

**ADMINISTRATIVE ACTION  
ENVIRONMENTAL ASSESSMENT**

**Florida Department of Transportation**  
In cooperation with

**Financial Management Number:** 446581-1-22-01

**Federal Project Number:** To be Determined

**FDOT Efficient Transportation Decision Making Project Number:**

PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG, Osceola County Florida

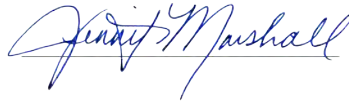
PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG

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 05/26/2022 and executed by the Federal Highway Administration and FDOT.

**Approved For Public Notice**

03/15/2023

Date



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## 1.0 PROJECT DESCRIPTION AND PURPOSE AND NEED

### 1.1 Project Description

The project involves extending Poinciana Parkway (SR 538) from County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange, modifying the I-4/SR 429 interchange to accommodate the Poinciana Parkway (SR 538) connection, and increasing capacity of the segment of SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange. The total project length is 4.97 miles.

Poinciana Parkway (SR 538) is a section of a future, six lane limited access toll facility, often referred to as the "Southern Beltway". The Southern Beltway would provide a regional, limited access facility that connects I-4 on the west to the interchange of Boggy Creek Road/SR 417 on the east, a distance of approximately 50 miles. The westernmost portion of the Southern Beltway is referred to as the Poinciana Parkway.

The existing interchange at I-4 and SR 429 is a full access interchange with no connection to the south. Currently, I-4 provides six lanes (three lanes in each direction) and SR 429 provides four lanes (two lanes in each direction).

The study area (see **Figure 1**), which includes portions of unincorporated Osceola and Polk Counties, is comprised of residential land uses, the 2,226-acre Reunion Resort, and conservation lands under the jurisdiction of the Reedy Creek Improvement District (RCID). Although there are no municipalities in the study area, the project includes the unincorporated areas of Loughman and Poinciana. There are also numerous undeveloped parcels with residential and planned development future land use designations, wetland systems, and overhead and underground utility corridors. CR 532 follows the county line between Polk County on the south and Osceola County on the north.

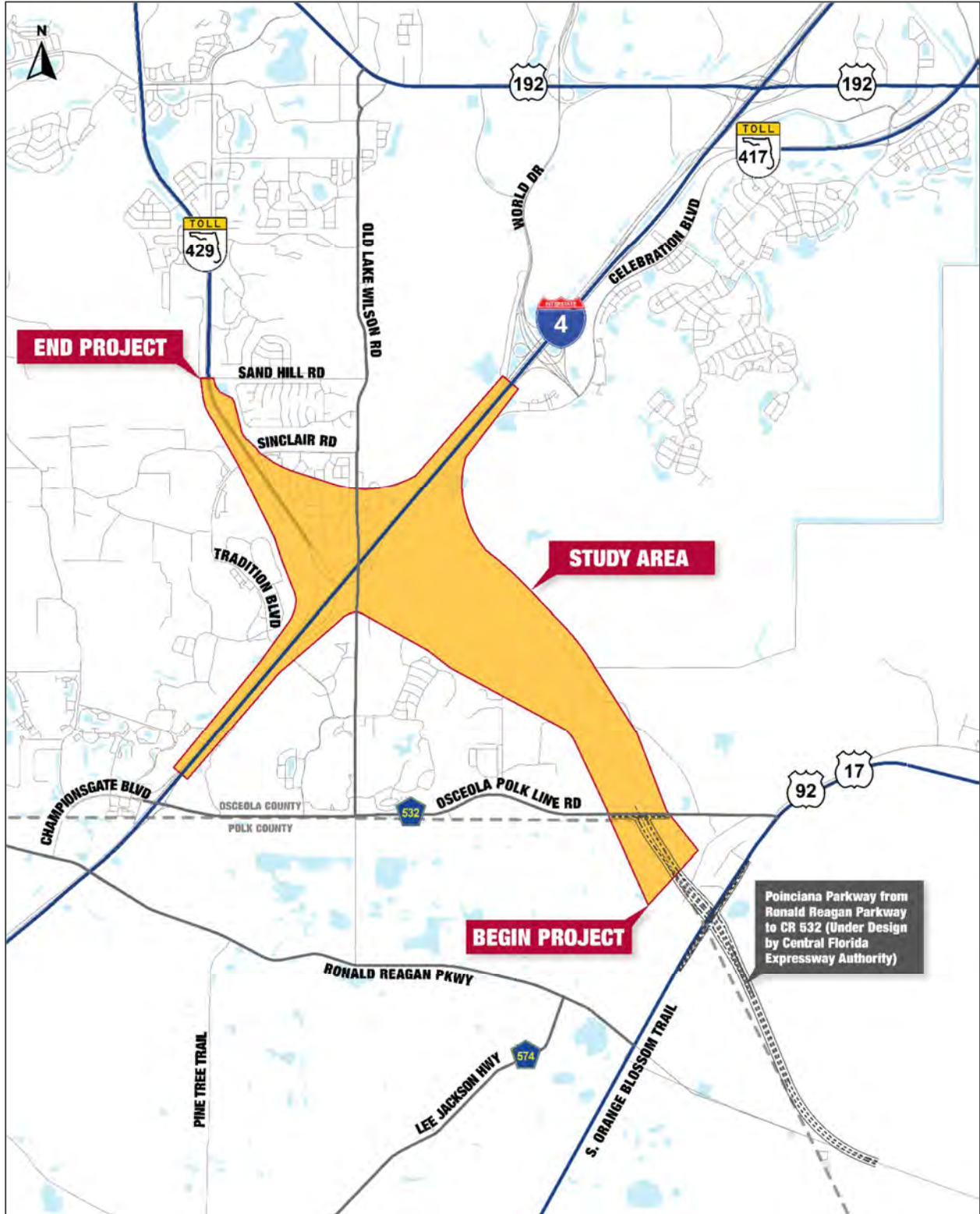


Figure 1: Project Location Map

## **1.2 Purpose and Need**

The purpose of this project is to complete the missing link in the Poinciana Parkway (SR 538) between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange.

### **1.2.1 Primary Purpose and Need**

#### **1.2.1.1 Systems Linkage**

The Poinciana Parkway (SR 538) currently terminates at the intersection of US 17/92 and Ronald Reagan Parkway/County Road 54 (CR 54). As part of a separate effort, the Poinciana Parkway (SR 538) is being extended approximately 1.75 miles north to CR 532. Therefore, this project would complete the remaining 2.5-mile gap in the Poinciana Parkway (SR 538) between CR 532 and I-4/SR 429.

Previous travel demand forecasting efforts have estimated that approximately 50,000 to 60,000 vehicles per day are projected to use the Poinciana Parkway (SR 538) between Poinciana and the I-4/SR 429 interchange by year 2050.

In the No-Build condition, once the separate in-progress Poinciana Parkway (SR 538) effort is completed, to reach I-4 from Poinciana, motorists would therefore be required to exit the limited-access Poinciana Parkway (SR 538) and travel approximately 2.5 miles on CR 532, an urban minor arterial. In addition, to access SR 429, motorists would then be required to travel an additional 1.5 miles on a congested portion of I-4. Therefore, motorists would travel approximately four miles total to reach SR 429. This would add a substantial number of trips to I-4, CR 532 and other local roadways, thereby increasing travel times and adding congestion on both I-4 and the local roadway network.

Finally, this approximately two-mile gap in the Poinciana Parkway (SR 538) would create a disjointed section in the overall 50-mile Southern Beltway, a limited access facility, intended to connect to the Western Beltway/SR 429, providing a regional beltway around Metro Orlando.

#### **1.2.1.2 Transportation Demand**

Based on travel demand forecasts presented in the Florida's Turnpike Enterprise's 2019 Traffic Trends Report, in the No-Build condition, without capacity improvements, the segment of SR 429 between I-4 and Sinclair Road will not meet level of service (LOS) standards (LOS C) by the year 2030. Further congestion would be anticipated between 2030 and 2050, the project's design year. LOS will be used as a primary measure of effectiveness. The LOS target for state roads during peak travel hours is "D" in urban areas, per the State Highway System Policy No. 000-525-006c. The Build Alternative

would be designed to meet the established LOS D target to the greatest extent practicable in Design Year 2050.

### **1.2.1.3 Project Status**

The Poinciana Parkway (SR 538) was initially developed by the Osceola County Expressway Authority (OCX). OCX was formed by legislation in 2010 and ultimately incorporated into the Central Florida Expressway Authority (CFX) in 2014. This project was recommended as part of the OCX 2040 Master Plan, which planned a new limited access facility from I-4 in Osceola County to the Boggy Creek Road/SR 417 interchange in Orange County. The projects in the OCX Master Plan have since been adopted by CFX, except for this approximately 4.5-mile project, known as the I-4/Poinciana Connector.

The project, as currently planned, is listed in the MetroPlan Orlando 2045 Metropolitan Transportation Plan (i.e., Long Range Transportation Plan) Cost Feasible Plan (adopted December 9, 2020, revised March 9, 2022) as an FTE cost feasible project (MTP ID # 1055). The Project Development and Environment (PD&E) study for this project is included in the current Metroplan Orlando Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/22 – 2025/26 (adopted July 7, 2021, revised February 9, 2022) and the current State Transportation Improvement Program (STIP) for FY 2022/23 – 2025/26. Documentation supporting planning consistency is provided in **Appendix D**.

## **1.2.2 Secondary Purpose and Need**

Additional needs for the project were identified through the PD&E Study process and are described below.

### **1.2.2.1 Safety**

The Poinciana Parkway Extension Connector (PPEC) is needed to enhance safety. Between 2014 and 2018, there were 1,147 crashes along I-4 and 42 crashes along SR 429 within the study limits. The estimated economic crash cost for these crashes is about \$171 million dollars along I-4 and \$14 million along SR 429 over the five years. Six fatal crashes were reported along the I-4 corridor. One fatal crash was reported along SR 429 within the study limits.

Between 2014 and 2018, there were 128 crashes along US 17/92 and 478 crashes along CR 532 within the study limits. There was one fatal crash that occurred along US 17/92. Two fatal crashes were reported within the study limits of CR 532. The estimated economic crash cost is about \$25 million dollars for US 17/92 and \$64 million for CR 532 over the five years. Congestion is a major contributing factor to crashes. In the No-Build condition, congestion would likely continue to rise leading to an increase in crashes.

### **1.2.2.2 Travel Times and Reliability**

The extension of Poinciana Parkway (SR 538) is needed to improve travel time reliability. The current lack of a direct connection from Poinciana Parkway (SR 538) to I-4 and SR 429 results in significant congestion on I-4, CR 532, and S. Old Lake Wilson Road which produces significant delays and reduces travel time reliability. The existing travel pattern requires travelers from the south to take CR 532 to get to either I-4 or SR 429. The PPEC will create a more direct connection between Poinciana Parkway (SR 538), I-4, and SR 429, and relieve the section of I-4 between CR 532 and SR 429. The proposed improvements are expected to cut travel distances in half for PPEC users and reduce travel times substantially for these users, as well as those on I-4 during peak periods.

### **1.2.2.3 Emergency Response**

Currently, Poinciana has a population of approximately 70,000 people. This high population combined with limited roads accessing Poinciana results in significant congestion on local roadways. The PPEC will increase access to Poinciana and provide improved emergency response times and improved evacuation routes.

## **2.0 ALTERNATIVES**

### **2.1 No-Build Alternative**

The No-Build Alternative assumes that the extension of Poinciana Parkway (SR 538) to I-4 is not constructed. Only those other projects included in the MPO Cost Feasible 2045 Metropolitan Transportation Plan were assumed to be provided to meet the transportation need. The results of the No-Build Alternative analysis formed the basis of the comparative analysis for the Build Alternatives.

The advantages of the No-Build Alternative include:

- No impact to adjacent social, cultural, natural, or physical environments
- No utility impacts
- No expenditure of funds for right-of-way (ROW) acquisition, design, or construction

The disadvantages of the No-Build Alternative include:

- Does not provide system-to-system connectivity between Poinciana Parkway (SR 538) and I-4/SR 429
- Retains a missing segment of the regional expressway system in Osceola County
- Does not address vehicular travel demands
- Does not alleviate traffic on segments of CR 532 and I-4
- Rate of crashes in the study area would likely continue to increase

The No-Build Alternative will remain viable throughout the PD&E Study.

### **2.2 Alternatives Considered but Eliminated**

The Transportation Systems Management & Operations (TSM&O) Alternative considers safety and minor operational improvements to existing facilities that may include additional turn lanes, intersection improvements, traffic signal optimization, intelligent transportation systems (ITS) technology implementation, and/or pavement marking improvements to enhance safety and mobility. The primary purpose and need is to provide system linkage and accommodate transportation demands. As the TSM&O Alternative would only provide safety and minor operational improvements, a gap would remain in the regional beltway around Orlando. No TSM&O Alternative can fulfill the purpose and need for the project; therefore, no TSM&O options were identified for the study.

## 2.3 Build Alternatives

Two Build Alternatives, Alternative 1 and Alternative 2, were evaluated. Alternatives were developed through an iterative process that considered the following elements:

- Ability to accommodate traffic needs
- System-to-system connectivity for the Poinciana Parkway (SR 538)/I-4/SR 429 interchange
- Ramp geometry to provide minimum 50 MPH design speed for the Poinciana Parkway (SR 538)/I-4/SR 429 interchange
- Ramp spacing and configuration to minimize weaving issues
- Impacts to communities
- Impacts to conservation areas
- Impacts to utilities owned by Florida Gas Transmission (FGT) and Gulfstream
- Ability to construct while accommodating existing traffic
- Construction cost estimates
- ROW requirements

Both Build Alternatives are identical except for differences at the Poinciana Parkway (SR 538)/I-4/SR 429 interchange. Below is a summary of the alternatives considered by segment and interchange:

- Poinciana Parkway (SR 538) Typical Section
  - Six lane typical section consisting of three lanes in each direction.
- SR 429 Typical Section
  - Twelve lane typical section with four collector-distributor (C-D) lanes in each direction and two travel lanes in each direction.
- I-4 Typical Section
  - Twelve lane typical section with four general use lanes in each direction and two managed lanes in each direction. This typical section is consistent with proposed improvements identified by the I-4 Beyond the Ultimate (I-4 BtU) project. The I-4 BtU project will improve I-4 to address safety, mobility, and connectivity by extending improvements made during the I-4 Ultimate project further to the west and east including the area encompassing the I-4 and SR 429 interchange.
- Poinciana Parkway (SR 538) at CR 532 Interchange
  - Partial diamond interchange providing access to/from the north. Access to the south is not provided as a full interchange at US 17/92 is provided less than one-mile from CR 532.
- Poinciana Parkway (SR 538)/I-4/SR 429 Interchange



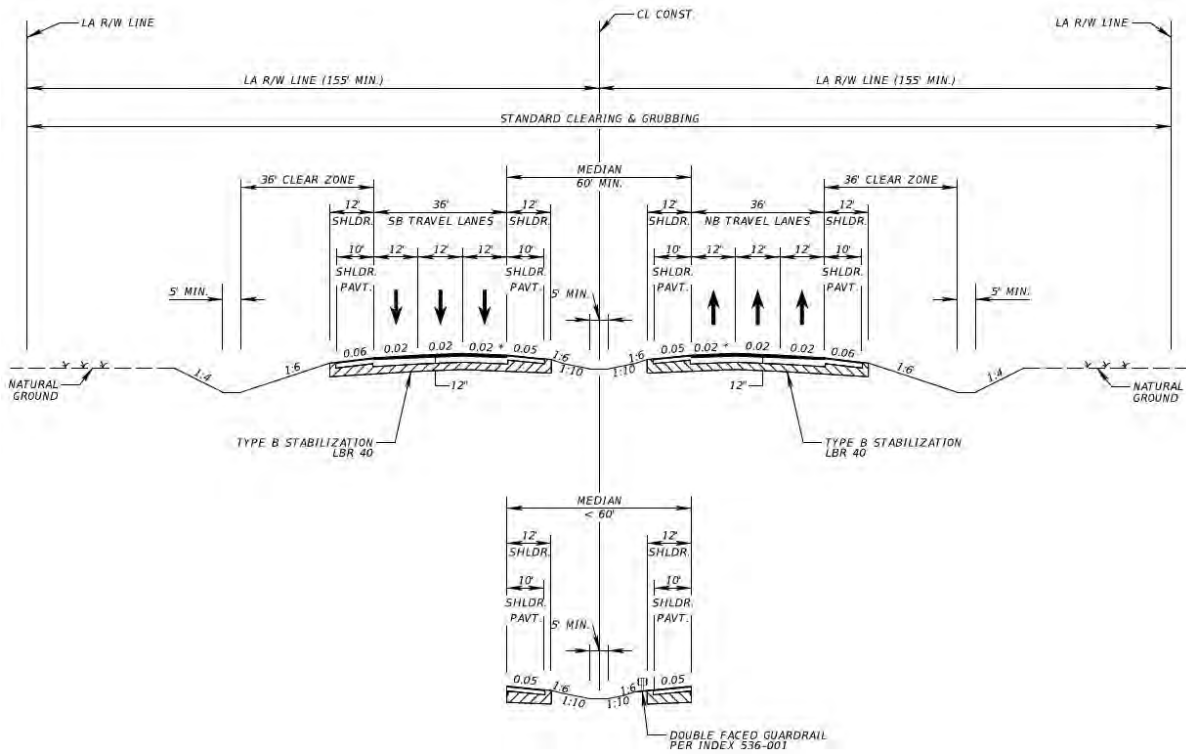
- Alternative 1: Provides all system-to-system connections with the Poinciana Parkway (SR 538) southbound lanes located south of the Florida Gas Transmission (FGT) and Gulfstream facilities and the northbound lanes located north of the FGT and Gulfstream facilities.
- Alternative 2: Similar to Alternative 1 except both directions of the Poinciana Parkway (SR 538) mainline are located south of the FGT and Gulfstream facilities.
- SR 429 at Sinclair Road Interchange
  - Modifications to existing diamond interchange.

**Table 1** summarizes the engineering and environmental effects for the project. The matrix evaluates the No-Build Alternative and the two Build Alternatives (Alternative 1 and Alternative 2).

**Table 1: Evaluation Matrix**

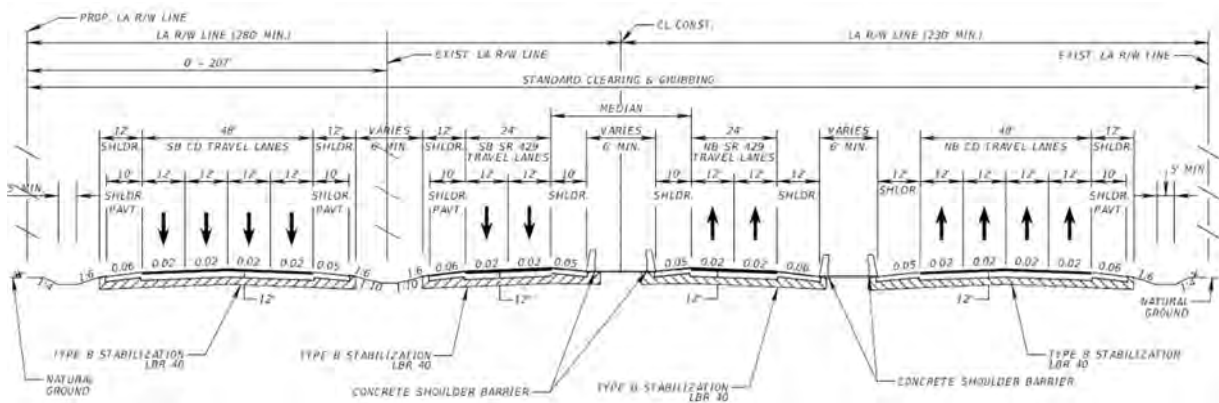
Evaluation Parameters	Build Alternatives		No-Build Alternative
	1	2	
<b>Social and Economic Impacts</b>			
Right of Way Required (acres)	202.3	189.8	0.0
Number of Parcels Impacted	93	90	0
Number of Potential Residential Relocations	1	1	0
Number of Potential Non-Residential Relocations	0	0	0
<b>Cultural Resource Impacts</b>			
Known Previously Recorded National Register Eligible Archaeological Sites Affected	0	0	0
Known Previously Recorded National Register Eligible Historic Sites Affected	0	0	0
<b>Natural Resource Impacts</b>			
Wetland Direct Impacts (acres)	141.68	133.27	0
Wetland Secondary Impacts – 100 ft buffer (acres)	132.50	118.89	0
Wetland Secondary Impacts - Median (acres)	21	N/A	N/A
Wetland Secondary Impacts - Total (acres)	153.50	118.89	N/A
Floodplain Impacts (acres)	120.53	103.57	0
Protected Species Involvement	High	High	None
Conservation Easement Impacts (acres)	64.19	58.91	0.0
<b>Physical Resource Impacts</b>			
Potential Utility Impacts	Yes	Yes	No
Potential Contamination Sites (medium or high risk)	2	2	0
Potential Noise Impacts	Moderate	Moderate	N/A
Air Quality Effects	None	None	None
<b>Costs (\$ millions)</b>			
Estimated Construction Cost (Includes portion of I-4 BtU)	\$1,429.30	\$1,525.07	\$0.00
Estimated ROW Cost	\$94.91	\$86.58	\$0.00
Engineering Cost (10%)	\$142.93	\$152.51	\$0.00
Construction Engineering and Inspection Cost (10%)	\$142.93	\$152.51	\$0.00
Wetland and Protected Species Mitigation Cost	\$29.07	\$27.84	\$0.00
<b>Total Costs (\$ millions)</b>	<b>\$1,839.14</b>	<b>\$1,944.51</b>	<b>\$0.00</b>

The proposed typical section for Poinciana Parkway (SR 538) is shown in **Figure 2** and includes six 12-foot wide travel lanes (three in each direction) separated by a 50-foot wide median. The proposed limited access ROW width is 310 feet.



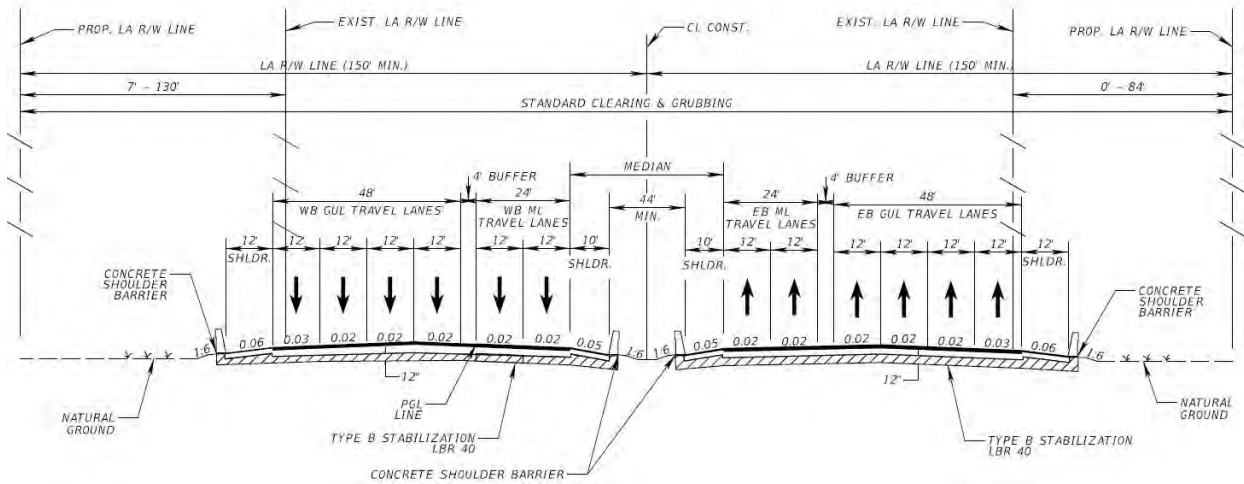
**Figure 2: Poinciana Parkway (SR 538) Six-Lane Typical Section**

The proposed typical section for SR 429 is shown in **Figure 3** and includes twelve 12-foot wide lanes (six lanes in each direction consisting of four C-D lanes and two travel lanes). The existing limited access ROW varies from 303 to 510 feet. Segments of SR 429 will need up to 207 feet of additional ROW to accommodate the proposed typical section.



**Figure 3: SR 429 Typical Section**

The proposed typical section for I-4 is provided in **Figure 4**. The typical section includes twelve lanes (six lanes in each direction consisting of four 12-foot wide general use lanes and two 12-foot wide managed lanes). The proposed typical section is generally consistent with the I-4 BtU project except for some differences in order to accommodate the proposed bridge piers for the Poinciana Parkway (SR 538)/I-4/SR 429 interchange. These include buffer separation between the general use lanes and managed lanes instead of barrier wall and the inclusion of a barrier wall separating the inside shoulder from the 44-foot wide rail envelop. The proposed typical section requires 300 feet of ROW. Along segments of I-4, an additional 7 to 130 feet of ROW would be needed along the south side and 0 to 84 feet would be needed along the north side.



**Figure 4: I-4 Typical Section**

### 2.3.1 Alternative 1

Alternative 1 (shown in **Figure 5** and **Figure 6**) proposes the extension of Poinciana Parkway (SR 538) from CR 532 to I-4 and the widening of SR 429 from I-4 to north of Sinclair Road. Alternative 1 has a bifurcated mainline with the Poinciana Parkway (SR 538) southbound travel lanes located south of the FGT and Gulfstream facilities and the northbound travel lanes located north of the FGT and Gulfstream facilities (shown in **Figure 7**). The southbound mainline and a southbound ramp bridge over the FGT site, although not directly impacting the FGT facility.

The advantages of Alternative 1 (compared to Alternative 2) include the following:

- Lower construction cost
- Lower total cost
- Bifurcated area provides room for drainage ponds

The disadvantages of Alternative 1 (compared to Alternative 2) include the following:

- Requires more ROW
- May require relocation of an FGT building
- Improvements are within the Gulfstream's tower fall radius
- Directly impacts two FGT gas main lines
- Impacts more wetlands
- Impacts more conservation easement acreage
- Crosses Davenport Creek and the Tributaries at a skewed angle requiring additional bridge piers
- Closer to Reunion Development by 86 feet
- Closer to Celebration Island Village by 490 feet



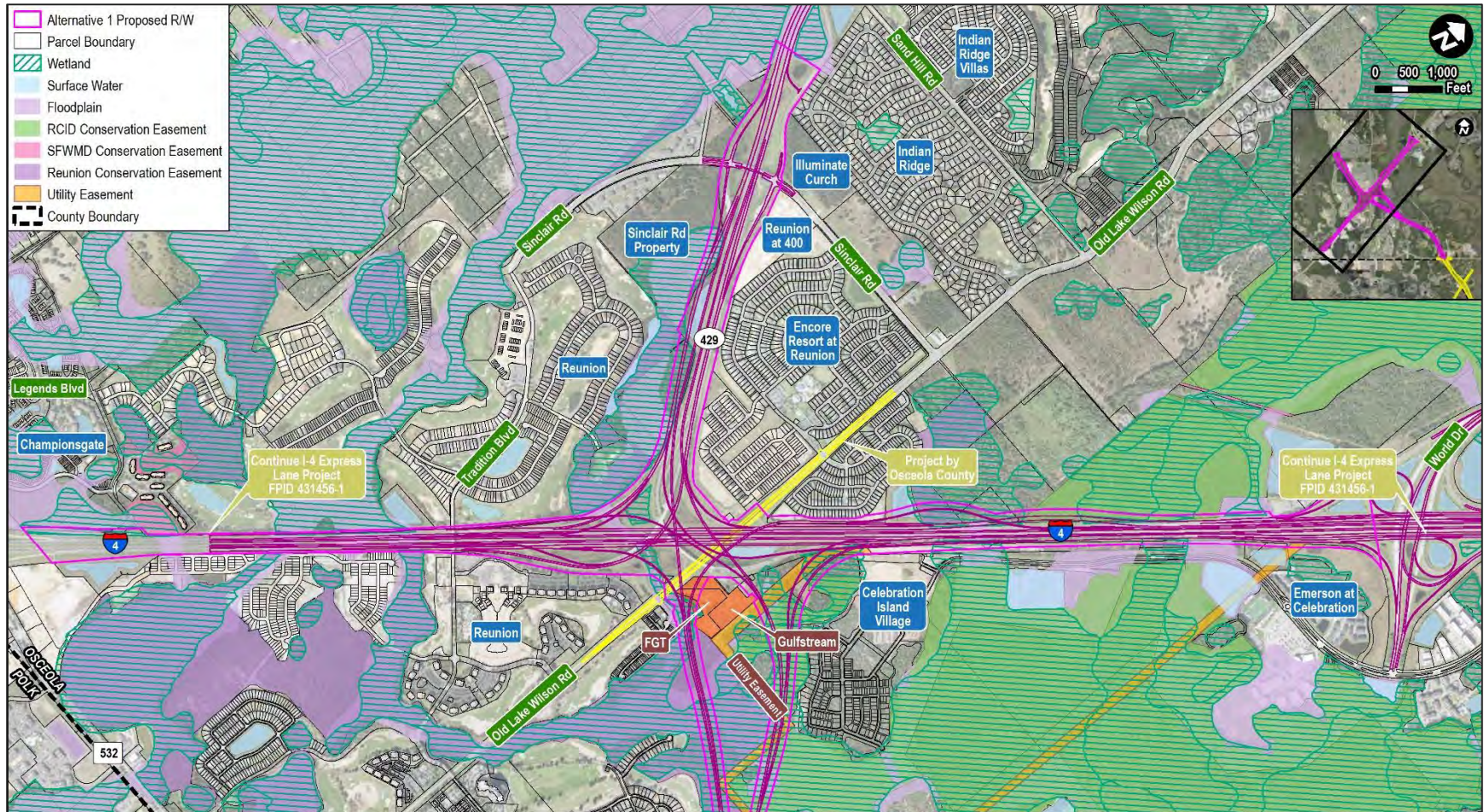
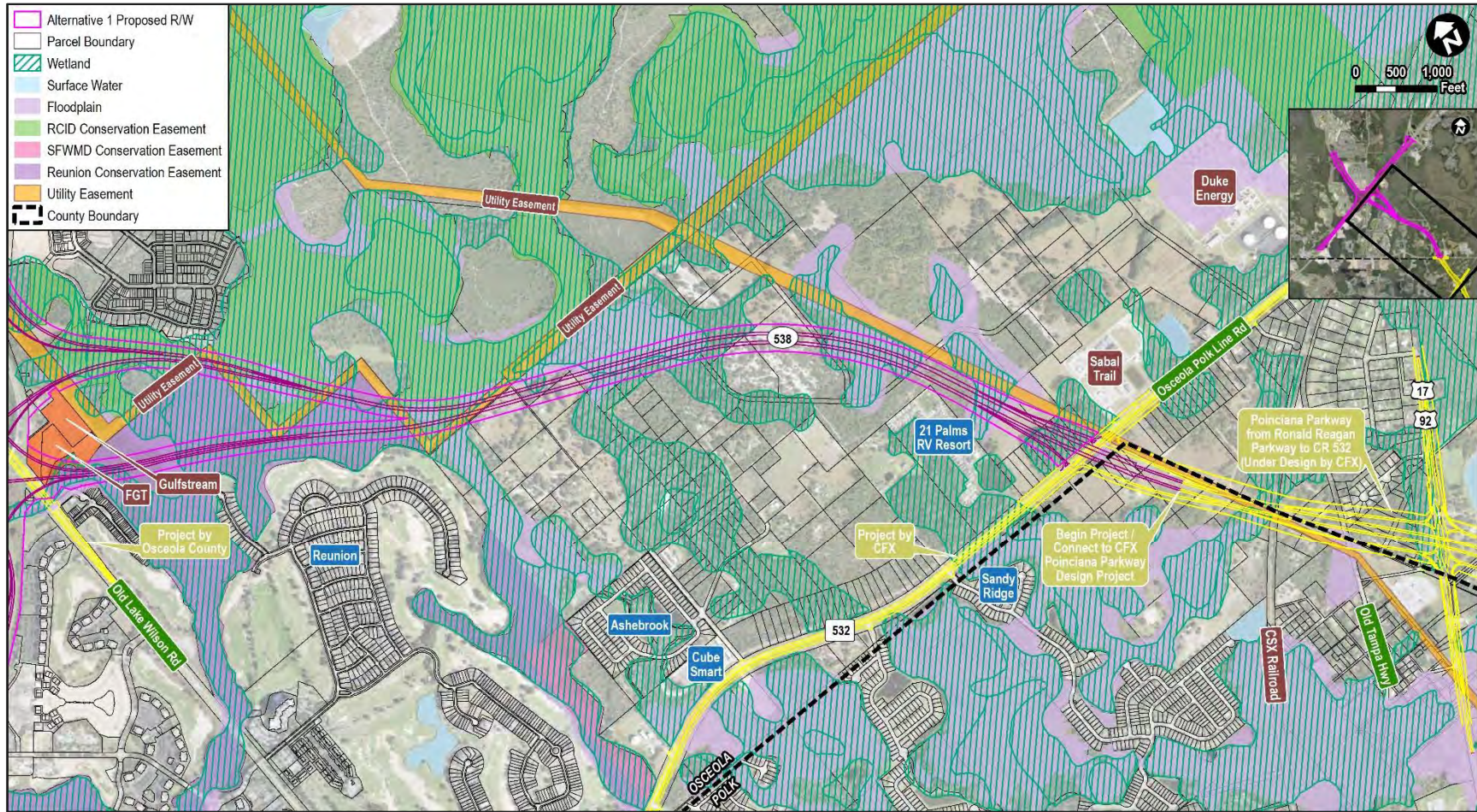


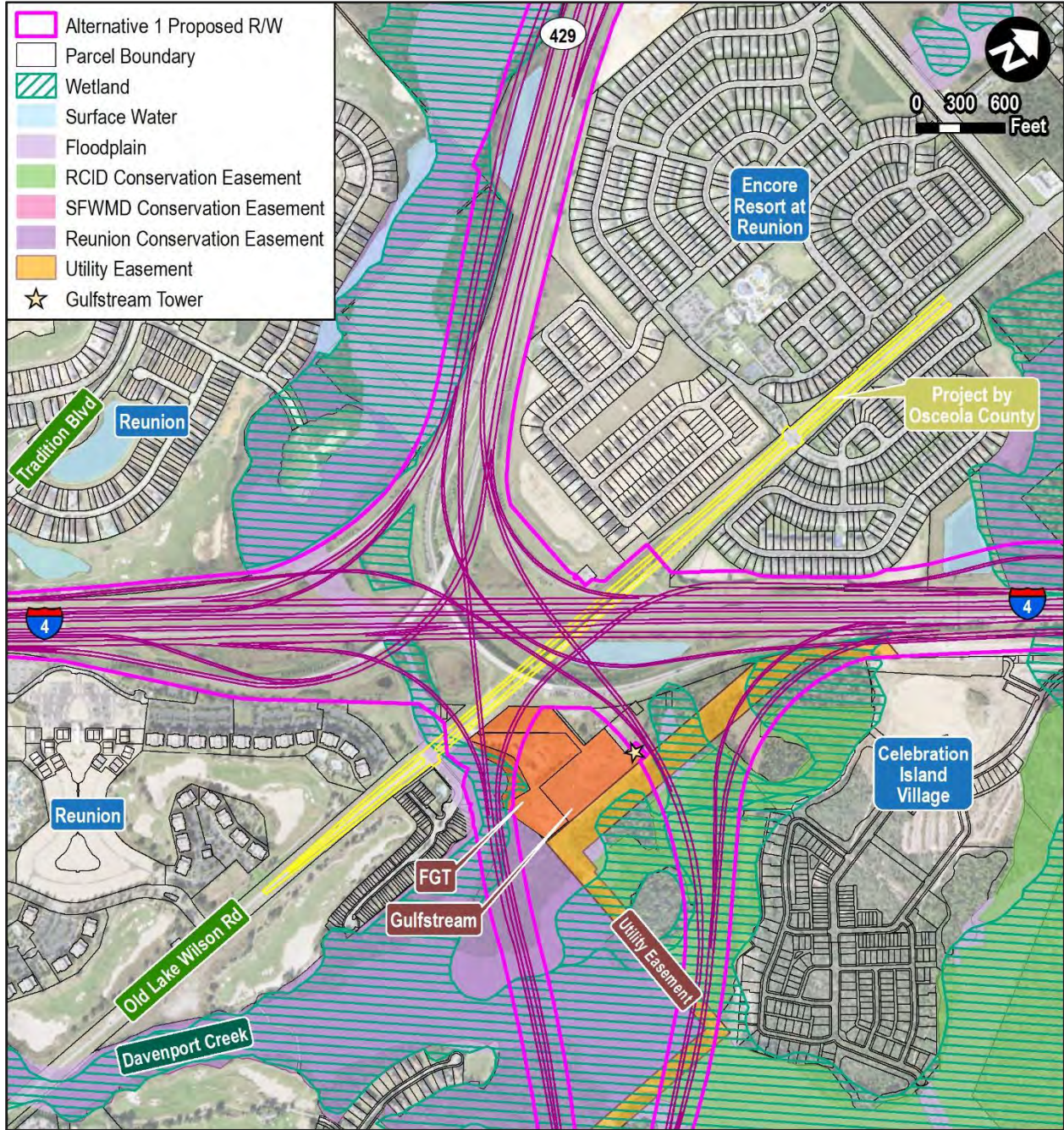
Figure 5: Alternative 1 (1 of 3)





**Figure 6: Alternative 1 (2 of 3)**





**Figure 7: Alternative 1 (3 of 3)**



### 2.3.2 Alternative 2

Alternative 2 (shown in **Figure 8** and **Figure 9**) is similar to Alternative 1; however, both directions of the Poinciana Parkway (SR 538) mainline are located south of the FGT and Gulfstream facilities (shown in **Figure 10**). Similar to Alternative 1, the northbound and southbound mainline lanes bridge over the FGT site, although further away from the existing buildings on the FGT site than in Alternative 1.

The advantages of Alternative 2 (compared to Alternative 1) include the following:

- Requires less ROW
- Less impacts to FGT (preferred by FGT)
- Less impacts to Sabal Trail gas main
- Improvements are outside of the Gulfstream's tower fall radius
- Impacts less wetlands
- Impacts less conservation easements
- Crosses Davenport Creek and the Tributaries almost perpendicular
- Provides more separation from the Reunion Development by 86 feet
- Provides more separation from Celebration Island Village by 490 feet

The disadvantages of Alternative 2 (compared to Alternative 1) include the following:

- Higher construction cost
- Higher total cost



Figure 8: Alternative 2 (1 of 3)



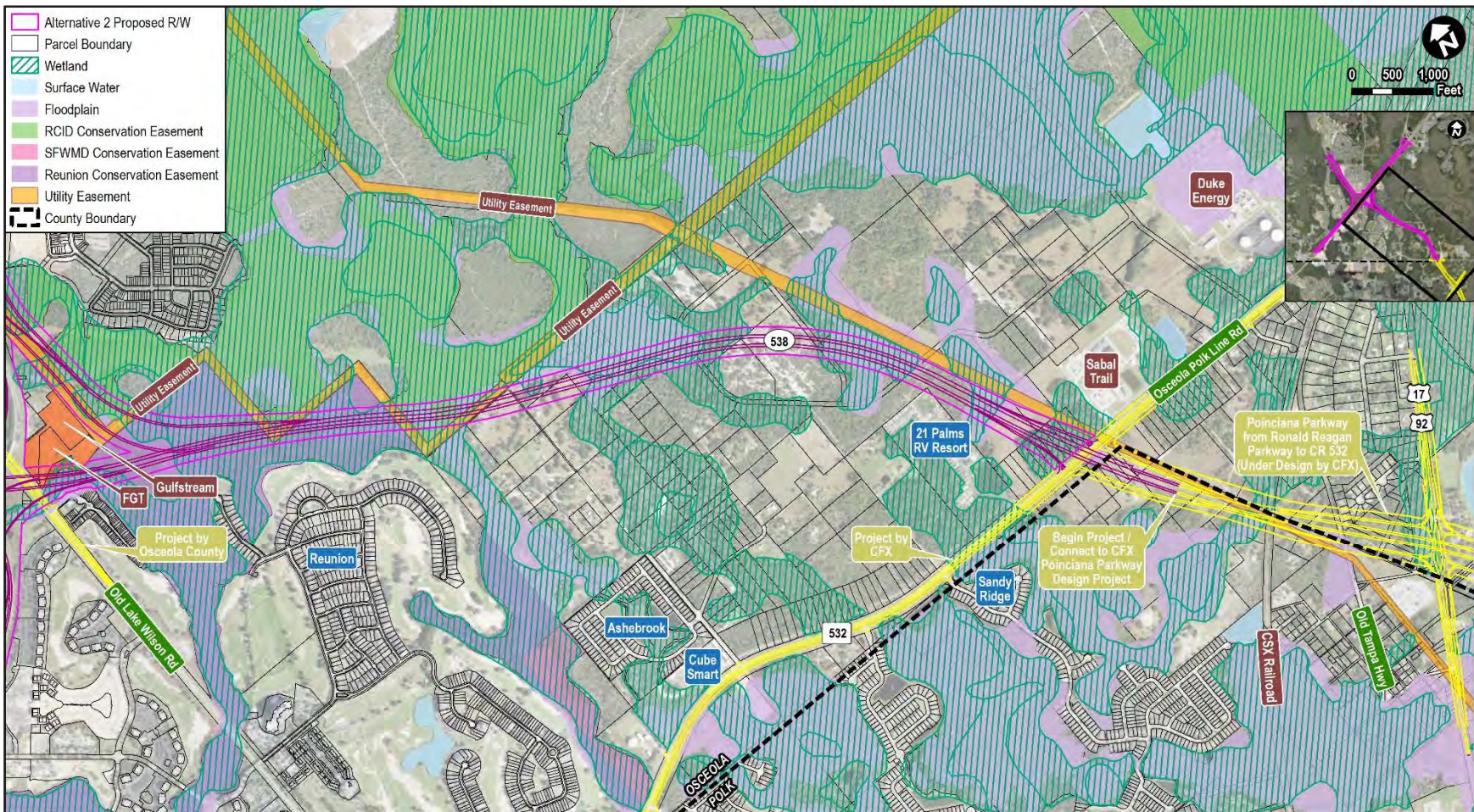
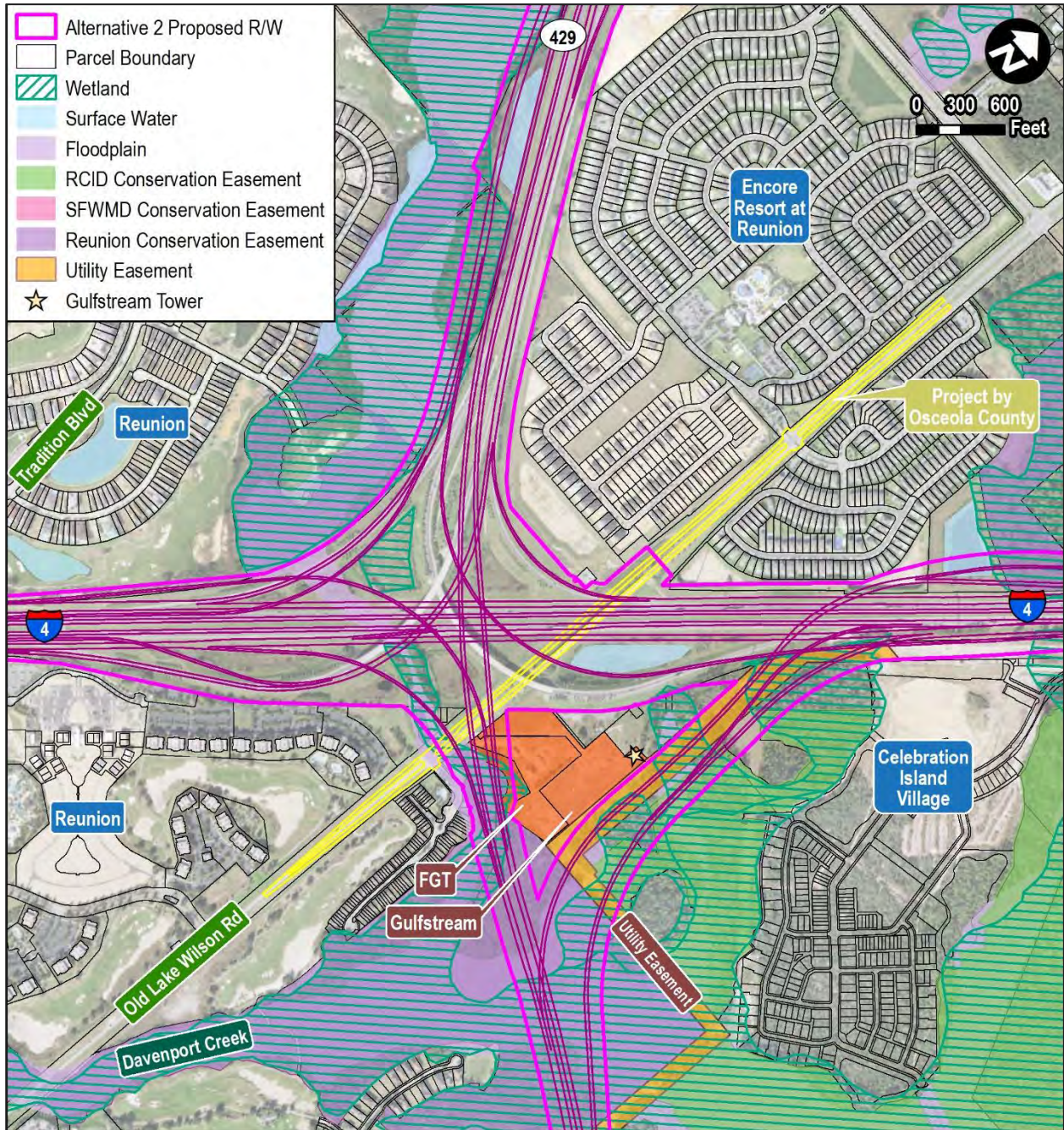


Figure 9: Alternative 2 (2 of 3)





**Figure 10: Alternative 2 (3 of 3)**

### 2.3.3 Utility Impacts

**Table 2** describes the conflicts that have been identified with both alternatives. The final extent of the impacts and possible relocations will be established in coordination with each utility agency owner (UAO) during the design phase.

**Table 2: Utility Impacts**

<b>Alternative 1</b>	<b>Alternative 2</b>
Has larger footprint over the entrance to the FGT Facility.	Has a smaller footprint over the entrance to the FGT facility.
May require a relocation of one of the FGT buildings.	Does not require relocation of the FGT buildings.
Northbound lanes of Poinciana Parkway (SR 538) are within the Gulfstream Tower fall radius. This may trigger a relocation of the tower.	All facilities are outside of the Gulfstream Tower fall radius.

### 2.3.5 Right-of-Way Impacts

Alternative 1 would require 202.3 acres of ROW and Alternative 2 would require 189.8 acres of ROW.

Alternative 1 would impact 93 parcels and Alternative 2 would impact 90 parcels.

Both Alternative 1 and 2 would potentially require three residential relocations. These residences are the same for both alternatives.

Alternative 1 would potentially require one non-residential relocation (a building on the FGT parcel) while Alternative 2 would not require any non-residential relocations.

Additional information is provided in Section 3.3.6, Relocation Potential.

### 2.3.6 Costs

Construction costs for Alternative 1 would be approximately \$1.429 billion while the construction costs for Alternative 2 would be approximately \$1.525 billion.

ROW costs for Alternative 1 would be approximately \$95 million and ROW costs for Alternative 2 would be approximately \$87 million.

Final Design (estimated at 10% of construction costs) for Alternative 1 would be approximately \$143 million and these costs for Alternative 2 would be approximately \$153 million.

Construction Engineering and Inspection (estimated at 10% of construction costs) for Alternative 1 would be approximately \$143 million and these costs for Alternative 2 would be approximately \$153 million.

Alternative 1 would include approximately \$29 million for wetland and species mitigation while Alternative 2 would include approximately \$28 million for wetland and species mitigation.

Total costs for Alternative 1 would be approximately \$1.839 billion and Alternative 2 would be approximately \$1.944 billion.

## 2.4 Preferred Alternative

Alternative 2 is recommended as the Preferred Build Alternative for the following reasons:

- Alternative 2 requires less ROW and has a smaller footprint than Alternative 1, reducing impacts. Alternative 1 has more direct wetland impacts than Alternative 2. Secondary impacts for each alternative were also assessed within 150 feet of the direct impacts. The combined direct and secondary impacts are greater in Alternative 1.
- Alternative 2 is preferred by FGT over Alternative 1 due to fewer impacts to their facility. Additionally, Alternative 2 does not have direct impacts to FGT's Gas Mains.
- Alternative 2 has lower ROW cost. While it has a higher construction cost than Alternative 1 (as well as a higher total cost), the design team has identified the following cost associated items:
  - Alternative 1 has direct gas main impacts that do not occur with Alternative 2 (the actual cost of the gas main relocation has not been determined, as they required evaluation by the gas companies).
  - Possible refinements only applicable to the Alternative 2 design may assist with lowering and shortening some of the bridges and thus reducing the project construction cost.
- Alternative 2 is located further away from the Celebration Island Village residential lots (approximately 600 feet) than Alternative 1 (approximately 110 feet).
- Alternative 2 is located further away from the Reunion Development (approximately 605 feet) than Alternative 1 (approximately 519 feet).
- Alternative 2 allows a more perpendicular crossing of Davenport Creek, reducing the creek realignment, number of bridge piers in the water and reducing the impact to the creek flows.

Concept plans for the Preferred Alternative are included in **Appendix A**.

