of delivery of those submittals and reviews described above. If no comments are received by FDOT at the end of these thirty (30) days, FDOT will presume there are no objections. Any objections to the findings or plans proposed in these submittals will be addressed in accordance with Stipulation IX, below.

IX. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FDOT shall consult with such party to resolve the objection. If FDOT determines that such objection cannot be resolved, FDOT will:

A. Forward all documentation relevant to the dispute, including FDOT's proposed resolution, to the ACHP. The ACHP shall provide FDOT with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FDOT shall prepare a written response that considers any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. FDOT will then proceed according to its final decision.

B. Make a final decision on the dispute and proceed accordingly if the ACHP does not provide its advice regarding the dispute within thirty (30) days. Prior to reaching such a final decision, FDOT shall prepare a written response that considers any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of the written response.

C. Fulfill its responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

X. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. All signatories must signify their acceptance of the proposed changes to the MOA in writing within thirty (30) days of their receipt. The amendment will be effective on the date a copy signed by all signatories is filed with the ACHP. In accordance with 36 CFR § 800.6(b)(7), if the ACHP was not a signatory to the original agreement and the signatories execute an amended agreement, FDOT shall file the amended agreement with the ACHP.

XI. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories in an effort to amend the MOA per Stipulation IX, above. If within thirty (30) days (or another time agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the **Project**, FDOT must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FDOT shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by FDOT and SHPO and implementation of its terms is evidence that FDOT has taken into account the effects of this undertaking on historic properties per the requirements of Section 106 (Public Law 113-287 [Title 54 U.S.C. 306108]), and 36 CFR Part 800 (Protection of Historic Properties).

SIGNATORIES:

FLORIDA STATE HISTORIC PRESERVATION OFFICER

Alissa S. Lotane
Director, Division of Historical Resources
State Historic Preservation Officer

Date _____

FLORIDA DEPARTMENT OF TRANSPORTATION

Jennifer Marshall, P.E.
Director, Office of Environmental Management

Date _____

CONCURRING PARTIES:

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5

James S. Stroz, Jr., P.E.
Director, Transportation Development

Date _____





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. Bradley Mueller
Compliance Review Supervisor
Tribal Historic Preservation Office
Seminole Tribe of Florida
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440
THPOCompliance@semtribe.com

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Mueller,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

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(revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.

[REDACTED]

[REDACTED]

[REDACTED] FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

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with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended.

Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

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We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure

Sunserea Gates

From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Friday, December 20, 2024 1:52 PM
To: Owen, Catherine
Cc: Danielle Simon; Domonique deBeaubien; Rothrock, Lindsay; THPO Compliance
Subject: RE: THPO Compliance Tracking Number: 0034614 (FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report)

SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

TRIBAL HISTORIC
PRESERVATION OFFICE

THPO PHONE: (863) 983-6549

THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

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CHAIRMAN

HOLLY TIGER
VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

December 20, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT
Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida
THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). In response, our office would like to submit the following comments:

- We agree with the recommendation for a Secretary of the Interior qualified archaeological monitor during ground-disturbing activities within the boundary of

- [REDACTED] we would like to respectfully recommend that a Secretary of the Interior qualified archaeological monitor also be present during ground-disturbing activities within the boundaries

Please continue to consult with our office and feel free to contact us with any questions or concerns. The Seminole Tribe of Florida appreciates the continuing assistance of FDOT in protecting cultural resources important to the Tribe.

Sincerely,
Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtribe.com

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Thursday, December 12, 2024 7:16 AM
To: Victoria Menchaca <VictoriaMenchaca@semtribe.com>; THPO Compliance <THPOCompliance@semtribe.com>
Cc: Danielle Simon <daniellesimon@semtribe.com>; Domonique deBeaubien <DomoniquedeBeaubien@semtribe.com>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>
Subject: THPO Compliance Tracking Number: 0034614 (FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Menchaca:

As requested in your November 21, 2024 email below, attached please find a figure showing

As a result of previous coordination with the Bureau of Archaeological Research (BAR) and the STOF that took place [REDACTED]

To recap, the Phase I Cultural Resource Assessment Survey (CRAS) in support of the Project Development and Environment (PD&E) Study was completed in November 2021 and received SHPO concurrence on December 9, 2021. The CRAS was also provided to the Tribes for review and comment on November 3, 2021. Based on the findings in the CRAS, the SHPO considered all identified archaeological resources within the US 17/92 right of

way (archaeological APE) not contributing to the eligibility of known archaeological resources.

[REDACTED]

[REDACTED]

The Section 106 Case Study (effects evaluation) was submitted to the SHPO on October 15, 2024, and received SHPO concurrence on November 20, 2024. The report was provided to the Tribes for review and comment at this time as well. As a result of the Case Study, the SHPO concurred that the proposed undertaking will adversely affect historic properties (8OS01747, 8OS01748, and 8OS01749; FDOT Bridge Nos. 920004, 920003, and 920002, respectively) and remove a section of US Highway 17/92 (8OS02796; also called Orange Blossom Trail). Together, these four properties comprise resource group 8OS03182 (South Orange Blossom Trail Bridges). Because rehabilitation and reuse of these five historic properties is not possible given their current condition, the only reasonable alternative would be replacement. At present, mitigation strategies for adverse effects to these historic properties are being developed for the MOA. The Draft MOA will then be provided for review to all consulting parties.

All work has been conducted to comply with Chapter 267 of the Florida Statutes and Rules Chapter 1A-46, Florida Administrative Code. All review work was performed in accordance with Part 2, Chapter 8, of the FDOT PD&E Manual (revised July 2024), and the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106, found in 36 CFR, Part 800 (Protection of Historic Properties).

We are happy to provide additional figures or information if needed, and look forward to continued consultation regarding this project.

Kind regards,

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>

Sent: Thursday, November 21, 2024 3:21 PM

To: Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: THPO Compliance <THPOCompliance@semtribe.com>; Danielle Simon <daniellesimon@semtribe.com>; Domonique deBeaubien <DomoniqueDeBeaubien@semtribe.com>

Subject: Re: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

TRIBAL HISTORIC
PRESERVATION OFFICE

THPO PHONE: (863) 983-6549

THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

HOLLY TIGER
VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

November 21, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT

Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida

THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semttribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the *US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida*.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request the following additional information:

- A map that shows _____ and the locations of the proposed activities that will occur in the area.

We look forward to the delivery of the additional information requested. Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semttribe.com

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>

Sent: Monday, November 18, 2024 9:34 AM

To: Victoria Menchaca <VictoriaMenchaca@semttribe.com>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>

Cc: THPO Compliance <THPOCompliance@semttribe.com>

Subject: RE: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Victoria – absolutely ! There is no urgency.

Regards, cathy

Catherine B. Owen, M.S.

Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



From: Victoria Menchaca <VictoriaMenchaca@semttribe.com>
Sent: Friday, November 15, 2024 3:59 PM
To: Owen, Catherine <Catherine.Owen@dot.state.fl.us>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>
Cc: THPO Compliance <THPOCompliance@semttribe.com>
Subject: Re: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

EXTERNAL SENDER: Use caution with links and attachments.

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

TRIBAL HISTORIC
PRESERVATION OFFICE

THPO PHONE: (863) 983-6549

THPO TRIBAL CONSULTATION EMAIL:
THPOCOMPLIANCE@SEMTTRIBE.COM

THPO WEBSITE: WWW.STOFTHPO.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

HOLLY TIGER
VICE CHAIRWOMAN

NAOMI R. WILSON
SECRETARY

PETER A. HAHN
TREASURER

November 15, 2024

Catherine B. Owen, M.S.
District Cultural Resources Coordinator
FDOT
Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida

THPO Compliance Tracking Number: 0034614

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtibe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherin Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the *US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2), Osceola County, Florida*.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request a one-week extension to Friday November 22nd, 2024.

We look forward to continuing consultation with your office and please feel free to contact us with any questions.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtibe.com

From: Owen, Catherine <catherine.owen@dot.state.fl.us>

Sent: Thursday, October 17, 2024 11:25 AM

To: THPO Compliance <THPOCompliance@semtibe.com>

Cc: lindsay.rothrock@dot.state.fl.us <lindsay.rothrock@dot.state.fl.us>

Subject: FM# 437200-2 US 17/92 from Ivy Mist Lane to Avenue A, Osceola County - PD&E Study Section 106 Case Study Report

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Owen, Catherine sent you a secure message

Access message

Dear Ms. Osceola:

Attached please find a transmittal letter and effects evaluation for the above-referenced Project Development and Environment (PD&E) Study for proposed improvements to US 17/92 from Ivy Mist Lane to Avenue A in Osceola County, being conducted by FDOT District Five. This document is being transmitted to the State Historic Preservation Officer (SHPO) concurrently. (The Phase I Cultural Resource Assessment Survey (CRAS) in support of the PD&E Study was transmitted to you on November 3, 2021.)

We are respectfully seeking your review and opinion regarding the findings and recommendations presented in the enclosed report and look forward to continuing consultation regarding this project.

Kind regards,

Catherine B. Owen, M.S.

District Cultural Resources Coordinator

 Attachments expire on Oct 31, 2024



2 PDFs

437200-2 US 1792_Case_Study_14OCT24.pdf, 437200-2_D5 EffectsEval_Transmittal_STOF.pdf

This message requires that you sign in to access the message and any file attachments.





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Historic and Cultural Preservation Department
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, OK 74447
section106@mcn-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Sir or Madam,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards

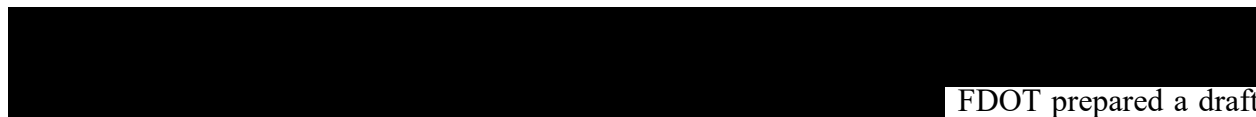

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Muscogee (Creek) Nation Cultural Preservation Department
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stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.



FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida

Muscogee (Creek) Nation Cultural Preservation Department
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concerning the proposed improvements in
As no ground-disturbing work is proposed in the vicinity of
, the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended.

Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

Muscogee (Creek) Nation Cultural Preservation Department
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Page 4

We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. Kevin Donaldson
Environmental Specialist
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, Florida 33144
kevind@miccosukeetribe.com

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Donaldson,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-

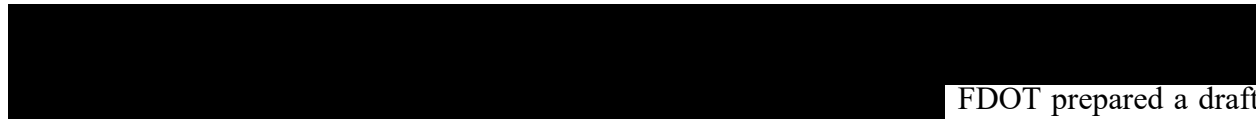

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Mr. Donaldson
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32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.



FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

Mr. Donaldson
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All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of
As no ground-disturbing work is proposed in the vicinity of
, the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended.

Mr. Donaldson
November 3, 2021
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Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Mr. David Frank
Director/Tribal Historic Preservation Officer
Historic Preservation Office
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884
Franks.D@sno-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Frank,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

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This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

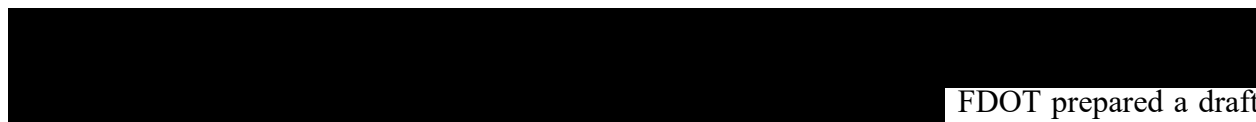
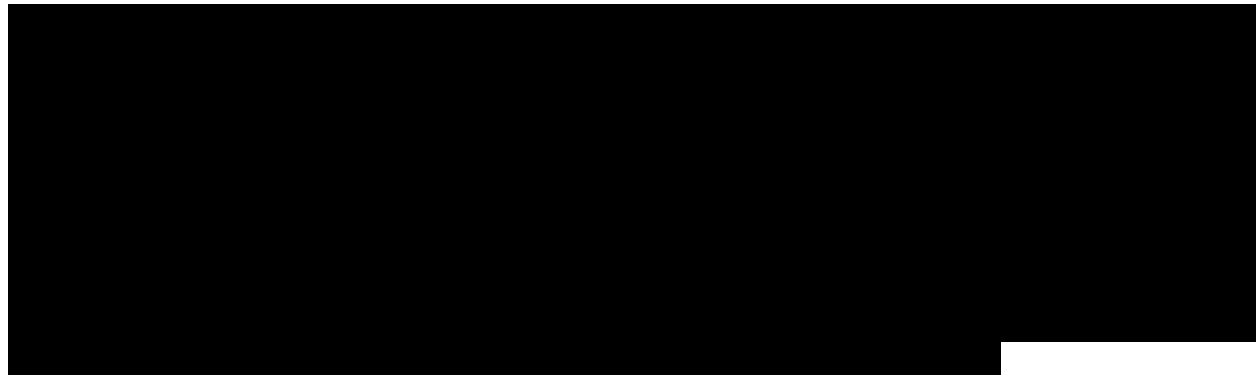

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(revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

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FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

Mr. Frank
November 3, 2021
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Page 3

with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of
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The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended.

Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

Mr. Frank
November 3, 2021
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We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399

KEVIN J. THIBAUT, P.E.
SECRETARY

November 3, 2021

Larry D. Haikey
PBCI Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502
lhaikey@pci-nsn.gov

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
US 17/92 from County Road 54 to West of Poinciana Boulevard
Osceola and Polk Counties, Florida
Financial Management No.: 437200-1-22-01

Dear Mr. Haikey,

In the email accompanying this letter, please find a link where you may download the report titled *Cultural Resource Assessment Survey [CRAS] for US 17/92 from County Road 54 to West of Poinciana Boulevard, Osceola and Polk Counties, Florida*. This report presents the findings of a CRAS conducted in support of the proposed roadway and pond improvements in Osceola and Polk Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing roadway improvements to US 17/92 from CR 54 to 1,900 feet west of Poinciana Boulevard. The project also includes eleven proposed pond locations. Improvements will occur within the existing and proposed right-of-way and the proposed pond footprints.

The project Area of Potential Effect (APE) was defined as the maximum proposed right-of-way required for the project and was extended to the back or side property lines of parcels adjacent to the right-of-way, or to a distance of no more than 100 meters (330 feet) from the maximum proposed right-of-way. Additionally, the APE includes the proposed pond construction footprints plus a 100-foot (30 meter) buffer of each. The archaeological survey was conducted within the maximum proposed right-of-way and proposed pond construction footprints. The historic structure survey was conducted throughout the US 17/92 APE and the proposed pond footprints.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

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Mr. Haikey
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(revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

The archaeological survey included pedestrian survey and documentation of 185 shovel test locations within the US 17/92 right-of-way and proposed pond footprints. As no testing was possible within the previously documented bounds of the No Name (8OS01728), Free Orange (8OS01729), Intercession City NW (8OS01836), Loughman Site (8PO06826), and FSC #5 (8PO07711) archaeological sites, FDOT, District 5's cultural resources consultant, SEARCH, documented existing conditions at these locations. Six shovel tests within the US 17/92 right-of-way produced cultural material.

[REDACTED]

[REDACTED]

[REDACTED] FDOT prepared a draft Archaeological Survey Plan to resume fieldwork within the Area of Exclusion and submitted this document to the SHPO and the BAR for review and comment and to solicit any concerns and/or considerations regarding the proposed survey plan. In compliance with Chapter 872, Florida Statutes, and Section 106 of the National Historic Preservation Act (NHPA), the survey plan was also distributed to the five Federally recognized Indian Tribes affiliated with Florida. Project background and status information was also provided.

All previously and newly identified archaeological resources within the US 17/92 project limits are considered ineligible for listing in the NRHP. However, the FDOT will continue consultation

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with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning the proposed improvements in the vicinity of .
As no ground-disturbing work is proposed in the vicinity of
the FDOT anticipates no additional consultation related to this site.

