

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

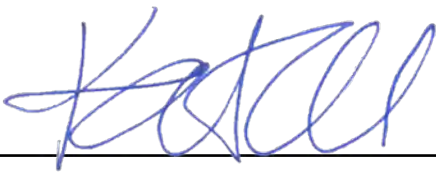
Federal-Aid Project Number: N/A

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 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:

A handwritten signature in blue ink, appearing to be 'K. Stal', is written over a horizontal line.

October 29, 2025

Interim 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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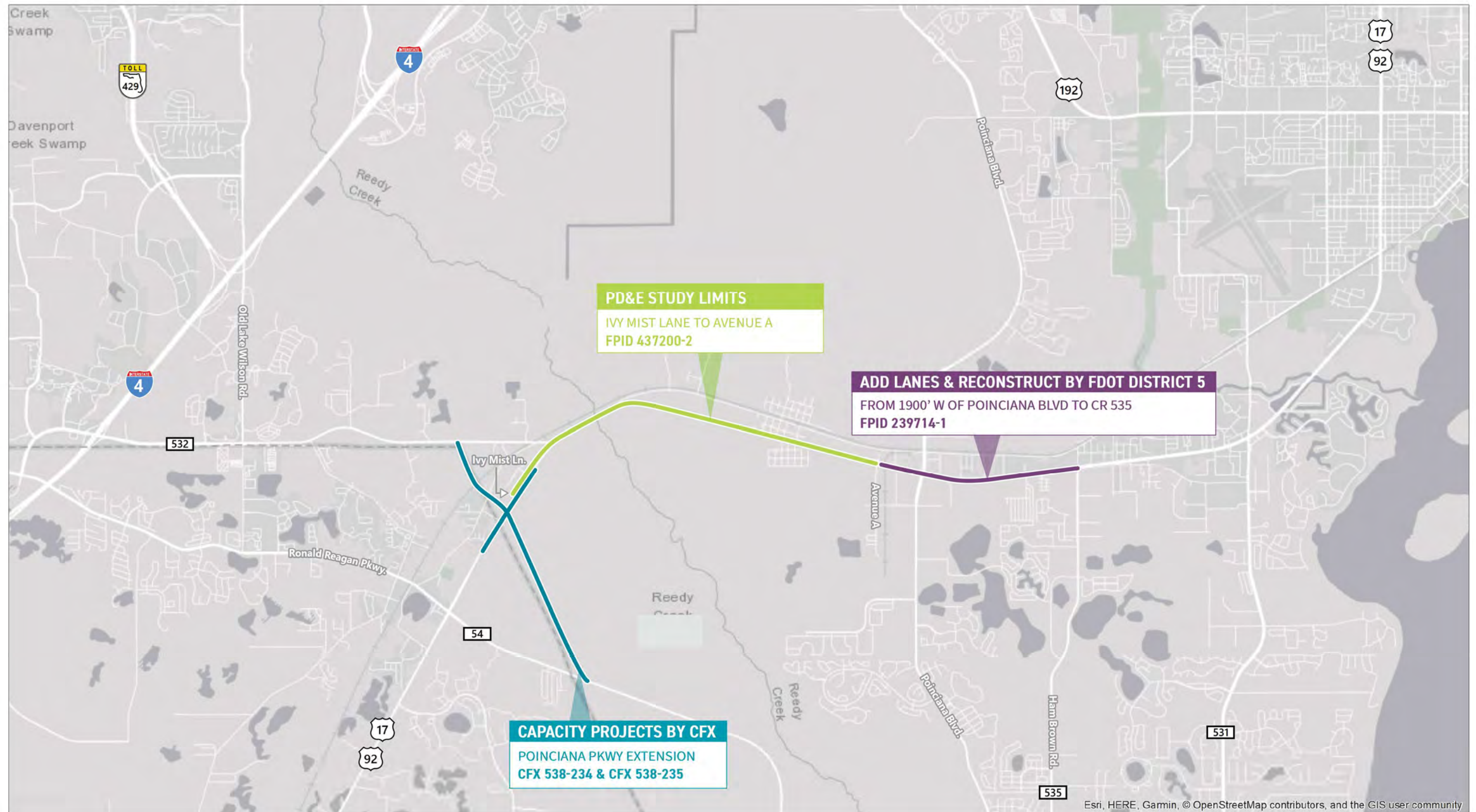


Figure 1
Study Area Map
 US 17/92 PD&E FPID
 437200-2

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.

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 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 Corps 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.

In Intercession City, 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**.

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**. This interchange project will widen US 17/92 directly adjacent to the interchange to accommodate future travel demand and include a diverging diamond interchange. This project completed design in 2024. The western end of this project will begin at the eastern limit of the PPE project to seamlessly connect with the proposed PPE interchange.

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 west and east of Intercession City and a 10-foot urban side path is proposed on 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.

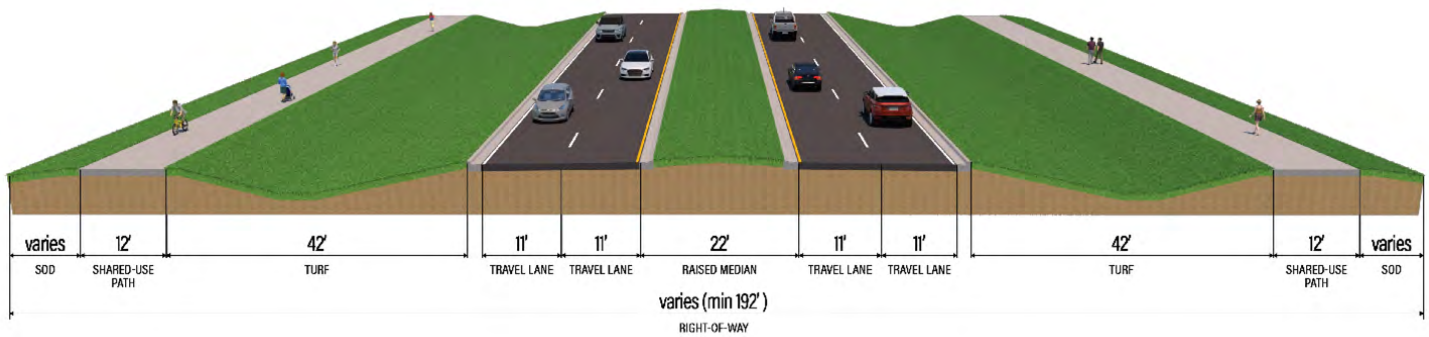
Typical Sections

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.

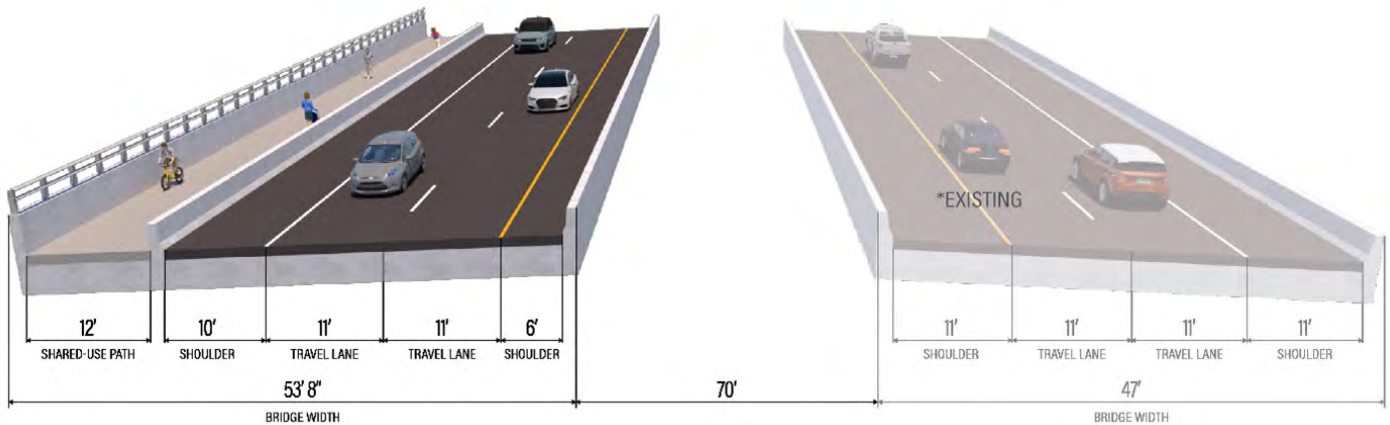
- Segment 1 - Ivy Mist Lane to the Reedy Creek Bridge is approximately 0.70 miles in length and ties into the planned PPE and interchange connection with US 17/92 immediately southwest of the study limits. This segment also includes the CR 532 intersection, which is programmed for widening.
- Segment 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).

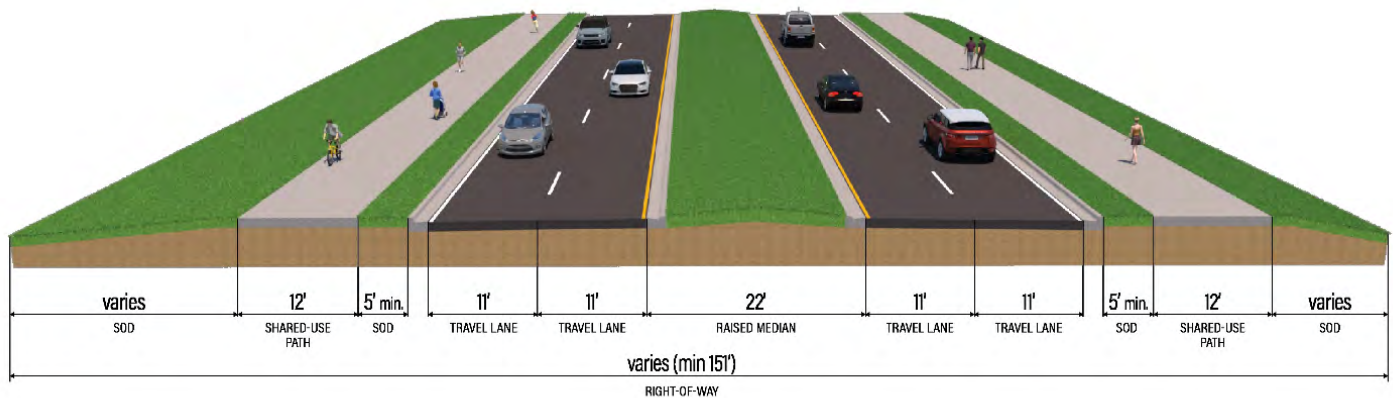
Figure 2: US 17/92 Preferred Typical Section (Segments 1, 4, and 6)**Reedy Creek Bridge Preferred Typical Section - Segment 2**

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.

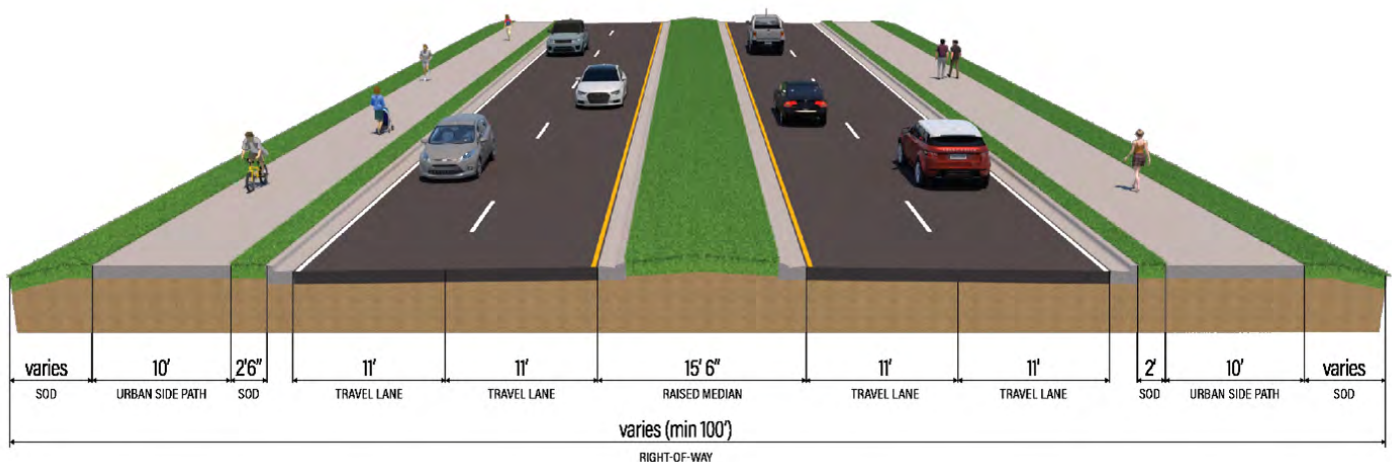
Figure 4: US 17/92 Preferred Typical Section (Segment 3)



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 (adopted December 11, 2024) with a total funding of \$47,780,000 between 2024 and 2045. MetroPlan Orlando's 2026-2030 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 (2026-2030) and FDOT Statewide Transportation Improvement Program (STIP). Right-of-Way (ROW) and construction phases are not currently funded.

1.3 Planning Consistency

As of August 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 (2026-2030), the FDOT STIP, and the MetroPlan Orlando 2026-2030 TIP. The Planning Consistency Package is included in the attachments.

Currently Adopted LRTP-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	☐	☒	☐	☐
2. Economic	☐	☒	☐	☐
3. Land Use Changes	☐	☒	☐	☐
4. Mobility	☐	☐	☒	☐
5. Aesthetic Effects	☐	☒	☐	☐
6. Relocation Potential	☐	☒	☐	☐
7. Farmland Resources	☐	☒	☐	☐
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	☐	☒	☐	☐
2. Section 4(f) of the USDOT Act of 1966, as amended	☐	☒	☐	☐
3. Section 6(f) of the Land and Water Conservation Fund	☐	☐	☐	☒
4. Recreational Areas and Protected Lands	☐	☒	☐	☐
5. Natural Resources				
1. Protected Species and Habitat	☐	☒	☐	☐
2. Wetlands and Other Surface Waters	☐	☒	☐	☐
3. Essential Fish Habitat (EFH)	☐	☐	☐	☒
4. Floodplains	☐	☒	☐	☐
5. Sole Source Aquifer	☐	☒	☐	☐
6. Water Resources	☐	☒	☐	☐
7. Aquatic Preserves	☐	☐	☐	☒
8. Outstanding Florida Waters	☐	☐	☐	☒
9. Wild and Scenic Rivers	☐	☐	☐	☒
10. Coastal Barrier Resources	☐	☐	☐	☒
6. Physical Resources				
1. Highway Traffic Noise	☐	☒	☐	☐
2. Air Quality	☐	☒	☐	☐
3. Contamination	☐	☒	☐	☐
4. Utilities and Railroads	☐	☒	☐	☐
5. Construction	☐	☒	☐	☐

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. 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 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 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.

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 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. Additional details regarding the historic cypress trees may be found in Section 4.4. FDOT commits to avoid permanent impacts to the historic cypress trees located within Fletcher Park.

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 proposed project, as presently conceived, will displace two residences and no businesses within the community. 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.

Comparable replacement housing for sale or rent is available in the area. Available properties listed for sale within Intercession City or near the project area were identified using Realtor.com, accessed June 2, 2024. These included four residential properties with completed residential houses and one residential lot of undeveloped land.

The Conceptual Stage Relocation Plan (CSRP), located in the project file, provides more information on the two anticipated relocations, the available properties, and other 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

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) have executed 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. Following the CRAS, a Section 106 Case Study Report was prepared to Apply the Criteria of Adverse Effects and assess project effects for each of the historic properties. The SHPO concurred with the Section 106 Determination of Effects Case Study Report (located in the project file) on November 20, 2024. The SHPO concurrence letter is provided in the attachments.

In addition to SHPO, FDOT has consulted with several parties during the Section 106 process including Osceola County, the Florida Department of Environmental Protection (FDEP), the Seminole Tribe of Florida (STOF), the Muscogee (Creek) Nation, the Miccosukee Tribe of Indians of Florida, the Seminole Nation of Oklahoma, and the Poarch Band of Creek Indians 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 resulted in the identification of 91 historic resources within the APE. FDOT determined that archaeological site 8OS01726, the South Florida Railroad (8OS02540) resource group, the US 17/92 (8OS02796) resource group, and the Orange Blossom Trail Bridges (8OS03182) resource group along with contributing bridges 8OS01747-49 and 8OS03176-78 are eligible for listing on the NRHP. The remaining 82 resources were determined ineligible for listing in the NRHP. Eligibility and project effects are briefly summarized below, see the CRAS and Case Study Report located in the project file for in-depth analysis. **Table 2** provides a summary of these historic properties within the study area, and a map of these resources is provided in the attachments.

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 South Florida Railroad (8OS02540) segment within the project's APE was determined 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. FDOT 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 Beehive Hill archaeological site (8OS01726) [REDACTED]

[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. Based on the results of the CRAS, the SHPO concurred with the determination that the Beehive Hill Preservation Area (NRHP-eligible Sub-Area A) [REDACTED]

and that there will be no effect to the site as a result of the project.

[REDACTED]

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). Resource Group 8OS03182 is eligible for listing in the NRHP with its area of significance as Criterion A: Community Planning and Transportation. The three bridges (8OS01747-8OS01749) and the 0.3-mile section of US 17/92 (8OS02796) were determined to be eligible for listing in the NRHP as contributing to Resource Group 8OS03182. The rest of US 17/92 (8OS02796) within the APE is recommended individually ineligible for the NRHP.

The project proposes removal and replacement of 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, which in turn impacts the South Orange Blossom Trail Bridges Resource Group (8OS03182) they contribute to. FDOT determined that the project would result in an adverse effect to the South Orange Blossom Trail Bridges Resource Group (8OS03182) and contributing resources for all alternatives considered.

[REDACTED]

[REDACTED] FDOT, in consultation with the SHPO, the STOF, the Muscogee (Creek) Nation, the Miccosukee Tribe of Indians of Florida, the Seminole Nation of Oklahoma, and the Poarch Band of Creek Indians, have agreed upon the following mitigation measures:

1. Architectural history survey of up to 35 bridges constructed within District Five between 1900 and 1945,
2. Publicly available historic interpretation, and
3. Archaeological monitoring of the Beehive Hill (8OS01726) and the Beehive Hill Redeposited (8OS03133) during construction.

The MOA was submitted to the SHPO and consulting Tribes, and these parties agreed with the proposed mitigation on December 5, 2024, and April 22, 2025, respectively.

The MOA was executed with the SHPO on August 7, 2025, and is included in the attachments. The SHPO and STOF correspondence is also included in the attachments. FDOT notified the ACHP of the adverse effect determination and 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 three Section 4(f) protected resources for this project; the grouping of the three historic US 17/92 bridges (8OS01747, 8OS01748, and 8OS01749), the South Orange Blossom Trail Bridges Resource Group (8OS03182) and its contributing resources; and the Beehive Hill archaeological site (8OS01726). In addition, it was determined that Section 4(f) was Not Applicable to two potential resources, the Upper Reedy Creek Management Area - Intercession City Unit and Fletcher Park, and that there is no Section 4(f) involvement with the South Florida Railroad (8OS02540) and the three CSX Railroad bridges (8OS03176-8OS03178). Brief summaries of each follows and in-depth Section 4(f) documentation for the protected resources is located in the project file.

The Preferred Alternative will result in a Section 4(f) Use of the South Orange Blossom Trail Bridges Resource Group (8OS03182), including the contributing 0.30-mile segment of US 17/92 roadway (8OS02796) and the three historic bridges (8OS01747, 8OS01748, and 8OS01749).

Historic US 17/92 Bridges (8OS01747, 8OS01748, and 8OS01749)

The 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) under Criterion C for significance in Engineering due to their proximity to each other, and their collective significant and distinguishable engineering distinction as 1930s depression-era, unadorned concrete bridges.

The Preferred Alternative will replace the three contributing bridges (8OS01747, 8OS01748, and 8OS01749) to serve westbound traffic on US 17/92. Consultation with the State Historic Preservation Officer (SHPO) has confirmed that the bridges are adversely affected by replacement, and Section 4(f) is applicable. 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. There are no feasible and prudent alternatives to the use of the historic bridge, and the project includes all possible planning to minimize harm. The bridge replacement will be constructed on the historic roadway alignment and within the historic transportation ROW.

South Orange Blossom Trail Bridges Resource Group (8OS03182) and Contributing Resource

The South Orange Blossom Trail Bridges Resource Group (8OS03182), including the contributing 0.30-mile segment of US 17/92 roadway (8OS02796), are considered NRHP-eligible under Criterion A for significance in Community Planning & Development due to how the State Road Department developed state transportation corridors to move travelers within central Florida in the first 30 years of its establishment. The Preferred Alternative will construct the two westbound lanes within the historic alignment of US 17/92, inclusive of the South Orange Blossom Trail Bridges Resource Group (8OS03182) and contributing 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 the westbound two lanes of the Preferred Alternative in the same segment of a historic corridor, FDOT will retain a transportation resource in a similar horizontal and vertical alignment when compared to original construction. Utilization of the same footprint within the transportation corridor preserves the historic location, materials, setting, feeling, and association of the early 20th century highway corridor. The construction of the new westbound bridge will restore the impacted segment of

US 17/92, the Orange Blossom Trail (8OS02796) to functioning condition on its original historic alignment. 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.

Pursuant to Section 4(f) of the U.S. Department of Transportation Act, FDOT has determined that proposed project and 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. 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.

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.

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). 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.

Fletcher Park

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). In 1996, FHWA determined that Section 4(f) does not apply to Fletcher Park. Additional information regarding Fletcher Park is included in Recreational Areas and Protected Lands below.

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 Type 2 Categorical Exclusion for SR 600 (US 17/92) from CR 532 to Poinciana Boulevard documented 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. The Preferred Alternative is located within existing right-of-way easements as shown in Figure 6 of the Section 4(f) Programmatic Evaluation and Approval and does not propose encroachment, development, or changes in land use or ownership.

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 surrounding the existing US 17/92 easement will be avoided through the implementation of proper BMPs. The Preferred Alternative does not impact any of the large specimen cypress trees within Fletcher Park.

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 resources 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 within the study area, 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 "Not Applicable".

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	Not Applicable
Amphibians					
<i>Notophthalmus perstriatus</i>	Striped Newt	C	N	No	Not Applicable
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**	Not Applicable
<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 commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

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. However, 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, and, as an implementation measure, a survey of all suitable habitat for gopher tortoises within the project footprint will be conducted 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, as an implementation measure, 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. This will be conducted as part of the implementation measure which will be followed by FDOT for gopher tortoises. 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 identify 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. 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):

- A. The Preferred Alternative is more than 2,500 feet from a colony;
- B. The Preferred Alternative will impact Suitable Foraging Habitat (SFH) that is greater 0.5 acre;
- C. The Preferred Alternative impacts SFH within a CFA; and
- E. 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 a 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.

Because the Preferred Alternative will impact SFH within a CFA that is larger than 0.5 acre, FDOT commits to providing mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.

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 commits to re-initiating 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). FDOT commits to completing additional surveys for the Florida bonneted bat per USFWS protocol during the design phase.

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, eight species of bat were detected, and they include the tricolored bat, 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.

Conservation Areas

Fletcher Park primarily serves as a cypress tree preserve. The Preferred Alternative is within the existing US 17/92 easement through the boundary of Fletcher Park. Within the existing ROW easement, the Tree Inventory and Impact Report documented significant dumping and disturbance from the adjacent bridges with low potential for species habitat. The Preferred Alternative avoids impacts to Fletcher Park, outside the existing easement, which avoids impacts to the cypress trees and the potential habitat for protected species such as the bald eagle, caracara and the tricolored bat discussed previously.

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.		

Wetland impacts which will result from the construction of this project will be mitigated 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 the proposed project will have no significant short-term or long-term adverse impacts to wetlands, 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. The following statements address the floodplain findings for the proposed project:

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). 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

The proposed structures 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 following list of BMPs provided by the EPA related to groundwater protection:

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. US Bureau of Reclamation Engineering Geology Field Manual - Chapter 20 Water Control

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 hydraulic, 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 28 linear roadside ditches (FLUCFCS 510) that convey stormwater through the existing project corridor and the wet detention pond (FLUCFCS 530) located at the intersection of Avenue A and US 17/92 comprise all of the existing surface waters present along the study corridor. The project lies within the boundaries of the designated Biscayne SSA groundwater resource, documented in Section 5.5. No significant groundwater impacts are anticipated as a result of the proposed project with adherence to the BMPs identified in Section 5.5.

The Preferred Alternative will construct 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. No modifications are proposed to the existing wet detention pond. 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. 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. Analysis of exterior noise sensitive land uses (Activity Category C) within the study corridor include 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 34 impacted receptors. Therefore, the

evaluation concluded that noise barriers are not feasible for this project. In addition to long-term traffic noise, a temporary increase in noise levels will also occur during construction activities.

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 evaluation is documented in the Contamination Screening Evaluation Report (CSER), located in the project file. 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. Level 2 testing will need to be conducted during the Design phase for the sites rated "Medium", 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 must 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).

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
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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.

Visual impacts during construction including 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.

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 commits to submitting a blasting plan along with their contractor and acquiring 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 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
- FDOT's public notices website
- 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: 06/24/2025

Summary of Public Hearing

A Public Hearing was held virtually on Tuesday, June 24, 2025, and in-person on Thursday, June 26, 2025. The purpose of the Public Hearing was to provide interested persons an opportunity to express their views concerning the proposed improvements.

