

Appendix D

Drainage Coordination Meeting Minutes





Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
407-532-3999

KEVIN J. THIBAUT, P.E.
SECRETARY

MEETING MINUTES

FTE/FDEP PRE-APP COORDINATION MEETING

Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4

FPID No.: 446581-1-22-01

Western Beltway (SR 429) Widening PD&E Study from North of I-4 to Seidel Road

FPID No.: 446164-1-22-01

Osceola and Orange Counties County, Florida

Monday, April 11, 2022, 9:00 am

I. Attendees:

FTE

Henry Pinzon (PD&E)
Rax Jung (Project Dev. Engineer/EMO)
Philip Stein (Environmental)
Annemarie Hammond (Environmental Permits Coordinator)
Erin Yao (Drainage Engineer)

FDEP

Teayann Duclos (Environmental Manager)
Jennipher Walton (Env. Specialist)
Leo Anglero (ERP/Stormwater)
Allan Popak (Environmental Specialist)
Lindsay Furr (Environmental Consultant)
Jill Farris (Environmental Consultant)

FTE/GEC

Stephanie Underwood (PM/HNTB GEC)
Fred Gaines (Permitting/Atkins GEC)
Adriana Kirwan (Drainage/HNTB GEC)
Tiffany Crosby (Senior Scientist/Atkins GEC)

RS&H Team

Douglas Reed (RS&H PM)
Erik Scott (RS&H Drainage)
Sarah Johnson (KHA/Environmental)

FDOT Central Office

Jonathan Turner (Project Delivery Coordinator)

FDOT District 5

Casey Lyon (Env. Permits Coordinator)

II. Introductions

The meeting started with FDOT District 5 discussed their projects with FDEP. After attendees were introduced, Stephanie Underwood explained the purpose of the meeting was to initiate pre-application coordination with the Florida Department of Environmental Protection for the two Project Development and Environment (PD&E) studies.

III. PowerPoint presentation

Erik Scott explained the two projects with a PowerPoint presentation and separate exhibits (attached). Discussion is summarized below.

Widen Western Beltway PD&E Study:

- The PD&E study was summarized, including existing conditions and the proposed widening of SR

429 from four to eight-lanes from north of I-4 to Seidel Road. Improvements are also proposed at the existing interchanges at Sinclair Road, US 192, Western Way, and Seidel Road. A new interchange is proposed at Livingston Road. It was noted that this is early in the process in the PD&E phase, and not the Design phase, so a permit application is not imminent.

- FDEP and Reedy Creek Improvement District (RCID) permitted SR 429 in 2001. FTE is coordinating with RCID.
- The existing water quality volume was calculated based on the criteria of 1-inch over the contributing basin or 2.5-inches over the impervious area. For most of the basins the 1-inch over the contributing area was the controlling factor for the required water quality. This is due in part because the existing corridor was located within a rural corridor and offsite areas were included in the contributing basin calculation. Since 2001, some of the offsite areas have been developed with new, offsite ponds. Therefore, when adding the additional pavement along SR 429 for the eight-lane configuration, most of the basins still have sufficient water quality volume provided in the existing ponds. For any basins lacking the required water quality volume within the existing permitted ponds, the difference will be accommodated by adjusting the existing control structures or providing additional pond area.
- Basin boundaries will be revised to reflect the development adjacent to SR 429.
- The project study area is located within two impaired WBIDs, Davenport Creek for bacteria and Whittenhorse Creek for dissolved oxygen. In addition, the project study is located within the Lake Okeechobee Subwatershed BMAP. FTE believes that additional treatment is not required given FDOT BMPs include a series of treatment trains and their facilities do not directly discharge into the impaired waterbodies. FDEP stated that additional treatment considerations may not be necessary because they are moving away from the 50% additional treatment volume but will need to be discussed further during the design phase.
- Attenuation will be provided per FDEP criteria for open and closed basins, with consideration for RCID requirements.
- FDEP agreed this stormwater approach is reasonable.
- The corridor has floodplains associated with Boggy Creek and Whittenhorse Creek. There is one existing Floodplain Compensation site located north of Indian Creek Boulevard adjacent to the southbound lanes. Though encroachments are anticipated, they will be minimal. Encroachments will be mitigated by compensation sites or by using the importer/exporter method.
- FTE confirmed with FDEP that the Environmental Resource Permit (ERP) for widening of Western Beltway (SR 429) will be handled by FDEP. This includes the 404 permit.
- Wetland lines from the previous permit will be used as much as possible in areas that are not new interchanges. Direct wetland impacts are approximately 10 acres.
- Conservation easements are located within the project study area.
- Wetlands and conservation easements impacts will be avoided and minimized as much as possible. Some minimization methods considered include bridging or MSE walls.
- Impacts to most species is minimal along the existing roadway; however, there is suitable sand skink habitat to be considered especially within the new interchange area.
- Mitigation banks are located within the available service area for this project to offset any unavoidable wetland impacts.
- Coordination with USFWS for species involvement occurred in 2021.
- There were no questions, but if any questions arise, additional coordination can occur.