### **3.0 ENVIRONMENTAL ANALYSIS**

This chapter describes the environmental resources that could be affected by the Build and No-Build Alternatives. Where possible, impacts are quantified or measured. Where measuring an impact is not possible, a qualitative discussion is provided to explain the basis for whether the impact would be considered significant within the context of the National Environmental Policy Act (NEPA). In considering whether the effects of the proposed action are significant, agencies shall analyze the potentially affected environment and degree of the effects of the action. Significance varies depending on the setting of the proposed action.

The discussion of environmental impacts is based on the initial evaluation provided by the environmental resource agencies, a description of the resource, and an assessment of the potential impact. The No-Build Alternative would not impact any of the resources discussed below; therefore, the discussions provided in this section are focused on the Build Alternatives.

#### **3.1 Efficient Transportation Decision Making Degree of Effect Determination**

The Efficient Transportation Decision Making (ETDM) process is the Florida Department of Transportation (FDOT) procedure for reviewing qualifying transportation projects to consider potential environmental effects in the Planning phase. This process provides stakeholders the opportunity for early input, involvement, and coordination, provides for the early identification of potential project effects, and informs the development of scopes for projects advancing to the PD&E phase.

Stakeholders involved in the ETDM process generally include Transportation Planning Organizations (TPOs), county and municipal governments, federal and state agencies, Native American tribes, and the public. To facilitate intergovernmental interaction, each of the FDOT districts has an Environmental Technical Advisory Team (ETAT). ETAT members and the public have the opportunity to provide input to the FDOT regarding a project's potential effects on the natural, physical, cultural, and community resources throughout the planning phase of project delivery. These comments help to determine the feasibility of a proposed project; focus the issues to be addressed during the PD&E phase; allow for early identification of potential avoidance, minimization, and mitigation opportunities; and promote efficiency and consistency during project development.

For this study, the ETAT included representatives from the following agencies:

- US Environmental Protection Agency (USEPA);
- US Department of Interior – US Fish and Wildlife Service (USFWS);



- US Army Corps of Engineers (USACE) – Regulatory Branch;
- US Department of Commerce – National Marine Fishery Service (NMFS) – Southeast Regional Superintendent Conservation District;
- US Department of Interior – National Park Service (NPS) – Southeast Regional Office;
- US Coast Guard (USCG);
- Florida Fish and Wildlife Conservation Commission (FWC);
- Florida Department of Environmental Protection (FDEP);
- Florida Department of State;
- Florida Department of Economic Opportunity (FDEO);
- Florida Department of Agriculture and Consumer Service (FDACS);
- South Florida Water Management District (SFWMD); and
- Southwest Florida Water Management District (SWFWMD).

FDOT informs agencies, tribal representatives, elected officials, and other interested stakeholders of a proposed action through the Advance Notification (AN) process. The AN was initiated on May 29, 2020, as ETDM Project 14445. A Final Programming Screen Summary Report was published on January 20, 2021 and is included in the project file. The Final Programming Screen Summary Report includes a list of all agencies and organizations that provided comments. Based on the feedback received from the reviewing agencies a Summary Degree of Effect was assigned. All Summary Degree of Effects were assigned a “Moderate” or below for each category. Several reviewing agencies listed a Degree of Effect as “Substantial” to Wetlands and Surface Waters, Water Quality and Quantity, and Wildlife and Habitat. The ETDM comments provided by reviewing agencies are summarized under each resource in this section.



## 3.2 Sociocultural Effects

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to social resources based on review comments from USEPA. The USEPA commented that a minority population was located within the project area and additional ROW may be needed, as well as changes to interchange locations and stormwater management facilities. They recommended that proactive measures should be considered so that the affected communities are included in the decisions.

A study area within 1,320 ft (a quarter-mile) of the proposed ROW for the build alternatives was examined for social and economic impacts and documented in the Sociocultural Effects (SCE) Evaluation Technical Memorandum, dated May 2022, located in the project file. Based on the SCE Evaluation completed for this project, the proposed improvements will not cause disproportionately high and adverse effects on any low-income, disadvantaged, minority, or other special populations in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. The project is not anticipated to negatively affect community groups, neighborhoods, or community concerns.

The Build Alternatives will have very similar impacts regarding these resources and therefore are not addressed separately.

Under the No-Build Alternative, there would no impacts to this resource.

### 3.2.1 Social

The extension of Poinciana Parkway (SR 538) from CR 532 to the I-4/SR 429 interchange will not subdivide neighborhoods or separate residences from key community facilities because this corridor segment is largely undeveloped and has no existing roadways. The remainder of the project involves existing limited access facilities that will not subdivide residents from community facilities. The SCE included an analysis of whether the proposed improvements would affect community cohesion, access to community services and community features, environmental justice and civil rights, land use changes, mobility, ROW, and relocations.

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other Federal and State of Florida nondiscrimination authorities. This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

### **3.2.1.1 Demographics**

An analysis was conducted through a review of publicly available American Community Survey data for the eleven (11) census block groups that overlap the study area. The following populations were evaluated within the study area: minority, elderly (age 65 and over), limited English proficiency (LEP), and low-income. The analysis included a comparison of each census block group with Polk County and Osceola County averages as summarized in **Table 3** below and shown in **Figure 11**, **Figure 12**, **Figure 13**, and **Figure 14**. Access to, and presentation of, project information was provided to LEP populations with higher than average statistics through use of a Spanish translator at the public meetings.

No minority or low-income populations have been identified that would be disproportionately adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

No significant impacts on the groups evaluated above are anticipated as a result of this project.

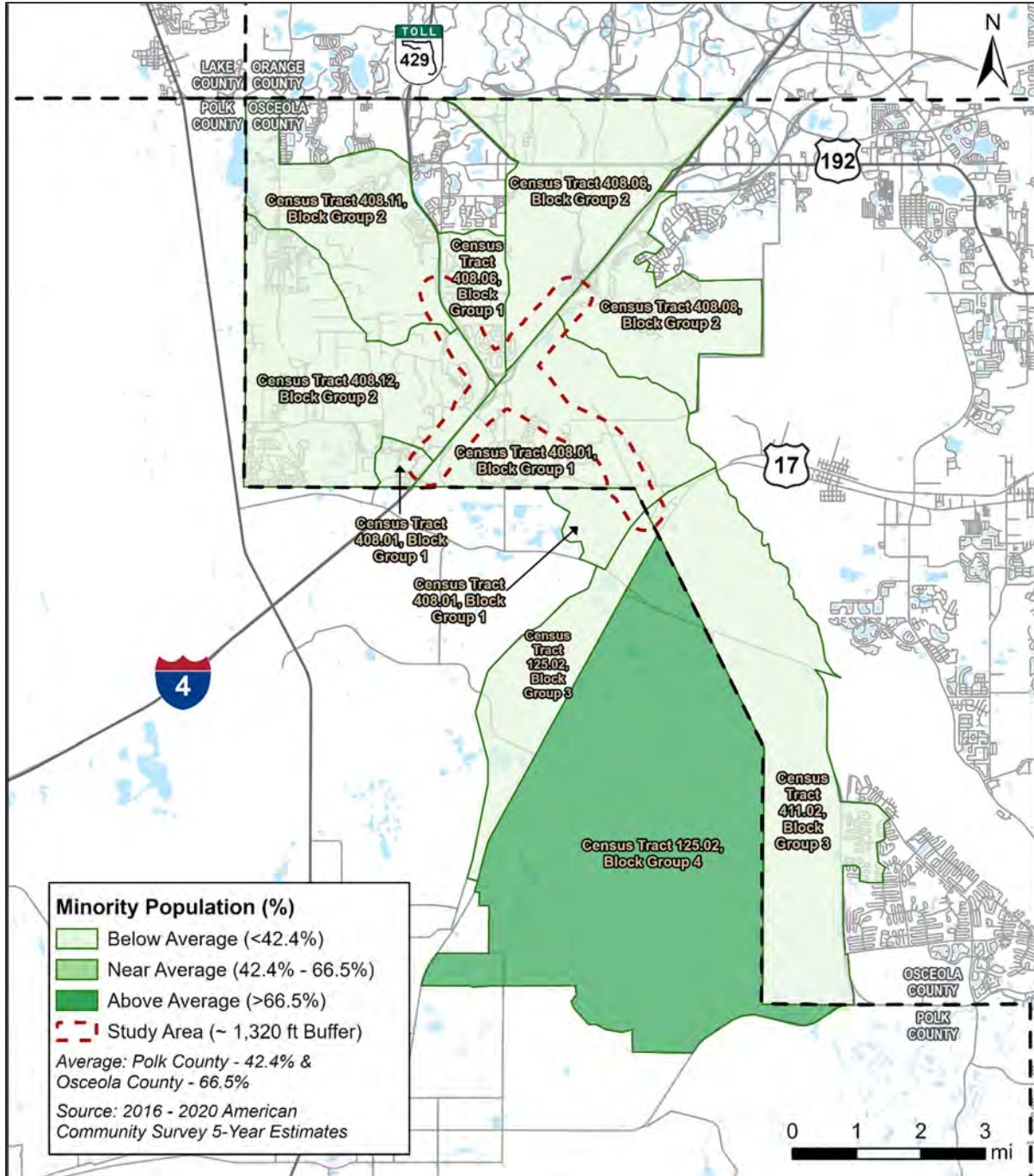
**Table 3: Demographic Data Summary**

Geography	Census Block Group	2020 Population	Minority (%) <sup>1</sup>	Elderly (%) <sup>2</sup>	2020 Total Households	Limited English Speaking Proficiency (%)	Below Poverty Level (%)
Polk County, Total	-	705,735	42.4%	20.3%	240,879	3.4%	15.1%
Census Tract 125.02	Block Group 3	1,765	45.5%	24.6%	480	5.4%	18.3%
	Block Group 4	6,182	13.5%	12.8%	1,944	5.6%	11.2%
Census Tract 125.02	Block Group 3	2,273	4.4%	7.5%	629	13.0%	18.4%
Osceola County, Total	-	363,666	66.5%	13.1%	109,642	12.5%	13.2%
Census Tract 408.01	Block Group 1	1,342	20.9%	11.8%	439	15.5%	10.0%
Census Tract 408.06	Block Group 1	1,464	21.6%	19.7%	556	17.8%	2.5%
	Block Group 2	0	-	-	0	-	-
Census Tract 408.08	Block Group 2	5,642	7.3%	9.6%	2,032	5.2%	5%
Census Tract 408.11	Block Group 2	2,069	28.4%	12.3%	724	3.5%	1.9%
Census Tract 408.12	Block Group 1	1,121	4.4%	8.1%	406	5.2%	19.5%
	Block Group 2	2,417	17.8%	10.1%	1,033	2.2%	12.5%
Census Tract 411.02	Block Group 3	4,126	11.3%	19.2%	871	10.4%	3%

Source: US Census Bureau (2020). 2016 - 2020 American Community Survey (ACS) Five-Year Estimates Tables: B01001, B02001, B03002, B17017, B19013, and C16002. Accessed on Jan. 16, 2023 from <https://data.census.gov/>

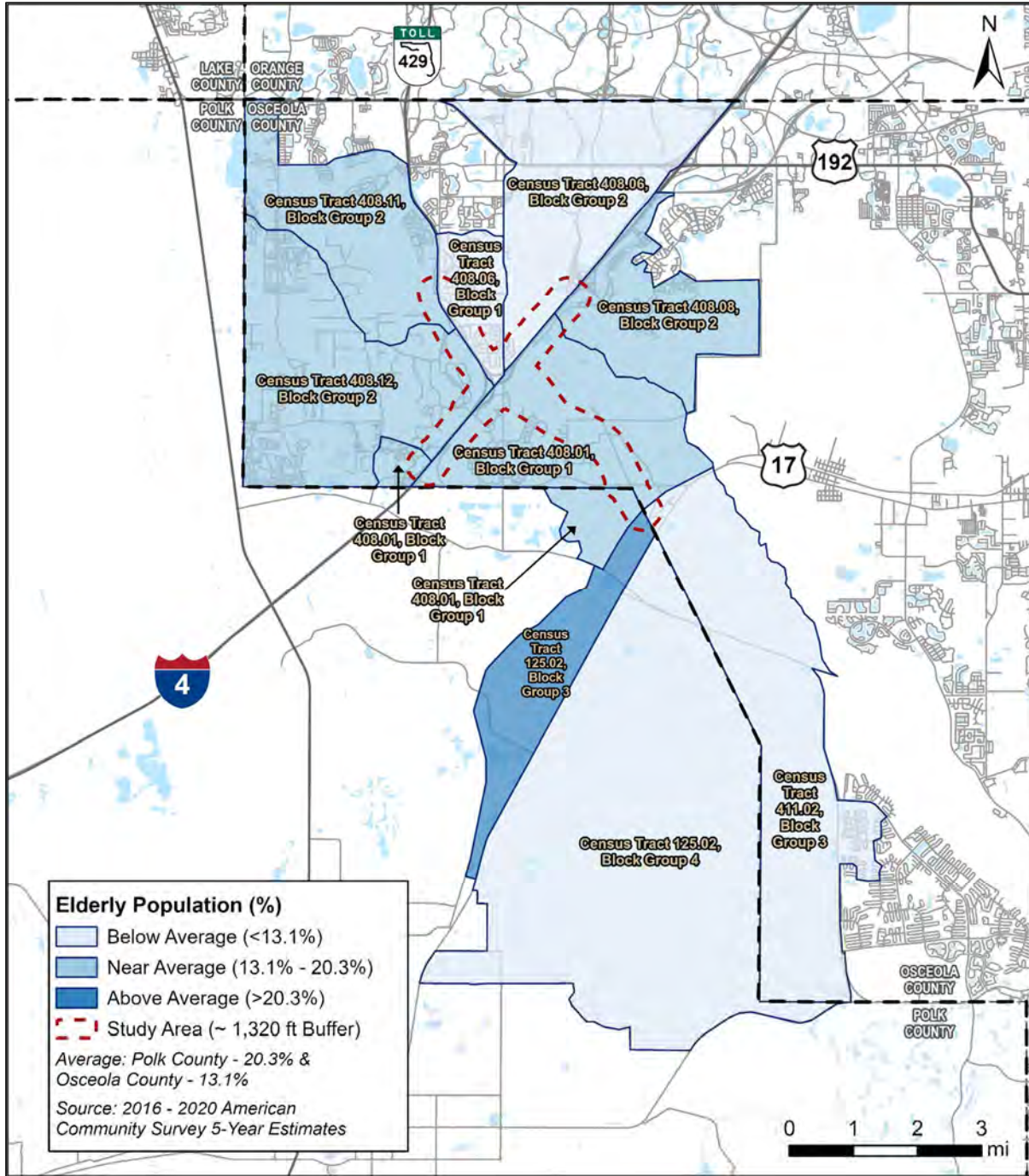
<sup>1</sup> As defined by FHWA Order 6640.23a.

<sup>2</sup> Elderly persons include ages 65 years and older.

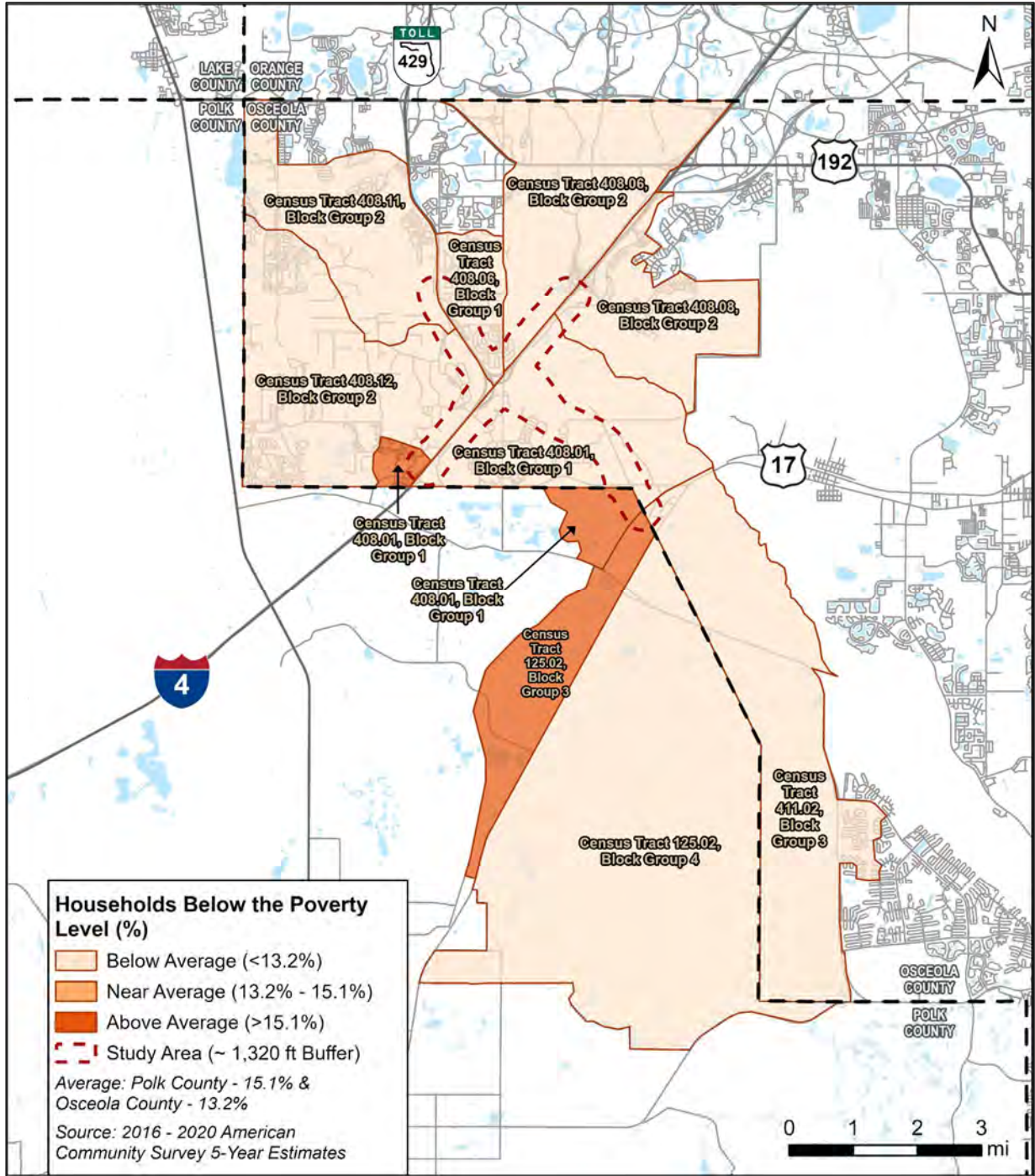


**Figure 11: Percent Minority Population by Census Block**



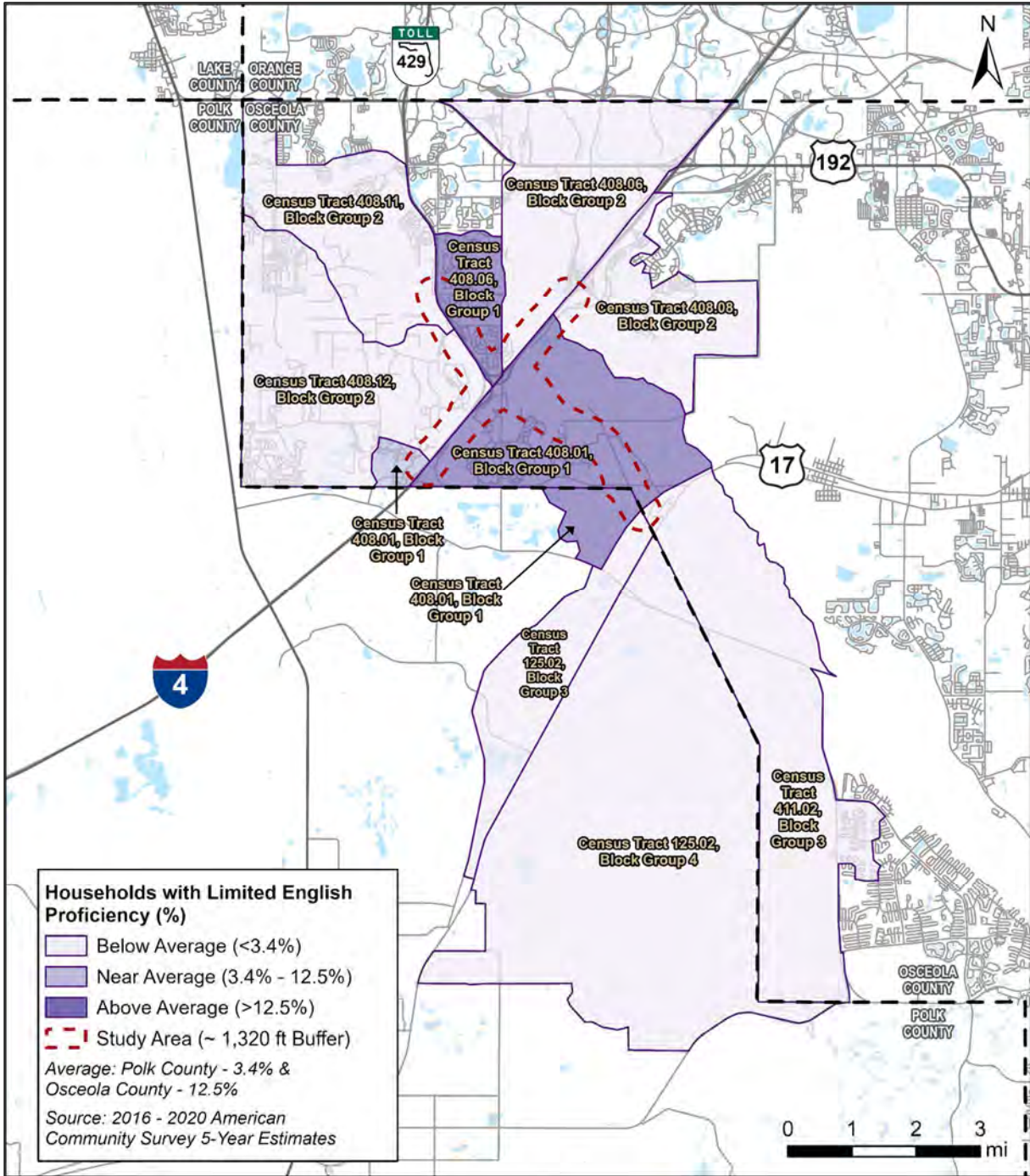


**Figure 12: Percent Elderly Population by Census Block**



**Figure 13: Percent of Households Below the Poverty Level by Census Block**





**Figure 14: Percent of Households with Limited English Proficiency by Census Block**

### 3.2.1.2 Community Cohesion

The community focal points within the 1,320-foot SCE study area buffer are listed in **Table 4**. These community focal points include two (2) religious facilities, two (2) cemeteries, and one (1) high school as shown in **Figure 15**. There is a potential future fire station “Osceola County Fire Department Station (Reunion 2) (Proposed)” that was identified in the Sociocultural Data Report, provided in the SCE Evaluation Technical Memorandum, located in the project file. However, the location of this future fire station is unknown.

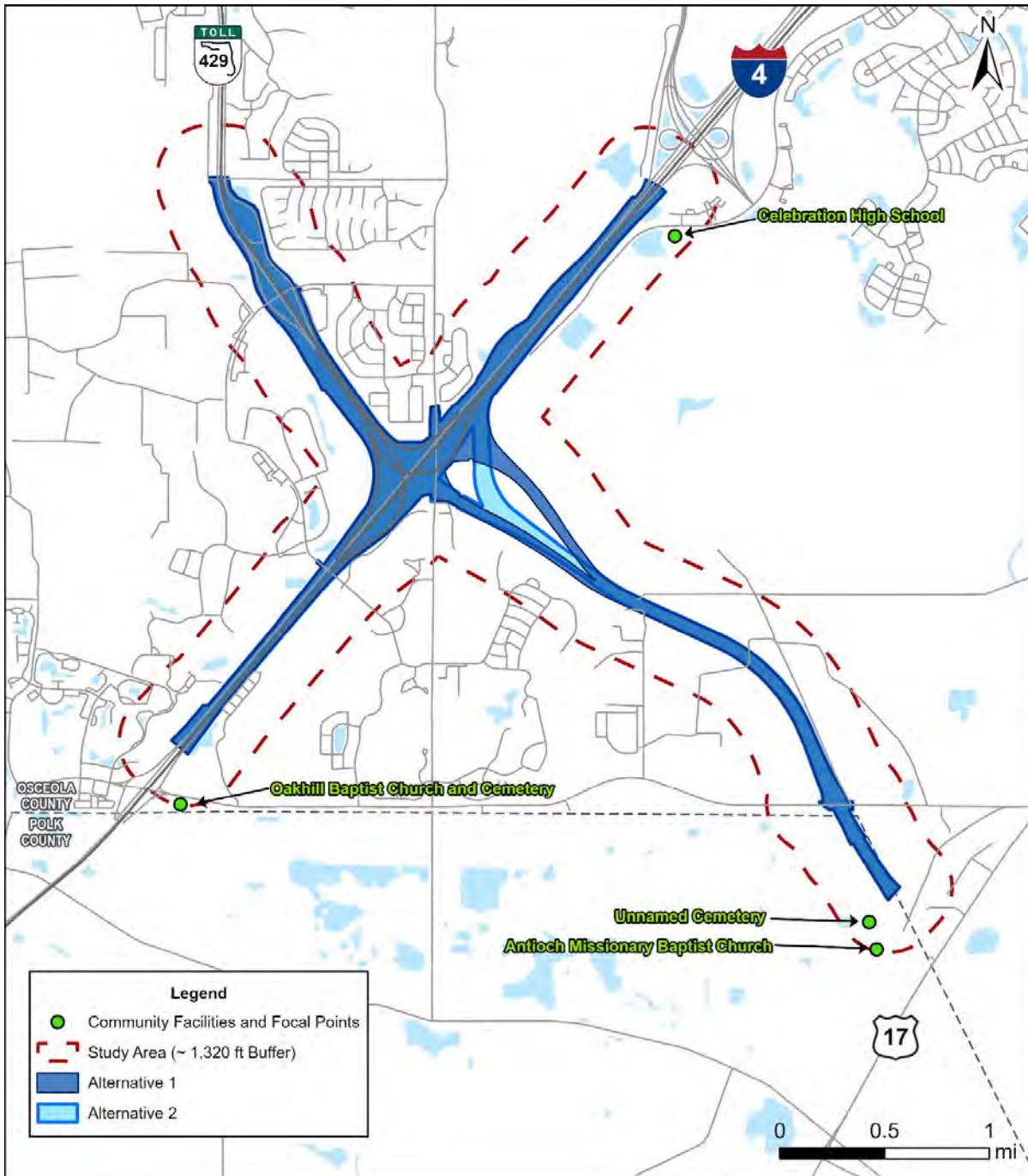
There are no nursing homes, police departments, fire stations, governmental buildings, group care facilities, parks, hospitals, or community centers within the 1,320-foot buffer. No adverse impacts are anticipated to community cohesion, community characteristics, special community designation, safety/emergency response, demographics, community goals, or quality of life.

No significant impacts are anticipated as a result of this project.

**Table 4: Community Focal Points**

Site Name	Location	Description
Celebration High School	1809 Celebration Blvd. Celebration, FL 34747	Osceola County Public School
Antioch Missionary Baptist Church	215 Church Road Loughman, FL 33858	Baptist Church
Unnamed Cemetery	Central Ave. Loughman, FL 33858	Unnamed cemetery at the end of Central Avenue
Oakhill Baptist Church & Cemetery	8060 Osceola Polk Line Road Davenport, FL 33896	Baptist Church and adjacent cemetery





**Figure 15: Community Characteristics Map**

### **3.2.2 Economic**

During the ETDM Programming Screen, a Summary Degree of Effect of 1 (Enhanced) was assigned to economic resources based on review comments from FDEO. The FDEO commented that for Osceola County the project has little potential to attract new development and new jobs and for Polk County the project has the potential to attract new developments and jobs as a result of improved access and mobility.

The following analysis was completed as part of the PD&E Study:

#### **3.2.2.1 Business Access**

PPEC is a critical component of the growth and economic opportunity within the surrounding communities by reducing congestion on CR 532 and improving access to jobs both locally and regionally. Without the extension to I-4, many of these economic opportunities could falter due to the lack of appropriate transportation infrastructure and accessibility within Osceola and Polk counties. However, the investment into the extension of the Poinciana Parkway (SR 538) will provide the necessary transportation to support and grow these economic opportunities.

It is expected that traffic congestion among the local roadway network would be reduced thereby enhancing access to businesses within and surrounding the study area. Access changes to the driveways of local businesses are not anticipated.

No significant impacts are anticipated as a result of this project.

#### **3.2.2.2 Tax Base**

There are no proposed business relocations anticipated for the extension of the Poinciana Parkway (SR 538). However, as this extension is through undeveloped, privately owned land, there will be a change in the tax base due to the conversion of approximately 189.8 acres of privately owned land being converted to publicly owned land. The majority of this land is either in conservation or vacant pastureland with negligible taxable value.

No significant impacts are anticipated as a result of this project.

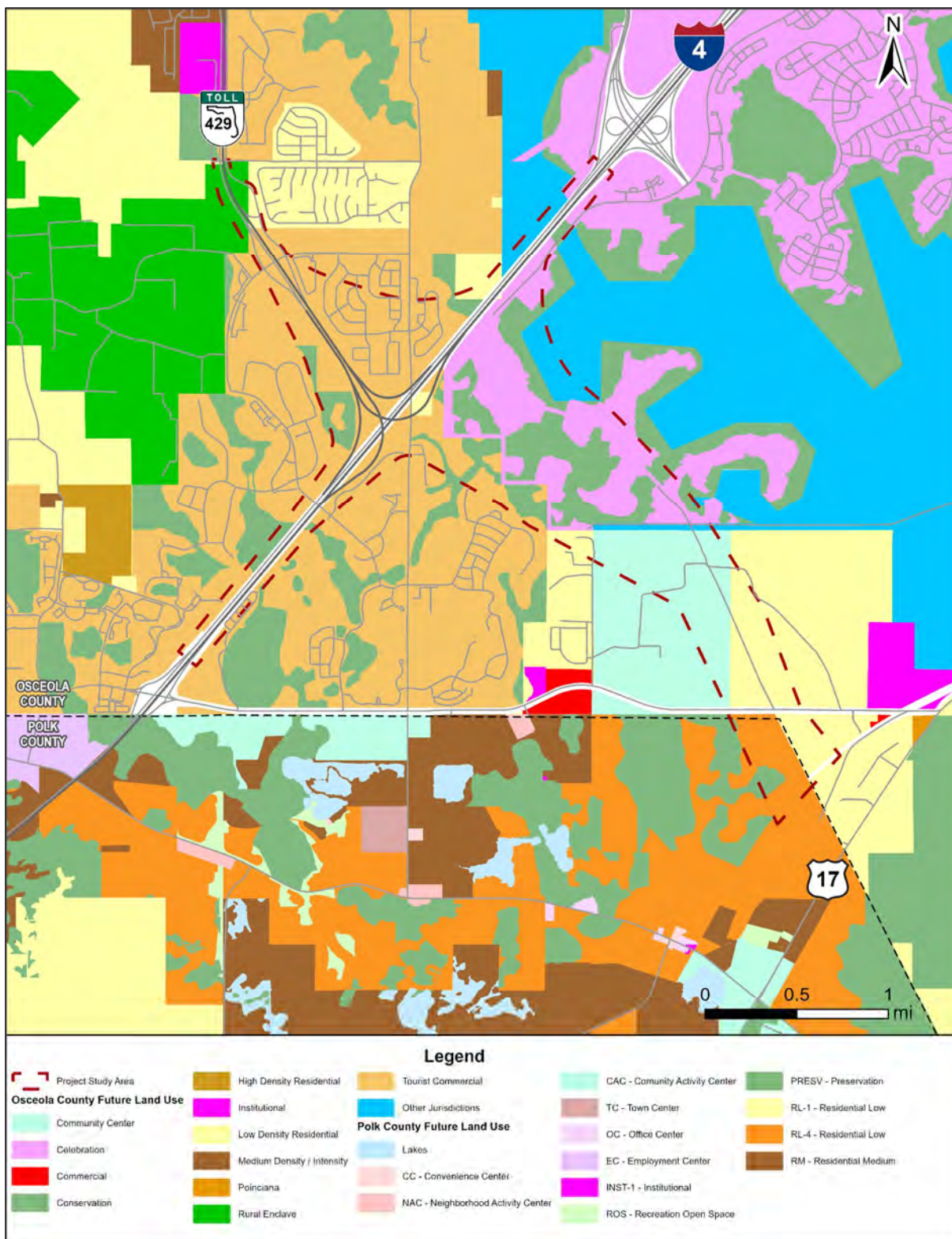
### **3.2.3 Land Use Changes**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to land use changes based on review comments from FDEO. The FDEO commented that they did not identify any local government Goals, Objectives, and Policies (GOP's) contrary to the objective of the proposed project, but that added lanes or development adjacent to conservation areas without the appropriate coordination would likely present incompatibility with the Osceola County Comprehensive Plan. They

also noted that this project is generally compatible with both Polk and Osceola Counties' comprehensive plans and GOP's.

The study area (**Figure 16**) consists of residential areas, pastures, and wetlands, especially forested wetlands. As a limited access roadway, PPEC would only provide a new direct connection between CR 532 and the I-4/SR 429 interchange, and much of the adjacent land use is already developed or identified as conservation lands. Therefore, growth would be limited to areas along CR 532. There will be no changes to existing or planned recreational space, nor will changes to adopted land use plans or growth management policies be required. Based on the presence of agricultural lands within the Build Alternatives, some of the agricultural lands will change to transportation land use.

While the project will convert primarily undeveloped open land to transportation use, no significant impacts to the composition of land use in the area are anticipated as a result of this project.



**Figure 16: Future Land Use Map**

### **3.2.4 Mobility**

During the ETDM Programming Screen, a Summary Degree of Effect of 1 (Enhanced) was assigned to Mobility. No ETAT reviews were submitted for this category.

The project is anticipated to improve accessibility to the Poinciana community in conjunction with planned improvements further south. Mobility is anticipated to be enhanced as a result of this project. Non-driving population groups will benefit from less cars on the existing streets.

### **3.2.5 Aesthetic Effects**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Aesthetic Effects.

The topography of the project study area is relatively flat consisting primarily of single- and multi-family residential use, along with single-story commercial buildings. A considerable amount of landscaping has been installed at the I-4/SR 429 and SR 429/Sinclair Road interchanges. This area has been identified as a gateway to the Disney attractions and major tourist destinations. Landscaping has also been installed at the I-4 and CR 532 interchange and along CR 532, from I-4 to S. Old Lake Wilson Road.

Landscaping will be included where appropriate at a level consistent with SR 429 and the proposed I-4 BtU. The Poinciana Parkway PD&E Landscape Analysis and Opportunity Report, located in the project file, identifies potential landscape opportunities. Final landscaping plans will be developed during the Final Design phase for the mainline, ramps, toll sites, and stormwater ponds.

For both the Build Alternatives, construction may consist of visual disturbance to the local community in the form of construction equipment and dust from earthwork. These disturbances will only be temporary and will not pose a long-term impact on the community.

Permanent changes to the viewshed near the I-4 interchange are anticipated due to the addition of flyover ramps, sign structures, roadway bridges, and lighting. The use of aesthetic treatments and landscaping will mitigate aesthetic effects so that there are no significant impacts as a result of this project.



### 3.2.6 Relocation Potential

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Relocation Potential.

Alternative 1 is anticipated to have ROW impacts, one residential relocation, and no non-residential relocations. It is anticipated to impact 93 parcels and require 202.3 acres of ROW. Alternative 2 will include 189.8 acres of ROW acquisition. The ROW acquisition will include 90 parcels and the same one residential relocation as Alternative 1. There are no non-residential parcels required for Alternative 2. Additionally, relocation of community facilities is not anticipated.

**Table 5** shows the ROW impacts for each alternative.

**Table 5: Potential ROW Impacts**

Type	Build Alternatives		No-Build
	1	2	
ROW Required (acres)	202.3	189.8	0.0
Number of Parcels Impacted	93	90	0
Number of Potential Residential Relocations	1	1	0
Number of Potential Non-Residential Relocations	0	0	0

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute (F.S.) 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The brochures that describe in detail the FDOT’s Relocation Assistance Program and Right of Way acquisition program are “Residential Relocation Under the Florida Relocation Assistance Program”, “Relocation Assistance Business, Farms and Non-profit Organizations”, “Sign Relocation Under the Florida Relocation Assistance Program”, “Mobile Home Relocation Assistance”, and “Relocation Assistance Program Personal Property Moves”.

All of these brochures will be distributed at the public hearing and made available upon request to any interested persons. *Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601-3619)* guarantees each person equal opportunity in housing.

No significant impacts are anticipated as a result of this project.

### **3.2.7 Farmland**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Farmlands. No ETAT reviews or comments were submitted for this resource. The data provided in EST noted Farmlands of Unique Importance were identified within the 1,000-foot buffer including 11 acres of improved pasture and 4.11 acres of woodland pasture.

There are 15.3 acres of prime farmland anticipated to be impacted for Alternative 1 and 15.9 acres of prime farmland anticipated to be impacted for Alternative 2. The preferred ponds sites are anticipated to result in 3.4 acres of impacts to prime farmland. These unavoidable farmland impacts were minimized as much as possible. A Farmland Conversion Impact Rating Form was prepared and sent to NRCS for review and concurrence on January 5, 2023. No comments were received from the USDA in response to this correspondence. The Farmland Conversion Impact Rating form is included in the project file.

No significant impacts are anticipated as a result of this project.

### **3.3 Cultural**

This section describes the existing conditions and potential effects on parks and recreation areas, historic properties and districts, and archaeological sites.

Under the No-Build Alternative, there would no impacts to these resources.

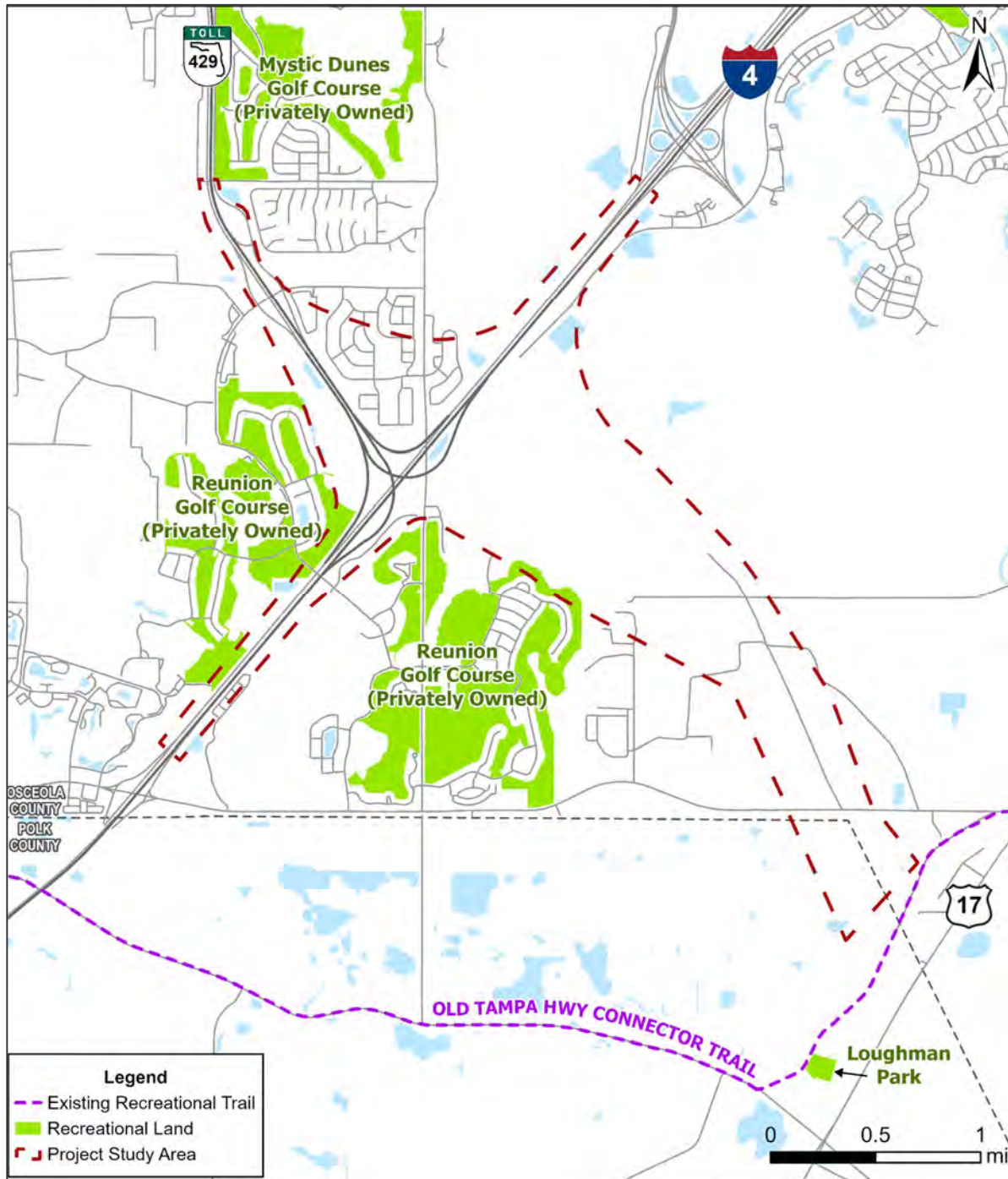
#### **3.3.1 Section 4(f) Potential**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Section 4(f) Potential. The EST GIS analysis identified one existing recreational trail (Old Tampa Highway Connector) and one historic bridge (listed as ineligible) within the 1,000-foot project buffer area used for the Section 4(f) analysis.

The following analysis was completed as part of the PD&E Study:

The existing recreational trail is the Old Tampa Highway Connector, which would be considered a potential Section 4(f) resource, but it is outside of the project area. The historic bridge within the buffer area has been removed, so it is not considered a potential Section 4(f) resource. Other than the trail, there were no public recreation lands identified within one (1) mile of the project area identified in the Programming Screening Summary Report.

**Figure 17** shows the existing land uses in the project area, including recreational lands. The recreation lands shown within the project area are golf courses that are privately owned and therefore not potential Section 4(f) resources.



**Figure 17: Section 4(f) Potential Map**



One historic structure (OS02770) was identified in the project area, and two additional structures (PO08197 and PO08109) are located adjacent to the project area. All three of those identified structures were determined to be ineligible for listing in the NRHP, so they are not considered potential Section 4(f) resources.

Based on a review of available data sources within the project area, there are no potential Section 4(f) properties within the project area.

No significant impacts are anticipated as a result of this project.

### **3.3.2 Section 6(f)**

Section 6(f) applies to recreation lands and parks acquired or improved using federal grants. There are no Section 6(f) resources within the project area.

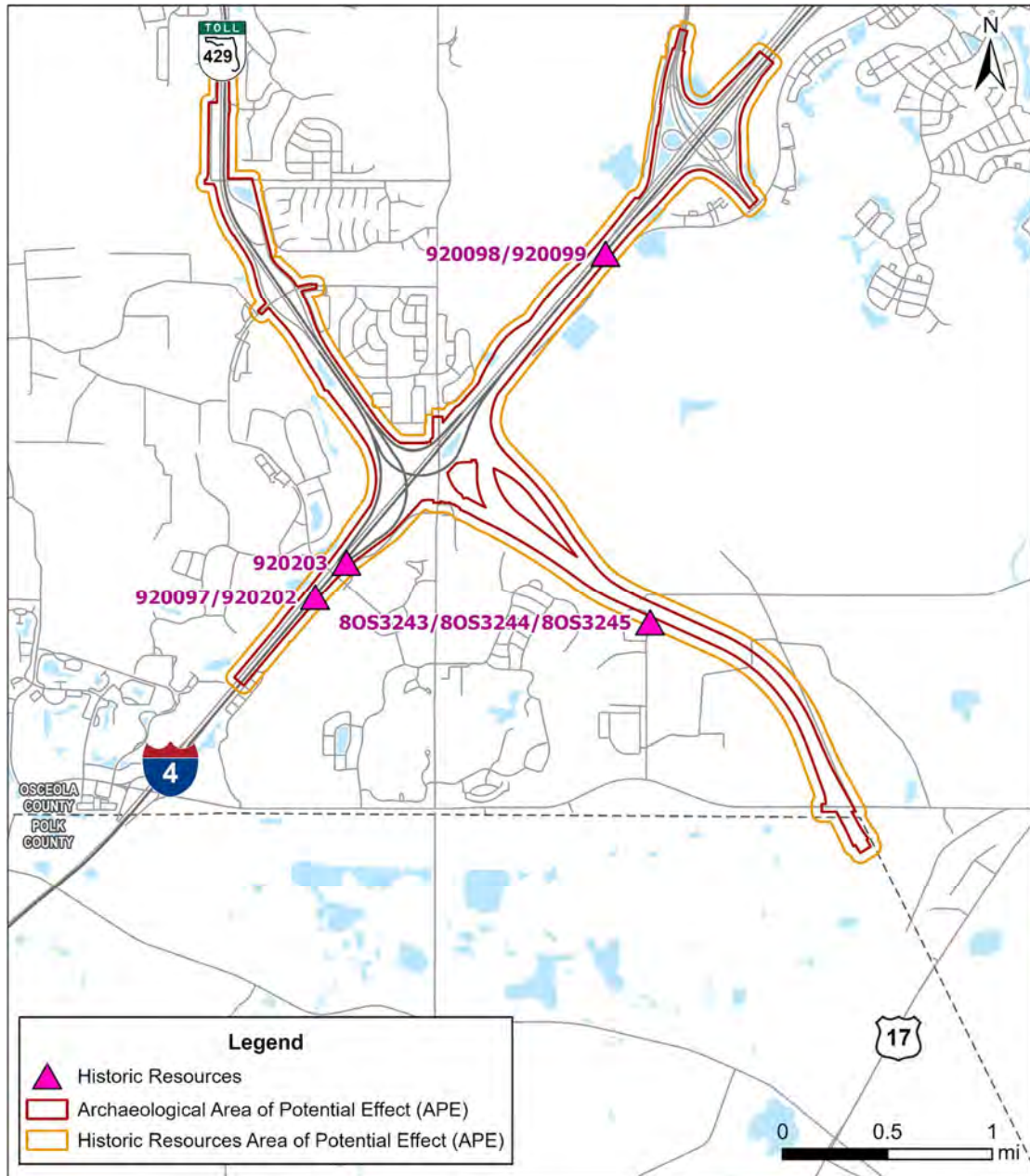
No significant impacts are anticipated as a result of this project.

### **3.3.3 Historic Sites/Districts**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Historic and Archaeological Sites based on review comments from the Florida Department of State – State Historic Preservation Officer (SHPO).

A Cultural Resource Assessment (CRAS), dated July 2022, located in the project file, was conducted in accordance with 36 CFR Part 800, for the PPEC project. The archaeological Area of Potential Effect (APE) consisted of the footprint of the existing and proposed ROW that contains proposed improvements. Similarly, the historical resources APE includes all existing and proposed ROW as well adjacent parcels or resources for up to 200 feet from the footprint of the existing and proposed ROW. To account for the construction of new facilities where none currently exist, the historic resources APE consisted of the proposed ROW containing the proposed extension, as well as a buffer of 250 ft from the proposed ROW. In areas where ramps, bridges, or other elevated facilities are being widened or newly proposed, the historic resources APE expanded out 250 ft. from the edge of the footprint of these elevated improvement types. The APEs and identified resources are shown on **Figure 18**.

The historic resources field survey and research resulted in the identification of two newly identified historic structures (Sullivan House/1235 Sullivan Road/8OS3243, ca. 1941 and a corral/8OS3244, ca. 1941), one newly identified resource group (Sullivan Resource Group/8OS3245), and five newly identified historic bridges as shown in **Table 6** and **Figure 18**.



**Figure 18: Historic and Archaeological Areas of Potential Effects (APE) Map**

**Table 6: Historical Resources Identified Within the Historical Resources APE**

FMSF No./FDOT Bridge No.	Site Name/ Address	Year Built	Resource Type/Style	National Register Eligibility
8OS3243	Sullivan House/1235 Sullivan Road	ca. 1941	Residence/Frame Vernacular	National Register Ineligible
8OS3244	Corral/1235 Sullivan Road	ca. 1940	Agricultural-Related Structure	National Register Ineligible
8OS3245	Sullivan Resource Group/1235 Sullivan Road	ca. 1910	Resource Group/Historic Landscape	National Register Ineligible
920097, 920098, 920099, 920202, 920203	Interstate 4	1960	Bridge	Exempt from consideration under 2005 Programmatic Agreement

Historical research has not revealed any significant associations with the Sullivan family or the resources at 1235 Sullivan Road (8OS3243, 8OS3244, and 8OS3245). Therefore, the historic resources are considered National Register ineligible individually and as a historic district. The five newly identified historic bridges are components of the Federal Interstate Highway System which is exempt from Section 106 consideration under the 2005 ACHP Section 106 Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System. Further, they are not listed as one of Florida's nineteen exceptional bridges that are excluded from the ACHP exemptions. As such, they were not recorded or evaluated as part of the current survey effort.

Coordination with SHPO regarding the CRAS was initiated on September 9, 2022, and concurrence with the results of the survey was provided on September 26, 2022. A copy of the concurrence letter is provided within **Appendix B**. Potential pond sites were screened using the Florida Master Site File (FMSF) for known historic/archaeological resources, but field verification has not been completed. Based on the survey completed to date, a Section 106 finding of **No Historic Properties Affected** is anticipated; however, the project's effects finding will be presented to SHPO for concurrence following the completion of the remaining survey efforts. FDOT has made a commitment to complete the Section 106 process during the design phase.