The Public Hearing was advertised through several methods including:

- Notification emails to approximately 39 state and local elected officials, appointed public officials, and other agencies sent on June 3, 2025.

- Direct mail notifications to approximately 624 property owners sent in English and Spanish on May 30, 2025.
- Display newspaper advertisement in Florida Today on June 5, 2025, and Osceola Sentinel and El Osceola Star on June 13, 2025.
- Florida Administrative Register advertisement in Volume 51, Number 116 Edition on June 16, 2025.
- Press release from FDOT communications on June 17, 2025.
- FDOT's public notices website on June 17, 2025.
- Meeting information posted to the project website on June 19, 2025.

The virtual hearing began with an open house at 5:30 p.m. where attendees were shown a brief looping presentation and invited to view the hearing materials available on GoToWebinar. A formal presentation began at 6:00 p.m., followed by public testimony where attendees were given the opportunity to provide oral comments during the virtual hearing.

The in-person hearing began with an open house at 5:30 p.m. where attendees were able to view the hearing displays and discuss the proposed improvements with project team staff. A formal presentation began at 6:00 p.m., followed by public testimony where attendees were given the opportunity to provide oral comments during the in-person hearing. Draft project documents were made available for public review online and at the Osceola County Hart Memorial Central Library from Monday, June 2, 2025, to Monday, July 7, 2025. The public hearing displays and materials were made available online beginning Thursday, June 19, 2025. The public comment period was open until Monday, July 7, 2025. A total of 48 members of the public attended the public hearing, 11 attended virtually and 37 attended in-person. Ten project team staff and a court reporter attended the virtual public hearing. Nineteen project team staff and a court reporter attended the in-person public hearing. A total of six written comments and seven verbal comments were made during the public comment period. The following lists a summary of the comments received:

- Several requests for a traffic signal within Intercession City.
- Question on ability to widen without impacting right-of-way on either side of the roadway.
- Suggestion to create one-way pair using Old Tampa Highway and US 17/92.
- Concerns for drainage, particularly within Intercession City.
- Desire for noise abatement.

All documentation of the Public Hearing (including the materials, transcript, attendance record, comments and responses) is included in the Comments and Coordination Report located in the project file. The Transcript and the Public Hearing Certification Documentation are included as attachments.

10. Commitments Summary

1. FDOT commits to avoid permanent impacts to the historic cypress trees located within Fletcher Park.
2. The FDOT will adhere to the stipulations included in the Section 106 MOA between the FDOT and the SHPO, executed August 7, 2025.
3. 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.
4. 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.
5. 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.
6. 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).
7. 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.
8. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.
9. 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.
10. FDOT commits to completing surveys for the Florida bonneted bat per USFWS protocol during the design phase.

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 (CSRP)
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)
Section 4(f) Programmatic Evaluation and Approval
US 17/92 Pond Siting Report (PSR)
US 17/92 Location Hydraulics Report (LHR)
US 17/92 Water Quality Impact Evaluation (WQIE)
US17/92 Natural Resources Evaluation (NRE)
US 17/92 Utilities Assessment Package (UAP)
US 17/92 Noise Study Report (NSR)
US 17/92 Contamination Screening Evaluation Report (CSER)
Railroad Coordination
US 17/92 Project Traffic Analysis Report (PTAR)
US 17/92 Preliminary Engineering Report (PER)
US 17/92 Lighting Justification Report (LJR)
US 17/92 Public Involvement Plan (PIP)
US 17/92 Comments and Coordination Report
Public Hearing Summary

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

1994 Osceola County Board of County Commission Resolution

2023 Osceola County Resolution on Cypress Trees

Tribal Coordination Letters

SHPO CRAS Concurrence Letter

Section 106 Resource Map

SHPO Section 106 Case Study Concurrence Letter

Memorandum of Agreement

SHPO Mitigation Correspondence

FDEP Letter of Support

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

Public Involvement

Public Hearing Transcripts

Public Hearing Certifications

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

FDOT Five-Year Work Program 2026 - 2030

8/25/25, 12:46 PM

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

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Web Application

Office of Work Program and Budget

Updated: 8/24/2025 8:1!

Five Year Work Program

Selection Criteria
All in State
2026-2030 AD
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:	2026	2027	2028	2029	2030
Highways/Preliminary Engineering					(On-Going)
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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Office Home: [Office of Work Program and Budget](#)

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<https://fdotowp1.dot.state.fl.us/FMSupportApps/WorkProgram/Support/WPItemRept.ASPX?RF=WP&IT=437200&IS=2&FY=>

1/2

8/25/25, 12:46 PM

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

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FDOT Statewide Transportation Improvement Plan 8/25/2025

8/25/25, 12:46 PM

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



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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	
Approved STIP Financial Project: 437200 2 As Of: 7/1/2024	Detail Related Items Shown

HIGHWAYS							
Item Number: 437200 1		Project Description: US 17/92 FROM CR 54 TO 1,900' WEST OF POINCIANA BLVD					
District: 05	County: OSCEOLA	Type of Work: PD&E/EMO STUDY				Project Length: 5.172MI	
		Fiscal Year					
Phase / Responsible Agency		<2025	2025	2026	2027	2028	>2028 All Years
PLANNING / MANAGED BY FDOT							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	184,034					184,034
P D & E / MANAGED BY FDOT							
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	126,515	9,532				136,047
	DS-STATE PRIMARY HIGHWAYS & PTO	148,017					148,017
	GFSU-GF STPBG >200 (URBAN)	1,167,633					1,167,633
	SU-STP, URBAN AREAS > 200K	14,264					14,264
Phase: P D & E Totals		1,456,429	9,532				1,465,961
Item: 437200 1 Totals		1,640,463	9,532				1,649,995
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	

8/25/25, 12:46 PM

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

Phase / Responsible Agency		Fiscal Year					
		<2025	2025	2026	2027	2028	>2028
P D & E / MANAGED BY FDOT							
Fund Code:	SA-STP, ANY AREA						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		1,640,463	9,532	50,000	6,950,000		101 8,650,096
Grand Total		1,640,463	9,532	50,000	6,950,000		101 8,650,096

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
 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) Shown in Millions	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 2026 - 2030

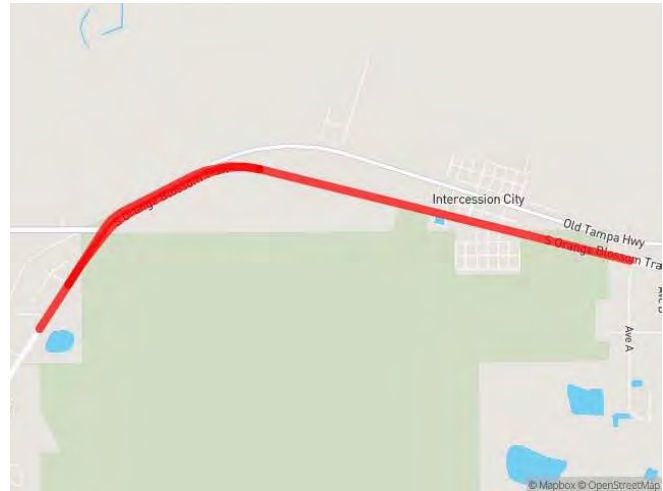
Section 5: State Highway / Roadway Improvement Projects

Osceola County

437200-2 - US 17-92

Add Lanes & Reconstruct

From	Ivy Mist Lane
To	Avenue A
Length	5.24
Managed by	FDOT
MTP Ref	ID # EC402, Pg. 99
SIS	Yes
Adopted/Revised	FY 26-30 TIP



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	FY2030	Total
PE	DIH	\$50,000	-	-	-	-	\$50,000
PE	SA	-	\$6,950,000	-	-	-	\$6,950,000
Total PE		\$50,000	\$6,950,000	-	-	-	\$7,000,000
Total Active Years		\$50,000	\$6,950,000	-	-	-	\$7,000,000
Total Future Costs		-	-	-	-	-	\$101
Total Programmed		\$50,000	\$6,950,000	-	-	-	\$7,000,101

Social and Economic Appendix

Contents:

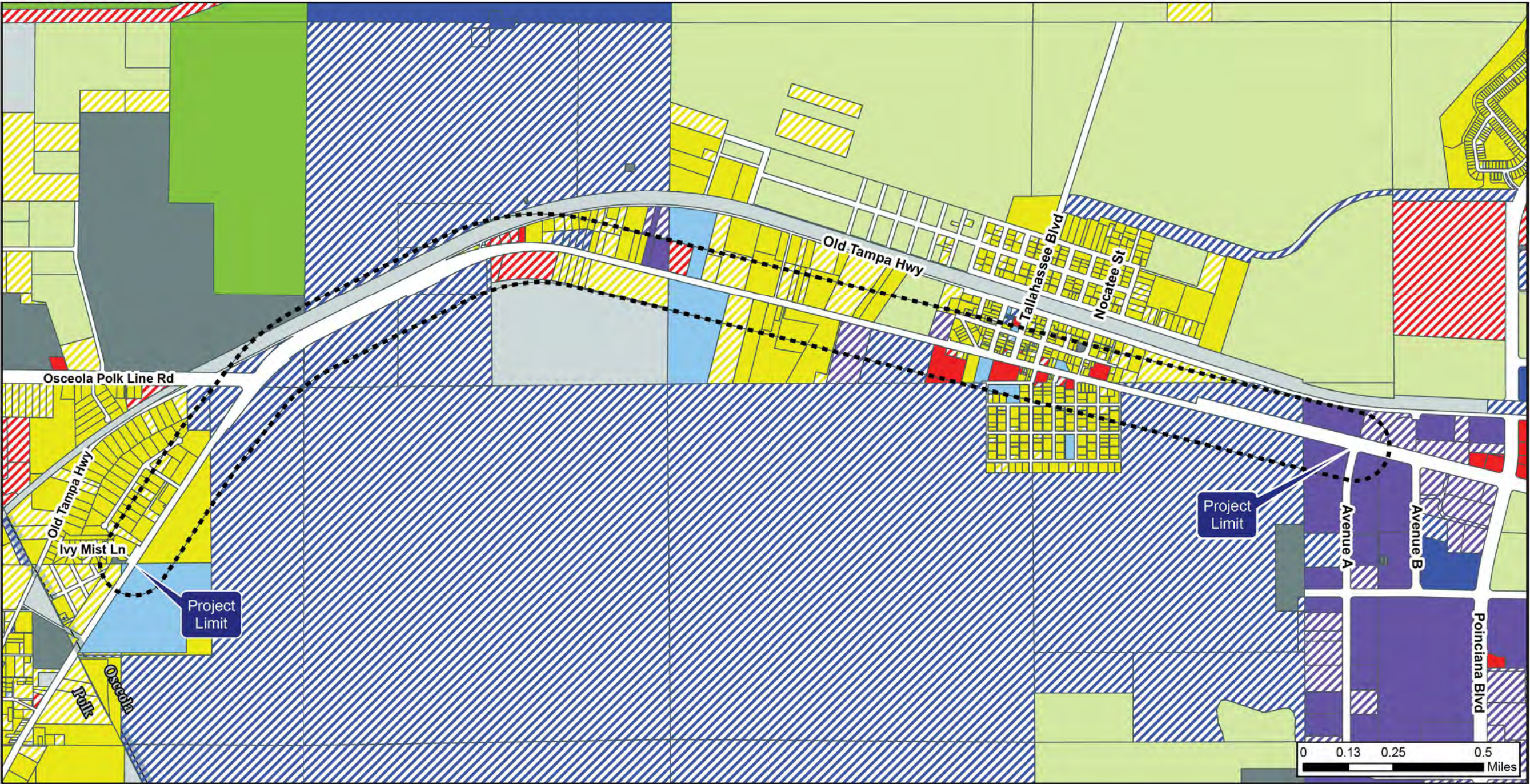
Existing Land Use Map

Future Land Use Map

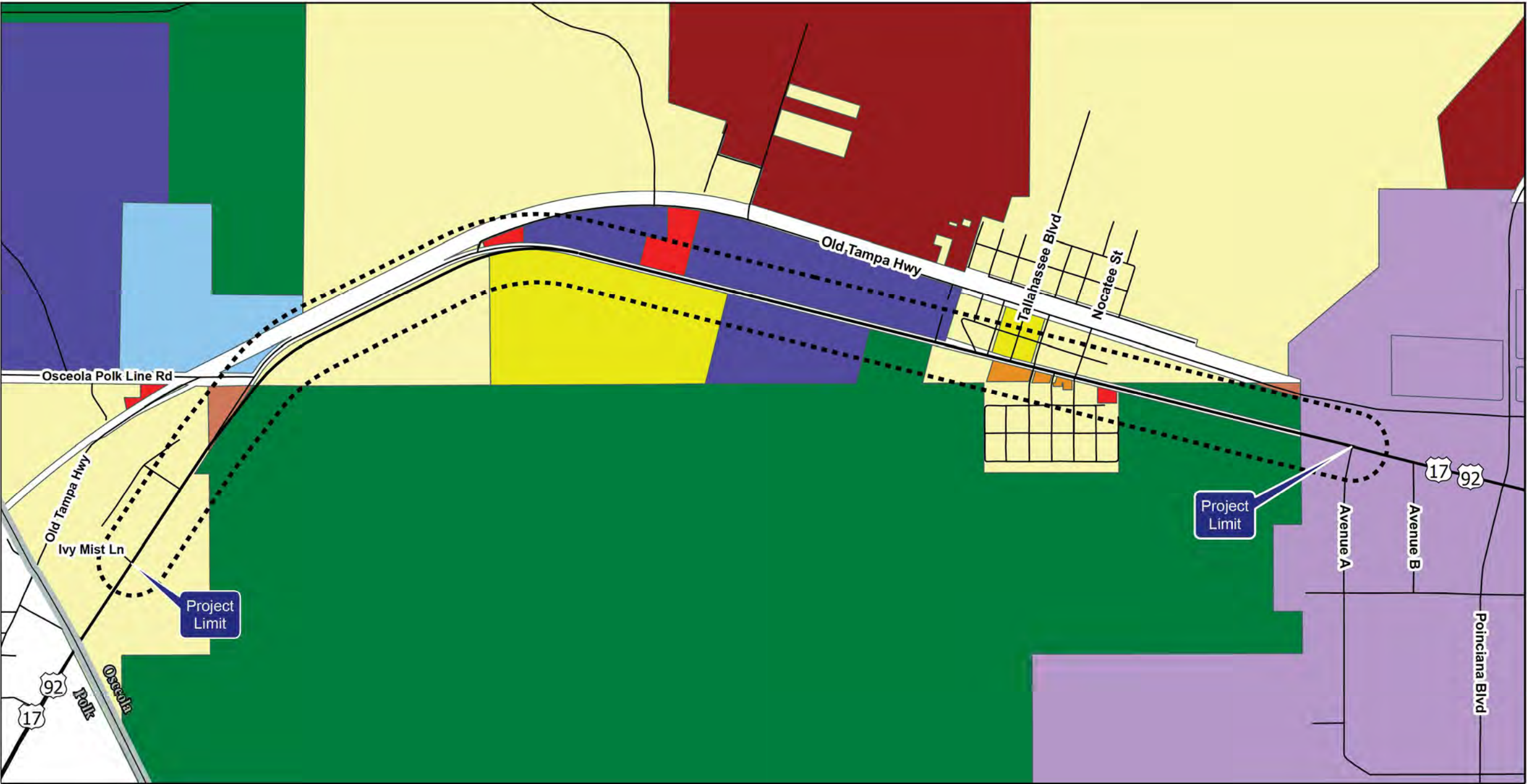
Farmlands of Unique Importance Map

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



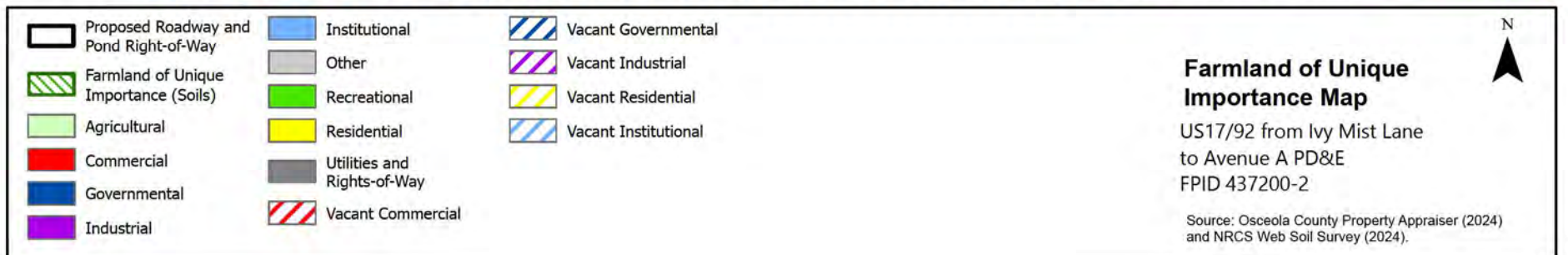
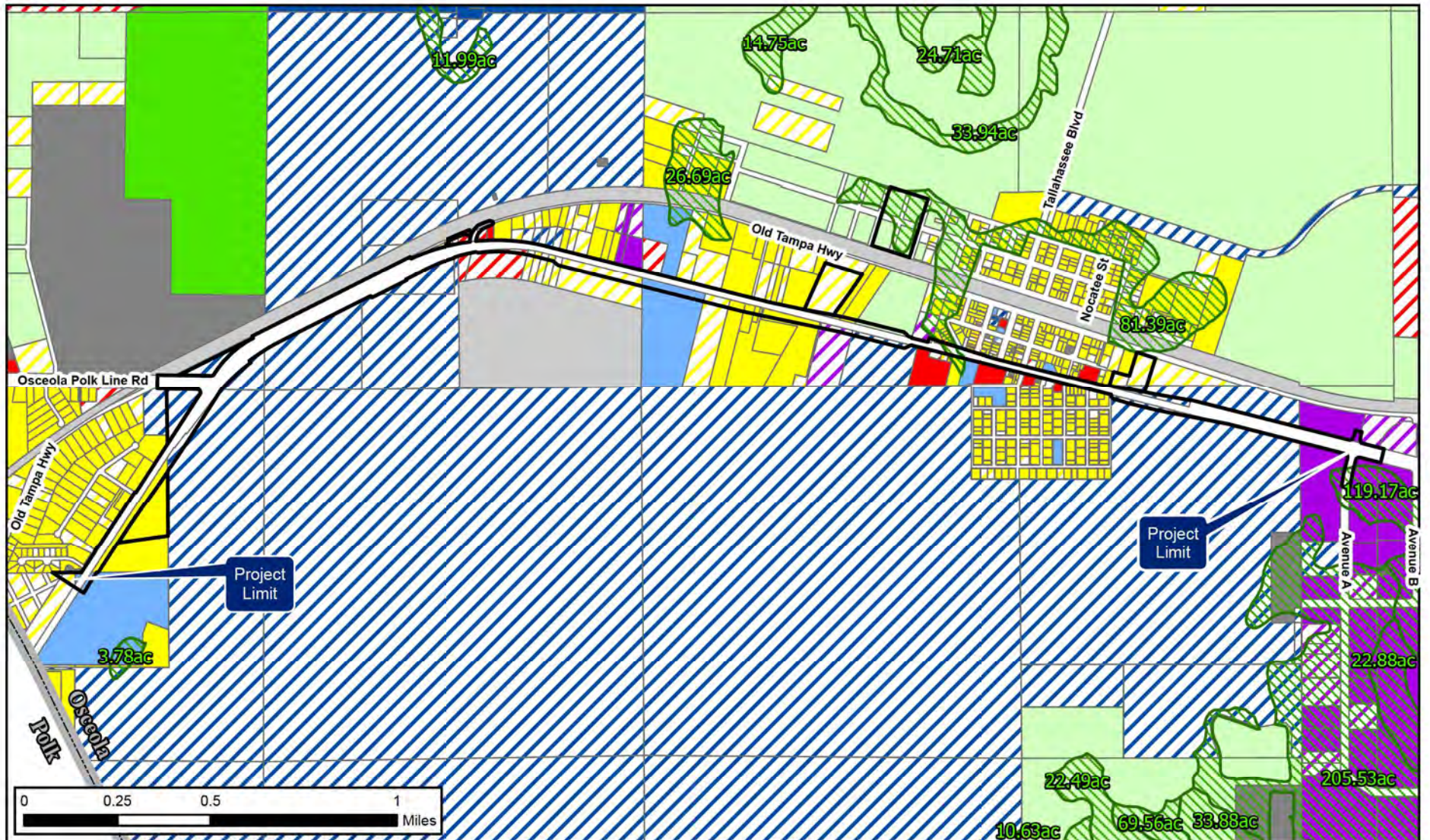
Tourist Commercial



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 ☒ NO ☐		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 <u>US 17/92</u>			
		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	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	45	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	27	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	72	0	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 ☐ NO ☒		

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-Díaz,

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:

1994 Osceola County Board of County Commission Resolution

2023 Osceola County Resolution on Cypress Trees

Tribal Coordination Letters

SHPO CRAS Concurrence Letter

Section 106 Resource Map

SHPO Section 106 Case Study Concurrence Letter

Memorandum of Agreement

SHPO Mitigation Correspondence

FDEP Letter of Support



**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

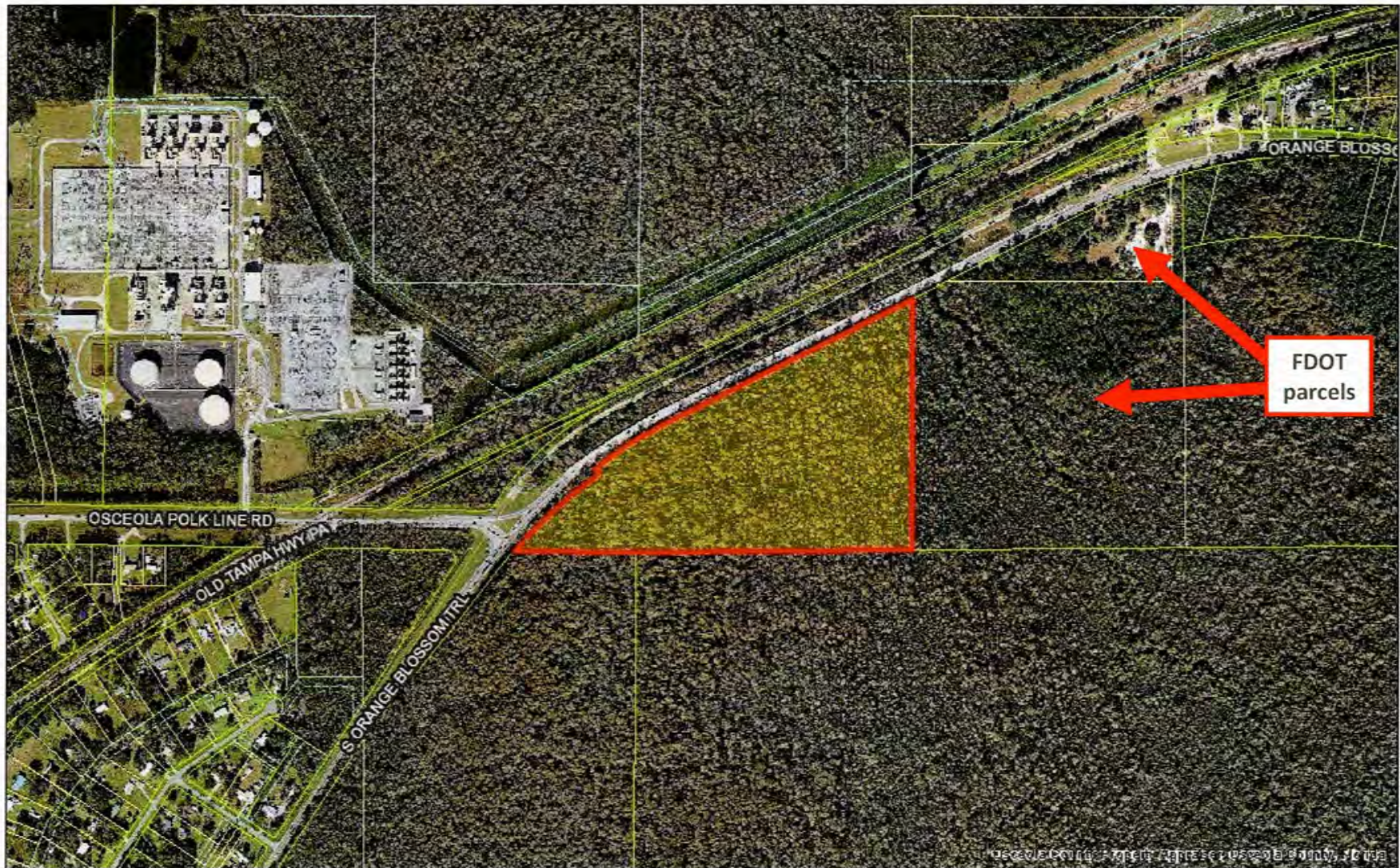
ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: Juan 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





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

Tribal Coordination - CRAS



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. [REDACTED]

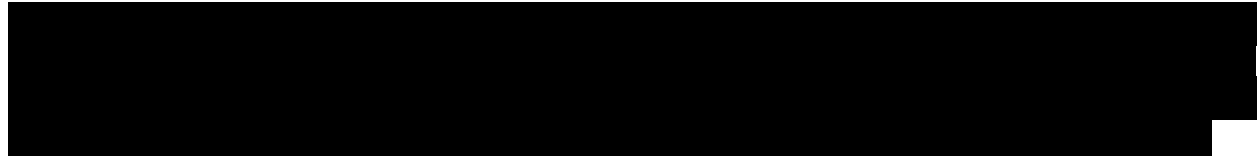
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

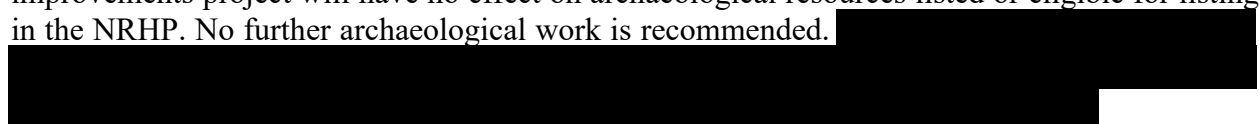


The architectural survey resulted in the identification and evaluation of 91 historic resources within the US 17/92 APE, including 23 previously recorded resources and 68 newly recorded resources. The previously recorded historic resources include three linear resources, three bridges, and 17 structures. 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. Mueller
November 3, 2021
FM # 437200-1-22-01
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

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



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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:

- [REDACTED]

• [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 the project concept plans [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

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CHAIRMAN

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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 the location of the [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

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

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THPO PHONE: (863) 983-6549

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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 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
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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.