The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. The newly recorded historic resources include two resource groups, three bridges, and 63 structures.

One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing in the NRHP on September 6, 2019, under Criterion A for its association with commerce and transportation and under Criterion B for its association with Henry Plant. Of the remaining 22 previously recorded resources, 17 (8OS01733-8OS01738, 8OS01741-8OS01745, 8PO07156-8PO07157, 8PO07718, 8PO08198-8PO08200) were determined ineligible for the NRHP by the SHPO. The SHPO has not evaluated Resources 8OS01747 through 8OS01749. The remaining two resources identified within the project APE (8OS02567 and 8OS02796) had been previously recorded elsewhere in Osceola County but not evaluated within the current APE.

Based on the results of the current survey, it is the opinion of SEARCH that the segment of Resource 8OS02540 within the APE remains eligible for the NRHP under Criteria A and B. Accordingly, three newly recorded railroad bridges (8OS03176-8OS03178) are recommended eligible for listing in the NRHP under Criterion A as contributing elements to the South Florida Railroad (8OS02540) linear resource. In addition, one newly recorded resource group, the South Orange Blossom Trail Bridges (8OS03182), is recommended eligible for listing in the NRHP. Resources 8OS01747–8OS01749 are recommended eligible for listing in the NRHP as contributing to Resource Group 8OS03182. Although the entirety of US Highway 17/92 (8OS02796/8PO08622), also called Orange Blossom Trail, within the APE is recommended individually ineligible for the NRHP, a 0.30-mile (0.48-km) segment of Resource 8OS02796/8PO08622 within the boundaries of 8OS03182 is also recommended NRHP-eligible as a contributing resource to 8OS03182. The remaining 82 resources within the APE are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural and/or engineering distinction.

Given the results of the CRAS, it is the opinion of FDOT that the proposed US 17/92 improvements project will have no effect on archaeological resources listed or eligible for listing in the NRHP. No further archaeological work is recommended. [REDACTED]

Mr. Haikey
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Pending SHPO's review of the eligibility recommendations for historic resources presented in the CRAS, a separate Section 106 case study will be prepared to evaluate project-related effects.

We are seeking your review and opinion regarding the subject CRAS and project. If you have any questions or need further assistance, please contact:

Denise Rach
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
605 Suwannee Street, MS-37
Tallahassee, FL 32399-0450
PH: 850-414-5250
Denise.Rach@dot.state.fl.us

Sincerely,



Jennifer Marshall, P.E.
Director, Office of Environmental Management

JM/dr

cc: Denise Rach, FDOT OEM
Lindsay Rothrock, FDOT OEM
Catherine Owen, FDOT District 5

Enclosure

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Tuesday, April 22, 2025 3:30 PM
To: Victoria Menchaca
Cc: THPO Compliance; Rothrock, Lindsay; Danielle Simon; Domonique deBeaubien
Subject: RE: 437200-2 US 1792 PD&E Study - Draft Section 106 MOA Tribal Review

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Menchaca:

Thank you for your comment below. We will revise Stipulation III. of the MOA to add language incorporating your input.

Sincerely,

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Tuesday, April 22, 2025 11:23 AM
To: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>; Danielle Simon <daniellesimon@semtribe.com>; Domonique deBeaubien <DomoniqueDeBeaubien@semtribe.com>
Subject: RE: 437200-2 US 1792 PD&E Study - Draft Section 106 MOA Tribal Review

EXTERNAL SENDER: Use caution with links and attachments.

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

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PRESERVATION OFFICE

THPO PHONE: (863) 983-6549

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NAOMI R. WILSON
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PETER A. HAHN
TREASURER

April 22, 2025

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator
FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
Phone: (386) 943-5383
Email: catherine.owen@dot.state.fl.us

Subject: US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-Florida)

THPO Compliance Tracking Number: 0036414

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Catherine B. Owen,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the *US 17/92 from Ivy Mist Lane to Avenue A Project Development and Environment Study (FM# 437200-2)*, Osceola County, Florida.

We have reviewed the Memorandum of Agreement that you provided pursuant to Section 106 of the National Historic Preservation (16 USC 470) as amended and its implementing regulations (36 CFR 800). In response, our office would like to submit the following feedback:

- We would like to respectfully recommend that, [REDACTED] to first or concurrently, contact the State Archaeologist for a determination.

Otherwise, we have no objections or other comments currently. Please continue to consult with our office and any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamentchaca@semtribe.com

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Wednesday, April 9, 2025 7:39 AM
To: THPO Compliance <THPOCompliance@semtribe.com>
Cc: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>
Subject: 437200-2 US 1792 PD&E Study - Draft Section 106 MOA Tribal Review

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning:

Please find attached the Draft Section 106 Memorandum of Agreement (MOA) prepared for the US 1792 Project Development and Environment (PD&E) Study. This MOA was prepared based on the Section 106 Consultation Case Study Report previously provided to you (October 14, 2024).

Based on your input received December 20, 2024 (attached), the MOA includes a Stipulation (III.A.) related to the requirement for monitoring by a Secretary of the Interior qualified [REDACTED] [REDACTED] during ground-disturbing activities within the boundaries of both the Beehive Hill (8OS01726) and Beehive Hill Redeposited (8OS03133) sites.

We are submitting this document for your review and comment in accordance with Section 106 of the National Historic Preservation Act (36 CFR 800). Along with any comments on the draft MOA, if applicable, please inform us if you would like to be involved with the MOA to a greater degree than your current role as a consulting party, such as concurring signature party.

We look forward to your review and continuing consultation regarding this project during the design phase as well.

Regards,

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator

FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



South Orange Blossom Trail Bridges Resource Group (8OS03182)

Contents:

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Figure 5: US 17/92 Bridge Alternative C
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Figure 7: US 17/92 Bridge Alternative E
Figure 8: Alternatives Comparison
Alternatives and Findings
Measures to Minimize Harm
US 17/92 Proposed Mitigation Memorandum
US 17/92 SHPO Mitigation Correspondence

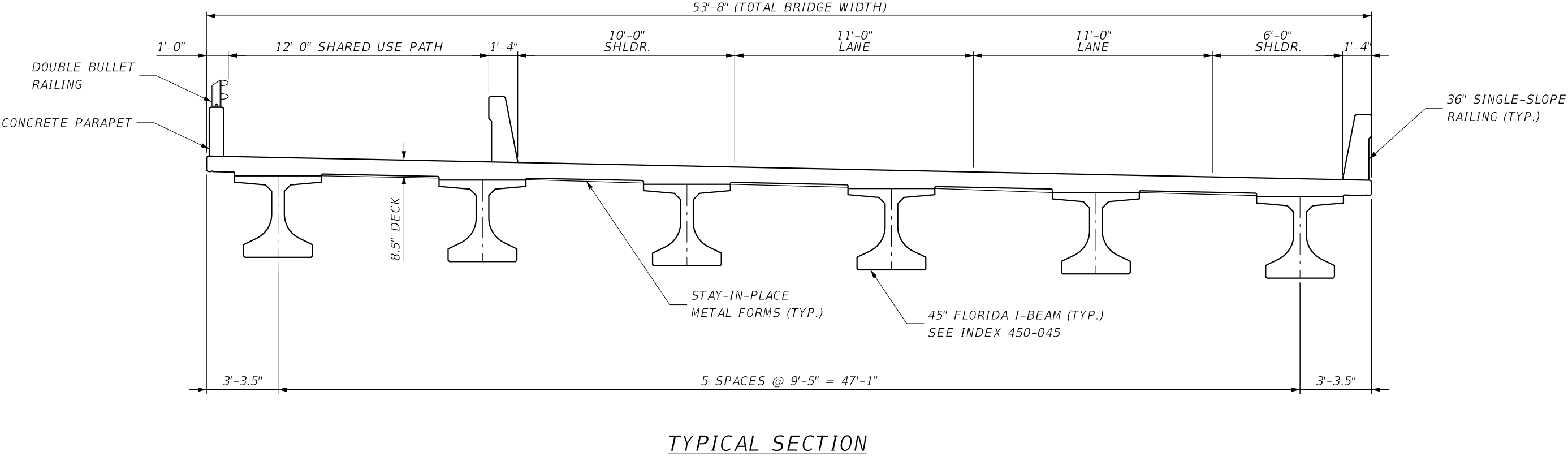
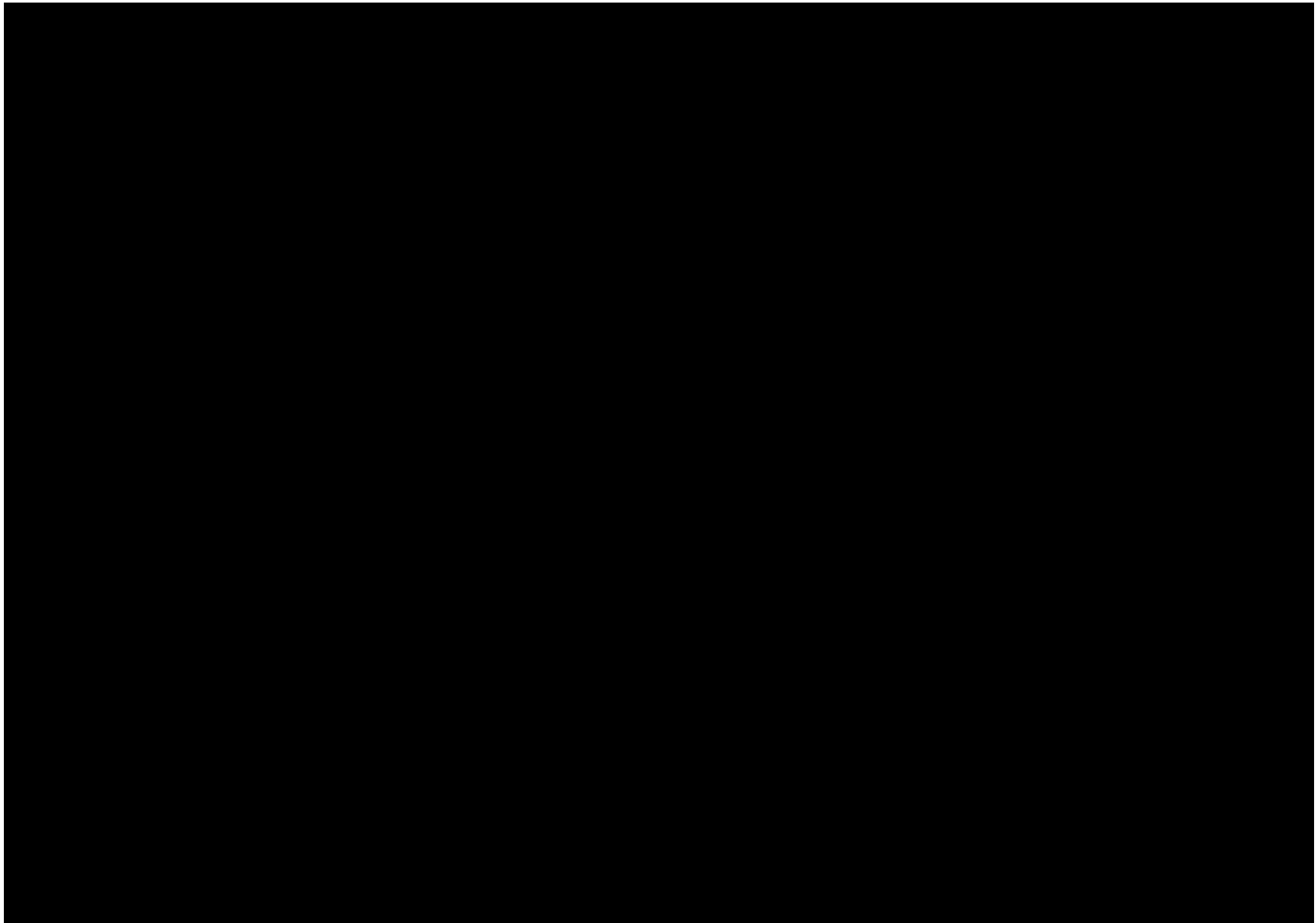
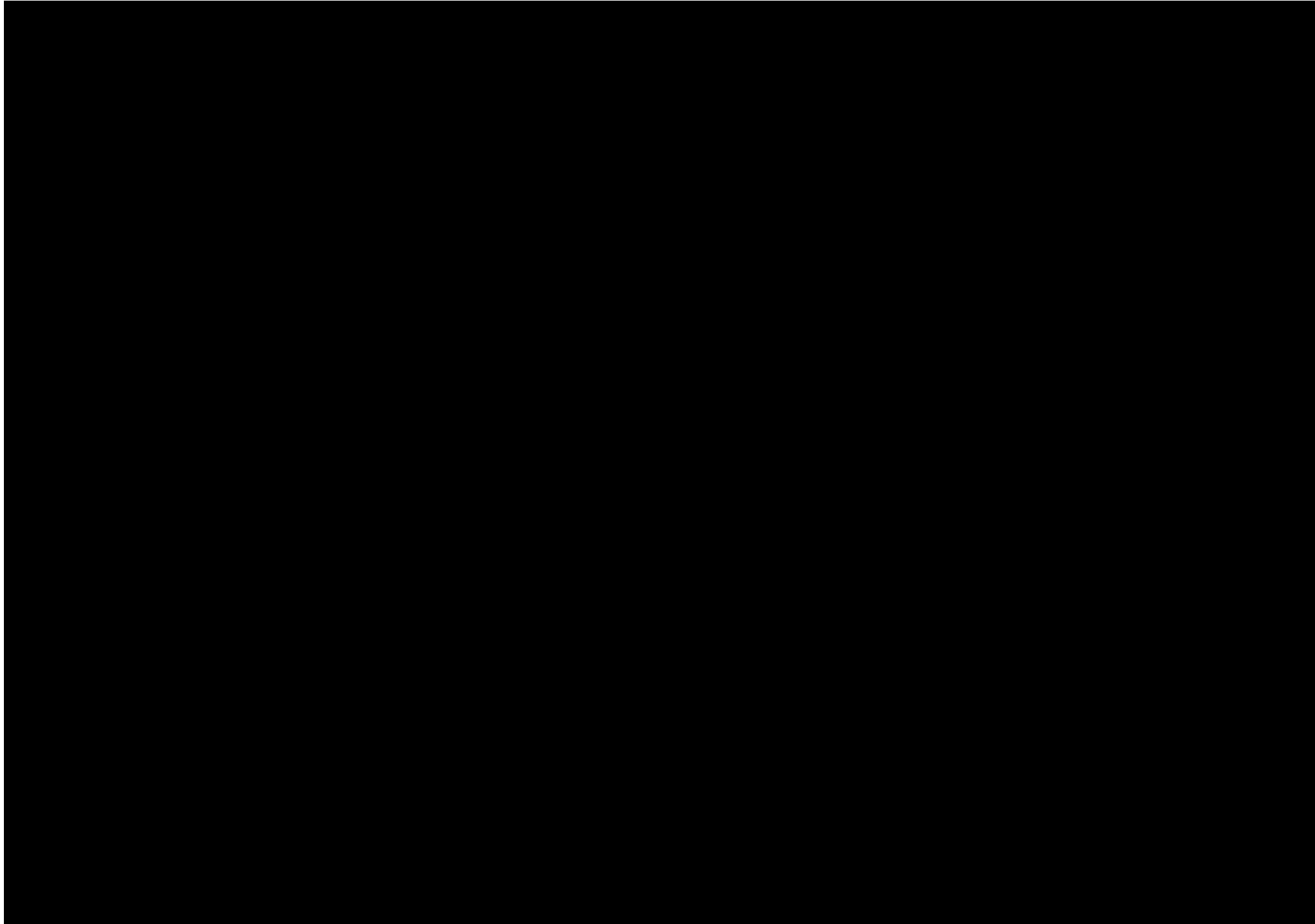
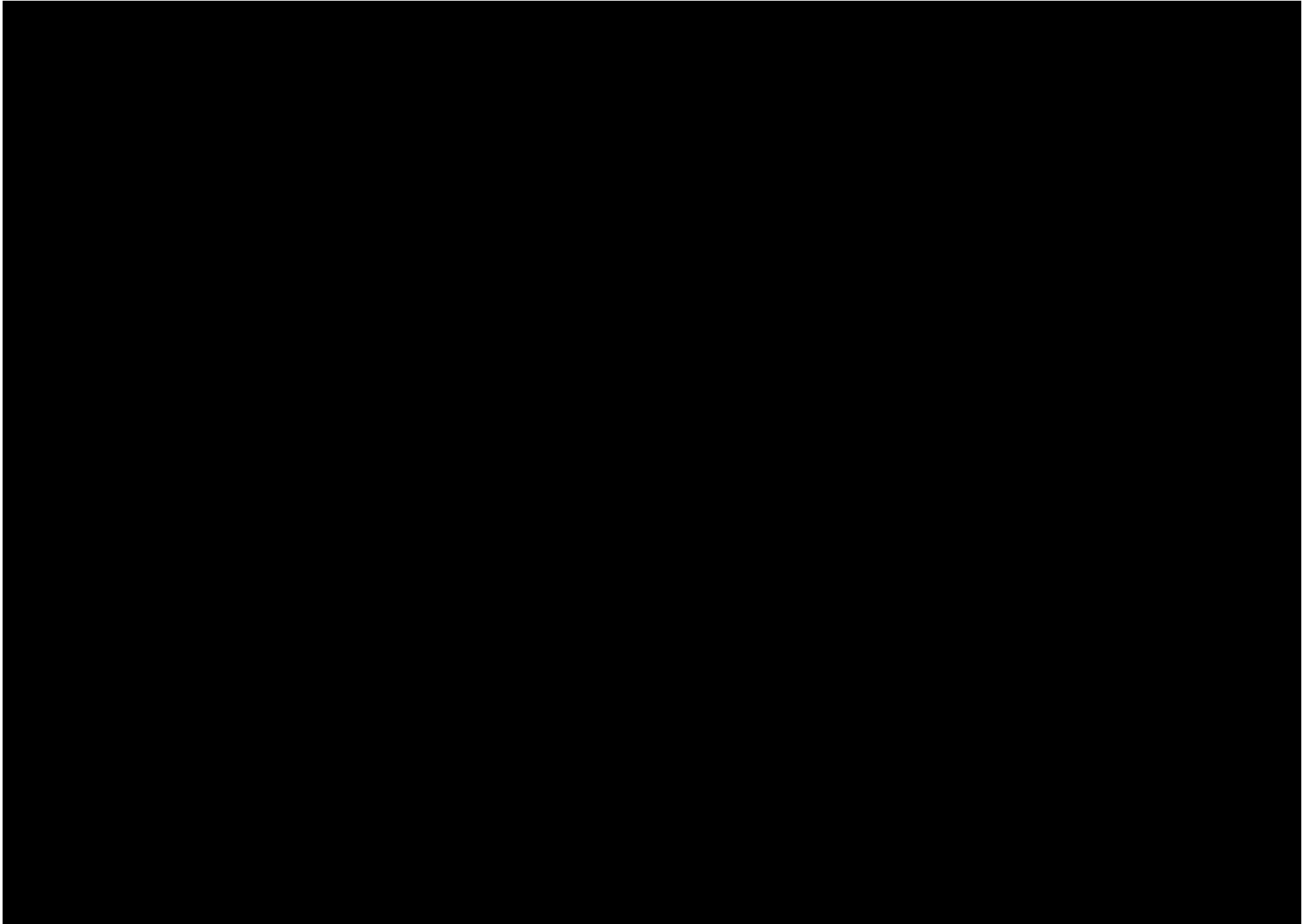