No significant impacts are anticipated as a result of this project.

### 3.3.4 Archaeological Sites

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Historic and Archaeological Sites based on review comments from SHPO.

No archaeological sites were newly identified within the archaeological APE (**Figure 18**) as a result of the CRAS, dated July 2022. While subsurface testing was not feasible within large segments of the APE due to the presence of hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 150 shovel tests were excavated within the archaeological APE where feasible. One archaeological occurrence, A.O. #1, was identified as a result of the subsurface testing of the newly proposed extension. This occurrence consisted of a single non-diagnostic lithic flake recovered from a single shovel test. A.O. #1 was bounded by sets of two negative shovel tests at 12.5 m-intervals to the west and south, as well as sets of single negative shovel tests at 12.5 m-intervals to the north and east, as additional bounding in those directions was prevented by the limits of the project area. No diagnostic artifacts were identified and finds of these types do not meet the minimum criteria for listing in the National Register.

The pedestrian survey confirmed that the 12 archaeological sites (8OS47, 8OS93, 8OS100, 8OS106, 8OS108, 8OS111, 8OS139, 8OS594, 8OS613, 8OS1777, 8OS1785, and 8OS1786) previously recorded within the SR 429 and I-4 ROW, have been previously disturbed by construction and/or are in areas that primarily consist of existing wetlands and standing water. Subsurface testing was not feasible within or adjacent to these sites.

The pedestrian survey and subsurface testing conducted in areas devoid of wetlands, standing water, underground utilities, and hardscape within and directly adjacent to the portions of the archeological APE associated with the proposed extension identified no cultural material within or adjacent to the previously recorded locations of the six additional archaeological sites (8OS587, 8OS591, 8OS592, 8OS595, 8OS1721, and 8OS1722) located within and adjacent to the proposed extension to the south of I-4.

Coordination with SHPO regarding the CRAS was initiated on September 9, 2022, and concurrence with the findings of the report was provided on September 26, 2022. A copy of the concurrence letter is provided within **Appendix B**. Potential pond sites were screened using the FMSF for known historic/archaeological resources, but field verification has not been completed. Based on the survey completed to date, a Section 106 finding of **No Historic Properties Affected** is anticipated; however, the project's effects finding will be presented to SHPO for concurrence following the completion of the remaining survey efforts. FDOT has made a commitment to complete the Section 106 process during the design phase.

No significant impacts are anticipated as a result of this project.



### **3.3.5 Recreational Areas and Protected Lands**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Recreation Areas based on review comments from SWFWMD. No comments were received from FDEP, National Park Service, and SFWMD. The SWFWMD commented that there are no District owned/controlled lands within one (1) mile of the proposed roadway construction. SWFWMD noted that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

No significant impacts are anticipated as a result of this project.

## **3.4 Natural**

This section describes the natural resources present and potentially affected by the project including wetlands and other surface waters, water quality, floodplains, coastal zone resources, protected habitat and species, and essential fish habitat.

Under the No-Build Alternative, there would no impacts to these resources.

### **3.4.1 Wetlands and Other Surface Waters**

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Wetlands and Surface Waters based on review comments from FDEP, USEPA, USACE, SFWMD, SWFWMD, NMFS, and USFWS.

The FDEP assigned a moderate degree of effect for wetlands and other surface waters. The FDEP commented that the project will likely require an environmental resource permit (ERP) from the Southwest Florida Water Management District or South Florida Water Management District for stormwater management and any wetland impacts. If any wetlands are affected, the ERP applicant will be required to eliminate or reduce the proposed wetland impacts to the greatest extent practicable.

The USEPA assigned a substantial degree of effect for wetlands and other surface waters. The USEPA commented that heavy rains within the project corridor have the potential to cause degradation in water quality from wildlife, stock, human sewage, and stormwater runoff. Wetlands are important because they are a critical natural resource and serve several functions, including filtration and treatment of surface water runoff, store floodwaters, and provide erosion control. Stormwater runoff from roadways carries pollutants such as volatile organics, petroleum, hydrocarbons, heavy metals, and pesticides/herbicides. The project area may experience an increase in stormwater runoff and the increase of pollutants into surface waters and wetlands. Contamination by pollutants or sediments can reduce wetland function, characteristics, and value.

The USACE assigned a substantial degree of effect for wetlands and other surface waters. The USACE commented that any impacts to aquatic resources within the Okeechobee watershed, especially north of Lake Okeechobee, are of great concern to many organizations, governmental agencies and the public and are very scrutinized at this point in time due to the concern for continued problems due to the high pollutant and nutrient levels downstream of Lake Okeechobee. Wetlands act as filters of pollutants and nutrients, and therefore they are very important as natural habitats to reduce adverse effects to waters downstream.

The SFWMD assigned a moderate degree of effect for wetlands and other surface waters. The SFWMD commented that reduction and elimination of wetland and other surface waters impacts should be explored. The SFWMD holds multiple conservation easements on the properties owned by the Reedy Creek Improvement District (RCID) and the wetlands around the Reunion Resort. They commented that the roadways will need to be aligned to avoid all conservation easement areas.

The SWFWMD assigned a moderate degree of effect for wetlands and other surface waters. The SWFWMD commented that the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review and that the additional coordination with the other water management districts for the release or revision of the ERP conservation easements may increase the level of effort on the regulatory staff. With respect to the conservation easement release or revisions they commented that these instruments will require the assigned functional gain to be offset through another method of wetland mitigation and approval from the SFWMD Governing Board once all the District Bureaus have reviewed and approved the release or revision to the conservation easement.

The NMFS assigned a no involvement for wetlands and other surface waters. NMFS commented that it does not appear that there will be any direct or indirect impacts on NMFS trust resources.

The USFWS assigned a substantial degree of effect for wetlands and other surface waters. USFWS commented that wetlands provide important habitat for fish and wildlife and may occur within and near the project site. They recommended that these valuable resources should be avoided to the greatest extent practicable and if impacts to these wetlands are unavoidable, that the FDOT provide mitigation that fully compensates for the loss of important resources.

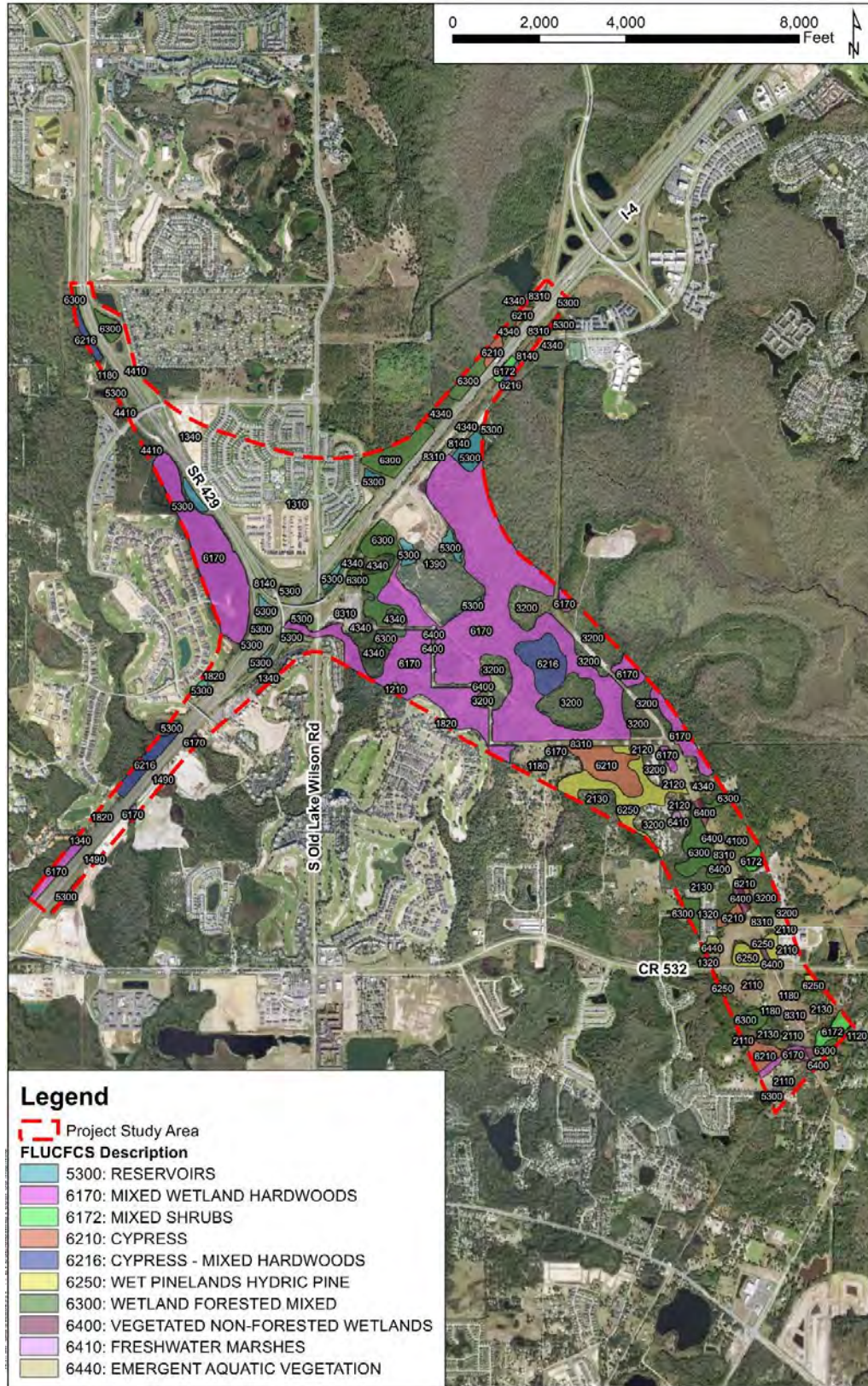
The following analysis was completed as part of the PD&E Study:

A Natural Resources Evaluation (NRE), located in the project file, was prepared in accordance with Presidential Executive Order 11990 and the FDOT PD&E Manual. The project study area was reviewed to identify, quantify, and map wetland communities that

are located within the proposed project boundaries. In order to protect and preserve wetlands to the fullest extent possible, the Florida's Turnpike Enterprise (FTE) has assessed wetlands that may be affected by the projected roadway improvements.

During September and October 2021, field reviews were conducted to delineate the approximate boundaries of existing wetland and surface water communities. Approximate wetland boundaries were identified in accordance with Chapter 62-340, Florida Administrative Code (F.A.C.) and the criteria found within the USACE 1987 Corps of Engineers Wetland Delineation Manual (Y-87-1) and 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coast Plain Region (Version 2.0) (ERDC/EL TR-10-20). In addition, a Uniform Mitigation Assessment Method (UMAM) assessment was performed on any wetlands proposed to be impacted.

Based on collected field data and in-house reviews, a total of nine (9) wetland and surface water habitat types were identified within the project study area. These included eight (8) wetland types and one (1) surface water type as shown in **Figure 19**. The wetland types were classified as mixed wetland hardwoods, mixed wetland shrubs, cypress, hydric pine flatwoods, wetland forested mixed, vegetated non-forested wetlands, freshwater marshes, and emergent aquatic vegetation. The surface water included reservoirs.



**Figure 19: Wetlands and Surface Waters Location Map**

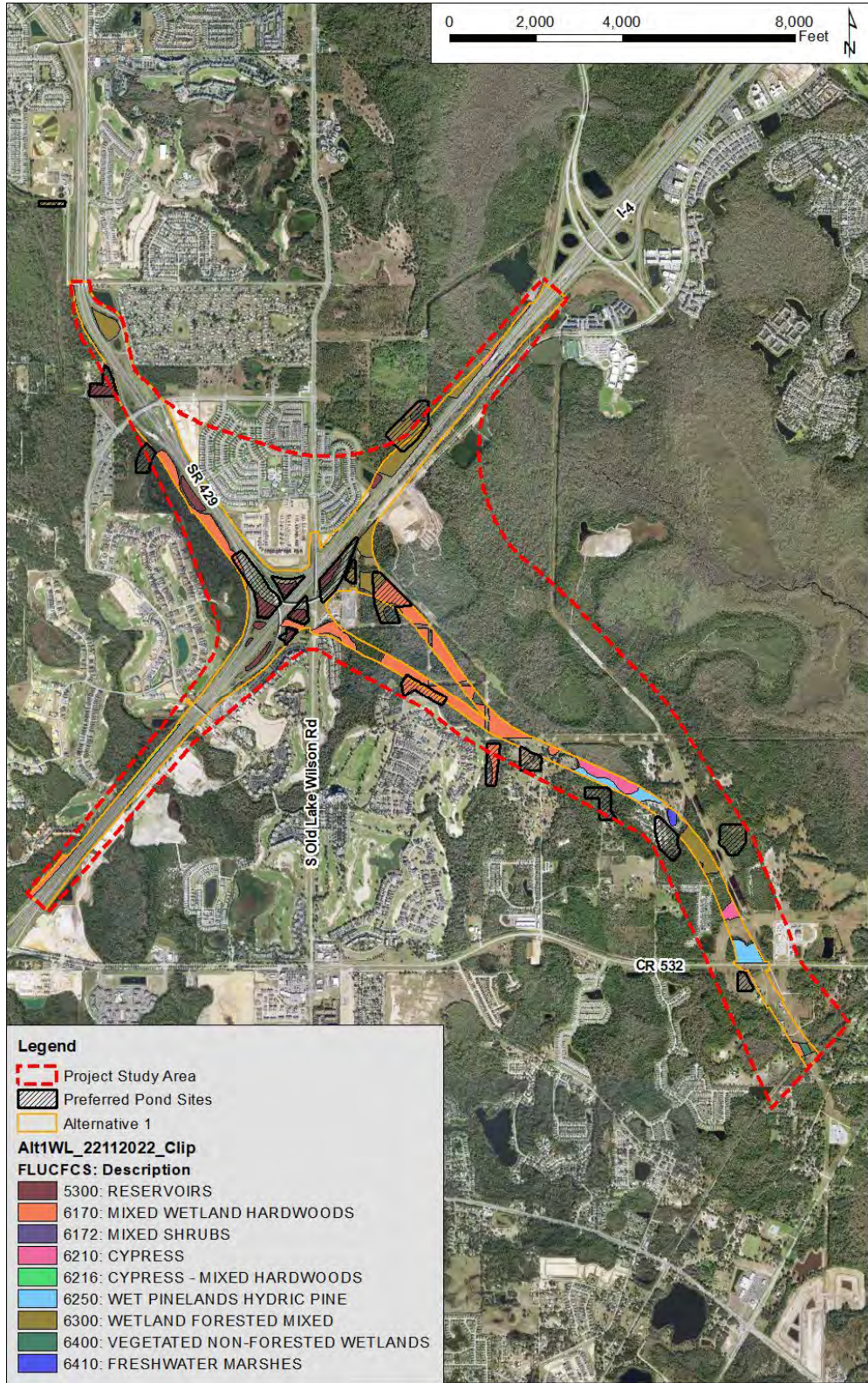


Impacts associated with the roadway extension corridor will include fill from the roadway and bridge piers. In addition, wetlands within a 100-foot buffer of the roadway alternatives or within the alternative median are subject to secondary impacts (refer to **Section 3.4.1.5** for a description of secondary impacts). The proposed wetland and surface water impacts are discussed below and depicted in **Figure 20** and **Figure 21**.

Preapplication meetings were held with SFWMD, FDEP and RCID and are summarized within the NRE. The NRE report and summary cover letter was provided to FDEP and SFWMD on December 22, 2022. No comments were received from SFWMD in response to this correspondence. FDEP provided a response on January 20, 2023. In the response, FDEP stated that wetlands and surface waters shall be delineated in accordance with Chapter 62-340, F.A.C., a completed alternatives analysis be submitted, provide reasonable assurance conditions during the permitting process, evaluate secondary and cumulative effects, provide mitigation to offset adverse impacts associated with the project, complete the UMAM as part of the permitting process, and avoid impacts to the wetland and other surface waters as much as possible.

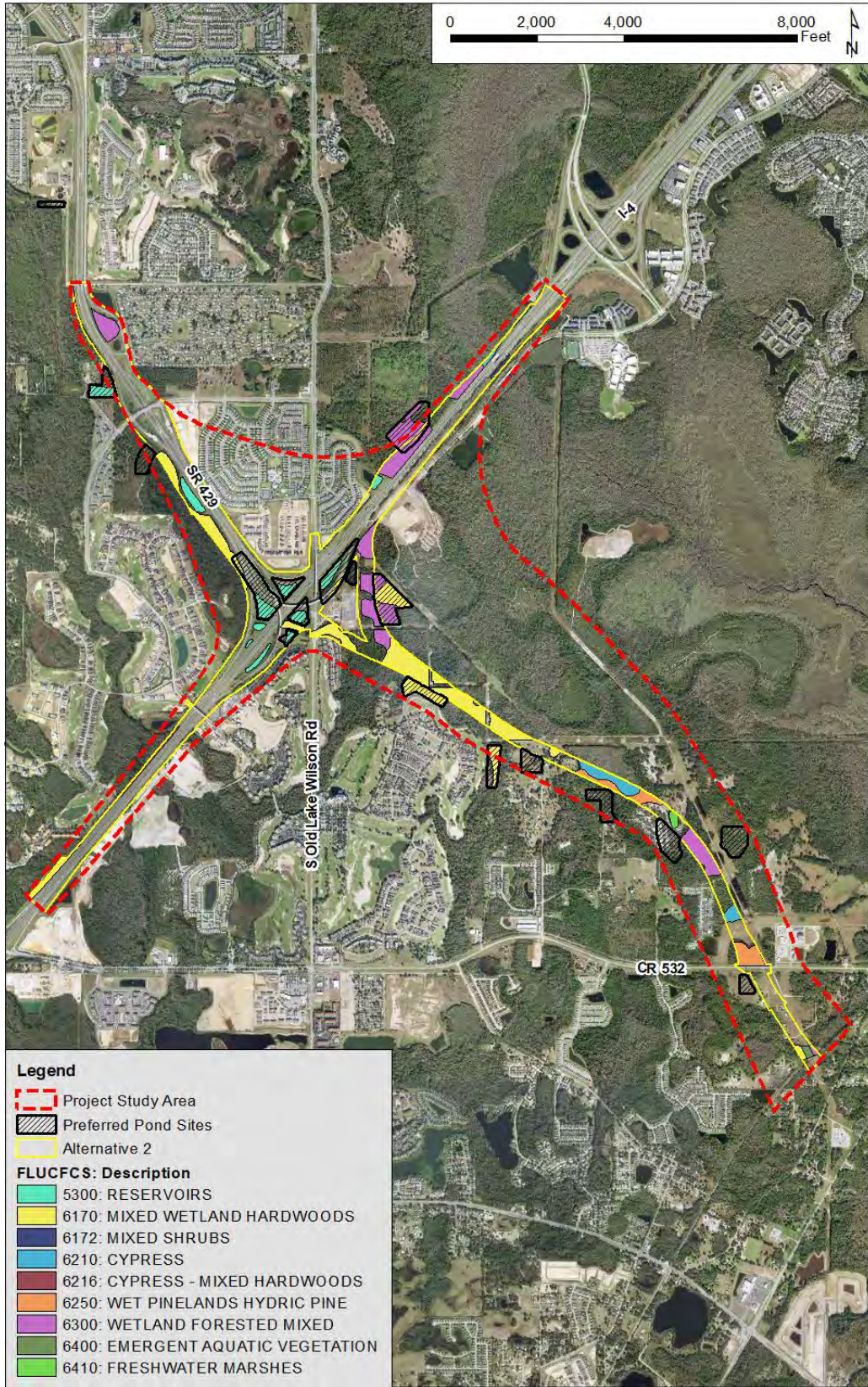
#### **3.4.1.1 Alternative 1**

Potential direct and secondary impacts to wetlands and surface waters were assessed for Alternative 1 and summarized in **Table 7**. Impacts associated with Alternative 1 include 141.68 acres of wetlands and 15.45 acres of surface waters. An additional 132.50 acres of wetland impacts are located within the 100-foot buffer and subject to secondary impacts. The configuration of Alternative 1 results in the northbound and southbound lanes being separated by a distance up to 1,030 feet and creates an area of approximately 70 acres of natural habitat including uplands and wetlands within a median. The median area includes wetland areas that were assessed as a secondary impact in the table below. Alternative 1 includes wetlands located within the median created by the roadway alignment that are considered secondary impacts and these wetlands include 37.71 acres. Finally, 52.34 acres of wetlands are under a conservation easement within Alternative 1.



**Figure 20: Alternative 1 Wetlands and Surface Waters Impacts**





**Figure 21: Alternative 2 Wetlands and Surface Waters Impacts**

**Table 7: Wetland and Surface Water Impacts - Alternative 1**

Representative Wetlands	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impacts
WL 01	617	Mixed Wetland Hardwoods	PFO1C	28.06/direct 24.98/secondary - 100 ft 26.35/secondary - median
WL Conservation Easements	617, 621, 630	Forested Wetlands	PFO1C/ PFO2F/ PFO1/3	52.34/direct 53.91/secondary - 100 ft 30.95/ secondary - median
WL 02	621	Cypress	PFO2F	13.87/direct 19.44/secondary - 100 ft
WL 03	625	Hydric Pine Flatwoods	PFO4C	12.91/direct 9.76/secondary - 100 ft
WL 04	630	Wetland Forested Mixed	PFO1/3	30.33/direct 17.48/secondary - 100 ft 11.33/ secondary - median
WL 05	640	Vegetated Non-Forested Wetlands	PEMC1C	1.41/direct 4.00/secondary - 100 ft 0.03/ secondary - median
WL 06	641	Freshwater Marshes	PEM1F	1.43/direct 0.17/secondary - 100 ft
WL 08	6172	Mixed Wetland Shrubs	PSS1C	1.33/direct 2.76/secondary - 100 ft
SW 01	530	Reservoir	PUBHx	15.45/direct

**3.4.1.2 Alternative 2 (Preferred)**

Potential direct and secondary impacts to wetlands and surface waters were assessed for Alternative 2 and summarized in **Table 8**. Direct impacts associated with Alternative 2 include 133.27 acres of wetlands and 15.45 acres of surface waters. An additional 118.89 acres of wetland impacts are located within the 100-foot buffer and subject to secondary impacts. The configuration of Alternative 2 results in the northbound and southbound lanes being separated by a distance up to 1,300 feet and creates a median area of approximately 22 acres that includes FGT and Gulfstream utility areas. The median area for Alternative 2 does not include any wetland habitat and therefore has no secondary impacts for the median. Additionally, 44.73 acres of wetlands are under a conservation easement within Alternative 2.



**Table 8: Wetland and Surface Water Impacts - Alternative 2**

Representative Wetlands	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impacts
WL 01	617	Mixed Wetland Hardwoods	PFO1C	26.05/direct 21.42/secondary
WL Conservation Easements	617, 621, 630	Forested Wetlands	PFO1C/ PFO2F/ PFO1/3	44.73/direct 42.94/secondary
WL 02	621	Cypress	PFO2F	14.88/direct 19.44/secondary
WL 03	625	Hydric Pine Flatwoods	PFO4C	12.82/direct 9.76/secondary
WL 04	630	Wetland Forested Mixed	PFO1/3	30.70/direct 18.48/secondary
WL 05	640	Vegetated Non-Forested Wetlands	PEMC1C	1.33/direct 3.97/secondary
WL 06	641	Freshwater Marshes	PEM1F	1.43/direct 0.14/secondary
WL 08	6172	Mixed Wetland Shrubs	PSS1C	1.33/direct 2.76/secondary
SW 01	530	Reservoir	PUBHx	15.45/direct

**3.4.1.3 Preferred Pond Sites**

The preferred pond site locations are the same for both Build Alternatives and are discussed in detail in **Section 3.4.3**. There are a total of nine basins with nine preferred pond sites. Potential direct and secondary impacts to wetlands and surface waters within each preferred pond site were assessed and summarized in **Table 9**. The wetlands within a 100-foot buffer of the roadway were assessed for secondary impacts. In total there are 24.55 acres of direct wetland impacts for the preferred pond sites and 28.06 acres of secondary impacts. Additionally, 10.81 acres of wetlands are under a conservation easement within the preferred pond sites.

**Table 9: Wetland and Surface Water Impacts – Preferred Pond Sites**

Preferred Pond Site	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impacts
BSN100	N/A	N/A	N/A	0.00/direct N/A secondary
BSN206-2	N/A	N/A	N/A	0.00/direct N/A secondary
BSN205-2	N/A	N/A	N/A	0.00/direct N/A secondary
BSN204-2	N/A	N/A	N/A	0.00/direct N/A secondary
BSN203-1	617	Mixed Wetland Hardwoods	PFO1C	10.81/direct 8.17/secondary
BSN Interchange- Onsite	N/A	N/A	N/A	0.00/direct N/A secondary
BSN202-1	N/A	N/A	N/A	0.00/direct N/A secondary
BSN201-2	N/A	N/A	N/A	0.00/direct N/A secondary
BSN200-1	630	Wetland Forested Mixed	PFO1/3	1.25/direct 9.23/secondary
BSN109-2	630	Wetland Forested Mixed	PFO1/3	12.49/direct 10.66/secondary

#### **3.4.1.4 Avoidance and Minimization**

Actions to minimize the destruction, loss or degradation of wetlands, and to preserve the natural and beneficial values of wetlands in carrying out the agency’s responsibilities have been undertaken. Wetlands and surface waters were considered in the selection of the Preferred Alternative to avoid and minimize impacts to wetlands to the greatest extent possible. Measures have been taken to minimize harm to wetlands including the incorporation of bridges over the wetlands to reduce direct and secondary impacts by maintaining wetland connectivity and reducing the amount of fill for these portions of the project and minimizing water quality impacts from stormwater discharges from roadway surfaces through the use of stormwater management systems. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. Impacts to wetlands are unavoidable for the build alternatives due to their location within the project area.

### **3.4.1.5 Indirect, Secondary, and Cumulative Impacts**

Indirect and secondary effects are those impacts that are reasonably certain to occur later in time as a result of the proposed project. They may occur outside of the area directly affected by the proposed project. Cumulative effects include the effects of future state, local, or private actions that are reasonably certain to occur in the project study area. Indirect, secondary, and cumulative impacts will be further defined and addressed through agency coordination during the project's design phase.

The area surrounding the project study area is dominated by urban areas to the north, northwest, southwest, and south. To the northeast and east of the project study area undeveloped areas remain with some portions of those slated for future developments. Indirect, secondary, and cumulative effects are anticipated to impact land use, visual and aesthetic resources, transportation, habitat connectivity, and species population.

Secondary impacts of increased nuisance/exotic vegetation are anticipated adjacent to areas of direct disturbance. Species such as Brazilian pepper (*Schinus terebinthifolia*) and cogongrass (*Imperata cylindrica*) are particularly aggressive and successful colonizers. Therefore, the disturbance of construction may allow these species to colonize and outcompete native vegetation within a certain distance from the direct impact. Nuisance/exotic vegetation has negative impacts to native wildlife and their habitats as they take over the natural habitats upon which the species rely.

### **3.4.1.6 Uniform Mitigation Assessment Method Assessment**

The UMAM (Chapter 62-345, F.A.C.) provides a standardized procedure used by federal and state regulatory agencies for assessing the functions provided by wetlands and surface waters, the amount that those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset that loss. The wetland function indicators measured by UMAM include the following:

- Location and Landscape Support (L&LS);
- Water Environment (WE); and
- Community Structure: Vegetation and / or Benthic Community (CS).

Representative UMAM scores were developed for each jurisdictional wetland and surface water habitat type (by FLUCFCS category) affected by the proposed project. These UMAM calculations are estimates and are based on existing conditions. The UMAM assessment of the proposed impacts is discussed below by Build Alternative. The detailed UMAM worksheets are provided in the NRE are subject to agency review and may change during the state and federal permitting process. **Table 10** summarizes the UMAM analysis and the resulting functional unit loss calculation for the Build Alternatives.

**Table 10: UMAM Assessment**

Representative Wetlands	FLUCFCS Classification	Impact Type	Alternative 1		Alternative 2		Preferred Pond Sites	
			Acres	Functional Loss	Acres	Functional Loss	Acres	Functional Loss
WL 01	617	Direct	28.06	-23.29	26.05	-21.62	-	-
		Secondary – 100 ft buffer	24.95	-5.00	21.42	-4.28	-	-
		Secondary - Median	26.35	-2.70	-	-	-	-
WL Conservation Easements	617, 621, 630	Direct	52.34	-47.11	44.73	-40.26	10.81	9.73
		Secondary – 100 ft buffer	53.91	-10.72	42.94	-8.52	8.17	1.64
		Secondary - Median	30.95	-11.69	-	-	-	-
WL 02	621	Direct	13.87	-12.07	14.88	-12.95	-	-
		Secondary – 100 ft buffer	19.44	-3.30	19.44	-3.30	-	-
WL 03	625	Direct	12.91	-11.23	12.82	-11.15	-	-
		Secondary – 100 ft buffer	9.76	-1.95	9.76	-1.95	-	-
WL 04	630	Direct	30.33	-26.39	30.70	-25.48	13.74	11.95
		Secondary – 100 ft buffer	17.48	-3.50	18.48	-3.70	19.89	3.98
		Secondary - Median	11.33	-3.04	-	-	-	-
WL 05	640	Direct	1.41	-0.71	1.33	-0.67	-	-
		Secondary – 100 ft buffer	4.00	-0.80	3.97	-0.79	-	-
		Secondary - Median	0.03	-0.01	-	-	-	-
WL 06	641	Direct	1.43	-1.29	1.43	-1.29	-	-
		Secondary – 100 ft buffer	0.17	-0.03	0.14	-0.03	-	-
WL 08	6172	Direct	1.33	-0.89	1.33	-0.89	-	-
		Secondary – 100 ft buffer	2.76	-0.55	2.76	-0.55	-	-
<b>Total</b>				<b>-166.27</b>		<b>-137.43</b>	<b>52.61</b>	<b>27.30</b>



### Alternative 1

This Build Alternative has direct and secondary wetland impacts and is anticipated to result in a functional loss of 166.27 units. This includes impacts to wetlands under conservation easement.

### Alternative 2

This Build Alternative has direct and secondary wetland impacts and is anticipated to result in a functional loss of 137.43 units. This includes impacts to wetlands under conservation easement.

### Preferred Pond Sites

In total, the preferred pond sites have both direct and secondary wetland impacts and is anticipated to result in a functional loss of 27.30 units. This includes impacts to wetlands under conservation easement.

#### **3.4.1.7 Mitigation**

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. § 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. The project study area is currently located within the service area of the following mitigation banks: Hatchineha Ranch, Kissimmee Ridge, Collany, Southport Ranch, Bullfrog Bay, Twin Oaks, Florida, Shingle Creek, Reedy Creek and Split Oak Forest. Currently, federal and/or state credits are available at Southport Florida and Reedy Creek Mitigation Banks and the available credits are for herbaceous and forested freshwater wetlands. State only credits are currently available through Hatchineha Ranch, Shingle Creek, and Twin Oaks Mitigation Banks.

All UMAM scores, UMAM calculations, preliminary wetland lines and determinations discussed are subject to revision and approval by regulatory agencies during the permitting process. The exact type of mitigation used to offset wetland impacts from the proposed PPEC will be coordinated with the FDEP and SFWMD during the permitting phase(s) of this project.

Mitigation alternatives for the impacts to conservation easements will be coordinated with the various regulatory agencies including the holder of the conservation easements and

will be defined more completely during any future design/permitting phase. Conceptual mitigation options for proposed impacts being reviewed during the design/permitting phase are anticipated to consider:

1. Available mitigation bank credit purchase to offset impacts to uplands/wetlands/listed species, and
2. Consideration for purchase/protection/donation to state land management agency of similar habitat acreage/condition not currently protected.

### **3.4.2 Aquatic Preserves and Outstanding Florida Waters**

During the ETDM Programming Screen, it was noted that Aquatic Preserves and Outstanding Florida Waters are included in the Special Designations section. A Summary Degree of Effect of 3 (Moderate) was assigned to the Special Designations based on review comments from USFWS and SFWMD that were in regard to conservation lands. An EST GIS analysis did not identify any Outstanding Florida Water or Aquatic Preserves within a 1,000-foot project buffer area. The proposed project will have no involvement with this resource.

### **3.4.3 Water Resources**

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Water Quality and Quantity based on review comments from FDEP, SFWMD, SWFWMD, and USEPA.

The FDEP commented that the Lake Okeechobee Basin is within the entire project area and that every effort should be made to maximize the treatment of stormwater runoff from the road widening project to prevent ground and surface water contamination. They recommended retrofitting the stormwater conveyance systems to help reduce impacts to water quality.

The SFWMD stated that a full water quality treatment analysis inclusive of 50% additional water quality treatment volume will be required within the corridor for the new stormwater management facilities. They also noted that pre-development versus post development nutrient analysis must be completed to show that the phosphorus and nitrogen nutrient loadings are less than the loadings in the existing conditions. During the PD&E Study it was determined that there are no OFW resources within the project limits; therefore, the additional 50% water quality treatment volume is not required.

The SWFWMD noted that the project occupies three drainage basins within the study area and stated that impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. They recommended that the FDOT consider stormwater quality treatment together with water

quality impacts to wetlands and other surface waters when designing the stormwater management components of this project.

The USEPA noted that the Biscayne Sole Source Aquifer Recharge is within the project 1,000-foot buffer used for water resources and is most vulnerable to contamination. They also stated that an increase in impervious or semi-impervious surfaces can contribute to surface drainage and non-point sources that will impact surface and groundwater quality. It is anticipated that no adverse effects will occur to the water quality within the project area and therefore no adverse effects are anticipated for this resource. A Water Quality Impact Evaluation Checklist and SSA Checklist was completed and sent to the USEPA for review and concurrence on January 5, 2023. No comments were received from the USEPA in response to this correspondence.

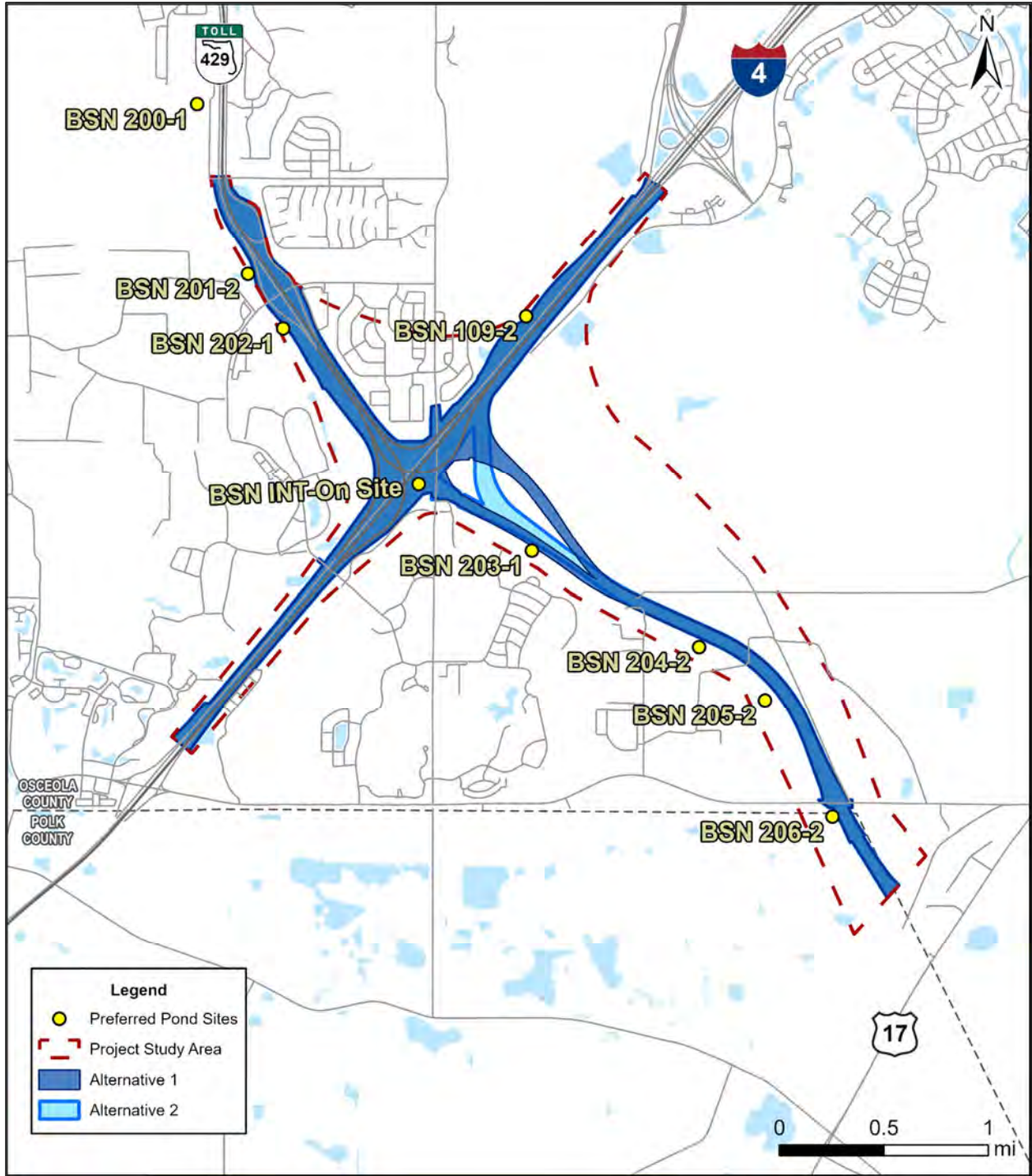
Project improvements will be designed to meet the regulatory requirements of the applicable water management districts, the requirements outlined in the FDOT Drainage Manual, and the requirements of FTE. The project limits are located within the RCID, SFWMD, and SWFWMD boundary. Pre-application meetings were held with both RCID and SFWMD. SFWMD said that it would be the lead permitting agency for the project since the majority of the limits are within the SFWMD boundary. The ERP permit application will be submitted to the RCID for review and comment before submitting to the SFWMD. The RCID will issue approval of the ERP application before it is submitted to the SFWMD for review and issuance. SFWMD requires an ERP when construction of any project results in the creation of a new or modification of an existing surface water management system or results in impacts to waters of the state, including wetlands. The complexity associated with the ERP permitting process will depend on the size of the project and/or the extent of wetland impacts. Under current state rules, the SFWMD will likely require an individual permit for this project. FDEP will be responsible for Section 404 reviews and permitting. A National Pollutant Discharge Elimination System (NPDES) permit will also be required from FDEP. For basins which required new stormwater management facilities, three potential stormwater management alternatives within the basin were identified. The detailed pond site evaluation analysis was conducted utilizing the following parameters: ROW requirements, potential contamination, cultural resources, threatened, endangered and designated critical habitat, wetland impacts, construction costs, and impacts to other relevant features as noted in **Table 11**. This evaluation is preliminary and will be refined once this project enters the design phase. The preferred pond sites are displayed in **Figure 22**. Details of the analysis is provided in the Pond Siting Report located in the project file. As outlined in the Pond Siting Report, there is excess treatment and attenuation provided within the currently permitted stormwater management systems that should be accounted for when developing the stormwater management design during the design phase.

**Table 11: Potential Pond Sites Evaluation**

Pond	ROW (ac)	Potential Contamination	Cultural Resources	Species and Habitat	Wetlands (ac)	Cost (millions)	Other
BSN109-1	15.84	Medium	Low	Medium	15.84	\$3.5 M	Utility easement
*BSN109-2	12.49	Medium	Low	Medium	12.49	\$2.5 M	
BSN109-3	18.11	High	Low	Medium	0	\$1.9 M	
*BSN200-1	2.45	Medium	Low	Medium	1.25	\$0.3 M	
BSN200-2	2.16	Medium	Low	Medium	0	\$0.2 M	
BSN200-3	3.09	Medium	Low	Low	3.09	\$0.5 M	
BSN201-1	5.93	Medium	Low	Medium	0	\$0.5 M	
*BSN201-2	2.18	Medium	Low	Medium	0	\$0.5 M	
BSN201-3	7.82	Medium	Low	Medium	0	\$1.3 M	
BSN201-4	0	Low	Low	Low	5.58	\$1.0 M	Conservation area
*BSN202-1	5.80	Medium	Low	Medium	0	\$0.5 M	Permit for construction
BSN202-2	8.05	Medium	Low	Medium	0	\$1.5 M	Construction site
BSN202-3	7.63	Medium	Low	Medium	0	\$1.0 M	Construction site
*BSNINT-on site	0	Low	Low	Medium	0	\$1.3 M	
BSNINT-1	14.25	Low	Low	Medium	14.25	\$2.9 M	
BSNINT-2	17.10	Low	Low	Medium	17.10	\$3.5 M	
*BSN203-1	10.81	Low	Low	Medium	10.81	\$1.8 M	
BSN203-2	13.29	Low	Low	Medium	13.29	\$2.2 M	
BSN203-3	8.78	Medium	Low	Medium	8.78	\$1.6 M	
BSN204-1	5.48	Low	Low	Medium	0	\$0.6 M	
*BSN204-2	9.97	Low	Low	Low	0	\$0.9 M	
BSN204-3	9.00	Low	Low	Medium	2.74	\$1.1 M	
BSN205-1	12.97	Low	Low	Medium	0	\$1.1 M	Utility easement
*BSN205-2	12.18	Low	Low	High	0	\$0.8 M	
BSN205-3	11.87	Low	Low	Medium	0	\$0.9 M	High ground water
BSN206-1	3.56	Low	Low	Medium	3.56	\$0.6 M	
*BSN206-2	5.64	Low	Low	Medium	0	\$0.5 M	
BSN206-3	3.59	Low	Low	Medium	0	\$0.3 M	Gas line

\*Preferred Pond Site





**Figure 22: Preferred Pond Sites**

### 3.4.4 Wild and Scenic Rivers

During the ETDM Programming Screen, it was noted that Wild and Scenic Rivers are included in the Special Designations section. A Summary Degree of Effect of 3 (Moderate) was assigned to the Special Designations based on review comments from USFWS and SFWMD that were in regard to conservation lands. An EST GIS analysis did not identify any Wild and Scenic Rivers within a 1,000-foot project buffer area. The proposed project will have no involvement with this resource. During the PD&E Study, the Nationwide Rivers Inventory (NRI) was reviewed and confirmed that no potentially eligible rivers for the National Wild and Scenic Rivers list are in the project vicinity.

### 3.4.5 Floodplains

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to the Floodplains topic based on review comments from SFWMD and SWFWMD.

The SFWMD stated that the 100 Year Floodplain represents approximately 24% of the study area and that potential impacts for the proposed project will depend upon the required filling, encroachment or altering of existing or future Zone A and AE Floodplains, Historic Basin Storage area and Floodways, if applicable. The SWFWMD stated that they may require compensation or fill into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachments will adversely affect conveyance, storage, water quality or adjacent lands.

The anticipated 100-year floodplain encroachments due to the proposed roadway improvements have been identified and quantified within the Location Hydraulics Report, located in the project file.

The new roadway and proposed improvements to the I-4/SR 429 interchange will result in impacts to the 100-year floodplain as depicted in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) (**Figure 23**). Alternative 1 has 120.53 acres of floodplain impacts and Alternative 2 has 103.57 acres of floodplain impacts. In addition, mitigation alternatives have been identified for each encroachment. The floodplain impact calculations are conservative and will be revised during design when survey, geotechnical data, and proposed cross sections are available. Floodplain encroachments will be mitigated for by using dedicated floodplain compensation sites.

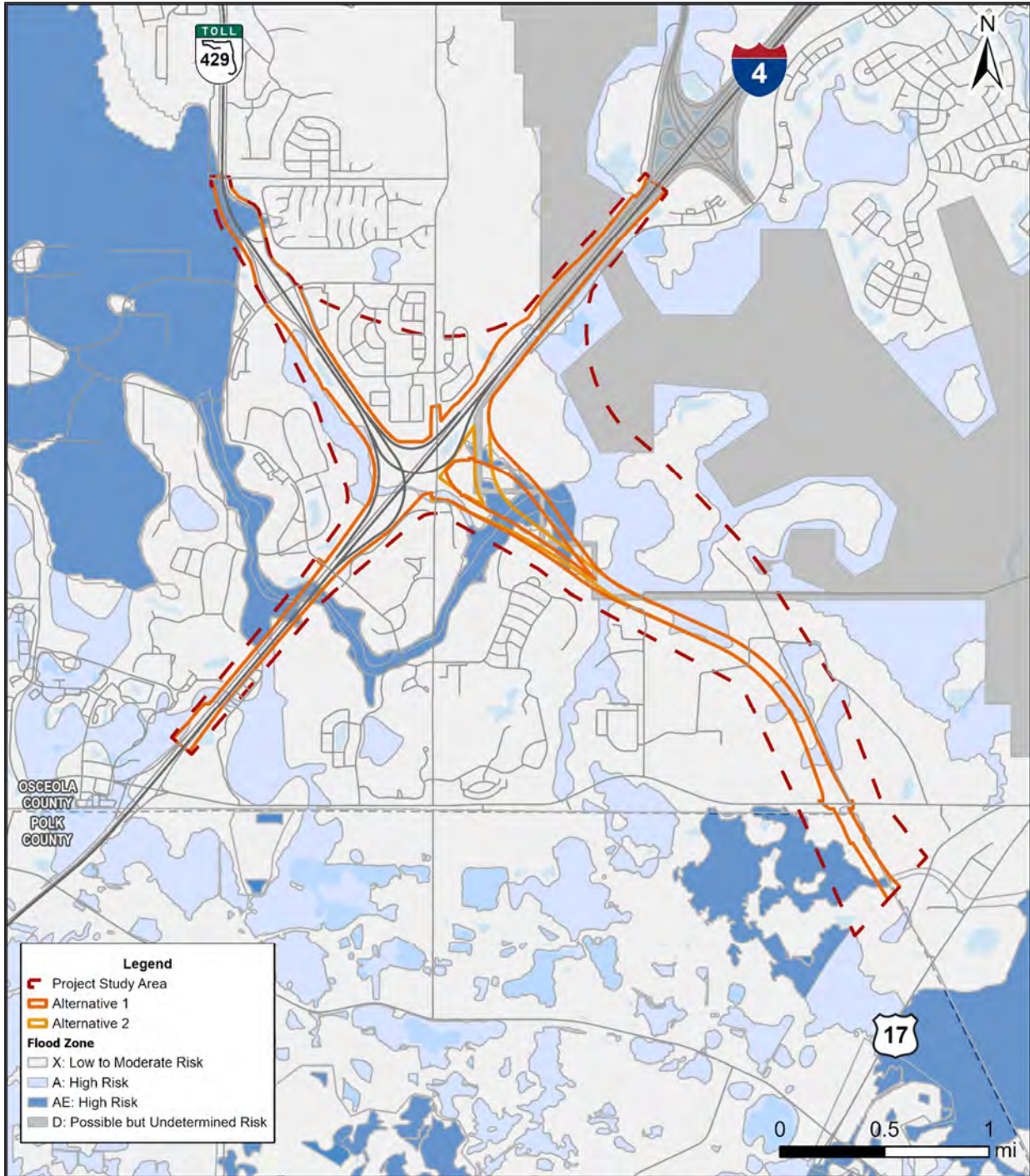


Figure 23: Floodplain Location Map

Replacement drainage structures for this project are limited to hydraulically equivalent structures which are not expected to increase the backwater surface elevations. The limitations to the hydraulic equivalency proposed are due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. The proposed culverts were determined based a number of factors, including existing drainage structures, historic drainage patterns, and floodplain equalization. The 15 proposed extended or new drainage culverts are shown in **Table 12**.

Though the project will encroach into the 100-yr floodplain in a number of locations, these encroachments are considered “Minimal Encroachments” as defined in the FDOT PD&E Manual. The encroachments will be offset with dedicated floodplain compensation sites. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of construction of this project. Therefore, it has been determined that these encroachments are not significant.

**Table 12: Proposed Extended or New Culverts for Preferred Alternative**

Station	Baseline	Culvert Size	Number of Barrels	Culvert ID	Existing Length (ft)	Proposed Length (ft)	Improvement
6216+06	SR 538	24"	1	CD-1	-	432	New
6224+88	SR 538	24"	1	CD-2	-	290	New
6242+54	SR 538	36"	1	CD-3	-	240	New
6264+81	SR 538	48"	1	CD-4	-	240	New
6275+32	SR 538	78"	1	CD-5	-	240	New
6295+22	SR 538	12'x4'	3	CD-6	-	240	New
6301+38	SR 538	60"	1	CD-7	-	110	New
827+70	CR 545	42"	3	CD-9	127	148	Extend
5340+96	I-4	7'x4'	2	CD-10	316	386	Extend
666+72	Ramp A	7'x4'	2	CD-11	89	181	Extend
5369+47	I-4	42"	1	CD-12	310	348	Extend
627+50	CR 545	24"	1	CD-13	222	222	No Change
6366+32	SR 429	54"	1	CD-14	437	520	Extend
6397+76	SR 429	24"	1	CD-15	303	494	Extend
6429+91	SR 429	42"	1	CD-16	221	295	Extend



### 3.4.6 Coastal Zone Consistency

The Advanced Notification Package was distributed to State agencies to conduct Federal consistency reviews in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372.

The following agencies found the project consistent:

- FDACS – July 10, 2020;
- FDEO – July 13, 2020; and
- Florida Department of State – June 23, 2020.

