STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
08/22

SOCIOCULTURAL EFFECTS EVALUATION REPORT

Florida Department of Transportation

District 5

US 17/92 PD&E Study

Limits of Project: from Ivy Mist Lane to Avenue A

Osceola County, Florida

Financial Management Number: 437200-2-22-01

ETDM Number: 14365

Date: July 2025

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.

US 17/92 PD&E Study

from Ivy Mist Lane to Avenue A in Osceola County, FL

Sociocultural Effects Evaluation Report

FDOT Office
District Five

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Acronyms and Abbreviations

ACS	American Community Survey
BEBR	University of Florida Bureau of Economic and Business Research
CARS	Crash Analysis Reporting System
CFRPM	Central Florida Regional Planning Model
CFP	Cost Feasible Plan
CFX	Central Florida Expressway Authority
CIP	Capital Improvement Program
CR	County Road
CRAS	Cultural Resource Assessment Survey
EAR	Evaluation and Appraisal Report
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FGDL	Florida Geographic Data Library
FLU	Future Land Use
FMSF	Florida Master Site File
F.S.	Florida Statute
FTE	Florida's Turnpike Enterprise
GIS	Geographic Information System
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
mph	miles per hour
MTP	Metropolitan Transportation Plan
NRHP	National Register of Historic Places
OFW	Outstanding Florida Waters
PD&E	Project Development and Environment
PPL	Prioritized Project List
PSR	Pond Siting Report
PTAR	Project Traffic Analysis Report
ROW	Right-of-Way
SCE	Sociocultural Effects
SFWMD	South Florida Water Management District
SR	State Road
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
UGB	Urban Growth Boundary

Executive Summary

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 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, in Osceola County.

The proposed road widening intends to increase capacity and improve access management, which is anticipated to reduce congestion and conflict points. This project will also provide pedestrian and bicycle facilities to improve multimodal accommodations throughout the study corridor.

The project is located in Osceola County, within four Census Block Groups. The southwestern segment of the project is also located within a Low-Income Opportunity Zone. The study area demographics derived from the four Census Block Groups are largely similar to Osceola County's demographics, with higher proportions of Hispanic and elderly populations. The study area also has higher proportions of housing vacancies and a higher median household income.

This report documents the potential socioeconomic impacts from the Preferred Alternative. The proposed alignment does not have disproportionate impacts to protected populations within the study area. The proposed improvements also include bicycle and pedestrian infrastructure along the corridor, improving safety and mobility for vulnerable road users in the area. Due to the higher proportion of Spanish Limited English-Speaking proficiency households within the project area, all project meeting materials were translated into Spanish.

There are anticipated right-of-way and relocation impacts; however, these are not expected to disproportionately affect special needs groups, minority groups, ethnicity groups, or transit-dependent individuals.

1.0 Introduction

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 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, in Osceola County. A prior corridor planning study of US 17/92 from County Road (CR) 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet west of Poinciana Boulevard at Avenue A in Osceola County was completed in 2018. This project traverses through the unincorporated communities of Poinciana and Intercession City. **Figure 1** shows the project location map with the US 17/92 PD&E Study limits.

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

A recently completed project abuts the eastern limits of this PD&E Study. FDOT District 5 widened US 17/92 from two to four lanes, with limits from 1,900 feet west of Poinciana Boulevard (Avenue A) to CR 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1), shown in Figure 1.

1.1 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:

1.1.1 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.

1.1.2 Transportation Demand

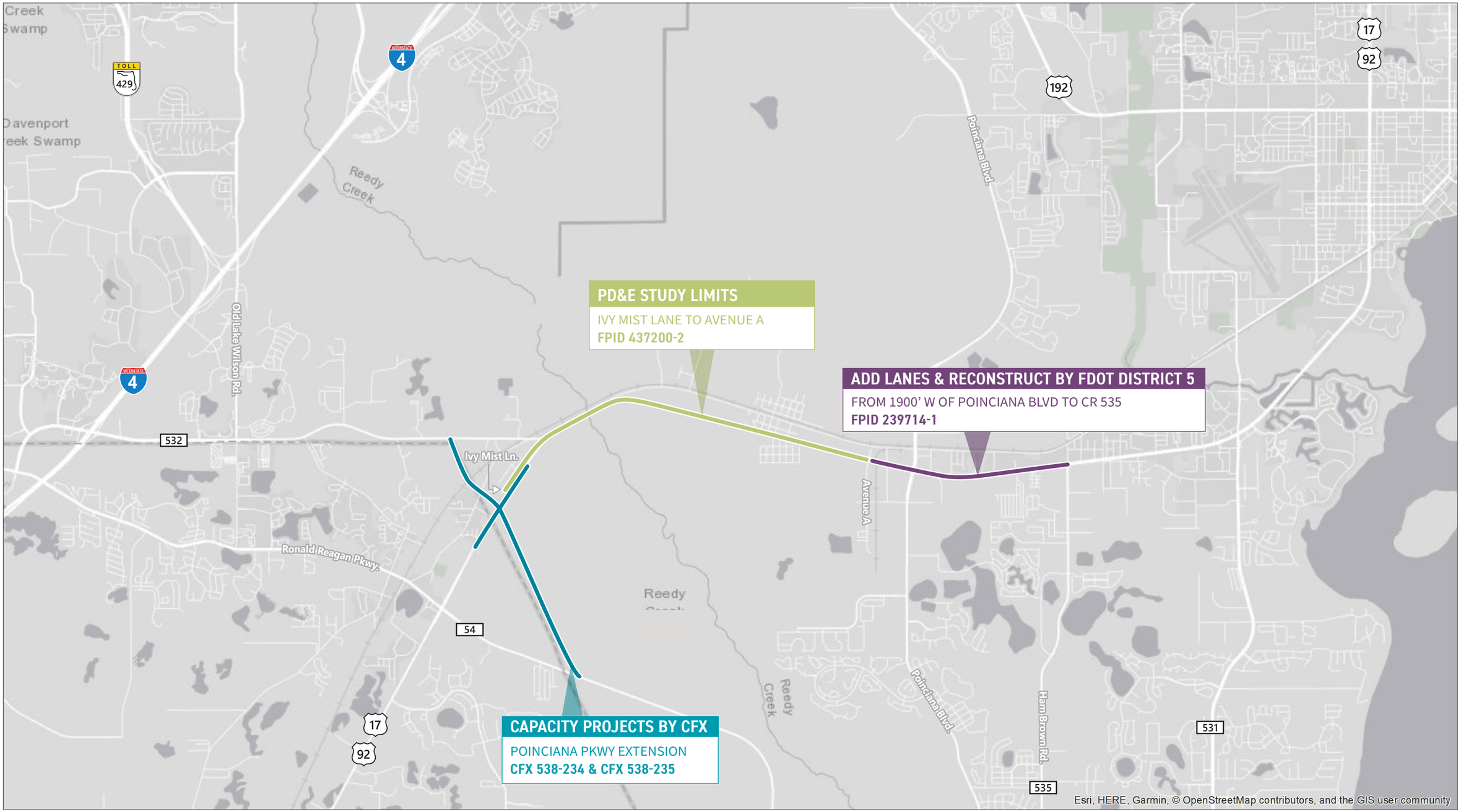
The medium growth rate (2.82%) Bureau of Economic and Business Research (BEBR) projection predicts the population of Osceola County to increase from 370,552 to 642,600 between the years 2019 and the design year 2045. Based on the approved Osceola County Comprehensive Plan's future land-uses that are 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.

1.1.3 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 of 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.



N.T.S.

Figure 1

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

2.0 Project Alternatives

2.1 No-Build Alternative

The No-Build Alternative assumes no improvements such as additional traffic lanes or other improvements will be made within the study area, except for programmed improvements to nearby or adjacent facilities. For this project, the No-Build Alternative includes the recent widening of US 17/92 from Avenue A to CR 535 (FPID: 239714-1) to four lanes, the programmed SR 538/Poinciana Parkway Extension (CFX 538-235), and the CR 532 widening (CFX 538-235A).

The No-Build Alternative serves as the baseline for comparing the Build Alternative and remains a viable option throughout the PD&E study process. Based on programmed improvements, the existing typical section assumed for the No-Build Alternative remains a two-lane undivided rural typical section. At the eastern end of the project at Avenue A, the corridor transitions to a four-lane typical section. The existing typical section along US 17/92 for a majority of the corridor within the study limits is shown below in **Figure 2**. The existing bridge typical section is provided as **Figure 3**.

Figure 2: Existing Typical Section

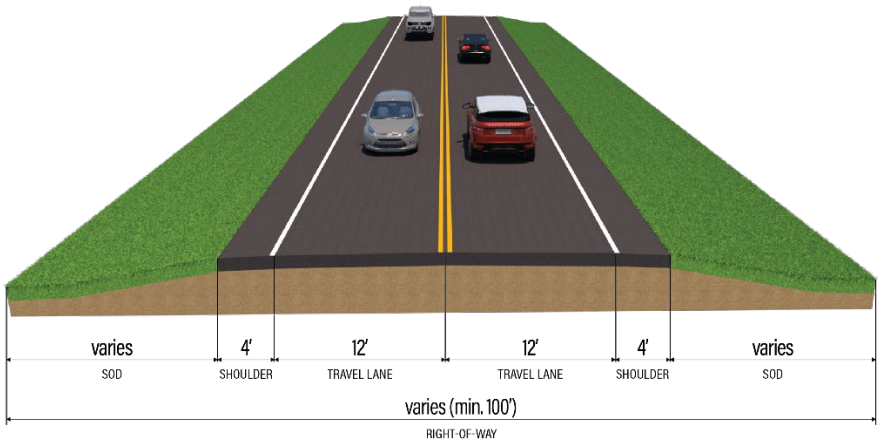
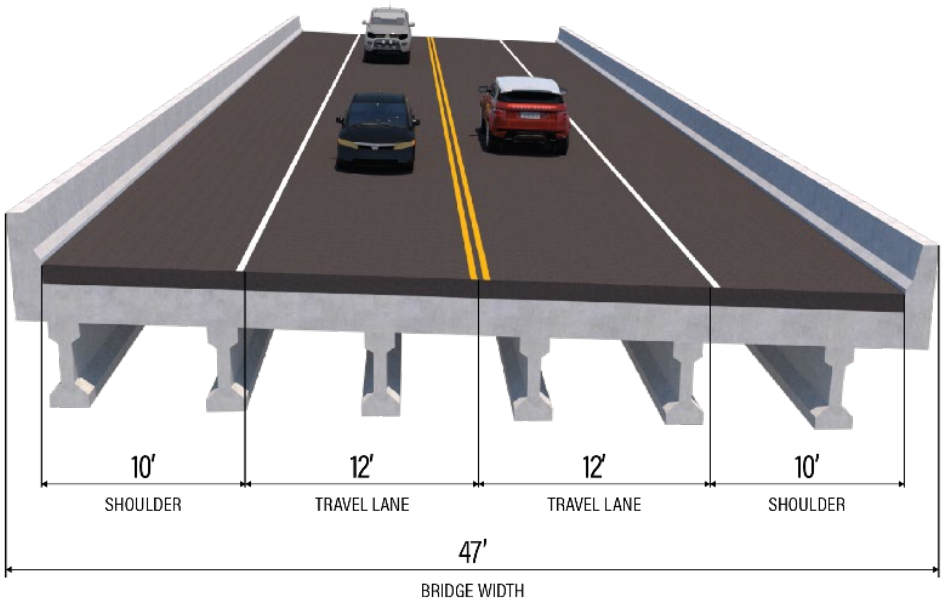


Figure 3: Existing Bridge Typical Section



2.2 Alternatives Considered

The Build Alternative widens US 17/92 to four lanes (two lanes per direction) throughout the study limits from Ivy Mist Lane to Avenue A. Due to alignment constraints from adjacent facilities and the existing bridge over Reedy Creek, the Build Alternative applied from Ivy Mist Lane to east of Old Tampa Highway is a best-fit alignment. From east of Old Tampa Highway to Avenue A, the study developed three alignments for alternatives comparison. The recommended alignment maximizes the existing Right-of-Way (ROW) and consists of widening to the south on the west end of the project corridor to align with the Poinciana Parkway Extension proposed improvements, then shifts to the south through the central portion of the project corridor to avoid the existing cemetery, widens to the north through Intercession City to avoid relocations, and aligns with the adjacent widening at the east end of the project corridor. The Preliminary Engineering Report prepared for the study summarizes the alternatives considered, the related analysis, and selection of the Preferred Alternative. The Preferred Alternative was developed to avoid and minimize environmental effects where feasible. Several stormwater treatment pond alternatives were evaluated, and the Pond Siting Report (PSR) discusses these alternatives and selection of the preferred pond sites.