Poinciana Parkway Extension PD&E Study:

- The PD&E study was summarized, including existing conditions; the proposed new six-lane expressway on new alignment; and interchanges at CR 532, I-4, and Sinclair Road. The new

alignment crosses Davenport Creek on bridge structure.

- There are two alternatives, but the worst-case Alternative 1 was discussed.
- FTE clarified with FDEP that they anticipated that SFWMD would be responsible for issuing the ERP and FDEP would be responsible for reviewing and issuing the 404 permit.
- The team depicted the wetlands and conservation areas within the study area.
- Wetland lines from the previous permits will be used as much as possible in existing roadway areas; new wetland lines will be set in the new alignment area. Direct wetland impacts range from 131 acres to 141 acres for the alternatives. Approximately 130 acres of direct impacts will be minimized with bridges and MSE walls.
- Conservation easements for RCID and Reunion are present within and adjacent to the project study area.
- Wetlands and conservation easements impacts will be avoided and minimized as much as possible. Some minimization methods considered include bridging or MSE walls.
- FTE has already met with USFWS in October 2020 and again in October 2021. A scrub jay survey was completed in October 2021, however; there were no observations of scrub-jays as a result of the survey. Suitable sand skink habitat is located within the project study area and sand skink tracks were observed during pedestrian transects.
- We will coordinate with FWC for state-listed species.
- Mitigation banks are located within the available service area for this project to offset any unavoidable wetland impacts. FDEP confirmed with FTE that mitigation banks should be utilized for wetland mitigation as the 1st priority and followed by other options after this measure. Impacts to conservation easements should be a last resort. Should the release of a Conservation Easement or an impact to a Conservation Easement be necessary, FDEP has asked that FTE coordinate with FDEP early in the design development given the process is different than that of mitigation banks.
- FTE indicated that the avoidance and minimization measures mentioned previously is standard and considered adequate; FDEP indicated that FTE is on the right track

MEETING MINUTES
FTE/RCID AGENCY COORDINATION MEETING
Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4
FPID No.: 446581-1-22-01
Western Beltway (SR 429) Widening PD&E Study from North of I-4 to Seidel Road
FPID No.: 446164-1-22-01

Osceola and Orange Counties County, Florida
Wednesday, May 19, 2021, 1:00 pm

I. Attendees:

Henry Pinzon (FTE PD&E)	Erin Yao (FTE/Drainage)	Rax Jung (FTE Project Dev. Eng./EMO)	Douglas Reed (RS&H PM)
Stephanie Underwood (FTE PM)	Doug Zang (FTE/Environmental)	Annemarie Hammond (FTE/Env. Permit Coordinator)	Erik Scott (RS&H Drainage)
Ramon Breton (KHA, DPM 446581)	Fred Gaines (FTE/Permitting)	Clif Tate (KHA/Engineering)	Sarah Johnson (KHA/Environmental)
Adriana Kirwan (FTE/Drainage)		Kate Kolbo (RCID Planning/Engineering)	