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
November 3, 2021
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concerning the proposed improvements [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.

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

A handwritten signature in blue ink that reads "Jennifer Marshall". The signature is fluid and cursive, with the first name "Jennifer" and last name "Marshall" clearly distinguishable.

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

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Mr. Donaldson
November 3, 2021
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Page 2

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.



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

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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.

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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. Donaldson
November 3, 2021
FM # 437200-1-22-01
Page 4

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:

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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.

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.

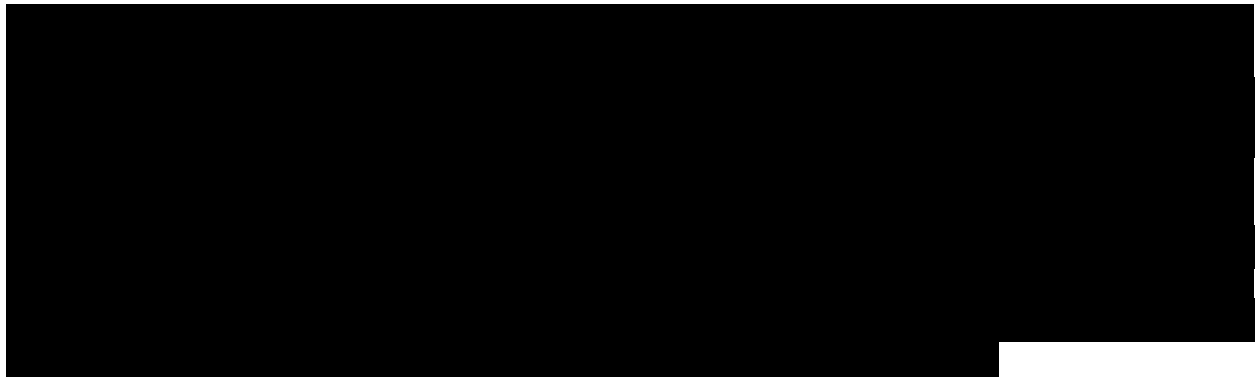
This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida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



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
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with the SHPO, the BAR, and the Federally recognized Indian Tribes affiliated with Florida concerning [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. Frank
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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.

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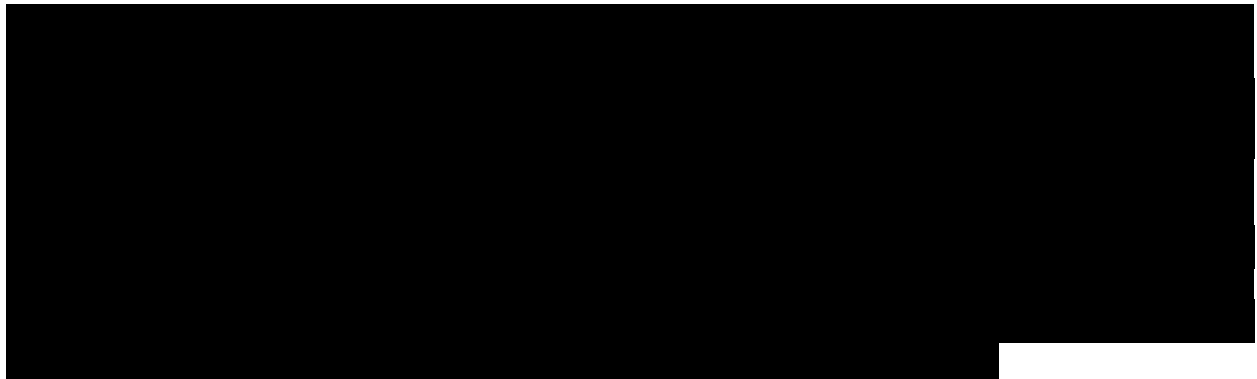
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Mr. Haikey
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Mr. Haikey
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One previously recorded resource, the South Florida Railroad (8OS02540), was determined by the SHPO to be eligible for listing 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.

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Mr. Haikey
November 3, 2021
FM # 437200-1-22-01
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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

Tribal Coordination - MOA

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

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

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, due to [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 [REDACTED]

[REDACTED]

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





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.

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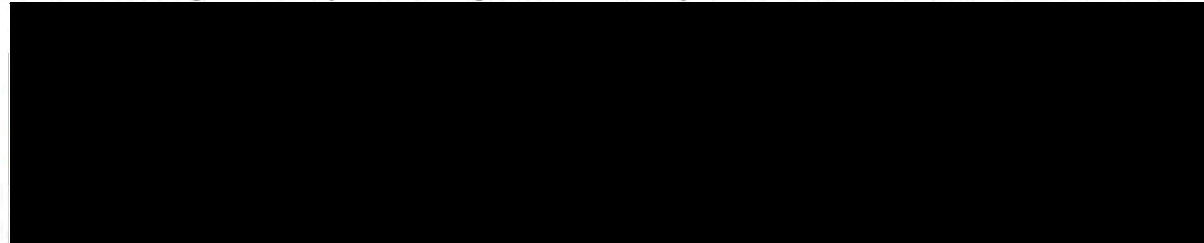
This CRAS was conducted in accordance with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), the Archaeological and Historic Preservation Act of 1979, as amended, 36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

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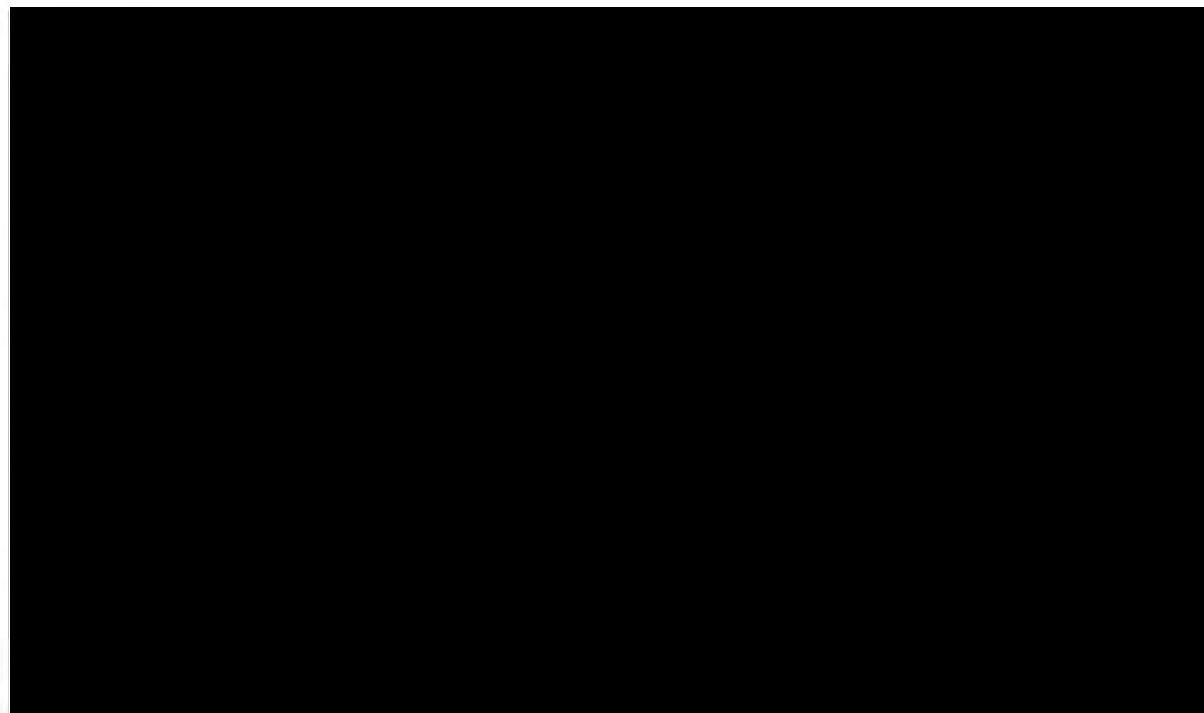
Dr. Parsons, SHPO
FM # 437200-1-22-01
November 3, 2021
Page 2

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



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.



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
FM # 437200-1-22-01
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Page 3

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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.

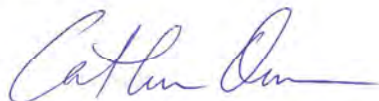
Dr. Parsons, SHPO
FM # 437200-1-22-01
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This CRAS is being provided concurrently to the Federally recognized Indian Tribes affiliated with Florida.

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.

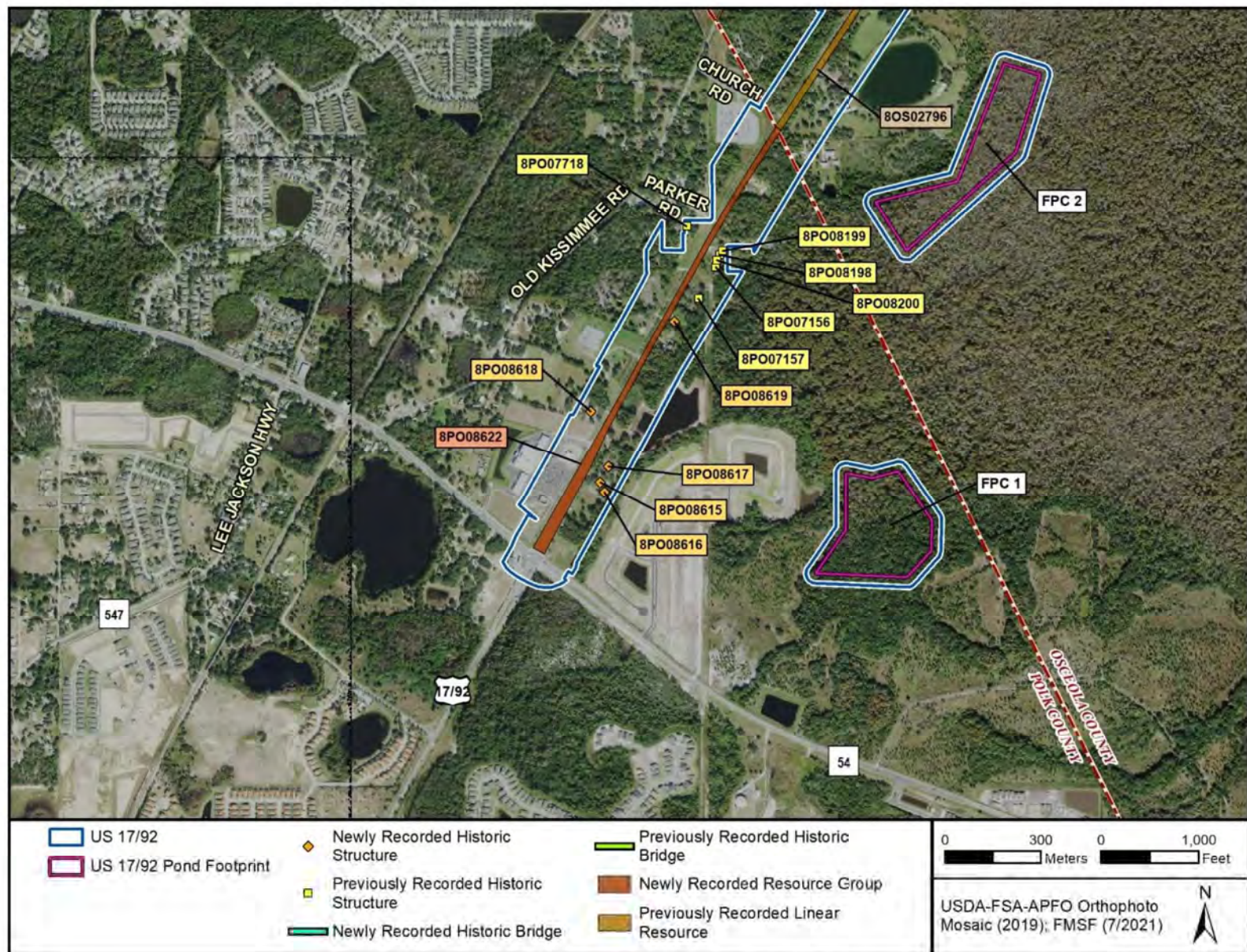
SHPO Comments: We look forward to further consultation on this project.

Alissa Lotane

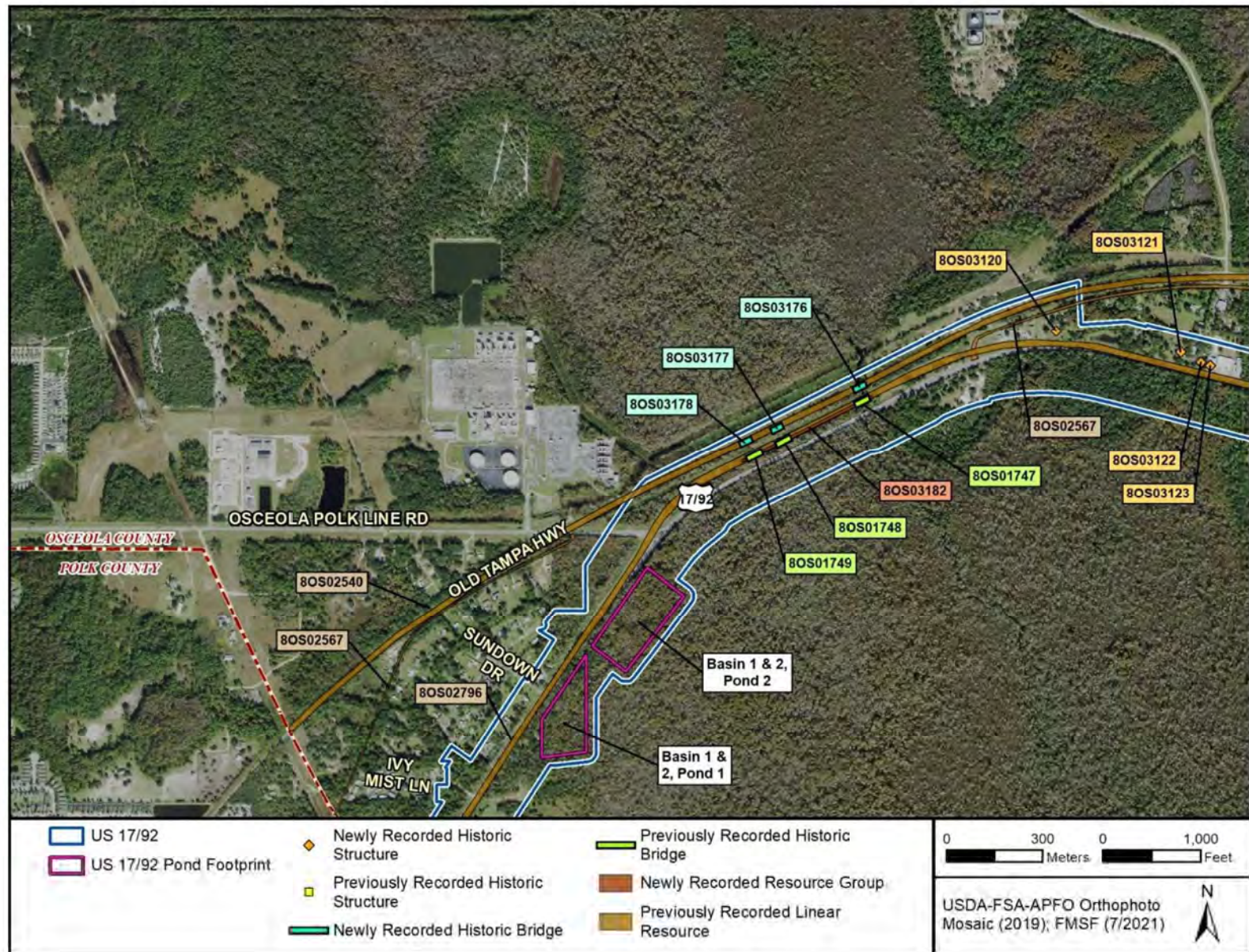
Digitally signed by Alissa Lotane
DN: cn=Alissa Lotane, ou=Florida Division of Historical Resources,
ou=Deputy SHPO, email=Alissa.Lotane@dos.myflorida.com, c=US
Date: 2021.12.09 17:05:27 -05'00'

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

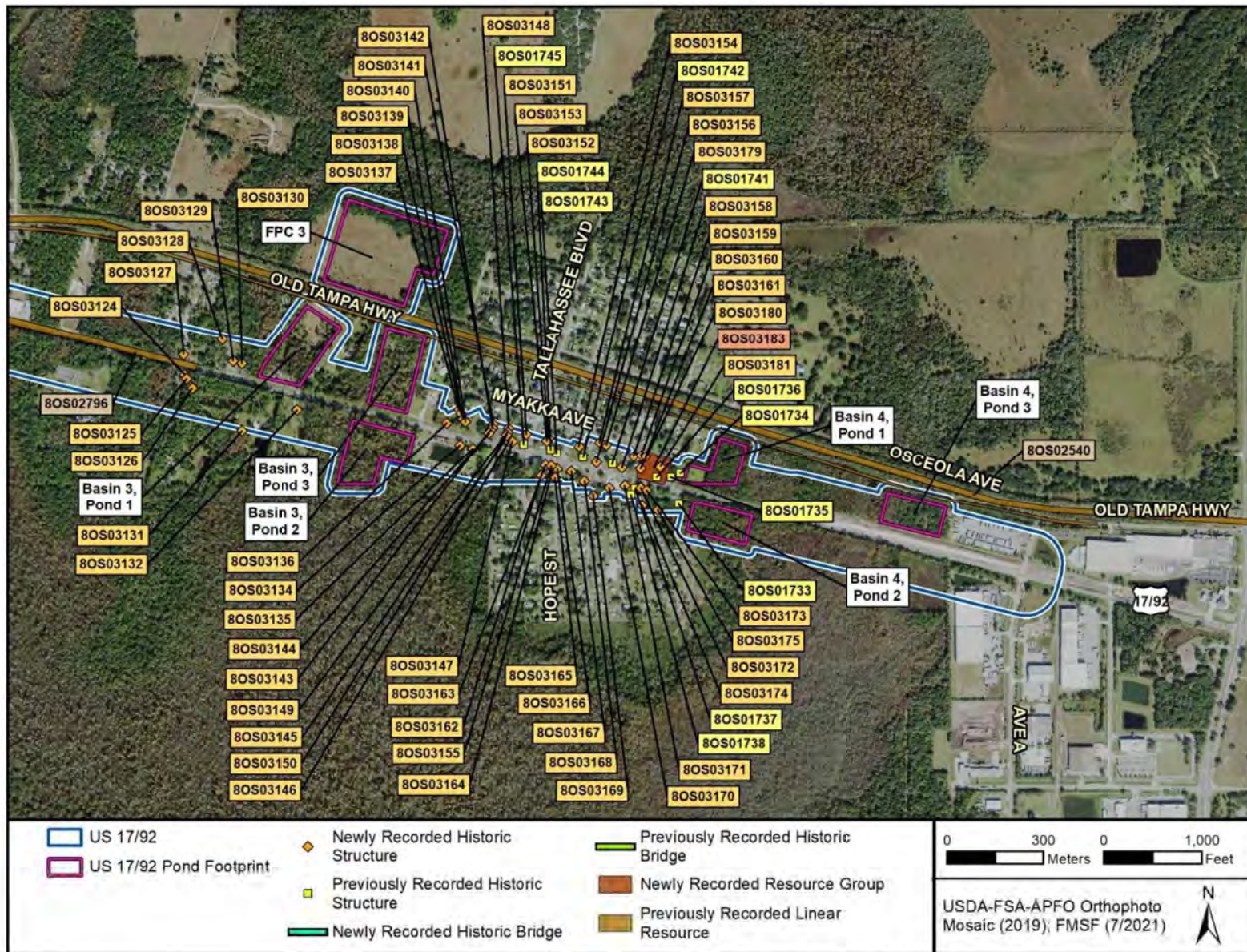
12/9/2021
Date



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

[REDACTED]

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), [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

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.

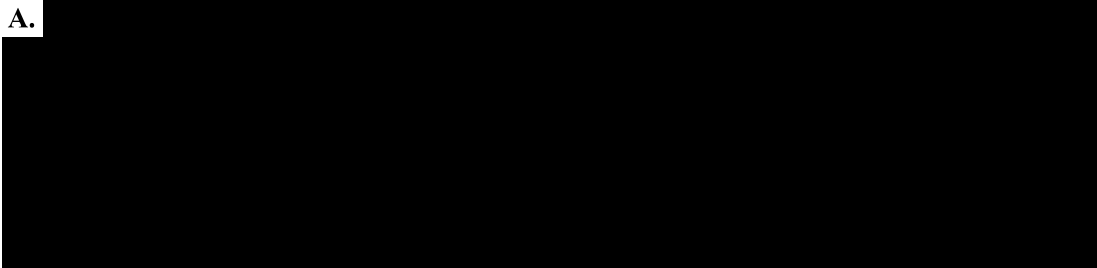
B. Within five years of MOA execution, host information about Resource 8OS03182 and its contributing resources on the Project Map, a GIS-based story map within the department's website *Preservation and Progress*.

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.

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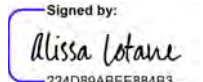
Once the MOA is terminated, and prior to work continuing on the **Project**, FDOT must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FDOT shall notify the signatories as to the course of action it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

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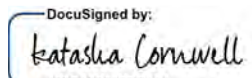
SIGNATORIES:

FLORIDA STATE HISTORIC PRESERVATION OFFICER

Signed by:

224D89ABEE8B4B3
Alissa S. Lotane
Director, Division of Historical Resources
State Historic Preservation Officer

Date 08/07/2025 | 1:00 PM EDT

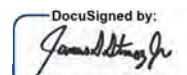
FLORIDA DEPARTMENT OF TRANSPORTATION

DocuSigned by:

493FA39532D7441
Katasha Cornwell
Interim Director, Office of Environmental Management

Date 08/07/2025 | 1:08 PM EDT

CONCURRING PARTIES:

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5

DocuSigned by:

2021134ED861407
James S. Stroz, Jr., P.E.
Director, Transportation Development

Date 08/06/2025 | 6:23 PM EDT

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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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,

A handwritten signature in blue ink, appearing to read 'BRAD RICHARDSON', with a long horizontal flourish extending to the right.