2.3 Description of Preferred Alternative

The Preferred Alternative widens US 17/92 from Ivy Mist Lane to Avenue A from the existing two-lane rural facility to a four-lane divided facility. The Preferred Alternative includes access management modifications to improve safety. The Preferred Alternative adds continuous multimodal facilities along both sides of the roadway for the entire length of the study corridor, except at the Reedy Creek Bridge due to constraints along the existing bridge (proposed eastbound structure). A pedestrian crossing will be provided at the Osceola Polk Line Road and Old Tampa Highway intersections to provide pedestrians with a crossing over US 17/92 to the shared-use path.

The Preferred Alternative also involves the retention of the existing bridge over Reedy Creek to serve as the eastbound traffic lanes and the addition of a new bridge over Reedy Creek to serve as the westbound traffic lanes. The westbound bridge will have a 12-foot-wide shared-use path for pedestrians and bicyclists travelling in both directions. In addition to the widening and multimodal improvements along US 17/92, this project includes intersection improvements at CR 532, Old Tampa Highway, and Avenue A. Five pond site locations have been recommended as part of the Preferred Alternative for a total of 22.74 acres of stormwater ponds.

The typical section for the Preferred Alternative is divided into six segments shown in **Figure 4**.

- Segment 1 – Urban Typical Section with Swales
  - This segment extends from Ivy Mist Lane to Reedy Creek Bridge.
- Segment 2 – Bridge Typical Section
  - This typical section segment is comprised of the Reedy Creek Bridge.
- Segment 3 – Urban Typical Section
  - This segment extends from Reedy Creek Bridge to just east of Old Tampa Highway.
- Segment 4 – Urban Typical Section with Swales
  - This typical section segment extends from just east of Old Tampa Highway to just west of Suwannee Avenue.
- Segment 5 – Urban Typical Section
  - This segment extends from west of Suwannee Avenue to Nocatee Street / Shepherd Lane, generally within the community of Intercession City.
- Segment 6 – Urban Typical Section with Swales
  - This segment spans from Nocatee Street / Shepherd Lane to Avenue A.

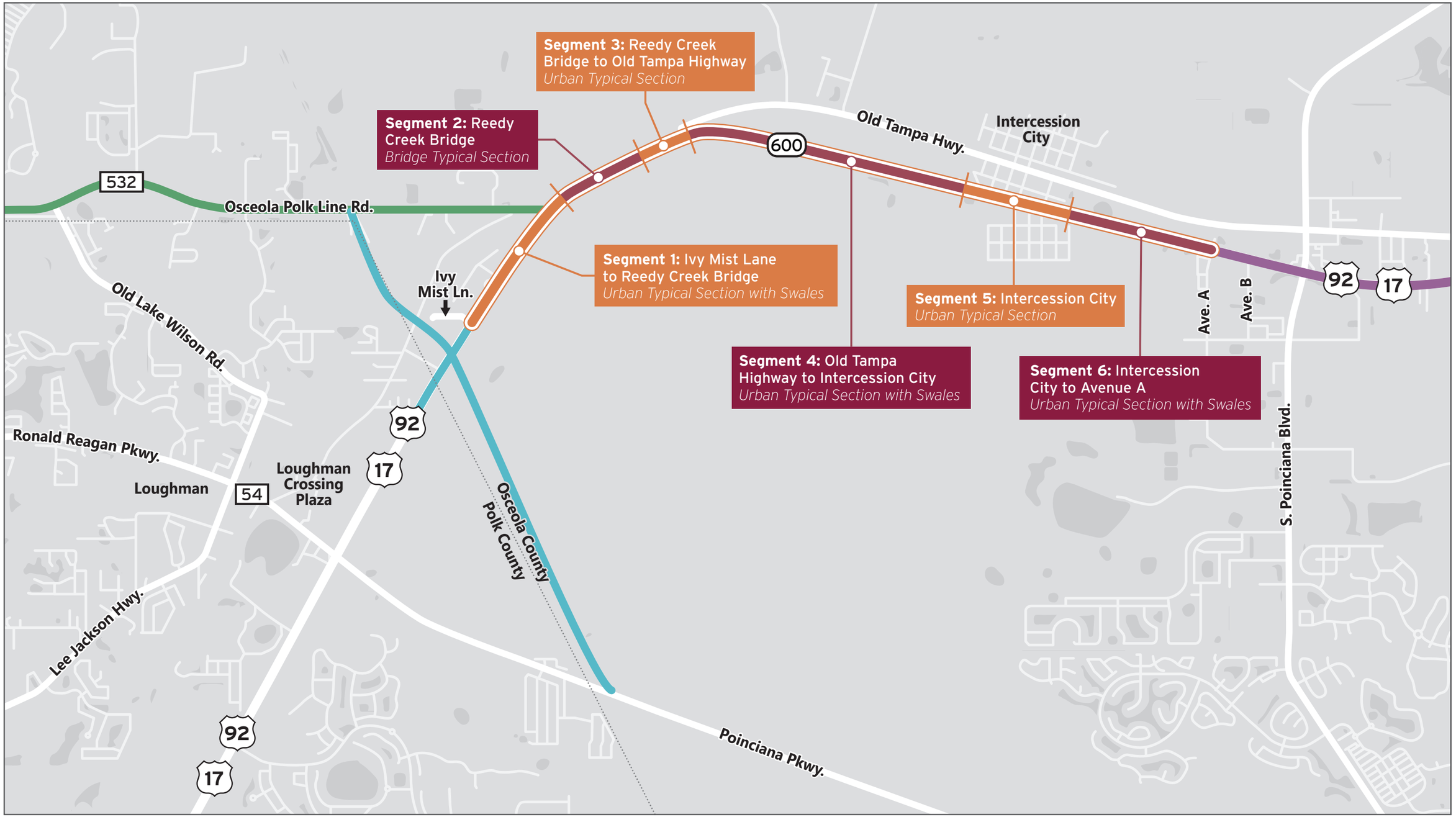


Figure 4

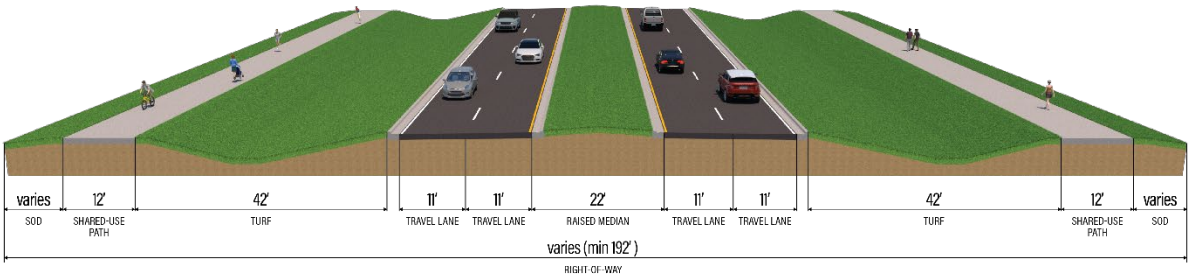
Study Segments

SR 600 (US 17/92) PD&E
FPID 437200-2

Urban Typical Section with Swales – Segments 1, 4, and 6

An urban roadway typical section with swales is proposed for Segments 1, 4, and 6. The typical section (depicted in **Figure 5**) 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 suburban roadway typical section varies with a minimum of 192 feet. The design speed, posted speed, and target speed for this typical section is 45 mph.

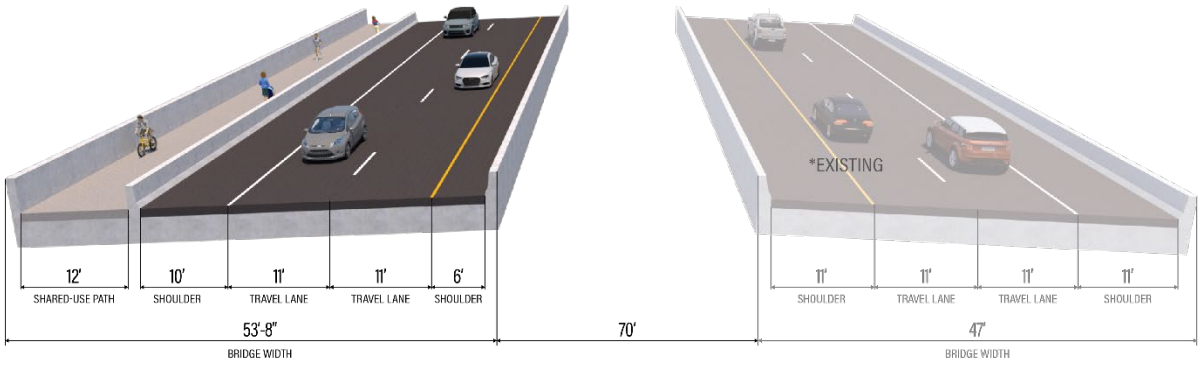
Figure 5: Urban Typical Section with Swales (Segments 1, 4, and 6)



Bridge Typical Section – Segment 2

The typical section for the Reedy Creek Bridge, within Segment 2, includes two bridge structures (**Figure 6**). The existing bridge structure will serve eastbound traffic and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge includes 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 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 6: Bridge Typical Section (Segment 2)

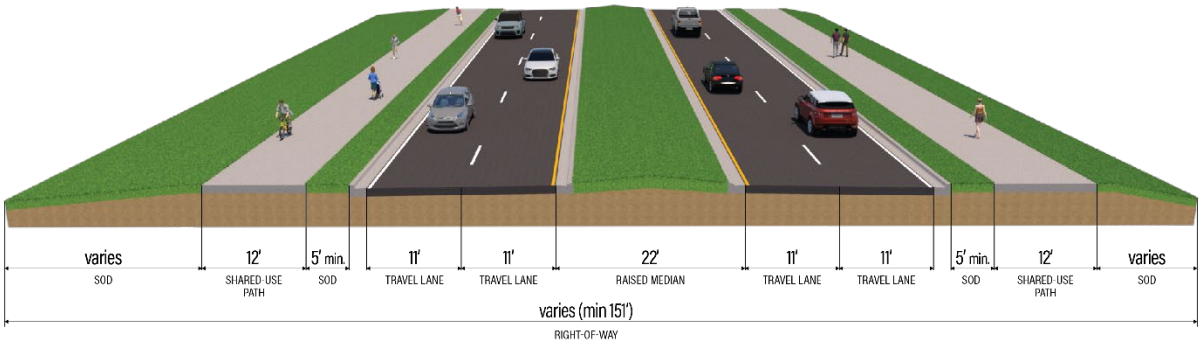


Urban Typical Section – Segment 3

An urban typical section, as illustrated in **Figure 7**, 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 30 mph.