Figure 3: Preferred Alternative Bridge Typical Section







Alternatives and Findings

No Build

The No-Build Alternative proposes the current US 17/92 bridge will remain as existing (two lanes) within the study limits and assumes that the historic US 17/92 resources will remain in place with no change in maintenance. The No-Build Alternative does not meet the project's purpose and need for capacity and continues the existing abandoned status for the historic US 17/92 resources.

As the historic US 17/92 resources were originally constructed in 1938, the structures are nearly 85 years old and are beyond their reasonable service life. Prior to removing the historic bridges for service, FDOT documented in the 1996 PER that the bridges were structurally deficient and functionally obsolete. At that time, safety concerns included decaying timber piles and bend caps, cracking concrete deck, and damaged bridge rails. No maintenance of the historic US 17/92 resource has occurred since the historic bridges and road were placed out of service in 2001. The existing (2023) condition of the historic US 17/92 resources is very poor. The bridge substructures are heavily deteriorated and the concrete backwall is failing in multiple locations. No maintenance is programmed (funded) for this abandoned segment of road and bridges; however, even if implemented moving forward, FDOT has determined that normal maintenance alone is insufficient to address the structural damage.

The No-Build Alternative carries the scenario of “demolition by neglect” and will involve continued deterioration of the historic US 17/92 resources. It is reasonably foreseeable the bridge structures will eventually collapse into their respective waterways and floodplain areas below. Once that happens, the causeway connecting them will no longer serve any purpose as the historical structures to which it provides context will no longer exist. The No-Build Alternative is anticipated to ultimately result in an adverse effect on the historic US 17/92 resource group due to the continuous deterioration of the bridges and is therefore not recommended.

Improvement without Using Adjacent Section 4(f) Lands

TSM&O Alternatives

Transportation Systems Management and Operations (TSM&O) alternatives include strategies with the objective of preserving and improving the security, safety, and reliability of the existing transportation system. These strategies may include upgrades or additions to the existing facility, such as arterial traffic management systems, traffic incident management, and traveler information services. The TSM&O Alternative avoids the direct Use of all Section 4(f) resources by proposing improvements within the existing transportation alignment, however, this alternative continues the demolition by neglect state of the historic US 17/92 resources leading to a Section 106 adverse effect and Section 4(f) substantial impairment of these historic properties. Further, based on the anticipated transportation capacity demand of 34,000 vehicles per day in the design year 2045, it was determined a TSM&O-only alternative could not meet the purpose and need of the project. Even

the most advanced TSM&O strategies cannot provide the necessary efficiencies to account for a failing LOS in future conditions. However, TSM&O strategies such as integrated corridor management, smart signals, and midblock crossings were identified to complement and support the Build Alternatives and documented in the Preliminary Engineering Report, located in the project file. These TSM&O strategies apply to all the Build Alternatives.

Multimodal Alternative

Similarly, the Multimodal Alternative would avoid the direct Use of all Section 4(f) resources by proposing expanded modes of transportation within the existing system, however, this alternative also continues the demolition by neglect state of the historic US 17/92 resources leading to a Section 106 adverse effect and Section 4(f) substantial impairment of these historic properties. Further, based on the anticipated future travel demand and land uses within the study area, it was determined a multimodal-only alternative could not meet the purpose and need. There are no existing or planned multimodal (transit or rail) projects within the corridor. Non-motorized facilities (for pedestrians and bicyclists) will not meet the purpose and need for additional capacity. However, several multimodal elements were identified to complement the Build Alternatives, including shared-use paths, urban side paths, and midblock crossings.

Rehabilitation Alternative

The Rehabilitation Alternative examined the potential to improve the historic US 17/92 resources to a condition that would allow use of the bridges to structurally support the future westbound traffic by providing two travel lanes. The Rehabilitation Alternative involves Section 4(f) Use (direct impacts) to the historic US 17/92 resources.

The existing cross-section of the three historic bridges and the causeway between the bridges does not meet design standards for the two proposed westbound lanes. The historic bridges would need to be widened 13 feet, 8 inches at a minimum to meet current FDOT Florida Design Manual (FDM) criteria for travel lanes and shoulders. This would also require the causeway (fill) segments in between the bridges to be widened, resulting in additional floodplain impacts and requiring floodplain compensation. Additional timber piles and closer spacing of the timber bents is anticipated to be required, which will increase the obstructions in the waterway.

Based on the Existing Bridge Conditions Memo (June 2022), rehabilitation of the historic bridges will require extensive reconstruction of the substructure and superstructure. The timber piles and the timber bent caps that support the substructure elements would need to be replaced due to heavy deterioration. To replace these elements, the entire bridge would need to be removed (the pavement, concrete bridge rails, concrete deck, steel girders, concrete abutment backwalls, timber bent caps, and timber piles) and reconstructed from the bottom up. Reconstruction of the historic bridges could not re-use any of the historic concrete or timber bridge elements. The concrete bridge rail system could not be reconstructed as it does not meet current safety standards (no reinforcement) and would need to be replaced.

The existing steel girders would be evaluated for deterioration and incorporated if possible (assuming they can be strengthened, a full bridge load rating is performed, and a favorable load rating is the outcome for all three bridges). To maintain the similar historic span arrangement, the existing steel girders (steel beams) would need strengthening before re-use to meet current design standards for load requirements. The historic US 17/92 bridges were designed using loading criteria from 1937 (for H-15 State Road Department of Florida Design Specifications (1937)), which equates to today's 15-ton vehicles, and therefore, do not meet today's heavier design vehicles and load requirements. Strengthening the bridge to appropriate design standards may require the structure depth to increase, which could impact the bridges' drift clearance. This would require the bridges and the roadway (fill) sections in between the bridges to be raised.

The existing three bridges would need to be nearly entirely repaired and/or modified to be used and would need to meet current loading, design, and construction specifications that the historic US 17/92 bridges are currently not designed for. In summary, only the steel girders (beams) could be rehabilitated and every other superstructure or substructure element, including the historic bridge deck, wood piers, and bridge railings, would require replacement to address design criteria and deteriorated materials. After rehabilitation, little to none of the historic materials would remain after construction. Due to the needed rehabilitation methods and modifications identified above, FDOT determined, and SHPO concurred, that the historic US 17/92 resources would not maintain the characteristics on which their NRHP-eligibility is based and therefore would result in an adverse effect to the historic US 17/92 resources and a Use of the historic properties within the meaning of Section 4(f). The SHPO concurrence is included in the attachments. As such, this alternative is determined to fail the Section 4(f) prudent and feasible standard and not recommended.

Alternative on New Location

Due to the collective limiting geographic constraints posed by surrounding Section 4(f) resources, utility corridors, preexisting easements, and other environmental considerations, no Build Alternatives were identified that could fully avoid all Section 4(f) properties in the vicinity of the US 17/92 bridge. The Build Alternatives were developed to consider various options to minimize impacts to Section 4(f) resources. Four alternatives: Alternatives B, C, D, and E, were considered which would avoid direct impacts to the historic US 17/92 resource group and the causeway. However, all four alternatives would still result in temporary, indirect impacts to the resource group and causeway.

Widen Current US 17/92 Bridge (Alternative B)

Alternative B (**Figure 4**) proposes to widen the current US 17/92 bridge structure to accommodate four future travel lanes (two travel lanes eastbound and two travel lanes westbound). The current US 17/92 bridge (FDOT Bridge 920174) is 47-feet wide and only accommodates the two existing travel lanes.

The required widening to accommodate four travel lanes would increase the total bridge width to 94 feet, 10 inches. The current US 17/92 bridge is sloped to the south and therefore, widening would be accomplished to the north side to avoid reducing the current drift clearance of the bridge above the Reedy Creek floodplain. The new bridge would be 2,275-feet in length, similar to the current US 17/92 structure.

Alternative B avoids direct impacts to the historic US 17/92 resources and other Section 4(f) resources including the South Florida Railroad (8OS02540), the CSX Railroad bridges (8OS03176-8OS03178) [REDACTED], in addition to avoiding direct impacts to the utility corridor. The historic US 17/92 bridges and causeway would not be replaced by construction of Alternative B. However, construction activities including pile driving operations and ground disturbance have the potential for indirect effects to the historic US 17/92 resource group due to the proximity of the widened bridge to the historic resources (minimum 43 feet). While specialized construction methods can be employed to minimize risk of indirect impacts, the unique setting (heavily rooted and tall cypress trees) enhances the risk of indirect impacts.

Alternative B assumes the historic US 17/92 resource group and causeway will remain in place with no maintenance. It is reasonably foreseeable the historic bridge structures will continue to deteriorate and eventually collapse. Once that happens, the causeway connecting them will no longer serve any purpose as the historical structures to which it provides context will no longer exist. Therefore, Alternative B results in adverse effect to these historic properties.

Construction of Alternative B would require removal of specimen cypress trees and additional ROW from the Fletcher Park conservation land, which is in violation of the existing 1999 FDEP/TIITF perpetual ROW easement, deed restrictions within the historic Fletcher Park boundary, and the expressed community desires of Osceola County as documented in prior resolutions to preserve and protect the cypress trees. This alternative also increases impacts to high-quality wetlands within Fletcher Park, increases wetland mitigation costs, and results in the highest construction cost of the alternatives.

Due to the cultural and environmental impacts of Alternative B, as well as the high projected cost, this alternative is not recommended.

New Bridge Between Current US 17/92 Bridge and Historic US 17/92 Bridges (Alternative C)

Alternative C (**Figure 5**) proposes to utilize the current US 17/92 bridge structure to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge between the current US 17/92 bridge structure and the historic US 17/92 bridges and causeway to accommodate future westbound traffic (two lanes) and a shared-use path. The new bridge would be 2,320-feet in length to span the Reedy Creek floodplains and wetlands.

The new westbound bridge (53 feet, 8 inches wide) would be constructed partially within the historic US 17/92 ROW, approximately 20 feet minimum north of the current US 17/92 bridge to provide adequate separation for construction and maintenance. The new bridge would maintain a low-level profile and vertical clearance, similar to the current US 17/92 bridge.

Alternative C avoids direct impacts to the historic US 17/92 resources and other Section 4(f) resources, including the South Florida Railroad (8OS02540), the CSX Railroad bridges (8OS03176-8OS03178) [REDACTED], in addition to avoiding direct impacts to the utility corridor. The existing wooden piles that support the historic US 17/92 bridges would likely be impacted due to the pile driving operations and the removal of the heavily rooted, large cypress trees immediately to the south of the historic US 17/92 bridges. Alternative C is in close proximity (a minimum of approximately 18 feet away) to the historic US 17/92 bridges. While specialized construction methods can be employed to minimize risk of indirect impacts, the unique setting (heavily rooted and tall cypress trees) means that there is a substantial risk of indirect impacts to the historic US 17/92 resource group and causeway. Due to the cultural and environmental impacts of Alternative C, this alternative is not recommended.

New Bridge north of Historic US 17/92 Bridges and CSX Railroad (Alternative D)

Alternative D (**Figure 6**) proposes to utilize the current US 17/92 bridge structures to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge between the historic US 17/92 bridges and the CSX Railroad to accommodate future westbound traffic (two lanes) and a shared-use path.

The new bridge would be 2,350-feet in length to span the Reedy Creek floodplains and wetlands. The new bridge would be constructed within the CSX ROW, approximately 194 feet north of the current US 17/92 bridge, to avoid the historic US 17/92 resources and the adjacent major utility corridor. The new bridge would maintain a low-level profile and vertical clearance, similar to the current US 17/92 bridge.

Alternative D avoids direct impacts to the historic US 17/92 resources, [REDACTED], and avoids impacts to the Fletcher Park conservation land to preserve the large cypress trees. The historic US 17/92 bridges would be located approximately 70 feet away from the new westbound bridge. Alternative D assumes the historic US 17/92 bridges and causeway will remain in place with no maintenance. Although Alternative D would avoid direct impacts to the historic US 17/92 bridges, it is reasonably foreseeable the historic bridge structures will continue to deteriorate and eventually collapse, rendering the connecting causeway pointless. Therefore, Alternative D results in adverse effect to the historic US 17/92 resource group and causeway.

Construction of Alternative D would require acquisition of ROW from the CSX ROW, containing the NRHP-eligible South Florida Railroad (8OS02540) linear resource and the CSX Railroad bridges (8OS03176-8OS03178). The new westbound bridge would be constructed approximately 30 feet from the historic CSX bridges centerline which meets the CSX minimum standard horizontal clearance of 25 feet from centerline of track but impacts CSX's maintenance areas surrounding the CSX bridges. Therefore, Alternative D results in permanent Use of these Section 4(f) resources.