The FWC found the project “Consistent, with Comments” on July 13, 2020. FWC commented that there should be plant community mapping and wildlife surveys for species listed under the ESA or under Florida state regulations within the project limits. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. They also recommended to follow the FWC Gopher Tortoise Permitting Guidelines, to conduct species specific surveys for wading birds prior to construction activities commencing, to survey for nesting Florida sandhill cranes during the breeding season and if evidence of nesting is found to buffer the nest by 400 feet; to survey for southeastern American kestrels during their nesting season, to survey for Florida burrowing owl prior to construction activities, stated that the project sites is located in the potential range for the short-tailed snake and if observed during construction, recommended to cease work activities until the snake leaves on its own accord, and to avoid conflicts with black bears the construction site should be kept clean with refuse stored in bear-resistant containers that are removed daily from construction site. They also commented that a compensatory mitigation plan should include the replacement of wetland, upland, or aquatic habitat functional values for listed species which are lost due to the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value.

The SWFWMD found the project “Consistent, with Comments” on July 10, 2020. SWFWMD commented that the project appears to have wetland and surface water impacts and a noticing letter will be sent to corresponding agencies upon receipt of the permit application.

The State of Florida has determined on April 9, 2021, that this project is consistent with comments with the Florida Coastal Zone Management Program.

### **3.4.7 Coastal Barrier Resources**

During the ETDM Programming Screen, a Summary Degree of Effect of N/A (Not Applicable) was assigned to the Coastal and Marine Issue based on review comments from NMFS. The EST GIS analysis did not identify any Coastal and Marine resources within the 1,00-foot project buffer area.

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

### **3.4.8 Protected Species and Habitat**

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Wildlife and Habitat based on review comments from FWC, USFWS, SWFWMD, and FDACS.

The FWC assigned a substantial degree of effect for wildlife and habitat. The FWC noted that their primary concern was wildlife issues associated with increased habitat fragmentation, the direct loss of valuable wetland and upland habitats from road construction, potential adverse effects to a significant number of protected species, potential increase in wildlife roadkill, potential water quality degradation as a result of stormwater runoff from the roadway surface draining to adjacent wetlands and Reedy Creek, and secondary and cumulative impacts of new highway construction that results in additional loss of wildlife habitat.

The USFWS assigned a substantial degree of effect for wildlife and habitat. The USFWS provided information on protected species that may potentially occur within or adjacent to the project area. For the wood stork, they recommended any lost foraging habitat resulting from the project be replaced within the core foraging habitat of the affected nesting colony. For the eastern indigo snake, they recommended that widening of the roadway occur within the existing disturbed road ROW to the greatest extent practicable and the Standard Protection Measures for the Eastern Indigo Snake be followed during construction. For the crested caracara, they recommend conducting surveys if suitable nesting habitat for the species occurs within 985 feet of the project footprint. For the Florida scrub-jay, they recommend conducting surveys if suitable nesting habitat for the species occurs within the project footprint. For federally listed skinks, they recommend conducting surveys if suitable habitat for the species occurs within the project footprint. The USFWS also commented that the red-cockaded woodpecker and federally listed plants have the potential to occur within the project area. USFWS also noted that conservation lands under the jurisdiction of the Reedy Creek Improvement District are located within the project study area and that these lands were protected for conservation purposes and currently contain valuable habitat for a variety of fish and wildlife species.

They recommended that the conservation lands be avoided for the project. The USFWS also recommended that to benefit fish and wildlife, native plants, trees and shrubs be used in the landscaping of the lands within the roadway ROW. The use of native wildflowers would be especially beneficial to insect pollinators and provide a more aesthetically pleasing environment than sod by itself.

The SWFWMD assigned a minimal degree of effect for wildlife and habitat. SWFWMD commented that coordination with USFWS and FWC will be required to be in compliance with the requirements of threatened and endangered species that may utilize habitats potentially being impacted by the project.

The FDACS assigned a minimal degree of effect for wildlife and habitat. The FDACS commented that the plant species are particularly vulnerable to damage and/or destruction from heavy equipment and clearing and grubbing activities.

The following analysis was completed as part of the PD&E Study:

The Build Alternatives will all have very similar impacts regarding protected species since the proposed footprints are so similar. Additionally, potential pond sites will have similar impacts to species involvement based on the habitat within these areas.

This project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR Part 402, the Florida Endangered and Threatened Species Act (Section 379.2291 F.S.), and the PD&E Manual. A Natural Resource Evaluation report was prepared for this project and included coordination with SWFWMD, FDEP, RCID and USFWS between October 2020 through April 2022 to discuss the implementation of specific actions and measures relative to federal protected species with available suitable habitat, protected species survey plan, drainage criteria, conservation easements, wetlands, and permitting requirements. Listed species are afforded special protective status by federal and state agencies. This special protection is federally administered by the United States Department of the Interior, USFWS, and National Oceanic and Atmospheric Administration – National Marine Fisheries Service (NOAA-NMFS) pursuant to the Endangered Species Act of 1973 (as amended). The USFWS administers the federal list of animal species (50 CFR Part 17) and plant species (50 CFR Part 23). Federal protection of marine species is the responsibility of the NOAA-NMFS.

Administered by the FWC, the State of Florida affords special protection to animal species designated as State-designated Threatened pursuant to Chapter 68A-27, F.A.C. The State of Florida also protects and regulates plant species designated as endangered, threatened or commercially exploited as identified on the Regulated Plant Index (rule 5B-40.0055, F.A.C.), which is administered by the Florida Department of Agriculture and Consumer Services (FDACS), Division of Plant Industry, pursuant to Chapter 5B-40,

F.A.C. Protected species evaluations were completed in accordance with FHWA's 2002 Memorandum, titled "Management of the Endangered Species Act Environmental Analysis and Consultation Process". Species that are federally listed species are also considered state listed species.

Literature searches and field reviews (September 27, October 25-28 and 30, 2021) were conducted to identify suitable habitat, evidence of protected species use, and critical habitat that might be expected to occur within the project study area.

Based on the information collected and field reviews, a list of protected species with the potential to occur within the project study area was generated. This list includes a total of 57 federal or state-listed species that have the potential for occurrence within the project study area. These protected species include 38 floral, six (6) reptilian, and 13 avian species.

#### **3.4.8.1 Federally Listed Species**

Thirty species are listed by the USFWS as endangered or threatened. The project is located within the USFWS Consultation Areas (CAs) of multiple federally protected species, including the sand and blue-tail mole skink (*Plestiodon reynoldsi*; *Plestiodon egregius lividus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara cheriway*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), red-cockaded woodpecker (*Picoides borealis*) and within the core foraging area of three (3) wood stork (*Mycteria americana*) colonies.

In-house research and field reviews were conducted evaluating the habitat requirements for each species and the types of habitats present within the project study area. Twenty-one of the 30 species were determined to have no probability of occurrence due to a lack of suitable habitat and historical documentation within one mile of the project study area. Of the species with CAs overlapping the project study area, no suitable habitat for the crested caracara, Everglade snail kite, Florida grasshopper sparrow, and red-cockaded woodpecker was observed. The proposed project will have no effect on these species.

A description of the remaining nine federally listed species is provided below.

#### **Britton's Beargrass (*Nolina brittoniana*)**

Britton's beargrass is a perennial herb with long, stiff leaves and clusters of small white flowers that is listed as **endangered** by the **USFWS**. This species is a member of the agave (*Agavaceae*) family and occurs on scrub, sandhill, scrubby flatwoods, and xeric hammock. Suitable habitat for this species was observed within the study area. According to FNAI data, Britton's beargrass has been documented historically within one (1) mile of the project study area. During site reviews this species was not observed



within the project study area. Based on this information, it has been determined that the project will have a “**may affect, not likely to adversely affect**” on Britton’s beargrass.

### **Small's Jointweed (*Polygonella myriophylla*)**

The Small’s jointweed is a low, sprawling shrub with reddish-brown, cracked bark and clusters of white flowers that is listed as **endangered** by the **USFWS**. This species is a member of the buckwheat (*Polygonaceae*) family and occurs in open, sandy areas within scrub. Suitable habitat for this species was observed within the project study area. According to FNAI data, Small’s jointweed has been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have a “**may affect, not likely to adversely affect**” on the Small’s jointweed.

### **American Alligator (*Alligator mississippiensis*)**

The American alligator is a large aquatic reptile with a broad, rounded snout. This species is listed as **threatened** by the **USFWS** due to their similarity of appearance to the American crocodile. This species’ range stretches from east Texas, across to North Carolina, and extends down into southern Florida. They prefer freshwater lakes, slow-moving rivers, and associated wetlands, but they are occasionally found in brackish water. According to FNAI data, this species was not listed as potentially occurring within one (1) mile of the project study area. No American alligators were observed during field reviews; however, large wetland systems were observed during fieldwork that provide suitable habitat and it is reasonable to expect that this species could utilize suitable habitat within the project study area. Based on this information, it has been determined that the project “**may affect, not likely to adversely affect**” on the American alligator.

### **Blue-tailed Mole Skink (*Plestiodon egregius lividus*) and Sand Skink (*Plestiodon reynoldsi*)**

The blue-tailed mole skink and sand skink are small lizard-like reptiles that are listed as **threatened** by the **USFWS**. Blue-tailed mole skinks are expected to occur with sand skinks where the two species overlap in distribution. These species are found in central Florida in habitat with loose sandy areas, such as rosemary scrub, sand pine scrub, oak scrub, scrubby flatwoods, and turkey oak barrens. They are also known to utilize disturbed habitats with suitable soils, such as pine plantations, citrus groves, open fields, and pastures. According to the USFWS Sand Skink Survey Protocol (2020), skink distribution is defined by three (3) factors: location within a county designated by the USFWS with primary populations, at an elevation of 82 feet above sea level or higher and is comprised of any of the 28 soil types designated as sand skink soils by the USFWS. The project study area lies within the USFWS Sand Skink and Blue-tailed Mole Skink Consultation Area (CA) and includes suitable skink soils at a suitable elevation. According

to FNAI data, sand skinks have been historically documented within one (1) mile of the project study area. Additionally, tracks were observed during pedestrian transects within scrub habitat. As a result of available suitable habitat and track observation, a sand skink survey will be conducted during the design phase of this project to determine the extent of occupied habitat. Mitigation for unavoidable impacts to occupied sand skink habitat can be completed through the purchase of credits at an acceptable conservation mitigation bank. FTE will re-initiate ESA Section 7 Consultation with USFWS during the final design phase to support permitting and to address potential impacts to this protected species. Based on this information, it has been determined that the project “**may affect, is likely to adversely affect**” the blue-tailed mole skink and sand skink.

### **Eastern indigo snake (*Drymarchon couperi*)**

The eastern indigo snake is a large, glossy black snake that is listed as **threatened** by the **USFWS**. This species can be found in a variety of habitat types, including pine flatwoods, scrubby flatwoods, high pine, dry prairie, tropical hardwood hammocks, edges of freshwater marshes, agricultural fields, coastal dunes, as well as human-altered habitats. It may also utilize gopher tortoise burrows for shelter to escape hot or cold ambient temperatures within its range. According to FNAI data, this species has the potential to occur within the project study area. While there is suitable habitat for this species throughout the undeveloped areas of the project study area, the eastern indigo snake was not observed during field reviews and has not been documented within one (1) mile of the project study area. However, it is reasonable to expect that this species could utilize suitable habitat within the project study area. To minimize potential adverse impacts to the eastern indigo snake, FTE will implement the USFWS *Standard Protection Measures for the Eastern Indigo Snake* (updated August 2013) during construction. Additionally, FTE will survey the project limits prior to construction to determine the presence and location of gopher tortoise burrows. If gopher tortoises or burrows are found within 25 feet of the limits of construction, FTE will secure the FWC permits needed to relocate the tortoises and associated commensal species. With the implementation of these measures, it has been determined that the project “**may affect, not likely to adversely affect**” the eastern indigo snake. The path to this determination followed the Eastern Indigo Snake Programmatic Effect Determination Key (South Florida Ecological Service Office), steps A →B→C→D→MANLAA.

### **Florida Scrub-Jay (*Aphelocoma coerulescens*)**

The Florida scrub-jay is similar to the common blue jay in size and shape, with a pale blue crestless head, nape, wings, and tail. It is listed as **threatened** by the **USFWS**. Optimal scrub-jay habitat consists of low growing, scattered scrub species with patches of bare sandy soil such as those found in sand pine scrub and scrubby flatwoods habitats that are occasionally burned. In areas where these types of habitats are unavailable,

Florida scrub-jays may be found in less optimal habitats such as pine flatwoods with scattered oaks. The project study area lies within the USFWS Florida Scrub-jay CA and potential habitat for this species was observed. According to FNAI data, the Florida scrub-jay has been historically documented within one (1) mile of the project study area. A technical guidance meeting with the USFWS was held on October 21, 2021 for approval of the survey plan for the Florida scrub-jay. A Florida scrub-jay survey was conducted in October 2021 per the Scrub-Jay Survey Guidelines (USFWS 2007). In accordance with this survey, stations within appropriate habitat were surveyed, and no Florida scrub-jays were recorded within the project study area. Based on this information, it has been determined that the project “**may affect, not likely to adversely affect**” the Florida scrub-jay.

### **Wood Stork (*Mycteria americana*)**

The wood stork is a large, white, wading bird that is listed as **threatened** by the **USFWS**. The wood stork is opportunistic and utilizes various habitat types including freshwater marshes, swamps, lagoons, ponds, tidal creeks, flooded pastures, and ditches. Water that is relatively calm, uncluttered by dense aquatic vegetation, and with a permanent or seasonal water depth between 2 and 15 inches is considered suitable foraging habitat for this species. Suitable foraging habitat for this species was observed within the project study area; however, no individuals were observed foraging in the wetland or surface water areas. According to FNAI data, the wood stork has not been documented within one (1) mile of the project study area.

According to the USFWS wood stork colony website, the project study area is located within the core foraging areas of two (2) active wood stork colonies. It is within the 18.6-mile core foraging area buffer of the Lake Russell wood stork colony and within the 15.0-mile core foraging area buffer of the Gatorland colony. All nesting colonies are greater than one (1) mile from the project study area. The primary concern for this species is loss of suitable foraging habitat within the CFA of a wood stork colony.

As part of this project, impacts to wetlands within the project study area will be mitigated for within the CFA of one (1) or more of the affected rookeries or at a regional mitigation bank that has been approved by the USFWS or pursuant to Section 373.4137 F.S. Therefore, it has been determined that the proposed project “**may affect, not likely to adversely affect**” the wood stork. The path to this determination followed the USFWS Effect Determination Key for the Wood Stork in South Florida, steps A→B→C→E→MANLAA.

A summary of the federally listed species and effect determination is provided in **Table 13**.

**Table 13: Effect Determination for Federally Listed Species**

Project Effect Determination	Federal Listed Species		
	Species	Status*	
<b>“No effect”</b>	<b>Flora</b>		
	Avon Park rabbit-bells ( <i>Crotalaria avonensis</i> )	<b>FE</b>	
	Clasping warea ( <i>Warea amplexifolia</i> )	<b>FE</b>	
	Florida bonamia ( <i>Bonamia grandiflora</i> )	<b>FT</b>	
	Florida jointweed ( <i>Polygonella basiramia</i> )	<b>FE</b>	
	Garrett’s scrub balm ( <i>Dicerandra christamnii</i> )	<b>FE</b>	
	Perforate reindeer lichen ( <i>Cladonia perforate</i> )	<b>FE</b>	
	Pygmy fringe tree ( <i>Chionanthus pygmaeus</i> )	<b>FE</b>	
	Scrub buckwheat ( <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> )	<b>FT</b>	
	Scrub lupine ( <i>Lupinus aridorum</i> )	<b>FE</b>	
	Scrub mint ( <i>Dicerandra frutescens</i> )	<b>FE</b>	
	Scrub pigeon-wing ( <i>Clitoria fragrans</i> )	<b>FT</b>	
	Short-leaved rosemary ( <i>Conradina brevifolia</i> )	<b>FE</b>	
	Carter’s warea ( <i>Warea carteri</i> )	<b>FE</b>	
	Florida blazing star ( <i>Liatris ohlingerae</i> )	<b>FE</b>	
	Highlands scrub hypericum ( <i>Hypericum cumulicola</i> )	<b>FE</b>	
	Lewton’s polygala ( <i>Polygala lewtonii</i> )	<b>FE</b>	
	Papery nailwort ( <i>Paronychia chartacea</i> ssp. <i>chartacea</i> )	<b>FT</b>	
	Scrub plum ( <i>Prunus geniculata</i> )	<b>FE</b>	
		<b>Fauna</b>	
		Florida grasshopper sparrow ( <i>Ammodramus savannarum floridanus</i> )	<b>FE</b>
		Crested caracara ( <i>Caracara cheriway</i> )	<b>FT</b>
	Everglade snail kite ( <i>Rostrhamus sociabilis plumbeus</i> )	<b>FE</b>	
	Red-cockaded woodpecker ( <i>Picoides borealis</i> )	<b>FE</b>	
<b>“May affect, but is not likely to adversely affect”</b>	<b>Flora</b>		
	Britton’s beargrass ( <i>Nolina brittoniana</i> )	<b>FE</b>	
	Small’s jointweed ( <i>Polygonella myriophylla</i> )	<b>FE</b>	
	<b>Fauna</b>		
	American alligator ( <i>Alligator mississippiensis</i> )	<b>FT</b>	
	Eastern indigo snake ( <i>Drymarchon couperi</i> )	<b>FT</b>	
	Florida scrub-jay ( <i>Aphelocoma coerulescens</i> )	<b>FT</b>	
Wood stork ( <i>Mycteria americana</i> )	<b>FT</b>		
<b>“May affect, likely to adversely affect”</b>	Blue-tailed mole skink ( <i>Plestiodon egregius lividus</i> )	<b>FT</b>	
	Sand skink ( <i>Plestiodon reynoldsi</i> )	<b>FT</b>	

\*FE – Federally endangered; FT – Federally threatened



The Natural Resource Evaluation report and summary cover letter was provided to USFWS via EST on December 20, 2022. On December 21, 2022, USFWS provided the following response:

The FTE has determined that the project may affect and is likely to adversely affect the threatened sand skink and threatened blue-tailed mole skink. The FTE stated that they would reinitiate formal consultation with the Service on the project during the permitting and design phase of the project. This is acceptable to the Service.

The FTE has also determined that the project “may affect, not likely to adversely affect” (MANLAA) several other federally listed species and has requested that the Service provide concurrence for these determinations at this time. Please be aware that it is the Service's policy not to provide concurrences for MANLAA determinations for Federally listed species made for the project until we complete the formal consultation on the project (i.e, we issue the biological opinion for the project). Therefore, we cannot provide concurrences for your MANLAA determinations at this time.

The Service offers the following comments for your MANLAA determinations for the American alligator and federally-listed plants: American alligator - please note that the American alligator is listed as "Threatened by Similarity of Appearance." Species listed under a similarity of appearance designation are not biologically endangered and are not subject to Section 7 consultation. The Service notes that the FTE has made MANLAA determinations for several species of federally-listed plants. Based on the information provided in the Natural Resources Evaluation for the project, none of these species occurs within or near the project footprint. As such, the Service finds that these species are not reasonably certain to occur on the project site and will not be affected by the project and recommended that the FTE change its determinations for these species from MANLAA to no effect. USFWS provided no further comments on the draft Natural Resource Evaluation for the project at this time.

As a result of the comments provided by USFWS, this report reflects the recommendation that plant species previously classified as MANLAA determinations were revised to No Effect determinations.

#### **3.4.8.2 State Listed Species**

Twenty-six species are listed by FWC and FDACS as state endangered or threatened. In-house research and field reviews were conducted evaluating the habitat requirements for each species and the types of habitats present within the project study area. Eight of the 26 state listed species were determined to have no probability of occurrence due to a

lack of suitable habitat within the project study area. Therefore, these species have been assigned a no effect anticipated determination for this project.

A description of the remaining 18 state listed species is provided below.

### **Celestial Lily (*Nemastylis floridana*)**

The celestial lily is a perennial herb with a single, tall, slender stem and a dark blue flower that is listed as **endangered** by the **FDACS**. This species is a member of the iris (*Iridaceae*) family and occurs in wet flatwoods, prairies, marshes, and cabbage palm hammocks edges. Suitable habitat for this species was observed within the project study area. According to FNAI data, the celestial lily has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the celestial lily.

### **Cutthroat Grass (*Panicum abscissum*)**

Cutthroat grass is a grass that grows approximately two (2) feet tall with purple panicles and is listed as endangered by the FDACS. This species is a member of the grass (*Poaceae*) family and occurs on dry prairies, mesic flatwoods, wet flatwoods, depressional marshes, and seepage slopes. Suitable habitat for this species was observed within the project study area. According to FNAI data, the cutthroat grass has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “no adverse effect anticipated” on the cutthroat grass.

### **Florida Spiny-pod (*Matelea floridana*)**

The Florida spiny-pod is a deciduous herbaceous vining plant that is listed as **endangered** by the **FDACS**. This species is a member of the milkweed (*Asclepiadaceae*) family and occurs on a variety of wooded habitats from fairly moist woods to upland hardwood forests. Suitable habitat for this species was observed within the project study area. According to FNAI data, the Florida spiny-pod has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the Florida spiny-pod.

### **Florida Willow (*Salix floridana*)**

The Florida willow is a tall tree or shrub with gray bark and brittle, reddish-brown twigs that is listed as **endangered** by the **FDACS**. This species is a member of the willow (*Salicaceae*) family and occurs in springheads, edges of spring runs, hydric hammocks, and floodplains. Suitable habitat for this species was observed within the project study area. According to FNAI data, the Florida willow has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the Florida willow.

### **Giant Orchid (*Pteroglossaspis ecristata*)**

The giant orchid is a perennial herb with yellow-green flowers twisted in towards the stalk that is listed as **threatened** by the **FDACS**. This species is a member of the orchid (*Orchidaceae*) family. This species occurs on sandhill, scrub, pine flatwoods, and pine rocklands. Suitable habitat for this species was observed within the project study area. According to FNAI data, the giant orchid has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the giant orchid.

### **Many-Flowered Grass-Pink (*Calopogon multiflorus*)**

The many-flowered grass-pink is a small plant with grass like leaves and dark pink flowers that is listed as **threatened** by the **FDACS**. This species is a member of the orchid (*Orchidaceae*) family and occurs on dry to moist flatwoods with longleaf pine, saw palmetto, and wiregrass. Suitable habitat for this species was observed within the project study area. According to FNAI data, the many-flowered grass-pink has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the many-flowered grass-pink.

### **Pine Pinweed (*Lechea divaricate*)**

Pine pinweed is a perennial herb with slender, erect flowering stems rising from a dense mat of spreading, older stems that is listed as **endangered** by the **FDACS**. This species is a member of the rockrose (*Cistaceae*) family and is found mostly in scrub and scrubby flatwoods. Suitable habitat for this species was observed within the project study area. According to FNAI data, pine pinweed has the potential to occur within the project study

area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the pine pinweed.

#### **Pine-woods Bluestem (*Andropogon arctatus*)**

Pine-woods bluestem is a perennial grass that grows up to 5 feet tall that is listed as **threatened** by the **FDACS**. This species is a member of the grass (*Poaceae*) family and is found mostly in open flatwoods, savanna, sand pine scrub, and can be found in seepage bogs. Suitable habitat for this species was observed within the project study area. According to FNAI data, pine-woods bluestem has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the pine-woods bluestem.

#### **Sand Butterfly Pea (*Centrosema arenicola*)**

The sand butterfly pea is a large perennial vine with purplish-blue flowers that is listed as **endangered** by the **FDACS**. This species is a member of the pea (*Fabaceae*) family and typically occurs on sandhill, scrubby flatwoods, and dry upland woods. Suitable habitat for this species was observed within the project study area. According to FNAI data, the sand butterfly pea has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the sand butterfly pea.

#### **Scrub Bluestem (*Schizachyrium niveum*)**

The scrub bluestem is a small, tufted grass that is listed as **endangered** by the **FDACS**. This species is a member of the grass (*Poaceae*) family and typically occurs on white sand patches in rosemary scrub, and in sand pine scrub and oak scrub. Suitable habitat for this species was observed within the project study area. According to FNAI data, the scrub bluestem has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the scrub bluestem.

### **Star Anise (*Illicium parviflorum*)**

Star anise is a shrub with one (1) to several trunks, 6-inch long, evergreen leaves, and small, drooping flowers that is listed as **endangered** by the **FDACS**. This species is a member of the anisetree (*Illiciaceae*) family and occurs in banks of seepage stream, bottomland forest, hydric hammock, or baygall. Suitable habitat for this species was observed within the project study area. According to FNAI data, star anise has the potential to occur within the project study area; however, it has not been documented within one (1) mile of the project study area. During site reviews this species was not observed within the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the star anise.

### **Gopher Tortoise (*Gopherus polyphemus*)**

The gopher tortoise is listed as **threatened** by the **FWC** and was listed as a candidate species for listing under the Endangered Species Act by **USFWS** during the development of the NRE. USFWS made a determination on October 11, 2022 that the listing is not warranted and therefore, remains as a state threatened species. This species requires well-drained and loose sandy soils for burrowing and low-growing herbs and grasses for food. These conditions are best found in the sandhill (longleaf pine-xeric oak) community, although tortoises are known to use many other habitats including sand pine scrub, xeric oak hammocks, dry prairies, pine flatwoods, and ruderal sites. Suitable habitat for this species was observed within the project study area. According to FNAI data, individuals have been documented within one (1) mile of the project study area. At the time of the site reviews, no gopher tortoise burrows were observed within or adjacent to the project study area. If gopher tortoises or burrows are found within the project study area, FTE will coordinate with the FWC to secure all permits needed to relocate the tortoises and associated commensal species prior to construction. With the implementation of these measures, it has been determined that this project will have “**no adverse effect anticipated**” on the gopher tortoise.

### **Florida pine snake (*Pituophis melanoleucus mugitus*)**

The Florida pine snake is listed as **threatened** by the **FWC**. This species requires dry, sandy soils for burrowing and is most often found in pine hammocks, turkey oak hammocks, scrub, sandhill, and abandoned agricultural fields. Suitable habitat for this species was observed within the project study area; however, no individuals were observed during field reviews. Additionally, according to FNAI data, no individuals have been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have “**no adverse effect anticipated**” on the Florida pine snake.



### **Wading Birds - Little Blue Heron (*Egretta caerulea*), Tricolored Heron (*Egretta tricolor*), and Roseate Spoonbill (*Platalea ajaja*)**

The little blue heron, tricolored heron, and roseate spoonbill are listed as **threatened** by the **FWC**. While each species is distinct, wading birds are discussed collectively since they occupy similar habitats and have similar feeding patterns. These wading birds' nest and forage among both fresh and saltwater habitats such as freshwater marshes, coastal beaches, mangrove swamps, cypress swamps, hardwood swamps, wet prairies, and bay swamps. The populations of these species have been primarily impacted by the destruction of wetlands for development and by the drainage of wetlands for flood control and agriculture. Suitable habitat for this species was observed within the project study area. According to FNAI data and the FWC Wading Bird Rookery Database, none of these species or rookeries has been documented within the project study area and none were observed during field reviews.

The primary concern for impacts to these species is the loss of foraging habitat (wetlands). As part of implementing the proposed project, all wetland impacts will be mitigated to prevent a net loss of wetland habitat functions and values. Since the mitigation of impacts will be undertaken by FTE, it has been determined that the proposed project will have “**no adverse effect anticipated**” on the little blue heron, tricolored heron, and roseate spoonbill.

### **Florida Sandhill Crane (*Antigone canadensis pratensis*)**

The Florida sandhill crane is a tall, long-necked, long-legged crane that is listed as **threatened** by the **FWC**. This species requires wet and dry prairies, marshes, and marshy lake edges. Nests are generally a mound of herbaceous plant material in shallow water or on the ground in marshy areas. While there is suitable habitat within the project study area, according to FNAI data, no individuals have been documented within one (1) mile of the project study area. Additionally, no individuals or nests were observed during field reviews. FTE will survey areas of suitable nesting habitat, as needed, prior to and during construction. FTE will coordinate with the FWC if nesting pairs are identified within 400 feet of the project's construction limits. With the implementation of these measures, it has been determined that the project will have “**no adverse effect anticipated**” on the Florida sandhill crane.

### **Southeastern American Kestrel (*Falco sparverius paulus*)**

The southeastern American kestrel is the smallest falcon in United States. It is listed as **threatened** by the **FWC**. Kestrels are secondary cavity nesters using abandoned woodpecker cavities and prefer to nest in open pine habitats, woodland edges, prairies, and pastures throughout much of Florida. Nest sites are in tall dead trees or utility poles generally with an unobstructed view of surroundings. Sandhill habitats seem to be

preferred, but kestrels have been observed in flatwoods settings. Open patches of grass or bare ground are necessary for kestrels to effectively utilize flatwoods settings, since thick palmettos may prevent detection of prey. Within the project study area, suitable habitat for the southeastern American kestrel was observed but limited and cavity trees were not observed during field reviews. Additionally, according to FNAI data, no individuals have been documented within one (1) mile of the project study area and no individuals or nests were observed during field reviews. Based on this information, it has been determined that the project will have “no adverse effect anticipated” on the southeastern American kestrel.

A summary of the state listed species and effect determinations is provided in **Table 14**.

**Table 14: Effect Determination for State Protected Species**

Project Effect Determination	State Listed Species	
	Species	Status*
“No effect”	<b>Flora</b>	
	Ashe’s savory ( <i>Calamintha ashei</i> )	ST
	Chapman’s sedge ( <i>Carex chapmannii</i> )	ST
	Florida beargrass ( <i>Nolina atopocarpa</i> )	ST
	Hartwrightia ( <i>Hartwrightia floridana</i> )	ST
	Incised groove-bur ( <i>Agrimonia incisa</i> )	ST
	Nodding pinweed ( <i>Lechea cernua</i> )	ST
	Piedmont jointgrass ( <i>Coelorachis tuberculosa</i> )	ST
	<b>Fauna</b>	
	Florida burrowing owl ( <i>Athene cunicularia floridana</i> )	ST
“No adverse effect anticipated”	<b>Flora</b>	
	Celestial lily ( <i>Nemastylis floridana</i> )	SE
	Cutthroat grass ( <i>Panicum abscissum</i> )	SE
	Florida spiny-pod ( <i>Matelea floridana</i> )	SE
	Florida willow ( <i>Salix floridana</i> )	SE
	Giant orchid ( <i>Pteroglossaspis ecristata</i> )	ST
	Many-flowered grass-pink ( <i>Calopogon multiflorus</i> )	ST
	Pine pinweed ( <i>Lechea divaricate</i> )	SE
	Pine-woods bluestem ( <i>Andropogon arctatus</i> )	ST
	Sand butterfly pea ( <i>Centrosema arenicola</i> )	SE
	Scrub bluestem ( <i>Andropogon arctatus</i> )	SE
	Star anise ( <i>Illicium parviflorum</i> )	SE
	<b>Fauna</b>	
	Gopher tortoise ( <i>Gopherus polyphemus</i> )	C/ST
	Florida pine snake ( <i>Pituophis melanoleucus mugitus</i> )	ST
	Little blue heron ( <i>Egretta caerulea</i> )	ST
	Tricolored heron ( <i>Egretta tricolor</i> )	ST
	Roseate spoonbill ( <i>Platalea ajaja</i> )	ST
	Florida sandhill crane ( <i>Antigone canadensis pratensis</i> )	ST
	Southeastern American kestrel ( <i>Falco sparverius paulus</i> )	ST

SE – State endangered; ST – State threatened; C – Federal candidate

### **3.4.8.3 Other Species of Concern**

#### **Bald Eagle (*Haliaeetus leucocephalus*)**

The bald eagle is a large raptor with a distinctive white head and yellow bill. This species has been federally de-listed by the **USFWS**. However, it remains federally protected under the Bald and Golden Eagle Protection Act (BGEPA) in accordance with the 16 United States Code 668 and the Migratory Bird Treaty Act of 1918. In addition, the FWC has implemented a bald eagle management plan (FWC 2008). The bald eagle tends to utilize riparian habitat associated with coastal areas, lake shorelines, and river banks. Nests are generally located near water bodies that provide a dependable food source. Nests within Florida are monitored by the Florida Audubon Society which maintains a website of known bald eagle nest locations and was last updated in 2021. According to this database, one (1) active bald eagle nest is located within one (1) mile of the project study area. Bald eagle nest OS231 is located approximately 0.6 miles (3,168 feet) northwest of I-4. The project study area is located outside of the nest's primary (330 feet) and secondary (660 feet) buffer zones. The nest was not monitored during the last nesting season, and its status is unknown. No bald eagle nests were observed within 660 feet of the project study area during field reviews. During design and permitting, FTE will survey the project area for eagle nests. If a nest is observed within 660 feet of the project limits, FTE will coordinate with the USFWS to secure all necessary permits.

The Natural Resource Evaluation report and summary cover letter was provided to FWC and FDACS on December 22, 2022. No comments were received from FDACS in response to this correspondence. FWC provided comments on January 20, 2023. FWC stated that they agree with the determinations of effect, support the project implementation measures and commitments for protected species, agree with the consideration of wildlife enhancements and wildlife crossing modifications, and endorse coordinating with FDOT District 5 to ensure that wildlife crossing elements designed for the I-4 BtU roadway will be accommodated within the PPEC limits.

### **3.4.9 Essential Fish Habitat**

During the ETDM Programming Screen, no comments for Essential Fish Habitat were included in the Special Designations section. A Summary Degree of Effect of 3 (Moderate) was assigned to the Special Designations based on review comments from USFWS and SFWMD that were in regard to conservation lands. An EST GIS analysis did not identify any Essential Fish Habitat within a 1,000-foot project buffer area; therefore, there will be no involvement for this resource.

## 3.5 Physical

### 3.5.1 Highway Traffic Noise

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Noise.

A traffic noise study was performed in accordance with 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), and the FDOT's PD&E Manual and documented in a Noise Study Report (NSR) dated January 2023 and is located in the project file. This project is considered a Type 1 project. Since both Build Alternatives result in identical future traffic volumes, the highway traffic noise impacts are comparable since the proposed footprints are so similar. The analysis that follows looked at the effects of the Preferred Alternative (Alternative 2).

Noise levels at 579 residences and 26 special-use sites are predicted to approach or exceed the NAC for the design year 2050 Build Alternative. One hundred twenty-six residences and four special-use sites are expected to experience a substantial increase (15 dB(A)) in traffic noise compared to existing conditions.

Noise barriers were evaluated for all impacted sites identified in the noise modeling. The noise barrier analysis indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 234 of the 579 impacted residences and provide a benefit to 44 non-impacted residences. The special use analysis determined that noise abatement was not feasible and reasonable for any of the 26 impacted special use sites; however, some special use locations will receive incidental benefits from noise barriers for the residential areas. The results of the noise barrier evaluations where noise abatement was determined to be potentially feasible and reasonable are summarized by noise sensitive area in **Table 15** and **Figure 24**.

**Table 15: Potentially Feasible and Reasonable Noise Barrier Evaluation Summary**

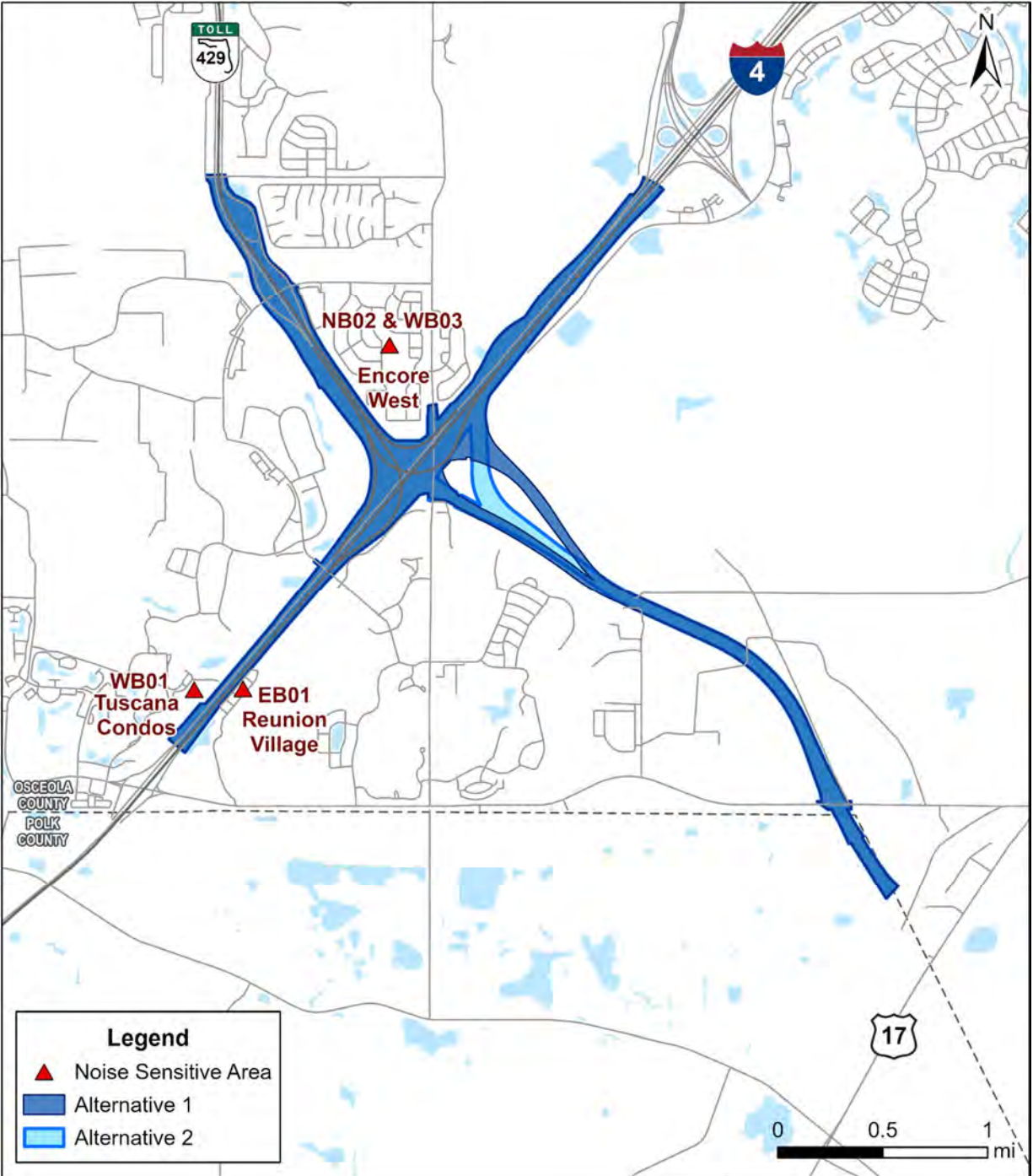
Noise Sensitive Area	Number of Impacted Residences	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>1</sup>	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost <sup>2</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>3</sup>		Cost Per Benefited Residence
								Impacted	Total	
<b>NOISE BARRIERS NORTHBOUND SIDE OF SR 429</b>										
Encore West at Reunion, Reunion at 400 Apartments, & Encore East at Reunion (CNE NB02 & WB03)	241	5363+05	5381+80	22	2,330	ROW	\$5,232,480	146	177	\$29,562
		338+00	875+00	22	2,058	Offset ROW				
		874+00	20+ (ramp)	22	3,540	ROW				
<b>NOISE BARRIERS EASTBOUND SIDE OF I-4</b>										
Reunion Village (CNE EB01)	31	5268+00	5286+00	22	1,804	ROW	\$1,190,640	31	38	\$31,333
<b>NOISE BARRIERS WESTBOUND SIDE OF I-4</b>										
Tuscana Condos (CNE WB01)	58	5262+55	5278+00	22	1,586	ROW	\$1,046,760	57	63	\$16,615

<sup>1</sup> Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

<sup>2</sup> Unit cost of \$30/ft2 for all non-shoulder noise barriers.

<sup>3</sup> Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA but are incidentally benefited.





**Figure 24: Potentially Feasible and Reasonable Noise Sensitive Sites**

The noise analysis indicates that noise barriers are feasible and reasonable in three noise-sensitive areas including Encore West at Reunion, Reunion at 400 Apartments and Encore East at Reunion; Reunion Village; and Tuscana Condos. These noise barriers may benefit 234 residences with predicted noise levels that approach or exceed the NAC. The noise barriers meet the FDOT's cost-per-benefit criteria with a preliminary cost under the \$42,000 per benefited receptor criterion. Consequently, noise barriers are a potentially viable abatement measure at three locations along the project limits and will be given further consideration during the Design phase of this project. **Table 15** shows the three noise sensitive areas where preliminary noise barriers were determined to be potentially feasible and reasonable.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations described above, contingent upon the following conditions:

1. Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
2. Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost-reasonable criterion;
4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed, and any conflicts or issues resolved.

A land use review will be performed during the design phase to identify all noise-sensitive sites that may have received a building permit between the time the PD&E noise study began (October 19, 2022) and prior to the project's Date of Public Knowledge (the date that the Environmental Assessment is approved). If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations during the design phase.

Based on the existing land use within the limits of this project, the construction of the proposed roadway improvements will have temporary noise and vibration impacts. Construction noise sensitive sites include all noise sensitive sites detailed in Section 3.0 of this report. Vibration-sensitive sites on the project include residences and a school. Trucks, compaction equipment, earth-moving equipment, pumps, and generators are sources of construction noise and vibration. During the construction phase of the

proposed project, short-term noise and vibration may be generated by stationary and mobile construction equipment. The construction noise and vibration will be temporary at any location and will be controlled by adherence to the most recent edition of the *FDOT Standard Specifications for Road and Bridge Construction*. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Under the No-Build Alternative, there would no impacts to this resource.

### **3.5.2 Air Quality**

During the ETDM Programming Screen, a Summary Degree of Effect of 2 (Minimal) was assigned to Air Quality based on review comments from USEPA. The USEPA stated that proposed project is in an attainment area, so pollutants under National Ambient Air Quality Standards (NAAQS) are at an acceptable level. The USEPA noted that the project area air quality can be affected by airborne dust, and other ambient air pollutants from project construction. The USEPA recommended using diesel controls, cleaner fuel and cleaner construction practices for on-road and off-road equipment used for transportation, soil movement, or other project activities.

The project was reviewed for air quality impacts consistent with the guidance provided by the FHWA as described in the FDOT PD&E Manual and documented in an Air Quality Technical Memorandum (AQTM) which is included in the project file. The proposed project is located in Osceola and Polk Counties, which are currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide (CO), and lead.

Since both Build Alternatives result in identical future traffic volumes, the analysis was done for Alternative 2 and would also apply to Alternative 1. The No Build and Alternative 2 were subjected to a CO screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model for CO uses the latest USEPA-approved software to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour NAAQS for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total approach traffic volume for the No-Build and Preferred Build Alternative was associated with the SR 429 and I-4 interchange. Both the Build and No Build Alternatives were evaluated for the project's design year 2050. Estimates of CO were predicted for the default receptors that are located 10 feet to 150 feet from the edge of

the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant with either the No-Build Alternative or Preferred Build Alternative. As such, the project “passes” the screening model.

The project is located in an area that is designated in attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

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

No significant impacts are anticipated as a result of this project.

Under the No-Build Alternative, there would no impacts to this resource.

### **3.5.3 Contamination**

During the ETDM Programming Screen, a Summary Degree of Effect of 3 (Moderate) was assigned to Contamination based on review comments from USEPA, SFWMD, SWFWMD, and FDEP. The USEPA and SWFWMD commented that soils, groundwater, and surface waters have the potential to be affected adversely by contaminated sites. The USEPA also noted that if any subsurface hazardous waste encounters groundwater and is not cleaned-up, the property may become a brownfield site. SWFWMD added that proposed storm water management systems (if applicable) and other project construction activities should avoid contaminated sites. SFWMD commented that a Water Use Permit may be required if construction dewatering is necessary. FDEP had no comments.

A Contamination Screening Evaluation Report (CSER) was prepared for this PD&E Study and is included in the project file. The objectives of this Level I Assessment were to identify and evaluate potential contamination sources that could impact the proposed project.

A Radius Report of the federal and state environmental databases for the study area was conducted on June 6, 2022 and is included in Appendix D of the CSER. The Radius Report identifies existing and previous regulated facilities with potential contamination located within the study area. The Radius Report contains a summary of the environmental records from various local, state, and federal agencies. The Radius Report was verified by reviewing the FDEP Consolidated Electronic Document Management System (OCULUS) database and the FDEP Map Direct on-line database.

In addition to the regulatory database search, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the study area were conducted along with a review of historical aerials and topographic data. The field review was conducted on July 7, 8, 15, and 25, 2022. The reconnaissance consisted of a visual inspection for evidence of potential contamination or environmental violations at the locations identified during the regulatory database search. Furthermore, the reconnaissance included visual investigations of potential sites that appeared to store or use hazardous materials that were not included on any regulatory database.

After gathering and reviewing all readily available public information and conducting site reconnaissance, contamination risk rankings were assigned to sites of potential concern. The rating system is divided into four categories of risk as defined by the FDOT in the PD&E Manual: No, Low, Medium, or High.

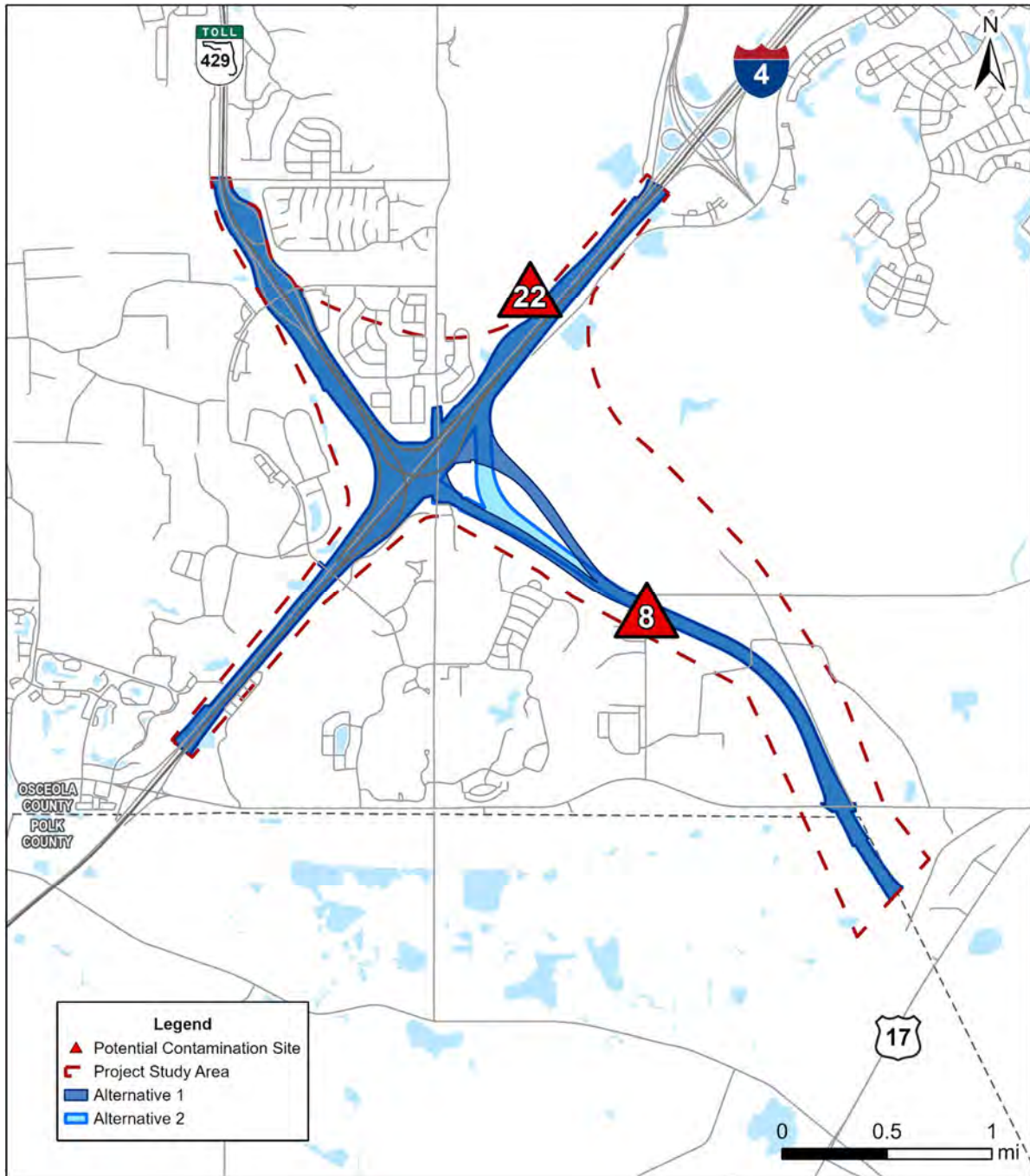
Based on the historical research, review of environmental record databases, site reconnaissance, and detailed regulatory file reviews, a total of 24 sites were identified within the study area as shown in **Table 16**. Medium risk sites are shown in **Figure 25**. Contamination risk ratings for proposed drainage ponds is included in **Table 11**.