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

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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Acting Executive Director

Jessica Crawford
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800 955-8770 (V)

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, appearing to read "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'

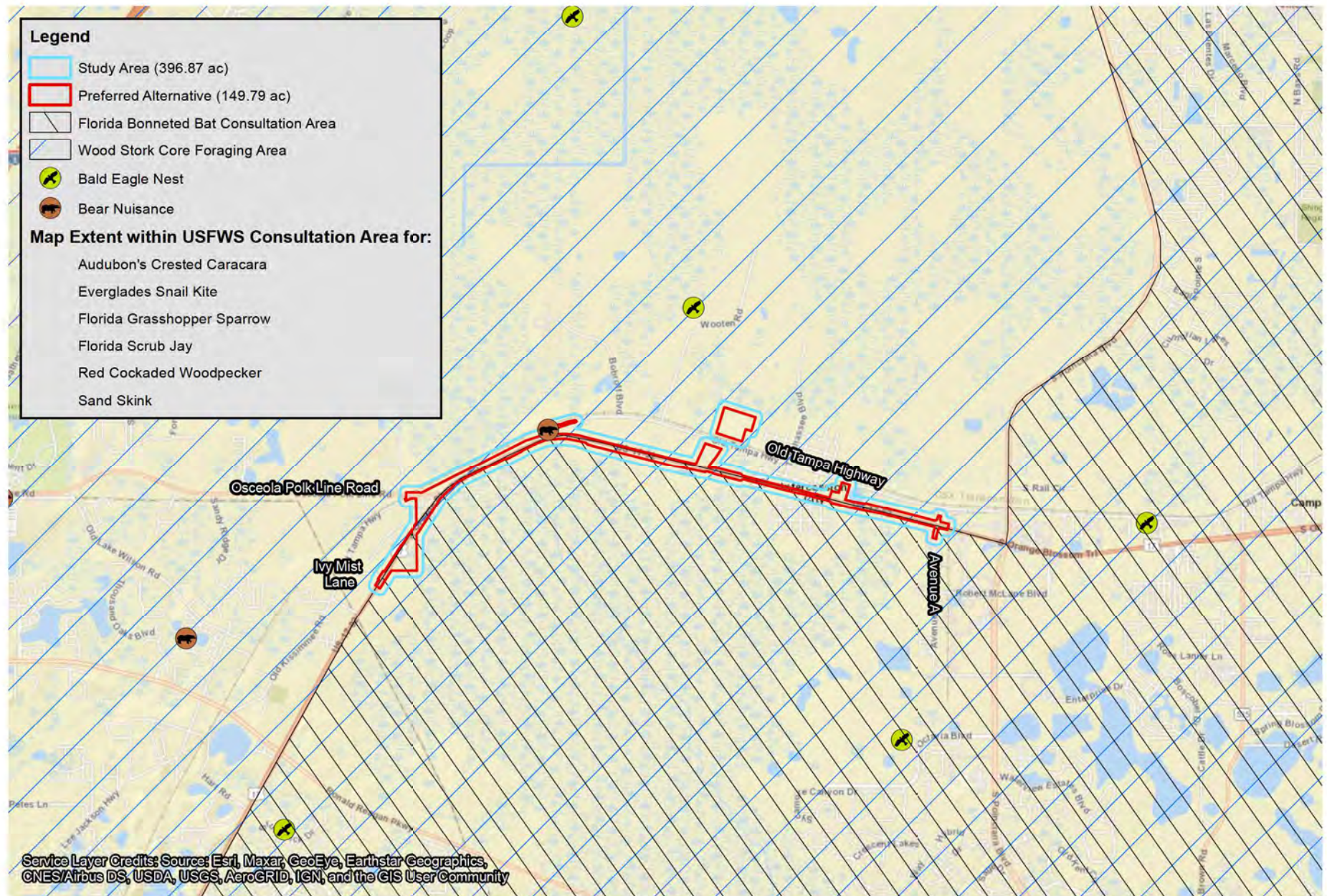
RE: Request for Section 7 Informal Consultati
US 17/92 from Ivy Mist Lane to Avenu
Osceola County, Florida
Financial Management Number: 437200-2

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



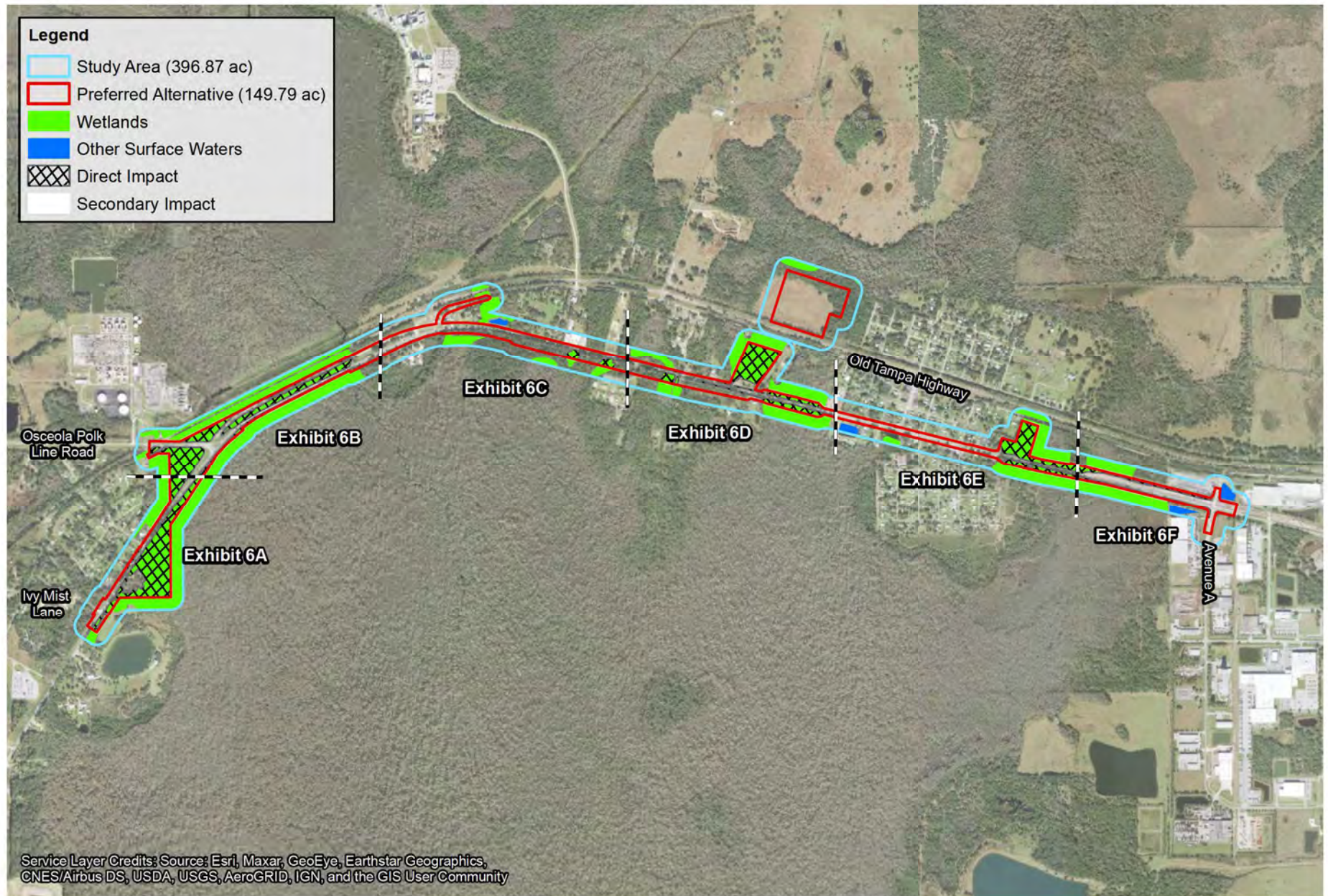
Source: USFWS Consultation Area GIS Data, FWC Bald Eagle Nest and Audubon Eaglewatch Program

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

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September 2022



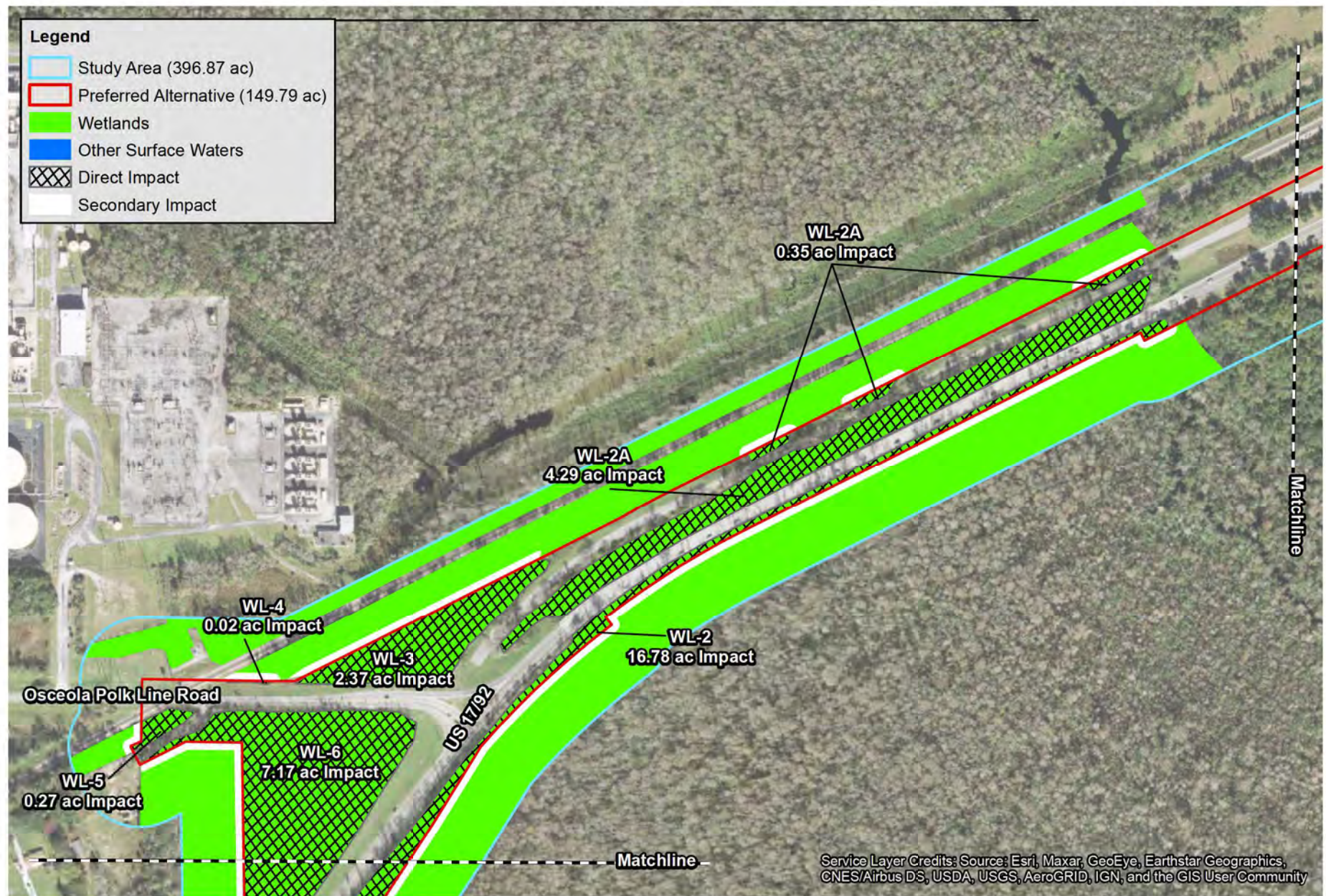


Wetlands and Other Surface Waters Map
US 17/92 from CR 54 to Avenue A
Osceola County, FL
FPID: 437200-1-22-01/437200-2-22-01

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September 2022



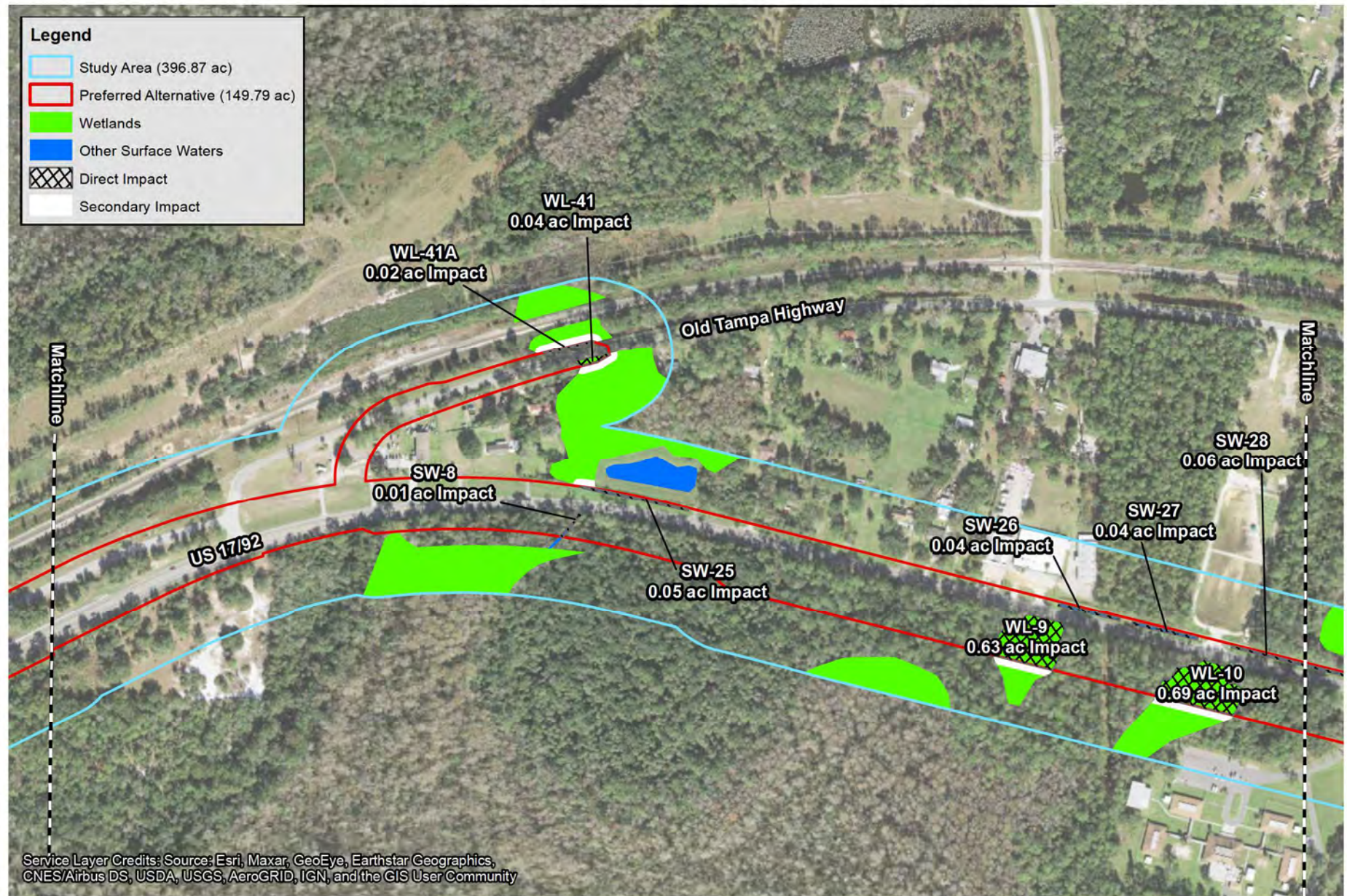


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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September 2022



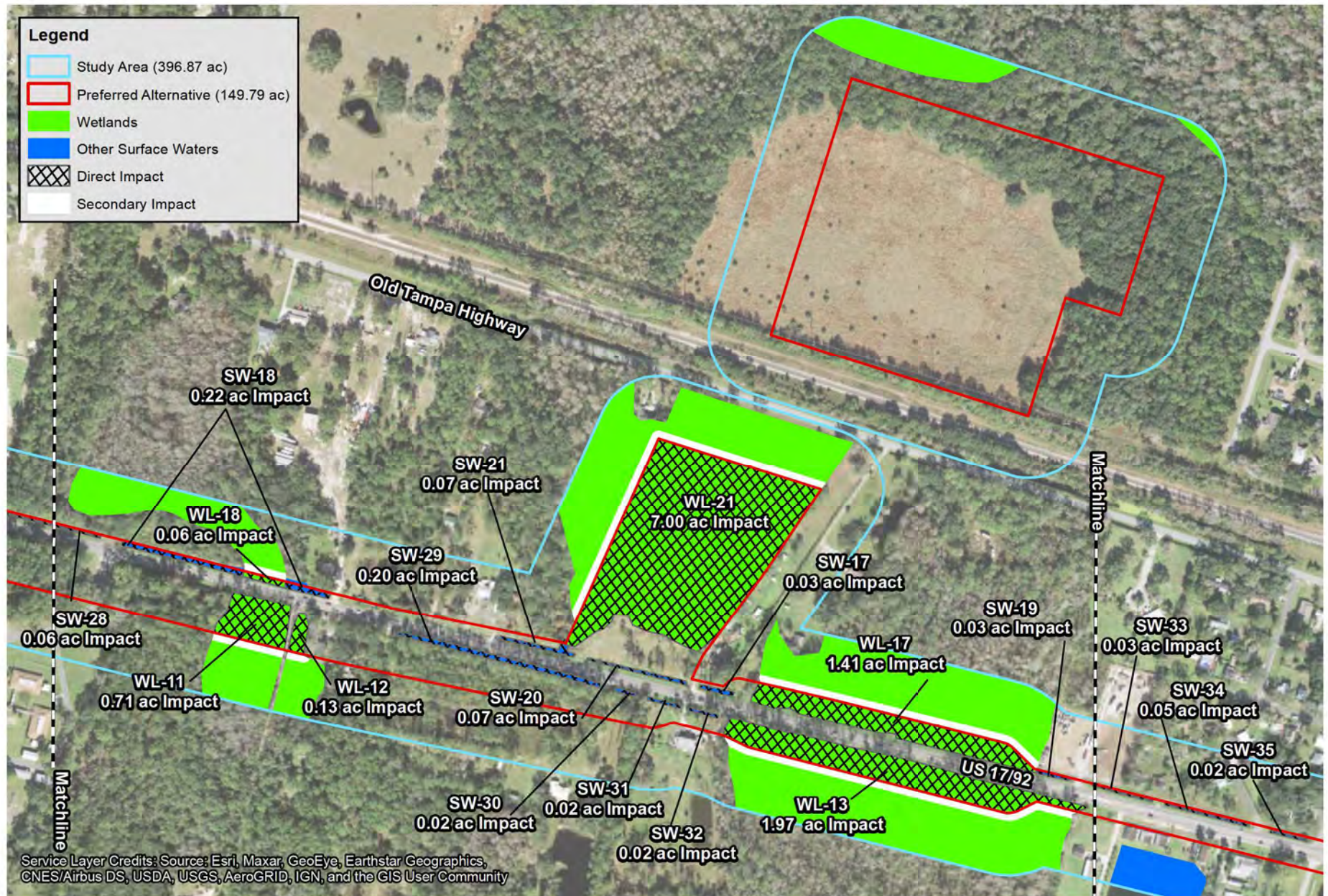


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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September 2022



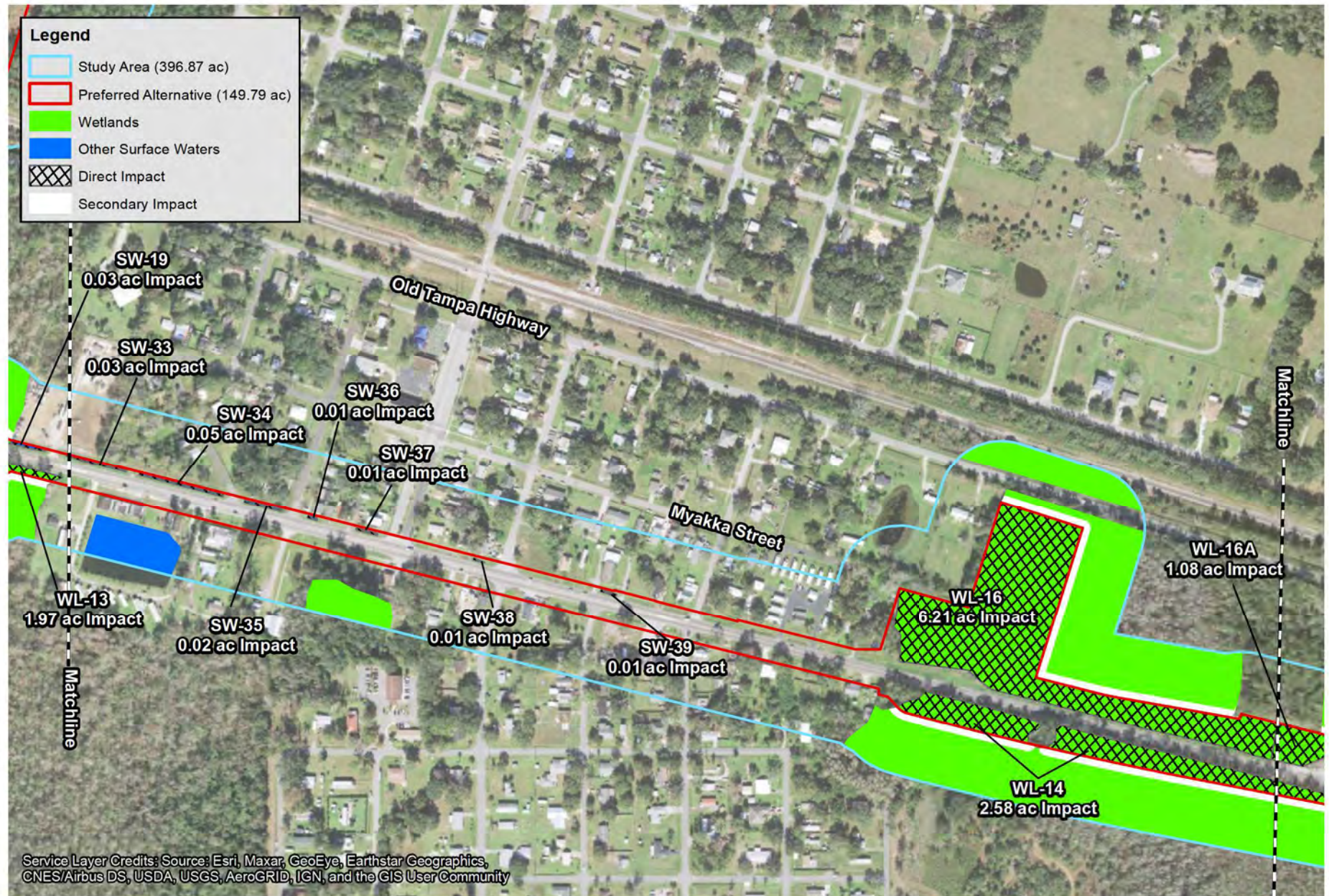


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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September 2022



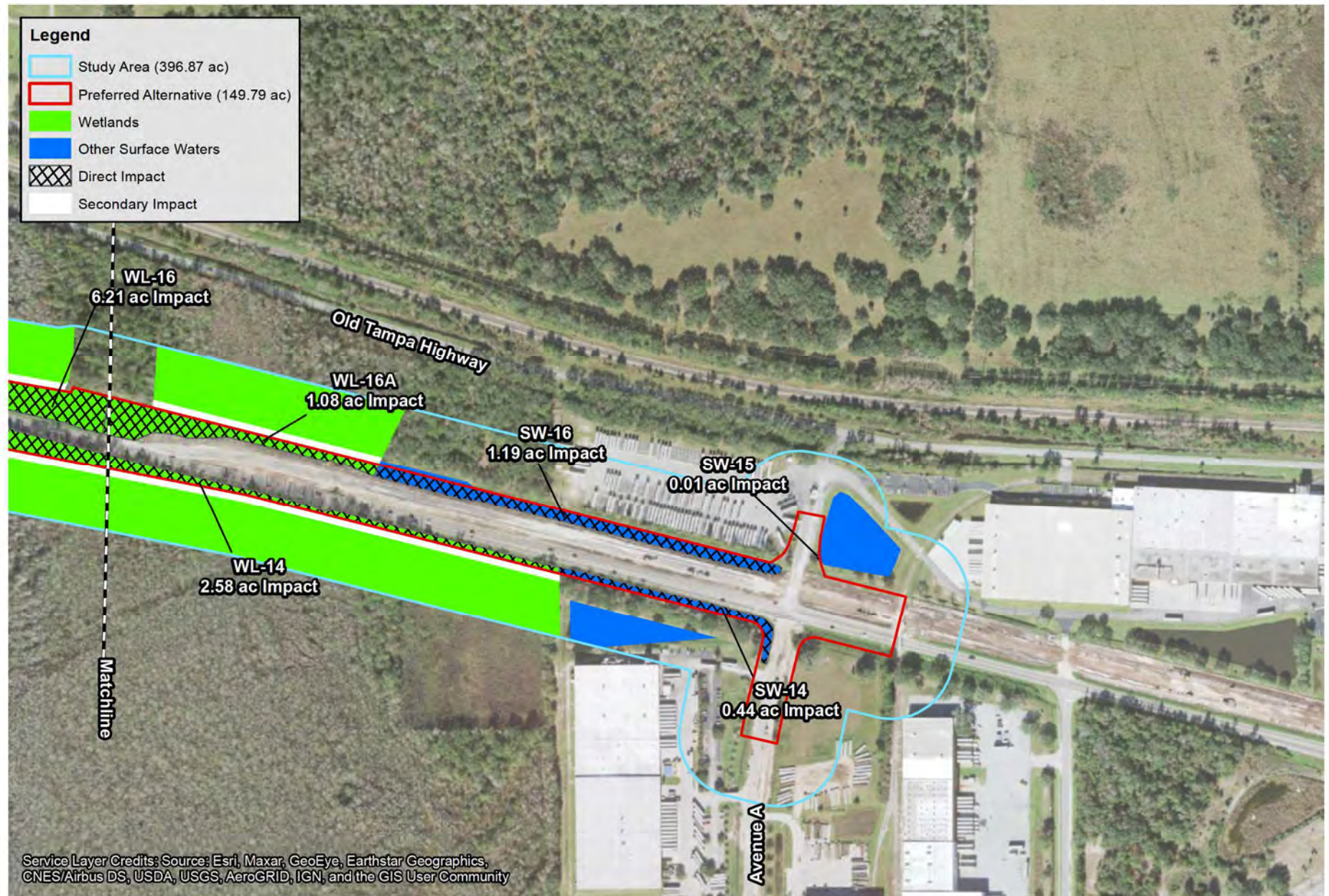


Wetlands and Other Surface Waters Map
 US 17/92 from CR 54 to Avenue A
 Osceola County, FL
 FPID: 437200-1-22-01/437200-2-22-01

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





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.