Construction of Alternative D would require removal of specimen cypress trees and result in wetland impacts. As the westbound proposed bridges crosses the utility corridor twice, impacts to the utility

corridor are expected. Due to the cultural and environmental impacts of Alternative D, this alternative is not recommended.

New Bridge south of Current US 17/92 (Alternative E)

Alternative E (**Figure 7**) proposes to utilize the current US 17/92 bridge structure to accommodate future westbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge south of the current US 17/92 bridge to accommodate future eastbound traffic and a shared-use path.

The new eastbound bridge would be constructed partially within FDOT ROW and would be 2,290-feet in length to span the Reedy Creek floodplains and wetlands. The new bridge would maintain a low-level profile and vertical clearance, similar to the current US 17/92 bridge.

Alternative E avoids direct impacts to the historic US 17/92 resources. Alternative E also assumes the historic US 17/92 bridges and causeway will remain in place with no maintenance. Although Alternative E would avoid direct impacts to the historic US 17/92 resource group, it is reasonably foreseeable the historic bridges will continue to deteriorate and eventually collapse, rendering the connecting causeway pointless. Therefore, Alternative E results in adverse effect to the historic US 17/92 resource group and causeway.

Based on an alignment evaluation, the construction footprint of Alternative E is in close proximity (approximately 18 feet) to the boundary defined by SHPO for the preservation site. The anticipated construction activity and use of construction equipment associated with Alternative E is anticipated to involve ground-disturbance during construction (even if a retaining wall is proposed adjacent to the site) that is anticipated to substantially impair the cultural resources that warrant preservation in place. Therefore, Alternative E would involve Section 4(f) Use . Due to the cultural impacts of Alternative E, this alternative is not recommended.

Preferred Alternative

Alternative A (**Figure 2**) proposes to utilize the current US 17/92 bridge structure to accommodate future eastbound traffic (two lanes) and construct a new parallel low-level, fixed-span concrete bridge to accommodate future westbound traffic (two lanes) and a shared-use path along the historic US 17/92 alignment. The new westbound bridge would require replacement of the historic bridges to meet current design standards, improve floodplain management, and minimize wetland impacts.

The new bridge would be 2,320-feet in length to span Reedy Creek and the associated floodplains and wetlands. The westbound bridge would be 53 feet, 8 inches wide, and would be constructed within the historic US 17/92 ROW (and existing FDEP TIITF Sovereign Submerged Lands (SSL) easement), approximately 70 feet north of the current US 17/92 bridge, to provide adequate

The benefit of reduced floodplain encroachment to the 100-year floodplain areas surrounding the Reedy Creek floodway, consistent with the prior SFWMD permit, is only realized with Alternative A. Alternative A is expected to have positive impact to the floodplains and floodplain control since the historic US 17/92 bridges and fill sections will be removed and a single structure would replace them. Alternative A also minimizes wetland involvement compared to the other alternatives.

Alternative A is the only Build Alternative that avoids impacts to the existing cypress trees preserved as part of Fletcher Park, which satisfies the 1996 PD&E commitments, FDEP input, and local stakeholders. Therefore, Alternative A is the only alternative that retains the historic integrity of the historic location (alignment), setting, and association of the early 20th century highway corridor. Additionally, Alternative A will not involve an additional FDEP/TIITF easement, as the original 1935 easement provides for FDOT use of the existing ROW. No additional ROW impacts, SSL easements, or utility relocations are anticipated. The estimated construction cost is lower than the other Build Alternatives. A graphical comparison of the five build alternatives is mapped in **Figure 8**.

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Measure to Minimize Harm

In compliance with Section 4(f) regulations, all reasonable measures were considered to minimize harm and mitigate adverse effects to Section 4(f) properties for each of the alternatives developed. All alternatives were developed utilizing the most conservative and appropriate design specifications which resulted in the minimum construction footprint necessary to meet the purpose and need for this project. For the Preferred Alternative, the proposed eastbound US 17/92 bridge repurposes the current in-service US 17/92 bridge structure to avoid additional impacts [REDACTED] while minimizing impacts to the FDEP/TIITF lands (Fletcher Park) and the cypress tree preserve.

As part of the Section 106 and Section 4(f) consultation for the project, SHPO consultation on the minimization and mitigation measures was conducted. On November 18, 2024, FDOT presented proposed mitigation measures to representatives of the Florida Division of Historical Resources (FDHR) representing SHPO. The options presented included an architectural history survey of bridges constructed in the early twentieth century (supported by a historic narrative of early transportation patterns) and a publicly available historic interpretation of Resource Group 8OS03182, including its contributing resources. Following the Section 106 consultation meeting, FDOT submitted a memorandum describing the proposed mitigation strategy to SHPO for review on November 25, 2024. The SHPO reviewed these mitigation measures and concurred on December 5, 2024. Subsequently, a draft Memorandum of Agreement (MOA) documenting these draft mitigation stipulations was developed for SHPO review. Based on consultation with SHPO, the draft MOA incorporates mitigation measures to resolve adverse effects on these historic properties. It also reflects the results of tribal consultation with the Seminole Tribe of Florida [REDACTED]. The following sections describe these mitigation measures.

Architectural History Survey of Twentieth Century Bridges

FDOT proposes to sponsor the survey of up to 35 early twentieth century bridges built between 1900 and 1945 that are owned or maintained by FDOT and located within Osceola County (consistent with the subject project) and the other eight counties within FDOT District Five's boundary in Central Florida including Brevard, Flagler, Lake, Marion, Orange, Seminole, Sumter, and Volusia. The survey would also include municipal and county owned bridges that may use federal or state highway funds for maintenance and/or improvement projects.

FDOT would also research and develop a revised historic context on transportation development in the Central Florida (FDOT District Five) region between 1900 and 1945. The historic context will include the development history of the Orange Blossom Trail including the South Orange Blossom Trail Bridges (8OS03182) Resource Group and its contributing resources. All surveyed bridges would be addressed in a report, and Florida Master Site File (FMSF) forms would be completed and submitted according to SHPO/FDHR guidance and standards, at the time of survey.

FDOT would provide SHPO opportunity to comment on the proposed methodology and survey plan, subject bridge list, survey report and historic context, and other aspects associated with the development and execution of this effort. FDOT would identify any regional repositories (such as libraries or historic preservation groups) to submit a copy of the finalized FDOT Transportation Context for public access and use.

Publicly Available Historic Interpretation

Within five years of MOA execution, the FDOT Office of Environmental Management (OEM) would host information about Resource Group 8OS03182, including its contributing resources, on an online accessible Project Map (a GIS-based story map) to provide historical context of the US 17/92 historic resource affected by the proposed project. The Project Map would be hosted on FDOT's website [*Preservation and Progress*](#) which is a website focused on highlighting the cultural resources preservation projects of FDOT.

FDOT would develop language that highlights the significance of Resource Group 8OS03182 to be presented along with current and, if available, historic photos in the story map. To facilitate the historic interpretation, FDOT will collect visual documentation including but not limited to existing conditions photography and videography of the South Orange Blossom Trail Bridges (8OS03182) Resource Group, contributing resources 8OS02796, 8OS01747, 8OS01748, and 8OS01749, and the surrounding corridor, which will be utilized in the production of the historic interpretation materials, prior to initiation of construction and demolition activities.

FDOT would provide SHPO an opportunity to review the resource content prior to finalization in the story map.

Archaeological Monitoring

Based on tribal consultation, the draft MOA includes archaeological monitoring requirements [REDACTED].

MEMO

To: Alyssa McManus; Architectural Historian, FDHR
Kelly Chase; Deputy State Historic Preservation Officer, FDHR

From: Catherine Owen, FDOT, District 5 Cultural Resources Coordinator

CC: Lindsay Rothrock, FDOT OEM State Cultural Resources Coordinator
David Graeber, In-House Consultant for FDOT, District 5
Kevin Freeman, VHB, Director of PD&E/NEPA Services
Kate Willis, SEARCH, Architectural Historian
Angela Matusik, SEARCH, Project Manager

Date: November 22, 2024

Re: Proposed Mitigation for 437200-2; US 17/92 from Ivy Mist Lane to Avenue A

This memorandum presents the FDOT's proposed mitigation to resolve effects associated with the subject project. The proposed project will result in an adverse effect to historic properties due to the removal of the South Orange Blossom Trail Bridges (8OS03182), a resource group that is eligible for listing in the National Register of Historic Places (NRHP). Contributing resources to the group include three ca. 1938 concrete bridges (8OS01747-8OS01749) and the segment of US 17/92 (8OS02796) carried between and by the bridges.

As a result of the Cultural Resources Assessment Survey (CRAS), the resource group was recommended eligible under Criterion C as a distinct collection of unadorned depression-era bridges. No area of significance was identified in the recommendation. The Florida Master Site File (FMSF) resource form notes eligibility under Criterion A in the areas of significance as Community & Planning and Transportation. The SHPO concurred with the recommendation as written in the CRAS and the FMSF resource form. The CRAS also indicated that a study of unadorned 1930s concrete bridges in the state has not been undertaken and that this assemblage in Osceola County may be distinctive within the state, not just the county.

On Monday, November 18, 2024, FDOT presented proposed mitigation measures to representatives of FDHR representing SHPO. The options presented included a survey of bridges constructed between 1900 and 1939 located in FDOT, District 5, and a historic narrative of early transportation patterns in the District. The group discussed a Historic American Engineering Record (HAER); however, that option poses unique complexities which are discussed at the end of this memo.

Mitigation measures "normally must have some reasonable nexus to the effects of the proposed action" (AASHTO 2016). Therefore, the mitigation measures for this project should, in part, be related to the documented significance as well as the scale of the undertaking. Mitigation

measures should also provide a public facing component so that the resource's significance can be interpreted after the adverse effect has occurred.

The following recommended mitigation stipulations consider the contributions Resource 8OS03182 made to Community Planning & Development and Transportation, its significance, as well as the scale of the undertaking.

Mitigation Measure #1

FDOT proposes to sponsor a survey of the 35 early twentieth century bridges built between 1900 and 1945 located in D5 that are owned or maintained by FDOT. The survey would also include municipal and county bridges that may use federal or state highway funds for maintenance and/or improvement projects. This survey would include the development of a revised historic context on transportation in the D5 region between 1900 and 1945, including the history of Resource 8OS03182. All thirty-five bridges would be addressed in the report and FMSF forms would be completed and submitted according to current FHDR guidance and standards.

FDOT intends to review the collective photographic record in its possession to identify any additional photos that could be submitted as an expansion or continuation of the existing FMSF record for Resource 8OS03182 and its three contributing bridges.

FDOT would provide the SHPO opportunity to comment on the proposed survey methodology, survey plan, subject bridge list, and other aspects associated with the development and execution of this effort. FDOT would identify any regional repositories (such as libraries or historic preservation groups) to submit a copy of the finalized D5 Transportation Context for public access and use.

Mitigation Measure #2

FDOT OEM would host information about Resource 8OS03182, including its contributing resources, on the Project Map, a GIS-based story map, within the department's website *Preservation and Progress*. *Preservation and Progress* is a website focused on highlighting the cultural resources preservation projects of FDOT. The story map within *Preservation and Progress* can be viewed here: [Preservation and Progress](#).

FDOT would develop language that highlights the significance of Resource 8OS03182 to be presented along with current and, if available, historic photos in the story map. FDOT would announce and feature the addition to the *Preservation and Progress* Story Map on associated webpages and social media to spread awareness of the information. Both the language and photos would be submitted to FDHR for review and comment before adding the resource to the story map.

Additional Considerations

A Historic American Engineering Record (HAER) is not recommended due to the documented significance of the bridges most accurately residing in Criterion A, rather than Criterion C, as well as logistical challenges of the resource's location. While this would typically be the go-to mitigation measure, we believe that the creative idea to complete the District-wide bridge survey documenting the remaining architecture and creating a historic context of transportation and development in D5 results in a more substantive product to mitigate for the loss of these specific resources.

From the collective research to date, Resource 8OS03182's significance is seemingly derived from how the State Road Department developed transportation corridors to move travelers within central Florida in the first 30 years of its establishment; thus, it is FDOT's position that the two mitigation stipulations described above would better convey the significance of this resource to the public. In looking at logistical considerations, the bridges were built to move vehicles through a swamp. The engineer of record has conveyed there is very little dry ground around the bridges' termini. Access to dry, steady ground near the ends of bridges is critical in obtaining large format photography of the underside of bridges to the maximum extent possible. The underside of bridges is where the engineering significance of a bridge is typically best manifested. Since obtaining these required photos appears to be on the scale of challenging to near impossible, the HAER documentation would potentially not meet NPS standards resulting in no substantive mitigation for the loss of said resource. Finally, there is also a safety concern due to dangerous wildlife (e.g., alligators) in this area.

Works Cited:

American Association of State Highway and Transportation Officials (AASHTO)
 2016 Consulting under Section 106 of the National Transportation Act. Center for
 Environmental Excellence. Online Document.
<https://environment.transportation.org/wp-content/uploads/2021/05/ph06-2.pdf>
 Accessed October 2024.

From: Chase, Kelly L. <Kelly.Chase@dos.fl.gov>
Sent: Thursday, December 5, 2024 12:15 PM
To: Owen, Catherine; McManus, Alyssa M.
Cc: Rothrock, Lindsay; Graeber, David; Angela Matusik; Kate Willis; Kevin Freeman
Subject: Re: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

Some people who received this message don't often get email from kelly.chase@dos.fl.gov. [Learn why this is important](#)

Catherine,

We have no objections or concerns regarding D5's mitigation proposal.

Kelly L. Chase

Compliance and Review Supervisor | Deputy State Historic Preservation Officer
Division of Historical Resources | Florida Department of State
Office: 850.245.6344 | Cell: 850.274.9121 (*cannot receive text messages*)
500 South Bronough Street | Tallahassee, Florida 32399
dos.myflorida.com/historical

From: Owen, Catherine <Catherine.Owen@dot.state.fl.us>
Sent: Monday, November 25, 2024 8:51 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>; Chase, Kelly L. <Kelly.Chase@dos.fl.gov>
Cc: Rothrock, Lindsay <Lindsay.Rothrock@dot.state.fl.us>; Graeber, David <David.Graeber@dot.state.fl.us>; Angela Matusik <Angela.Matusik@searchinc.com>; Kate Willis <kate.willis@searchinc.com>; Kevin Freeman <KFreeman@VHB.com>
Subject: RE: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Good morning Alyssa and Kelly:

Attached for your review and as discussed during our consultation meeting of November 18, 2024, please find a memorandum describing D5's proposed mitigation strategy for this project.

Kind regards and Happy TG! - cathy

Catherine B. Owen, M.S.
Environmental Specialist IV
District Cultural Resources Coordinator

FDOT District Five
719 S. Woodland Blvd.
DeLand FL 32720
phone (386) 943-5383



-----Original Appointment-----

From: Graeber, David <David.Graeber@dot.state.fl.us>

Sent: Wednesday, October 30, 2024 9:51 AM

To: Graeber, David; Graeber, David; Rothrock, Lindsay; Owen, Catherine; Alyssa.McManus@dos.fl.gov; Kelly.Chase@dos.fl.gov; Angela Matusik; Kate Willis; Kevin Freeman

Subject: FPID 437200-1 - US 17-92 PD&E Study - Mitigation Discussion

When: Monday, November 18, 2024 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 298 795 648 923

Passcode: aj9uyM

Dial in by phone

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Phone conference ID: 163 675 732#

Join on a video conferencing device

Tenant key: [11384774@t.plcm.vc](#)

Video ID: 118 010 381 0

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)



Information that is submitted to the Florida Department of Transportation is open for personal inspection and copying by any person in accordance with Chapter 119, Florida Statutes (F.S.).