**Table 16: Summary of Potential Contamination Sources**

Site ID	Name	Location	Likely Contaminant	Risk Rating
1	Groves/Crops	Within and adjoining PPEC ROW and Within and adjoining I-4 ROW	Petroleum, Herbicides, Pesticides, and Arsenic	Low
2	Central Florida Pipeline (Stations 235 to 251, 1029 to 1030, 6200 to 6240, and 6290 to 6315) southern portion of project	Within proposed PPEC ROW and adjacent south side of I-4 east of PPEC	Petroleum	Low
3	Barn 1 (no address) SR 532	200 feet south of proposed PPEC ROW	Petroleum, Hazardous materials	No
4	Buried Debris and Barn 2 6802 Osceola Polk Line Road Station 6200+00 to 6202+00	Within proposed PPEC ROW	Solid Waste	Low
5	Residence 2 6812 Osceola Polk Line Road	Within proposed PPEC ROW	Petroleum, Hazardous Materials	Low
6	Sabal Trail Transmission Reunion 6781 Osceola Polk Line Road	Adjacent east of PPEC ROW	Hazardous Materials	Low
7	21 Palms RV Resort WWTP 6781 Osceola Polk Line Road	Within and adjacent west of proposed PPEC ROW	Domestic waste, hazardous materials	Low
8	1225 Sullivan Road	Within proposed PPEC ROW	Petroleum, Hazardous Materials	Medium
9	1235 Sullivan Road	Adjacent southwest of proposed PPEC ROW	Petroleum, Hazardous Materials	Low
10	Golf at Reunion Resort (Formerly Heidrich & Sons/Magnolia Creek East) 7593 Gathering Drive	Adjacent west of Proposed PPEC ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
11	FGT Davenport Compressor Station 31 727 S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Petroleum, hazardous materials	Low
12	East Green Swamp Station 456 S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Hazardous materials	Low
13	Former RV Park S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Hazardous materials	Low
14	SBA Cell Tower S. Old Lake Wilson Road	Adjacent south of I-4, east of PPEC ROW, and west of the PPEC entrance ramp to I-4	Petroleum	Low
15	Lift Station 14851 Coastal Court	420 feet east of PPEC ROW	Hazardous Waste	No

Site ID	Name	Location	Likely Contaminant	Risk Rating
16	Ethylene Dibromide (EDB) Groundwater Contamination Zone #49263268 No address	Within SR 429/I-4 interchange ROW Southwest of Station 6335+00 to Station 6350+00	EDB	Low
17	TECO Osceola Gate Station 710 N. Lake Wilson Road	Adjoining north	Hazardous Materials	Low
18	Mystic Dunes Resort & Golf Club 7600 Mystic Dunes Lane	Adjacent east of SR 429 ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
19	Sand Hill WWTP 3211 Sand Hill Road Kissimmee City-Sand Hill WWTP 8000 Sand Hill Road KISSIMMEE City - WWTP 300 Sand Hill Road 8200 Sand Hill Road	1,900 feet north of project limit	Petroleum, Hazardous Materials	Low
20	Osceola Substation 2360 World Drive (Interior Street)	Adjacent north of I-4 ROW	MODEF, PCBs, LEAD	Low
21	Lake Wilson Substation 1001 N. Lake Wilson Road	1,200 feet north of I-4 ROW	MODEF, PCBs, LEAD	No
22	Best Diversified, Inc./ P&D Landfill 945 Old Lake Wilson Road	250 feet north of Proposed I-4 ROW	Ammonia-N, Total Dissolved Solids (TDS), Petroleum	Medium
23	Reunion West Golf Course 775 Golden Bear Drive	Adjacent north of I-4 ROW	Pesticides, Herbicides, Arsenic, Petroleum	Low
24	Planted Pine Trees	Within and adjoining PPEC ROW	Herbicides, Pesticides, and Arsenic	Low



**Figure 25: Medium Risk Contamination Sites**

Of the 24 sites, none were rated as having a High potential for contamination impact and two sites were rated as having a Medium potential for contamination impact. The remaining 22 sites were rated as having a Low or No potential for contamination impact.

A brief description of each of the Medium risk sites follows:

Site 8: 1225 Sullivan Road

Site access was denied during the site reconnaissance. Typically, petroleum products and hazardous materials are stored and used to maintain livestock and maintain/operate farm equipment. Mrs. Ann Clark stated “no petroleum products or hazardous materials” were present. She further stated the property was historically used for cattle and was not aware of a cattle dip vat. Based on the 2021 aerial photograph, this site consists of at least two structures and pasture. Three structures and a cattle pen (or remnants) are depicted within the PPEC ROW from 1958 to 1999. Two structures and multiple vehicles or equipment are depicted from 1995 to 2021. Two of these structures are depicted on topographic maps from 1953 to 1985. Presumably, at least one of the structures is a residence. Based on aerial photographs, the structure located near Station 6285 was replaced with the current circa 2004.

Given the unknown nature of structures and current site conditions, this site is assigned a risk rating of Medium.

Site 22: Best Diversified, Inc./ P&D Landfill, 945 Old Lake Wilson Road

During the site reconnaissance, this site was observed as woods. This site is depicted in Appendix A, Sheets A-2, and A-5 of the CSER. A concrete slab and one small concrete block shed with a 2-inch diameter pipe (presumably for a potable water well) were noted in the northwest area. In the southwest area, an area (100-feet by 100-feet) was recently filled to five feet above grade. Although the fill material was primarily soil, in addition to asphalt, concrete, metal, plastic, carpet, several empty 5-gallon buckets (crushed), and wood debris were also mixed in. No stained soil was noted.

The Environmental Database Management (EDM) report states this site was used for construction and demolition debris. Status is listed as “No Further Action.”

The FDEP’s *Completion of Agreement for Closure OGC #96-0520* letter, dated November 19, 2013, states the facility “met the requirements of the Agreement for Closure of Former C&D Landfill 945 Old Lake Wilson Road.” The letter further states the site was properly capped and based on the results of groundwater and surface water quality sampling the landfill is having minimal effect on the groundwater and surface water on the property. Additionally, “long-term activities as described in Rule 62-670.730, F.A.C. including groundwater monitoring, are not required.” The owner “must consult with FDEP’s Central

District before initiating any activities that may disturb the waste.” See letter in Appendix F of the CSER.

One 1,000-gallon diesel Above-ground Storage Tank (AST) was registered in 1994. The local tank program representative was unable to determine the disposition of this AST in 2000. Although no discharges were reported, photos included in the dated January 31, 1997 depict ten 55-gallon drums and three ASTs (1,000-gallons, 500-gallons, and 300-gallons). Although no ASTs or drums were noted during the site reconnaissance, much of the parcel was densely overgrown. A site sketch, dated January 31, 1997, depicts the three ASTs and 55-gallon drum storage area near the northwest corner of the parcel, 2,000 feet northwest of the I-4 ROW. Given the separation distance, petroleum impacts are considered a low risk.

Given the Groundwater Cleanup Target Level (GCTL) exceedances for ammonia-N and TDS, and groundwater flow towards the I-4 ROW, this site is assigned a risk rating of Medium.

There are no high rated sites that would impact Alternative 2. However, there are two medium rated sites that may impact Alternative 2 including:

- Site 8: 1225 Sullivan Road
- Site 22: Best Diversified, Inc./ P&D Landfill, 945 Old Lake Wilson Road

Level II testing will be performed during final design for all Medium risk rated sites, as warranted.

### **3.5.4 Utilities and Railroads**

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of Florida Design Ticket System listing of existing utility owners was acquired on January 29, 2020.

The letters informed the Utility Agency Owner (UAO) of the PD&E Study and requested that the UAOs identify all major existing and proposed surface and subsurface facilities that could be affected by the proposed improvements. A Utility Assessment Report (August 2022) was prepared to document existing and planned utilities. Twenty-one (21) UAOs were identified as potentially having facilities within the study limits. Follow-up information provided by the identified UAOs resulted in seven UAOs providing information on facilities in the project area, two indicating they have no facilities, and 12 providing no responses. Information related to known utilities is provided in **Table 17**. Actual utility impacts will be verified during the design phase when detailed survey information is available.



**Table 17: Utility Facilities**

Utility Agency Owner	Type	General Location
Duke Energy Distribution	12.47 kilovolt overhead and underground distribution	Overhead facilities along Old Wilson Road on the east side, underground phase 1 lines throughout project limits
Duke Transmission	Electric transmission	Located within the major utility easement known as the “stair step” easement that runs between the Duke Energy Intercession City Plant on CR 532 to the FGT Compression Facility in the SE quadrant of the I-4/SR 429 interchange
Florida Gas Transmission	Gas main	Owns property at the SE quadrant of the interchange, where they house major distribution and compression facilities for their gas transmission operations. In addition, there are multiple gas main pipelines that enter and exit this property to service their customers.
Gulfstream	16” and 24” high pressure gas transmission pipeline, radio tower on east side of I-4	Owns property at the SE quadrant of the interchange, where they house major distribution and compression facilities for their gas transmission operations. In addition, there are multiple gas main pipelines that enter and exit this property to service their customers.
Kissimmee Utility Authority (KUA) Transtate Natural Gas	Gas main	Along Old Lake Wilson Road
Sabal Trail	Gas main	Running north-south along east side of existing I-4/SR 429 interchange
Kinder Morgan	Jet Fuel	Located within the “stair step” easement
Summit Broadband	Fiber optic cable	Along Old Lake Wilson Road and crossing the I-4/SR 429 interchange
Uniti Fiber	Fiber optic cable	Along Old Lake Wilson Road
Zayo	Fiber optic cable	Along Old Lake Wilson Road

Based on the initial utility coordination effort, utility facilities were identified within the existing or proposed ROW. The general location of the existing utility facilities is based on the UAOs response through the utility contact process, and plan sheets showing the existing utilities. These plan sheets are contained in the Utility Assessment Report, located in the project file. A preliminary assessment of which utilities will require relocations was assessed based on the plan information and mark-ups received from the UAOs compared to footprints of the Build Alternatives. A comparative analysis between the two Build Alternatives is not feasible at this stage in the project based on the limited utility information provided from the UAOs. Therefore, each of the alternatives is assumed to have the same impact to the utilities in the corridor, since they have very similar landfall footprints. The exact locations of the existing utilities and the extent of impacts will be determined during the final design phase of this project. Coordination with the known UAOs during the final design phase will assist in minimizing relocation adjustments and disruptions of service to the public.

Under the No-Build Alternative, there would no impacts to this resource.

### **3.5.5 Construction**

Build Alternatives 1 and 2 have similar geometric configurations, with the main difference being the geometry associated with avoiding around the FGT facility. Maintenance of traffic and construction phasing was evaluated for both alternatives, yielding similar sequencing with only minor differences in the amount of temporary pavement needed along I-4. A project segmentation evaluation for the configuration of the existing flyover ramps and future traffic demands was also performed. The results of the evaluation produced the following suggested construction implementation sequence:

1. Construct northbound PPEC to eastbound I-4 ramps and I-4;
2. Construct the southbound SR 429 to eastbound I-4 and eastbound I-4 to northbound SR 429 flyover ramps;
3. Construct SR 429 from I-4 to north of Sand Hill Road; and
4. Construct the remaining I-4 interchange ramps.

Construction methods and staging locations have not been identified and will be determined by the contractor. Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

### **3.5.6 Bicycles and Pedestrians**

There are no differentiating features between the Build Alternatives with respect to bicycle and pedestrian impacts. No bicycle or pedestrian facilities are proposed for the build

alternatives since this is a limited access toll facility. Poinciana Parkway (SR 538), I-4, and SR 429 are limited access facilities; therefore, the Preferred Alternative does not include bicycle or pedestrian accommodations. Existing CR 532 does not provide any bicycle or pedestrian accommodations. The Preferred Alternative would accommodate planned improvements to CR 532 by Osceola County that includes bicycle and pedestrian facilities. The existing Sinclair Road bridge over SR 429 provides pedestrian accommodations and the Preferred Alternative would not impact this bridge.

Under the No-Build Alternative, bicycle and pedestrian facilities would remain absent.

### **3.5.7 Navigation**

During the ETDM Programming Screen, a Summary Degree of Effect of No Involvement was assigned to Navigation based on review comments from USCG. The USCG stated there was no coast guard involvement.

## **3.6 Anticipated Permits**

It is anticipated that the following permits will be required for this project:

- Environmental Resource Permit (ERP) – SFWMD
- State 404 Permit – FDEP
- National Pollutant Discharge Elimination System (NPDES) - FDEP

### **3.6.1 Environmental Resource Permit**

The project limits are located within the RCID, SFWMD, and SWFWMD boundary. Pre-application meetings were held with both RCID and SFWMD. SFWMD said that it would be the lead permitting agency for the project since the majority of the limits are within the SFWMD boundary. The permit application will be submitted to the RCID for review and comment before submitting to the SFWMD. The RCID will issue approval of the ERP application before it is submitted to the SFWMD for review and issuance. SFWMD requires an ERP when construction of any project results in the creation of a new or modification of an existing surface water management system or results in impacts to waters of the state, including wetlands. The complexity associated with the ERP permitting process will depend on the size of the project and/or the extent of wetland impacts. Under current state rules, the SFWMD will likely require an individual permit for this project.

### **3.6.2 FDEP State 404 Program**

In 2018, FDEP was given the authority to begin the rulemaking process to assume the federal dredge and fill permitting program under section 404 of the Clean Water Act within state-assumed waters. This process was completed in July 2020 and created the State

404 Program within Chapter 62-331, F.A.C. to facilitate this assumption. On December 22, 2020, the USEPA published their approval of Florida's State 404 Program in the Federal Register, and the FDEP began administering the State 404 Program on that date. This State 404 Program is responsible for overseeing permitting for any project proposing dredge or fill activities within state-assumed waters. The State 404 Program is a separate program from the existing ERP program, and projects within the state-assumed waters require both an ERP and a State 404 Program authorization. The wetlands and surface waters associated with this project would fall under the state-assumed waters definition and therefore would require a permit through this program.

### **3.6.3 NPDES**

40 CFR Part 122 prohibits point source discharges of stormwater to waters of the U.S. without a NPDES permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one (1) acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, F.A.C., or an individual permit issued pursuant to Chapter 62-620, F.A.C. A notice of intent will be submitted to FDEP for this project. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., best management practices) that will be used to reduce the pollutants.

## 4.0 PUBLIC INVOLVEMENT

The project specific approach to obtaining input from concerned citizens, agencies, private groups, and governmental entities was documented in the *Public Involvement Plan* (Oct. 25, 2021). The planned public outreach included a Public Kick-off Meeting, Alternatives Public Meeting, and Public Hearing. This section contains a summary of public outreach. For more information, see the Comments and Coordination Report located in the project file. A summary of the various agency coordination meetings held during the PD&E Study is shown in **Table 18**.

**Table 18: Agency and Government Coordination**

Agency	Date	Representatives/Purpose
CFX	3/30/21	General project coordination between FTE study and CFX Design south of CR 532
	11/17/21	Preliminary alternatives
Osceola County	4/20/21	Coordination kickoff, project overview
	10/10/21	Sinclair Road Extension
	3/7/22	PD&E Status
	3/24/22	Celebration Elementary School
	9/20/22	District 5, Osceola County
USFWS	10/27/20	Project Overview, protected species for scope development
	10/21/21	Protected species
Reedy Creek Improvement District (RCID)	5/19/21	RCID Agency Coordination Meeting #1
	3/3/22	RCID Agency Coordination Meeting #2
Mattamy Homes/Disney	8/18/21	Project coordination, alternative concepts, Celebration Island Village
Polk TPO	8/27/21	General coordination
Utility Coordination Meetings	10/13/21	Kinder Morgan, Gulf Stream Gas, Florida Gas Transmission, Duke Energy Distribution, Duke Energy Transmission, TECO Peoples Gas, Sabal Trail, KUA/Transtate Industrial Pipeline
	11/29/21	FGT/Gulfstream Meeting #2
	1/31/22	FGT/Gulfstream Meeting #3
	11/15/22	Recurring FGT/FTE Coordination Workshop
Reunion Community Development District	3/10/22	Project coordination, alternative concepts
FDEP	4/11/22	General project coordination, permitting requirements, impaired water bodies, floodplain
SFWMD	4/13/22	Pre-App Meeting
FHWA	5/19/21	District 5, I-4/PPEC interchange
	5/12/22	District 5, I-4/PPEC interchange
MetroPlan Orlando	2/22/23	Community Advisory Committee
	2/24/23	Transportation Systems Management & Operations and Technical Advisory Committees
	3/2/23	Municipal Advisory Committee
	3/8/23	MetroPlan Orlando Board



## 4.1 Public Kickoff Meeting

The Public Kickoff Open House virtual meeting began at 5:30 pm on June 22, 2021. The in-person meeting was on June 24, 2021. Thirty (30) comments were received during the Public Kickoff Open House comment period, which ended July 12, 2021. Public comments included requests to join the mailing list, questions about the project schedule, the planned location of the alternatives, and concerns related to impacts to neighborhoods and to the environment.

## 4.2 Alternatives Public Meeting

The Alternatives Public Information Meeting virtual meeting began at 5:30 pm on February 22, 2022. The in-person meeting was on February 24, 2022. Thirty-one (31) comments were received during the Alternatives Public Information Meeting comment period, which ended March 10, 2022. Public comments and questions were regarding ROW impacts, noise, property values, and environmental impacts.

## 4.3 Native American Tribal Coordination

There are no federally recognized Native American lands within the study area. There are five federally recognized Native American Tribes (Tribes) culturally affiliated with the State of Florida that have an interest in the study area. As such, the following were included in the Advanced Notification:

- Miccosukee Tribe of Indians of Florida
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida

The CRAS was sent to the Muscogee (Creek) Nation for review and comment on December 20, 2022. Tribal coordination letters are included in **Appendix C**. No comments were received from any of the Native American Tribes in response to the letters.

## 4.4 Stakeholder Meetings

Stakeholder meetings to discuss the two Build Alternatives includes the following:

### Reunion Community Development District

Reunion representatives expressed their understanding of the need for this project and indicated their concerns in the following areas:

- Proximity to their properties
- Elevation of the proposed improvements
- Increased noise

Alternative 2 is approximately 100 feet further from the Reunion development than Alternative 1.

Both alternatives use 4<sup>th</sup> level bridges at the interchange and both alternatives are expected to have similar noise impacts.

#### Reedy Creek Improvement District (RCID)

RCID indicated that they would like for the proposed improvements to be outside of their conservation area. RCID's conservation area is outside of District proper, and it is within the county limits.

It is expected that both alternatives will impact the conservation area approximately the same amount. Even though Alternative 1 aligns the roadway further into the conservation area, Alternative 2 is proposing ponds in that area.

#### Osceola County School District

The School District began construction on the Celebration Island Village Elementary School in May 2022. Based on the coordination meeting and subsequent CADD files provided by the School District, the proposed improvements for both alternatives do not impact the school property or their proposed improvements.

#### Celebration Island Village Development

Celebration Island representatives have expressed their concern on how the proposed alternatives impact their current and future development plans.

Although both alternatives do not directly impact proposed home sites, Alternative 1 proposes an alignment that is closer (by approximately 450 feet) to the community and directly impacts future pond sites. Alternative 2 stays further away from the development (reducing noise and air quality concerns) and it does not directly impact their proposed improvements.

Minutes for each of the stakeholder meetings listed above are provided in **Appendix B**.

## 4.5 Public Hearing

This section will be updated after the public hearing.

## 5.0 COMMITMENTS

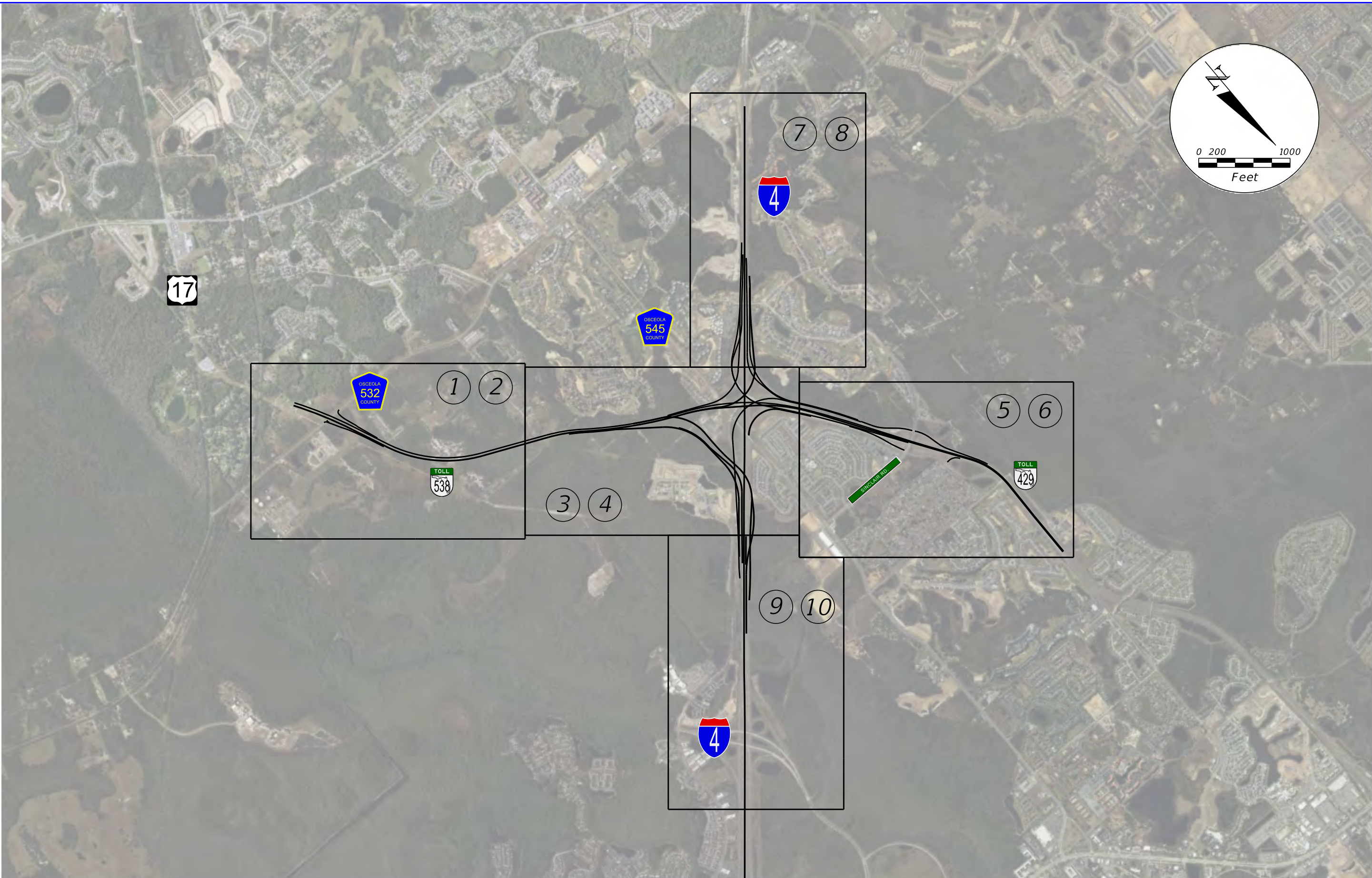
1. FDOT will re-initiate ESA Section 7 Consultation with the USFWS during the final design phase to support permitting and to address potential impacts to listed species.
2. The FDOT will conduct design-phase coverboard surveys in accordance with the most recent USFWS guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will then reinitiate formal consultation for the sand skink.
3. During the design and permitting phases of this project, the FDOT will coordinate with USFWS to determine if any additional Florida scrub-jay surveys are needed. Mitigation for impacts to occupied Florida scrub-jay habitat will be provided as needed.
4. The most recent version of the USFWS' Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.
5. FDOT commits to continuing the Section 106 process by conducting the level of cultural resource survey or documentation appropriate for the proposed pond sites during the final design phase. Consultation with the SHPO, and appropriate parties as needed, regarding both this additional cultural resource effort and the official project effects finding will be completed thereafter to conclude the Section 106 process.
6. FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations described above, contingent upon the following conditions:
  - a) Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
  - b) Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
  - c) Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost-reasonable criterion;
  - d) Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
  - e) Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed, and any conflicts or issues resolved.

7. FDOT commits to continued coordination with Osceola County regarding whether Poinciana Parkway Extension Connector (PPEC) crosses over the proposed Celebration Boulevard Extension or proposed Celebration Boulevard Extension crosses over the PPEC.



# APPENDIX A

## PREFERRED ALTERNATIVE CONCEPT PLANS



1/24/2023 9:41:19 PM Chris.Davidson  
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REVISIONS	
DATE	DESCRIPTION

**ENGINEER OF RECORD**  
 RAMON F. BRETON  
 LICENSE NUMBER: 53139  
 KIMLEY HORN AND ASSOCIATES, INC.  
 189 S ORANGE AVE. SUITE 1000,  
 ORLANDO, FL 32801

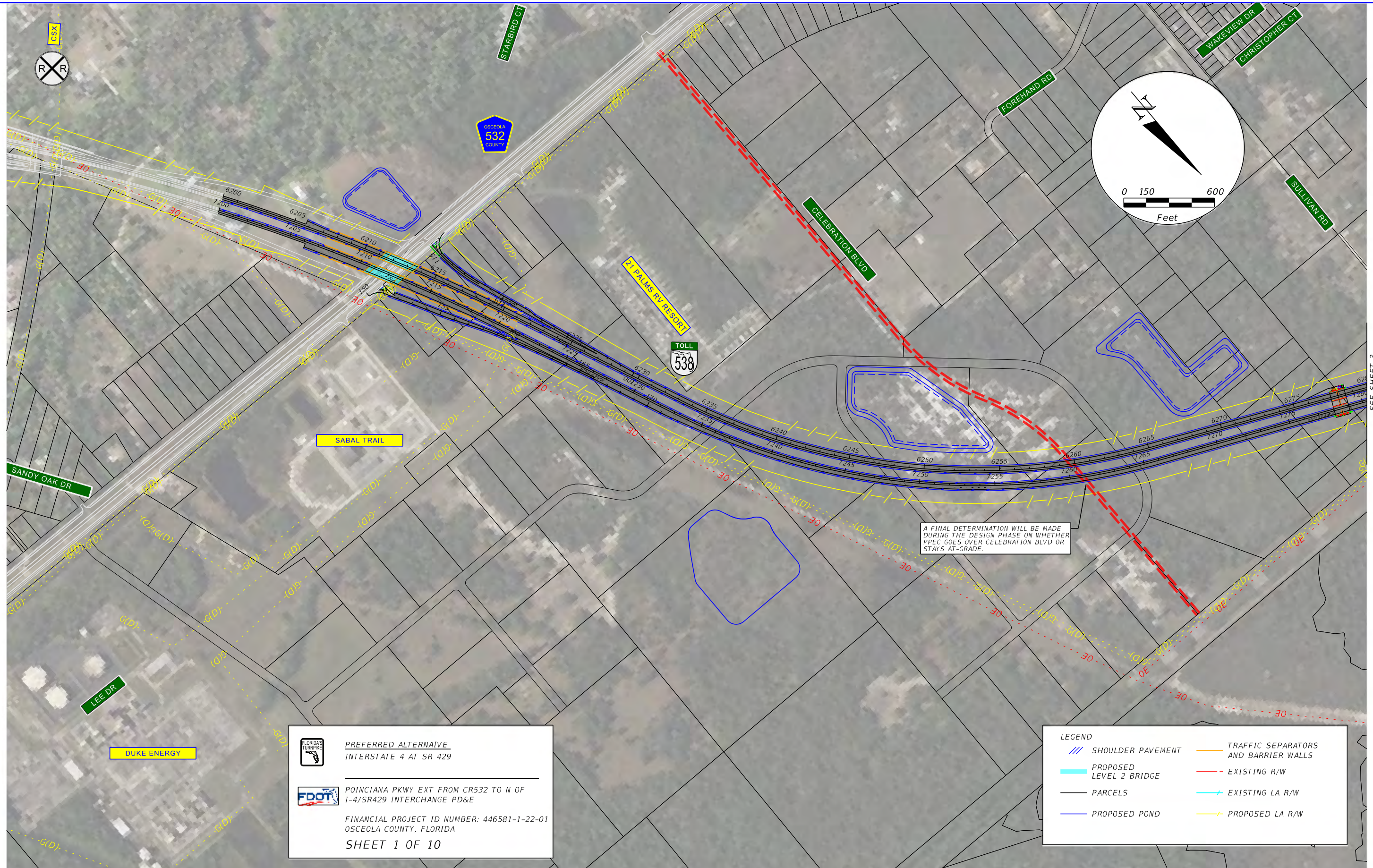
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	OSCEOLA & POLK	446581-1-22-01


PROJECT LAYOUT

SHEET NO.


FAC NOTE













 **PREFERRED ALTERNATIVE**  
 INTERSTATE 4 AT SR 429  


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 **POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTERCHANGE PD&E**  
 FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA  
**SHEET 1 OF 10**

LEGEND	
	SHOULDER PAVEMENT
	PROPOSED LEVEL 2 BRIDGE
	PARCELS
	PROPOSED POND
	TRAFFIC SEPARATORS AND BARRIER WALLS
	EXISTING R/W
	EXISTING LA R/W
	PROPOSED LA R/W

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REVISIONS	
DATE	DESCRIPTION

**ENGINEER OF RECORD**  
 RAMON F. BRETON  
 LICENSE NUMBER: 53139  
 KIMLEY HORN AND ASSOCIATES, INC.  
 189 S ORANGE AVE. SUITE 1000,  
 ORLANDO, FL 32801

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	OSCEOLA & POLK	446581-1-22-01

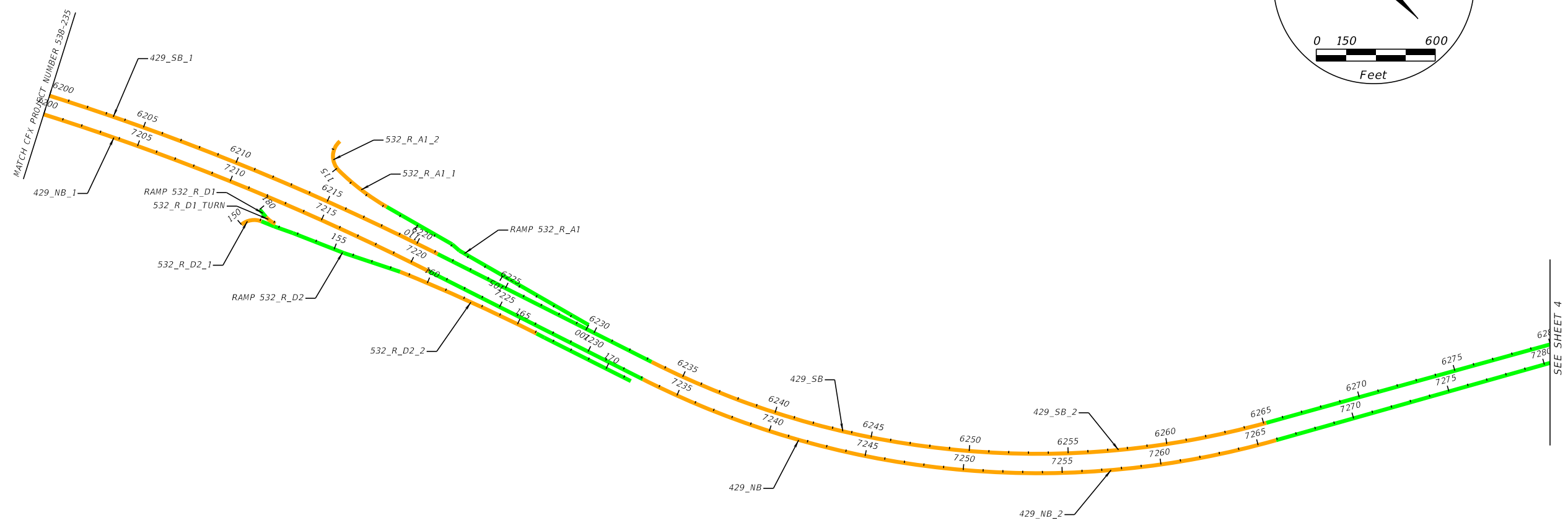
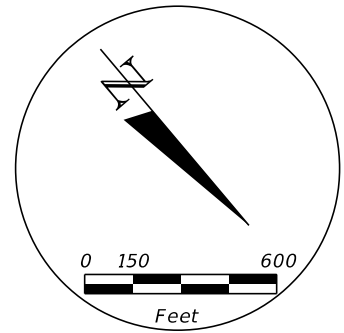
PLAN SHEET

SHEET NO.  
 1

SEE SHEET 3

FAC NOTE





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T = 152.66	T = 109.30
L = 305.65	L = 165.96
R = 1.188.00	R = 100.00
PC STA. = 111+82.10	PC STA. = 114+85.76
PCC STA. = 114+85.76	PT STA. = 116+31.71

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T = 30.02
L = 58.73
R = 135.00
PC STA. = 180+50.88
PT STA. = 181+09.61

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D = 57°17'45"	D = 00°38'15"
T = 59.35	T = 377.74
L = 107.13	L = 755.03
R = 100.00	R = 0.988.00
PC STA. = 150+00.00	PC STA. = 158+52.27
PT STA. = 151+07.13	PT STA. = 166+07.30
e = 0.020	e = 0.020
D.S. = 50 mph	D.S. = 50 mph

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PI STA. = 7210+53.05	PI STA. = 7250+31.99
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D = 00°26'28"	D = 01°17'45"
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L = 2,101.50	L = 3,204.06
R = 12,985.00	R = 4,422.00
PC STA. = 7200+00.00	PC STA. = 7233+10.08
PT STA. = 7221+01.50	PT STA. = 7265+04.14
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D.S. = 70 mph	D.S. = 70 mph

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D = 00°26'17"	D = 01°19'30"
T = 1,061.09	T = 1,670.05
L = 2,117.55	L = 3,187.46
R = 13,082.99	R = 4,324.00
PC STA. = 6200+00.00	PC STA. = 6233+26.06
PT STA. = 6221+17.55	PT STA. = 6265+13.52
e = 0.020	e = 0.049
D.S. = 70 mph	D.S. = 70 mph

<b>LEGEND</b>
DENOTES TANGENT SECTIONS
DENOTES CURVE SECTIONS

**FLORIDA'S TURNPIKE**

**PREFERRED ALTERNATIVE**  
INTERSTATE 4 AT SR 429

---

**FDOT** POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTERCHANGE PD&E

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
OSCEOLA COUNTY, FLORIDA

**SHEET 2 OF 10**

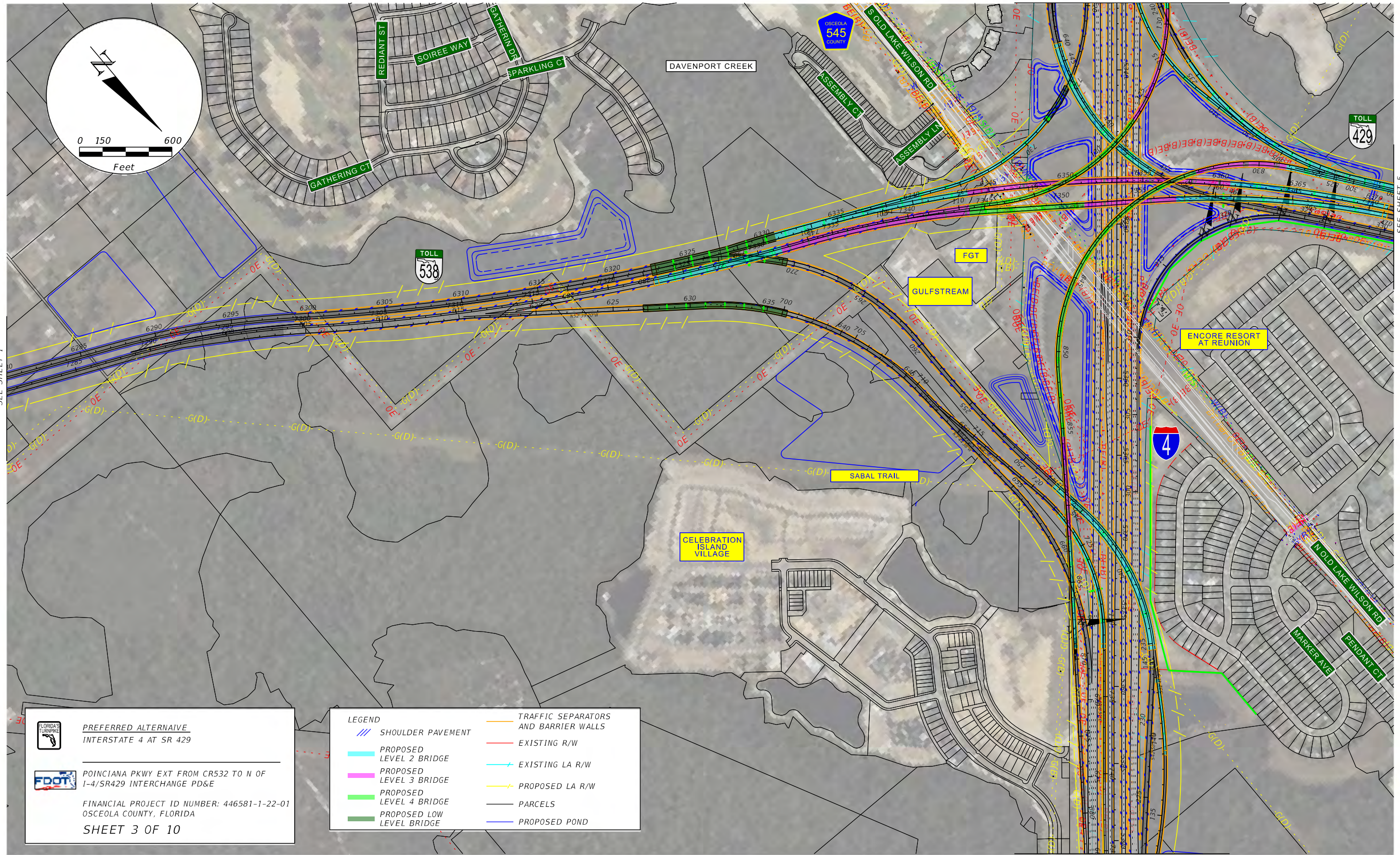
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<b>REVISIONS</b>				<b>ENGINEER OF RECORD</b>			<b>STATE OF FLORIDA</b>			<b>ALIGNMENT SHEET</b>	<b>SHEET NO.</b> 2
DATE	DESCRIPTION	DATE	DESCRIPTION	RAMON F. BRETON LICENSE NUMBER: 53139 KIMLEY HORN AND ASSOCIATES, INC. 189 S ORANGE AVE. SUITE 1000, ORLANDO, FL 32801			DEPARTMENT OF TRANSPORTATION				
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID					
					OSCEOLA & POLK	446581-1-22-01					

FAC NOTE



SEE SHEET 7



SEE SHEET 1

SEE SHEET 5

SEE SHEET 9

**PREFERRED ALTERNATIVE**  
 INTERSTATE 4 AT SR 429

**POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTERCHANGE PD&E**

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA

**SHEET 3 OF 10**

LEGEND	
	SHOULDER PAVEMENT
	PROPOSED LEVEL 2 BRIDGE
	PROPOSED LEVEL 3 BRIDGE
	PROPOSED LEVEL 4 BRIDGE
	PROPOSED LOW LEVEL BRIDGE
	TRAFFIC SEPARATORS AND BARRIER WALLS
	EXISTING R/W
	EXISTING LA R/W
	PROPOSED LA R/W
	PARCELS
	PROPOSED POND

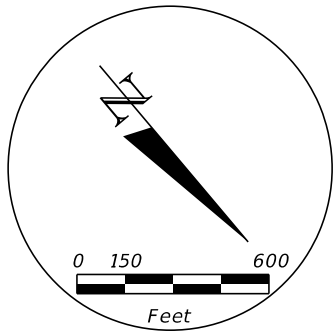
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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.  3
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					OSCEOLA & POLK	446581-1-22-01	

# PLAN SHEET

FAC NOTE





**PREFERRED ALTERNATIVE**  
**INTERSTATE 4 AT SR 429**

**POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTERCHANGE PD&E**

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA

**SHEET 4 OF 10**

**LEGEND**

— DENOTES TANGENT SECTIONS

— DENOTES CURVE SECTIONS

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<b>CURVE DATA 429_SB_3</b> PI STA. = 6283+15.81 Δ = 12°22'55" (RT) D = 01°02'30" T = 596.61 L = 1,188.57 R = 5,500.00 PC STA. = 6287+19.20 PCC STA. = 6299+07.77 e = 0.039 D.S. = 70 mph	<b>CURVE DATA 429_SB_4</b> PI STA. = 6316+10.35 Δ = 13°12'03" (LT) D = 00°23'22" T = 1,702.58 L = 3,390.08 R = 14,714.00 PC STA. = 6299+07.77 PCC STA. = 6324+32.85 e = 0.020 D.S. = 70 mph	<b>CURVE DATA 429_SB_5</b> PI STA. = 6337+11.27 Δ = 06°46'24" (RT) D = 00°42'58" T = 473.42 L = 945.73 R = 8,000.00 PC STA. = 6332+32.85 PCC STA. = 6342+43.58 e = 0.027 D.S. = 70 mph	<b>CURVE DATA 429_SB_6</b> PI STA. = 6350+58.25 Δ = 24°30'37" (RT) D = 00°46'15" T = 1,614.67 L = 3,179.93 R = 7,433.48 PC STA. = 6342+43.58 PCC STA. = 6374+23.51 e = 0.029 D.S. = 70 mph
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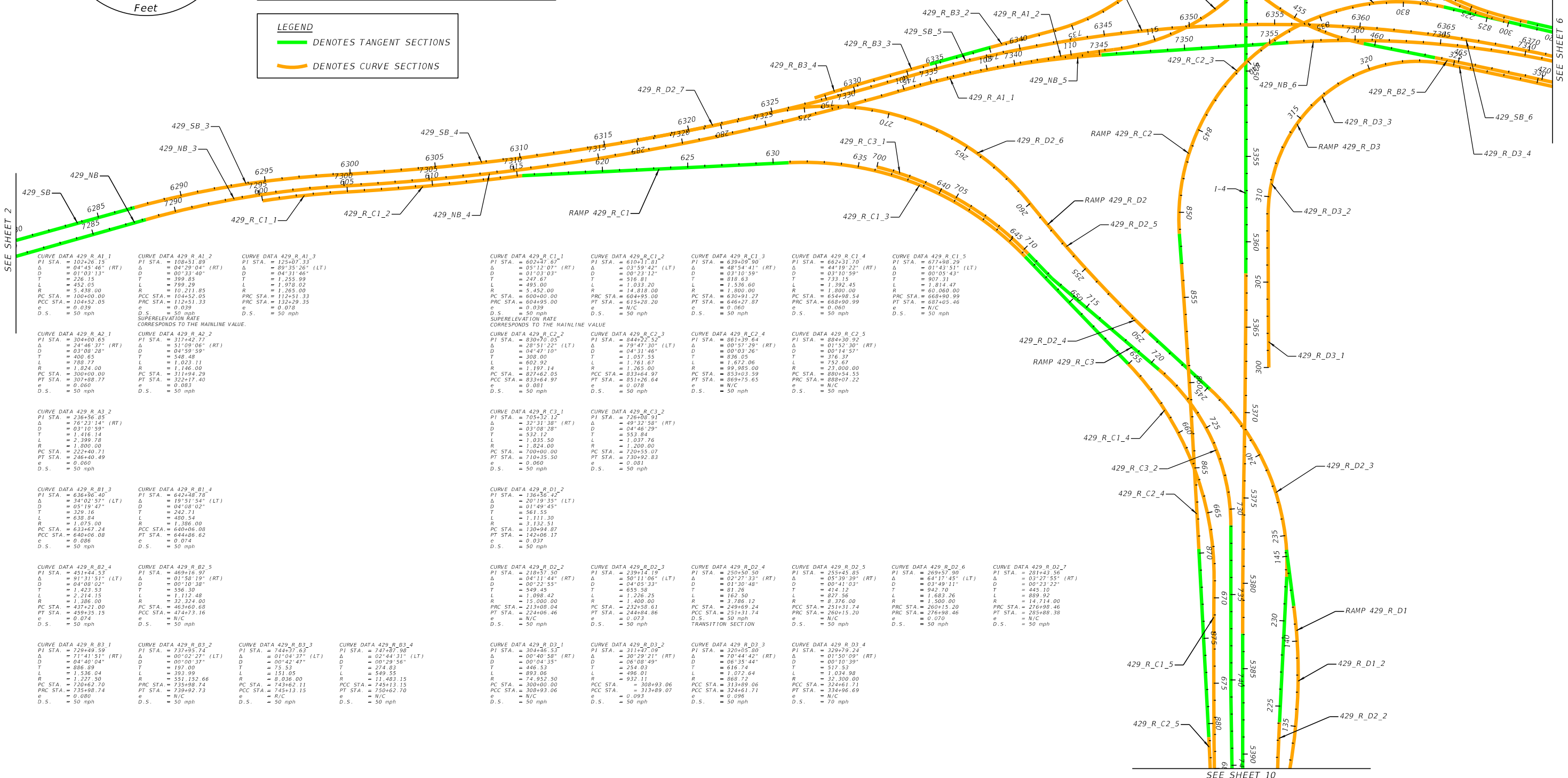
<b>CURVE DATA 429_R_A1_1</b> PI STA. = 102+26.15 Δ = 04°45'46" (RT) D = 01°03'13" T = 226.15 L = 552.05 R = 5,438.00 PC STA. = 100+00.00 PCC STA. = 104+52.05 e = 0.039 D.S. = 50 mph	<b>CURVE DATA 429_R_A1_2</b> PI STA. = 108+51.89 Δ = 04°29'04" (RT) D = 00°33'40" T = 399.85 L = 799.29 R = 10,211.85 PC STA. = 104+52.05 PCC STA. = 112+51.33 e = 0.039 D.S. = 50 mph	<b>CURVE DATA 429_R_A1_3</b> PI STA. = 125+07.33 Δ = 89°35'26" (LT) D = 04°31'46" T = 1,255.99 L = 1,978.02 R = 1,265.00 PC STA. = 112+51.33 PCC STA. = 122+29.35 e = 0.078 D.S. = 50 mph	<b>CURVE DATA 429_R_C1_1</b> PI STA. = 602+47.67 Δ = 05°12'07" (RT) D = 00°23'12" T = 247.67 L = 495.00 R = 600+00.00 PC STA. = 604+95.00 PCC STA. = 604+95.00 e = 0.060 D.S. = 50 mph	<b>CURVE DATA 429_R_C1_2</b> PI STA. = 610+11.81 Δ = 02°59'42" (LT) D = 00°23'12" T = 516.81 L = 1,033.20 R = 14,818.00 PC STA. = 604+95.00 PCC STA. = 604+95.00 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_C1_3</b> PI STA. = 639+09.90 Δ = 48°54'41" (RT) D = 03°10'59" T = 818.63 L = 1,536.60 R = 1,800.00 PC STA. = 630+91.27 PCC STA. = 646+27.87 e = 0.060 D.S. = 50 mph	<b>CURVE DATA 429_R_C1_4</b> PI STA. = 662+31.70 Δ = 01°59'30" (RT) D = 03°10'59" T = 733.15 L = 1,392.45 R = 1,800.00 PC STA. = 654+98.54 PCC STA. = 668+90.99 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_C1_5</b> PI STA. = 677+98.29 Δ = 01°43'51" (LT) D = 00°05'43" T = 907.31 L = 1,814.47 R = 60,060.00 PC STA. = 668+90.99 PCC STA. = 687+05.46 e = N/C D.S. = 50 mph
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<b>CURVE DATA 429_R_A2_1</b> PI STA. = 304+00.65 Δ = 24°46'37" (RT) D = 03°08'28" T = 400.00 L = 788.77 R = 1,824.00 PC STA. = 300+00.00 PCC STA. = 307+88.77 e = 0.060 D.S. = 50 mph	<b>CURVE DATA 429_R_A2_2</b> PI STA. = 317+42.77 Δ = 31°09'06" (RT) D = 04°59'59" T = 548.48 L = 1,023.11 R = 1,146.00 PC STA. = 311+94.29 PCC STA. = 322+17.40 e = 0.083 D.S. = 50 mph	<b>CURVE DATA 429_R_C2_1</b> PI STA. = 830+70.05 Δ = 28°51'22" (LT) D = 04°47'10" T = 388.00 L = 602.92 R = 1,197.14 PC STA. = 827+62.05 PCC STA. = 833+64.97 e = 0.081 D.S. = 50 mph	<b>CURVE DATA 429_R_C2_2</b> PI STA. = 844+22.52 Δ = 29°47'30" (LT) D = 04°31'46" T = 1,057.35 L = 1,761.67 R = 1,265.00 PC STA. = 833+64.97 PCC STA. = 851+26.64 e = 0.078 D.S. = 50 mph	<b>CURVE DATA 429_R_C2_3</b> PI STA. = 861+39.64 Δ = 00°57'39" (RT) D = 00°03'26" T = 036.05 L = 1,672.06 R = 99,985.00 PC STA. = 853+03.59 PCC STA. = 869+75.65 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_C2_4</b> PI STA. = 884+30.92 Δ = 01°59'30" (RT) D = 00°14'57" T = 376.37 L = 752.67 R = 23,000.00 PC STA. = 880+54.55 PCC STA. = 888+07.22 e = N/C D.S. = 50 mph
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<b>CURVE DATA 429_R_A3_1</b> PI STA. = 236+56.05 Δ = 76°23'14" (RT) D = 03°10'59" T = 1,416.14 L = 2,399.78 R = 1,800.00 PC STA. = 222+40.71 PCC STA. = 246+40.49 e = 0.060 D.S. = 50 mph	<b>CURVE DATA 429_R_B1_3</b> PI STA. = 636+96.40 Δ = 34°02'57" (LT) D = 05°19'47" T = 329.16 L = 638.84 R = 1,075.00 PC STA. = 633+67.24 PCC STA. = 640+06.08 e = 0.086 D.S. = 50 mph	<b>CURVE DATA 429_R_B1_4</b> PI STA. = 642+48.78 Δ = 19°51'54" (LT) D = 04°08'02" T = 242.71 L = 480.54 R = 1,086.00 PC STA. = 640+06.08 PCC STA. = 644+06.62 e = 0.074 D.S. = 50 mph	<b>CURVE DATA 429_R_C3_1</b> PI STA. = 703+91.12 Δ = 32°31'38" (RT) D = 03°08'28" T = 532.12 L = 1,035.50 R = 1,824.00 PC STA. = 700+00.00 PCC STA. = 710+35.50 e = 0.060 D.S. = 50 mph	<b>CURVE DATA 429_R_C3_2</b> PI STA. = 726+80.91 Δ = 49°32'58" (RT) D = 04°46'29" T = 553.84 L = 1,037.76 R = 1,200.00 PC STA. = 720+55.07 PCC STA. = 730+92.83 e = 0.081 D.S. = 50 mph
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<b>CURVE DATA 429_R_B2_3</b> PI STA. = 636+96.40 Δ = 34°02'57" (LT) D = 05°19'47" T = 329.16 L = 638.84 R = 1,075.00 PC STA. = 633+67.24 PCC STA. = 640+06.08 e = 0.086 D.S. = 50 mph	<b>CURVE DATA 429_R_B2_4</b> PI STA. = 642+48.78 Δ = 19°51'54" (LT) D = 04°08'02" T = 242.71 L = 480.54 R = 1,086.00 PC STA. = 640+06.08 PCC STA. = 644+06.62 e = 0.074 D.S. = 50 mph	<b>CURVE DATA 429_R_D2_2</b> PI STA. = 218+57.50 Δ = 04°11'44" (RT) D = 00°22'55" T = 549.45 L = 1,226.25 R = 15,000.00 PC STA. = 213+08.04 PCC STA. = 224+06.46 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_D2_3</b> PI STA. = 239+14.19 Δ = 50°11'06" (LT) D = 04°05'33" T = 655.58 L = 1,226.25 R = 1,400.00 PC STA. = 232+50.61 PCC STA. = 244+04.86 e = 0.073 D.S. = 50 mph	<b>CURVE DATA 429_R_D2_4</b> PI STA. = 250+30.50 Δ = 02°27'33" (RT) D = 01°30'48" T = 81.28 L = 162.30 R = 3,786.12 PC STA. = 249+69.24 PCC STA. = 251+31.74 D.S. = 50 mph	<b>CURVE DATA 429_R_D2_5</b> PI STA. = 255+45.85 Δ = 05°30'39" (RT) D = 00°41'03" T = 414.12 L = 627.36 R = 3,376.00 PC STA. = 251+31.74 PCC STA. = 260+15.20 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_D2_6</b> PI STA. = 269+57.90 Δ = 64°17'45" (LT) D = 03°49'11" T = 445.10 L = 1,683.26 R = 1,500.00 PC STA. = 260+15.20 PCC STA. = 276+98.46 e = 0.070 D.S. = 50 mph	<b>CURVE DATA 429_R_D2_7</b> PI STA. = 281+43.56 Δ = 03°27'55" (RT) D = 00°23'22" T = 445.10 L = 889.92 R = 14,714.00 PC STA. = 276+98.46 PCC STA. = 285+88.38 e = N/C D.S. = 50 mph
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<b>CURVE DATA 429_R_B3_1</b> PI STA. = 729+49.59 Δ = 71°41'51" (RT) D = 04°40'04" T = 886.89 L = 1,536.04 R = 1,227.50 PC STA. = 720+62.70 PCC STA. = 735+98.74 e = 0.080 D.S. = 50 mph	<b>CURVE DATA 429_R_B3_2</b> PI STA. = 733+95.74 Δ = 00°02'27" (LT) D = 00°00'37" T = 191.00 L = 393.99 R = 551,132.66 PC STA. = 735+98.74 PCC STA. = 739+92.73 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_B3_3</b> PI STA. = 744+37.62 Δ = 01°04'37" (LT) D = 00°42'47" T = 73.53 L = 151.05 R = 8,036.00 PC STA. = 743+62.11 PCC STA. = 745+13.15 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_B3_4</b> PI STA. = 747+87.98 Δ = 02°44'31" (LT) D = 00°29'56" T = 274.83 L = 549.55 R = 11,483.15 PC STA. = 745+13.15 PCC STA. = 750+62.70 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_D3_1</b> PI STA. = 304+56.52 Δ = 00°40'58" (RT) D = 00°04'35" T = 446.53 L = 893.06 R = 74,932.50 PC STA. = 300+00.00 PCC STA. = 300+93.06 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_D3_2</b> PI STA. = 311+47.09 Δ = 06°08'49" D = 254.03 L = 496.01 R = 932.11 PC STA. = 308+93.06 PCC STA. = 324+61.71 e = N/C D.S. = 50 mph	<b>CURVE DATA 429_R_D3_3</b> PI STA. = 320+29'21" (RT) Δ = 70°44'42" (RT) D = 06°35'44" T = 512.83 L = 1,072.64 R = 368.72 PC STA. = 324+61.71 PCC STA. = 324+61.71 e = N/C D.S. = 70 mph	<b>CURVE DATA 429_R_D3_4</b> PI STA. = 329+79.24 Δ = 01°50'39" (RT) D = 00°10'39" T = 312.83 L = 1,034.98 R = 32,300.00 PC STA. = 324+61.71 PCC STA. = 334+96.69 e = N/C D.S. = 70 mph
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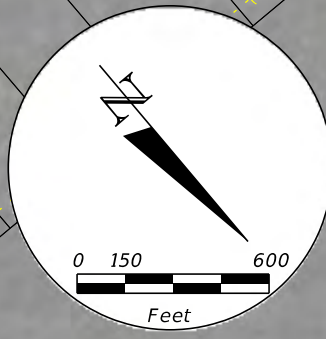
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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 4
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					OSCEOLA & POLK	446581-1-22-01	