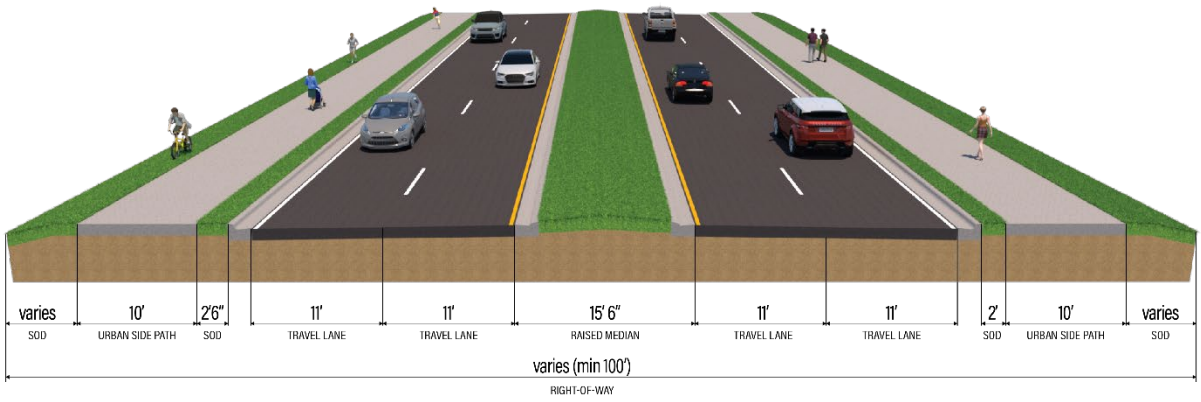
Figure 7: Urban Typical Section (Segment 3)



Urban Typical Section – Segment 5

An urban typical section is proposed for Segment 5 through Intercession City (**Figure 8**). 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 paths are 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 45 mph.

Figure 8: Urban Typical Section (Segment 5)



3.0 Community Characteristics Summary and Map

The proposed improvements for the US 17/92 PD&E Study are located entirely within unincorporated Osceola County. Based on a review of available community resource datasets on Florida Geographic Data Library (FGDL), including health facilities, fire stations, police stations, and parks, as well as a review of Osceola County Property Appraiser data and Google Maps, there are ten community focal points within the US 17/92 study area identified as part of this Sociocultural Effects (SCE) Evaluation Report. These focal points include: one Muslim cemetery, five churches, one healthcare facility, as well as a civic center, park, and US Post Office. Accessibility to these community features is not expected to be affected by the US 17/92 project improvements. **Figure 9** illustrates the study area and community focal points.

To determine the characteristics of the population within the study area, demographic data was collected from the American Community Survey (ACS) 2022 Five-Year Estimates. The four block groups that comprise the study area are significantly larger in land size than the immediate study area, expanding as much as five miles further to the north and to the south of the US 17/92 PD&E corridor. This may limit the accuracy and reliability of the demographic data collected for the study area, as it may be representative of other communities outside the immediate study area. Data was unavailable at the *Census block* level, the smallest Census coverage area. **Figure 10** illustrates the four block groups in relation to the study area and surrounding region.

Osceola County has a population of 393,745. The County's population is predominantly white at 49.6%. The population is also 56.1% Hispanic. Approximately half of its Hispanic or Latino population is in the cities of Kissimmee and St. Cloud to the east of the study area.

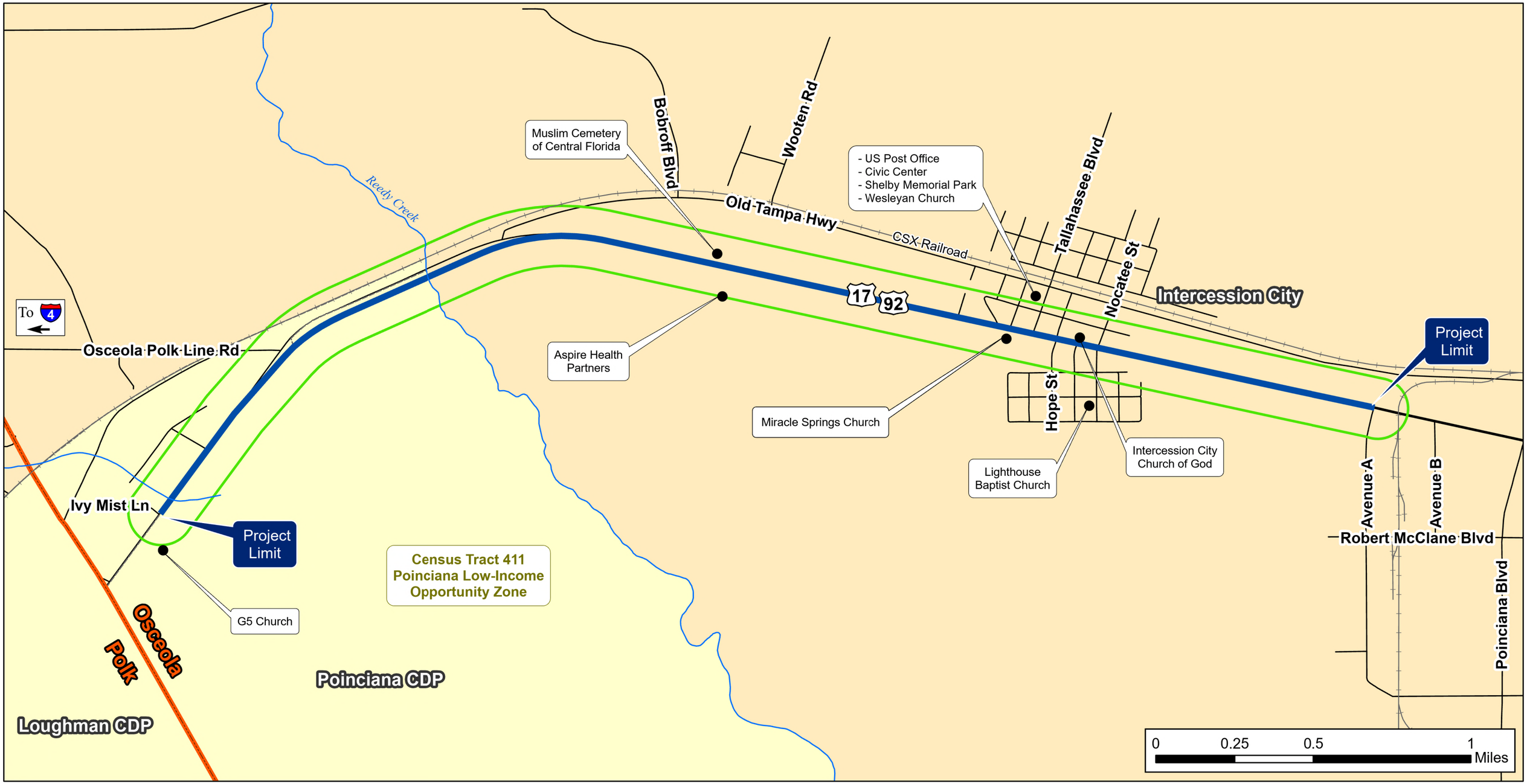
The study area has a median age (37.7 years) similar to Osceola County (38.5) and United States (38.5). The median household income for the study area ($76,758) is greater than the County's ($64,847) but similar to the national median household income ($75,149). The study area (13.1%) has a slightly higher proportion of individuals aged 18 to 64 years old with disabilities than the County (11.1%).

While the study area has a lower proportion of individuals below the poverty line (9.6%) than Osceola County (13.4%), approximately 26.9% of individuals in the northeastern block group are living below the poverty level. Additionally, Census Tract 411, which covers the southwest portion of the study area, as well as the Poinciana census-designated place, is designated as one of five Low-Income Opportunity Zones in the County.

The proportion of Spanish-speaking households with Limited English Proficiency (LEP) was higher for Osceola County (12.8%) than the study area (9.4%). However, Block Group 97040801.1 had a larger proportion of Indo-European LEP households (5.4%) than the County average (0.9%).

Several planning documents published by Osceola County, MetroPlan Orlando, and FDOT were consulted to ensure planning consistency for the US 17/92 project. The proposed improvements align with the goals and objectives of Osceola County's Comprehensive Plan 2040, encouraging safer travel for pedestrians, bicyclists, and motorists while improving traffic volumes in the area and potentially drawing economic development to the area.

Within 500 feet of the study area, the primary existing land uses include vacant governmental (conservation), residential, and vacant residential. Based on the Osceola County Comprehensive Plan 2040, additional low-density and medium-density residential uses are anticipated in the future, replacing a mixture of existing agricultural, governmental, and vacant residential land uses.



Legend

- Community Focal Points
- US 17/92 PD&E Study Limits
- US 17/92 - 500ft Buffer
- Census Designated Places

US 17/92 from Ivy Mist Lane to Avenue A

Sociocultural Effects Evaluation Report

Figure 9: Community Focal Points

FPID: 437200-1

FDOT

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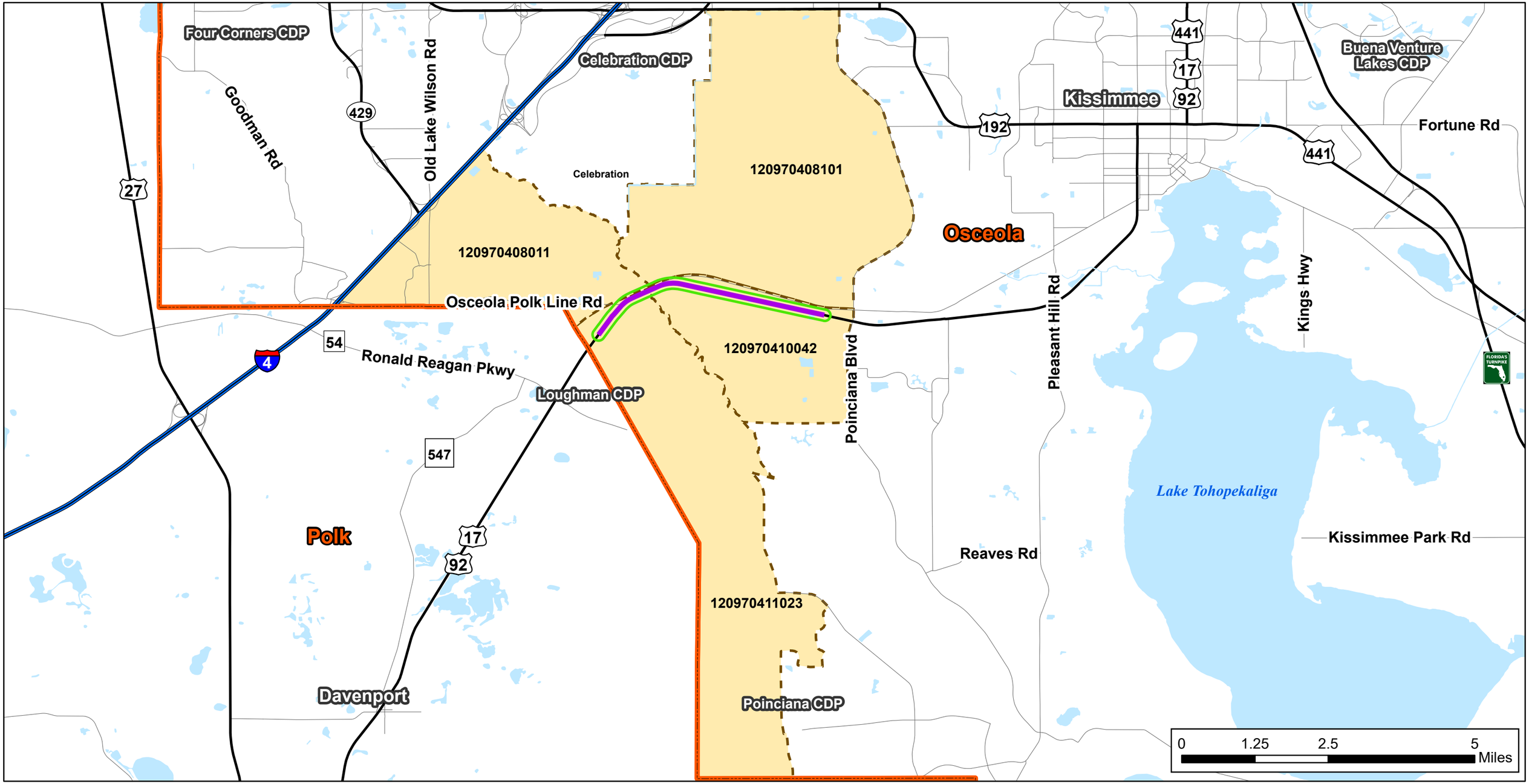
Source: Osceola County Property Appraiser (2024), FGDL.org (2021), and The Opportunity Zones Database (2024).