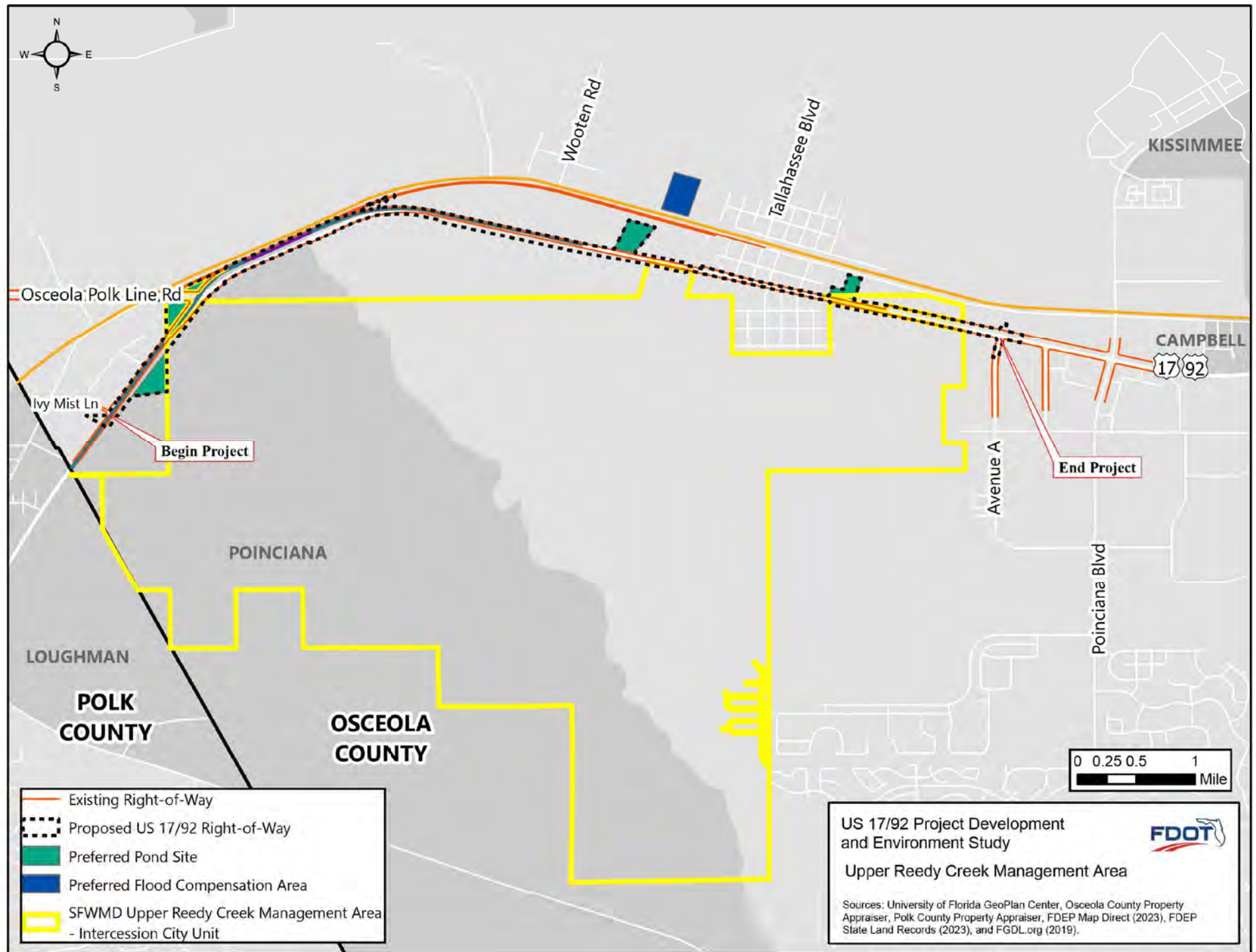
[Org help](#) | [Privacy and security](#)

Upper Reedy Creek Management Area - Intercession City Unit

Contents:

Upper Reedy Creek Management Area Map

Upper Reedy Creek Management Area OWJ Coordination



From: Palmer, Ray <rpalmer@sfwmd.gov>
Sent: Monday, November 7, 2022 10:07 AM
To: Walsh, William <William.Walsh@dot.state.fl.us>
Cc: Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>
Subject: RE: Lake Marion Creek and Reedy Creek Management Area

EXTERNAL SENDER: Use caution with links and attachments.

Mr. Walsh,

In response to your request from September 14th, I received concurrence from our Land Managers that the referenced SFWMD parcels indicated on the attached aerial do not include any significant public recreational facilities that are open to the public, or any significant, designated wildlife or waterfowl refuges.

Please let me know if you have any questions or need additional information.

Thank you,



Ray

RAY PALMER

Section Administrator
Real Estate Division
3301 Gun Club Road, MS 3730
West Palm Beach, Florida 33406
Office (561) 682-2246
RPalmer@sfwmd.gov

Florida enjoys a broad public records law. Any emails sent to or from this address will be subject to review by the public unless exempt by law.

From: Walsh, William <William.Walsh@dot.state.fl.us>
Sent: Wednesday, September 14, 2022 10:05 AM
To: Palmer, Ray <rpalmer@sfwmd.gov>
Cc: Cotter, Daniel <dcotter@sfwmd.gov>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>
Subject: Lake Marion Creek and Reedy Creek Management Area

Some people who received this message don't often get email from william.walsh@dot.state.fl.us. [Learn why this is important](#)
[Please remember, this is an external email]

Dear Mr. Palmer:

As we discussed on the phone, FDOT is purposing a project to widen US 17/92 from CR 54 to Avenue A in Osceola County. The preferred alternative roadway alignment would acquire some land from the Reedy Creek Management Area. Due to the fact that the Reedy Creek Management Area is a publicly owned multiple-use tract, FDOT needs to

confirm that the areas being proposed to be incorporated into the roadway project do not include any significant recreational facilities that are open to the public or any designated wildlife or waterfowl refuges. This is necessary to satisfy the requirements of Section 4(f) of the US Department of Transportation Act which protects publicly owned significant recreational parks and designated wildlife and waterfowl refuges. I have attached an aerial concept that indicates, in purple hatching, the areas under consideration for acquisition. Although our preliminary assessment of these areas indicates that there are no facilities protected under Section 4(f), we are required to obtain confirmation that this is the case from an Official With Jurisdiction (OWJ) over the property in question. An email response would suffice.

So if you concur that the parcels indicated on the attached aerial do not include any significant public recreational facilities that are open to the public, or any significant, designated wildlife or waterfowl refuges, please respond to this email or on SFWMD letterhead that you concur.

Thank you for your time on the phone and for considering this request.

Sincerely,

Bill Walsh

William G. Walsh
Environmental Manager
FDOT, District 5
386-943-5411 (office)
386-279-9181 (cell)



Beehive Hill (8OS01726)

Contents:

Beehive Hill Location Map

Natural Resources Appendix

Contents:

FWC Species Concurrence Letter

USFWS Species Concurrence Letter

Species and Habitat Map

Wetlands Map

Floodplains Map

Sole Source Aquifer EPA Concurrence Letter

Floodplain Compensation Areas Map

Pond Locations Map



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and Wildlife
Conservation
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MyFWC.com

January 10, 2023

Heather Chasez
Environmental Project Manager
Florida Department of Transportation District Five
719 S Woodland Blvd.
Deland, Florida 32720
Heather.Chasez@dot.state.fl.us

Re: US 17/92 Natural Resources Evaluation, Osceola County

Dear Ms. Chasez:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District Five (FDOT D5) is conducting a Project Development and Environment (PD&E) Study to evaluate the widening of US 17/92 from Ivy Mist Lane to Avenue A, located within and west of Intercession City in Osceola County. The study investigates the widening of widen US 17/92 from the existing two-lane roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A, a distance of 3.8 miles.

The NRE was prepared as part of the PD&E Study (ETDM Number 14365) to document the natural resources analysis and to summarize potential impacts to wetlands, federal and state protected species, and protected habitats within existing and proposed right-of-way for the proposed roadway project. FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or KristeeBooth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink that reads "Jason Hight".

For Jason Hight, Director
Office of Conservation Planning Services

jh/kb
US 17 _NRE_52775_01102023



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Su
Tallahassee



U.S. Fish and Wildlife Service
Florida Ecological Service Office

FWS Log No. **2023-0027769**

December 20, 2022

U.S. Fish and Wildlife Service
South Florida Ecological Services Office
1339 20th Street
Vero Beach, FL 32960

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Attention: Mr. John Wrublik

JOSE RIVERA

Digitally signed by JOSE RIVERA
Date: 2023.01.26 06:27:07 -05'00'

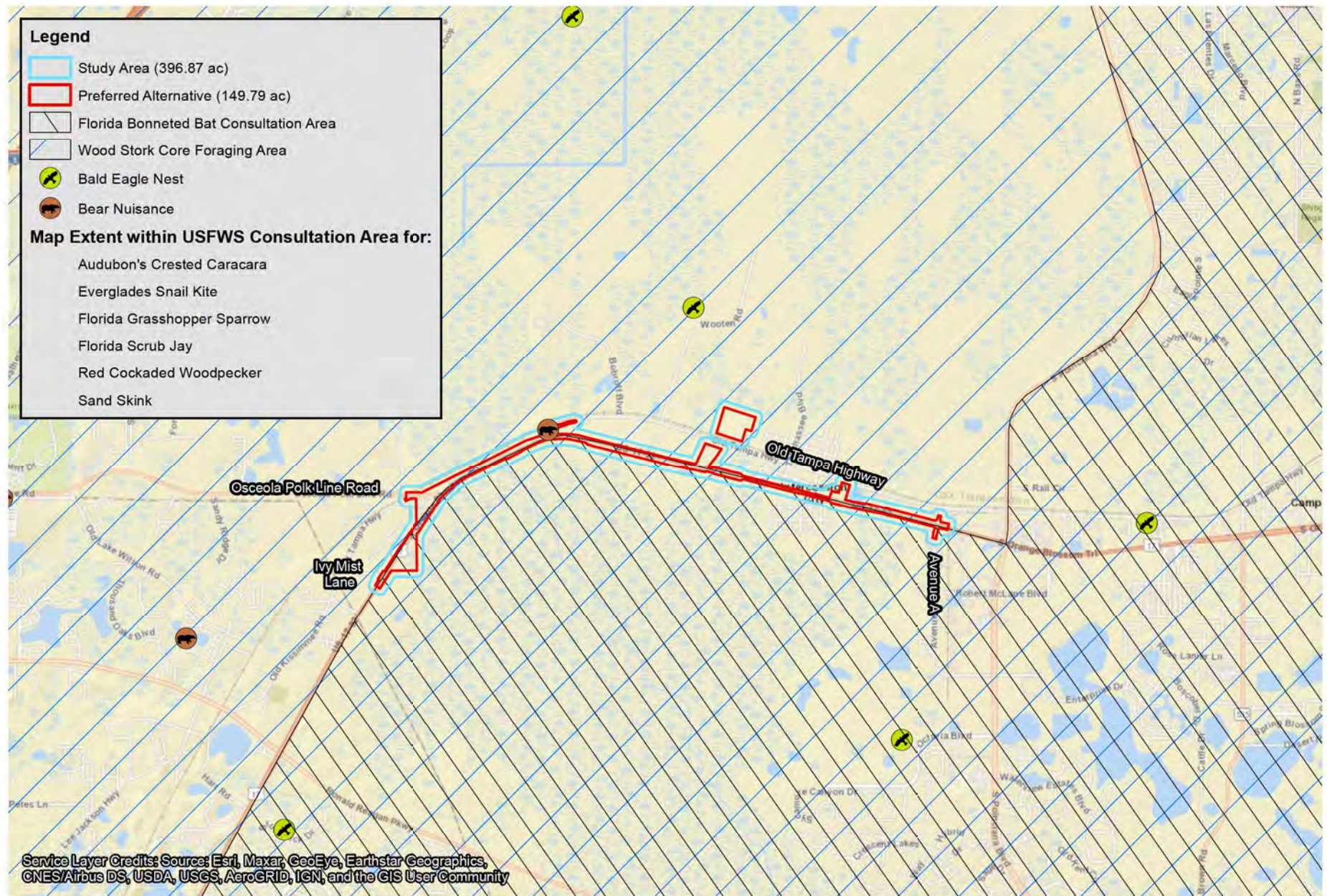
RE: Request for Section 7 Informal Consultati
US 17/92 from Ivy Mist Lane to Avenu
Osceola County, Florida
Financial Management Number: 437200-2

José J. Rivera, Division Supervisor, Environmental Review

Date

The Florida Department of Transportation is proposing to widen US 17/92 from -2 to -4 lanes between Ivy Mist Lane and Avenue A in Osceola County, Florida. As part of the project evaluation, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species.

The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat for the following species: Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Dryobates borealis*), black rail (*Laterallus Jamaicensis*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida panther (*Puma Concolor coryi*), Florida bonamia (*Bonamia grandiflora*), Pygmy fringe tree (*Chinonanthus pygmaeus*), perforate reindeer lichen (*Cladonia perforate*), scrub pigeon-wing (*Clitoria fragrans*), short-leaved rosemary (*Conradina brevifolia*), Avon park rabbit-bells (*Crotalaria avonensis*), Garrett's scrub balm (*Dicerandra christmanii*), scrub mint (*Dicerandra frutescens*), scrub buckwheat (*Eriogonum longifolium* var. *gnaphalifolium*), Highlands scrub hypericum (*Hypericum cumulicola*), scrub lupine (*Lupinus aridorum*), Britton's beargrass (*Nolina brittoniana*), paper-like nailwort (*Paronychia chartacea* var. *chartacea*), Lewton's polygala (*Polygala lewtonii*), Small's jointweed (*Polygonella myriophylla*), scrub plum (*Prunus geniculata*), clasping warea (*Warea amplexifolia*), and Carter's warea (*Warea carteri*). As there is no suitable habitat and no documented occurrences, it has been determined that the project will have "no effect" on any of these species. A "no effect" determination was made for the American alligator (*Alligator mississippiensis*) because its listing is due to its similar appearance to the American crocodile and this project is outside the range of the American crocodile. Furthermore, there is an abundance of habitat directly adjacent to the project area and



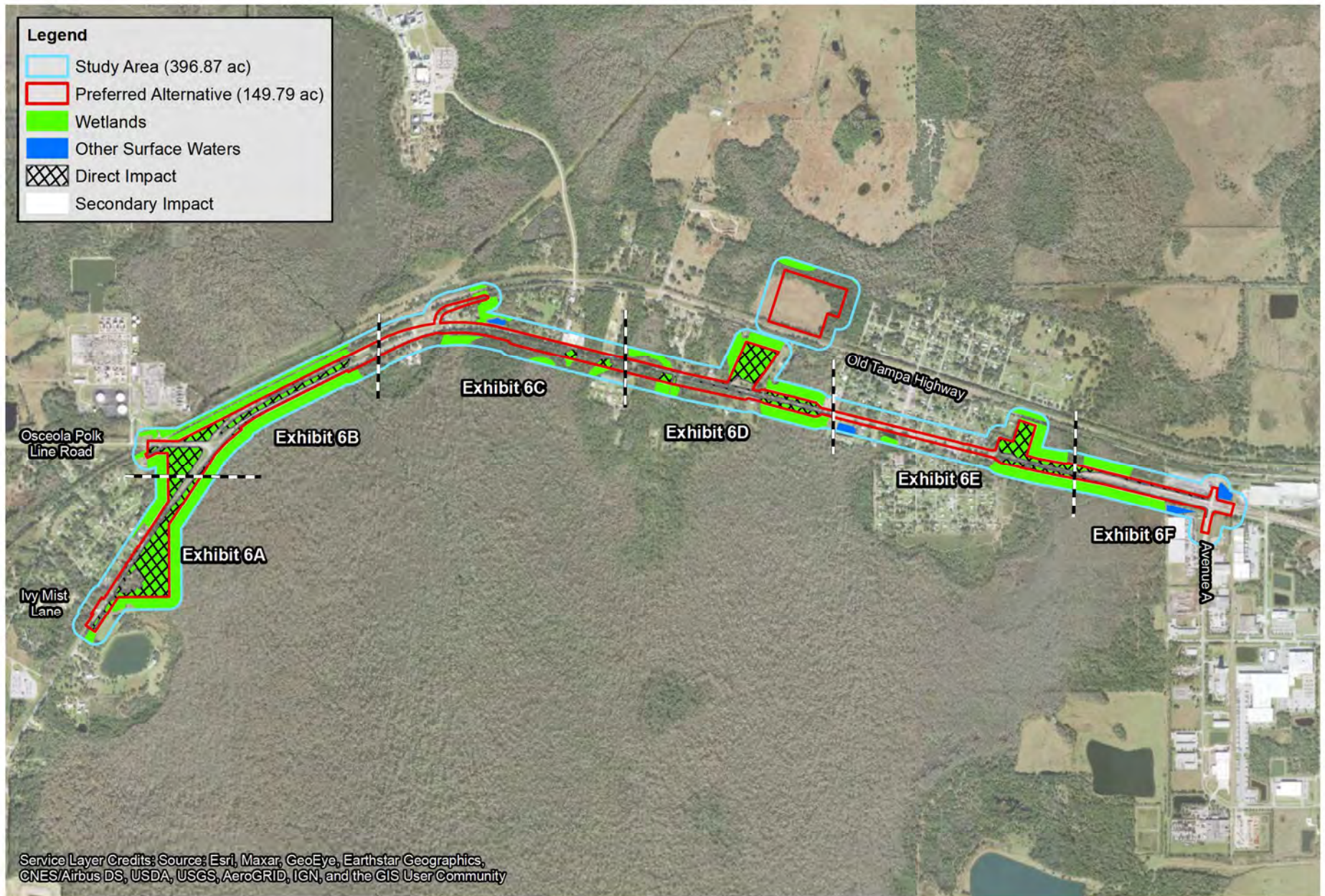
Source: USFWS Consultation Area GIS Data, FWC Bald Eagle Nest and Audubon Eaglewatch Program