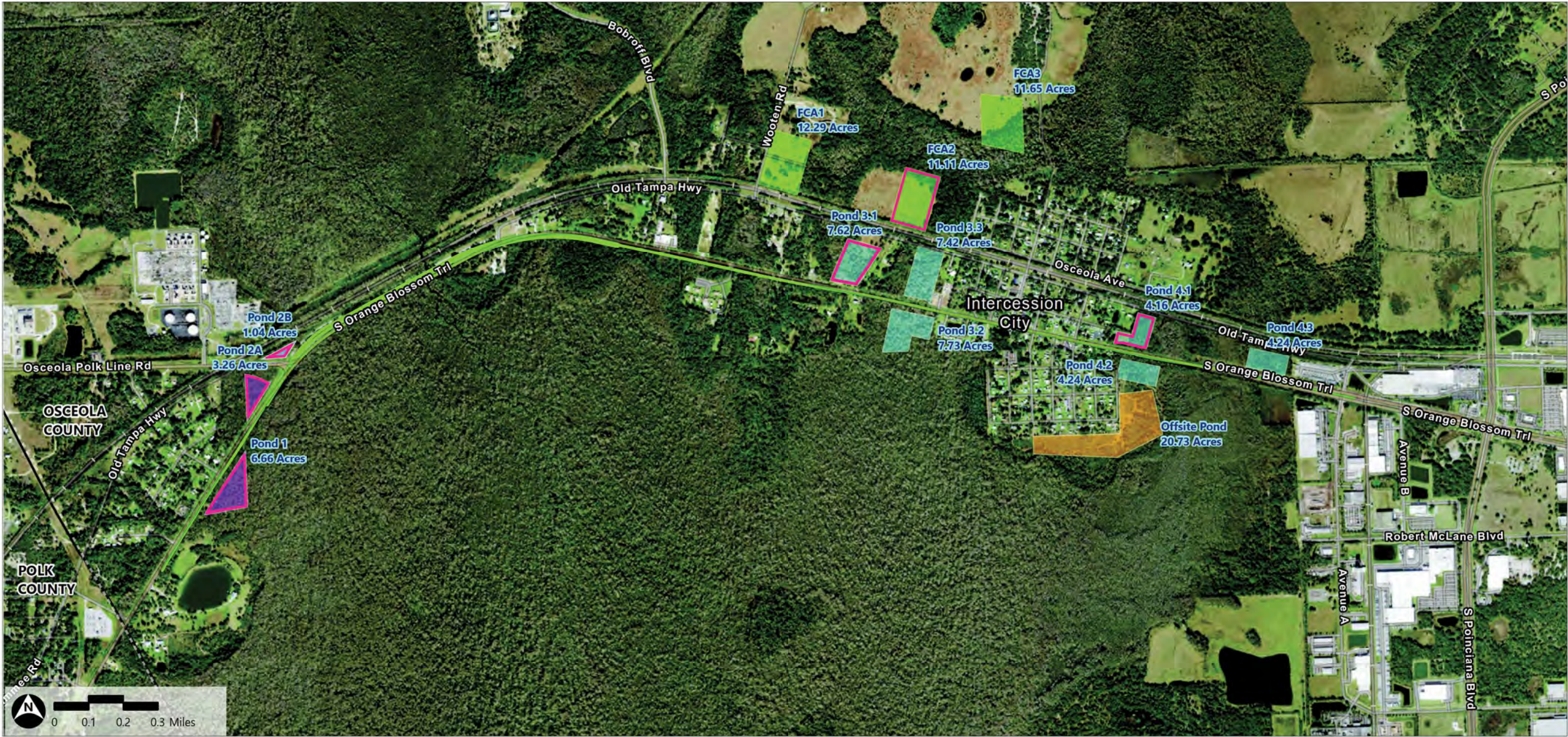
Sincerely,

**KHURRA
M RAFI**

Digitally signed by
KHURRAM RAFI
Date: 2023.05.16
11:49:05 -04'00'

Khurram Rafi, Manager
Groundwater and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA



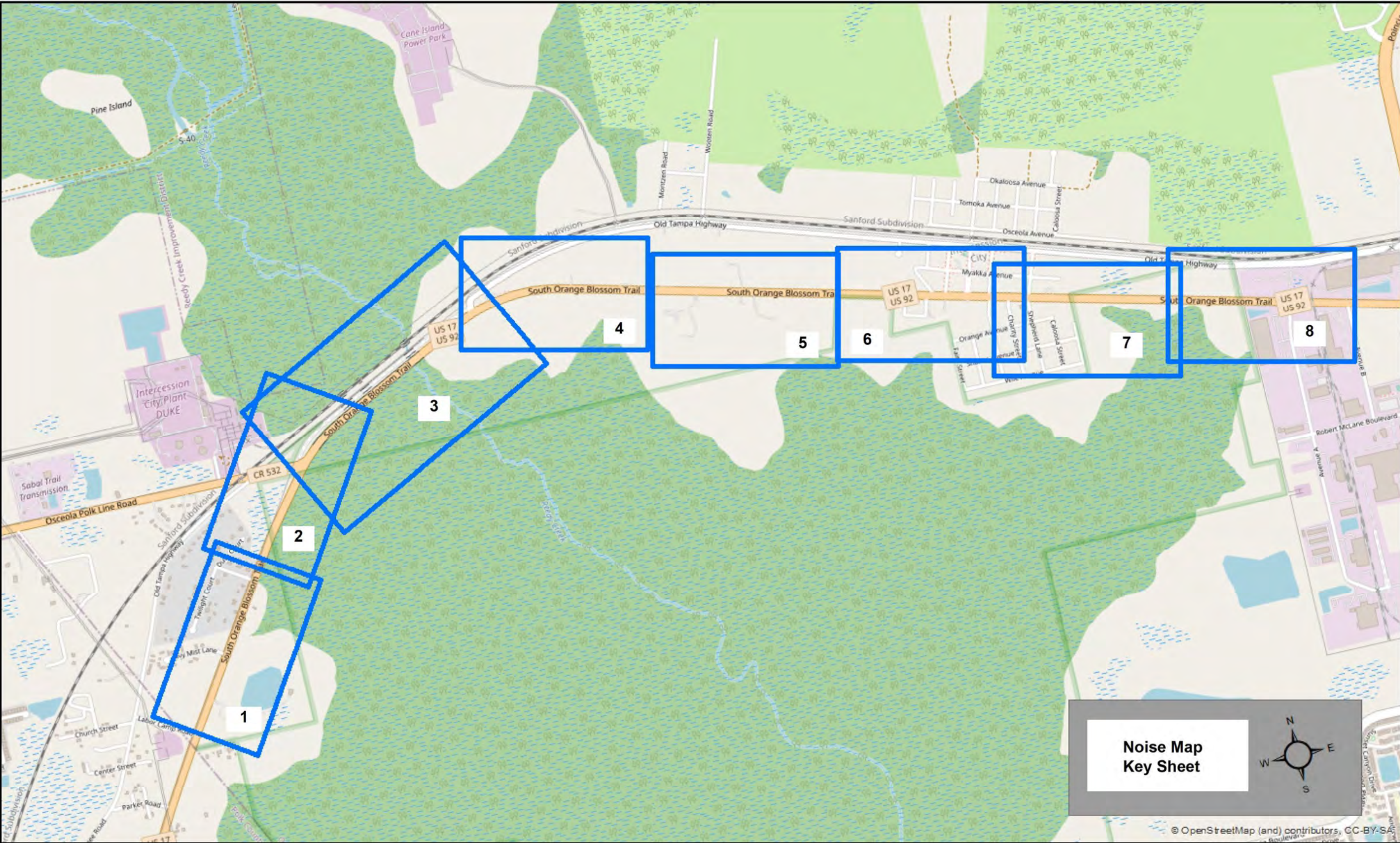


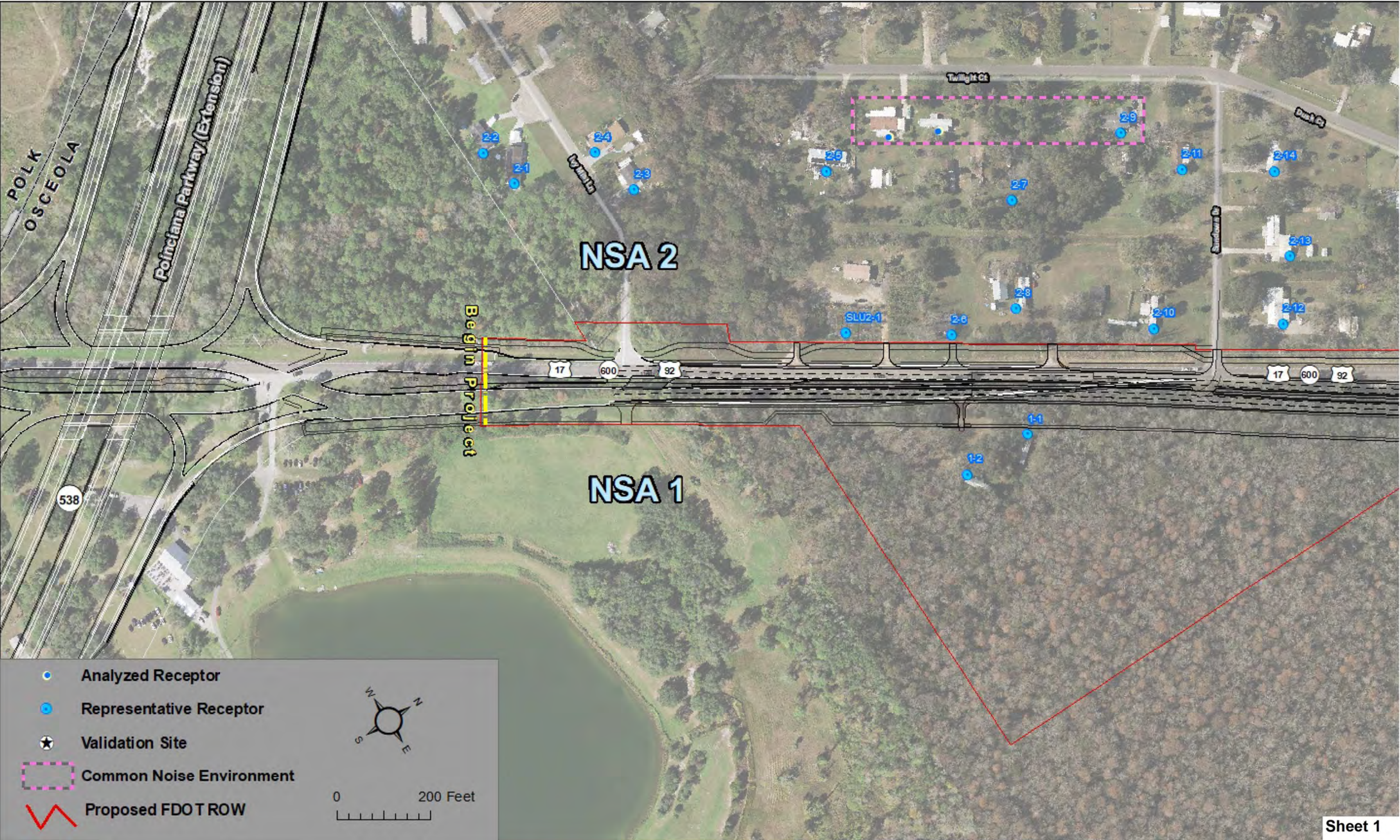
Physical Resources Appendix

Contents:

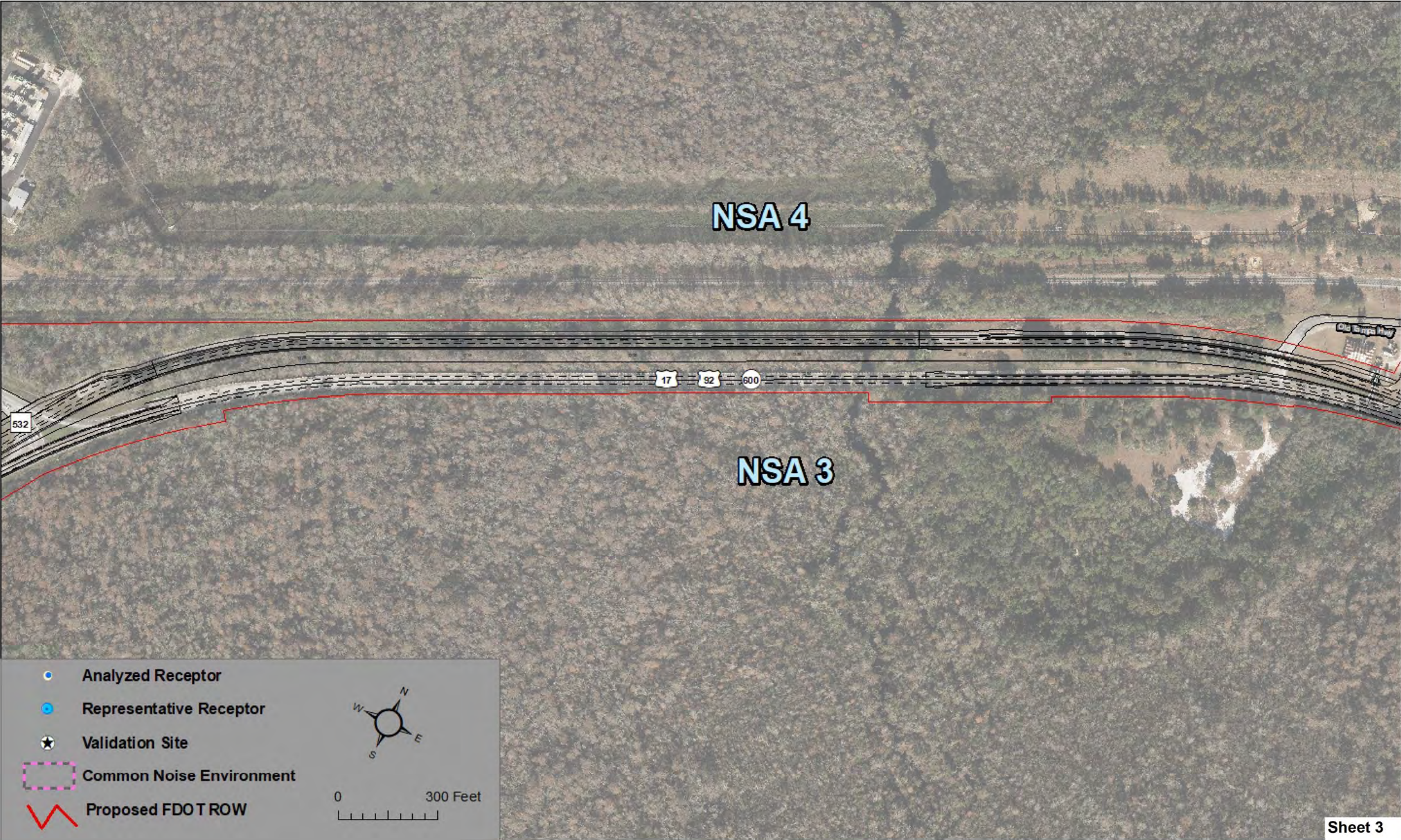
Noise Map

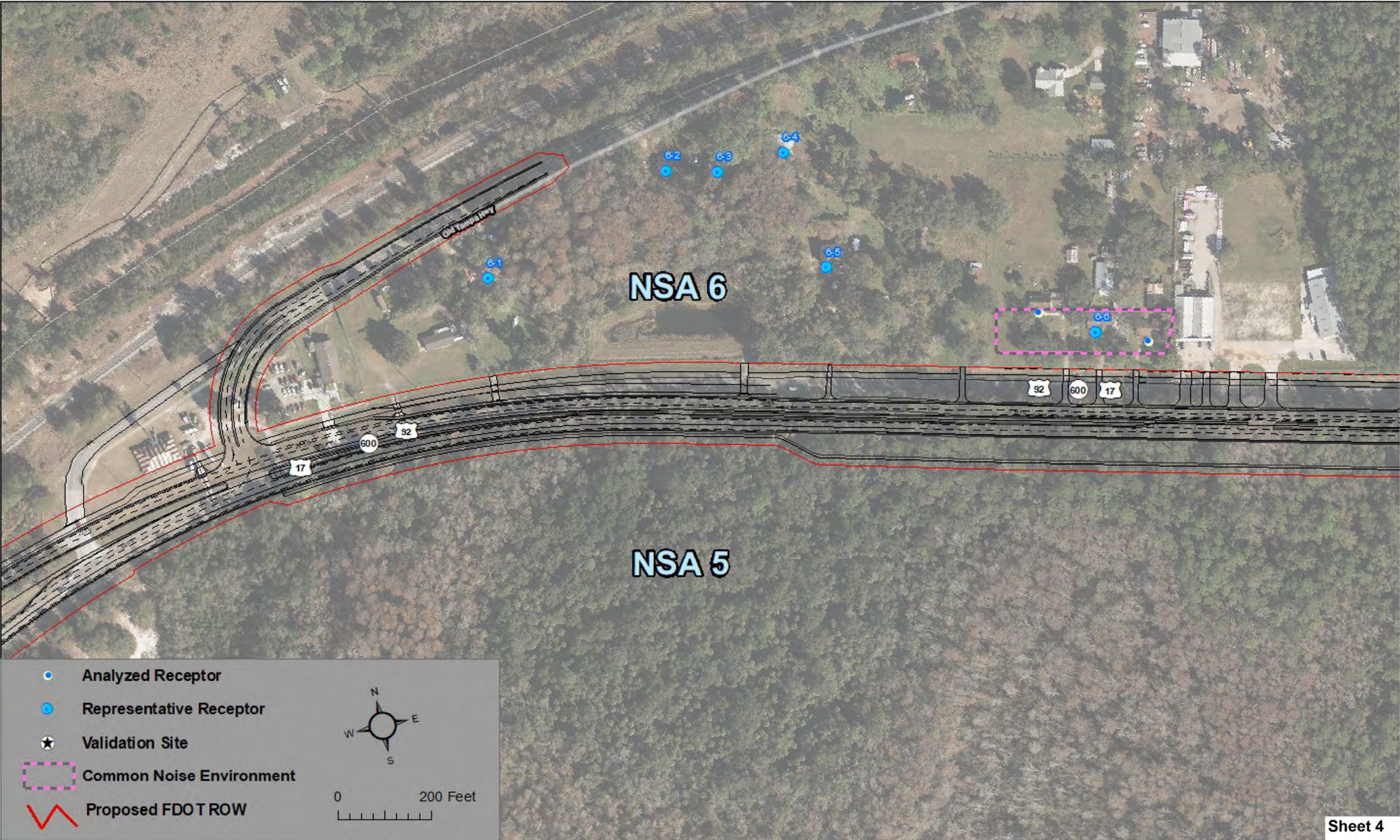
Potential Contamination Sites Map

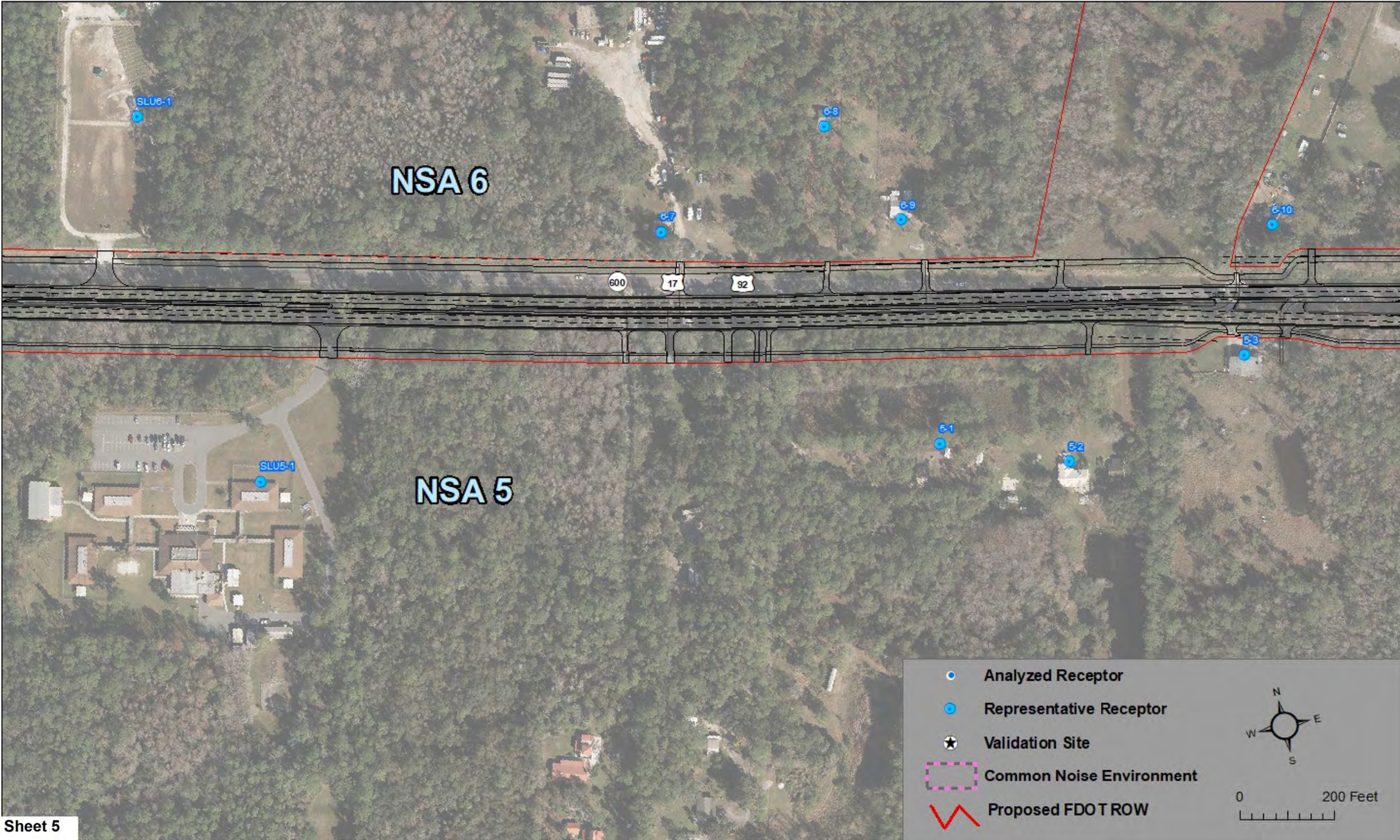




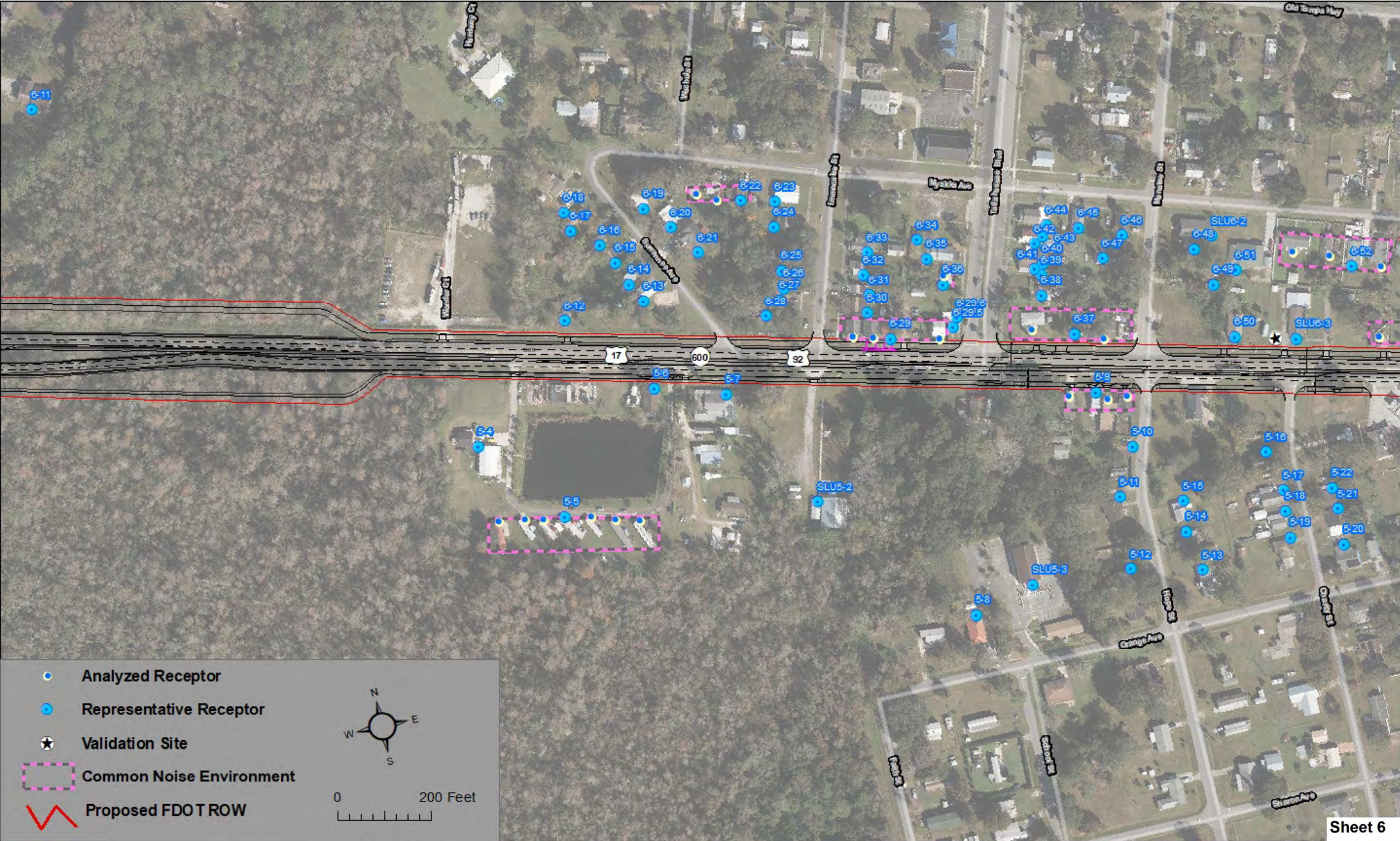


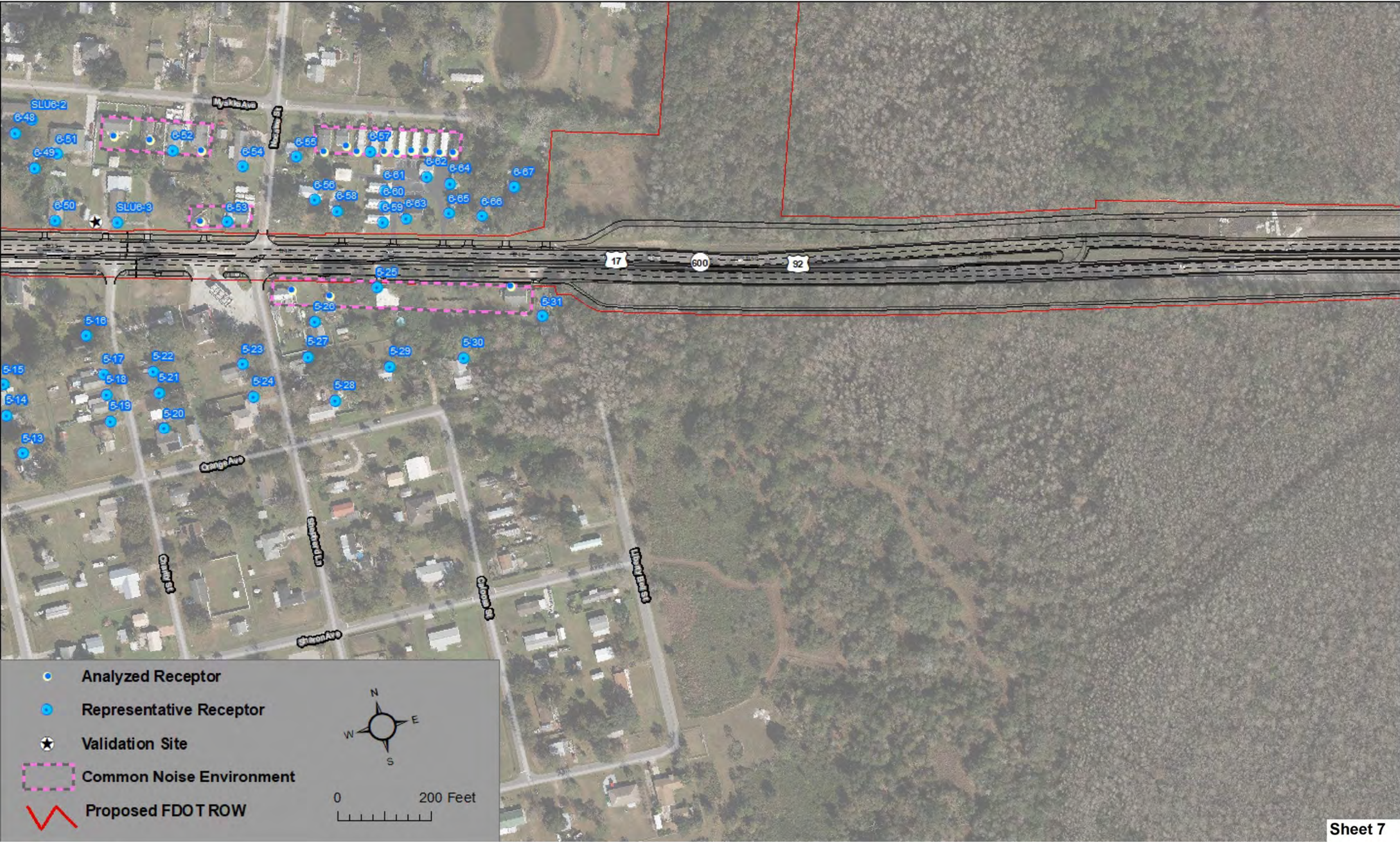




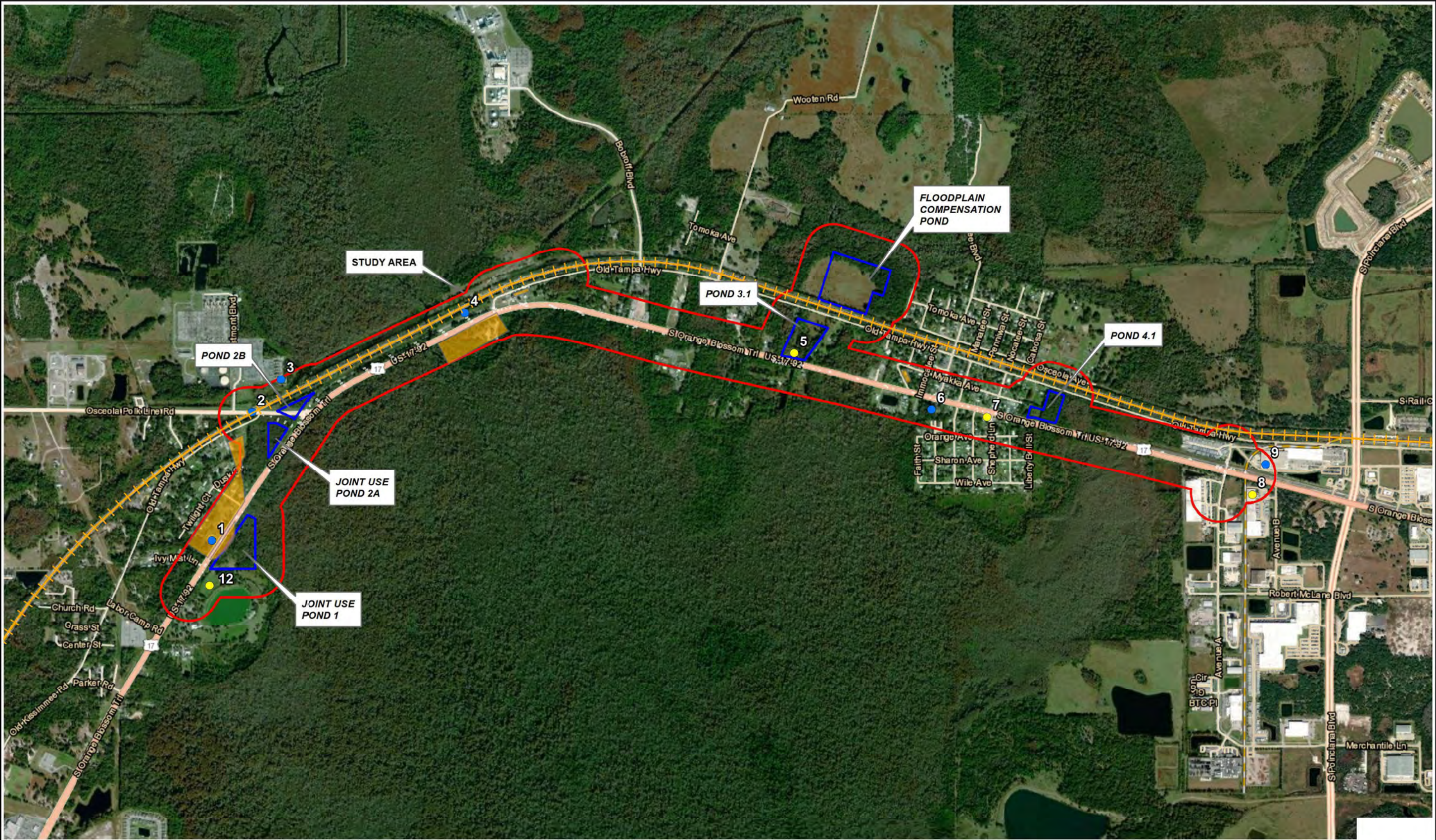


Sheet 5









● HIGH RISK RATING SITE LOCATION ● MEDIUM RISK RATING SITE LOCATION ● LOW RISK RATING SITE LOCATION RAILROAD - LOW RISK (SITE 10) HISTORICAL CITRUS GROVES - MEDIUM RISK (SITE 11) N 07501,500 Feet RICHARD P. McCORMICK, P.G. P.G. LICENSE NUMBER 2096 GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC. 2510 MICHIGAN AVENUE, SUITE D KISSIMMEE, FL 34744-1933	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. COUNTY FINANCIAL PROJECT ID 17/92 OSCEOLA 437200-2-22-1	POTENTIAL CONTAMINATION SITE LOCATION MAP	SHEET NO.
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Public Involvement Appendix

Contents:

Public Hearing Transcripts

Public Hearing Certifications

FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING
(Virtual)

5:30 p.m. to 6:46 p.m.

**U.S. 17-92 Project Development
and Environmental (PD&E) Study
from Ivy Mist Lane to Avenue A**

FPID No.: 437200-2

ETDM No.: 14365

**Reported by:
Brett S. Rickel, Court Reporter**

American Court Reporters
407.896.1813

* * * * *

P R O C E E D I N G S

June 24, 2025

6:00 p.m.

MR. FONTANELLI: Good evening.

Welcome to the public hearing for the
U.S. 17-92 Project Development and Environment
or PD&E study.

Thank you for taking the time to join us
tonight.

My name is Joseph Fontanelli, and I am the
Project Development Supervisor with the Florida
Department of Transportation.

At this time, we'd like to recognize any
federal, state, county, or city officials who
may be present tonight. Are there any officials
that would like to be recognized? If so, please
enter your name in the question box in the
Control Panel in the GoToWebinar.

While we wait on their information, I have
a few additional things to mention. This
hearing is being held to provide you with the
opportunity to provide feedback on this project.
I also want to mention that tonight's hearing is
being recorded.

The presentation will provide information

1 on the project and FDOT's plans to improve
2 safety and enhance operations on U.S. 17-92 from
3 Ivy Mist Lane to Avenue A by widening the
4 roadway from 4 -- from 2 to 4 lanes.

5 We encourage your feedback and we are going
6 to provide you with several ways to provide your
7 input tonight. All questions and comments will
8 become part of the public hearing record.

9 We have not received any officials' names,
10 so thank you for attending. We will now begin
11 the presentation.

12 AI PRESENTER: Welcome to the U.S. 17-92
13 Project Development and Environment or PD&E
14 Study Public Hearing. Financial Project ID or
15 FPID No. 437200-2. Efficient Transportation
16 Decision Making or ETDM No. 14365.

17 This public hearing is being offered in
18 person and online to give the community an
19 opportunity to receive information about the
20 project and provide feedback. The hearing is
21 also being held to allow interested citizens to
22 ask questions and offer comments about the
23 proposed project alternative and access
24 management reclassification for this project.

25 This hearing is being conducted virtually

1 through GoToWebinar on Tuesday, June 24, 2025,
2 and in person on Thursday, June 26th, 2025. All
3 hearing materials, including the presentation,
4 are available on the project website at
5 www.cflroads.com/project/437200-2.

6 This study satisfies the National
7 Environmental Policy Act, or NEPA, and other
8 applicable policies, regulations, and
9 procedures.

10 For online participants, the GoToWebinar
11 Control Panel should be visible in the upper
12 right corner of your computer screen. If
13 joining GoToWebinar on your mobile device,
14 simply tap the screen to see the toolbar. The
15 blue arrows point to where you will find the
16 question box. You can type a comment or
17 question into the question box on your desktop
18 or mobile app. If joining from your computer,
19 you may download handouts for this hearing as
20 shown by the red arrow.

21 If you happen to experience a technical
22 issue during this hearing, please type the issue
23 in the questions box on the Control Panel on
24 GoToWebinar. Or send an email to
25 carolyn.fitzwilliam@dot.state.fl.us. You may

1 also call 386-943-5221. Staff will do their
2 best to assist you.

3 The purpose of tonight's public hearing is
4 to share information with the general public
5 about the proposed improvements, its conceptual
6 design, all alternatives under study, and the
7 potential beneficial and adverse social,
8 economic, and environmental impacts upon the
9 community. There are three primary components
10 to tonight's hearing.

11 First, the Open House, which occurred prior
12 to this presentation, where you were invited to
13 view the project materials and provide your
14 comments in writing.

15 Second, this presentation, which will
16 explain the project purpose and need, study
17 alternatives, potential impacts both beneficial
18 and adverse, and proposed methods to mitigate
19 adverse project impacts.

20 And third, a formal comment period
21 following this presentation, where you will have
22 the opportunity to provide oral statements or
23 you may provide your comments in writing.

24 This is the Open House portion where you
25 are invited to view the project materials and

1 provide comments in writing.

2 This project is evaluating alternatives to
3 widen U.S. 17-92, from the current two-lane
4 roadway to a four-lane divided roadway within
5 Osceola County, providing connections to the
6 communities of Intercession City and Poinciana,
7 as well as regionally. The limits of this study
8 are from Ivy Mist Lane to Avenue A,
9 approximately 3.8 miles in length.

10 The purpose of this study is to reduce
11 congestion, accommodate future travel demand,
12 improve safety, and provide pedestrian and
13 bicycle accommodations along the study corridor.

14 This U.S. 17-92 project has been identified
15 in the current Metro Plan Transportation Plan,
16 or MTP Cost Feasible Plan, Transportation
17 Improvement Program, or TIP, the Florida
18 Department of Transportation Five-Year Work
19 Program for years 2025 through 2029, and the
20 Statewide Transportation Improvement Program, or
21 STIP.

22 FDOT is conducting a Project Development
23 and Environment or PD&E study for this project.
24 The PD&E process is used to evaluate potential
25 impacts to determine the location and conceptual

1 design of preferred roadway improvements while
2 utilizing a continuous community outreach
3 process to ensure all interested parties have
4 meaningful participation in the process. Public
5 input and information received at the public
6 hearing will be taken into consideration when
7 preparing the final documents for this study.

8 The design phase for this study is funded
9 in fiscal year 2027. Right-of-way acquisition
10 and construction have not yet been funded. A
11 majority of the study limits consists of a
12 two-lane undivided roadway with one lane in each
13 direction. Pedestrian facilities are sporadic
14 and minimal throughout the study corridor. The
15 existing right-of-way varies throughout the
16 corridor with a minimum of 100 feet wide. The
17 posted speed varies from 45 to 55 miles per hour
18 for the segment shown on this slide from Ivy
19 Mist Lane to west of Suwannee Avenue and the
20 Reedy Creek Bridge.

21 For the segment shown on this slide, from
22 west of Suwannee Avenue to Avenue A, the posted
23 speed varies from 40 to 45 miles per hour. A
24 majority of the study limits consists of a
25 two-lane undivided roadway with one lane in each

1 direction. Pedestrian facilities are sporadic
2 and minimal throughout the study corridor. The
3 existing right-of-way varies throughout the
4 corridor with a minimum of 100 feet wide. The
5 posted speed varies from 45 to 55 miles per hour
6 for the segment shown on this slide from Ivy
7 Mist Lane to west of Suwannee Avenue and the
8 Reedy Creek Bridge.

9 A traffic analysis was conducted to analyze
10 the existing 2019 traffic volumes and to project
11 traffic volumes to the year 2045. The results
12 of the analysis predict substantial increases in
13 traffic volumes along the study corridor. The
14 maximum volume a two-lane roadway can service is
15 18,585 vehicles per day. Both the average
16 annual daily traffic roadway vehicles per day
17 for existing 2019 traffic and the no-build 2045
18 projected annual average daily traffic vehicles
19 per day along U.S. 17-92 exceed the two-lane
20 roadway max service volume.

21 The proposed improvements will add capacity
22 to this already strained corridor by providing
23 four lanes to support the future traffic demand
24 anticipated by 2045. Four alternatives were
25 evaluated for this study. These alternatives

1 included a no-build alternative where the
2 existing two-lane roadway remains. The no-build
3 alternative assumes no improvements will be made
4 to the study corridor. This means traffic
5 operations will continue to degrade, congestion
6 will intensify, and the current bicycle and
7 pedestrian facilities would not be improved. As
8 such, the no-build alternative does not meet the
9 project purpose and need.

10 In addition to the no-build alternative,
11 three build alternative options were evaluated
12 that would replace the existing two-lane
13 roadway. Along the western segment of the
14 corridor, several connections and constraints
15 were identified throughout the study process,
16 including a connection into the proposed
17 Poinciana Parkway Extension, an existing and
18 proposed bridge over Reedy Creek, and avoidance
19 of the Muslim Cemetery of Central Florida. As
20 such, alternatives were considered for the best
21 fit alignment to minimize impacts to the
22 surrounding conditions.

23 Along the eastern segment of the study
24 corridor, three realignment alternatives were
25 analyzed, including a left alignment, center

1 alignment, and right alignment. The results of
2 the alternatives analysis were presented for
3 public input at the Alternatives Public Meeting
4 held in October of 2021. The public input
5 received, along with the Engineering and
6 Environmental Impact Analysis, were utilized to
7 select the preferred build alternative being
8 presented here tonight.

9 The build alternative proposes to enhance
10 capacity and traffic operations along the study
11 corridor and improve vehicle and pedestrian
12 safety, aligning with the project purpose and
13 need. By widening the roadway from two to four
14 lanes, the roadway can accommodate existing and
15 future traffic volumes through the year 2045.
16 The build alternative proposes speed management
17 techniques to reduce speed in key locations and
18 includes an Access Management Plan to reduce
19 potential conflict points along the corridor.
20 The build alternative also includes multimodal
21 facilities for pedestrians and bicyclists.

22 There are four typical sections included as
23 part of the preferred build alternative.
24 Preferred typical Section 1 applies to three
25 separate roadway segments along the U.S. 17-92

1 study corridor. Just east of Ivy Mist Lane at
2 the beginning of the study limits to Reedy Creek
3 Bridge, just east of Old Tampa Highway to just
4 west of Suwannee Avenue and from Nocatee
5 Street/Shepherd Lane to Avenue A at the end of
6 the study limits.

7 This typical section consists of a
8 four-lane divided roadway with a 22-foot raised
9 median, 11-foot travel lanes, open swale
10 drainage, and a 12-foot shared use path on both
11 sides of the roadway. The posted speed is 45
12 miles per hour.

13 Preferred Typical Section 2 applies to the
14 bridge segment over Reedy Creek. This typical
15 section will convert the existing two-way bridge
16 to eastbound only traffic and construct a new
17 bridge for westbound traffic with a 70-foot
18 median separating the two bridges. The existing
19 bridge to be used for eastbound traffic will
20 have two 11-foot travel lanes. Meanwhile, the
21 new bridge, to be used for westbound traffic,
22 will have two 11-foot travel lanes and a 12-foot
23 shared use path along the north side of the
24 bridge, separated from the travel lanes by a
25 traffic barrier. The posted speed is 45 miles

1 per hour.

2 Preferred typical Section 3 applies for a
3 short segment from just east of the Reedy Creek
4 Bridges to east of Old Tampa Highway. This
5 typical section consists of a four-lane divided
6 roadway with two 11-foot travel lanes in each
7 direction, separated by a 22-foot median with a
8 12-foot shared used path along both sides of the
9 roadway. A minimum 5-foot buffer will be
10 provided between the roadway and shared use
11 path. The posted speed is 45 miles per hour.

12 Preferred typical Section 4 applies to the
13 segment through Intercession City from west of
14 Suwannee Avenue to Nocatee Street. The typical
15 section consists of a four-lane divided roadway
16 with two 11-foot travel lanes in each direction,
17 separated by a 15.6 foot median and has a
18 10-foot urban side path along both sides of the
19 roadway. A two-foot minimum buffer will be
20 provided between the roadway and urban side
21 path. The posted speed is 30 miles per hour.

22 Intersection improvements were considered
23 at the intersections of County Road 532 or
24 Osceola Polk Line Road, Old Tampa Highway, and
25 Avenue A. We will now look at the proposed

1 improvements at each of these three locations.

2 As part of the preferred alternative, the
3 Osceola Polk Line Road, County Road 532
4 intersection, is proposed to be shifted
5 approximately 300 feet to the west along
6 U.S. 17-92. This recommendation is being made
7 to improve safety conditions at the intersection
8 and provide an improved connection to the bridge
9 over Reedy Creek. The intersection is proposed
10 to remain a signalized intersection and will
11 include an additional dedicated westbound right
12 turn lane and dedicated eastbound left turn lane
13 on to County Road 532.

14 A new signalized intersection is proposed
15 at U.S. 17-92 and Old Tampa Highway. This new
16 intersection is proposed to be shifted to the
17 east to improve safety and will include a
18 dedicated eastbound left turn lane and westbound
19 right turn lane onto Old Tampa Highway and
20 dedicated turn lanes from Old Tampa Highway onto
21 U.S. 17-92. A pedestrian crosswalk is included
22 at the intersection to provide a connection to
23 the proposed shared use path that travels along
24 the north side of the proposed new bridge over
25 Reedy Creek.

1 A roundabout is proposed at the
2 intersection of Avenue A and U.S. 17-92 to
3 enhance safety and operations at the
4 intersection. The center island of the
5 roundabout will be surrounded by a truck apron
6 to accommodate larger trucks. Intersection
7 lighting and pavement markings are recommended
8 to increase visibility and help drivers navigate
9 the roundabout. As part of the preferred
10 alternative, additional community enhancements
11 were considered within Intercession City to
12 improve pedestrian and vehicle safety. Two
13 mid-block crosswalks are proposed, one just east
14 of Tallahassee Boulevard and one just west of
15 Nocatee Street and Shepherd Lane. The mid-block
16 crosswalks are proposed to include pedestrian
17 hybrid beacons to alert drivers when crossings
18 will occur.

19 To manage speeds through Intercession City,
20 several speed management practices have been
21 incorporated into the preferred alternative,
22 including horizontal deflection or intentional
23 curves to manage speed, speed feedback signs,
24 curb and gutter resulting in narrower travel
25 lanes, shared use paths, and landscaping. These

1 speed management practices are intended to slow
2 vehicles by increasing driver alertness. The
3 use of landscaping will be further evaluated in
4 the design phase for this project.

5 With the four-lane divided typical section,
6 the project will introduce a divided median
7 along U.S. 17-92. Currently, U.S. 17-92 is
8 designated an Access Class 3. The study
9 recommends changing the access classification
10 from Wonder Court to Nocatee Street and Shepherd
11 Lane to Access Class 5 due to tighter access
12 needs within Intercession City. This change
13 will better accommodate the developed
14 surroundings throughout the segment. The table
15 on this slide shows the required spacing
16 distances for directional median openings, full
17 median openings, and signal for both Access
18 Class 3 and Access Class 5.

19 This public hearing provides an opportunity
20 for public comment on this access class change
21 in accordance with Section 335.188 of the
22 Florida Statutes. The proposed median openings
23 for the preferred alternative are shown on the
24 concept plans on display during the public
25 hearing and on the project website. This public

1 hearing meets the requirements of this access
2 classification change.

3 A drainage analysis was performed for the
4 preferred alternative during the PD&E study in
5 accordance with all FDOT and South Florida Water
6 Management District standards. Several
7 alternative pond sites were considered within
8 each drainage basin to determine the most
9 efficient and cost-effective stormwater solution
10 for the corridor. A total of five preferred
11 pond sites are recommended as part of the
12 preferred alternative. In coordination with CFX
13 and Osceola County, two of the five ponds are
14 designated joint use ponds to accommodate the
15 widening of U.S. 17-92 and the adjacent County
16 Road 532 widening and Poinciana Parkway
17 Extension projects where possible.

18 Additionally, floodplain compensation area
19 alternatives were identified and evaluated to
20 determine the most efficient and cost-effective
21 solution for compensation of floodplain impacts
22 anticipated as part of the preferred
23 alternative. One floodplain compensation area
24 is being recommended for the preferred
25 alternative. The preferred pond locations and

1 floodplain compensation area are shown on this
2 map.

3 The stormwater analysis and recommendations
4 are documented in the study's pond sighting
5 report available for public review. During the
6 PD&E study, the preferred alternative is
7 evaluated for potential impacts and benefits to
8 the natural, social and economic, cultural and
9 physical environments associated. Avoidance or
10 minimization of impacts to these features is a
11 key consideration. The analysis and results are
12 conducted in coordination with local agencies,
13 such as the Florida Fish and Wildlife
14 Conservation Commission, U.S. Fish and Wildlife
15 Service and Florida State Historic Preservation
16 Office.

17 This table summarizes the key environmental
18 considerations evaluated for the selection of
19 the U.S. 17-92 preferred alternative. The
20 project was evaluated for potential impacts to
21 federal and state-listed threatened and
22 endangered species. The preferred alternative
23 received a determination of may affect but not
24 likely to adversely affect five federally listed
25 species. Impacts to these species will continue

1 to be monitored as the project advances through
2 subsequent phases.

3 The preferred alternative is anticipated to
4 impact 54.24 acres of wetlands and 9.87 acres of
5 floodplains. A floodplain compensation area is
6 proposed to mitigate floodplain impacts. As the
7 project advances through subsequent phases,
8 avoidance and minimization of wetland impacts
9 will continue to be considered to the maximum
10 extent practicable. Effects to the physical
11 environment as a result of the preferred
12 alternative were evaluated. There are 12
13 potential contamination sites identified within
14 the project improvement area, 7 medium and 5 low
15 risk. Additional assessments will be conducted
16 during the design phase to inform measures to
17 take during construction.