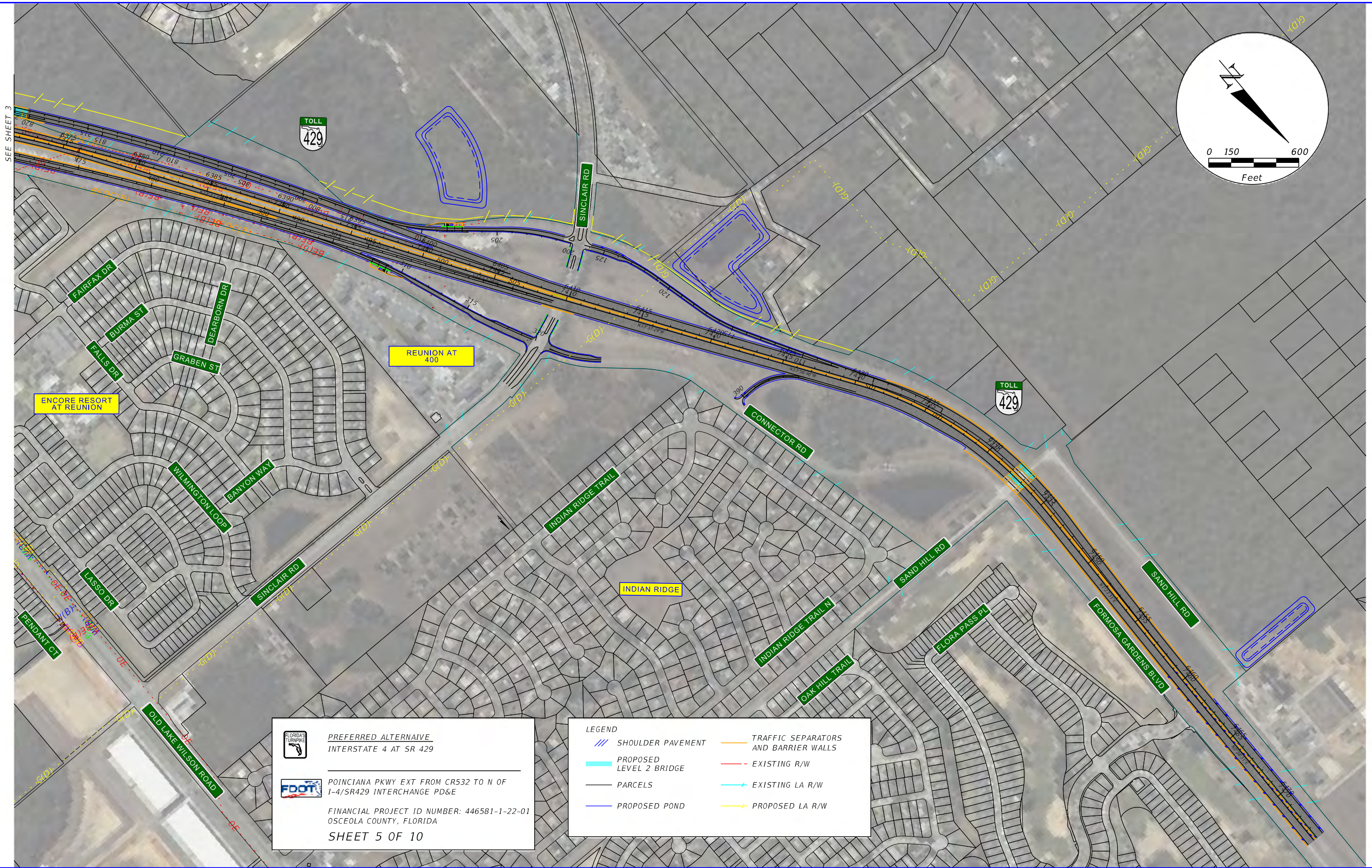
# ALIGNMENT SHEET



FAC NOTE









SEE SHEET 3




**PREFERRED ALTERNATIVE**  
 INTERSTATE 4 AT SR 429  
  

 POINCIANA PKWY EXT FROM CR532 TO N OF  
 I-4/SR429 INTERCHANGE PD&E  
  
 FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA  
**SHEET 5 OF 10**

**LEGEND**

 SHOULDER PAVEMENT	 TRAFFIC SEPARATORS AND BARRIER WALLS
 PROPOSED LEVEL 2 BRIDGE	 EXISTING R/W
 PARCELS	 EXISTING LA R/W
 PROPOSED POND	 PROPOSED LA R/W

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REVISIONS	
DATE	DESCRIPTION

**ENGINEER OF RECORD**  
 RAMON F. BRETON  
 LICENSE NUMBER: 53139  
 KIMLEY HORN AND ASSOCIATES, INC.  
 189 S ORANGE AVE. SUITE 1000,  
 ORLANDO, FL 32801

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	OSCEOLA & POLK	446581-1-22-01

PLAN SHEET

SHEET NO.  
5

FAC NOTE





PREFERRED ALTERNATIVE  
INTERSTATE 4 AT SR 429

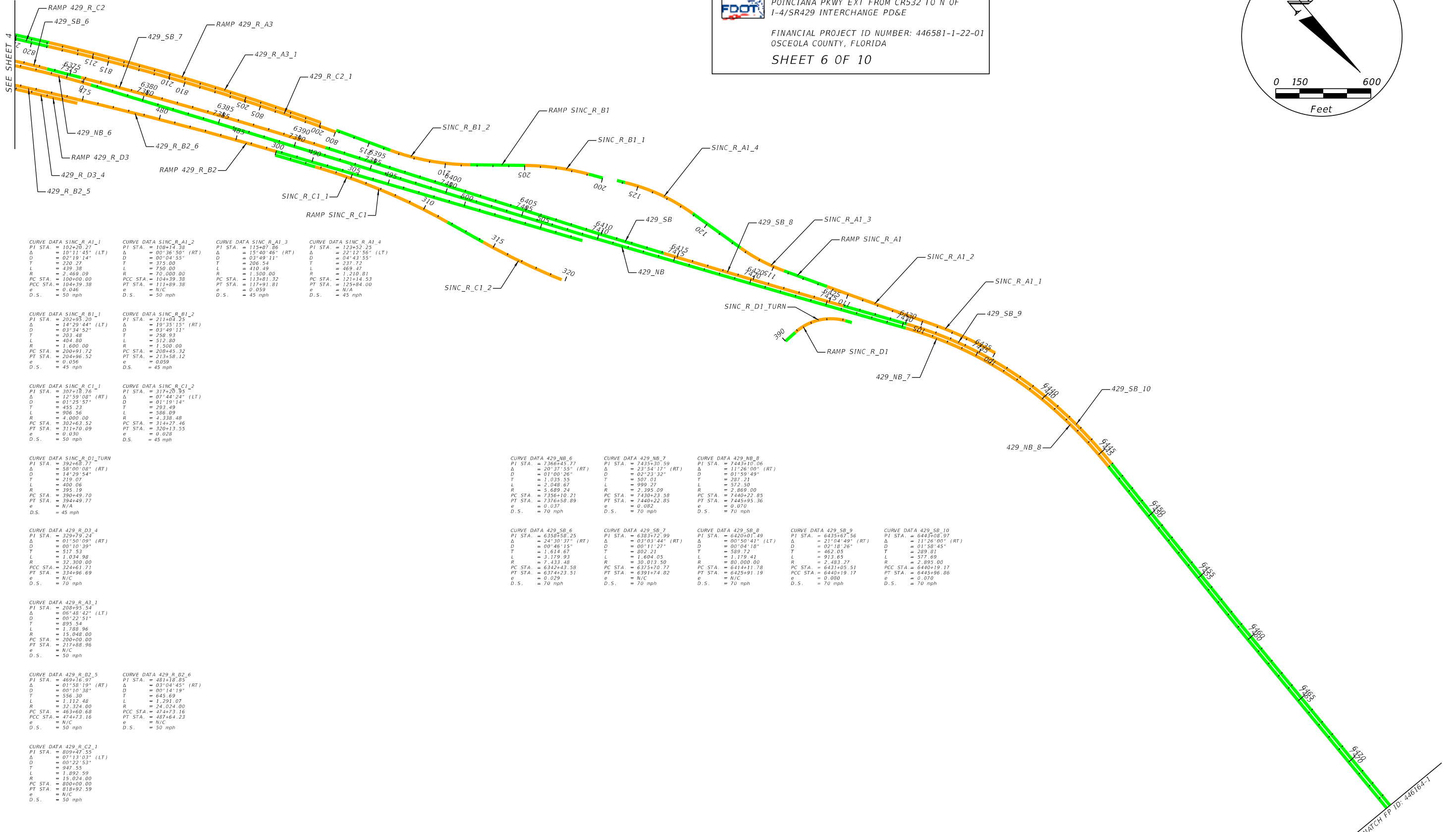
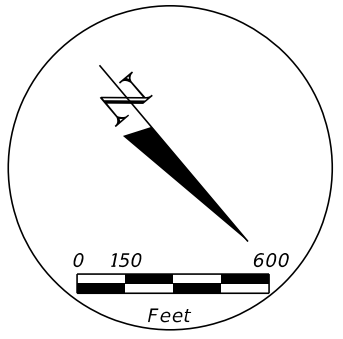


POINCIANA PKWY EXT FROM CR532 TO N OF  
I-4/SR429 INTERCHANGE PD&E

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
OSCEOLA COUNTY, FLORIDA

SHEET 6 OF 10

**LEGEND**  
 DENOTES TANGENT SECTIONS  
 DENOTES CURVE SECTIONS



CURVE DATA SINC_R_A1_1	CURVE DATA SINC_R_A1_2	CURVE DATA SINC_R_A1_3	CURVE DATA SINC_R_A1_4
PI STA. = 102+20.27 Δ = 10°11'45" (LT) D = 02°19'14" T = 220.27 L = 439.38 R = 2,469.09 PC STA. = 100+00.00 PCC STA. = 104+39.38 e = 0.046 D.S. = 50 mph	PI STA. = 108+14.38 Δ = 00°36'50" (RT) D = 00°04'55" T = 375.00 L = 750.00 R = 7,000.00 PC STA. = 104+39.38 PCC STA. = 111+89.38 e = N/C D.S. = 50 mph	PI STA. = 115+87.86 Δ = 15°40'46" (RT) D = 03°49'11" T = 206.54 L = 410.49 R = 1,500.00 PC STA. = 113+81.32 PCC STA. = 117+91.81 e = 0.059 D.S. = 45 mph	PI STA. = 123+52.25 Δ = 22°12'56" (LT) D = 04°43'55" T = 237.72 L = 469.47 R = 1,210.81 PC STA. = 121+14.53 PCC STA. = 125+84.00 e = N/A D.S. = 45 mph

CURVE DATA SINC_R_B1_1	CURVE DATA SINC_R_B1_2
PI STA. = 202+95.20 Δ = 14°29'44" (LT) D = 03°34'52" T = 203.48 L = 404.80 R = 1,600.00 PC STA. = 200+91.72 PT STA. = 204+96.52 e = 0.056 D.S. = 45 mph	PI STA. = 211+04.25 Δ = 19°35'15" (RT) D = 03°49'11" T = 258.93 L = 512.80 R = 1,500.00 PC STA. = 209+45.32 PT STA. = 213+58.12 e = 0.059 D.S. = 45 mph

CURVE DATA SINC_R_C1_1	CURVE DATA SINC_R_C1_2
PI STA. = 307+18.76 Δ = 12°59'08" (RT) D = 01°25'53" T = 455.23 L = 906.56 R = 4,000.00 PC STA. = 302+63.52 PT STA. = 311+70.09 e = 0.030 D.S. = 50 mph	PI STA. = 317+20.35 Δ = 07°44'24" (LT) D = 01°19'14" T = 293.49 L = 586.99 R = 4,338.48 PC STA. = 314+27.46 PT STA. = 320+13.55 e = 0.029 D.S. = 45 mph

CURVE DATA SINC_R_D1_TURN
PI STA. = 392+68.77 Δ = 58°00'00" (RT) D = 14°29'54" T = 219.07 L = 400.06 R = 395.19 PC STA. = 390+49.70 PT STA. = 394+49.77 e = N/A D.S. = 45 mph

CURVE DATA 429_NB_6	CURVE DATA 429_NB_7	CURVE DATA 429_NB_8
PI STA. = 7366+45.77 Δ = 20°37'55" (RT) D = 01°00'26" T = 1,035.35 L = 2,048.67 R = 5,689.24 PC STA. = 7356+10.21 PT STA. = 7376+58.89 e = 0.037 D.S. = 70 mph	PI STA. = 7435+30.59 Δ = 23°54'17" (RT) D = 02°23'32" T = 507.01 L = 999.27 R = 2,395.09 PC STA. = 7430+23.38 PT STA. = 7440+22.85 e = 0.082 D.S. = 70 mph	PI STA. = 7443+10.06 Δ = 11°26'00" (RT) D = 01°59'49" T = 287.21 L = 572.50 R = 2,869.00 PC STA. = 7440+22.85 PT STA. = 7445+95.36 e = 0.070 D.S. = 70 mph

CURVE DATA 429_SB_6	CURVE DATA 429_SB_7	CURVE DATA 429_SB_8	CURVE DATA 429_SB_9	CURVE DATA 429_SB_10
PI STA. = 6358+58.25 Δ = 24°30'37" (RT) D = 00°46'15" T = 1,614.67 L = 3,179.93 R = 7,433.48 PC STA. = 6340+43.58 PT STA. = 6374+23.51 e = 0.029 D.S. = 70 mph	PI STA. = 6383+72.99 Δ = 03°03'44" (RT) D = 00°11'27" T = 1,604.05 L = 3,013.50 R = 30,013.50 PC STA. = 6374+70.77 PT STA. = 6391+74.82 e = N/C D.S. = 70 mph	PI STA. = 6420+01.49 Δ = 00°50'41" (LT) D = 00°04'18" T = 589.72 L = 1,179.41 R = 80,000.00 PC STA. = 6414+11.78 PT STA. = 6425+91.19 e = N/C D.S. = 70 mph	PI STA. = 6435+67.56 Δ = 21°04'49" (RT) D = 02°18'26" T = 462.05 L = 913.65 R = 2,483.27 PC STA. = 6431+05.51 PT STA. = 6440+19.17 e = 0.080 D.S. = 70 mph	PI STA. = 6443+08.97 Δ = 11°26'00" (RT) D = 01°58'45" T = 209.81 L = 577.69 R = 2,895.00 PC STA. = 6440+19.17 PT STA. = 6445+96.86 e = 0.070 D.S. = 70 mph

CURVE DATA 429_R_A3_1
PI STA. = 208+95.54 Δ = 06°48'42" (LT) D = 00°22'51" T = 895.54 L = 1,788.96 R = 15,048.00 PC STA. = 200+00.00 PT STA. = 217+88.96 e = N/C D.S. = 50 mph

CURVE DATA 429_R_B2_5	CURVE DATA 429_R_B2_6
PI STA. = 469+16.97 Δ = 01°58'15" (RT) D = 00°10'38" T = 556.30 L = 1,112.48 R = 32,324.00 PC STA. = 463+60.68 PCC STA. = 474+73.16 e = N/C D.S. = 50 mph	PI STA. = 481+18.85 Δ = 03°04'45" (RT) D = 00°14'19" T = 645.69 L = 1,291.07 R = 24,024.00 PC STA. = 474+73.16 PT STA. = 487+64.23 e = N/C D.S. = 50 mph

CURVE DATA 429_R_C2_1
PI STA. = 809+47.55 Δ = 07°13'03" (LT) D = 00°22'53" T = 947.55 L = 1,892.59 R = 15,024.00 PC STA. = 800+00.00 PT STA. = 818+92.59 e = N/C D.S. = 50 mph

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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ALIGNMENT SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
					OSCEOLA & POLK	446581-1-22-01		

FAC NOTE



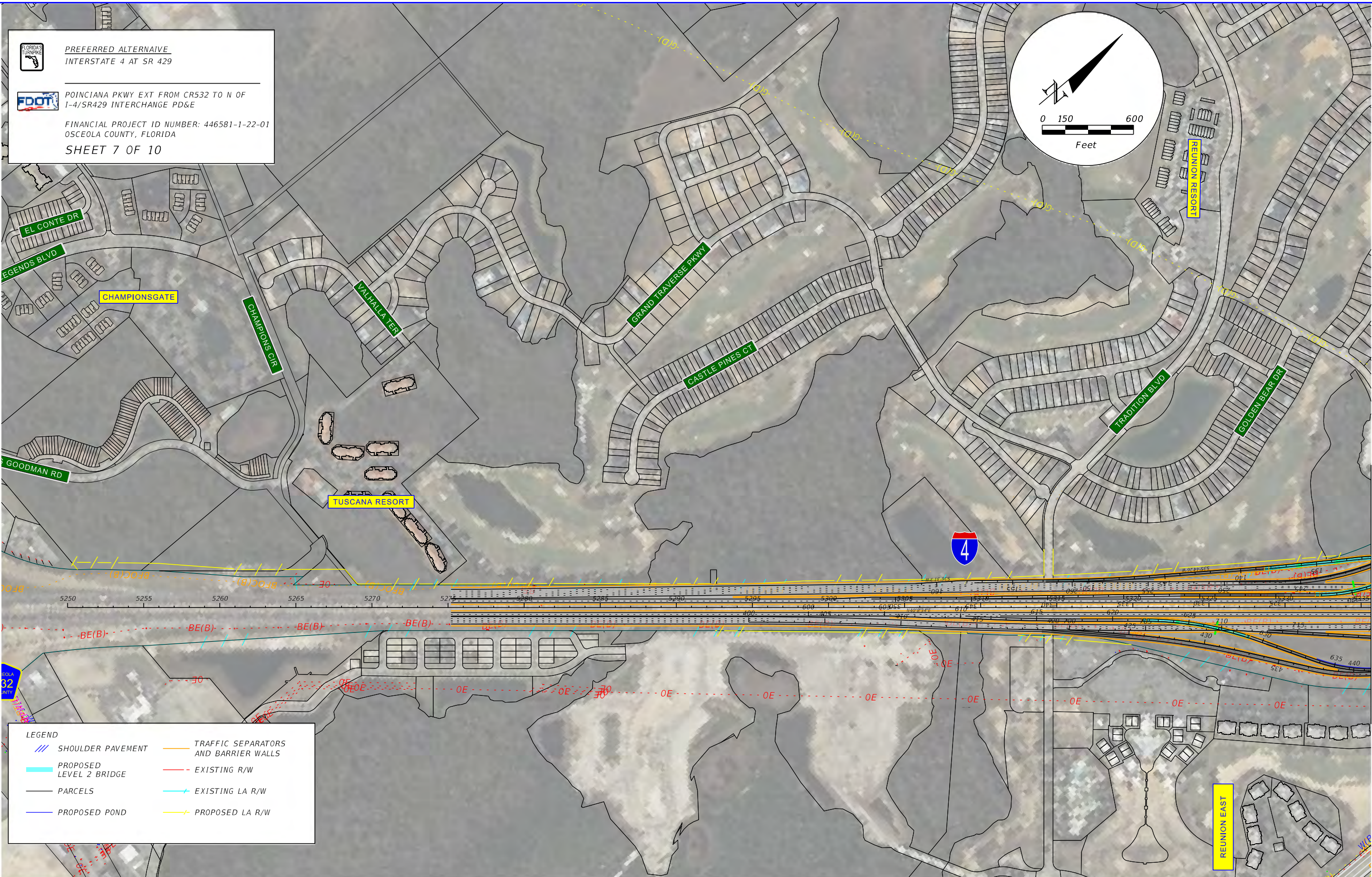
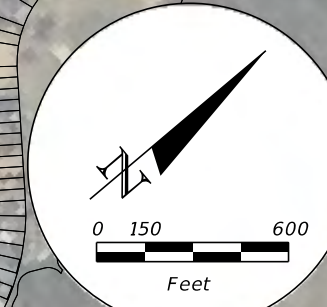


PREFERRED ALTERNATIVE  
INTERSTATE 4 AT SR 429



POINCIANA PKWY EXT FROM CR532 TO N OF  
I-4/SR429 INTERCHANGE PD&E

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
OSCEOLA COUNTY, FLORIDA  
SHEET 7 OF 10



LEGEND	
	SHOULDER PAVEMENT
	PROPOSED LEVEL 2 BRIDGE
	PARCELS
	PROPOSED POND
	TRAFFIC SEPARATORS AND BARRIER WALLS
	EXISTING R/W
	EXISTING LA R/W
	PROPOSED LA R/W

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SEE SHEET 3

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SHEET NO. 7
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	
RAMON F. BRETON LICENSE NUMBER: 53139 KIMLEY HORN AND ASSOCIATES, INC. 189 S ORANGE AVE. SUITE 1000, ORLANDO, FL 32801				FINANCIAL PROJECT ID 446581-1-22-01		
				OSCEOLA & POLK		
<b>PLAN SHEET</b>						FAC NOTE





PREFERRED ALTERNATIVE  
INTERSTATE 4 AT SR 429



POINCIANA PKWY EXT FROM CR532 TO N OF  
I-4/SR429 INTERCHANGE PD&E

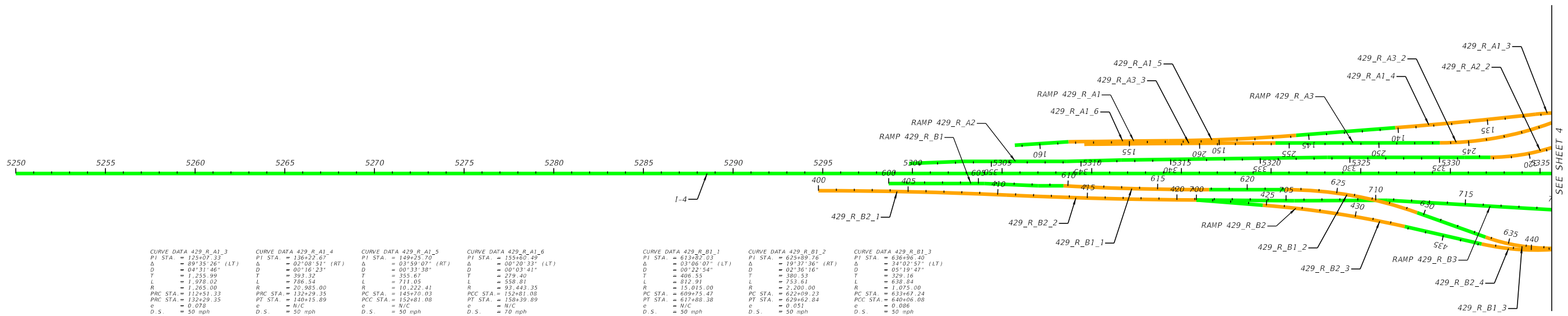
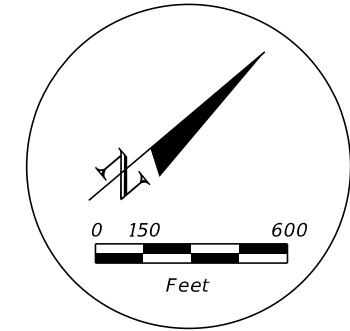
FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
OSCEOLA COUNTY, FLORIDA

SHEET 8 OF 10

LEGEND

— DENOTES TANGENT SECTIONS

— DENOTES CURVE SECTIONS



<p>CURVE DATA 429_R_A1_3 PI STA. = 125+07.33 Δ = 99°35'26" (LT) D = 04°31'46" T = 1,255.99 L = 1,978.02 R = 1,265.00 PRC STA. = 112+51.33 PT STA. = 132+29.35 e = 0.078 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_A1_4 PI STA. = 136+22.67 Δ = 02°00'51" (RT) D = 00°16'23" T = 393.32 L = 786.54 R = 20,985.00 PRC STA. = 132+29.35 PT STA. = 140+15.99 e = N/C D.S. = 50 mph</p>	<p>CURVE DATA 429_R_A1_5 PI STA. = 149+25.70 Δ = 03°59'07" (RT) D = 00°33'38" T = 393.32 L = 711.05 R = 10,222.41 PRC STA. = 145+70.03 PT STA. = 152+81.08 e = N/C D.S. = 50 mph</p>	<p>CURVE DATA 429_R_A1_6 PI STA. = 155+60.49 Δ = 00°20'33" (LT) D = 00°03'41" T = 279.40 L = 538.81 R = 93,443.35 PRC STA. = 152+81.08 PT STA. = 158+39.89 e = N/C D.S. = 70 mph</p>	<p>CURVE DATA 429_R_B1_1 PI STA. = 613+82.03 Δ = 03°06'07" (LT) D = 00°22'54" T = 406.55 L = 812.91 R = 15,015.00 PRC STA. = 609+75.47 PT STA. = 617+88.98 e = N/C D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B1_2 PI STA. = 625+89.76 Δ = 19°37'36" (RT) D = 02°36'16" T = 380.53 L = 753.61 R = 2,200.00 PRC STA. = 622+09.23 PT STA. = 629+62.04 e = 0.051 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B1_3 PI STA. = 636+96.40 Δ = 34°02'57" (LT) D = 05°19'47" T = 329.16 L = 638.84 R = 1,075.00 PRC STA. = 633+67.24 PT STA. = 640+06.08 e = 0.086 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B2_1 PI STA. = 405+24.64 Δ = 02°35'06" (RT) D = 00°14'47" T = 524.64 L = 1,049.19 R = 23,252.07 PRC STA. = 400+00.00 PT STA. = 410+49.10 e = N/C D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B2_2 PI STA. = 415+98.03 Δ = 02°10'16" (LT) D = 00°12'18" T = 529.73 L = 1,059.34 R = 27,955.28 PRC STA. = 410+49.10 PT STA. = 421+08.43 e = N/C D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B2_3 PI STA. = 428+81.44 Δ = 08°17'54" (RT) D = 01°02'14" T = 400.73 L = 800.07 R = 5,524.00 PRC STA. = 424+80.70 PT STA. = 432+80.77 e = 0.022 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_B2_4 PI STA. = 451+44.53 Δ = 91°31'51" (LT) D = 04°08'02" T = 1,423.53 L = 2,214.15 R = 1,386.00 PRC STA. = 437+21.00 PT STA. = 459+35.15 e = 0.074 D.S. = 50 mph</p>
<p>CURVE DATA 429_R_A2_2 PI STA. = 217+42.77 Δ = 51°09'06" (RT) D = 04°59'59" T = 548.48 L = 1,023.11 R = 1,146.00 PRC STA. = 211+94.29 PT STA. = 222+17.40 e = 0.083 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_A3_2 PI STA. = 236+56.85 Δ = 76°23'14" (RT) D = 03°10'59" T = 1,416.14 L = 2,399.78 R = 1,600.00 PRC STA. = 222+40.71 PT STA. = 246+40.49 e = 0.060 D.S. = 50 mph</p>	<p>CURVE DATA 429_R_A3_3 PI STA. = 258+74.67 Δ = 00°21'53" (LT) D = 00°03'41" T = 297.45 L = 594.90 R = 93,428.35 PRC STA. = 255+77.22 PT STA. = 261+72.12 e = N/C D.S. = 50 mph</p>								

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD  
 RAMON F. BRETON  
 LICENSE NUMBER: 53139  
 KIMLEY HORN AND ASSOCIATES, INC.  
 189 S ORANGE AVE. SUITE 1000,  
 ORLANDO, FL 32801



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	OSCEOLA & POLK	446581-1-22-01

ALIGNMENT SHEET









SHEET NO.  
8

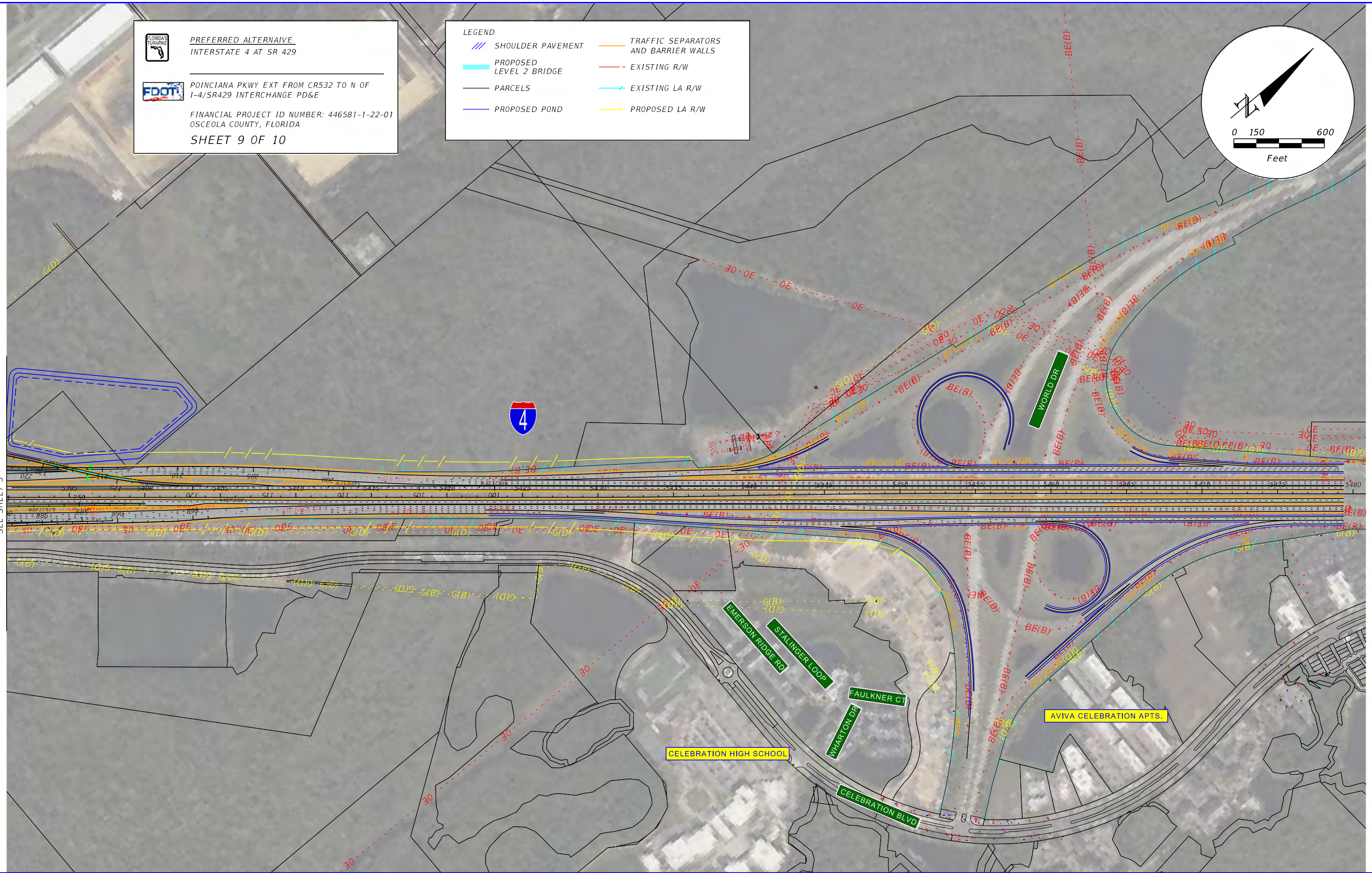
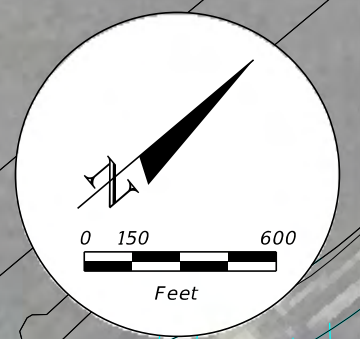
FAC NOTE




**PREFERRED ALTERNATIVE**  
 INTERSTATE 4 AT SR 429  
  

 POINCIANA PKWY EXT FROM CR532 TO N OF  
 I-4/SR429 INTERCHANGE PD&E  
  
 FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA  
**SHEET 9 OF 10**

**LEGEND**

	SHOULDER PAVEMENT		TRAFFIC SEPARATORS AND BARRIER WALLS
	PROPOSED LEVEL 2 BRIDGE		EXISTING R/W
	PARCELS		EXISTING LA R/W
	PROPOSED POND		PROPOSED LA R/W



SEE SHEET 3

\$DATE\$ \$TIME\$ \$USER\$  
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REVISIONS		REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 9
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				RAMON F. BRETON LICENSE NUMBER: 53139 KIMLEY HORN AND ASSOCIATES, INC. 189 S ORANGE AVE. SUITE 1000, ORLANDO, FL 32801			OSCEOLA & POLK	446581-1-22-01	
<b>PLAN SHEET</b>									FAC NOTE





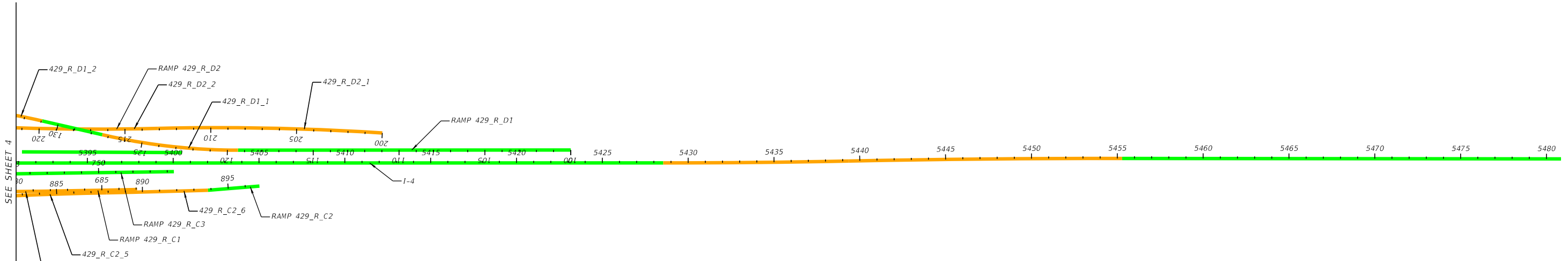
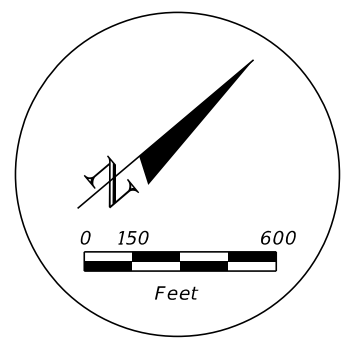
**FLORIDA'S TURNPIKE**  
**PREFERRED ALTERNATIVE**  
**INTERSTATE 4 AT SR 429**

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**FDOT**  
**POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTERCHANGE PD&E**

FINANCIAL PROJECT ID NUMBER: 446581-1-22-01  
 OSCEOLA COUNTY, FLORIDA  
**SHEET 10 OF 10**

**LEGEND**  
 DENOTES TANGENT SECTIONS  
 DENOTES CURVE SECTIONS



**CURVE DATA 429\_R\_C1\_5**  
 PI STA. = 677+98.20  
 Δ = 01°43'51" (LT)  
 D = 00°05'43"  
 T = 907.31  
 L = 1,814.47  
 R = 60.060.00  
 PRC STA. = 668+90.99  
 PT STA. = 682+05.46  
 e = N/C  
 D.S. = 50 mph

**CURVE DATA 429\_R\_C2\_5**  
 PI STA. = 884+30.92  
 Δ = 01°52'30" (RT)  
 D = 00°14'57"  
 T = 376.37  
 L = 752.67  
 R = 23,000.00  
 PRC STA. = 880+54.55  
 PRC STA. = 888+07.22  
 e = N/C  
 D.S. = 50 mph

**CURVE DATA 429\_R\_C2\_6**  
 PI STA. = 890+94.60  
 Δ = 00°32'54" (LT)  
 D = 00°05'43"  
 T = 287.46  
 L = 574.91  
 R = 60.075.00  
 PRC STA. = 888+07.22  
 PT STA. = 893+82.13  
 D.S. = 50 mph  
 TRANSITION SECTION

**CURVE DATA 429\_R\_D1\_1**  
 PI STA. = 123+39.13  
 Δ = 12°59'53" (RT)  
 D = 01°37'48"  
 T = 400.42  
 L = 797.40  
 R = 3,519.00  
 PC STA. = 119+38.71  
 PT STA. = 127+36.11  
 e = 0.034  
 D.S. = 50 mph

**CURVE DATA 429\_R\_D1\_2**  
 PI STA. = 136+56.42  
 Δ = 20°19'35" (LT)  
 D = 01°49'45"  
 T = 561.55  
 L = 1,111.30  
 R = 3,132.91  
 PC STA. = 130+94.87  
 PT STA. = 142+06.17  
 e = 0.037  
 D.S. = 50 mph

**CURVE DATA 429\_R\_D2\_1**  
 PI STA. = 206+54.44  
 Δ = 05°02'36" (LT)  
 D = 00°23'08"  
 T = 654.44  
 L = 1,308.04  
 R = 14,860.00  
 PT STA. = 200+00.00  
 PRC STA. = 213+08.04  
 e = N/C  
 D.S. = 50 mph

**CURVE DATA 429\_R\_D2\_2**  
 PI STA. = 218+57.50  
 Δ = 04°11'44" (RT)  
 D = 00°22'55"  
 T = 549.45  
 L = 1,098.42  
 R = 15,000.00  
 PRC STA. = 213+08.04  
 PT STA. = 224+09.46  
 e = N/C  
 D.S. = 50 mph

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REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>ALIGNMENT SHEET</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	RAMON F. BRETON LICENSE NUMBER: 53139 KIMLEY HORN AND ASSOCIATES, INC. 189 S ORANGE AVE. SUITE 1000, ORLANDO, FL 32801		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		10
						OSCEOLA & POLK	446581-1-22-01			

FAC NOTE

## **APPENDIX B**

### **AGENCY/GOVERNMENT CONSULTATION LETTERS**

**SHPO**

**USFWS**

**FWC**

**FDEP**

**SFWMD**

**FDACS**

**USDA**

**USEPA**

**REUNION COMMUNITY DEVELOPMENT**

**REEDY CREEK IMPROVEMENT DISTRICT**

**OSCEOLA COUNTY SCHOOL DISTRICT**

**CELEBRATION ISLAND VILLAGE DEVELOPMENT**

# SHPO COORDINATION



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

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

JARED W. PERDUE, P.E.  
SECRETARY

September 9, 2022

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

Attn: Transportation Compliance Review Program

RE: **Cultural Resources Assessment Survey Report  
Poinciana Parkway Extension PD&E Study  
From CR 532 to North of the I-4 (SR 400)/Western Beltway (SR 429) Interchange  
Osceola and Polk Counties, Florida  
FPID No. 446581-1-22-01**

Dear Ms. Lotane:

At the request of the Florida Turnpike Enterprise (FTE), and in association with RS&H, Janus Research conducted a cultural resource assessment survey (CRAS) for the Poinciana Parkway Extension Project Development and Environment (PD&E) Study from CR 532 to North of the I-4 (SR 400)/Western Beltway (SR 429) Interchange in Osceola and Polk Counties, Florida (Financial Project ID [FPID] No. 446581-1-22-01). The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effect (APE) and to assess these resources in terms of their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, Florida Statutes (F.S.); and the standards embodied in the Florida Division of Historical Resources (FDHR's) Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT PD&E Manual (effective July 1, 2020). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Principal Investigators also meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.



The archaeological APE consisted of the footprint of the existing and proposed right of way (ROW) containing the proposed improvements. To account for the proposed widening of the existing facility, the historic resources APE consisted of the footprint of all existing and proposed ROW, as well as adjacent parcels or resources for up to 200 feet (ft.) from the footprint of the existing and proposed ROW. To account for the construction of new facilities where none currently exist, the historic resources APE consisted of the proposed ROW containing the proposed extension, as well as a buffer of 250 ft. off of the proposed ROW. Lastly, in areas where ramps, bridges, or other elevated facilities are being widened or newly proposed, the historic resources APE expanded out 250 ft. from the edge of the footprint of these elevated improvement types.

Large portions of the project APE established for the current CRAS located along the Western Beltway (SR 429) and I-4 (SR 400), as well as the area adjacent to Polk Osceola Line Road (CR 532), fall within areas previously surveyed for cultural resources during the following previous survey efforts:

- *Cultural Resource Assessment Survey for the Interstate 4 (S.R. 400) Project Development and Environmental Study from Reedy Creek to U.S. 192 (S.R. 530), Osceola County, Florida* (Florida Master Site File [FMSF] Manuscript No. 4232; Janus Research 1995)
- *A Cultural Resource Assessment Survey, Western Beltway, Part C, PD&E Re-Evaluation Study, Orange and Osceola Counties, Florida* (FMSF Manuscript No. 4578; Archaeological Consultants, Inc. [ACI] 1996)
- *Cultural Resource Assessment Survey of the Interstate 4 (SR 400) Project Development and Environment (PD&E) Study Six Laning from US 27 (SR 25) to US 192 (SR 530) in Polk and Osceola Counties, Florida* (FMSF Manuscript No. 4812; Janus Research 1997)
- *I-4 (S.R. 400) Project Development and Environmental Study from C.R. 532 (Osceola-Polk Line Road) to S.R. 528 (Beeline Expressway) in Osceola and Orange Counties, Florida* (FMSF Manuscript No. 5287; ACI 1998)
- *Cultural Resource Assessment Survey Report Florida High Speed Rail Authority Project Development and Environment (PD&E) Study from Tampa to Orlando Hillsborough, Polk, Osceola, and Orange Counties, Florida* (FMSF Manuscript No. 12574; ACI and Janus Research 2003)
- *Technical Memorandum: Cultural Resource Assessment Survey of Proposed Improvements to Segment 1: SR 400 (Interstate 4) from West of CR 532 (Polk/Osceola County Line) to West of SR 528/Beachline Expressway, Osceola County (92130) and Orange County (75280)* (FMSF Manuscript No. 23039; Southeastern Archaeological Research, Inc. [SEARCH] 2016)
- *Cultural Resource Assessment Survey for the Poinciana Parkway Extension (State Road 538) Project Development and Environment Study, Polk and Osceola Counties, Florida* (FMSF Manuscript No. 26386; SEARCH 2019)
- *Cultural Resource Assessment Survey of County Road 532 Widening from Lake Wilson Road to US 92, Osceola and Polk Counties, Florida* (Florida Master Site File [FMSF] Manuscript No. 27579; SEARCH 2021)

Due to the level of previous survey work that occurred during the aforementioned survey efforts, as well as the previous coordination of those survey efforts with the FDHR/State Historic Preservation Officer (SHPO), the archaeological field survey consisted of a pedestrian survey of the entire archaeological APE, as well as subsurface testing focused on those areas of the APE not subjected to previous, comprehensive, archaeological survey. The pedestrian survey included a reconnaissance of the entire archaeological APE to document existing conditions and identify areas where subsurface testing was feasible within the portions of the APE that had not been previously surveyed for archaeological

resources. Historic resources survey efforts focused on the entire project area due to the potential for resources to have become newly historic since the previous survey work occurred.

No archaeological sites were newly identified within the archaeological APE as a result of the current survey effort. While subsurface testing was not feasible within large segments of the APE due to the presence of hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 150 shovel tests were excavated within the archaeological APE where feasible. One archaeological occurrence, A.O. #1, was identified as a result of the subsurface testing of the newly proposed extension. This occurrence consisted of a single non-diagnostic lithic flake recovered from a single shovel test. A.O. #1 was bounded by sets of two negative shovel tests at 12.5 m-intervals to the west and south, as well as sets of single negative shovel tests at 12.5 m-intervals to the north and east, as additional bounding in those directions was prevented by the limits of the project area. No diagnostic artifacts were identified, and finds of these type do not meet the minimum criteria for listing in the National Register.

The pedestrian survey confirmed that the 12 archaeological sites (8OS47, 8OS93, 8OS100, 8OS106, 8OS108, 8OS111, 8OS139, 8OS594, 8OS613, 8OS1777, 8OS1785, and 8OS1786) previously recorded within the portion of the archaeological APE within and along the Western Beltway (SR 429) and I-4 (SR 400) are within areas of existing ROW that have been previously disturbed by construction of the Western Beltway (SR 429) and I-4 (SR 400) and their associated drainage/retention facilities, within areas of existing ROW that have been previously disturbed by the installation of underground utility corridors within these existing facilities, and/or within areas of proposed ROW that primarily consist of existing wetlands and standing water. Subsurface testing was not feasible within or adjacent to these sites due to the presence of hardscape, underground utilities, drainage ditching, excavated ponds, existing wetlands, and standing water.