Protected Species Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

0 2,000 4,000 Feet

September 2022





Wetlands and Other Surface Waters Overview Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

0 1,000 2,000 Feet

September 2022



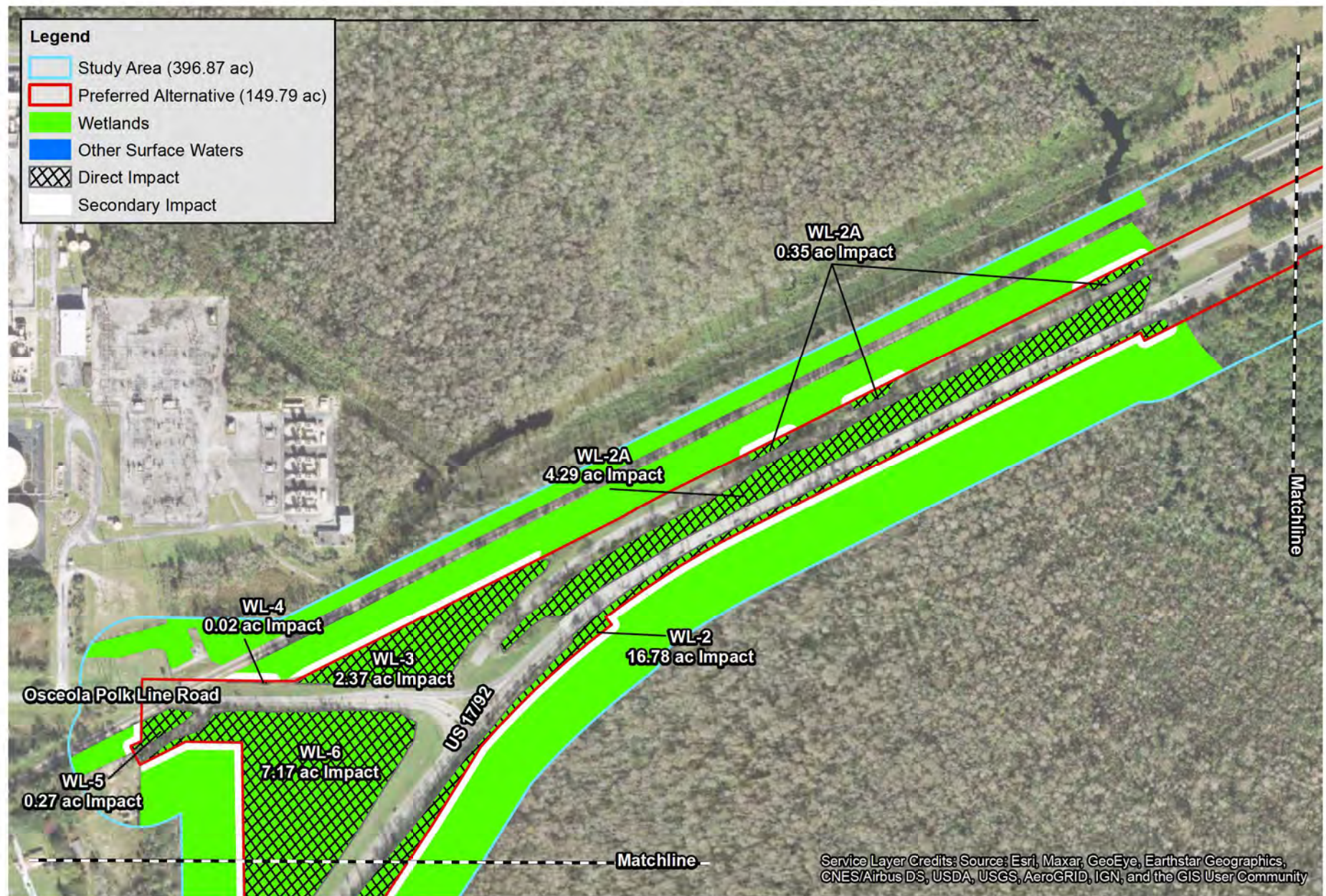


Wetlands and Other Surface Waters Map
US 17/92 from CR 54 to Avenue A
Osceola County, FL
FPID: 437200-1-22-01/437200-2-22-01

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September 2022



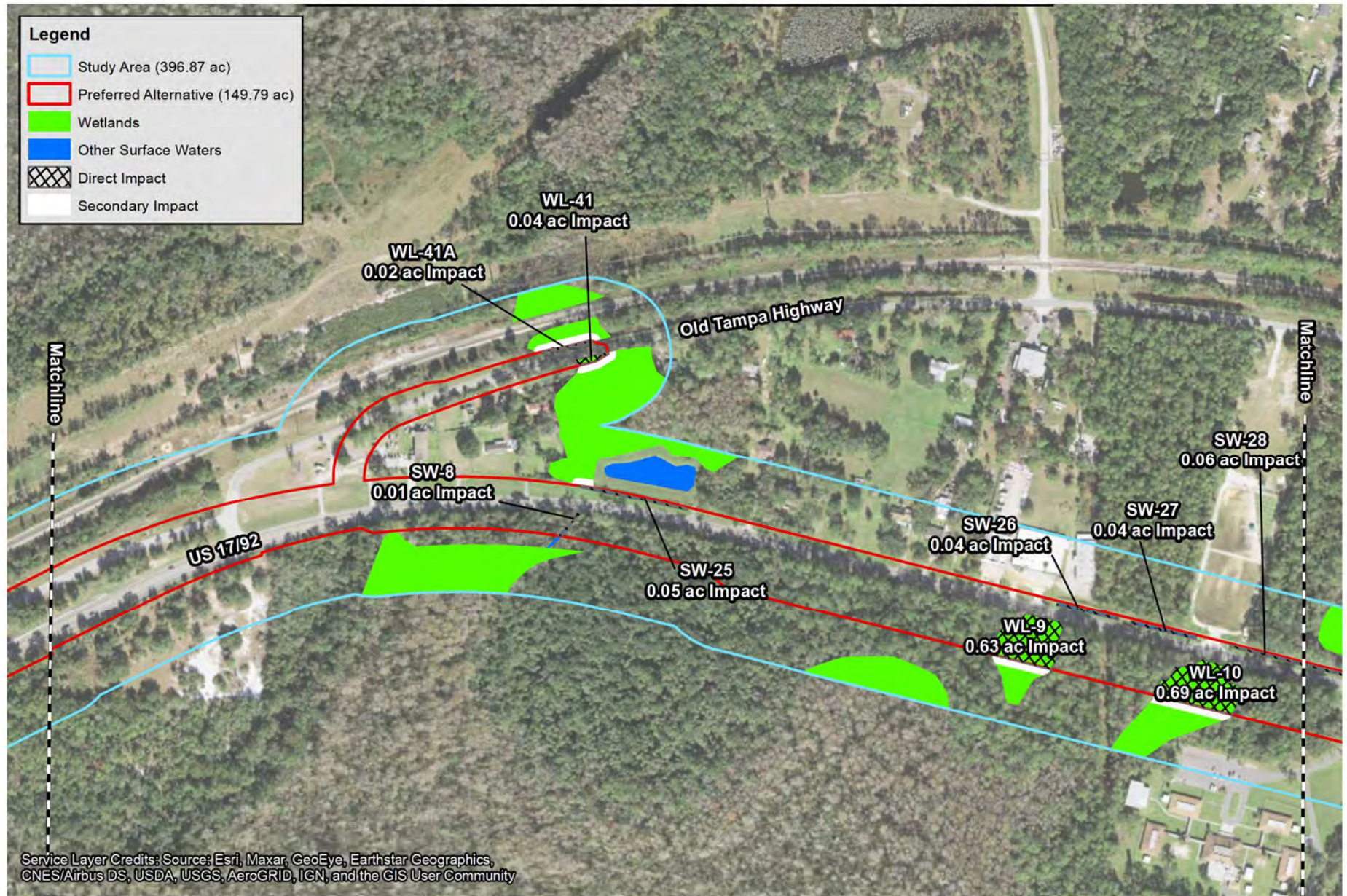


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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September 2022



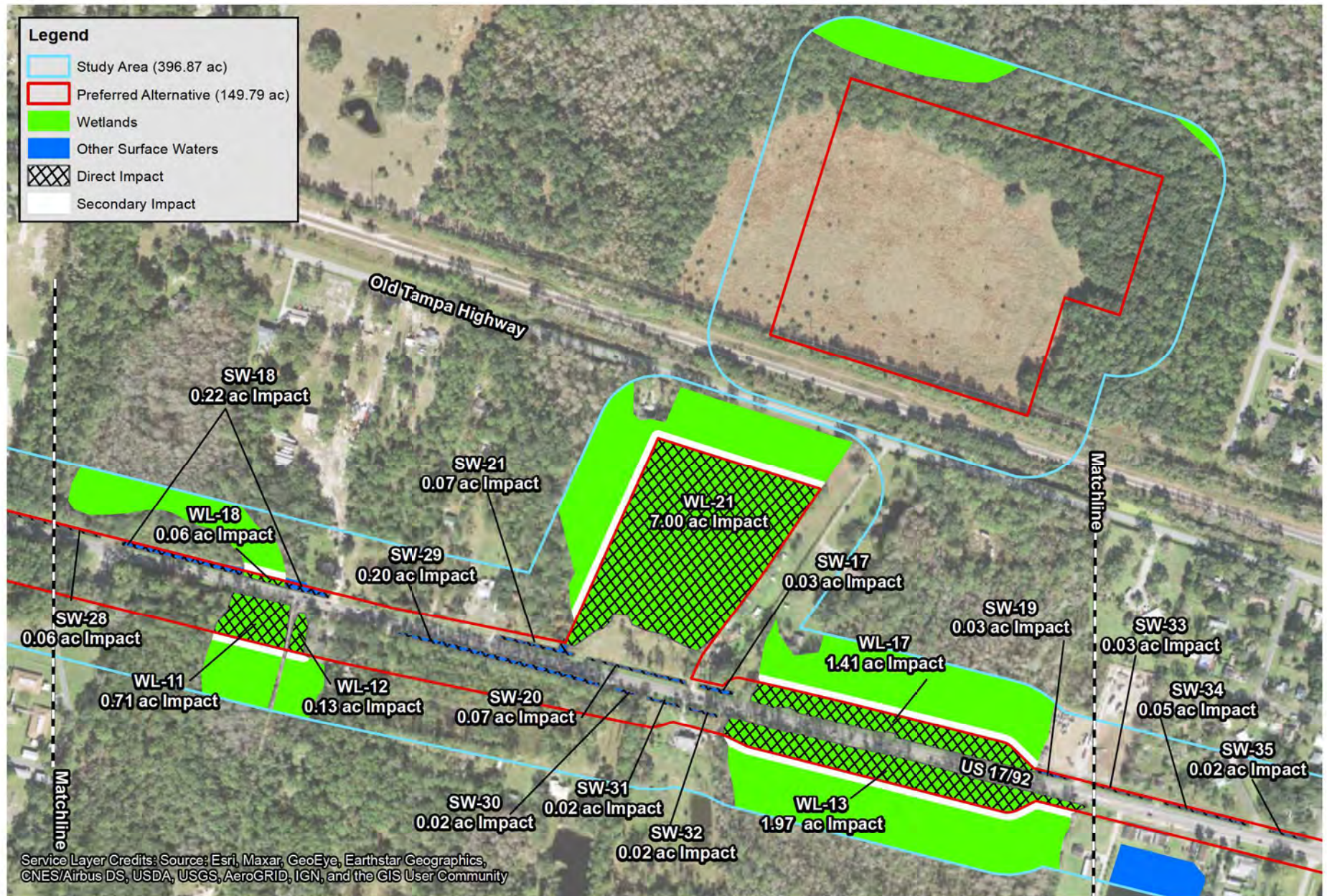


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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September 2022