Legend

- US 17/92 PD&E Study Limits
- US 17/92 - 500ft Buffer
- Study Area Block Groups
- Counties

US 17/92 from Ivy Mist Lane to Avenue A

Sociocultural Effects Evaluation Report

Figure 10: Study Area Block Groups

N

Source: Osceola County Property Appraiser (2021), FGDL.org (2021), Census (2020).

4.0 Potential Effects

4.1 Social

The results of the FDOT Efficient Transportation Decision Making (ETDM) Summary Report suggested that the project should be evaluated for social impacts given it is located within 100 feet of residential and commercial properties. The degree of social effect was considered *Moderate*.

The ETDM Summary Report examined the original project limits of the US 17/92 PD&E Study, from CR 54 (Ronald Reagan Parkway) to 1,900 feet west of Poinciana Boulevard. The current US 17/92 PD&E Study area is approximately 1.25 miles shorter, from Ivy Mist Lane to Avenue A, all within Osceola County.

This SCE Report covers the current project limits from Ivy Mist Lane to Avenue A.

4.1.1 Demographics

Table 1 outlines the population characteristics of Osceola County and the US 17/92 PD&E Study area, based on 2022 ACS Five-Year Estimate data. **Table 2** indicates the household characteristics of Osceola County and the US 17/92 PD&E Study Area. The four (4) block groups surrounding the study area are also examined. The block groups cover substantially larger areas than the immediate area surrounding the US 17/92 project corridor as shown in **Figure 4**, even encompassing other nearby population centers. Consequently, the available demographic data may not be truly representative of the US 17/92 study area population.

4.1.1.1 Osceola County Demographics

Based on 2022 ACS data, Osceola County has nearly 394,000 residents, with a median age of 38.5 years. More than 51,913 (13.2%) residents are 65 years or older. The median household income for Osceola County is $64,847. The population of Osceola County is predominantly White (49.6%). There are 52,441 residents (13.4%) living below the poverty level. Approximately 27,272 residents aged 18 to 64 years old (7.6%) live with a disability.

4.1.1.2 Study Area Demographics

As **Table 1** indicates, there are some similarities and differences in demographics between the study area and Osceola County. Median Age, Individuals Below Poverty Level, Households with LEP, and Elderly Population are all proportionally similar between the study area and County. However, Osceola County is comprised of 49.6% *White* and 56.1% *Hispanic or Latino*, while the study area is comprised of 55.8% *White* and 69.1% *Hispanic or Latino*, respectively. Additionally, the Median Household Income for the study area ($76,758) is greater than the Median Household Income for the County ($64,847). There is also a much higher vacancy rate among housing units in the study area (47.7%) than in the County (23.7%).

Block Group 97041102.3, which encompasses the western portion of the US 17/92 PD&E Study area, has a larger proportion of *Hispanic or Latino* population (79%) than Osceola County (56.1%). However, the block group extends as much as five (5) miles south into Poinciana, a Census-designated place. For this reason, Block Group 97041102.3 may not be representative of the immediate area around the US 17/92 PD&E Study area.

Table 1: Population Characteristics of US 17/92 Project Area

	Osceola County, FL		Study Area (4 Block Groups)		BG 97040801.1 (northwest)		97040810.1 (northeast)		97041102.3 (southwest)		97041004.2 (southeast)	
	#	%	#	%	#	%	#	%	#	%	#	%
Total Population[1]	393,745	-	12,095	-	1,476	-	3,039	-	4,652	-	2,928	-
Race[1]												
White	195,489	49.6%	6,748	55.8%	1,059	71.7%	2,031	66.8%	2,704	58.1%	954	32.6%
Black or African American	42,932	10.9%	939	7.8%	9	0.6%	223	7.3%	559	12.0%	148	5.1%
American Indian and Alaska Native	1,497	0.4%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Asian	10,794	2.7%	271	2.2%	69	4.7%	39	1.3%	163	3.5%	-	0.0%
Native Hawaiian and Other Pacific Islander	242	0.1%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Some Other Race	77,308	19.6%	2,507	20.7%	146	9.9%	526	17.3%	237	5.1%	1,598	54.6%
Two or More Races	65,483	16.6%	1,630	13.5%	193	13.1%	220	7.2%	989	21.3%	228	7.8%
Ethnicity[1]												
Hispanic or Latino (of any race)	220,780	56.1%	8,362	69.1%	436	29.5%	1,715	56.4%	3,676	79.0%	2,535	86.6%
Not Hispanic or Latino	172,965	43.9%	3,733	30.9%	1,040	70.5%	1,324	43.6%	976	21.0%	393	13.4%
Median Age[1]	38.5	-	37.7	-	35.5	-	29.7	-	40.4	-	45.4	-
Elderly Population (65 years and older)[1]	51,913	13.2%	2,243	18.5%	227	15.4%	384	12.6%	1,045	22.5%	587	20.0%
Persons Below Poverty Level[1]	52,441	13.4%	1,159	9.6%	94	6.4%	809	26.9%	137	2.9%	119	4.1%
Persons with a Disability (18 to 64 years old)[2]	27,272	11.1%	1,776	14.7%	95	6.4%	212	7.0%	858	18.4%	611	20.9%

[1]ACS 2022 Block Group Data
[2]ACS 2022 Census Tract Data (block group data unavailable)

Table 2: Household Characteristics of US 17/92 Project Area

	Osceola County, FL		Study Area (4 Block Groups)		BG 97040801.1 (northwest)		97040810.1 (northeast)		97041102.3 (southwest)		97041004.2 (southeast)	
	#	%	#	%	#	%	#	%	#	%	#	%
Housing Units[1]	156,976		5,466		1,879		1,944		854		789	
Occupied	119,817	76.3%	2,859	52.3%	552	29.4%	922	47.4%	775	90.7%	610	77.3%
Vacant	37,159	23.7%	2,607	47.7%	1,327	70.6%	1,022	52.6%	79	9.3%	179	22.7%
Total Households[1]	119,817	-	2,859	-	552	-	922	-	775	-	610	-
Owner-Occupied	78,747	65.7%	2,184	76.4%	282	51%	577	62.6%	715	92.3%	610	100.0%
Renter-Occupied	41,070	34.3%	675	23.6%	270	49%	345	37.4%	60	7.7%	-	0.0%
Average Household Size[2]	3.21	-	3.57	-	2.67	-	3.30	-	4.34	-	3.97	-
Median Household Income[1]	$64,847	-	$76,758	-	$78,750	-	$51,432	-	$99,418	-	$77,431	-
Households with Limited English Proficiency[1]												
Spanish LEP	14,084	12.8%	269	9.4%	39	7.1%	149	16.2%	50	6.5%	31	5.1%
Indo-European LEP	924	0.9%	59	2.1%	30	5.4%	-	0.0%	-	0.0%	-	0.0%

[1]ACS 2022 Block Group Data
[2]ACS 2022 Census Tract Data (block group data unavailable)

4.1.2 Community Cohesion

Data was collected regarding community cohesion, including information collected to identify physical barriers, traffic pattern changes, social pattern changes, and loss of connectivity to community features and facilities.

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 include some ROW acquisition and relocations, potentially impacting community cohesiveness. However, 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 likely improve the pedestrian and bicyclist accessibility and appeal of the area. 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 proposed for US 17/92 will improve safety for pedestrians, bicyclists, and motorists.

4.1.3 Community Focal Points

The following section outlines important community focal points identified within or near the study area. The US 17/92 project's anticipated impact on the community feature is also discussed.

- Government Facilities and Services
  - The US Post Office in Intercession City is located approximately 450 feet north of the study area along Tallahassee Boulevard. This facility is not within the anticipated ROW requirements for the US 17/92 corridor, and impacts are not expected to affect its accessibility or services.
  - The Intercession City Civic Center is located approximately 450 feet north of the study area along Immokalee Street. This facility is not within the anticipated ROW requirements for the US 17/92 corridor, and impacts are not expected to affect its accessibility or services.
- Healthcare Facilities
  - Aspire Health Partners – Oasis Adolescent Residential Campus is located along US 17/92 approximately 0.68 miles east of Old Tampa Highway. The proposed US 17/92 ROW will impact a portion of the property closest to the roadway. The accessibility for the Aspire Health Partners facility will be adjusted from full access to directional access. However, the functionality of the existing facility will not be impacted based on ROW needs.
- Religious Facilities
  - The G5 Church is located along US 17/92 approximately 750 feet south of the PD&E study limits, at the southernmost Ivy Mist Lane segment; no impacts are anticipated to its facilities or to its access. The Poinciana Parkway Extension proposed improvements are anticipated to impact the G5 Church property and building.
  - The Wesleyan Church is located approximately 450 feet north of the project area along Tallahassee Boulevard within Intercession City; no impacts are anticipated to its facilities or to its access.
  - The Lighthouse Baptist Church is located approximately 800 feet south of the project area along Shepherd Lane; no impacts are anticipated to its facilities or to its access.
  - The Intercession City Church of God is located on the south side of US 17/92 within Intercession City. There are no proposed ROW impacts anticipated for the Intercession City Church of God facilities. The proposed access management improvements within Intercession City will alter access to the property. The existing center turn lane makes the property accessible in both directions; 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 Intercession City Church of God property.

  - The Miracle Springs Church property is located on the south side of US 17/92 within Intercession City at Immokalee Street, adjacent to US 17/92. The proposed ROW for the US 17/92 project is not anticipated to impact Miracle Springs Church. The proposed access management improvements within Intercession City will alter access to the property. The existing center turn lane makes the property accessible in both directions; 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 Intercession City Church of God property.

- Recreational Facilities
  - Shelby Memorial Park is located approximately 500 feet north of the project area along Tallahassee Boulevard in Intercession City; no impacts are anticipated to the park or its access.
- Historical Structures
  - The abandoned roadway located just north of US 17/92, between Osceola Polk Line Road and Old Tampa Highway, includes three bridges (Bridge Nos. 920004, 920003, and 920002). The Cultural Resource Assessment Survey (CRAS) noted that the grouping of these bridges represents a distinguishable entity of depression-era (1930s) bridges and contributes to the overall significance of Resource Group 8OS03182 (South Orange Blossom Trail Bridges), which also includes a segment of the Orange Blossom Trail. The CRAS recommended this Resource Group and the three contributing bridges be eligible for listing in the National Register of Historic Places (NRHP); the State Historic Preservation Officer (SHPO) concurred.
  - As a result of the CRAS findings, a separate Section 106 case study was prepared to evaluate any project-related effects on these NRHP-eligible resources. The Section 106 case study indicates that the proposed construction of a new westbound bridge to replace the deteriorating Orange Blossom Trail Bridges (8OS03182) avoids impacts to other NRHP-eligible resources including the South Florida Railroad (8OS02540), the CSX Railroad bridges (8OS03176-8OS03178), and Beehive Hill (8OS0726). The proposed new bridge construction also avoids further impacts to Fletcher Park, including the cypress trees and other sensitive natural resources, to meet the stipulations of the 1999 FDEP / TIITF ROW easement and the 1999 FDEP / TIITF Sovereign Submerged Lands easement. Additionally, impacts to the utility corridor adjacent to the historic US 17/92 bridges would be avoided.
  - The proposed US 17/92 improvements would result in an adverse effect to Resource Group 8OS03182 (South Orange Blossom Trail Bridges) due to the demolition and replacement of the South Orange Blossom Trail Bridges so that a new structure could be constructed at a wider footprint and longer span than the historic bridges, to meet current design standards, improve floodplain management, and minimize wetland impacts. Other Build Alternatives were considered that would avoid impacts to the US 17/92 historic South Orange Blossom Trail Bridges; however, the deterioration of the historic bridges was so severe that it was reasonable to assume the South Orange Blossom Trail Bridges that were not damaged during construction would continue to deteriorate and eventually collapse.
- Archaeological Sites
  - One archaeological site within the study area is listed in the NRHP. Based on the CRAS and initial surveys of the area, the proposed US 17/92 improvements are not anticipated to impact the archaeological site.