The pedestrian survey and subsurface testing conducted in areas devoid of wetlands, standing water, underground utilities, and hardscape within and directly adjacent to the portions of the archeological APE associated with the proposed extension identified no cultural material within or adjacent to the previously recorded locations of the six additional archaeological sites (8OS587, 8OS591, 8OS592, 8OS595, 8OS1721, and 8OS1722) located within and adjacent to the proposed extension to the south of I-4 (SR 400).

Therefore, the results of the current survey, as well as past testing conducted within the current APE during previous survey efforts, indicate a low potential for encountering intact archaeological deposits or significant archaeological sites within the archaeological APE.

The historic resources field survey and research resulted in the identification of two newly identified historic structures (Sullivan House/1235 Sullivan Road/8OS3243, ca. 1941 and a corral/8OS3244, ca. 1941), one newly identified resource group (Sullivan Resource Group /8OS3245), and five newly identified historic bridges. Historical research has not revealed any significant associations with the Sullivan family or the resources at 1235 Sullivan Road (8OS3243, 8OS3244, and 8OS3245). Therefore, the historic resources are considered National Register–ineligible, individually and as a historic district. The five newly identified historic bridges are components of the Federal Interstate Highway System, which is exempt from Section 106 consideration under the 2005 PA, Section 106 Exemption Regarding Effects to the Interstate Highway System. The bridges are not individually eligible for the National Register, and are not included on the list of exemptions to the PA for the State of Florida.

Ms. Alissa S. Lotane  
Poinciana Parkway Extension PD&E Study, Osceola and Polk Counties, Florida, (446581-1-22-01)  
September 9, 2022  
Page 4 of 4

The CRAS Report is provided for your review and comment. If you have any questions or need assistance, please contact me at 407.264.3301 or via email at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us). Thank you for your continued assistance on FTE projects.



Philip Stein  
Environmental Administrator  
Florida's Turnpike Enterprise

CC: Douglas Reed, RS&H  
Nathan Silva, RS&H  
Kathleen S. Hoffman, Janus Research  
Lindsey Rothrock, FDOT  
Berenice Sueiro Vazquez, Atkins

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and  concurs/  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2022-6302. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

SHPO Comments:

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Kelly L. Chase, DSHPO  
Digitally signed by Kelly L. Chase,  
DN: cn=Kelly L. Chase, DSHPO, o, ou,  
email=kelly.chase@dos.myflorida.com,  
c=US  
Date: 2022.09.26 10:15:11 -0400

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

9.26.2022

Date

# USFWS COORDINATION



**HNTB CORPORATION**

General Consultant to Florida's Turnpike Enterprise  
Florida's Turnpike Milepost 263, Building 5315, Ocoee, FL 34761  
Tel (407) 264-3414 | **Mobile** (407) 414-4525

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**From:** Cornwell, Katasha <[Katasha.Cornwell@dot.state.fl.us](mailto:Katasha.Cornwell@dot.state.fl.us)>

**Sent:** Thursday, December 22, 2022 2:37 PM

**To:** Leo, Michael <[Michael.Leo@dot.state.fl.us](mailto:Michael.Leo@dot.state.fl.us)>; Gaines, Fred <[Fred.Gaines@dot.state.fl.us](mailto:Fred.Gaines@dot.state.fl.us)>; Crosby, Tiffany <[Tiffany.Crosby@dot.state.fl.us](mailto:Tiffany.Crosby@dot.state.fl.us)>; Stein, Philip <[Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us)>; Jung, Rax <[Rax.Jung@dot.state.fl.us](mailto:Rax.Jung@dot.state.fl.us)>; Zang, Douglas <[Douglas.Zang@dot.state.fl.us](mailto:Douglas.Zang@dot.state.fl.us)>

**Cc:** Rothrock, Lindsay <[Lindsay.Rothrock@dot.state.fl.us](mailto:Lindsay.Rothrock@dot.state.fl.us)>; Bianco, Brittany <[Brittany.Bianco@dot.state.fl.us](mailto:Brittany.Bianco@dot.state.fl.us)>; Clark, Thu-Huong <[Thu-Huong.Clark@dot.state.fl.us](mailto:Thu-Huong.Clark@dot.state.fl.us)>

**Subject:** FW: Document Review Confirmation for Natural Resources Evaluation for Poinciana Parkway Extension Connector Project Development and Environment (PD&E) Study From CR 532 to north of I-4/SR 429 Interchange Osceola and Polk Counties, Florida

Mike and Team,

Please see the response from the USFWS below for your project file and documentation in the updated version of the EA.

Please let me know if you have any questions.

Respectfully,

Katasha

Katasha Cornwell  
State Environmental Process Administrator  
Office of Environmental Management  
Florida Department of Transportation  
605 Suwannee Street, MS-37  
Tallahassee, FL 32399  
Tel: (850) 414-5260

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**From:** [admin@fla-etat.org](mailto:admin@fla-etat.org) <[admin@fla-etat.org](mailto:admin@fla-etat.org)>

**Sent:** Wednesday, December 21, 2022 10:36 AM

**To:** [john.wrublik@fws.gov](mailto:john.wrublik@fws.gov)

**Cc:** Rothrock, Lindsay <[Lindsay.Rothrock@dot.state.fl.us](mailto:Lindsay.Rothrock@dot.state.fl.us)>; Cornwell, Katasha <[Katasha.Cornwell@dot.state.fl.us](mailto:Katasha.Cornwell@dot.state.fl.us)>; Haddock, Christine <[Christine.Haddock@dot.state.fl.us](mailto:Christine.Haddock@dot.state.fl.us)>; Rach, Denise <[Denise.Rach@dot.state.fl.us](mailto:Denise.Rach@dot.state.fl.us)>; Bradley, Catherine <[Catherine.Bradley@dot.state.fl.us](mailto:Catherine.Bradley@dot.state.fl.us)>

**Subject:** Document Review Confirmation for Natural Resources Evaluation for Poinciana Parkway Extension Connector Project Development and Environment (PD&E) Study From CR 532 to north of I-4/SR 429 Interchange Osceola and Polk Counties, Florida

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** Formal Section 7 ESA Consultation Initiation (FM 446581-1)

**Document:** Natural Resources Evaluation for Poinciana Parkway Extension Connector Project Development and Environment (PD&E) Study From CR 532 to north of I-4/SR 429 Interchange Osceola and Polk Counties, Florida

**Submitted By:** John Wrublik

**Global:** Yes

**Comments:**

The Florida Department of Transportation's Florida Turnpike Enterprise (FTE), on behalf of the Federal Highway Administration, is requesting formal consultation with the U.S. Fish and Wildlife Service (Service) pursuant to Section 7 of the Endangered Species Act of 1973 for the Poinciana Parkway Extension Project. The FTE has determined that the project may affect and is likely to adversely affect the threatened sand skink and threatened blue-tailed mole skink. The FTE stated that they would reinitiate formal consultation with the Service on the project during the permitting and design phase of the project. This is acceptable to the Service.

The FTE has also determined that the project may affect and is not likely to adversely affect (MANLAA) several other Federally listed species and has requested that the Service provide concurrence for these determinations at this time. Please be aware that it is the Service's policy not to provide concurrences for MANLAA determinations for Federally listed species made for the project until we complete the formal consultation on the project (i.e, we issue the biological opinion for the project). Therefore, we cannot provide concurrences for your MANLAA determinations at this time.

The Service offers the following comments for your MANLAA determinations for the American alligator and Federally-listed plants:

American alligator - please note that the American alligator is listed as ""Threatened by Similarity of Appearance." Species listed under a similarity of appearance designation are not biologically endangered and are not subject to Section 7 consultation.

Federally-listed plants- The Service notes that the FTE has made MANLAA determinations for several species of Federally-listed plants. Based on the information provided in the Natural Resources Evaluation for the project, none of these species occurs within or near the project footprint . As such, the Service finds that these species are not reasonably certain to occur on the project site and will not be affected by the project. We recommend that the FTE change its determinations for these species from MANLAA to no effect.

We offer no further comments on the draft Natural Resource Evaluation for the project at this time.

# **FWC COORDINATION**



**Florida Fish  
and Wildlife  
Conservation  
Commission**

Commissioners

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January 20, 2023

Rax Jung  
Florida's Turnpike Enterprise  
Turkey Lake Service Plaza  
P.O. Box 613069  
Ocoee, Florida 34761  
[Rax.Jung@dot.state.fl.us](mailto:Rax.Jung@dot.state.fl.us)

Re: Poinciana Parkway Extension Connector Natural Resources Evaluation, Osceola  
and Polk Counties

Dear Mr. Jung:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE), is conducting a Project Development and Environment (PD&E) Study for Poinciana Parkway Extension Connector (PPEC) from County Road (CR) 532 to north of the Interstate 4 (I-4)/State Road (SR) 429 Interchange in Polk and Osceola Counties to determine alternative roadway improvements. The purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at CR 532 to the I-4/SR 429 interchange and to address future congestion on SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange. From CR 532 to I-4, the PPEC proposes a 6-lane typical section. From I-4 to Sinclair Road the proposed typical section consists of four lanes with southbound and northbound Collector-Distributor (CD) systems to provide the connections from I-4 to Sinclair Road. North of the Sinclair Road interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed 8-lane expansion of SR 429 extending northward. The preferred alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road.

The NRE was prepared as part of the PD&E Study (ETDM Number 14445) to document the natural resources analysis and to summarize potential impacts to wetlands, federal and state protected species, and protected habitats within existing and new right-of-way for the proposed roadway project. FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species. FWC agrees with the consideration of wildlife enhancements and wildlife crossing modifications, such as shelves, for the bridges throughout the project corridor. FWC endorses FTE coordinating with FDOT District 5 to ensure that wildlife crossing elements designed for the I-4 Beyond-the-Ultimate roadway, that overlap with the PPEC limits, will be accommodated.



Rax Jung  
Page 2  
January 19, 2023

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or [KristeeBooth@MyFWC.com](mailto:KristeeBooth@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,

A handwritten signature in blue ink that reads "Kristee Booth". The signature is written in a cursive style.

*For* Jason Hight, Director  
Office of Conservation Planning Services

jh/kb  
Poinciana Parkway Extension Connector\_NRE\_52850\_011202023



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

December 22, 2022

Ms. Kristee Booth  
Florida Fish and Wildlife Conservation Commission  
Office of Conservation Planning Services  
1650 North Kepler Road  
Deland, FL 32724  
[Kristee.Booth@myFWC.com](mailto:Kristee.Booth@myFWC.com)

**RE: FPID 446581-1-22-01 Poinciana Parkway Extension Connector PD&E Study  
From CR 532 to north of I-4/SR 429 Interchange  
Osceola and Polk Counties, Florida  
ETDM No. 14445**

Dear Ms. Booth:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study for Poinciana Parkway Extension Connector (PPEC) in Polk and Osceola Counties to determine alternative roadway improvements. The purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429 / Sinclair Road interchange. From CR 532 to I-4, the PPEC proposes a 6-lane typical section; from I-4 to Sinclair Road the proposed typical section consists of four (4) lanes with southbound and northbound Collector-Distributor (CD) systems to provide the connections from I-4 to Sinclair Road; and north of the Sinclair Road interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed eight (8) lane expansion of SR 429 extending northward. The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road.

As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. The Enterprise respectfully requests the Florida Fish and Wildlife Conservation Commission (FFWCC) review the enclosed NRE for this project and provide concurrence with the anticipated listed species impacts and mitigation plan. Here is a summary of the project's NRE to aid in the review.

### **Wetlands and Surface Waters**

The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road. Impacts resulting from the Preferred Alternative include 133.27 acres of wetlands and 15.45 acres of surface waters. There are 44.73 acres of wetland conservation easements within

the Preferred Alternative. The No-Build Alternative would result in no impacts to wetlands or surface waters. Unavoidable wetland impacts will occur as a result of the proposed build alternatives.

The wetlands to be impacted by the proposed project include relatively undisturbed wetlands within the new alignment section and previously disturbed wetlands adjacent to existing roadways. Wetlands to be impacted by the proposed improvements include forested wetlands, marshes, and shrub wetland communities. Surface waters impacted consist of reservoirs. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

### **Protected Species**

The project study area was evaluated for potential occurrences of federal-listed plant and animal species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended. The evaluation included coordination with the Florida Natural Areas Inventory (FNAI) literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. Per the Protected Species and Habitat Assessment, 31 federal-listed species have been reviewed for the potential to occur within the project study area.

The project is located within the US Fish and Wildlife Service (USFWS) Consultation Areas (CAs) of multiple federally protected species, including the sand and blue-tail mole skink (*Plestiodon reynoldsi*; *Plestiodon egregius lividus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara cheriway*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), red-cockaded woodpecker (*Picoides borealis*) and within the core foraging area of three (3) wood stork (*Mycteria americana*) colonies. The project is not within any USFWS designated critical habitat.

Based on evaluation of collected data and field reviews, the federal-listed species in **Table ES-1** have been reviewed for the potential to occur within or adjacent to the project area. The NRE includes the state-listed species. An effect determination was made for each of these species based on an analysis of the potential impacts of the proposed project on each species. The NRE also identifies measures to avoid, minimize and mitigate for any potential impacts.

As a result of available suitable habitat and track observation, a sand skink survey will be required if the build alternative is selected. The Enterprise will conduct this survey during the design phase (anticipated to begin FY 2025) to determine the extent of occupied habitat. This will allow the most current information based on the final design project footprint be provided during the permitting process. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will reinitiate formal consultation for the sand skink with the USFWS.

**Table ES-1 Federal Protected Species Effect Determinations**

Project Impact Determination	Federal Listed Species		
	Species	Status*	
<b>“No effect”</b>	<b>Flora</b>		
	Avon Park rabbit-bells ( <i>Crotalaria avonensis</i> )	<b>FE</b>	
	Clasping warea ( <i>Warea amplexifolia</i> )	<b>FE</b>	
	Florida bonamia ( <i>Bonamia grandiflora</i> )	<b>FT</b>	
	Florida jointweed ( <i>Polygonella basiramia</i> )	<b>FE</b>	
	Garrett’s scrub balm ( <i>Dicerandra christamni</i> )	<b>FE</b>	
	Perforate reindeer lichen ( <i>Cladonia perforate</i> )	<b>FE</b>	
	Pygmy fringe tree ( <i>Chionanthus pygmaeus</i> )	<b>FE</b>	
	Scrub buckwheat ( <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> )	<b>FT</b>	
	Scrub lupine ( <i>Lupinus aridorum</i> )	<b>FE</b>	
	Scrub mint ( <i>Dicerandra frutescens</i> )	<b>FE</b>	
	Scrub pigeon-wing ( <i>Clitoria fragrans</i> )	<b>FT</b>	
	Short-leaved rosemary ( <i>Conradina brevifolia</i> )	<b>FE</b>	
	<b>Fauna</b>		
	Florida grasshopper sparrow ( <i>Ammodramus savannarum floridanus</i> )	<b>FE</b>	
	Crested caracara ( <i>Caracara cheriway</i> )	<b>FT</b>	
	Everglade snail kite ( <i>Rostrhamus sociabilis plumbeus</i> )	<b>FE</b>	
Red-cockaded woodpecker ( <i>Picoides borealis</i> )	<b>FE</b>		
<b>“May affect, but is not likely to adversely affect”</b>	<b>Flora</b>		
	Britton’s beargrass ( <i>Nolina brittoniana</i> )	<b>FE</b>	
	Carter’s warea ( <i>Warea carteri</i> )	<b>FE</b>	
	Florida blazing star ( <i>Liatris ohlingerae</i> )	<b>FE</b>	
	Highlands scrub hypericum ( <i>Hypericum cumulicola</i> )	<b>FE</b>	
	Lewton’s polygala ( <i>Polygala lewtonii</i> )	<b>FE</b>	
	Papery nailwort ( <i>Paronychia chartacea</i> ssp. <i>chartacea</i> )	<b>FT</b>	
	Scrub plum ( <i>Prunus geniculata</i> )	<b>FE</b>	
	Small’s jointweed ( <i>Polygonella myriophylla</i> )	<b>FE</b>	
	<b>Fauna</b>		
American alligator ( <i>Alligator mississippiensis</i> )	<b>FT</b>		
Eastern indigo snake ( <i>Drymarchon couperi</i> )	<b>FT</b>		
Florida scrub-jay ( <i>Aphelocoma coerulescens</i> )	<b>FT</b>		
Wood stork ( <i>Mycteria americana</i> )	<b>FT</b>		
<b>“May affect, likely to adversely affect”</b>	Blue-tailed mole skink ( <i>Plestiodon egregius lividus</i> )	<b>FT</b>	
	Sand skink ( <i>Plestiodon reynoldsi</i> )	<b>FT</b>	

At this time, FDOT is requesting review and concurrence of the MANLAA effect determinations for the various species presented in the NRE with an acknowledgement of the proposed re-initiation of consultation for the blue-tailed mole skink and sand skink during the design phase.

Once received, FDOT will include the USFWS acknowledgment in support of finalizing the NEPA review of this project, which will include the following commitments:

1. FDOT will review and update as needed the status of species listed as Endangered, Threatened, or Proposed, and designated critical habitats in the project area.
  - a. FDOT will re-initiate ESA Section 7 Consultation with the USFWS during the final design phase to support permitting and to address potential impacts to listed species.
    - The Enterprise will conduct design-phase coverboard surveys in accordance with the most recent USFWS guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will reinitiate formal consultation for the sand skink.
    - During the design and permitting phases of this project, the Enterprise will coordinate with USFWS to determine if any additional Florida scrub-jay surveys are needed. Mitigation for impacts to occupied Florida scrub-jay habitat will be provided as needed.
    - The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

The Enterprise appreciates the coordination effort and input FFWCC has already provided and look forward to continued consultation on this project. Please note that the FDOT has provided the NRE to the USFWS for review and concurrence, and the Enterprise is also sending the NRE to the South Florida Water Management District and Florida Department of Environmental Protection Section 404 for review. If you have any questions, feel free to contact Philip Stein, Environmental Administrator, at (407) 264-3301 or at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Sincerely,



Rax Jung, Ph.D., P.E.  
Project Development Engineer  
Florida's Turnpike Enterprise

Attachment

cc: Philip Stein - FTE  
Mike Leo, PE - HNTB



# FDEP COORDINATION

## Johnson, Sarah

---

**From:** Leo, Michael <Michael.Leo@dot.state.fl.us>  
**Sent:** Monday, January 23, 2023 11:53 AM  
**To:** Johnson, Sarah  
**Cc:** Silva, Nathan; Reed, Douglas; Breton, Ramon  
**Subject:** FW: 446581-1 Poinciana Parkway Extension Connector - Natural Resource Evaluation Review Request

Sarah,

See FDEP's comments on the NRE below... Please update the EA with agency correspondence. Also, please review the commitments to make sure the language covers the FDEP requests, as needed.

Thanks,

**Michael J. Leo, P.E.**  
Senior Project Manager

### HNTB CORPORATION

General Consultant to Florida's Turnpike Enterprise  
Florida's Turnpike Milepost 263, Building 5315, Ocoee, FL 34761  
Tel (407) 264-3414 | **Mobile** (407) 414-4525

---

**From:** Walton, Jennipher <Jennipher.Walton@FloridaDEP.gov>  
**Sent:** Friday, January 20, 2023 12:39 PM  
**To:** Gaines, Fred <Fred.Gaines@dot.state.fl.us>  
**Cc:** Jung, Rax <Rax.Jung@dot.state.fl.us>; Stein, Philip <Philip.Stein@dot.state.fl.us>; Leo, Michael <Michael.Leo@dot.state.fl.us>; Hammond, Annemarie <Annemarie.Hammond@dot.state.fl.us>  
**Subject:** RE: 446581-1 Poinciana Parkway Extension Connector - Natural Resource Evaluation Review Request

**EXTERNAL SENDER: Use caution with links and attachments.**

Good afternoon Fred.

Below are my comment on the Poinciana Parkway Extension Connector review.

Turnpike PD&E FID# 446581  
Poinciana Parkway Extension Connector

The Florida Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for the Poinciana Parkway Extension Connector (PPEC) in Polk and Osceola Counties to determine alternative roadway improvements. FTE considered 18 build alternatives for this study. The preferred build alternative extends State Road (SR) 538 (Poinciana Parkway) from south of County Road (CR) 532 to north of Sand Hill Road (Rd). FTE proposes a 6 lane roadway section which will expand to 8 lanes from CR 538 to Interstate 4 (I-4). From I-4 to Sinclair Rd the roadway will consist of 4 lanes with southbound and northbound Collector Distributor (CD) systems to provide the connections from I-4 to Sinclair Rd. North of the Sinclair Rd. interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed 8 lane expansion of SR 429 extending northward.

The wetlands to be impacted by the proposed project include undisturbed wetlands within the new alignment section and previously disturbed wetlands adjacent to existing roadways. The Preferred Alternative will have 133.27 acres of impacts wetlands and 15.45 acres of impacts surface waters. There are also 44.73 acres of wetland conservation easements within the Preferred Alternative. Construction of the Preferred Alternative will result in an estimated loss of 114.31 functional units for direct impacts to wetlands and surface waters. Compensatory mitigation for direct and secondary wetland impacts are proposed to be completed through the use of a private mitigation bank and any other mitigation options that satisfy state and federal requirements.

- Mixed Wetland Hardwoods                      26.05
- Forested Wetlands                                44.73
- Cypress    14.88
- Hydric Pine Flatwoods                        12.82
- Wetland Forested Mixed                      30.70
- Vegetated Non-Forested Wetlands        1.33
- Freshwater Marshes                            1.43
- Mixed Wetland Shrubs                        1.33
- Reservoir    15.45
  
- **Total Wetland Impacts 133.27 acres**
- **Total Surface Water Impacts 15.45 acres**
- **Total Impacts 148.72 acres.**

The FTE has determined that there is no practicable alternative to construction impacts occurring in wetlands and surface waters due to the need for a roadway extension to reduce traffic congestion and address safety considerations.

The Florida Department of Environmental Protection (Department) has reviewed the Natural Resource Evaluation (NRE) for the proposed PPEC. Upon the review it appears that project boundaries cross Reedy Creek which is a United States Army Corps of Engineers (USACOE) retained water. This project may require review and permitting through the USACOE.

- Prior to evaluation for permitting purposes, wetland and surface water limits within the project corridor shall be delineated in accordance with Chapter 62-340, F.A.C.
- A complete Alternatives Analysis will be required for the Department’s review of the project. The applicant shall submit an alternatives analysis as required by Rule 62-331.053, F.A.C. Guidance for completing the alternatives analysis can be found in Appendix C of the 404 Handbook.
- The applicant shall provide reasonable assurance conditions for an Individual permit in Chapters 62-330.301 and 62-330.302, F.A.C., as well as Chapter 62-331.053, F.A.C, and 62-331.054, F.A.C., are met.
- Cumulative and Secondary effects shall be evaluated according to sections 8.3.5 and 8.3.6, respectively, of the 404 Handbook.
- Mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values in accordance with the State 404 Mitigation Hierarchy in the State 404 Applicant’s Handbook 8.3.3.

- Unified Mitigation Assessment Method (UMAM) shall be performed in accordance with Chapter 62-345, F.A.C., and submitted with the application.
- Avoid impacts to the wetland and other surface waters as much as possible. Design should show avoidance and minimization of impacts to other surface waters and wetlands as much as possible. Stormwater ponds shall be located in uplands avoiding wetlands and surface waters as much as possible.

Kind regards.



*Jennifer Walton*

**Environmental Specialist III, CWE**

Florida Department of Environmental Protection

Central District - Orlando

3319 Maguire Blvd.

Orlando, FL 32803

Office: 407-897-2906

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[jennifer.walton@floridadep.gov](mailto:jennifer.walton@floridadep.gov)



**From:** Gaines, Fred <[Fred.Gaines@dot.state.fl.us](mailto:Fred.Gaines@dot.state.fl.us)>

**Sent:** Thursday, December 22, 2022 1:48 PM

**To:** Walton, Jennifer <[Jennifer.Walton@FloridaDEP.gov](mailto:Jennifer.Walton@FloridaDEP.gov)>

**Cc:** Jung, Rax <[Rax.Jung@dot.state.fl.us](mailto:Rax.Jung@dot.state.fl.us)>; Stein, Philip <[Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us)>; Leo, Michael <[Michael.Leo@dot.state.fl.us](mailto:Michael.Leo@dot.state.fl.us)>; Hammond, Annemarie <[Annemarie.Hammond@dot.state.fl.us](mailto:Annemarie.Hammond@dot.state.fl.us)>

**Subject:** 446581-1 Poinciana Parkway Extension Connector - Natural Resource Evaluation Review Request

**EXTERNAL MESSAGE**

This email originated outside of DEP. Please use caution when opening attachments, clicking links, or responding to this email.

Hello Jennifer – please see the attached review request from Florida’s Turnpike Enterprise on the above-referenced project. Turnpike asked that I relay the request for comments and FDEP S404’s concurrence be provided by January 20, 2023.

Thank you and Happy Holidays!

**Fred Gaines** PWS

Permit Coordinator

Tel: 407.264.3689 Mob: 321.436.1126

**Atkins, member of the SNC-Lavalin Group**

Florida's Turnpike Milepost 263, Building 5315 | Ocoee, FL 34761-3069

*PLEASE NOTE THAT FLORIDA HAS A BROAD PUBLIC RECORDS LAW, AND THAT ALL CORRESPONDENCE TO ME VIA E-MAIL MAY BE SUBJECT TO DISCLOSURE.*







## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

December 22, 2022

Ms. Jennipher Walton  
Florida Department of Environmental Protection, Central District  
3319 Maguire Boulevard  
Orlando, FL 32803  
[jennipher.walton@floridadep.gov](mailto:jennipher.walton@floridadep.gov)

**RE: FPID 446581-1-22-01 Poinciana Parkway Extension Connector PD&E Study  
From CR 532 to north of I-4/SR 429 Interchange  
Osceola and Polk Counties, Florida  
ETDM No. 14445**

Dear Ms. Walton:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study for the Poinciana Parkway Extension Connector (PPEC) in Polk and Osceola Counties to determine alternative roadway improvements. The purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429 / Sinclair Road interchange. From CR 532 to I-4, the PPEC proposes a 6-lane typical section; from I-4 to Sinclair Road the proposed typical section consists of four (4) lanes with southbound and northbound Collector-Distributor (CD) systems to provide the connections from I-4 to Sinclair Road; and north of the Sinclair Road interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed eight (8) lane expansion of SR 429 extending northward. The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road.

As you may recollect, the Enterprise had a coordination meeting with the Florida Department of Environmental Protection Section 404 (FDEP S404) on April 11, 2022, to discuss the study. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. The Enterprise respectfully requests that FDEP S404 review the enclosed NRE for this project and provide concurrence with the anticipated wetlands and surface water impacts and mitigation plan. Here is a summary of the project's NRE to aid in the review.

## Wetlands and Surface Waters

The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road. Impacts resulting from the Preferred Alternative include 133.27 acres of wetlands and 15.45 acres of surface waters. There are 44.73 acres of wetland conservation easements within the Preferred Alternative. The No-Build Alternative would result in no impacts to wetlands or surface waters. Unavoidable wetland impacts will occur as a result of the proposed build alternatives.

The wetlands to be impacted by the proposed project include relatively undisturbed wetlands within the new alignment section and previously disturbed wetlands adjacent to existing roadways. Wetlands to be impacted by the proposed improvements include forested wetlands, marshes, and shrub wetland communities. Surface waters impacted consist of reservoirs. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

## Protected Species

The project study area was evaluated for potential occurrences of federal-listed plant and animal species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended. The evaluation included coordination with the Florida Natural Areas Inventory (FNAI) literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. Per the Protected Species and Habitat Assessment, 31 federal-listed species have been reviewed for the potential to occur within the project study area.

The project is located within the US Fish and Wildlife Service (USFWS) Consultation Areas (CAs) of multiple federally protected species, including the sand and blue-tail mole skink (*Plestiodon reynoldsi*; *Plestiodon egregius lividus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara cheriway*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), red-cockaded woodpecker (*Picoides borealis*) and within the core foraging area of three (3) wood stork (*Mycteria americana*) colonies. The project is not within any USFWS designated critical habitat.

Based on evaluation of collected data and field reviews, the federal-listed species in **Table ES-1** have been reviewed for the potential to occur within or adjacent to the project area. The NRE includes the state-listed species. An effect determination was made for each of these species based on an analysis of the potential impacts of the proposed project on each species. The NRE also identifies measures to avoid, minimize and mitigate for any potential impacts.

As a result of available suitable habitat and track observation, a sand skink survey will be required if the build alternative is selected. The Enterprise will conduct this survey during the design phase (anticipated to begin FY 2025) to determine the extent of occupied habitat. This will allow the most current information based on the final design project footprint to be provided during the

permitting process. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will reinitiate formal consultation for the sand skink with the USFWS.

**Table ES-1 Federal Protected Species Effect Determinations**

<b>Project Impact Determination</b>	<b>Federal Listed Species</b>	
	<b>Species</b>	<b>Status*</b>
<b>“No effect”</b>	<b>Flora</b>	
	Avon Park rabbit-bells ( <i>Crotalaria avonensis</i> )	<b>FE</b>
	Clasping warea ( <i>Warea amplexifolia</i> )	<b>FE</b>
	Florida bonamia ( <i>Bonamia grandiflora</i> )	<b>FT</b>
	Florida jointweed ( <i>Polygonella basiramia</i> )	<b>FE</b>
	Garrett’s scrub balm ( <i>Dicerandra christamni</i> )	<b>FE</b>
	Perforate reindeer lichen ( <i>Cladonia perforate</i> )	<b>FE</b>
	Pygmy fringe tree ( <i>Chionanthus pygmaeus</i> )	<b>FE</b>
	Scrub buckwheat ( <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> )	<b>FT</b>
	Scrub lupine ( <i>Lupinus aridorum</i> )	<b>FE</b>
	Scrub mint ( <i>Dicerandra frutescens</i> )	<b>FE</b>
	Scrub pigeon-wing ( <i>Clitoria fragrans</i> )	<b>FT</b>
	Short-leaved rosemary ( <i>Conradina brevifolia</i> )	<b>FE</b>
	<b>Fauna</b>	
	Florida grasshopper sparrow ( <i>Ammodramus savannarum floridanus</i> )	<b>FE</b>
	Crested caracara ( <i>Caracara cheriway</i> )	<b>FT</b>
	Everglade snail kite ( <i>Rostrhamus sociabilis plumbeus</i> )	<b>FE</b>
Red-cockaded woodpecker ( <i>Picoides borealis</i> )	<b>FE</b>	
<b>“May affect, but is not likely to adversely affect”</b>	<b>Flora</b>	
	Britton’s beargrass ( <i>Nolina brittoniana</i> )	<b>FE</b>
	Carter’s warea ( <i>Warea carteri</i> )	<b>FE</b>
	Florida blazing star ( <i>Liatris ohlingerae</i> )	<b>FE</b>
	Highlands scrub hypericum ( <i>Hypericum cumulicola</i> )	<b>FE</b>
	Lewton’s polygala ( <i>Polygala lewtonii</i> )	<b>FE</b>
	Papery nailwort ( <i>Paronychia chartacea</i> ssp. <i>chartacea</i> )	<b>FT</b>
	Scrub plum ( <i>Prunus geniculata</i> )	<b>FE</b>
	Small’s jointweed ( <i>Polygonella myriophylla</i> )	<b>FE</b>
	<b>Fauna</b>	
American alligator ( <i>Alligator mississippiensis</i> )	<b>FT</b>	
Eastern indigo snake ( <i>Drymarchon couperi</i> )	<b>FT</b>	
Florida scrub-jay ( <i>Aphelocoma coerulescens</i> )	<b>FT</b>	
Wood stork ( <i>Mycteria americana</i> )	<b>FT</b>	
<b>“May affect, likely to adversely affect”</b>	Blue-tailed mole skink ( <i>Plestiodon egregius lividus</i> )	<b>FT</b>
	Sand skink ( <i>Plestiodon reynoldsi</i> )	<b>FT</b>

The MANLAA effect determinations for the various species presented in the NRE also includes the proposed re-initiation of consultation for the blue-tailed mole skink and sand skink during the design phase. Once received, FDOT will include the USFWS acknowledgment in support of finalizing the NEPA review of this project, which will include the following commitments:

1. FDOT will review and update as needed the status of species listed as Endangered, Threatened, or Proposed, and designated critical habitats in the project area.
  - a. FDOT will re-initiate ESA Section 7 Consultation with the USFWS during the final design phase to support permitting and to address potential impacts to listed species.
    - The Enterprise will conduct design-phase coverboard surveys in accordance with the most recent USFWS guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will reinitiate formal consultation for the sand skink.
    - During the design and permitting phases of this project, the Enterprise will coordinate with USFWS to determine if any additional Florida scrub-jay surveys are needed. Mitigation for impacts to occupied Florida scrub-jay habitat will be provided as needed.
    - The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

The Enterprise appreciates the coordination effort and input FDEP S404 has already provided and look forward to continued consultation on this project. Please note that the FDOT has provided the NRE to the USFWS for review and concurrence, and the Enterprise is also sending the NRE to the South Florida Water Management District and Florida Fish and Wildlife Conservation Commission for review. If you have any questions, feel free to contact Philip Stein, Environmental Administrator, at (407) 264-3301 or at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Sincerely,



Rax Jung, Ph.D., P.E.  
Project Development Engineer  
Florida's Turnpike Enterprise

Attachment

cc: Philip Stein - FTE  
Mike Leo, PE - HNTB

# **SFWMD COORDINATION**





## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

December 22, 2022

Ms. Lisa Prather, PWS  
South Florida Water Management District  
1707 Orlando Central Parkway, Suite 200  
Orlando, FL 32809  
[lprather@swmd.gov](mailto:lprather@swmd.gov)

**RE: FPID 446581-1-22-01 Poinciana Parkway Extension Connector PD&E Study  
From CR 532 to north of I-4/SR 429 Interchange  
Osceola and Polk Counties, Florida  
ETDM No. 14445**

Dear Ms. Prather:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study for Poinciana Parkway Extension Connector (PPEC) in Polk and Osceola Counties to determine alternative roadway improvements. The purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429 / Sinclair Road interchange. From CR 532 to I-4, the PPEC proposes a 6-lane typical section; from I-4 to Sinclair Road the proposed typical section consists of four (4) lanes with southbound and northbound Collector-Distributor (CD) systems to provide the connections from I-4 to Sinclair Road; and north of the Sinclair Road interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed eight (8) lane expansion of SR 429 extending northward. The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road.

As you may recollect, the Enterprise had a coordination meeting with the South Florida Water Management District (SFWMD) on April 13, 2022, to discuss the study. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. The Enterprise respectfully requests that SFWMD review the enclosed NRE for this project and provide concurrence with the anticipated wetlands and surface water impacts and mitigation plan. Here is a summary of the project's NRE to aid in the review

## **Wetlands and Surface Waters**

The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road. Impacts resulting from the Preferred Alternative include 133.27 acres of wetlands and 15.45 acres of surface waters. There are also 44.73 acres of wetland conservation easements within the Preferred Alternative. The No-Build Alternative would result in no impacts to wetlands or surface waters. Unavoidable wetland impacts will occur as a result of the proposed build alternatives.

The wetlands to be impacted by the proposed project include relatively undisturbed wetlands within the new alignment section and previously disturbed wetlands adjacent to existing roadways. Wetlands to be impacted by the proposed improvements include forested wetlands, marshes, and shrub wetland communities. Surface waters impacted consist of reservoirs. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

## **Protected Species**

The project study area was evaluated for potential occurrences of federal-listed plant and animal species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended. The evaluation included coordination with the Florida Natural Areas Inventory (FNAI) literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. Per the Protected Species and Habitat Assessment, 31 federal-listed species have been reviewed for the potential to occur within the project study area.

The project is located within the US Fish and Wildlife Service (USFWS) Consultation Areas (CAs) of multiple federally protected species, including the sand and blue-tail mole skink (*Plestiodon reynoldsi*; *Plestiodon egregius lividus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara cheriway*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), red-cockaded woodpecker (*Picoides borealis*) and within the core foraging area of three (3) wood stork (*Mycteria americana*) colonies. The project is not within any USFWS designated critical habitat.

Based on evaluation of collected data and field reviews, the federal-listed species in **Table ES-1** have been reviewed for the potential to occur within or adjacent to the project area. The NRE includes the state-listed species. An effect determination was made for each of these species based on an analysis of the potential impacts of the proposed project on each species. The NRE also identifies measures to avoid, minimize and mitigate for any potential impacts.

As a result of available suitable habitat and track observation, a sand skink survey will be required if the build alternative is selected. The Enterprise will conduct this survey during the design phase (anticipated to begin FY 2025) to determine the extent of occupied habitat. This will allow the most current information based on the final design project footprint be provided during the permitting process. Mitigation for impacts to occupied sand skink habitat will be provided as

needed. Once the survey is completed, FDOT will reinitiate formal consultation for the sand skink with the U.S. Fish and Wildlife Service (USFWS)

**Table ES-1 Federal Protected Species Effect Determinations**

<b>Project Impact Determination</b>	<b>Federal Listed Species</b>	
	<i>Species</i>	<i>Status*</i>
<b>“No effect”</b>	<b>Flora</b>	
	Avon Park rabbit-bells ( <i>Crotalaria avonensis</i> )	<b>FE</b>
	Clasping warea ( <i>Warea amplexifolia</i> )	<b>FE</b>
	Florida bonamia ( <i>Bonamia grandiflora</i> )	<b>FT</b>
	Florida jointweed ( <i>Polygonella basiramia</i> )	<b>FE</b>
	Garrett’s scrub balm ( <i>Dicerandra christamni</i> )	<b>FE</b>
	Perforate reindeer lichen ( <i>Cladonia perforate</i> )	<b>FE</b>
	Pygmy fringe tree ( <i>Chionanthus pygmaeus</i> )	<b>FE</b>
	Scrub buckwheat ( <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> )	<b>FT</b>
	Scrub lupine ( <i>Lupinus aridorum</i> )	<b>FE</b>
	Scrub mint ( <i>Dicerandra frutescens</i> )	<b>FE</b>
	Scrub pigeon-wing ( <i>Clitoria fragrans</i> )	<b>FT</b>
	Short-leaved rosemary ( <i>Conradina brevifolia</i> )	<b>FE</b>
	<b>Fauna</b>	
	Florida grasshopper sparrow ( <i>Ammodramus savannarum floridanus</i> )	<b>FE</b>
	Crested caracara ( <i>Caracara cheriway</i> )	<b>FT</b>
Everglade snail kite ( <i>Rostrhamus sociabilis plumbeus</i> )	<b>FE</b>	
Red-cockaded woodpecker ( <i>Picoides borealis</i> )	<b>FE</b>	
<b>“May affect, but is not likely to adversely affect”</b>	<b>Flora</b>	
	Britton’s beargrass ( <i>Nolina brittoniana</i> )	<b>FE</b>
	Carter’s warea ( <i>Warea carteri</i> )	<b>FE</b>
	Florida blazing star ( <i>Liatrix ohlingerae</i> )	<b>FE</b>
	Highlands scrub hypericum ( <i>Hypericum cumulicola</i> )	<b>FE</b>
	Lewton’s polygala ( <i>Polygala lewtonii</i> )	<b>FE</b>
	Papery nailwort ( <i>Paronychia chartacea</i> ssp. <i>chartacea</i> )	<b>FT</b>
	Scrub plum ( <i>Prunus geniculata</i> )	<b>FE</b>
	Small’s jointweed ( <i>Polygonella myriophylla</i> )	<b>FE</b>
	<b>Fauna</b>	
American alligator ( <i>Alligator mississippiensis</i> )	<b>FT</b>	
Eastern indigo snake ( <i>Drymarchon couperi</i> )	<b>FT</b>	
Florida scrub-jay ( <i>Aphelocoma coerulescens</i> )	<b>FT</b>	
Wood stork ( <i>Mycteria americana</i> )	<b>FT</b>	
<b>“May affect, likely to adversely affect”</b>	Blue-tailed mole skink ( <i>Plestiodon egregius lividus</i> )	<b>FT</b>
	Sand skink ( <i>Plestiodon reynoldsi</i> )	<b>FT</b>

The MANLAA effect determinations for the various species presented in the NRE also includes an acknowledgement of the proposed re-initiation of consultation for the blue-tailed mole skink and sand skink during the design phase. Once received, FDOT will include the USFWS

acknowledgment in support of finalizing the NEPA review of this project, which will include the following commitments:

1. FDOT will review and update as needed the status of species listed as Endangered, Threatened, or Proposed, and designated critical habitats in the project area.
  - a. FDOT will re-initiate ESA Section 7 Consultation with the USFWS during the final design phase to support permitting and to address potential impacts to listed species.
    - The Enterprise will conduct design-phase coverboard surveys in accordance with the most recent USFWS guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink. Mitigation for impacts to occupied sand skink habitat will be provided as needed. Once the survey is completed, FDOT will then reinitiate formal consultation for the sand skink.
    - During the design and permitting phases of this project, the Enterprise will coordinate with USFWS to determine if any additional Florida scrub-jay surveys are needed. Mitigation for impacts to occupied Florida scrub-jay habitat will be provided as needed.
    - The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

The Enterprise appreciate the coordination effort and input SFWMMD has already provided and look forward to continued consultation on this project. Please note that the FDOT has provided the NRE to the USFWS for review and concurrence, and the Enterprise is also sending the NRE to the Florida Department of Environmental Protection Section 404 and Florida Fish and Wildlife Conservation Commission for review. If you have any questions, feel free to contact Philip Stein, Environmental Administrator, at (407) 264-3301 or at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Sincerely,



Rax Jung, Ph.D., P.E.  
Project Development Engineer  
Florida's Turnpike Enterprise

Attachment

cc: Philip Stein - FTE  
Mike Leo, PE - HNTB

# **FDACS COORDINATION**





## *Florida Department of Transportation*

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Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

January 11, 2023

Dr. Trevor Smith  
Florida Department of Agriculture and Consumer Services (FDACS)  
Division of Plant Industry  
The Doyle Conner Building  
1911 SW 34th St.  
Gainesville, FL 32608-7100  
[PlantIndustry@FDACS.gov](mailto:PlantIndustry@FDACS.gov)

Attn: Dr. Patti Anderson ([Patti.Anderson@FDACS.gov](mailto:Patti.Anderson@FDACS.gov)), Jason Stanley ([Jason.Stanley@fdacs.gov](mailto:Jason.Stanley@fdacs.gov)), and Mark Kiser ([Mark.Kiser@fdacs.gov](mailto:Mark.Kiser@fdacs.gov))

**RE: Poinciana Parkway Extension Connector PD&E Study  
From CR 532 to north of I-4/SR 429 Interchange  
Osceola and Polk Counties, Florida  
Financial Project ID No. 446581-1-22-01  
Efficient Transportation Decision Making (ETDM) No. 14445**

The Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for Poinciana Parkway Extension Connector (PPEC) in Polk and Osceola Counties to determine alternative roadway improvements. The purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429 / Sinclair Road interchange. From CR 532 to I-4, the PPEC proposes a 6-lane typical section; from I-4 to Sinclair Road the proposed typical section consists of four (4) lanes with southbound and northbound Collector-Distributor (CD) systems to provide the connections from I-4 to Sinclair Road; and north of the Sinclair Road interchange the northbound and southbound CD systems merge with the SR 429 main lanes and connect with the proposed eight (8) lane expansion of SR 429 extending northward. The Preferred Alternative extends SR 538 (Poinciana Parkway) from south of CR 532 to north of Sand Hill Road.

During the ETDM process, FDACS assigned a minimal degree of effect for wildlife and habitat and provided comments regarding potentially impacted plant species. As part of the study, a

January 11, 2023

Page 2 of 2

Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species, including plant species. Please review the attached NRE document and provide additional comments if necessary.

We appreciate the coordination effort and input already provided and look forward to continued consultation on this project as it progresses into design and construction. If you have any questions, feel free to contact me at (407) 264-3301 or at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Sincerely,



Philip Stein  
Environmental Administrator  
Florida's Turnpike Enterprise

Attachment

Cc: Mike Leo, PE – HNTB Project Manager

# USDA COORDINATION

## Johnson, Sarah

---

**From:** Stein, Philip <Philip.Stein@dot.state.fl.us>  
**Sent:** Thursday, January 5, 2023 3:58 PM  
**To:** craig.stokes@usda.gov  
**Cc:** Johnson, Sarah; Leo, Michael; Zang, Douglas; Silva, Nathan; Jung, Rax  
**Subject:** FDOT FPID 446581-1 NRCS Prime Farmlands  
**Attachments:** PPEC\_446581-1\_NRCS\_Prime Farmlands 01042023.pdf

**Categories:** External

Mr. Stokes,

The Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for the extension of Poinciana Parkway from CR 532 to North of I-4/SR 429 Interchange (see attached Figure 1 – Project Location Map). The primary purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429/Sinclair Road interchange.

Please see the attached form for your review. If you need additional information, please let me know and thank you for your assistance.

Philip Stein  
Turnpike Environmental Administrator

Office: 407-264-3301 | Cell: 321-229-3846  
Email: [Philip.stein@dot.state.fl.us](mailto:Philip.stein@dot.state.fl.us)

Turnpike Headquarters  
MP 263 Bldg. 5315  
P.O. Box 613069  
Ocoee, FL 34761

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
2. Type of Project	6. County and State

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated	Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>31</b>			

<b>PART VII (To be completed by Federal Agency)</b>	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160				
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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



## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

---

## PPEC Prime Farmlands Scoring Criteria Assumptions Memo

For more information on Farmland Conversation Impact Rating please see the Farmlands Evaluation Form AD-1006 “Steps in the Processing the Farmlands and Conversion Impact Rating Form” and PD&E Manual, Part 2, Chapter 6 - Farmlands (1/14/19)

Evaluation Assumptions:

- 1) This effort is being done to address Part VI of the Farmland Conversion Impact Rating Form.
- 2) The term “site” on Form AD-1006 is synonymous with the term “corridor” as referenced by 7 CFR Part 658.5 (12)(c).
- 3) Scoring Criteria and Kimley-Horn staff assumptions for each are as follows:

**1. Area in Nonurban Use:** How much land is non-urban use within a radius of 1.0 mile from where the project is intended?

Greater than 90% ----- 15 points

90-20% ----- 14 to 1 points

Less than 20% ----- 0 points

*Assumption:  $[(\text{Area of Non-Urban Land}) / (\text{Total Area of Buffer})] \times 100\% = \% \text{ of Non-Urban Land}$ . The surrounding land use within 1.0 mile is mixed with residential, commercial and services, wetlands and surface waters, pastureland, and agricultural land. Approximately 8,216 acres of 12,615 total acres (approximately 65%) would be considered non-urban land, therefore **11 points** was assigned.*

**2. Perimeter in Nonurban Use:** How much of the perimeter of the site borders on land in non-urban use?

Greater than 90% ----- 10 points

90-20% ----- 9 to 1 points

Less than 20% ----- 0 points

*Assumption:  $[(\text{Perimeter Bordering Non-Urban Land}) / (\text{Perimeter of Proposed ROW})] \times 100\% = \text{Perimeter in Non-Urban Use}$ . Approximately 57,742 linear feet of the perimeter borders non-urban land. The total perimeter border is approximately 93,023 linear feet. Therefore, approximately 62% of the perimeter borders non-urban land. A score of **6 points** was assigned.*

**3. Percent of Site Being Farmed:** How much of site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?

Greater than 90% ----- 20 points

90-20% ----- 19 to 1 points

Less than 20% ----- 0 points

*Assumption: Surrounding FLUCFCS Codes with potential for harvest consists of 211 (improved pastures), 212 (unimproved pastures), 213 (woodland pastures), and 441 (coniferous plantations). State Road (SR) 429 is already an existing roadway and therefore the majority of the site is already roadway. Within the undeveloped portion of the Poinciana Parkway extension, approximately 5% of the project appears to have been used for harvesting within the last 10 years. A score of **0 points** was assigned.*

**4. Protection Provided by State and Local Government:** Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected ----- 20 points

Site is not protected ----- 0 points

*Assumption: Site is not protected. A score of 0 points was assigned.*

**5. Size of Present Farm Unit Compared to Average:** Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available census of agriculture, acreage of farm units in operation with \$1,000 or more in sales).

As large or larger ----- 10 points

Below average ----- deduct 1 point for each 5% below the average, down to 0 points if 50% or more below average

*Assumption: According to 2017 Census data, the average farm size for Osceola County is 1,339 acres. The largest farm unit in the project is approximately 222 acres or approximately 83% smaller than the average farm size for the county. A score of 0 points was assigned.*

**6. Creation of Non-farmable Farmland:** If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to or more than 25% of the total ----- 25 points

Acreage equal to between 5 to 25% of the total ----- 24 to 1 points

Acreage equal to or less than 5% of the total ----- 0 points

*Assumption: Form AD-1006 (03-02) instructions indicate transportation projects should be weighed a maximum of 25 points. No loss of access to the remaining farmland will occur as a result of the taking for Poinciana Parkway ROW. A score of 0 points was assigned.*

**7. Availability of Farm Support Services:** Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities, and farmers markets?