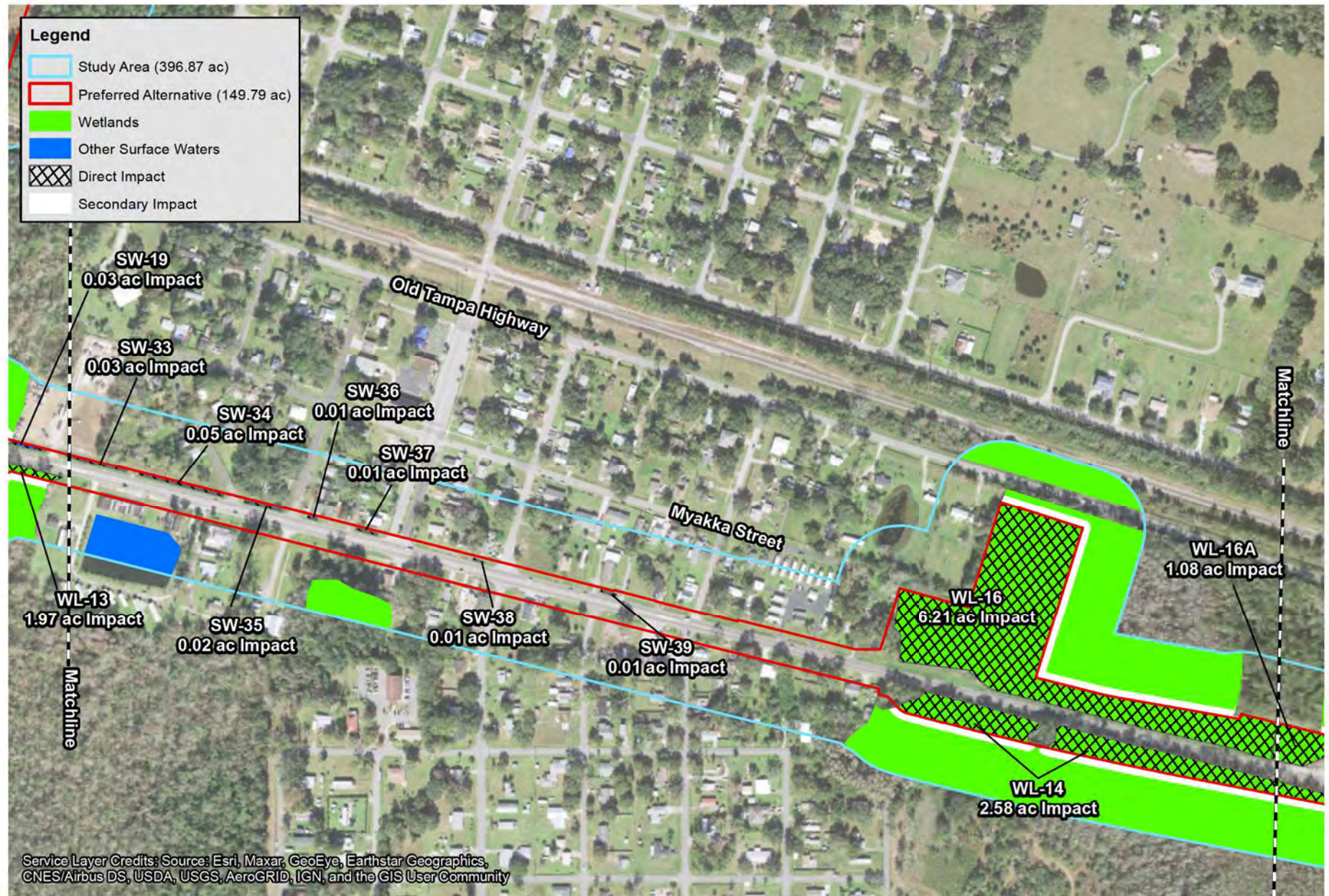


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

0 200 400 Feet

September 2022



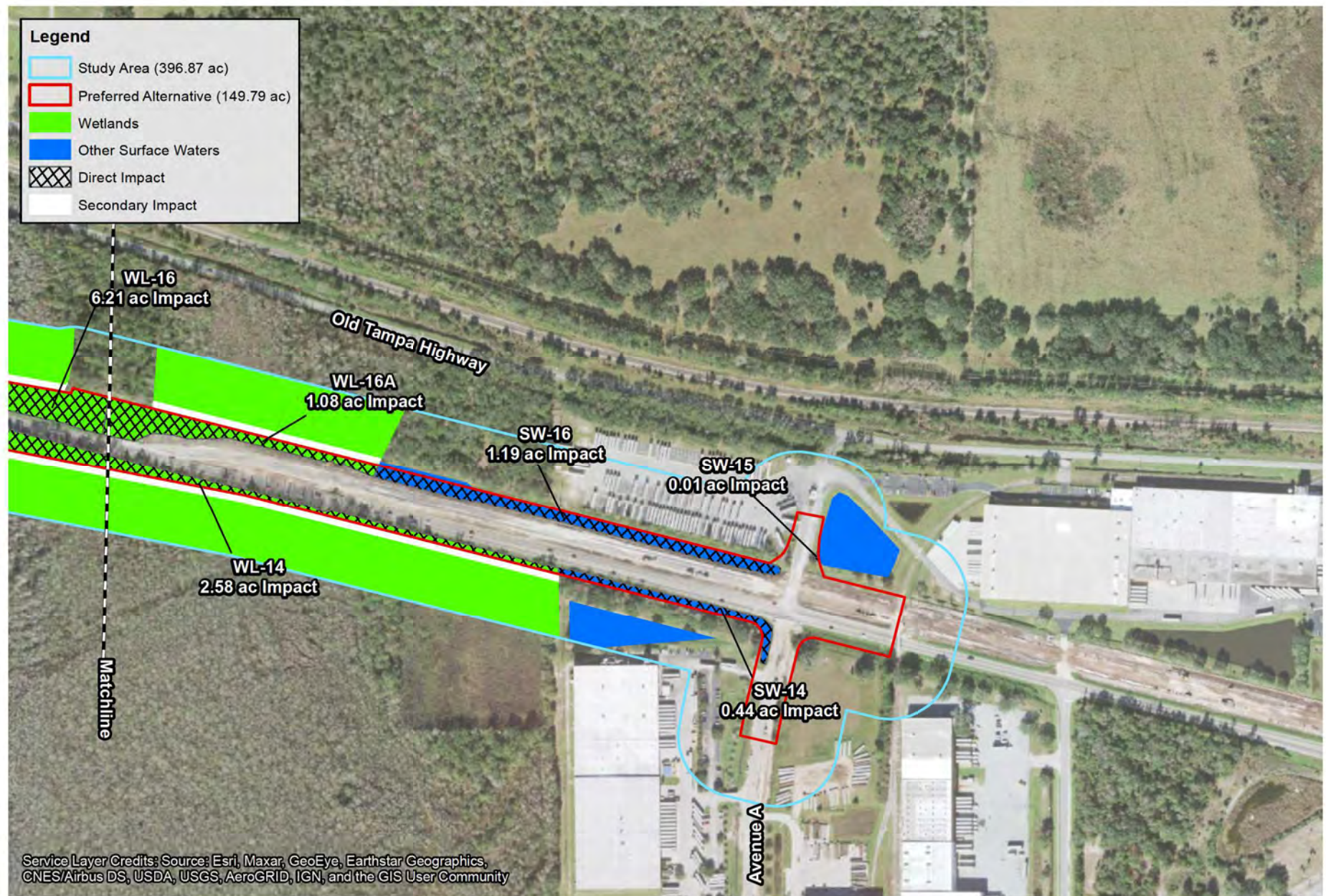


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

0 200 400 Feet

September 2022





Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

0 200 400 Feet

September 2022



\\whb.com\gb\proj\Orlando\63316.11 US 17/92 CR54 to Ave A\Graphics\FIGURES\HR

Imagery source: State of Florida, Maxar



FEMA Floodplain Map
US17/92 from Ivy Mist Lane to Avenue A



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303-3104

Mr. William G. Walsh
Environmental Manager
Florida Department of Transportation, District 5
605 Suwannee Street
Tallahassee, FL 32399

Subject: Sole Source Aquifer Review/Concurrence US 17/92 Project and Development (PD&E) Study from Ivy Mist Lane to Avenue A in Osceola County, Florida, Financial Project ID: 437200-2-22-01.

Dear Mr. Walsh:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) request on April 20, 2023, to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), [42 U.S.C. § 300h-3](#). The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

The US 17/92 Project and Development (PD&E) Study from Ivy Mist Lane to Avenue A (Project) has been determined to lie inside the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed and/or construction dewatering is undertaken. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
 - a. Section 6 – Control of Materials
 - b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
 - c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control.
<https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf>

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the

EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.

<http://www.dep.state.fl.us/swapp/Default.html>.

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, [42 U.S.C. § 300h-3](#). If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

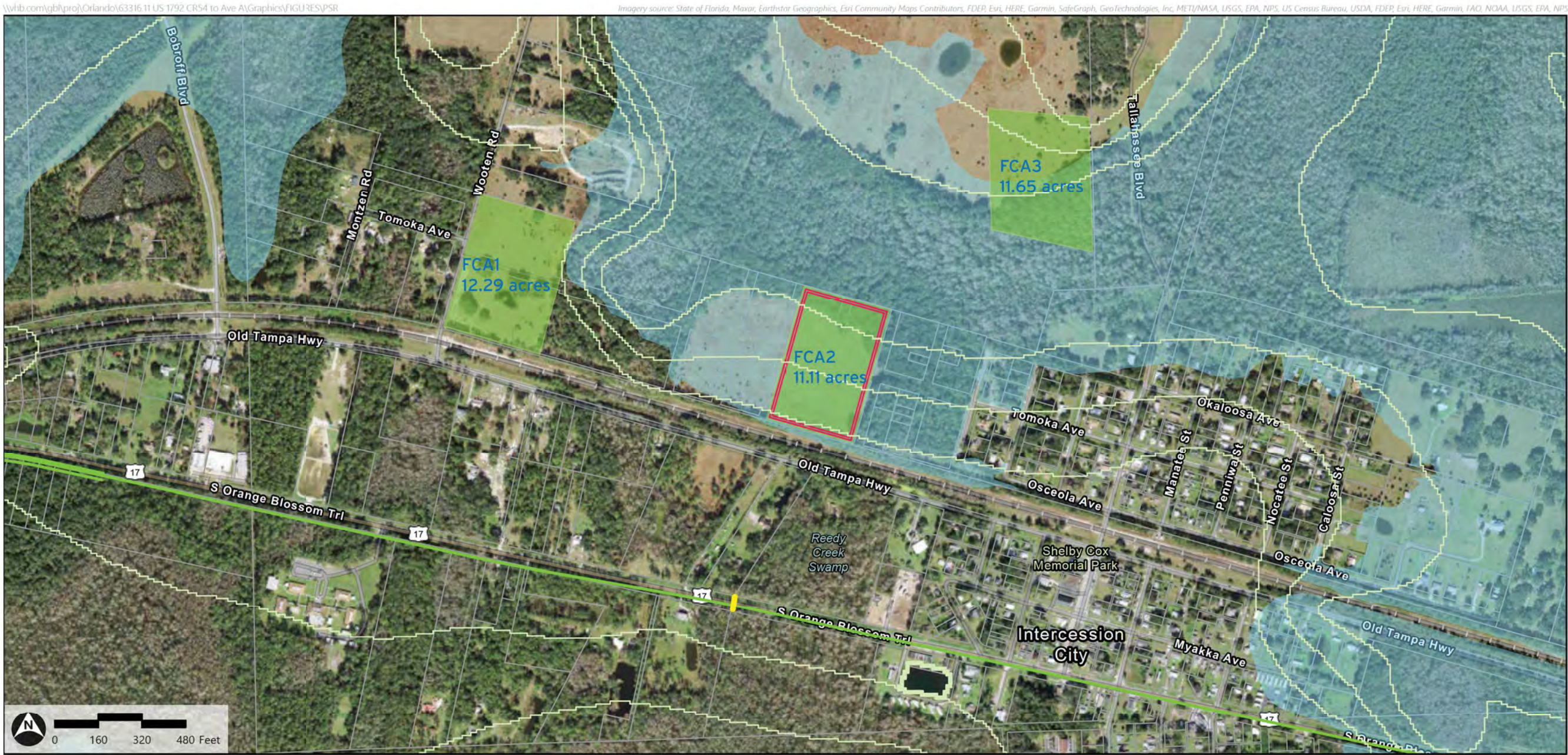
Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Manuel López Sánchez at 404-562-8259 or LopezSanchez.Manuel@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

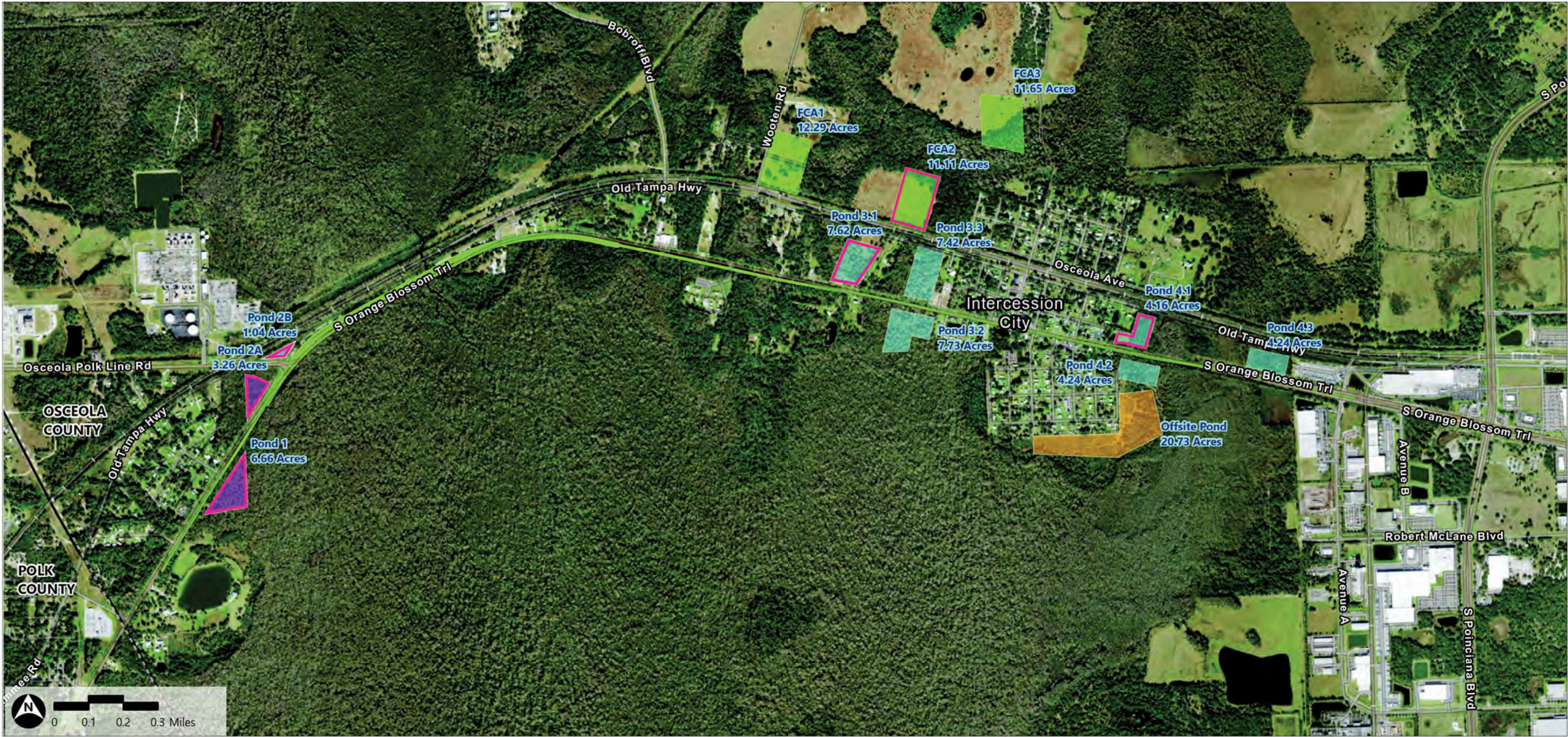
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Khurram Rafi, Manager
Groundwater and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA



**Floodplain
Compensation Areas**
US 17/92 PD&E
FPID 437200-2



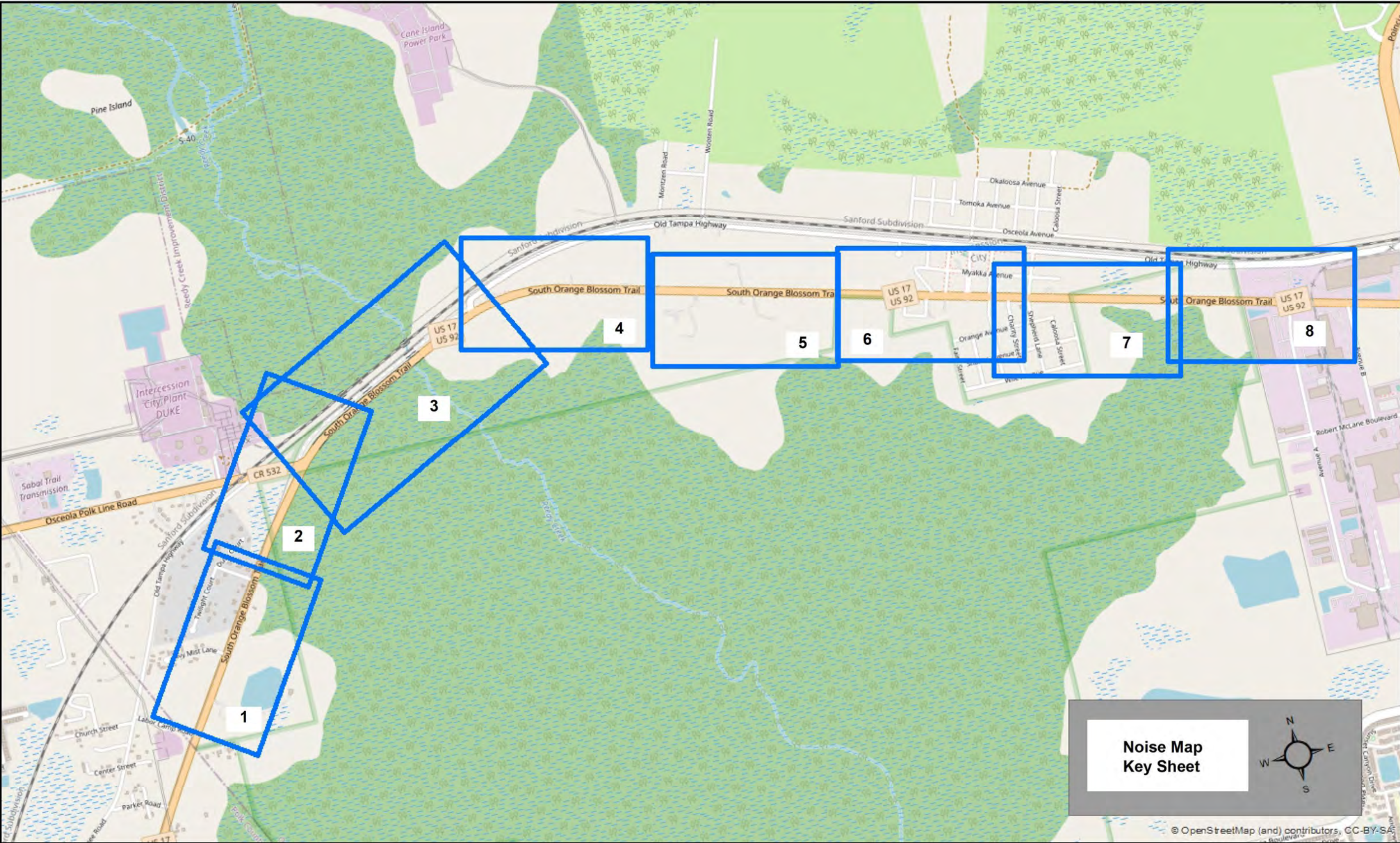
Pond Locations
US 17/92 PD&E
FPID 437200-2