II. Introductions

Stephanie introduced the Florida Turnpike Enterprise (FTE) staff and explained the purpose of the meeting was to coordinate with the Reedy Creek Improvement District (RCID). RS&H team staff was introduced followed by the RCID staff. John Classe (RCID District Administrator and Sam Dewes (RCID Roadway) were not in attendance.

III. PowerPoint presentation

Doug Reed went through a PowerPoint presentation (attached), which was sent to RCID after the meeting. Discussion is summarized below.

- a. Slide 7: Kate Kolbo explained that there are no set procedures if the Wildlife Management Conservation Area (WMCA) is impacted. It was set up in 1966 as a major floodway to never be impacted. Although two crossings were anticipated, including I-4. Poinciana Parkway would also be an exemption. However, there cannot be any adverse impacts to the existing flow rates. Most flows are north to south, except for Reunion which flows south to north. Major cross drains will be required along the utility "stair step" area to maintain flows.

Sarah Johnson pointed out the two graphics were slightly different and asked which one is correct. Kate Kolbo will send the CADD file for the correct WMCA limits to Stephanie Underwood, who will distribute it to the team. Kate mentioned that they use a different datum and they will convert it to NAVD88 before sending.

Fred Gaines asked if any easements had been transferred to other owners. Kate responded that none had been transferred.

- b. Slide 15: Kate indicated that the system is well defined. The cross section is fixed, canals cannot be widened, and drainage structures cannot be modified. Therefore, the flow cannot be increased. Any additional runoff must flow elsewhere. Stephanie Underwood suggested pre-post flows should be ok. Kate responded that it may not

be, depending on the definition of pre-post, but she will send the stipulations to Stephanie. The Reedy Creek system is based on 13 cfm/sq mile, and they are already exceeding that volume. Anything over that will require a fee. Kate mentioned that I-4 Beyond the Ultimate (BtU) project is attenuating to below the pre-post volume.

Fred Gaines mentioned that Turnpike had already paid a fee for SR 429 during the original construction.

Erik Scott asked about the permit process. Kate responded that a SFWMD permit application should be sent to RCID first for review and approval before being submitted to South Florida Water Management District (SFWMD). RCID will then send SFWMD a letter explaining the negotiation points and expressing support.

Kate mentioned that RCID uses a different rainfall distribution than SFWMD with a 50 yr/72 hr event. Erik asked about the unit hydrograph, and Kate will send Stephanie the RCID drainage person's contact information who can provide the information.

Erik mentioned we anticipate staying below the 290 cfs that was used previously. Kate will pull the permit and modifications can be worked through. Kate also mentioned they would require an initial 30-day review period to provide comments or questions. The Turnpike's team will provide information for RCID to feed into the model. Kate also mentioned they will review the projects even if outside the RCID boundary as long as it is within the watershed.

Erik asked if there were any other entities that were interested in taking additional water. Kate responded that there were none.

Fred asked if RCID can provide conceptual approval since this is PD&E and we are not submitting an actual permit until a later phase. Kate responded that conceptual approval can be granted.