- Other Community Focal Points
    - The Muslim Cemetery of Central Florida is located approximately 0.60 miles east of Old Tampa Highway, adjacent to US 17/92. No impacts to the property or its access are anticipated.

This location information was collected using available geospatial data from the Florida Geographic Data Library (FGDL) and the Osceola County Property Appraiser (2023).

4.1.4 Health and Safety

Information was collected regarding 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 should 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.

There is one healthcare facility within the study area, Aspire Health Partners. Some ROW will be required for the proposed US 17/92 improvements. Additionally, the facility's accessibility will be changed from full access to directional access.

The proposed US 17/92 improvements include widening from two to four lanes and adding a shared-use path on both sides of the corridor along the *Urban Typical Section with Swales*, as well as adding an urban side path on both sides of the corridor along the *Urban Typical Section* in Intercession City. The proposed crosswalks within Intercession City will also improve accessibility and connectivity between the northern and southern portions of the community. The additional pedestrian and bicycle infrastructure may improve safety for all users throughout the corridor.

4.1.5 Community Goals / Quality of Life

Data and feedback were collected relating to the community goals and vision. During the public meeting, residents and other stakeholders provided a variety of feedback as it related to the US 17/92 study corridor. Stakeholders requested improved safety along the corridor for all roadway users, including pedestrians. Speeding along the corridor was identified as a concern for stakeholders. Similarly, a lack of pedestrian accessibility was identified as a major impediment to Intercession City residents, as they could not easily access the US Post Office. This was compounded by the fact that these residents do not have individual mailboxes on their properties, requiring frequent trips to the Post Office to obtain their mail. Additionally, residents along the corridor were concerned about existing congestion and increased future traffic volumes along US 17/92.

The US 17/92 proposed improvements will facilitate these community goals, improving quality of life in the area. A shared use path 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 larger 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. The widening will also include additional landscaping, improving the aesthetics of the corridor through the Intercession City community.

4.1.6 Special Community Designations

Information was collected relating to special designations for the project area and nearby communities. The US 17/92 PD&E Study Area is located within the Osceola County Urban Growth Boundary (UGB), identifying the area for future urban scale development supported by the necessary public facilities.

4.2 Economic

The ETDM Summary Report anticipated the US 17/92 project would have an *Enhanced* Degree of Effect for the surrounding community's economic outlook. The improved mobility and multimodal infrastructure along US 17/92 are anticipated to be a net positive for the community, encouraging greater development in the area.

4.2.1 Business and Employment

Esri's ArcGIS Business Analyst Online was used to collect business and employment data for one-half (0.5) mile surrounding the US 17/92 study corridor. There were 47 businesses identified within a half-mile, employing 840 employees. The two largest employers in this area are Gatorade/Pepsi Beverages Company and JELD-WEN Windows & Doors, accounting for 200 and 166 employees, respectively. The warehousing/ distribution centers for these two businesses are located at the eastern limit (Avenue A) of the US 17/92 PD&E Study, part of a larger industrial activity center extending south of the study area.

It is anticipated that the proposed US 17/92 Preferred Alternative will not require relocation of any businesses and this widening will provide better connectivity to I-4 and Poinciana Parkway Extension (once constructed).

4.2.2 Tax Base

Osceola County is one of the fastest growing counties in the state of Florida. Based on *medium* population projections from the University of Florida Bureau of Economic and Business Research (BEBR) *Projections of Florida Population by County, 2025-2050, with Estimates for 2023*, Osceola County is projected to grow approximately 48.2% (469,000 to 695,000) from 2025 to 2050. This is the third-largest population growth projection in the state, behind only Sumter County (53.8%) and St. Johns County (52.3%); Florida is projected to grow approximately 20.5% overall from 2025 to 2050.

The adopted future land uses (2040) along the US 17/92 study corridor are primarily residential, commercial, industrial, and employment center where some vacant lands currently exist. 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. Only two properties, both single-family residences, would be affected and need to be relocated for the proposed US 17/92 Preferred Alternative.

4.2.3 Traffic Patterns

The Project Traffic Analysis Report (PTAR) was developed as part of the US 17/92 PD&E Study. The Existing Year 2019 AADT along US 17/92 from CR 532 to Avenue A range from 25,500 to 29,000, with trucks accounting for approximately nine to ten percent of that volume. AADT for the segment west of CR 532 is 16,400.

Based on a variety of inputs, including the 2040 Central Florida Regional Planning Model (CFRPM) V6.1 travel demand model, historical traffic trends analysis, and population projections, future year AADT volumes were calculated for the PTAR. Design year (2045) AADT is projected to range from 43,500 near CR 532 to 34,000 approaching Avenue A. The future AADT for the US 17/92 segment west of CR 532 is

projected to be 38,000. The disproportionate increase in future AADT for this segment of US 17/92 may be attributed to the anticipated Poinciana Parkway Extension interchange just south of Ivy Mist Lane.

4.2.4 Business Access

Based on the anticipated ROW and final FDOT ROW review for the Preferred Alternative, no businesses are expected to be relocated.

A raised median is proposed, shifting the corridor from full access to directional access (right in, right out). This will improve safety along the corridor by reducing conflict points; the access change will also improve flow of traffic by reducing potential interruptions. However, the proposed median improvement will change business access slightly.

For the remainder of anticipated ROW impacts, frontage and driveway impacts may occur.

4.2.5 Special Needs Patrons

According to ACS 2022 Five-Year Estimates at the block group level, there are approximately 2,243 individuals aged 65 and older residing in the study area, or approximately 18.5% of the area's population. The study area's proportion of elderly individuals is higher than Osceola County, with the elderly accounting for 13% of the County population.

ACS2022 Five-Year Estimates at the census tract level indicate there are 3,349 individuals with a disability residing in or near the study area, without regard to age. That is approximately 27.7% of the study area population, nearly double the County percentage (13.9%). In this dataset, a *disability* relates to any hearing, vision, cognitive, ambulatory, or self-care difficulty.

The proposed shared-use path on both sides of the US 17/92 corridor will benefit these special needs patrons walking or biking along the corridor. Within Intercession City, two mid-block crossings are also proposed for safer crossing for these vulnerable road users.

4.3 Planning Consistency

The proposed US 17/92 improvements are consistent with current planning documentation for the region. The following subsections examine these major planning documents in the context of the US 17/92 PD&E Study.

4.3.1 Osceola County Comprehensive Plan 2040

The Comprehensive Plan is required by Florida Statute and is the foundational document for growth management planning at the municipal and county level. Florida Statute (F.S.) 163.3177 indicates the comprehensive plan "shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area." The Osceola County Comprehensive Plan 2040 was adopted on December 10, 2018, with the final Comprehensive Plan Evaluation and Appraisal Report (EAR) amendments adopted on May 6, 2019.

For the US 17/92 PD&E Study, the *Future Land Use* and *Transportation* elements of the Osceola County Comprehensive Plan 2040 were consulted to ensure compliance and consistency with Osceola County's planning efforts. The US 17/92 improvements are located within the Urban Growth Boundary (UGB) within which urban scale development can occur and the location, capacity, and financing for the roads, schools, utilities, transit and other public facilities necessary to support development can be planned for and provided. The proposed widening and pedestrian/bicyclist infrastructure will improve connectivity and mobility within the Urban Infill Area along the corridor where development that can be efficiently

served with public facilities and services, and new residential development shall be a minimum net density of three dwelling units per acre.

US 17/92 improvements will fulfill several requirements outlined in the Transportation element. Objective 6-3.3 calls for improved pedestrian and bicycle infrastructure connections throughout the County, with Map TRN 5 representing the vision for the multimodal network. Within *TRN 5: Bicycle and Trail Facilities* (2040), the entire US 17/92 study corridor is designated for a future shared use path. A shared use path has been proposed for the north side of US 17/92 as part of the PD&E Study. Section 6-3.3.3 requires that all new developments within the UGB provide continuous sidewalk along the frontage of property adjacent to all non-limited access roadways. Providing a shared-use path along the US 17/92 study corridor will ensure adequate pedestrian connections to future developments in the area and is a proposed improvement as part of the US 17/92 PD&E Study.

4.3.2 MetroPlan Orlando Transportation Improvement Program FY2024/2025 – 2027/29

The MetroPlan Orlando Transportation Improvement Program (TIP) outlines the programmed transportation improvements for the next five fiscal years within Orange, Osceola, and Seminole Counties. The current TIP was adopted on July 10, 2024 and amended September 11, 2024. The following describes TIP projects related to the US 17/92 PD&E Study corridor.

- *FPID 4372002* – US 17/92 from Ivy Mist Lane to Avenue A (Add Lanes and Reconstruct)
    - This FDOT project represents this US 17/92 PD&E Study. Design is funded in Fiscal Year (FY) 2025/26 and FY 2026/2027.

- *CFX 538-234* – SR 538 from South of US 17/92 to Ronald Reagan Parkway to (New Expressway)
    - This CFX project is Segment 1 of the Poinciana Parkway Extension from the existing Poinciana Parkway to CR 532. Segment 1 will begin south of US 17/92 and end at Poinciana Parkway near the Osceola/Polk County Line (and Ronald Reagan Parkway). The Design phase is complete. Design Update and Construction are funded in FY 2026/2027 through FY 2028/2029.
    - CFX and its Poinciana Parkway Extension PD&E Study team were identified as key stakeholders early in the US 17/92 PD&E Study, with close coordination occurring throughout the process.
- *CFX 538-235* – SR 538 from CR 532 to South of US 17/92 (New Expressway)
    - This CFX project is Segment 2 of the Poinciana Parkway Extension from the existing Poinciana Parkway to CR 532. Segment 2 will begin south of US 17/92 and connect to CR 532. This segment will include an interchange at US 17/92 and terminate at CR 532. The Design phase is complete. Design Update and Construction are funded from FY 2026/2027 through FY 2028/2029.
- *CFX 538-235A* – CR 532 from Lake Wilson Road to US 17/92 (Add Lanes and Mill and Resurface)
    - This CFX project will widen CR 532 from Lake Wilson Road to US 17/92. The intersection at US 17/92 is within the PD&E Study. Right-of-way (ROW) and Construction are funded in FY 2024/2025 through FY 2027/2028.
- *FPID 446581-4* – Poinciana Parkway Extension Connector (PPEC) Ramps with PPEC and I-4 Bridges from South of CR 532 to I-4 (New Road Construction)
    - This Florida Turnpike Enterprise (FTE) project will connect the planned Poinciana Parkway Extension from its anticipated termination at south of CR 532 to north of the I-4/SR 429

interchange. Design is funded in FY 2024/2025 through FY 2028/2029. ROW is funded in Fiscal Years 2025, 2026, 2028, and 2029. The Construction phase is currently unfunded.

- FTE was identified as a key stakeholder early in the US 17/92 PD&E Study and has been involved throughout the process.

4.3.3 MetroPlan Orlando's 2045 Metropolitan Transportation Plan

The 2045 Metropolitan Transportation Plan (MTP) identifies the vision for the entire transportation system within Orange, Osceola, and Seminole Counties in Central Florida. Some of the US 17/92 proposed improvements address several goals and objectives and pedestrian and bicycle needs identified in MTP Technical Series documents adopted on December 9, 2020, and amended June 12, 2024, described below.

4.3.3.1 MTP Technical Series #1: Goals and Objectives

Goal #1: Safety and Security

The proposed shared-use path on both sides of US 17/92 will improve pedestrian and bicyclist safety and mobility near the corridor. The widening to four (4) lanes will improve mobility for emergency response vehicles and increase the corridor's throughput as an evacuation route. The proposed Intelligent Transportation Systems (ITS) equipment, including FDOT's *Smart Signal* package, will improve operations and situational awareness along the corridor, potentially leading to fewer accidents and decreased incident clearance times.