18 A noise study was conducted for the
19 preferred alternative, which analyzed 167 noise
20 receptor sites along the study corridor.
21 Thirty-nine of 167 analyzed noise receptors are
22 anticipated to approach or exceed the noise
23 abatement criteria. Noise barriers were
24 considered, however, were determined not
25 feasible due to engineering constraints such as

1 driveways and side streets or not cost feasible
2 for isolated noise-sensitive sites.

3 Section 106 of the Natural Historic
4 Preservation Act requires agencies to consider
5 the effects of their actions on cultural
6 resources. The study evaluated potential
7 adverse effects to historic and archaeological
8 resources and identified nine historic
9 properties and one archaeological site within
10 the project's area of potential effect.
11 Concurrence from the State Historic Preservation
12 Office on the cultural resources findings was
13 received in December of 2021 and on the cultural
14 resources effects in November 2024.

15 Coordination is ongoing with the State Historic
16 Preservation Office for mitigation measures.

17 In accordance with Section 4(f) of the
18 Department of Transportation Act of 1966, the
19 Florida Department of Transportation has
20 identified nine Section 4(f) properties within
21 the study area. FDOT is seeking comments from
22 the public concerning the potential effects on
23 the activities, features, and attributes that
24 may result from the widening of U.S. 17-92.

25 As part of the Section 4(f) process,

1 avoidance alternatives were developed and
2 evaluated to determine if there is a potential
3 to avoid impacts to the Section 4(f) properties.
4 The Section 4(f) analysis determined there are
5 no feasible and prudent alternatives that could
6 avoid all impacts to Section 4(f) resources.
7 The preferred alternative, being presented
8 tonight, results in impacts to four Section 4(f)
9 properties, which includes one historic resource
10 group and three contributing historic
11 structures. These resources are located in the
12 abandoned section of U.S. 17-92 over Reedy
13 Creek.

14 The three bridges no longer meet FDOT
15 standards and are well beyond their intended
16 service lives. As part of the preferred
17 alternative, the three historic bridges would be
18 removed and replaced with one new bridge
19 structure that meets current FDOT design
20 standards. As such, the impacts to the Section
21 4(f) resources are being documented as a net
22 benefit and the project includes all possible
23 planning to minimize harm.

24 The preferred alternative is anticipated to
25 require right-of-way acquisition of 55.16 acres,

1 impacting 48 parcels. One of the unavoidable
2 consequences on a project such as this is the
3 necessary relocation of residences or
4 businesses. On this project, we anticipate the
5 relocation of two residences and no businesses.
6 All right-of-way acquisition will be conducted
7 in accordance with Florida Statutes 339.09 and
8 421.55 and the Federal Uniform Relocation
9 Assistance and Real Property Acquisition
10 Policies Act of 1970, commonly known as the
11 Uniform Act.

12 If you are required to make any type of
13 move as a result of a Department of
14 Transportation project, you can expect to be
15 treated in a fair and helpful manner and in
16 compliance with the Uniform Relocation
17 Assistance Act. If a move is required, you will
18 be contacted by an appraiser who will inspect
19 your property. We encourage you to be present
20 during the inspection and provide information
21 about the value of your property. You may also
22 be eligible for relocation advisory services and
23 payment benefits.

24 If you are being moved and you are
25 unsatisfied with the Department's determination

1 of your eligibility for payment or the amount of
2 that payment, you may appeal that determination.
3 You will be promptly furnished necessary forms
4 and notified of the procedures to be followed in
5 making that appeal. A special word of caution.
6 If you move before you receive notification of
7 the relocation benefits that you might be
8 entitled to, your benefits may be jeopardized.
9 For those attending virtually, you may reach out
10 to the FDOT Project Manager who will direct your
11 request to the appropriate relocation
12 specialists.

13 The results of the comparative analysis for
14 the no-build and preferred alternative are
15 summarized in the evaluation matrix shown on
16 this slide and available for review in the
17 meeting displays and meeting handout. The
18 no-build alternative assumes that no
19 improvements would be made and no impacts are
20 anticipated. However, the no build option does
21 not address the existing or future needs of the
22 corridor.

23 The build alternative is anticipated to
24 accommodate future traffic demand, improve
25 safety, and enhance bicycle and pedestrian

1 connectivity. This PD&E study has been
2 conducted by FDOT in coordination with local
3 agencies and organizations that have a stake in
4 this project, including FDOT, Polk County,
5 Osceola County, Metro Plan Orlando, Polk County
6 TPO, Central Florida Expressway Authority, and
7 the City of Kissimmee.

8 Throughout the course of the study, five
9 stakeholder meetings have been held at key
10 milestones. A hybrid alternatives public
11 meeting was held October 12, 2021, here at
12 Miracle Springs Church in Intercession City and
13 online via GoToWebinar. This meeting provided
14 an opportunity for property owners, residents,
15 businesses, elected officials, stakeholders and
16 other interested parties to view project
17 alternatives before developing a recommended set
18 of improvements and ask questions to the study
19 team and provide comments. The feedback was
20 utilized during the refinements of the preferred
21 alternative being presented tonight.

22 We began this PD&E study in July of 2020,
23 and we expect it to be completed in the fall of
24 2025. Design is funded for fiscal year 2027.
25 At this time, the right-of-way acquisition and

1 construction project phases are not funded. We
2 encourage your input and feedback about this
3 project, and there are multiple ways for you to
4 participate. All public comments and questions
5 are part of the public hearing record, and every
6 method of providing public comments and
7 questions carries equal weight. While comments
8 and questions will be accepted at any time,
9 those submitted by July 7, 2025, 10 days after
10 the in-person public hearing will become part of
11 the project's public hearing record. All
12 questions will be responded to in writing
13 following the hearing.

14 To submit a comment or question online,
15 please type the comment or question in the
16 question box on GoToWebinar. Written comments
17 may also be submitted on the project website at
18 www.cflroads.com/project/437200-2. You may also
19 contact FDOT project manager David Graeber
20 directly by email at
21 David.graeber@dot.state.fl.us or by US Mail at
22 the Florida Department of Transportation, 719
23 South Woodland Boulevard, Mail Station 501
24 DeLand, Florida 32720-6834.

25 You may also call the Project Manager at

1 386-943-5392 to provide verbal comments during
2 normal business hours. The contact information
3 is also available on the public hearing
4 notification that you may have received by mail.
5 To learn more about the project, go to
6 www.cflroads.com. Type the project number
7 437200-2 in the search box at the top right and
8 click Go. Then click on the project name.
9 Public hearing materials are posted on the
10 website now. Project documents are available
11 for viewing from Monday, June 2nd, 2025, through
12 Monday, July 7th, 2025, at the Osceola County
13 Hart Memorial Central Library, located at 211
14 East Dakin Avenue, Kissimmee, Florida, 34741.
15 The library hours are 9:00 a.m. to 9:00 p.m.,
16 Monday through Thursday, 9:00 a.m. to 6:00 p.m.,
17 Friday and Saturday, and noon to 6:00 p.m. on
18 Sunday. Project documents are also available on
19 the project website at
20 www.cflroads.com/projects/437200-2.

21 This public hearing was advertised and is
22 being conducted in accordance with state and
23 federal requirements, including Title VI of the
24 Civil Rights Act of 1964. Public participation
25 is solicited without regard to race, color,

1 national origin, age, sex, religion, disability,
2 or family status. Persons wishing to express
3 their concerns about Title VI may do so by
4 contacting Melissa McKinney, District 5 Title VI
5 Coordinator, by mail at 719 South Woodland
6 Boulevard, Mail Station 501, DeLand, Florida,
7 32720-6834. By phone at 386-943-5077, or email
8 melissa.mckinney@dot.state.fl.us.

9 You may also contact Stefan Kulakowski,
10 State Title VI Coordinator by mail at 605
11 Suwannee Street, Mail Station 65, Tallahassee,
12 Florida, 32399-00450. By phone at 850-414-4742
13 or email at stefan.kulakowski@dot.state.fl.us.
14 This information is shown on a sign at the
15 in-person location on the project website and in
16 the hearing notifications.

17 The public hearing was advertised in the
18 Florida Administrative Register on FDOT's Public
19 Notices website, the project website and in the
20 local newspaper. In addition, adjacent property
21 owners, interested individuals, elected and
22 appointed officials, and government agencies
23 were also notified about this public hearing.
24 This public hearing was advertised consistent
25 with the federal and state requirements shown on

1 the slide.

2 The environmental review, consultation, and
3 other actions required by applicable federal
4 environmental laws for this project are being or
5 have been carried out by FDOT pursuant to 23
6 U.S.C. Section 327 and a Memorandum of
7 Understanding dated May 26, 2022, and executed
8 by the Federal Highway Administration and FDOT.
9 The next step is to incorporate your input on
10 this public hearing into our decision-making
11 process. After the comment period closes and
12 your input has been considered, a decision will
13 be made, and the final PD&E document will be
14 approved. This project has and will continue to
15 comply with all applicable state and federal
16 rules and regulations.

17 This concludes the presentation.

18 MR. FONTANELLI: We'll now enter the formal
19 public comment period for this hearing. Anyone
20 who wishes to make a verbal statement regarding
21 the project will now have the opportunity to
22 speak. Please know that tonight's public
23 hearing is being recorded. All questions and
24 comments will become part of the public hearing
25 record. We'll respond to all questions in

1 writing after the hearing.

2 You can request to speak using the
3 GoToWebinar control panel by typing your name
4 and I wish to speak in the questions box on the
5 control panel. When it is your turn, we will
6 call your name and your microphone will be
7 unmuted. You may also call David Graeber, the
8 FDOT Project Manager at 386-943-5392 after this
9 public hearing. To ensure all who wish to speak
10 today are able to, speakers will have a maximum
11 of three minutes to make a statement, and we
12 will respond to all questions in writing after
13 the hearing.

14 We will now begin hearing online
15 participants who have requested to speak. When
16 your name is called, you'll need to unmute your
17 microphone using the GoToWebinar control panel
18 buttons shown on the slide. If your microphone
19 button is orange, that means you need to unmute
20 yourself. If your microphone button is green,
21 it means that your microphone is unmuted and you
22 may speak at any time.

23 Please state your name and address before
24 making your comment. If you represent an
25 organization, a municipality, or other public

1 body, please provide an information as well.
2 Again, to ensure all who wish to speak today are
3 able to, speakers will have a maximum of three
4 minutes to make a statement, and we will respond
5 to all questions after the hearing in writing.
6 The timer on the screen reflects each speaker's
7 remaining time.

8 Again, if anybody wishes to speak, please
9 type your name, and I wish to speak in the
10 question box on the control panel.

11 Does anyone wish to speak or have a
12 comment?

13 Please remember that FDOT will respond to
14 your questions in writing after this hearing.

15 Does anyone wish to speak or have a
16 comment?

17 We are hearing none.

18 So on behalf of the Florida Department of
19 Transportation, thank you for attending this
20 public hearing and providing your input on this
21 project. If you have comments or questions
22 after the hearing, please submit them by July
23 7th, 2025.

24 It is now 6:41 p.m., and I hereby
25 officially close this public hearing for the

1 U.S. 17-92 Project Development and Environment
2 Study.

3 Have a good evening.

4 (The meeting was concluded at 6:41 p.m.)
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C E R T I F I C A T E

STATE OF FLORIDA)
COUNTY OF POLK)

I, BRETT S. RICKEL, Court Reporter, certify
that I was authorized to and did report the
aforementioned June 2025 FDOT Public Hearing
(Virtually) and that the transcript is a true and
complete record of my notes and recordings.

I further certify that I am not a relative,
employee, attorney or counsel of any of the parties,
nor am I financially interested in the outcome of
the foregoing action.

DATED this 9th day of July, 2025.

Brett S. Rickel

BRETT S. RICKEL, Court Reporter
Notary Public, State of Florida
(electronic signature)

Commission Expiration: 04/19/27
Commission No.: HH 388731

**FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING**

**Miracle Springs Church
5646 S. Orange Blossom Trail
Intercession City, Florida 33848**

5:30 p.m. to 6:55 p.m.

**U.S. 17-92 Project Development
and Environmental (PD&E) Study
from Ivy Mist Lane to Avenue A**

FPID No.: 437200-2

ETDM No.: 14365

**Reported by:
Brett S. Rickel, Court Reporter**

**American Court Reporters
407.896.1813**

* * * * *

PROCEEDINGS

June 26, 2025

6:00 p.m.

MR. FONTANELLI: All right. My friends, we're going to -- we're going to jump into this. So let's get through this. Again, we'll have the public comment section following the formal hearing. So at this point, we'll jump into it.

AI PRESENTER: Welcome to the U.S. 17-92 Project Development and Environment or PD&E Study Public Hearing. Financial Project ID or FPID No. 437200-2, Efficient Transportation Decision Making or ETDM No. 14365.

MR. FONTANELLI: Okay. Thank you for taking the time to join us tonight. My name is Joseph Fontanelli and I'm the Project Development Supervisor with the Florida Department of Transportation.

This hearing is being held to provide you with the opportunity to provide feedback on this project. The presentation will provide information on the project and FDOT's plans to improve safety and enhance operations on U.S. 17-92 from Ivy Mist Lane to Ave. A by widening the roadway from two to four lanes. We

1 encourage your feedback. We're going to provide
2 you with several different ways to provide your
3 input tonight. All questions and comments will
4 become part of the public hearing record.

5 At this time, we'd like to recognize any
6 federal, state, county or city officials who may
7 be present tonight. As of right now, I have not
8 seen any officials sign in. Is there anybody in
9 the crowd?

10 So there are none to be recognized. So
11 again, we'll start the formal presentation.

12 Thank you for attending.

13 AI PRESENTER: This public hearing is being
14 offered in person and online to give the
15 community an opportunity to receive information
16 about the project and provide feedback. The
17 hearing is also being held to allow interested
18 citizens to ask questions and offer comments
19 about the proposed project alternative and
20 access management reclassification for this
21 project.

22 This hearing is being conducted virtually
23 through GoToWebinar on Tuesday, June 24, 2025,
24 and in-person on Thursday, June 26, 2025. All
25 hearing materials, including the presentation,

1 are available on the project website at
2 www.CFLRoads.com/project/437200-2. This study
3 satisfies the National Environmental Policy Act,
4 or NEPA, and other applicable policies,
5 regulations, and procedures.

6 The purpose of tonight's public hearing is
7 to share information with the general public
8 about the proposed improvements; its conceptual
9 design; all alternatives under study; and the
10 potential beneficial and adverse social,
11 economic and environmental impacts upon the
12 community. The public hearing also serves as an
13 official forum providing an opportunity for
14 members of the public to express their opinions
15 regarding the project.

16 There are three primary components to
17 tonight's hearing: First, the open house, which
18 occurred prior to this presentation where you
19 were invited to view the project displays and to
20 speak directly with the project team and provide
21 your comments in writing or to the court
22 reporter; Second, this presentation, which will
23 explain the project purpose and need, study
24 alternatives, potential impacts, both beneficial
25 and adverse, and proposed methods to mitigate

1 adverse project impacts; and Third, a formal
2 comment period following this presentation,
3 where you will have the opportunity to provide
4 oral statements at the microphone or you may
5 provide your comments directly to the court
6 reporter or in writing.

7 This project is evaluating alternatives to
8 widen U.S. 17-92 from the current two-lane
9 roadway to a four-lane divided roadway within
10 Osceola County, providing connections to the
11 communities of Intercession City and Poinciana,
12 as well as regionally. The limits of this study
13 are from Ivy Mist Lane to Avenue A,
14 approximately 3.8 miles in length.

15 The purpose of this study is to reduce
16 congestion, accommodate future travel demand,
17 improve safety, and provide pedestrian and
18 bicycle accommodations along the study corridor.
19 This U.S. 17-92 project has been identified in
20 the current MetroPlan Transportation Plan (MTP)
21 Cost Feasible Plan, Transportation Improvement
22 Program (TIP), the Florida Department of
23 Transportation Five Year Work Program for years
24 2025-2029 and the Statewide Transportation
25 Improvement Program (STIP).

1 FDOT is conducting a Project Development
2 and Environment, or PD&E Study, for this
3 project. The PD&E process is used to evaluate
4 potential impacts to determine the location and
5 conceptual design of preferred roadway
6 improvements while utilizing a continuous
7 community outreach process to ensure all
8 interested parties have meaningful participation
9 in the process. Public input and information
10 received at the public hearing will be taken
11 into consideration when preparing the final
12 documents for this study.

13 The design phase for this study is funded
14 in Fiscal Year 2027. Right of way acquisition
15 and construction have not yet been funded. A
16 majority of the study limits consists of a
17 two-lane undivided roadway with one lane in each
18 direction. Pedestrian facilities are sporadic
19 and minimal throughout the study corridor. The
20 existing right of way varies throughout the
21 corridor, with a minimum of 100 feet wide. The
22 posted speed varies from 45 to 55 miles per hour
23 for the segments shown on this slide from Ivy
24 Mist Lane to west of Suwannee Avenue and the
25 Reedy Creek Bridge.

1 For the segments shown on this slide from
2 west of Suwannee Avenue to Avenue A, the posted
3 speed varies from 40 to 45 miles per hour.
4 Improvements are needed to enhance safety along
5 U.S. 17-92 within the study limits. According
6 to recent crash history, the most common crash
7 type within the study limits are rear-end
8 crashes, accounting for 62 percent of total
9 crashes. Rear-end crashes are commonly the
10 result of heavily congested traffic conditions.
11 Additionally, safety needs are present along the
12 corridor due to the lack of pedestrian and
13 bicycle facilities, lighting conditions, and
14 vehicles traveling at high speeds through
15 Intercession City.

16 A traffic analysis was conducted to analyze
17 the existing 2019 traffic volumes and to project
18 traffic volumes to the year 2045. The results
19 of the analysis predicts substantial increases
20 in traffic volumes along the study corridor.
21 The maximum volume a two-lane roadway can
22 service is 18,585 vehicles per day. Both the
23 average annual daily traffic roadway vehicles
24 per day for existing 2019 traffic and the
25 no-build 2045 projected annual average daily

1 traffic vehicles per day along U.S. 17-92 exceed
2 the two-lane roadway max service volume.

3 The proposed improvements will add capacity
4 to this already strained corridor by providing
5 four lanes to support the future traffic demand
6 anticipated by 2045. Four alternatives were
7 evaluated for this study. These alternatives
8 included a No-Build Alternative where the
9 existing two-lane roadway remains. The no-build
10 alternative assumes no improvements will be made
11 to the study corridor.

12 This means traffic operations will continue
13 to degrade, congestion will intensify, and the
14 current bicycle and pedestrian facilities would
15 not be improved. As such, the no-build
16 alternative does not meet the project purpose
17 and need. In addition to the No-Build
18 Alternative, three Build Alternative options
19 were evaluated that would replace the existing
20 two-lane roadway.

21 Along the western segment of the corridor,
22 several connections and constraints were
23 identified throughout the study process,
24 including a connection to the proposed Poinciana
25 Parkway Extension, an existing and proposed

1 bridge over Reedy Creek and avoidance of the
2 Muslim Cemetery of Central Florida. As such,
3 alternatives were considered for the best fit
4 alignment to minimize impacts to the surrounding
5 conditions.

6 Along the eastern segment of the study
7 corridor, three realignment alternatives were
8 analyzed including a left alignment, center
9 alignment and right alignment. The results of
10 the alternatives analysis were presented for
11 public input at the alternatives public meeting
12 held in October of 2021. The public input
13 received, along with the engineering and
14 environmental impact analysis, were utilized to
15 select the preferred build alternative being
16 presented here tonight.

17 The Build Alternative proposes to enhance
18 capacity and traffic operations along the study
19 corridor, and improve vehicle and pedestrian
20 safety, aligning with the project purpose and
21 need. By widening the roadway from two to four
22 lanes, the roadway can accommodate existing and
23 future traffic volumes through the year 2045.
24 The build alternative proposes speed management
25 techniques to reduce speed in key locations and

1 includes an access management plan to reduce
2 potential conflict points along the corridor.
3 The Build Alternative also includes multimodal
4 facilities for pedestrians and bicyclists.

5 There are four typical sections included as
6 part of the preferred build alternative.

7 Preferred Typical Section One applies to three
8 separate roadway segments along the U.S. 17-92
9 study corridor: Just east of Ivy Mist Lane, at
10 the beginning of the study limits, to Reedy
11 Creek Bridge, just east of Old Tampa Highway to
12 just west of Suwannee Avenue, and from Nocatee
13 Street/Shepherd Lane to Avenue A at the end of
14 the study limits.

15 This typical section consists of a
16 four-lane divided roadway with a 22-foot raised
17 median, 11-foot travel lanes, open swale
18 drainage and a 12-foot shared-use path on both
19 sides of the roadway. The posted speed is 45
20 miles per hour. Preferred Typical Section Two
21 applies to the bridge segment over Reedy Creek.
22 This typical section will convert the existing
23 two-way bridge to eastbound only traffic, and
24 construct a new bridge for westbound traffic,
25 with a 70-foot median separating the two

1 bridges.

2 The existing bridge to be used for
3 eastbound traffic will have two 11-foot travel
4 lanes. Meanwhile, the new bridge to be used for
5 westbound traffic will have two 11-foot travel
6 lanes and a 12-foot shared-use path along the
7 north side of the bridge separated from the
8 travel lanes by a traffic barrier. The posted
9 speed is 45 miles per hour.

10 Preferred Typical Section Three applies for
11 a short segment from just east of the Reedy
12 Creek Bridges to east of Old Tampa Highway.
13 This typical section consists of a four-lane
14 divided roadway with two 11-foot travel lanes in
15 each direction separated by a 22-foot median
16 with a 12-foot shared-use path along both sides
17 of the roadway. A minimum 5-foot buffer will be
18 provided between the roadway and shared-use
19 path. The posted speed is 45 miles per hour.

20 Preferred Typical Section Four applies to
21 the segment through Intercession City from west
22 of Suwannee Avenue to Nocatee Street. The
23 typical section consists of a four-lane divided
24 roadway with two 11-foot travel lanes in each
25 direction separated by a 15.6-foot median and

1 has a 10-foot urban side path along both sides
2 of the roadway. A 2-foot minimum buffer will be
3 provided between the roadway and urban
4 side-path. The posted speed is 30 miles per
5 hour. Intersection improvements were considered
6 at the intersections of County Road 532/Osceola
7 Polk Line Road, Old Tampa Highway, and Avenue A.

8 We will now look at the proposed
9 improvements at each of these three locations.
10 As part of the Preferred Alternative, the
11 Osceola Polk Line Road/County Road 532
12 intersection is proposed to be shifted
13 approximately 300 feet to the west along U.S.
14 17-92. This recommendation is being made to
15 improve safety conditions at the intersection
16 and provide an improved connection to the bridge
17 over Reedy Creek. The intersection is proposed
18 to remain a signalized intersection and will
19 include an additional dedicated westbound right
20 turn lane and dedicated eastbound left turn lane
21 on to County Road 532.

22 A new signalized intersection is proposed
23 at U.S. 17-92 and Old Tampa Highway. This new
24 intersection is proposed to be shifted to the
25 east to improve safety and will include a

1 dedicated eastbound left turn lane and westbound
2 right turn lane onto Old Tampa Highway, and
3 dedicated turn lanes from Old Tampa Highway onto
4 U.S. 17-92. A pedestrian crosswalk is included
5 at the intersection to provide a connection to
6 the proposed shared-use path that travels along
7 the north side of the proposed new bridge over
8 Reedy Creek.

9 A roundabout is proposed at the
10 intersection of Avenue A and U.S. 17-92 to
11 enhance safety and operations at the
12 intersection. The center island of the
13 roundabout will be surrounded by a truck apron
14 to accommodate larger trucks. Intersection
15 lighting and pavement markings are recommended
16 to increase visibility and help drivers navigate
17 the roundabout.

18 As part of the Preferred Alternative,
19 additional community enhancements were
20 considered within Intercession City to improve
21 pedestrian and vehicle safety. Two midblock
22 crosswalks are proposed; one just east of
23 Tallahassee Boulevard and one just west of
24 Nocatee Street/Shepherd Lane. The midblock
25 crosswalks are proposed to include pedestrian

1 hybrid beacons to alert drivers when crossings
2 will occur.

3 To manage speeds through Intercession City,
4 several speed management practices have been
5 incorporated into the Preferred Alternative,
6 including horizontal deflection, or intentional
7 curves to manage speed, speed feedback signs,
8 curb and gutter resulting in narrower travel
9 lanes, shared-use paths, and landscaping. These
10 speed management practices are intended to slow
11 vehicles by increasing driver alertness.

12 The use of landscaping will be further
13 evaluated in the design phase for this project.
14 With the four-lane divided typical section, the
15 project will introduce a divided median along
16 U.S. 17-92. Currently, U.S. 17-92 is designated
17 an Access Class 3. The study recommends
18 changing the access classification from Wonder
19 Court to Nocatee Street/Shepherd Lane to Access
20 Class 5, due to tighter access needs within
21 Intercession City. This change will better
22 accommodate the developed surroundings
23 throughout the segment.

24 The table on this slide shows the required
25 spacing distances for directional median

1 openings, full median openings and signal for
2 both Access Class 3 and Access Class 5. This
3 public hearing provides an opportunity for
4 public comment on this access class change in
5 accordance with Section 335.188 of the Florida
6 Statutes. The proposed median openings for the
7 Preferred Alternative are shown on the concept
8 plans on display during the public hearing and
9 on the project website. This Public Hearing
10 meets the requirements of this access
11 classification change.