The bottom line was reiterated:

- Stay out of the WMCA, and
- Do not discharge more flow into RCID

IV. Action Items

- a. Doug Reed will prepare meeting minutes. (done)
- b. Kate Kolbo will send the CADD files for the correct WMCA limits and flow stipulations. (done)

MEETING MINUTES
FTE/RCID AGENCY COORDINATION MEETING #2
Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4
FPID No.: 446581-1-22-01
Western Beltway (SR 429) Widening PD&E Study from North of I-4 to Seidel Road
FPID No.: 446164-1-22-01

Osceola and Orange Counties County, Florida
Thursday, March 3, 2022, 10:00 am

I. Attendees:

Henry Pinzon (FTE PD&E)	Todd Rimmer (Walt Disney Planning)	Rax Jung (FTE Project Dev. Eng./EMO)	Douglas Reed (RS&H PM)
Stephanie Underwood (FTE PM)	Emam Emam (FTE/Planning/Traffic)	Philip Stein (FTE/Environmental)	Erik Scott (RS&H Drainage)
Ramon Breton (KHA, DPM 446581)	Fred Gaines (FTE/Permitting)	Clif Tate (KHA/Engineering)	Matt Betancourt (RS&H Public Inv.)
Katherine Luetzow (RCID)	Sarah Johnson (KHA/Env)	Kate Kolbo (RCID Planning/Eng)	Rick Langlass (RS&H DPM/Eng.)
Sandy Morales (RCID)			

II. Introductions

Stephanie introduced the Florida Turnpike Enterprise (FTE) staff and explained the purpose of the meeting was to continue coordination with the Reedy Creek Improvement District (RCID) on the two PD&E studies. The RS&H team and RCID was also introduced.

III. PowerPoint presentation

Doug Reed went through a PowerPoint presentation. Discussion is summarized below.

Poinciana Parkway Extension PD&E Study and Drainage Design:

Erik Scott outlined the anticipated worst—case encroachment into Whittenhorse Creek with the proposed 8-lane typical. Kate Kolbo requested the hydraulic model FTE is using to evaluate the HGL. RS&H does not anticipate any changes to the Boggy Creek culvert. Davenport Creek will be bridged

Kate Kolbo indicated that FTE is not required to use a specific hydraulic model, but all modeling (electronic executable files) would need to be submitted for RCID review.

Todd Rimmer indicated that the CADD files would be requested from Mattamy Homes for the Celebration Island Village site plan.

Erik Scott requested the RCID model for use. Kate Kolbo agreed to send it after the meeting.

Kate Kolbo suggested the permit request should be submitted to RCID before submitting to the South Florida Water Management District (SFWMD).

The fee structure of \$4.15 per acre/csm is still applicable. The \$200/acre is also still

applicable for the portion of the project located within the RCID boundary if runoff drains into RCID. The original permits will be reviewed and fees will be assessed based on the improvements.

It was noted that the easements are water management first and foremost, then wildlife conservation.

Todd Rimmer asked if the two Poinciana Parkway Extension alternatives operate similarly. The response was yes, the configuration differs, but operations are similar. Todd also suggested the relocation of utilities be included in the evaluation and footprint.

Historical storage must be preserved as this area serves a large area of Osceola and Orange counties. Flood storage is critical.

Kate Kolbo will send the latest GIS files for the most up to date information on the jurisdictional and water management conservation area limits. A separate meeting can be set up to go through the information.

Widen Western Beltway PD&E Study:

Todd Rimmer indicated they are looking at 2040 traffic models for Western Way due to its connection into Lake County. Emam Emam indicated he can share the Synchro files which have been coordinated with District 5 and FDOT Central Office.

Bike and pedestrian facilities can be removed from Western Way since other means (i.e. shuttles) are being incorporated by Disney for bike and pedestrian accommodations. This will ultimately be safer due to the free flow ramp movements.

RCID is evaluating widening Western Way to six lanes. Funding is included in the 10-year plan.

It was noted that Disney was not invited to the Reunion Coordination meeting scheduled for March 10, 2022.

In general, it was agreed that Poinciana Parkway Extension Alternative 2 has reduced direct and indirect impacts to RCID resources compared to Alternative 1.

IV. Action Items

- a. Doug Reed will prepare meeting minutes. (done)
- b. Kate Kolbo will send the RCID model.
- c. Stephanie Underwood will send the HEC-RAS and Synchro models.