Goal #2: Reliability and Performance

The four-lane widening and Smart Signal deployment along the corridor will improve travel time reliability through increased capacity and better operations of the corridor. The proposed fiber and Smart Signal deployment within the corridor also addresses the MTP objective to enhance and expand the region's ITS and actively managed traffic systems.

Goal #4: Health and Environment

A key objective of this goal is providing transportation solutions that contribute to improved public health; the proposed shared-use path on both sides of the US 17/92 corridor encourage active modes of transportation for mobility and/or recreational use. The proposed shared-use path will tie into a broader shared-use path network identified in the Osceola County Comprehensive Plan 2040 (Map TRN 5), facilitating additional opportunities for recreational use throughout the County.

The proposed US 17/92 improvements do not disproportionately impact minority and low-income communities.

4.3.3.2 MTP Technical Series #9: Pedestrian and Bicycle Needs Assessment

This MTP Pedestrian and Bicycle Needs Assessment identifies gaps, needed projects, and resources to fill those gaps in the region's existing pedestrian and bicycle infrastructure. Figure 9.7 in the assessment identifies the US 17/92 study corridor as a Need Level 4 (out of 5) for filling in sidewalk gaps. The shared-use path on both sides of US 17/92 will fulfill this need. Within the assessment, Figure 9.12 indicates the corridor is a Level 4 (out of 4) for bicyclist traffic stress; this will be alleviated with the proposed shared-use path along the north side of US 17/92.

4.3.3.3 2045 MTP Cost Feasible Plan

The 2045 MTP Cost Feasible Plan (CFP) is a long-term program of identified transportation-related projects, their associated costs, their prioritization, and their potential funding source(s). The CFP was adopted December 9, 2020, and amended June 12, 2024. Revisions do not impact the US 17/92 PD&E Study or nearby related projects. The CFP has not been updated with the current TIP dated 9/11/24. The CFP refers to the TIP as of 9/13/23. The CFP is developed in close coordination with the individual counties

and their municipalities to ensure their transportation needs are met in the most effective and efficient manner possible. The CFP establishes project development phases for each project within five (5) time periods:

1) Existing TIP
2) Plan Period I (2026-2030)
3) Plan Period II (2031-2035)
4) Plan Period III (2036-2045)
5) Unfunded Needs

The CFP was examined to determine if the US 17/92 PD&E Study and its proposed improvements were consistent with the planned and programmed projects identified in the CFP. The following describes CFP projects by MPT ID# related to the US 17/92 PD&E Study.

- *EC402* – US 17/92 from Ivy Mist Lane to Avenue A (Add Lanes & Reconstruct)
  - This FDOT project represents this US 17/92 PD&E Study. The CFP shows Design is programmed for completion within the existing TIP and Construction is programmed for Plan Period I (2026-2030).
- *1055* – Poinciana Parkway Extension Connector from CR 532/Osceola-Polk Line Road to North of I-4/SR 429 Interchange (New Four-Lane Expressway and Interchange Modification)
  - This CFX project will connect the existing Poinciana Parkway (located south of the US 17/92 study area) to I-4 (located west of the study area) via termination at Osceola Polk Line Road. An interchange will be located on US 17/92 immediately south of this PD&E Study's western limit (Ivy Mist Lane). The PD&E is complete. Design and ROW are programmed for completion within the existing TIP. Construction is identified as unfunded needs.
  - CFX and its Poinciana Parkway Extension PD&E Study team were identified as key stakeholders early in the US 17/92 PD&E Study, with close coordination occurring throughout the process.
- *2207* – US 17/92 from CR 54 to W of Poinciana Boulevard (Widen from Two to Four Lanes)
  - This project describes the original project limits (FPID 437200-1) for the US 17/92 PD&E Study and may need to be removed or combined with EC402, which describes the current project limits (FPID 437200-2) for US 17/92 from Ivy Mist Lane to Avenue A (Add Lanes & Reconstruct). Design is programmed for completion within the existing TIP, with ROW and Environmental phases in Plan Period I (2026-2030) and Construction programmed for Plan Period II (2031-2035). This schedule varies from EC402.

4.3.4 MetroPlan Orlando – FY2030 – FY2040 Prioritized Project List

The MetroPlan Orlando Prioritized Project List (PPL) is updated annually to reflect the ongoing transportation project priorities within the region. The PPL was adopted July 10, 2024, and focuses on those projects that are deemed cost-feasible but do not yet have funding attached to them. The performance-based prioritization process for the PPL is established by the MTP and carried out by MetroPlan Orlando staff. The following describes the FY2030-2040 PPL projects related to the US 17/92 PD&E Study.

- *Priority Rank #4* – US 17/92 (Polk/Osceola County Line to Poinciana Boulevard) – Widen to 4 Lanes
  - This PPL project represents this US 17/92 PD&E Study. Design is funded in FY 2026. ROW is partially funded. The remaining ROW and Construction are not funded but remain a high priority.

4.3.5 Polk County TPO Long Range Transportation Plan

In December 2020, the Polk County Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP), *Momentum 2045*, was approved by the Polk TPO. The LRTP was amended December 2021. Momentum 2045 includes the CFP for planned transportation projects. There are two projects related to the US 17/92 PD&E Study. Within the LRTP, Table 7-2 outlines cost feasible projects, funded through construction, from 2026 through 2045. This table includes the Osceola County US 17/92 four-laning from Osceola/Polk County Line to Poinciana Boulevard, anticipated by 2031 to 2035. These limits generally coincide with the original project limits of the US 17/92 PD&E Study (CR 54/Ronald Reagan Parkway to 1900 feet west of Poinciana Boulevard). The adjacent four-laning segment (within Polk County), along US 17/92 from Central Polk Parkway to the Osceola/Polk County Line, is funded through construction, anticipated by 2036-2045.

The new four-lane Poinciana Parkway Extension segments from the existing Poinciana Parkway to CR 532 (Osceola Polk Line Road), and from CR 532 to Interstate 4, are also listed in the CFP as partially funded.

4.3.6 Osceola County Capital Improvement Program

The Capital Improvement Program in the *Osceola County Fiscal Year 2024 Adopted Budget* and *Recommended Fiscal Year 2025 Budget* show no programmed funds associated with US 17/92 for the next five fiscal years within Osceola County.

4.4 Land Use Changes

Table 3 describes the existing land uses within 500 feet of the US 17/92 study corridor, using Geographic Information System (GIS) data published by Osceola County's Property Appraiser in November 2024. The Vacant Governmental parcels are predominantly used for conservation.

Table 3: Existing Land Use (2024)

Existing Land Use	Acres (within 500 feet)	Percent Total
Agricultural	7.88	2.02%
Commercial	10.19	2.62%
Industrial	20.96	5.38%
Institutional	20.87	5.36%
Other	23.84	6.12%
Residential	91.62	23.53%
Utilities and Rights-of-Way	1.83	0.47%
Vacant - Commercial	15.18	3.90%
Vacant - Governmental	127.83	32.83%
Vacant - Industrial	10.10	2.59%
Vacant - Institutional	0.20	0.05%
Vacant - Residential	58.87	15.12%
Total	**389.36**	**100.00%**

Table 4 indicates the future land use (FLU) within 500 feet of the US 17/92 study corridor based on Osceola County's *Comprehensive Plan 2040*. The November 2024 FLU Geographic Information System (GIS) shapefile was collected from the Osceola County GIS Data Portal on November 22, 2024. Additional low-density residential, medium-density residential, employment center, and industrial uses are anticipated by 2040, replacing a mixture of existing agricultural, governmental, and vacant residential uses.

The proposed widening improvements to US 17/92 are not anticipated to significantly affect existing land uses except for frontage impacts and several relocations to residential and commercial properties.

Table 4: Future Land Use (2040)

Future Land Use	Acres (within 500 feet)	Percent
Commercial	10.36	2.49%
Conservation	78.83	18.97%
Industrial	80.22	19.30%
Institutional	3.50	0.84%
Employment Center	27.21	6.55%
Low Density Residential	159.44	38.36%
Medium Density Residential	43.80	10.54%
Neighborhood Center	5.05	1.21%
Poinciana	7.17	1.73%
Total	**415.58**[1]	**100%**

4.4.1 Land Use – Urban Form

As illustrated in the Osceola County FLU Map 2040, the northern portion of Osceola County, including the US 17/92 PD&E Study area, is part of the County's UGB. The Osceola County Comprehensive Plan 2040 indicates the UGB seeks to limit urban sprawl by providing "a spatial framework within which urban scale development can occur and the location, capacity, and financing for the roads, schools, utilities, transit, and other public facilities necessary to support development can be planned for and provided."

The US 17/92 study area is within the UGB Urban Infill Area, which requires a minimum of three (3) dwelling units per acre. The Urban Infill Area is the priority area for urban development; this designation will be supported by the US 17/92 proposed improvements. The *Urban Expansion Area* is designated for future urban development by 2040 but is secondary to the Urban Infill Area. The Urban Expansion Area is located southeast of the US 17/92 PD&E Study and in northeast Osceola County.

4.4.2 Growth Trends and Issues

According to BEBR medium population projections, Osceola County is projected to grow approximately 48.2% (469,000 to 695,000) from 2025 to 2050. This growth projection is more than double the projected growth for the State of Florida (20.5%) over the same period. Since the US 17/92 study area is part of the UGB and Urban Infill Area, growth is expected to continue and potentially increase in this area.

4.5 Mobility

4.5.1 Modal Choices

The US 17/92 corridor is currently a two-lane facility with travel speeds of 55 miles per hour (mph) along the rural segments and 45 mph within Intercession City. There are also no sidewalk or shared use path facilities along the corridor. These characteristics present a physical barrier for pedestrians and bicyclists. The proposed widening of US 17/92 from two to four lanes will increase this barrier effect for pedestrians

[1] The discrepancy in total acreage between the existing and future land uses within 500 feet of the US 17/92 study area is related to how roadway ROW and other similar features are documented (or not documented) within the two datasets.

and bicyclists. However, the proposed shared-use path on both sides of the US 17/92 corridor will improve mobility choices for pedestrians and bicyclists in the area. 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 provide safer options for alternative modes of transportation between the northern and southern portions of the community.

There are no transit facilities or routes along the US 17/92 study corridor.

4.5.2 Accessibility

As part of the US 17/92 PD&E Study, pedestrian and bicycle improvements have been proposed for the corridor. A shared-use path will be provided on both sides of the corridor, except adjacent to the Reedy Creek Bridge. Additionally, two crosswalks will be provided within Intercession City, providing a safer connection between the two portions of the community. This multimodal infrastructure will provide greater accessibility and safety for pedestrians and bicyclists traveling along or crossing US 17/92. Given this area falls within the UGB Urban Infill zone, the additional infrastructure will also provide accessibility for future developments along the corridor.

The proposed improvements will require additional ROW and several relocations. Additionally, the proposed improvements will modify the existing two-lane undivided corridor to a four-lane divided corridor. This will have an impact on access to adjacent or nearby properties, but this will also enhance safety along the corridor.

4.5.3 Connectivity

The proposed improvements to US 17/92 will enhance 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 Poinciana Parkway Extension 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 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 Poinciana Parkway Extension interchange, where CFX will be providing a trail through the north side of the interchange.

The proposed shared-use path on both sides of US 17/92 will also provide future connectivity for any planned developments along the corridor.

4.5.4 Traffic Circulation

The proposed widening of US 17/92 will improve traffic circulation in the area, allowing for larger traffic volumes. A slight realignment of Segment 4, from Old Tampa Highway to Intercession City, is proposed, shifting the facility immediately south of the existing roadway. Additionally, a second parallel bridge over Reedy Creek is proposed. Westbound traffic and the shared use path will use this bridge, while eastbound traffic will utilize the existing bridge.

The proposed alignment adjustments at Old Tampa Highway and at Osceola Polk Line Road intersections will also improve the geometry for these intersections.

The proposed widening and slight adjustments to alignment and structures will positively affect traffic circulation.

4.5.5 Public Parking

There are no public parking facilities located along the US 17/92 study corridor. Properties available for public use, such as the Shelby Memorial Park, Intercession City Post Office, and the Civic Center, are located approximately 400 feet north of the corridor; the public parking for these facilities will not be affected.