All required services are available ----- 5 points

Some required services are available ----- 4 to 1 points

No required services are available ----- 0 points

*Assumption: All required services are available = 5 points.*

**8. On-Farm Investments:** Does the site have substantial and well-maintained on-farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment ----- 20 points

Moderate amount of on-farm investment ----- 19 to 1 points

No on-farm investment ----- 0 points

*Assumption: The site contains minor on-farm investments. A score of 3 points was assigned.*

**9. Effects of Conversion on Farm Support Services:** Would the project at this site, by converting farmland to non-agricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining area?  
Substantial reduction of demand for support services ----- 25 points  
Some reduction in demand for support services ----- 24 to 1 points  
No significant reduction of demand for support services ----- 0 points

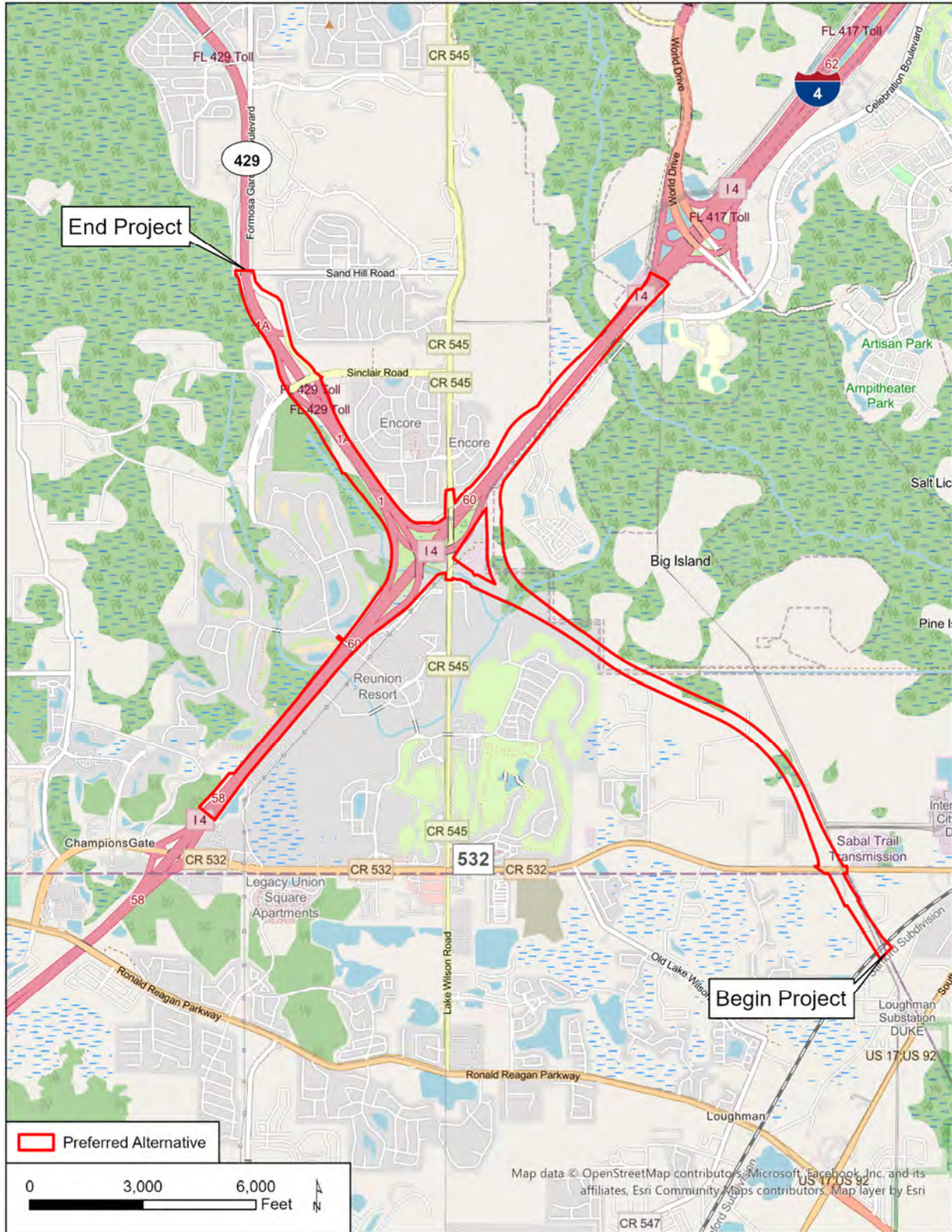
*Assumption: Form AD-1006 (03-02) instructions indicate transportation projects should be weighed a maximum of 25 points. No reduction in demand for farm support services is anticipated as a result of the conversion of farmland. A score of **0 points** was assigned.*

**10. Compatibility with Existing Agricultural Use:** Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to non-agricultural use?  
Proposed project is incompatible ----- 10 points  
Proposed project is tolerable ----- 9 to 1 points  
Proposed project is fully compatible ----- 0 points

*Assumption: The Poinciana Parkway extension will convert the proposed ROW to roadway and, therefore, may lead to further development near the corridor. A score of **6 points** was assigned.*



Figure 1 – Project Location Map





# USEPA COORDINATION



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

January 5, 2023

Mr. Larry T. Cole  
U.S. Environmental Protection Agency, Region 4  
Water Protection Division  
Ground Water & UCIC Section  
61 Forsyth Street, S.W.  
Mail Code 9T25  
Atlanta, GA 30303-8960

**SUBJECT: Request for Sole Source Aquifer Concurrence**  
**Project Name:** Poinciana Parkway Extension Connector from CR 532 to North of I-4/SR 429 Interchange  
**ETDM #:** 14445  
**Financial Project #:** 446581-1  
**County:** Osceola

Dear Mr. Cole:

The Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for the extension of Poinciana Parkway from CR 532 to North of I-4/SR 429 Interchange (see attached **Figure 1 – Project Location Map**). The primary purpose of this project is to complete the missing link in the Poinciana Parkway between the planned terminus at County Road 532 (CR 532) to the Interstate 4 (I-4) / State Road 429 (SR 429) interchange. The project will also address future congestion on SR 429 from the I-4 / SR 429 interchange to the SR 429/Sinclair Road interchange.

The project was reviewed through FDOT's Efficient Transportation Decision Making (ETDM) process where members of the Environmental Technical Advisory Team (ETAT) provided input/comments. Prior to FDOT participation, FTE prepared an Advance Notification (AN) package dated May 29, 2020. The ETDM report, including agency comments, GIS analysis, and additional project information can be accessed at the following website: <http://etdmpub.flas-etat.org/est>. The project's class of action is anticipated to be an Environmental Assessment with a subsequent Finding of No Significant Impact.

### **ETDM Screening Comments**

During the ETDM Programming Screen, comments were provided by the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), and the U.S. Environmental Protection Agency (USEPA) under the "Water Quality and Quantity" section. The FDEP/SFWMD assigned a degree of effect of "Moderate" and the USEPA assigned a degree of effect of "Substantial".

The USEPA noted that the Biscayne Sole Source Aquifer Recharge is within the project 1,000-foot buffer and is most vulnerable to contamination. They also stated that an increase in impervious or semi-impervious surfaces can contribute to surface drainage and non-point sources that will impact surface and groundwater quality. Common roadway pollutants such as heavy metals, volatile organic chemicals, petroleum hydrocarbons, and suspended solids degrade near-by waterbodies through stormwater runoff. Therefore, the USEPA assigned a “Substantial” degree of effect to Water Quality and Quantity. The USEPA did not provide any commitments or recommendations regarding Water Quality and Quantity as part of the ETDM Programming Screening.

The USEPA assigned a “Moderate” degree of effect for Contamination in the ETDM Programming Screen. The USEPA stated that contaminants have the potential to degrade water quality from activities on land, pollution of surface water bodies, or by infiltration through soils. Contamination of ground water can result in poor drinking water quality and/or loss of water supply. The USEPA did not provide any commitments or recommendations regarding Water Quality and Quantity as part of the ETDM Programming Screening.

### **Water Quality**

The study area lies within the jurisdiction of SFWMD and specifically within Waterbody Identification Numbers 3170C (Reedy Creek above Lake Russell) and 3170K (Davenport Creek). All projects located within the jurisdiction of the SFWMD are required to meet state water quality standard set forth in Chapter 62-302, Florida Administrative Code (FAC). The approach to meet water quality standards is to provide treatment for the increase in impervious area and restore or replace existing treatment facilities impacted by this project.

The attached Water Quality Impact Evaluation (WQIE) Checklist was completed for the project. The results confirm that the proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SFWMD in Chapter 62-302 of the FAC. It is therefore anticipated that no adverse effects will occur to the water quality within the project area. FTE will continue to coordinate water quality and quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with FDEP’s National Pollutant Discharge Elimination System (NPDES) Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP); the latest edition of the FDOE Standard Specification for Road and Bridge Construction; and through the use of Best Management Practices (BMPs) including temporary erosion features (e.g. turbidity barriers) during construction.

Any dewatering operations in the vicinity of potentially contaminated areas shall be managed properly following SFWMD/FDEP guidance and coordination. In the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related activities should occur, the Contractor shall be instructed to stop work immediately and conduct the appropriate notification process with the FTE and the appropriate regulatory agencies.

## Sole Source Aquifer

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer Streamflow and Recharge Source Zone which includes portions of Osceola County extending south towards the Everglades. As such, the Sole Source Aquifer Checklist was completed for this project and attached for your review. The proposed roadway will have roadside ditches which will convey stormwater to one or multiple of the potential pond sites. Captured stormwater will receive treatment and attenuation by the wet detention pond before discharging to the adjacent stormwater outfall. The proposed stormwater facilities will meet all SFWMD criteria, therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

In accordance with the Sole Source Aquifer Program, authorized by Section 1424 (e) of the Safe Drinking Water Act of 1974, the FDOT is requesting your concurrence that no adverse impacts to the Biscayne Sole Source Aquifer Streamflow and Recharge Source Zone are anticipated as a result of the proposed project.

If you have any questions, feel free to contact me at (407) 264-3301 or at [philip.stein@dot.state.fl.us](mailto:philip.stein@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

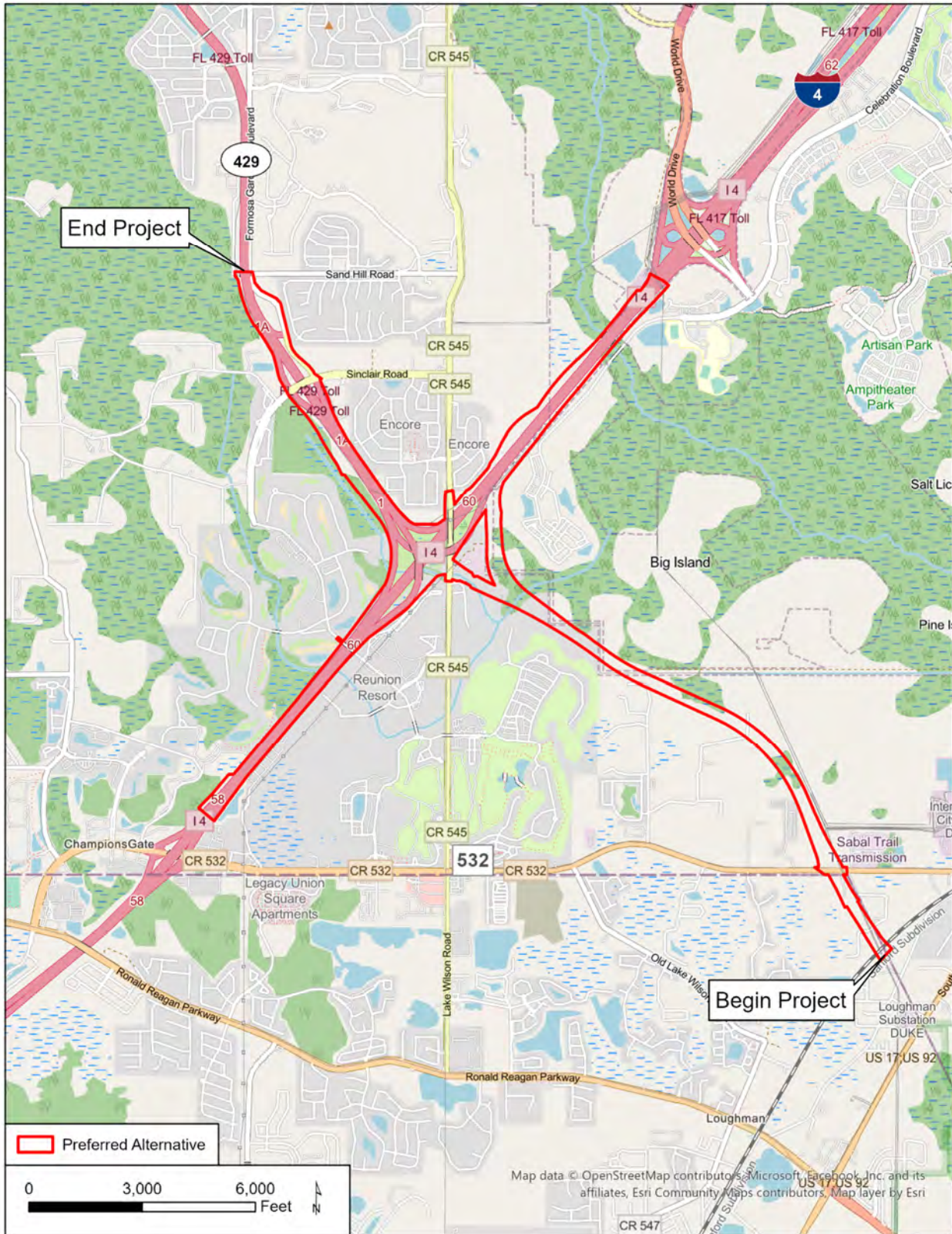
Sincerely,



Philip Stein  
Turnpike Environmental Administrator  
Florida's Turnpike Enterprise



Figure 1: Project Location Map





STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**WATER QUALITY IMPACT EVALUATION CHECKLIST**

650-050-37  
 ENVIRONMENTAL  
 MANAGEMENT  
 10/17

<b>PART 1: PROJECT INFORMATION</b>	
Project Name:	Poinciana Parkway Extension Connector Project Development and Environment (PD&E Study) From CR 532 to North of I-4/SR 429 Interchange
County:	Osceola and Polk
FM Number:	446581-1
Federal Aid Project No:	N/A
Brief Project Description:	The project involves extending Poinciana Parkway (SR 538) from County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange, modifying the I-4/SR 429 interchange to accommodate the Poinciana Parkway connection, and increasing capacity of the segment of SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange. The total project length is approximately four miles.

**PART 2: DETERMINATION OF WQIE SCOPE**

Does project discharge to surface or ground water?  Yes  No

Does project alter the drainage system?  Yes  No

Is the project located within a permitted MS4?  Yes  No

Name: Osceola County Permit #FLR04E012 and Reedy Creek Improvement District Permit #FLS000010

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

**PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS**

**Surface Water**

Receiving water(s) names: Reedy Creek

Water Management District: South Florida Water Management District

Environmental Look Around meeting date: [Click here to enter a date.](#)

*Attach meeting minutes/notes to the checklist.*

Water Control District Name (list all that apply): N/A

Is the project located within a springshed or recharge area?  Yes  No

**Ground Water**

Sole Source Aquifer (SSA)?  Yes  No

Name Biscayne Sole Source Aquifer Streamflow and Recharge Source Zone

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer?  Yes  No  
Name Floridan Aquifer

Springs vents?  Yes  No  
Name \_\_\_\_\_

Well head protection area?  Yes  No  
Name \_\_\_\_\_

Groundwater recharge?  Yes  No  
Name Biscayne Sole Source Aquifer Streamflow and Recharge Source Zone

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: [Click here to enter a date.](#)

#### **PART 4: WATER QUALITY CRITERIA**

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information must be updated during each Re-evaluation.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed. Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies?  Yes  No

BMAP Stakeholders contacted:  Yes  No

TMDL program contacted: \_\_\_\_\_  Yes  No

RAP Stakeholders contacted:  Yes  No

Regional water quality projects identified in the ELA  Yes  No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified?  Yes  No  
If yes, describe:

The proposed roadway will have roadside swales or ditches to convey stormwater to one or multiple of the proposed pond sites. Captured stormwater will receive treatment and attenuation by the wet detention pond before discharging to the adjacent stormwater outfall.

Discuss any other relevant information related to water quality.

## PART 5: WQIE DOCUMENTATION

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and quantity issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required.  Yes  No  
Concurrence received?  Yes  No  
If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)  
*Attach the concurrence letter*

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): Jeff Hemphill

Title: Environmental Scientist

Signature:

Date: 12/9/2022

**Table 1: Water Quality Criteria**

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
Reedy Creek above Lake Russell	1/Kissimmee River	3170C	III		Stream	Yes	No	Bacteria	No
Davenport Creek	4/Kissimmee River	3170K	III		Stream	Yes	No	Bacteria	No

\* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

\*\* Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

**Table 2: REGULATORY Agencies/Stakeholders Contacted**

Receiving Water Name (list all that apply)	Contact and Title	Date Contacted	Follow-up Required (Y/N)	Comments
Reedy Creek	FDEP	TBD	Yes	A pre-application meeting with FDEP will take place during design phase.
Reedy Creek	SFWMD	TBD	Yes	A pre-application meeting with SFWMD will take place during design phase.



## Sole Source Aquifer Checklist

PROJECT NAME: Poinciana Parkway Extension Connector from CR 532 to North of I-4/SR 429 Interchange

NAME OF SOLE SOURCE AQUIFER: Biscayne Sole Source Aquifer Streamflow and Recharge Source Zones

1. Location of project:

*Osceola and Polk Counties from CR 532 to North of I-4/SR 429 Interchange*

2. Project description.

*The project involves extending Poinciana Parkway (SR 538) from County Road 532 (CR 532) to the Interstate 4 (I-4)/State Road 429 (SR 429) interchange, modifying the I-4/SR 429 interchange to accommodate the Poinciana Parkway connection, and increasing capacity of the segment of SR 429 from the I-4/SR 429 interchange to the SR 429/Sinclair Road interchange.*

3. Is there any increase of impervious surface? If so, what is the area?

*Yes, the roadway is a planned six-lane roadway (three lanes in each direction).*

4. Describe how storm water is currently treated on the site?

*This is a proposed new roadway; therefore, stormwater treatment is limited to the existing CR 532 and I-4/SR 429 Interchange via roadside swales or ditches and stormwater ponds.*

5. How will storm water be treated on this site during construction and after the project is complete?

*During construction, erosion and sedimentation will be treated in accordance with FDEP's NPDES Permit and Stormwater Pollution Prevention Plan (SWPPP). After construction, the roadway will include roadside swales or ditches which will convey stormwater to one or multiple of the potential pond sites. Captured stormwater will receive treatment and attenuation by the wet detention pond before discharging to the adjacent stormwater outfall.*

6. Are there any underground storage tanks present or to be installed? Include details of such tanks.

*There are no registered underground storage tanks within the proposed alignment and no USTs are proposed to be installed as part of the project.*

7. Will there be any liquid or solid waste generated? If so, how will it be disposed of?

*No liquid or solid waste will be generated.*

8. What is the depth of excavation?

*Excavation may be required up to 5-10 feet for pond sites.*

9. Are there any wells in the area that may provide direct routes for contaminants to access the aquifer and how close are they to the project?

*One well (SFWMD ERP Permit #49-02593-W) is located within the proposed alignment; however, no impacts to the well are anticipated and the project includes a SWPPP. Additional wells within the area are limited to aquifer monitoring and are not indicative of environmental concerns.*

10. Are there any hazardous waste sites in the project area, especially if the waste site has an underground plume with monitoring wells that may be disturbed? Include details.

*An ethylene dibromide groundwater plume documented by the FDEP is within the project area near the I-4/SR 429 interchange (Zone ID 49263268). Monitoring wells are unknown.*

11. Are there any deep pilings that may provide access to the aquifer?

*Bridge pilings are proposed through some wetlands and for the Poinciana Parkway Extension Connection to I-4 interchange. The piles would not be considered deep piles that would provide access to the aquifer.*

12. Are Best Management Practices planned to address any possible risks or concerns?

*Yes, a NPDES permit and SWPPP will be required.*

13. Is there any other information that could be helpful in determining if this project may have an effect on the aquifer?

*Impacts to the aquifer are not anticipated as all stormwater facilities will meet state water quality standards set forth in Chapter 62-302 of the Florida Administrative Code.*

14. Does this Project include any improvements that may be beneficial to the aquifer, such as improvements to the wastewater treatment plan?

*Not at this time.*

# REUNION COMMUNITY DEVELOPMENT

**MEETING MINUTES**  
**REUNION COMMUNITY DEVELOPMENT DISTRICT (CDD) COORDINATION MEETING**  
Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4  
FPID No.: 446581-1-22-01

Osceola County, Florida  
Thursday, March 10, 2022, 1:00 pm

**I. Attendees:**

**FTE**

Henry Pinzon (PD&E)  
Rax Jung (PD&E Engineer)  
Stephanie Underwood (PM, GEC-HNTB)  
Emam Emam (Traffic, GEC-AECOM)  
Doug Zang (EMO, GEC-Atkins)  
Doug Reed (PM, RS&H)  
Matt Betancourt (PI, RS&H, virtual)  
Ramon Breton (Deputy PM, KHA)

**Reunion**

Mark Greenstein (Reunion East CDD Chairman)  
Steven Goldstein (Reunion East Vice-Chairman)  
Kristen Trucco (Reunion CDD District Counsel)  
Tricia Adams (Reunion CDD District Manager)  
Trudy Hobbs (Reunion East Secretary)  
John Dryburgh (Reunion East Asst-Secretary)  
Steve Boys (District Engineer)  
Alan Scheerer (Field Manager)  
Victor Vargas (Reunion Security)  
Tom McKeon (Assistant Secretary)  
Mike Smith (Yellowstone)

**II. Introductions**

Tricia Adams called the meeting to order, called roll, and announced a quorum was present. She introduced Doug Reed, who introduced the Turnpike and Consultant Team members.

**III. PowerPoint presentation**

Doug Reed gave a PowerPoint presentation (attached). Discussion is summarized below.

Poinciana Parkway Extension PD&E Study:

Mr. Greenstein asked if there would be any access to SR 429 from Sinclair Road. Mr. Reed stated from Sinclair Road, SR 429 northbound lanes and I-4 eastbound or westbound could be accessed. Mr. Greenstein asked which alternative had less impact on Carriage Pointe. Mr. Reed referred to the evaluation matrix and exhibits showing dimension from the proposed roadway alternatives to Carriage Pointe. Alternative 1 would take the Poinciana Parkway Extension northbound lanes further away from Carriage Pointe. The minimum distance to the Carriage Pointe parcel line from the southbound lanes of Alternative 1 would be approximately 112 feet, whereas the minimum distance for Alternative 2 would be approximately 58 feet.

Mr. Dryburgh questioned the interchange being four levels high, as Reunion residents would be seeing ramps from their backyard. He asked how high the four-level interchange would be, expressing that this option had the most impact on residents but was a convenient choice due to the directness of the connection to SR 429, as opposed to following a corridor along CR 532

to I-4. Mr. Reed offered that a view analysis with renderings would be prepared. Mr. Henry Pinzon of FDOT FTE stated that Mr. Dryburgh's point was taken, but the location was selected because it would have the least impact to I-4 and provide the most benefit. Mr. Graham Staley, Reunion West CDD Board Member asked if the four-level highway would be 90 feet high. Mr. Reed noted the highest one currently was 80 feet.

Mr. McKeon asked how they determined how much of the right of way (ROW) they would need to purchase. Mr. Pinzon stated they must establish a need to acquire the ROW. Mr. Dryburgh questioned how wide the ROW would be. Ms. Stephanie Underwood of FDOT replied whatever was necessary based on the footprint of the proposed roadway typical section. Right now, the need was for the footprint of the roadway, but if there was not much land left (uneconomic remainder), FDOT ROW would coordinate with property owners and other land may be purchased. No further phases (design, right of way acquisition, or construction) are currently funded beyond this PD&E study.

Mr. Goldstein questioned how many years they were away from construction. Ms. Underwood stated that a project lifecycle is generally two years for PD&E, two years for design, two years for ROW acquisition and several years for construction, amounting to approximately 10 years. This project must also go through the Federal approval process.

Mr. Dryburgh asked how many cars per hour were anticipated during daytime hours. Mr. Emam Emam of FDOT estimated 20,000 to 50,000 vehicles per day. Mr. Dryburgh felt this would have a negative impact to Reunion and Celebration.

Mr. Greenstein addressed the following.

- Understood the plan was to create a beltway around Orlando and was a collection of roadways, not one continuous roadway. It would be ideal if this was in a less populated area, but unfortunately, Reunion was landlocked with many utilities and pipelines, and a lot of roadways.
- Questioned the average height of the roadway that would extend parallel to Reunion's eastern boundary from CR 532 when it was running through wetlands and behind Reunion before connecting to SR 429. Mr. Breton stated in this area, the intent was to be 5 feet above the existing ground to be able to get it out of the water. The first level was around 25 to 30 feet high. The next level was around 60 feet and the top was around 85 feet. The highest elevations were in the middle of the interchange. Mr. Dryburgh asked how high the current bridge was. Mr. Breton stated 45 to 50 feet high.
- Stated that the tree line along the golf course and homes along Gathering Court are 5 feet above ground and residents should not be able to see the roadway. In his opinion, Carriage Pointe residents would be the most affected. Mr. Breton stated that there would be a buffer. Mr. Greenstein felt that the view could be mitigated. Mr. Staley asked why it was so close to Reunion. Mr. Breton explained if it was moved, it would go through the center of Celebration which would not allow the Turnpike to connect it to I-4.
- Noted that the presentation material indicated "North of SR 429" not "To SR 429 interchange." Mr. Reed explained that it extends north of the I-4/SR 429 interchange.
- Noted that the presentation was very effective, but there was some frustration with the alternatives. Stated that FTE wanted to connect to SR 429 and I-4 just north of the



Carriage Pointe entrance and anything they could do to mitigate the impact was critical.

Ms. Adams opened the floor for audience comments.

Resident Dorothy Reynolds asked what option the Board would choose. Ms. Adams noted that the purpose of the presentation was to hear comments on the design from the Board and residents. The Board did not have to endorse one of the proposed alignments but needed to work with the authoritative resources on the project impacts to see how to mitigate the noise and visual impacts to the best extent possible. Mr. Straley preferred Alternative 1, splitting the highway to push some of the noise outside of Reunion.

A resident voiced concern about the noise and suggested having sound barriers that displayed art. Mr. Reed stated there could be an aesthetics package that included landscaping and walls. Mr. Doug Zang of FDOT stated that a noise study will be performed once the Preferred Alternative was selected. The noise model will look at future year conditions for all the homes constructed or for homes that had building permits at the time the noise analysis was completed. Mr. Emam noted during the design phase they would also have a public information meeting.

Ms. Adams thanked all participants for attending and stated that a copy of this presentation would be posted on the Reunion CDD website and incorporated in the Community Development District's records.

**IV. Action Items**

- a. Doug Reed to provide Tricia Adams with the meeting presentation (complete on 3-11-2022)

**REEDY CREEK IMPROVEMENT DISTRICT COORDINATION**

**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)

# **OSCEOLA COUNTY SCHOOL DISTRICT**



**MEETING MINUTES**  
**FTE/OSCEOLA COUNTY SCHOOLS COORDINATION MEETING**  
Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4  
FPID No.: 446581-1-22-01  
Osceola and Orange Counties County, Florida

**Thursday, March 24, 2022, 3:00 pm**

**I. Attendees:**

Henry Pinzon (FTE PD&E)	Nicholas Finch (FTE)	Marc Clinch (O.C. Schools Facilities Officer)	Douglas Reed (RS&H PM)
Stephanie Underwood (FTE PM)	Rhonda Blake (O.C. Schools Director of Planning)	Jason Lindsey (O.C. Schools Senior Facilities Manager – Planning)	Ramon Breton (KHA, Deputy Project Manager)
Rax Jung (FTE Project Dev. Eng./EMO)	John Viscomi (O.C Schools Project Manager)	Dave Sharma (O.C. Schools)	Eric Benson (KHA, Engineering)

**II. Introductions**

Stephanie introduced the Florida Turnpike Enterprise (FTE) and Consultant staff and explained the purpose of the meeting was to initiate coordination with Osceola County Schools for the Poinciana Parkway Extension PD&E Study and the Celebration Island Village Elementary School near the I-4 interchange. Osceola County Schools staff was then introduced.

**III. PowerPoint presentation**

Doug Reed went through a short PowerPoint presentation (attached) covering the project and showing the school site in proximity to the proposed interchange. A summary of the discussion is provided below:

- The construction contract is scheduled for approval on April 19 with construction starting soon thereafter. The school is planned to be open in the Fall of 2023.
- CADD files for the school site plan will be provided to the Turnpike Project Manager, Stephanie Underwood. The CADD files will then be overlaid with the interchange concepts to determine if there are any impacts (and remedies) to the school site.
- The site plan shown on the PowerPoint slide has been updated and a pdf was provided to the Turnpike and included in the meeting invite.
- Marc Clinch asked if Turnpike was aware of the gas line along I-4. Turnpike is aware of this and other gas lines and powerlines and is evaluating the needed relocations.
- Mark asked about a noise wall and offered that the wall could be paced along the right-of-way line. Henry Pinzon explained the noise study will be done in the next few months.
- The Youth Lot and Tot Lot shown on the updated site plan are outdoor uses.
- Doug Reed asked about the 200-foot buffer mentioned at the Alternatives Public Information Meeting. The buffer is in relation to the required distance between an occupied structure and the gas lines, not the buffer between the school and the roadway.
- The school will accept students from Celebration Island Village and other nearby communities. Jason Lindsey will provide contact information for the Transportation Director for further coordination on bus stops and bus routes.

**IV. Action Items**

- a. Doug Reed will prepare meeting minutes. (done)
- b. Doug Reed will provide a pdf of the PowerPoint presentation. (done)
- c. Jason Lindsey will provide contact information for the Transportation Director.  
(done)

**CELEBRATION ISLAND VILLAGE DEVELOPMENT**

**MEETING MINUTES**  
**MATTAMY HOMES/DISNEY STAKEHOLDER COORDINATION MEETING**  
Poinciana Parkway Extension PD&E Study from CR 532 to North of I-4  
FPID No.: 446581-1-22-01  
Osceola County, Florida  
Wednesday, August 18, 2021, 10:00 am

**I. Attendees:**

Henry Pinzon (FTE PD&E)	Stephanie Underwood (FTE PM)	Rax Jung (FTE Project Development Eng.)	Douglas Reed (RS&H PM)
Emam Emam (FTE Traffic)	Andrew Velasquez (FTE Traffic)	Annemarie Hammond (FTE Permits)	Ramon Breton (KHA DPM)
Philip Stein (FTE Env. Administrator)	Fred Gaines (FTE EMO/Atkins)	Sreeja Karanam (FTE Traffic/MCG)	Clif Tate (KHA Engineering)
Andrew Valasquez (FTE Planning/AECOM)	Kacey Lothar (Mattamy Homes)	Jon Droor (Mattamy Homes)	Todd Rimmer (Disney)
Leticia Adams (Disney)			

**II. Introductions**

Stephanie introduced the Florida Turnpike Enterprise (FTE) staff and explained the purpose of the meeting was to coordination with Mattamy Homes and Disney regarding the Poinciana Parkway Extension PD&E Study. Doug Reed introduced the study consultant team. Kacey Lothar then introduced the Mattamy Homes and Todd Rimmer introduced the Disney attendees. Stephanie mentioned that she had received Todd's email requesting to be added to the mailing lists for Poinciana Parkway Extension and Widen Western Beltway PD&E studies.

**III. PowerPoint presentation**

Doug Reed went through a PowerPoint presentation. A PDF of the slides is attached.

a. Slide 8:

- Todd Rimmer asked about the 1992 permit mentioned on slide 3. Fred Gaines responded that that was it was for the Disney development north of I-4. It shows the future Western Beltway interchange south and west of the Reedy Creek Improvement District (RCID) boundary. Todd mentioned the permit didn't include any impacts to the Wildlife Management Conservation (WMC) easement. Fred agreed, noting it showed a future roadway within the Reedy Creek Improvement District easement. WMC is a significant portion of the long term/perpetual mitigation for all of their impacts for SFWMD and federal wetland permits so they've tried to have a hands-off approach to impacts to that area. Any impacts from this project would be mitigated by FTE to keep the permit in good standing. Fred agreed. FTE would quantify impacts, coordinate and discuss mitigation for those impacts,
- Leticia noted that impacts are a concern and permitting with 404 program but if that area is impacted and FTE leads all the coordination coordination with state, then she accepts that. Desire is to not delegate USACE permit to FDEP.
- Jon Droor noted that portions of Island Village has been constructed. Phase 1. Sephanie asked if there is a master permit with permit

modifications ongoing. Jon responded that they have a PUD and some master concepts, but everything is in different levels of approval. They have their entitlements for the entire development. Phase 1A and 1B are fully permitted and constructed. The brown area is going through the permitting process now. The ponds potentially impacted are in progress.

- John Droor appreciated the coordination and project introduction to understand the project because the study area looks extremely impactful. He asked what we would communicate to future buyers. Doug responded that the roadway has been planned for a long time, it's not approved yet and future phases are not currently funded. But we believe we can avoid significant impacts to the structures in the development. FTE will be holding an Alternatives Public Information Meeting in early 2022 where we will have concepts laid out with proposed ROW line that will address pond sites. Henry added that there is a strong need for the project to connect regional facilities. There is a strong possibility that the project could move forward. We will try to avoid impacts as much as possible on the existing and future development. Property owners should view the website ([www.poincianaExtension.com](http://www.poincianaExtension.com)) that has a lot of information that people can review. We will continue coordinating with existing property owners and the developer.
- Todd Rimmer asked how the impacts and relocation of utilities will be handled and if that will occur within or outside the proposed ROW. Doug Reed responded that we have just started coordination with the utility providers to determine how they will be impacted and relocated, and to where.
- Jon asked about the timing of the project, and if there will be a time before the Alternatives Public Information Meeting to further coordinate and see concepts. Stephanie Underwood responded that we can't share anything now because we're still working on concepts and noted that if Mattamy Homes can provide CADD files of the site plan, it would be helpful to us in developing concepts that avoid impacts. Henry Pinzon added that we can continue coordination and schedule another coordination meeting before the February 2022 Alternatives Public Information Meeting, perhaps in January 2022. We're currently developing multiple alternatives. Doug mentioned that the concepts will be available online before the meeting which will have both virtual and in-person components.
- John asked when this project could be constructed. Doug responded that the PD&E is scheduled for completion in mid-2023. Phases after that are measured in years. If build, and if funding is identified, it would be many years. Henry added that the project is a priority for several agencies and funding may appear at any time.

Additional discussion:

Jon Droor asked that FTE continue coordination and keep the dialogue open and offered to share files and documents as they are needed. Todd Rimmer suggested we coordinate with RCID. Doug Reed mentioned that we have coordinated with RCID. Mattamy Homes shares permit responsibilities with RCID.



# APPENDIX C

## TRIBAL COORDINATION



## *Florida Department of Transportation*

**RON DESANTIS**  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

**JARED W. PERDUE, P.E.**  
SECRETARY

December 20, 2022

Mr. Robin Soweka, Jr.  
Muscogee (Creek) Nation Historic and Cultural Preservation  
PO Box 580  
Okmulgee, OK 74447

**RE: Cultural Resources Assessment Survey Report  
Poinciana Parkway Extension PD&E Study  
From CR 532 to North of the I-4 (SR 400)/Western Beltway (SR 429) Interchange  
Osceola and Polk Counties, Florida  
FPID No. 446581-1-22-01**

Dear Mr. Soweka:

Florida's Turnpike Enterprise (Enterprise), part of the Florida Department of Transportation (FDOT), is conducting a Project Development and Environment (PD&E) study for the Poinciana Parkway Extension Connector. This new stretch of roadway will extend about four miles from Osceola-Polk County Line Road/County Road (CR) 532 to north of the I-4/State Road (SR) 429 interchange in Osceola and Polk Counties, Florida.

The purpose of this letter is to provide you with copies of the recent cultural resource assessment survey (CRAS) documents prepared for this project. These are for your review and so you may identify any issues of importance to your Tribe.

At the request of the Florida Turnpike Enterprise (FTE), and in association with RS&H, Janus Research conducted a CRAS for the project. The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effect (APE) and to assess these resources in terms of their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The results of the current survey, as well as past testing conducted within the current APE during previous survey efforts, indicate a low potential for encountering intact archaeological deposits or significant archaeological sites within the archaeological APE.

The historic resources field survey and research resulted in the identification of two newly identified historic structures and five newly identified historic bridges. The historic resources are considered National Register-eligible, individually and as a historic district. The five newly identified historic bridges are components of the Federal Interstate Highway System, which is exempt from Section 106 consideration under the 2005 PA, Section 106 Exemption Regarding Effects to the Interstate Highway System. The bridges are not individually eligible for the National Register, and are not included on the list of exemptions to the PA for the State of Florida.

The State Historic Preservation Officer (SHPO) concurred with the findings of these surveys on September 26, 2022, also included.

The CRAS Report is provided for your review and comment. We welcome your interest in this project and will consider any comments or requests by your Tribe. If you have any questions or need assistance, please contact me at 407.264.3301 or via email at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us). Thank you for your continued assistance on FTE projects.

Sincerely,



Philip Stein  
Environmental Administrator  
Florida's Turnpike Enterprise

CC: Douglas Reed, RS&H  
Nathan Silva, RS&H  
Kathleen S. Hoffman, Janus Research  
Lindsay Rothrock, FDOT  
Michael Leo, FDOT

**APPENDIX D**  
**PLANNING CONSISTENCY DOCUMENTATION**

**Planning Requirements for Environmental Document Approvals with Segmented Implementation**

<b>Document Information:</b>	
<b>Date:</b> <u>11/22/2022</u>	<b>Document Type:</b> <u>EA</u>
<b>Document Status:</b> <u>Draft</u>	
<b>Project Name:</b> <u>Poiniana Parkway Extension Connector PD&amp;E Study</u>	<b>FM #:</b> <u>446581-1</u>
<b>Project Limits:</b> <u>From CR 532 to North of I-4/SR 429 Interchange</u>	<b>ETDM #:</b> <u>14445</u>
<b>Are the limits consistent with the plans?</b> <u>Y</u>	
<b>Identify MPO(s) (if applicable):</b> <u>MetroPlan Orlando</u>	<b>Original PD&amp;E FAP#</b> <u>N/A</u>

<b>Segment Information:</b> <u>Poiniana Parkway Extension Connector PD&amp;E Study</u>
<b>Segment Limits:</b> <u>From CR 532 to I-4 / SR 429 Interchange</u>
<b>Segment FM #:</b> <u>446581-1</u>

<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>
<b>Y</b>	See attachment 1

PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0 / \$0	NA	Turnpike will coordinate with MPO and FDOT to include the project in the TIP/STIP, respectively.
R/W	N	N	\$0 / \$0	NA	Turnpike will coordinate with MPO and FDOT to include the project in the TIP/STIP, respectively.
Construction	N	Y	\$0 / \$5.4 mil	NA / <2023	Turnpike will coordinate with MPO and FDOT to include the project in the TIP. See attachment 2 for the current STIP.



<b>Segment Information:</b> Poinciana Parkway Extension Connector, I-4 BTU					
<b>Segment Limits:</b> From East of CR 532 to East of World Drive				<b>Segment FM #:</b> 446581-3	
<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>				
Y	See attachment 1				
<b>PHASE</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$</b>	<b>TIP/STIP FY</b>	<b>COMMENTS</b>
PE (Final Design)	N	Y/N	\$0 / \$1,500	NA / 2023	Preliminary engineering is partially funded. See attachment 2.
R/W	N	N	\$0 / \$0	NA	
Construction	N	N	\$0 / \$0	NA	

<b>Segment Information:</b> Poinciana Parkway Extension Connector					
<b>Segment Limits:</b> From East of CR 532 to I-4 East				<b>Segment FM #:</b> 446581-4	
<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>				
Y	See attachment 1				
<b>PHASE</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$</b>	<b>TIP/STIP FY</b>	<b>COMMENTS</b>
PE (Final Design)	N	Y/N	\$0 / \$1,500	NA / 2023	Preliminary engineering is partially funded. See attachment 2.
R/W	N	N	\$0 / \$0	NA	
Construction	N	N	\$0 / \$0	NA	

<b>Segment Information:</b> Poinciana Parkway Extension Connector, Modify I-4 Ramps					
<b>Segment Limits:</b> I-4 Ramps to and from SR 429				<b>Segment FM #:</b> 446581-5	
<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>				
Y	See attachment 1				
<b>PHASE</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$</b>	<b>TIP/STIP FY</b>	<b>COMMENTS</b>
PE (Final Design)	N	Y/N	\$0 / \$1,500	NA / 2023	Preliminary engineering is partially funded. See attachment 2.
R/W	N	N	\$0 / \$0	NA	
Construction	N	N	\$0 / \$0	NA	

<b>Segment Information:</b> PPEC and SR 429 ML Connection INCL Direct Connect to I-4 Express Lanes					
<b>Segment Limits:</b>				<b>Segment FM #:</b> 446581-6	
<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>				
Y	See attachment 1				
<b>PHASE</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$</b>	<b>TIP/STIP FY</b>	<b>COMMENTS</b>
PE (Final Design)	N	Y/N	\$0 / \$1,500	NA / 2023	Preliminary engineering is partially funded. See attachment 2.
R/W	N	N	\$0 / \$0	NA	
Construction	N	N	\$0 / \$0	NA	

**Segment Information:** PPEC, New Ramps  
**Segment Limits:** From South of CR 532 to and from I-4 West **Segment FM #:** 446581-7

<b>Currently Adopted CFP-LRTP</b>	<b>COMMENTS</b>
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Y	See attachment 1
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PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	Y/N	\$0 / \$1,500	NA / 2023	Preliminary engineering is partially funded. See attachment 2.
R/W	N	N	\$0 / \$0	NA	
Construction	N	N	\$0 / \$0	NA	

**FDOT Preparer's Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

**Preparer's Signature:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**\*Attach: LRTP, TIP, STIP pages**

MTP ID#	County	Facility Name & Limits	Project Description	Length (miles)	Project Phase	Total Project Cost (2020 \$'s) <i>Shown in Millions</i>	Existing TIP as of 9/14/2022		Plan Period I: 2026-2030		Plan Period II: 2031-2035		Plan Period III: 2036-2045		Unfunded Needs	
							Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s
1062	Orange	SR 528 / Beachline Expwy From: at John Young Pkwy To:	Interchange Modification	1.00	PD&E		\$ -		\$ -		\$ -		\$ -		\$ -	
					PE	\$ 1.40	PE	\$ 1.40		\$ -		\$ -		\$ -		\$ -
					ROW			\$ -		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 8.40		\$ -	CST	\$ 11.09		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1063	Seminole	SR 417 / Seminole Expwy From: Aloma Avenue To: SR 434	Widen to 8 Lanes	6.40	PD&E		\$ -		\$ -		\$ -		\$ -		\$ -	
					PE	\$ 2.00	PE	\$ 2.00		\$ -		\$ -		\$ -		\$ -
					ROW			\$ -		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 159.00	CST	\$ 159.00		\$ -		\$ -		\$ -		\$ -
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1019	Orange / Osceola	SR 429 From: I-4 - To: Seidel Rd	Widen to 8 Lanes	9.88	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 25.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 51.25
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 50.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 102.50
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1055	Osceola	Poinciana Pkwy Extension Connector From: CR 532 / Osceola-Polk Line Road To: N of I-4 / SR 429 Interchange	New 4 Lane Expressway and Interchange Modification	13.00	PD&E		\$ -		\$ -		\$ -		\$ -		\$ -	
					PE	\$ 71.60	PE	\$ 71.60		\$ -		\$ -		\$ -		\$ -
					ROW	\$ 86.00	ROW	\$ 86.00		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 1,300.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 2,665.00
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1029	Osceola	SR 91 / Florida's Turnpike From: Osceola / Okeechobee CL - To: SR 60 / Yeehaw Junction	Widen to 6 Lanes	2.82	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 10.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 20.50
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 25.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 51.25
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1030	Osceola	SR 91 / Florida's Turnpike From: SR 60 / Yeehaw Junction - To: CR 525 / Kissimmee Park Rd	Widen to 8 Lanes	46.25	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 10.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 20.50
					ROW	\$ 100.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 205.00
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 1,200.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 2,460.00
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1036	Orange	SR 91 / Florida's Turnpike From: SR 482 / Sand Lake Rd - To: S of SR 408 / Gotha Rd	Widen to 10 Lanes	7.94	PD&E	\$ 4.00		\$ -	PD&E	\$ 5.28		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 100.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 205.00
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 500.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 1,025.00
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		
1009	Orange / Osceola	SR 417 From: Celebration Ave - To: SR 536 / World Center Dr	Widen to 6 Lanes	4.10	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -	PD&E	\$ 8.20
					PE	\$ 4.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 8.20
					ROW	\$ 15.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 30.75
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 50.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 102.50
					CEI	\$ -		\$ -		\$ -		\$ -		\$ -		



Florida Department of

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Web Application

**Federal Aid Management** Cynthia Lorenzo - Director

## STIP Project Detail and Summaries Online Report

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

Selection Criteria	
<b>Current STIP</b> Financial Project: 446581 As Of: 12/18/2022	<b>Detail</b> Related Items Shown

TURNPIKE							
<b>Item Number:</b> 446581 1		<b>Project Description:</b> PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG					
<b>District:</b> 05	<b>County:</b> OSCEOLA	<b>Type of Work:</b> PD&E/EMO STUDY				<b>Project Length:</b> 0.000	
		Fiscal Year					
Phase / Responsible Agency	<2023	2023	2024	2025	2026	>2026	All Years
<b>P D &amp; E / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	PKED-2012 SB1998-TURNPIKE FEEDER RD	709,757					709,757
	PKYI-TURNPIKE IMPROVEMENT	4,714,934	290,792				5,005,726
<b>Phase: P D &amp; E Totals</b>		<b>5,424,691</b>	<b>290,792</b>				<b>5,715,483</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT	4,378					4,378
<b>Item: 446581 1 Totals</b>		<b>5,429,069</b>	<b>290,792</b>				<b>5,719,861</b>
<b>Item Number:</b> 446581 3							
<b>Project Description:</b> POINCIANA PKWY EXT CONNECTOR, I-4 BTU FROM E OF CR532 TO E OF WORLD DR							
<b>District:</b> 05	<b>County:</b> OSCEOLA	<b>Type of Work:</b> INTERCHANGE IMPROVEMENT				<b>Project Length:</b> 0.000	
		Fiscal Year					
Phase / Responsible Agency	<2023	2023	2024	2025	2026	>2026	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							



<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT		1,500					<b>1,500</b>
<b>Item: 446581 3 Totals</b>			<b>1,500</b>					<b>1,500</b>
<b>Item Number: 446581 4</b>								
<b>Project Description:</b> POINCIANA PKWY EXT CONNECTOR, FROM S OF CR 532 TO I-4 EAST								
<b>District:</b> 05 <b>County:</b> OSCEOLA <b>Type of Work:</b> NEW ROAD CONSTRUCTION <b>Project Length:</b> 0.000								
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>&gt;2026</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT		1,500					<b>1,500</b>
<b>Item: 446581 4 Totals</b>			<b>1,500</b>					<b>1,500</b>
<b>Item Number: 446581 5</b>								
<b>Project Description:</b> POINCIANA PKWY EXT CONNECTOR, MODIFY I-4 RAMPS TO AND FROM SR 429								
<b>District:</b> 05 <b>County:</b> OSCEOLA <b>Type of Work:</b> INTERCHANGE IMPROVEMENT <b>Project Length:</b> 0.000								
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>&gt;2026</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT		1,500					<b>1,500</b>
<b>Item: 446581 5 Totals</b>			<b>1,500</b>					<b>1,500</b>
<b>Item Number: 446581 6</b>								
<b>Project Description:</b> PPEC AND SR 429 ML CONNECTION INCL DIRECT CONNECT TO I-4 EXPRESS LANES *SIS*								
<b>District:</b> 05 <b>County:</b> OSCEOLA <b>Type of Work:</b> INTERCHANGE RAMP (NEW) <b>Project Length:</b> 0.000								
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>&gt;2026</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT		1,500					<b>1,500</b>
<b>Item: 446581 6 Totals</b>			<b>1,500</b>					<b>1,500</b>
<b>Item Number: 446581 7</b>								
<b>Project Description:</b> PPEC, NEW RAMPS FROM S OF CR 532 TO AND FROM I-4 WEST *SIS*								
<b>District:</b> 05 <b>County:</b> OSCEOLA <b>Type of Work:</b> INTERCHANGE RAMP (NEW) <b>Project Length:</b> 0.000								
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>		<b>&lt;2023</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>&gt;2026</b>	<b>All Years</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b>	PKYI-TURNPIKE IMPROVEMENT		1,500					<b>1,500</b>
<b>Item: 446581 7 Totals</b>			<b>1,500</b>					<b>1,500</b>
<b>Project Totals</b>		<b>5,429,069</b>	<b>298,292</b>					<b>5,727,361</b>
<b>Grand Total</b>		<b>5,429,069</b>	<b>298,292</b>					<b>5,727,361</b>

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

For additional information please e-mail questions or comments to:  
Federal Aid Management  
Cynthia Lorenzo: [Cynthia.Lorenzo@dot.state.fl.us](mailto:Cynthia.Lorenzo@dot.state.fl.us) Or call 850-414-4448

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**Consistent, Predictable, Repeatable**

## 6.0 LIST OF TECHNICAL REPORTS

The following list contains the technical documents that were prepared as part of this PD&E Study:

- Preliminary Engineering Report
- Sociocultural Effects Evaluation Technical Memorandum
- Cultural Resource Assessment Survey
- Natural Resources Evaluation
- Pond Siting Report
- Location Hydraulics Report
- Noise Study Report
- Air Quality Technical Memorandum
- Contamination Screening Evaluation Report
- Utility Assessment Report
- Conceptual Stage Relocation Plan