12 A drainage analysis was performed for the
13 preferred alternative during the PD&E Study in
14 accordance with all FDOT and South Florida Water
15 Management District Standards. Several
16 alternative pond sites were considered within
17 each drainage basin to determine the most
18 efficient and cost-effective stormwater solution
19 for the corridor. A total of five preferred
20 pond sites are recommended as part of the
21 preferred alternative. In coordination with CFX
22 and Osceola County, two of the five ponds are
23 designated joint-use ponds to accommodate the
24 widening of U.S. 17-92 and the adjacent County
25 Road 532 widening and Poinciana Parkway

1 Extension projects, where possible.

2 Additionally, floodplain compensation area
3 alternatives were identified and evaluated to
4 determine the most efficient and cost-effective
5 solution for compensation of floodplain impacts
6 anticipated as part of the preferred
7 alternative. One floodplain compensation area
8 is being recommended for the preferred
9 alternative.

10 The preferred pond locations and floodplain
11 compensation area are shown on this map. The
12 stormwater analysis and recommendations are
13 documented in the study's Pond Siting Report
14 available for public review. During the PD&E
15 Study, the preferred alternative is evaluated
16 for potential impacts and benefits to the
17 natural, social and economic, cultural, and
18 physical environments associated. Avoidance or
19 minimization of impacts to these features is a
20 key consideration. The analysis and results are
21 conducted in coordination with local agencies
22 such as the Florida Fish and Wildlife
23 Conservation Commission, US Fish and Wildlife
24 Service, and Florida State Historic Preservation
25 Office. This table summarizes the key

1 environmental considerations evaluated for the
2 selection of the U.S. 17-92 Preferred
3 Alternative.

4 The project was evaluated for potential
5 impacts to federal and state listed threatened
6 and endangered species. The preferred
7 alternative received a determination of May
8 Affect But Not Likely to Adversely Affect five
9 Federally-listed species. Impacts to these
10 species will continue to be monitored as the
11 project advances through subsequent phases.

12 The preferred alternative is anticipated to
13 impact 54.24 acres of wetlands and 9.87 acres of
14 floodplains. A floodplain compensation area is
15 proposed to mitigate floodplain impacts. As the
16 project advances through subsequent phases,
17 avoidance and minimization of wetland impacts
18 will continue to be considered to the maximum
19 extent practicable.

20 Effects to the physical environment as a
21 result of the preferred alternative were
22 evaluated. There are 12 potential contamination
23 sites identified within the project improvement
24 area, 7 medium and 5 low risk. Additional
25 assessments will be conducted during the design

1 phase to inform measures to take during
2 construction. A noise study was conducted for
3 the preferred alternative, which analyzed 167
4 noise receptor sites along the study corridor.
5 Thirty nine of 167 analyzed noise receptors are
6 anticipated to approach or exceed the Noise
7 Abatement Criteria.

8 Noise barriers were considered, however,
9 were determined not feasible due to engineering
10 constraints such as driveways and side streets
11 or not cost feasible for isolated noise
12 sensitive sites. Section 106 of the Natural
13 Historic Preservation Act requires agencies to
14 consider the effects of their actions on
15 cultural resources. The study evaluated
16 potential adverse effects to historic and
17 archaeological resources and identified nine
18 historic properties and one archaeological site
19 within the project's area of potential effect.

20 Concurrence from the State Historic
21 Preservation Office on the cultural resources
22 findings was received in December of 2021 and on
23 the cultural resources effects in November 2024.
24 Coordination is ongoing with the State Historic
25 Preservation Office for mitigation measures.

1 In accordance with Section 4(f) of the
2 Department of Transportation Act of 1966, the
3 Florida Department of Transportation has
4 identified nine Section 4(f) properties within
5 the study area. FDOT is seeking comments from
6 the public concerning the potential effects on
7 the activities, features, and attributes that
8 may result from the widening of U.S. 17-92. As
9 part of the Section 4(f) process, avoidance
10 alternatives were developed and evaluated to
11 determine if there is a potential to avoid
12 impacts to the Section 4(f) properties.

13 The Section 4(f) analysis determined there
14 are no feasible and prudent alternatives that
15 could avoid all impacts to Section 4(f)
16 resources. The Preferred Alternative being
17 presented tonight results in impacts to four
18 Section 4(f) properties, which includes one
19 historic resource group and three contributing
20 historic structures. These resources are
21 located in the abandoned section of U.S. 17-92
22 over Reedy Creek. The three bridges no longer
23 meet FDOT standards and are well beyond their
24 intended service lives. As part of the
25 Preferred Alternative, the three historic

1 bridges would be removed and replaced with one
2 new bridge structure that meets current FDOT
3 design standards. As such, the impacts to the
4 Section 4(f) resources are being documented as a
5 net benefit and the project includes all
6 possible planning to minimize harm.

7 The preferred alternative is anticipated to
8 require right of way acquisition of 55.16 acres,
9 impacting 48 parcels. One of the unavoidable
10 consequences on a project such as this is the
11 necessary relocation of residences or
12 businesses. On this project, we anticipate the
13 relocation of two residences and no businesses.
14 All right of way acquisition will be conducted
15 in accordance with Florida Statutes 339.09 and
16 421.55 and the federal Uniform Relocation
17 Assistance and Real Property Acquisition
18 Policies Act of 1970, commonly known as the
19 Uniform Act.

20 If you are required to make any type of
21 move as a result of a Department of
22 Transportation project, you can expect to be
23 treated in a fair and helpful manner and in
24 compliance with the Uniform Relocation
25 Assistance Act. If a move is required, you will

1 be contacted by an appraiser who will inspect
2 your property. We encourage you to be present
3 during the inspection and provide information
4 about the value of your property. You may also
5 be eligible for relocation advisory services and
6 payment benefits.

7 If you are being moved and you are
8 unsatisfied with the Department's determination
9 of your eligibility for payment or the amount of
10 that payment, you may appeal that determination.
11 You will be promptly furnished necessary forms
12 and notified of the procedures to be followed in
13 making that appeal. A special word of caution -
14 if you move before you receive notification of
15 the relocation benefits that you might be
16 entitled to, your benefits may be jeopardized.
17 The relocation specialists at the in-person
18 hearing will be happy to answer your questions
19 and will also furnish you with copies of
20 relocation assistance brochures.

21 The results of the comparative analysis for
22 the No Build and Preferred Alternative are
23 summarized in the evaluation matrix shown on
24 this slide and available for review in the
25 meeting displays and meeting handout. The No

1 Build Alternative assumes that no improvements
2 would be made, and no impacts are anticipated.
3 However, the no build option does not address
4 the existing or future needs of the corridor.
5 The Build Alternative is anticipated to
6 accommodate future traffic demand, improve
7 safety, and enhance bicycle and pedestrian
8 connectivity.

9 This PD&E Study has been conducted by FDOT
10 in coordination with local agencies and
11 organizations that have a stake in this project,
12 including FDOT, Polk County, Osceola County,
13 MetroPlan Orlando, Polk County TPO, Central
14 Florida Expressway Authority, and the City of
15 Kissimmee. Throughout the course of the study,
16 five stakeholder meetings have been held at key
17 milestones. A Hybrid Alternatives Public
18 Meeting was held October 12, 2021, here, at
19 Miracle Springs Church in Intercession City, and
20 online via GoToWebinar.

21 This meeting provided an opportunity for
22 property owners, residents, businesses, elected
23 officials, stakeholders and other interested
24 parties to view project alternatives before
25 developing a recommended set of improvements and

1 ask questions to the study team and provide
2 comments. The feedback was utilized during the
3 refinements of the Preferred Alternative being
4 presented tonight.

5 We began this PD&E study in July of 2020
6 and we expect it to be completed in the fall of
7 2025. Design is funded for fiscal year 2027.
8 At this time, the right of way acquisition and
9 construction project phases are not funded. We
10 encourage your input and feedback about this
11 project, and there are multiple ways for you to
12 participate. All public comments and questions
13 are part of the public hearing record and every
14 method for providing public comments and
15 questions carries equal weight.

16 While comments and questions will be
17 accepted at any time, those submitted by July 7,
18 2025, 10 days after the in-person public
19 hearing, will become part of the project's
20 public hearing record. All questions will be
21 responded to in writing following the hearing.

22 You may also contact FDOT project manager
23 David Graeber directly by email at
24 david.graeber@dot.state.fl.us. Or by U.S. Mail
25 at the Florida Department of Transportation, 719

1 South Woodland Boulevard, Mail Station 501,
2 DeLand, Florida 32720-6834. You may also call
3 the project manager at 386-943-5392 to provide
4 verbal comments during normal business hours.
5 The contact information is also available on the
6 public hearing notification that you may have
7 received by mail.

8 To learn more about the project, go to
9 www.cflroads.com. Type the project number
10 437200-2 in the search box at the top right and
11 click go. Then click on the project name.
12 Public hearing materials are posted on the
13 website now. Project documents are available
14 for viewing from Monday, June 2nd, 2025, through
15 Monday July 7th, 2025, at the Osceola County
16 Hart Memorial Central Library, located at 211
17 East Dakin Avenue, Kissimmee, Florida 34741.
18 The library hours are 9 a.m. to 9 p.m. Monday
19 through Thursday, 9 a.m. to 6 p.m. Friday and
20 Saturday, and noon to 6 p.m. on Sunday. Project
21 documents are also available on the project
22 website at www.cflroads.com/projects/437200-2.

23 This public hearing was advertised and is
24 being conducted in accordance with state and
25 federal requirements, including Title VI of the

1 Civil Rights Act of 1964. Public participation
2 is solicited without regard to race, color,
3 national origin, age, sex, religion, disability
4 or family status. Persons wishing to express
5 their concerns about Title VI may do so by
6 contacting Melissa McKinney, District Five Title
7 VI Coordinator, by mail at 719 South Woodland
8 Boulevard, Mail Station 501, DeLand, Florida
9 32720-6834, by phone at 386-943-5077, or email
10 melissa.mckinney@dot.state.fl.us. You may also
11 contact Stefan Kulakowski, State Title VI
12 Coordinator, by mail at 605 Suwannee Street,
13 Mail Station 65, Tallahassee, Florida,
14 32399-0450, by phone at 850-414-4742 or email at
15 stefan.kulakowski@dot.state.fl.us. This
16 information is shown on a sign at the in-person
17 location, on the project website, and in the
18 hearing notifications.

19 The public hearing was advertised in the
20 Florida Administrative Register, on FDOT's
21 public notices website, the project website, and
22 in the local newspaper. In addition, adjacent
23 property owners, interested individuals, elected
24 and appointed officials, and government agencies
25 were also notified about this public hearing.

1 This public hearing was advertised consistent
2 with the federal and state requirements shown on
3 the slide.

4 The environmental review, consultation, and
5 other actions required by applicable federal
6 environmental laws for this project are being,
7 or have been, carried out by FDOT pursuant to 23
8 U.S.C. Section 327 and a Memorandum of
9 Understanding dated May 26, 2022, and executed
10 by the Federal Highway Administration and FDOT.

11 The next step is to incorporate your input
12 on this public hearing into our decision-making
13 process. After the comment period closes and
14 your input has been considered, a decision will
15 be made and the Final PD&E document will be
16 approved. This project has and will continue to
17 comply with all applicable state and federal
18 rules and regulations.

19 This concludes the presentation.

20 MR. FONTANELLI: All right. We will now
21 enter the formal public comment period for this
22 hearing. Anyone who wishes to make a verbal
23 statement regarding the project will now have
24 the opportunity to speak. All questions and
25 comments will become part of the public hearing

1 record and will be responded to in writing after
2 the hearing.

3 If you already filled out a speaker card,
4 you may provide your statement on the microphone
5 when called upon. If you wish to speak but not
6 have already filled out a speaker card, you may
7 request one now. Project teams will hand them
8 out. You may also provide your statement
9 directly to the court reporter at any time. To
10 ensure all who wish to speak today are able to,
11 speakers will have a maximum of three minutes to
12 make a statement and we will respond to all
13 questions in writing after the hearing.

14 All right. So we will call upon any
15 participants who have requested to speak. Do we
16 have any comment cards that have been provided?

17 All right. So if you wish to speak, please
18 raise your hand. We'll give you a comment card.
19 If you represent an organization or municipality
20 or any other public body, please provide that
21 information as well. We ask you to limit your
22 comments to three minutes. The timer on the
23 screen reflects each speaker's time. Remember
24 that all questions will be responded to in
25 writing after the hearing. Once we have the

1 speaker card, just say your name. So we'll get
2 started when we're ready.

3 So any questions asked tonight we will
4 respond to in writing. Again, we will answer
5 any questions in writing.

6 The comment card that Mr. Kevin has, he'll
7 give it to you, sir. You can submit that note.
8 That will also be answered in writing. If you
9 wish to make your statement publicly, I'm going
10 to ask you to fill that card out there.

11 We will answer your -- we will answer your
12 comment, you know, in writing, sir, if you
13 submit that. We will answer any of your
14 comments in writing, sir. Yes, sir. Well,
15 we'll take that from you. We have a box right
16 in the back there for you, sir. Sorry for the
17 confusion, sir.

18 MR. AKERS: First of all, I'm concerned
19 about all the drainage. Where's all this water
20 going to go? For crying out loud, Tallahassee
21 Boulevard, you can't walk to get to the post
22 office, the major intersection there, without
23 getting your feet wet. Water is over the curb
24 all the time.

25 Where is that going to take place? How's

1 that going to drain? You got one end Old Tampa,
2 one end at 17-92. It's a crying shame that you
3 got to be barefooted to go in there and have
4 shorts on. There's no answer for it. All this
5 here, whole area, we're at best 70 feet above
6 sea level. Water table around here is maybe a
7 foot and a half down in the ground. Digging a
8 pond is not the answer.

9 MR. FONTANELLI: If we could just let this
10 gentleman speak, we'll give you your
11 opportunity. If we could just let the gentleman
12 speak, we'll give you an opportunity.

13 MR. AKERS: The second thing, I understood
14 there was only going to be two turns coming from
15 that side of the highway to turn to go east.
16 Now how is that going to work? You know,
17 neither one of them is a major thoroughfare
18 through Tallahassee Boulevard. It was never
19 mentioned. There was never a mention of a red
20 light. I went down through here and I counted
21 22 houses that's got to be destroyed, even
22 though y'all say two houses. If they're not
23 destroyed, they're going to be condemned because
24 they're not having a 25 foot easement from the
25 house to the road.

1 MR. FONTANELLI: Ma'am, we'll give you a
2 chance to speak if I could. We'll let you speak
3 here in one moment. So thank you. We respect
4 your voice.

5 So thank you, sir, for your comment. We
6 we've recorded that. We recorded your question,
7 your comment. We will respond to that in
8 writing. Thank you.

9 Anyone else would like to speak? And
10 again, please state your name before you speak.

11 Do we have anybody else who'd like to
12 speak? All right. Friends, if you'd like to
13 speak -- if you'd like to speak, we'd certainly
14 let you come up and have your three minutes.

15 If you have any questions, be more than
16 happy to answer them for you.

17 Yes, ma'am. Please state your name.

18 MS. HIGHT: Tammy Hight.

19 MR. FONTANELLI: And your address, please.

20 MS. HIGHT: 5567 Osceola Ave.

21 MR. FONTANELLI: Go ahead.

22 MS. HIGHT: I'm concerned like Dawber (ph)
23 about all the flooding. All the flooding.
24 Everybody here knows that when it rains, they
25 shut down Old Tampa Highway because it's covered

1 with water, correct? So I don't know what
2 they're going to do about that. They have no
3 red lights scheduled whatsoever in here. As of
4 coming out here off of Tallahassee and all these
5 roads, you're going to have to go to the right,
6 go down, find a U-turn and bring your ass back.

7 Now, keep in mind all the traffic that's
8 out there to start with that you have to pull
9 back out. You have to go -- you're not going to
10 Kissimmee. You have to go out to the right,
11 fight the traffic there, come back out, do a
12 U-turn, and now fight all the traffic going
13 back. Makes no sense. None whatsoever. And I
14 can't believe they have someone from DeLand
15 telling us what is good for Intercession City.

16 MR. FONTANELLI: Thank you for your
17 comment. Thank you for your comment. We will
18 respond to that in writing. Thank you.

19 Anyone else would like to speak?

20 Let them reset the time so you have your
21 time. Just let them reset your time.

22 Just just state your name and your address.

23 MS. SHAFFER: My name is Marlene Shaffer.
24 I live on Wild Ave. Which is on the opposite
25 side of the highway of that young lady that was

1 just up here. Now, we have the same trouble as
2 she had getting out of the highway. Now, we pay
3 taxes. We don't have mail delivery. We've got
4 to go to the post office every day to get our
5 mail. What happens? We've got to fight the
6 traffic to get across the road. We have to go
7 in the -- we're making a left turn. We have to
8 go in the turning lane in order to get out on
9 the highway. One of us are going to get killed.
10 Mark my words, and you're going to see.

11 Now, there has been accidents up there, a
12 number of accidents. Nobody does anything with
13 a traffic light. How do we get across the road?
14 Pedestrian lights aren't going to help us any.
15 We need a traffic light.

16 Thank you.

17 MR. FONTANELLI: Thank you. Again, we'll
18 respond to you in writing. We appreciate your
19 comment.

20 Anyone else who would like to microphone
21 and speak?

22 Thank you, sir for being here. If you
23 could state your name and your address.

24 MR. MANGINI: I am John Mangini, I am at
25 1590 Nocatee Street. One of the corners that we

1 are having a problem with because we can't turn
2 in, it can't turn out. Six people have been
3 killed at that intersection already over the
4 past few years. And we still, they said that
5 not enough people died to put a light there. I
6 don't know what that number needs to be, but it
7 shouldn't have to be how many people died to put
8 a light right there. People cannot cross. You
9 can't cross with your feet across there let
10 alone with a car.

11 And the flooding issue like you all talked
12 about is terrible because you can't get down Old
13 Tampa. I did suggest that if they do a little
14 something on Old Tampa, we can control back if
15 we make Old Tampa one way, make OBT one way the
16 opposite direction, and we'll be done with that.
17 Just make a little side catch basin for that
18 water from the rain. But see, that's too
19 simple. It's not going to spend millions of
20 dollars. Well, yeah, people got to make their
21 money. They've got families they want to
22 support too. But either way, you know, that
23 problem is major for our community. These
24 people have been here for a while. You all know
25 that we have the same problems. We can't get

1 in. We can't get out.

2 The traffic even stated on their charts up
3 here. It's already three times worse than what
4 it should be. And it's going to get five times
5 more worse yet for the next few years. And
6 talking to a gentleman a little while ago, he
7 said, even if this project gets off the ground
8 today, it's still going to take 10 years for it
9 to actually happen to put that shovel on the
10 ground.

11 So what we're doing here, I think it's like
12 we did the last meeting and the meeting before,
13 we're just spinning our wheels. Yeah, no, it's
14 really a shame because of the fact that I don't
15 see any progress happening here because of -- I
16 hear the same speeches we've heard each time.
17 You know, different faces. You know, but same
18 word. I think they have index cards. I don't
19 know what the problem is, but we're really not
20 getting anywhere besides people pushing in.
21 That's my personal opinion. But until we
22 actually see something, even a traffic light,
23 even a blinker light. You know, but we don't
24 have that. You know, like you said, we have to
25 go to the post office every day to get our mail.

1 And you got to walk where you drive two blocks
2 or three blocks over. You can't get over the
3 tracks.

4 There's only one way over the tracks. And
5 back again. They need at least a second or a
6 third because anytime there's a storm or a train
7 accident, guess what. People are stuck over
8 there. They can't get out. I mean, you're just
9 done. I mean, you know we had an accident one
10 time. They come in and the guy put some stones
11 on the side. They can make it -- but they took
12 them away after the accident, cleaned it up.
13 There went the stones back to two-way traffic
14 across the tracks. They had one spot on. I
15 mean, what good is that? I mean, we don't live
16 DeLand. We don't live in Orlando where they got
17 all this extra money to get all this extra work
18 done. We're in a small town of Intercession
19 City. It's really kind of the back corner of
20 the community, and we've been told that many
21 times. So if you don't ask them too much, you
22 won't get it.

23 Thank you for your time.

24 MR. FONTANELLI: Again, thank you. We'll
25 respond to you in writing. Appreciate your

1 time.

2 Is there anyone else who would like to
3 speak?

4 Please state your name and your address.

5 MR. ALVARADO: David Alvarado and 1570
6 South Orange Blossom.

7 And the question is the proposed plan that
8 we have here, why is it that it's taking so long
9 for it to begin and for it to take, you know,
10 that amount of -- I mean the miles that they are
11 going to be building. Why is it that they are
12 going to take so long to build that?

13 MR. FONTANELLI: Again, we'll answer you in
14 writing.

15 MR. ALVARADO: And then also, when that is
16 going on, talking about the water that is going
17 to be out there, the construction. Where's the
18 traffic going to be sent to in the meantime, you
19 know, when that's taking place. That's the
20 other question because that's going to bring a
21 lot more traffic within the construction. And
22 also, I mean, every time something happens on
23 I-4, everybody tries to take this 17-92. So
24 that's going to make it worse for a few years.

25 So I want to make sure that we have that,

1 you know, in writing and hopefully get funded
2 for it as soon as possible because I mean, it's
3 getting worse by the day.

4 MR. FONTANELLI: Thank you for your input.
5 Again, we'll answer you in writing.

6 Anyone else who would like to speak?

7 Ma'am, please state your name and your
8 address.

9 MS. SCOTT: My name is Diane Scott. I live
10 at 1548 Manatee Street. Everything that's been
11 -- everything that's been talked about is pretty
12 much what I am concerned about. This is my
13 feelings and this is everybody that's in here.
14 I'm 70 years old. I came here when I was 12
15 years old. I know of 12 people that's gotten
16 killed on that highway. I can't tell you how
17 many meetings that we have had to ask for a red
18 light. Oh, you'll get one. It's going to take
19 a couple of years, but so many people have to
20 die.

21 My problem is, why is Poinciana being
22 directed down Old Tampa and they're going to get
23 a light. But for us just to get across the road
24 to visit our neighbors and to go to church, we
25 might have to go down and make a U-turn. There

1 has been no consideration for Intercession City.
2 Intercession City deserves more than what you
3 guys are giving us. And I say this with a heavy
4 heart. I will be leaving here out of the house
5 that I've lived in for 45 years. I won't see
6 this.

7 MR. FONTANELLI: Again, we appreciate your
8 comment.

9 Who else would like to speak?

10 If you can state your name and your
11 address, please. Thank you.

12 MS. SPENCER: Cheryl Spencer, 6640 Twilight
13 Court. All the way down by Ivy Mist that way.
14 Which I go to church over here on this side of
15 17-92. Yes, many of us do. But there's no way
16 to turn left from Shepherd's Lane or anywhere
17 over there on that map for us to get back to the
18 West. We need access to go West without turning
19 around and going all the way down and coming
20 back. Why is everybody -- and even over there
21 by sundown, you have everybody turning, going
22 down to Ivy Mist and doing a U-turn to come back
23 to the light to come to the east. I don't --
24 that's just my concerns.

25 Thank you.

1 MR. FONTANELLI: We appreciate your
2 concerns. And again, we will be responding.

3 Is there anyone else who would like to
4 speak?

5 We appreciate everybody's comments.

6 Is there anyone else who would like to
7 speak.

8 Is there anyone else who would like to
9 speak?

10 All right. If there's no other speakers,
11 we appreciate you coming out for this
12 improvements for the U.S. 17-92.

13 We will now officially close the public
14 hearing. The time is now 6:55.

15 Thank you for your time.

16 (The meeting was concluded at 6:55 p.m.)
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18
19
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25

* * * * *

C E R T I F I C A T E

STATE OF FLORIDA)
COUNTY OF POLK)

I, BRETT S. RICKEL, Court Reporter, certify
that I was authorized to and did report the
aforementioned June 2025 FDOT Public Hearing
(In-Person) and that the transcript is a true and
complete record of my notes and recordings.

I further certify that I am not a relative,
employee, attorney or counsel of any of the parties,
nor am I financially interested in the outcome of
the foregoing action.

DATED this 9th day of July, 2025.

Brett S. Rickel

BRETT S. RICKEL, Court Reporter
Notary Public, State of Florida
(electronic signature)

Commission Expiration: 04/19/27
Commission No.: HH 388731

PUBLIC HEARING CERTIFICATION

US 17/92 FROM IVY MIST LANE TO AVENUE A

Project Development and Environment (PD&E) Study

Osceola County, Florida

Financial Management No.: 437200-2-22-01

I certify that a public hearing was conducted on 06/24/2025, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

David Graeber

(Name)

Project Manager

(Title of FDOT Representative)

July 10, 2025

Date



Electronically signed within SWEPT
on July 10, 2025 2:00:22 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43720022201-CE2-D5-Public_Hearing_Transcript-2025-0624.pdf](#)

PUBLIC HEARING CERTIFICATION

US 17/92 FROM IVY MIST LANE TO AVENUE A

Project Development and Environment (PD&E) Study

Osceola County, Florida

Financial Management No.: 437200-2-22-01

I certify that a public hearing was conducted on 06/26/2025, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

David Graeber

(Name)

July 10, 2025

Date

Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on July 10, 2025 2:01:57 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43720022201-CE2-D5-Public_Hearing_Transcript-2025-0626.pdf](#)