The proposed US 17/92 widening will not impact public parking.

4.6 Aesthetic Effects

The ETDM Summary Report assigned the US 17/92 project a *Minimal* degree of effect concerning aesthetics. The report recommended the aesthetic effects of the US 17/92 project be considered during the PD&E Study. The following subsections outline the anticipated compatibility of the proposed US 17/92 improvements relating to noise, viewshed, and physical appearance.

4.6.1 Noise / Vibration

The proposed widening may increase noise pollution along the US 17/92 corridor due to increased traffic volumes, including increased truck traffic. A full noise study and evaluation is included as part of the PD&E Study and will be incorporated into the evaluation and recommendations.

The noise impact analysis results show that noise levels attributed to the project's Build Alternative will not increase substantially over existing noise levels, with 9.4 dB(A) being the highest predicted noise level increase. While none of the individual increases are considered substantial (i.e., ≥15 dB(A) 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.

To mitigate the 39 impacts, noise barriers were considered as an abatement measure. The evaluation concluded that barriers are not feasible for this project. Five impacted residential receptors are considered "isolated." Therefore, noise abatement at those locations cannot meet the minimum acoustic feasibility requirement of 5.0 dB(A) in noise reduction at two impacted receptors. Due to engineering constraints caused by numerous driveways and side streets, noise barriers cannot be constructed with sufficient length to mitigate the noise impacts at the remaining 33 impacted receptors.

4.6.2 Viewshed

There is one special viewshed within the US 17/92 study area, located along the Reedy Creek Bridge (#920174). The proposed US 17/92 improvements will utilize the existing Reedy Creek Bridge to serve eastbound traffic, minimizing potential impacts to the special viewshed.

4.6.3 Physical Appearance

Landscaping is proposed for the US 17/92 corridor within Intercession City as part of a series of speed management strategies to improve safety along the roadway by encouraging reduced speeds. The landscaping will also improve the aesthetics of the corridor.

4.7 Relocation Potential

This section describes the anticipated relocations associated with the US 17/92 Preferred Alternative**.** **Table 5** indicates the potential relocations as determined by the study team and reviewed by FDOT ROW staff.

Table 5: Potential Relocations

	No Build	Preferred Alternative
Residential	0	2
Commercial	0	0
Other	0	0
Total	**0**	**2**

4.7.1 Residential

There are no residential relocations for the No Build Alternative. Conversely, there are two (2) potential residential relocations identified for the Preferred Alternative.

4.7.2 Non-Residential

There are no non-residential relocations anticipated for the No Build Alternative. There are no non-residential relocations identified for the Preferred Alternative.

4.7.3 Public Buildings

There are no relocations of public buildings anticipated for the Preferred Alternative.

4.7.4 Military Facilities

There are no impacts or relocations anticipated for military facilities.

5.0 Recommendations and Commitments

The ETDM Summary Report was based on the original project limits, which extended 1.5 miles further southwest into Polk County, ending at CR 54 (Ronald Reagan Parkway). The following subsections describe recommendations that are applicable to the current PD&E Study area, from Ivy Mist Lane to Avenue A, all within Osceola County.

5.1 Recommendations for Resolving Issues

5.1.1 Social Impacts

The ETDM assigned a *Moderate* degree of effect for the Social category. It noted there was limited potential for disproportionately high and adverse effects on minority and low-income populations; but indicated that proactive measures should be taken to involve the affected community in the decisions relating to alternative analysis, selection, and mitigation.

During the PD&E Study Phase, available demographic data were examined. The proposed US 17/92 improvements were not determined to disproportionately impact minority or low-income populations. As part of the US 17/92 PD&E Study, an Alternatives Public Meeting was conducted to obtain feedback from the public. Comments received during the Alternatives Public Meeting were generally favorable and affirmed the need for the proposed improvements. A Public Hearing was held in June 2025 to give the community the opportunity to provide input on the project and its potential impacts. No feedback related to social impacts was received from participants.

Therefore, the US 17/92 project has a Moderate impact on the Social category.

5.1.2 Economic Impacts

The ETDM Summary Report assigned an *Enhanced* degree of effect for the Economic category, citing the proposed widening may encourage new developments to the area. The proposed improvements should enable greater connectivity and accessibility for residents, commuters, and businesses in the area. Additionally, the proposed improvements will support future growth in the area, which is designated as an Urban Infill Area within the UGB. Based on these factors, the US 17/92 project has an *Enhanced* effect on the Economic category for the area.

5.1.3 Land Use Impacts

The ETDM assigned an *Enhanced* degree of effect for the Land Use Changes category, anticipating the project to be consistent with planned future land uses. The proposed improvements do not significantly affect existing or future land uses. Further, the proposed improvements will enable future residential developments to connect to existing bicycle and pedestrian infrastructure, which is required by the Osceola County Comprehensive Plan. Given the project does not significantly impact land uses and will accommodate future development, the US 17/92 proposed improvements will have an Enhanced effect on Land Use.

5.1.4 Mobility Impacts

The ETDM assigned an *Enhanced* degree of effect for the Mobility category based on the additional capacity. The proposed four-laning will relieve existing congestion and accommodate future traffic projection. With the increased capacity and additional bicycle and pedestrian infrastructure, mobility will be enhanced in the study area.

5.1.5 Aesthetic Effects

A *Minimal* degree of effect was assigned by the ETDM for the Aesthetic Effects category. The only special viewshed located in the study area is along the Reedy Creek Bridge (#920174). The existing bridge structure will be used to accommodate eastbound traffic, with a second parallel bridge constructed to accommodate westbound traffic. Additionally, landscaping will be incorporated throughout the corridor. Given the improved landscaping within Intercession City and the negligible impact to the corridor's viewshed, the proposed improvements are anticipated to Enhance the study area's aesthetics.

5.1.6 Relocation Potential

The ETDM assigned a *Minimal* degree of effect for the Relocation Potential category, based on the number of residential and commercial buildings near the US 17/92 corridor. The Preferred Alternative was examined for potential residential and non-residential relocations. Based on available right-of-way and parcel data, two (2) potential residential relocations were identified for the Preferred Alternative.

However, Stakeholders have indicated their approval of the US 17/92 project throughout the PD&E Study. Comments and feedback received during the various stakeholder and public meetings have indicated the need for the widening and other proposed improvements to increase safety and accommodate existing/future traffic volumes along the corridor. The proposed improvements are anticipated to increase safety, reduce congestion, and improve accessibility and connectivity for the local community. Based on this outreach, the US 17/92 project may have a *Minimal* degree of effect within the Relocation Potential category.

5.2 Project Commitments

Project commitments were finalized following the Public Hearing in June 2025. No project commitments related to Sociocultural Effects have been made.

6.0 Environmental Justice, Civil Rights, and Related Issues

6.1 Protected Populations in Study Area

Based on the proposed widening of US 17/92, ROW acquisition is anticipated as part of the project; however, the project is not anticipated to disproportionately harm minorities, elderly persons, individuals with disabilities, non-drivers, or transit-dependent individuals.

The block groups discussed in this section are much larger than the immediate area surrounding the US 17/92 project corridor and encompass other nearby population centers. As a result, the available demographic data may not be truly representative of the study area population. The block groups are illustrated in **Figure 10**.

6.1.1 Impacts to Special Populations

There are no concentrations of special populations within the project area. The elderly and disabled populations within 400 feet of the project area are limited and dispersed.

6.1.2 Impacts to Minority Groups

According to ACS 2022 Five-Year Estimates, approximately 65.19% of residents within the northeastern block group of the US 17/92 corridor, which includes the northern portion of Intercession City, identified as a race or ethnicity other than *White, Not Hispanic*. Approximately 91.63% of residents in the southeastern block group, which includes the southern portion of Intercession City, also identified as something other than *White, Not Hispanic*. Additionally, 38.48% of residents in the northwestern block group and 99.01% in the southwestern block group identified as something other than *White, Not Hispanic*. **Table 6** provides data relating to the race and ethnicity of residents within each block group.

Table 6: Minority Groups in the US 17/92 PD&E Study Area

	BG 97040801.1 (northwest)		BG 97040810.1 (northeast)		BG 97041102.3 (southwest)		BG 97041004.2 (southeast)	
	#	%	#	%	#	%	#	%
Total Population[1]	1,476	-	3,039	-	4,652	-	2,928	-
Race								
White	1,059	71.7%	2,031	66.8%	2,704	58.1%	954	32.6%
Black or African American	9	0.6%	223	7.3%	559	12.0%	148	5.1%
American Indian and Alaska Native	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Asian	69	4.7%	39	1.3%	163	3.5%	-	0.0%
Native Hawaiian and Other Pacific Islander	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Some Other Race	146	9.9%	526	17.3%	237	5.1%	1,598	54.6%
Two or More Races	193	13.1%	220	7.2%	989	21.3%	228	7.8%
Ethnicity								
Hispanic or Latino (of any race)	436	29.5%	1,715	56.4%	3,676	79.0%	2,535	86.6%
Not Hispanic or Latino	1,040	70.5%	1,324	43.6%	976	21.0%	393	13.4%

Based on ACS 2022 Five-Year Estimates, the median household income ($51,432) for the northeastern block group, which encompasses the northern half of Intercession City, is significantly lower than the median household income for the three other block groups in the study area (all more than $77,000).

Approximately 26.9% of residents in the northeastern block group were living below the poverty level. That is a much higher proportion of residents living below the poverty level than the northwestern (6.4%), southeastern (4.1%), and southwestern (2.9%) block groups. Census Tract 411, which includes the southwest portion of the US 17/92 study area from the Polk County Line to Reedy Creek, is designated as a Low-Income Community Opportunity Zone; however, this census tract is primarily associated with the Poinciana census-designated place approximately five miles southeast of the US 17/92 corridor. **Table 7** indicates the median household income and individuals living below the poverty level.

Table 7: Economic Demographics

	BG 97040801.1 (northwest)		BG 97040810.1 (northeast)		BG 97041102.3 (southwest)		BG 97041004.2 (southeast)	
	#	%	#	%	#	%	#	%
Median Household Income	$78,750	-	$51,432	-	$99,418	-	$77,431	-
Persons Below Poverty Level	94	6.4%	809	26.9%	137	2.9%	119	4.1%

Potential ROW impacts were not shown to disproportionately affect individuals of a minority group.

6.1.3 Impacts to Limited English Proficiency Households

According to ACS 2022 Five-Year Estimates, approximately 9.6% of the households within the study area were Spanish-speaking LEP households. This is below the County average of 11.3%. Block Group 97040810.1 has the highest proportion (16.2%) among the study area block groups and includes the northern segment of the Intercession City community. For this reason, all public communications were developed and disseminated with Spanish translations. Additionally, a Spanish translator was available during public meetings. **Table 8** provides data relating to households with LEP.

Table 8: Limited English Proficiency

	BG 97040801.1 (northwest)		BG 97040810.1 (northeast)		BG 97041102.3 (southwest)		BG 97041004.2 (southeast)	
	#	%	#	%	#	%	#	%
Households with Limited English Proficiency								
Spanish LEP	39	7.1%	149	16.2%	50	6.5%	31	5.1%
Indo-European LEP	30	5.4%	-	0.0%	-	0.0%	-	0.0%

The Osceola County average for Indo-European LEP households was 0.8%. Similarly, the study area's proportion of Indo-European LEP households was 0.9%. Block Group 97040801.1 had a much larger percentage of Indo-European LEP households (9.6%); however, most of the block group encompasses communities west of the study area and may not accurately represent the households in the immediate vicinity of the US 17/92 study area.

Potential ROW impacts were not shown to disproportionately affect Spanish-speaking or Indo-European LEP households.

6.1.4 Impacts to Non-Drivers and Transit-Dependent Individuals

Based on ACS 2022 Five-Year Estimates, approximately 82.1% of workers aged 16 and older within the study area block groups commute using their personal motor vehicle (single occupant). Approximately 6.4% of the workers in the northeastern block group commute via transit, while the three other block groups do not have any workers that utilize transit. Due to the small number of transit riders in the study area and the minimal transit infrastructure along the corridor, disproportionate impacts to transit-dependent individuals are not anticipated for the US 17/92 project.