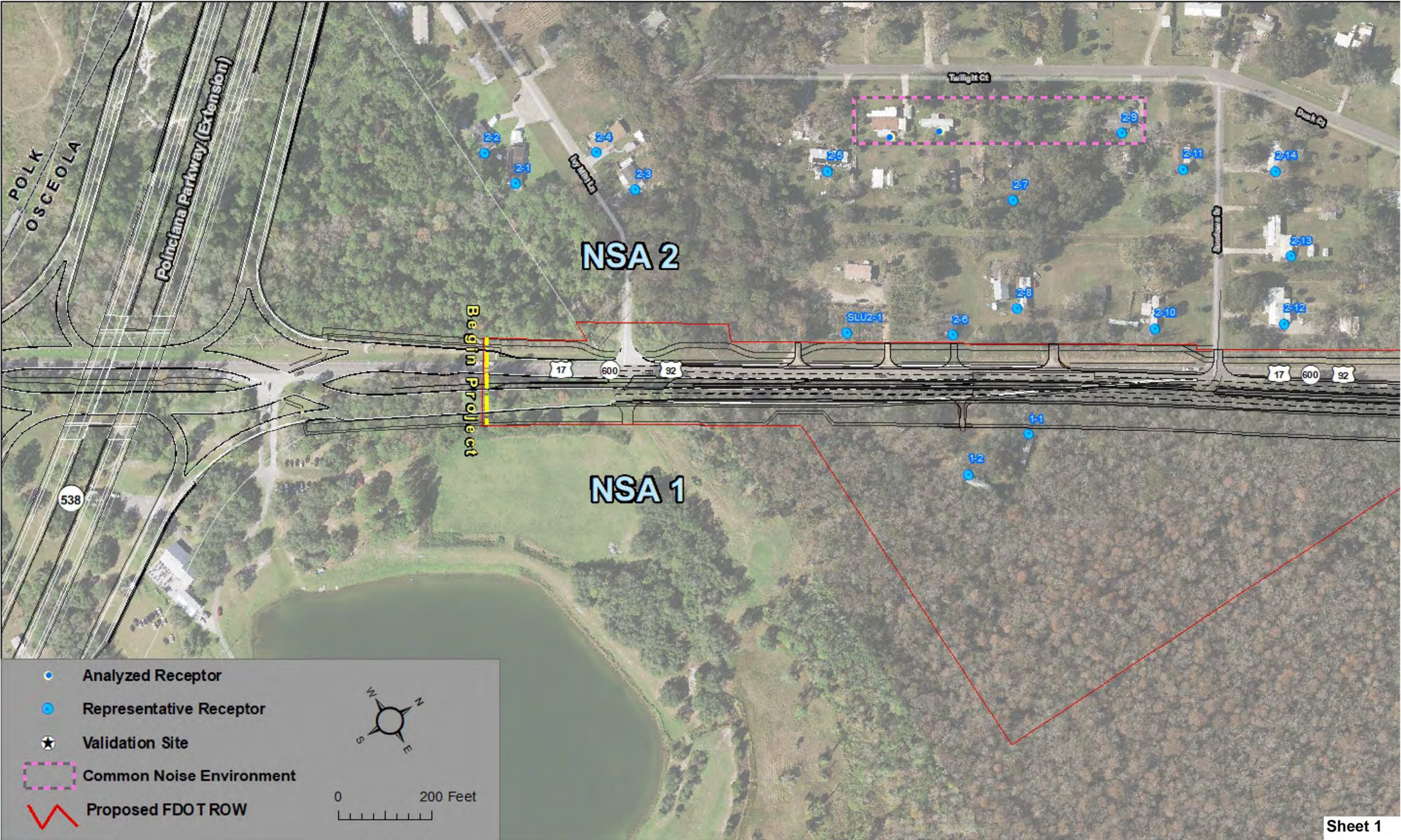
Physical Resources Appendix

Contents:

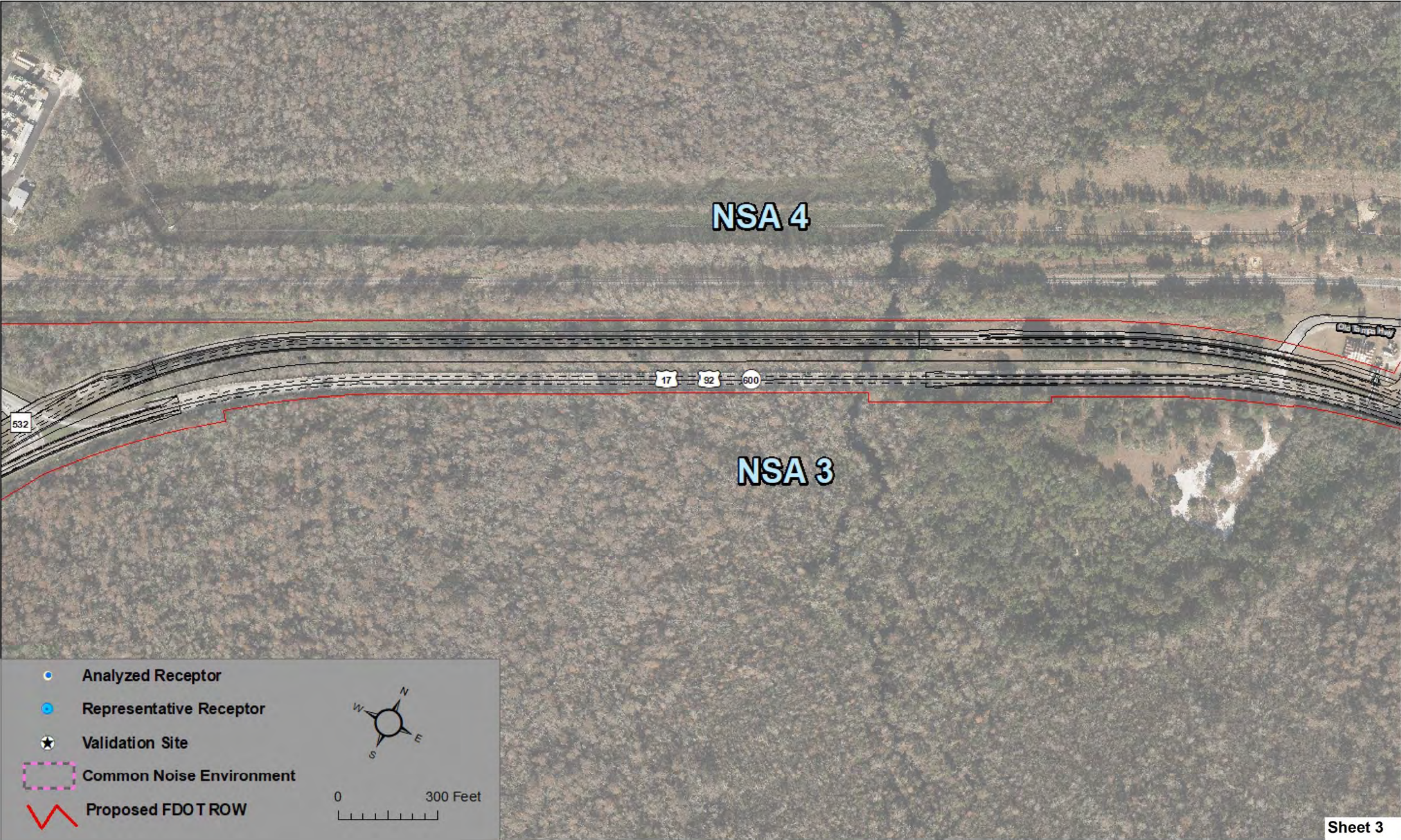
Noise Map

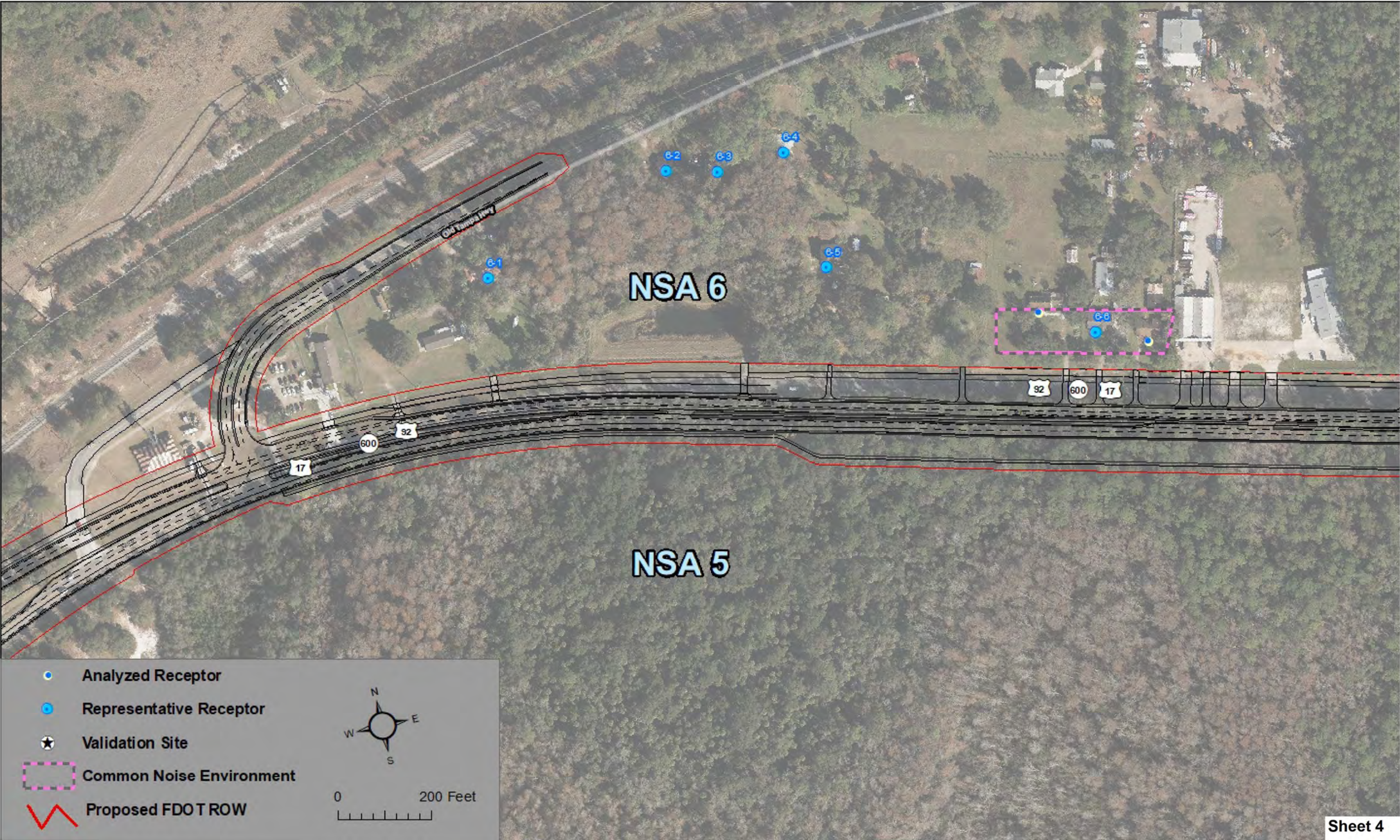
Potential Contamination Sites Map

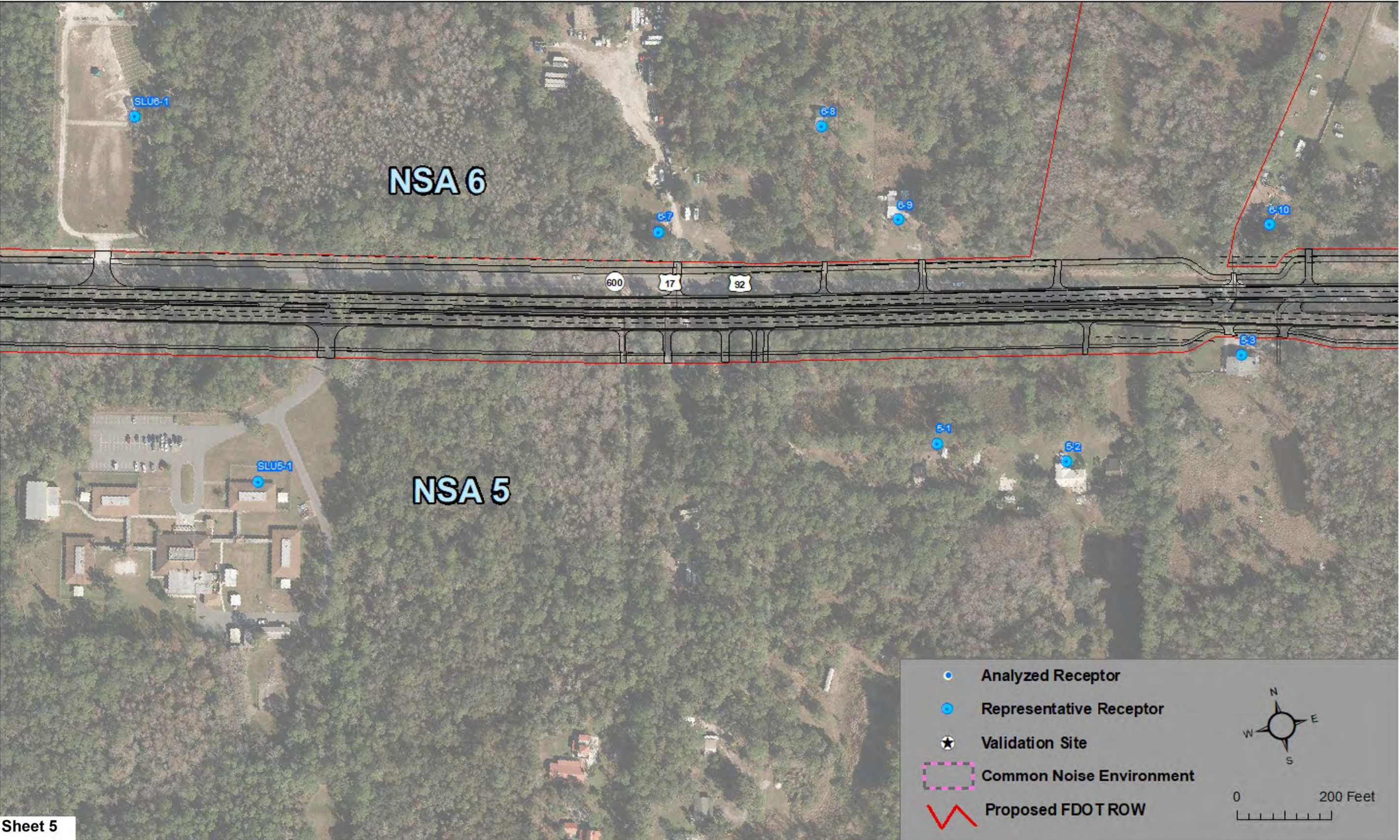












Sheet 5