In addition, approximately 5.0% of households in the study area block groups have zero vehicles available. That is slightly higher than Osceola County's 4.5% of households. Disproportionate impacts to non-drivers are not anticipated for the US 17/92 project.

Transit stops are not currently located along the corridor. However, the Osceola County Comprehensive Plan identifies local transit serving Intercession City by 2040.

6.2 Coordination and Participation

6.2.1 Public Involvement

The US 17/92 PD&E Study has provided open and inclusive public comment opportunities throughout the project. The approach to public engagement includes five stakeholder meetings, a Public Information Meeting, a Public Hearing, and various coordination efforts with local agency staff. As the highest density of residences and businesses, and a potentially larger proportion of minority residents, Intercession City was a priority for public involvement. A variety of public engagement techniques were utilized to encourage public consideration of and input for the proposed US 17/92 improvements, including newsletters, press releases, public notices/ads, public announcements, direct mailouts, newspapers, television, and radio. Spanish translations were also provided for all public communications. Additionally, a Spanish translator was available during public meetings.

Public comments indicated stakeholders were supportive of the project's goals and proposed improvements. Public comments included requests for improved safety to protect pedestrians, bicyclists, and motorists; this included concerns relating to speeding along the corridor. Increased capacity via widening was also requested to accommodate both the existing traffic condition and the projected future traffic condition. Stakeholders also requested improved pedestrian accessibility, particularly in the Intercession City community where residents routinely walk across the US 17/92 corridor to reach the US Post Office and collect their mail.

For more information relating to public engagement, refer to the US 17/92 PD&E Study Public Involvement Plan and Comments & Coordination Package.

6.2.2 Title VI / VIII

Data regarding the location of any Title VI/VIII involvement, minority displacement, and special populations were collected. As discussed previously, there is no anticipated displacement of racial minority or special population areas.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) were directed to contact David Graeber, FDOT Project Manager, by phone at 386-943-5392, or via email at david.graeber@dot.state.fl.us at least seven (7) days prior to the meeting. Individuals with hearing or speech impairments were instructed to contact the project team by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI were directed to do so by contacting Melissa McKinney, FDOT District Five Title VI Coordinator by phone at 386-943-5077, or via email at Melissa.McKinney@dot.state.fl.us.

No comments were received regarding Title VI during the project.

6.3 Summary of Project Effects

The project is not anticipated to disproportionately impact elderly persons, individuals with disabilities, non-drivers, transit-dependent individuals, or minorities.

There are no concentrations of special needs populations within 400 feet of the project area. The median age of the study area block groups (37.7 years) is slightly lower than the median age for Osceola County (38.5 years) and the United States (38.5 years).

The southeastern block group, which includes the southern portion of Intercession City, has a higher percentage of individuals identifying as Hispanic (86.6%) than the Osceola County percentage (56.1%); however, this block group extends several miles to the south and includes several other large communities that may suggest a dispersed Hispanic population. Approximately 69.1% of individuals within the study area block groups identify as Hispanic.

With the limited transit service and infrastructure along the US 17/92 project area, there is only a very small portion of individuals reliant on transit. As with other demographic data for the area, these transit-dependent individuals may be located elsewhere within Block Group 97040810.1, such as along US 192 to the north. Additionally, the proposed improvements to US 17/92 do not eliminate future transit service/stops from consideration; further, the proposed pedestrian and bicycle infrastructure would support transit-dependent individuals traveling to future transit services along US 17/92.

The US 17/92 project block groups span much larger areas than the immediate project corridor. This limits the accuracy of any demographic data collected for the project. Given this caveat, the block group representing the northern portion of Intercession City included 65.19% of individuals that identified as a race or ethnicity other than *White, Not Hispanic*, while the block group representing the southern portion of Intercession City included 91.63% of individuals that identified as something other than *White, Not Hispanic*. For this reason, Intercession City was a strong focus for public involvement throughout the US 17/92 PD&E Study. Title VI/VIII compliance was maintained at all opportunities for public comment.

6.4 Solutions to Project Impacts

The US 17/92 project followed a solutions-based approach when evaluating potential impacts, focusing on Avoidance, Minimization, Mitigation, and Enhancement.

Adverse impacts were avoided wherever possible, particularly with regard to vulnerable population groups and historical/archaeological resources within the study area. Where impacts were unavoidable, modifications were considered that would minimize the negative effect on property owners and community resources. For those substantial impacts to property owners, mitigative strategies were identified to offset or replace the affected party, up to and including relocation of the property.

Enhancements such as a shared use path and mid-block crossings were identified as key elements of the project, improving safety, accessibility, and aesthetics along the corridor.

In order to mitigate any secondary effects and enhance coordination, FDOT will need to continue maintaining communication with the Intercession City community and surrounding stakeholders throughout the PD&E, Design, ROW, and Construction phases of the US 17/92 project.

6.5 Findings Regarding Disproportionate Adverse Effects

The proposed improvements under consideration for the US 17/92 PD&E Study do not have a disproportionate effect on the properties or population with the study area. While ROW impacts and relocations are anticipated for the Preferred Alternative, they are not expected to disproportionately affect special needs groups, minority groups, ethnicity groups, or transit-dependent individuals.

7.0 Appendices

7.1 Data Sources

The following data sources were used in the development of this Sociocultural Effects Evaluation Report:

- University of Florida GeoPlan Center (2023). *GEOPLAN School Facilities (Public and Post-Secondary) in Florida - 2023* shapefile. Accessed June 19, 2024, from Florida Geographic Data Library. https://fgdl.org/metadataexplorer/explorer.jsp
- University of Florida GeoPlan Center (2017). *School Facilities (Public and Post-Secondary) in Florida – 2017* shapefile. Accessed November 15, 2021, from Florida Geographic Data Library. https://fgdl.org/metadataexplorer/explorer.jsp
- University of Florida GeoPlan Center (2018). *Law Enforcement Facilities in Florida – 2018* shapefile. Accessed November 15, 2021, from Florida Geographic Data Library. https://fgdl.org/metadataexplorer/explorer.jsp
- University of Florida GeoPlan Center (2018). *Fire Department and Rescue Station Facilities in Florida – 2018* shapefile. Accessed November 15, 2021, from Florida Geographic Data Library. https://fgdl.org/metadataexplorer/explorer.jsp
- Osceola County Property Appraiser (2021). Property Search – Map. Accessed November 15, 2021: https://ira.property-appraiser.org/gis/.
- University of Florida Bureau of Economic and Business Research (2024). Projections of Florida Population by County, 2025-2050, with Estimates for 2023. Volume 57, Bulletin 198, January 2024. Accessed May 31, 2024: https://bebr.ufl.edu/population/population-data/.
- Esri Business Analyst Online (2021). Business Locator – US 17/92 from Ivy Mist Lane to Avenue A, Half-Mile. Accessed May 31, 2024.
- Osceola County (2024). *Osceola County GIS Data Portal – Planning & Zoning: Future Land Use Data. Last updated May 22, 2024*. Accessed on June 9,2024: https://osceola-data-osceola.hub.arcgis.com/search?groupIds=449aed3c3cd14c228d456929c7f2b89c
- Osceola County Property Appraiser (2021). *OsceolaTaxParcels11012021* GIS shapefile. Accessed November 20, 2021: https://data-ocpagis.opendata.arcgis.com/search?collection=Dataset.
- Osceola County (2024). *Comprehensive Plan 2040* – Adopted May 28, 2024. Accessed on November 22, 2024: https://library.municode.com/fl/osceola_county/codes/comprehensive_plan.
- Osceola County (2024). *Comprehensive Plan 2040* – Future Land Use Maps. Accessed on November 22, 2024: https://www.osceola.org/Doing-Business/Community-and-Economic-Development/Planning-and-Design/Comprehensive-Plan#maps.
- Osceola County (2014). *Comprehensive Plan 2040* – Transportation Maps. Accessed on November 22, 2024: https://www.osceola.org/Doing-Business/Community-and-Economic-Development/Planning-and-Design/Comprehensive-Plan#maps.
- Osceola County (2023). Osceola County Fiscal Year 2024 Adopted Budget. Adopted September 23, 2023. Accessed on June 1, 2024: https://www.osceola.org/files/content/county/v/11/government/county-budget-and-financial-statements/budget-documents/fy-2024/fy24-adopted-budget-book.pdf.
- MetroPlan Orlando (2024). 2045 Metropolitan Transportation Plan. Adopted December 8, 2021; Revised May 2024. Accessed on June 1, 2024: https://metroplanorlando.gov/plans/metropolitan-transportation-plan/.
- MetroPlan Orlando (2024). FY 2024/25 – FY 2028/29 Transportation Improvement Program. Adopted July 10, 2024; Amended September 11, 2024. Accessed on November 22, 2024: FY25-FY29-Transportation-Improvement-Program-Revised-9-11-2024.pdf.
- MetroPlan Orlando (2021). 2045 Metropolitan Transportation Plan – Cost Feasible Plan. Revised November 10, 2021. Accessed on November 22, 2021: https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_Adopted-Dec2020_Revised-Nov2021.pdf.
- MetroPlan Orlando (2023). Prioritized Project List 2028 – 2038. Adopted July 12, 2023. Accessed June 1, 2024: https://metroplanorlando.gov/wp-content/uploads/Prioritized-Project-List-PPL-2028-2038-Adopted-7-12-23.pdf.
- Central Florida Expressway Authority (2024). Five-Year Work Plan FY2025 – FY2029. Accessed June 19, 2024: https://www.cfxway.com/wp-content/uploads/2024/05/FY-25-29-Work-Plan-Final-050924-For-Website.pdf

- Florida Department of Transportation (2024) Office of Work Program State Transportation Improvement Program. Accessed November 22, 2024: https://fdotewp1.dot.state.fl.us/fmsupportapps/Documents/federal/stip/stip-dist-05.pdf.
- The Opportunity Zones Database (2024). Census Tract 411, Poinciana, Florida. Accessed May 31, 2024: https://opportunitydb.com/zones/12097041100/.

7.2 Public Involvement Summary and Analysis

An Alternatives Public Meeting was held on October 12, 2021. The purpose of the Alternatives Public Meeting was to share the results of the existing and future conditions assessment, and explain the alternatives developed for the project corridor in order to receive public feedback. There were three ways for the public to participate in the meeting: 1) in-person at the Miracle Springs Church in Intercession City; 2) online via GoToWebinar; and 3) over the phone (listen only). The in-person option was an open-house format beginning at 5:30 p.m., enabling participants to view project displays, watch a looping narrated presentation, and ask questions with available project staff. The virtual participants were able to listen to the narrated presentation and submit questions for project staff to review and answer. Participants attending by phone could listen to the narrated presentation.

Approximately 34 members of the public attended the in-person meeting, and 16 members of the public attended the virtual GoToWebinar. FDOT and consultant staff representing the US 17/92 PD&E Study, the CR 532 widening project, and the Poinciana Parkway Extension project were also in attendance.

There were three comments received during the meeting and two comments received following the meeting. These comments indicated concerns relating to pedestrian safety, lack of shoulders or emergency lanes, and future traffic volumes. Many attendees indicated they wanted the project to be completed sooner.

A Public Hearing was held on June 24, 2025 (virtual) and June 26, 2025 (in-person) to present and receive public feedback on the study recommendations and associated potential impacts. Both the virtual and in-person sessions included display materials and a formal presentation. A total of 48 members of the public attended the Public Hearing, 11 attended virtually and 37 attended in-person.

Comments were received in several forms, including written, virtual chat box, and oral public testimony during both sessions. A total of 13 comments were received. These comments included several requests for a traffic signal within Intercession City, question on the ability to widen without impacting right-of-way, concerns for drainage impacts, desire for noise abatement, and suggestion for creating a one-way pair using Old Tampa Highway and US 17-92.