

# **Design Change/Right-of-Way Re-evaluation**

**SR 570B (CENTRAL POLK PARKWAY)  
FROM SR 570 (POLK PARKWAY) TO SR 35 (US 17) (POLK)**

**FINANCIAL PROJECT ID NO. 440897-2-52-01  
POLK COUNTY, FLORIDA**



Prepared For:

**Florida's Turnpike Enterprise**  
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**October 2020**

## 1. GENERAL PROJECT INFORMATION

Re-evaluation Type(s): Design Change/ Right-of-Way (ROW)

### A. Original approved Environmental Document

Document Type: SEIR (District 1) Date of Approval: March 22, 2011

Project Numbers: N/A 423601-1-22-01 8487

Federal Aid

FM

ETDM

Project Name: Central Polk Parkway from SR 60 to Polk Parkway (SR 570) and from SR 60 to Interstate 4 (I-4)

Project Location: Polk County, Florida

### B. Prior Re-evaluation(s):

Has this project been previously re-evaluated? Yes [ ] No [ X ]

### C. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type	Project/Segment Letting Type	Funding
N/A	440897-2	Central Polk Parkway (SR 570B)	from Polk Parkway (SR 570) to US 17 (SR 35)	Design Change, ROW	Design/Bid/Build	State

## 2. PROJECT DESCRIPTION

The State Environmental Impact Report (SEIR), approved by the Florida Department of Transportation (FDOT) District 1 in March 2011, address the impacts associated with the proposed Central Polk Parkway (CPP) from SR 60 to SR 570 (Polk Parkway) and from SR 60 east of Bartow to Interstate 4 (I-4) near the Polk/Osceola county line. The proposed limited access facility had a mainline typical section of six 12-foot general toll lanes with three lanes in each direction separated by a 40-foot median.

The FDOT, Florida's Turnpike Enterprise (FTE), took over the design of the CPP. The segment being advanced and reevaluated is 6.2 miles from Polk Parkway to US 17 (Figure 1). The segment is located between the city of Lakeland to the north and the city of Bartow to the west. The CPP (SR570B) will be a new four-lane divided limited access toll facility in Polk County, Florida (Figure 2).

This is the only segment of the 2011 SEIR being advanced at this time. The CPP will now extend south to SR 60. The segment from US 17 to SR 60 is currently in a Project Development and Environment (PD&E) Study, independent of the 2011 SEIR.

### **3. CHANGES IN APPLICABLE LAW OR REGULATION**

**Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re- evaluation(s)? Yes [ X ] No [ ]**

#### **Water Quality:**

Effective October 1, 2013, the Florida Department of Environment Protection (FDEP), in coordination with the five water management districts (WMD), reconciled/streamlined the stormwater permitting rules and regulations under the Statewide Environmental Resource Permitting (SWERP) program. Permitting regulations previously included under various FDEP rules (62-341, 62-343, 62-346) in the Florida Administrative Code (F.A.C.) and WMD rules (40X-1, -4, -40, -400 F.A.C., etc.) were implemented in Chapter 62-330, F.A.C. (and associated Applicant's Handbook). The project's stormwater management facilities are designed in accordance with these revised regulations. Design-phase Drainage Design Documentation has been prepared for this project and is included in the project file in support of this re-evaluation document.

#### **Protected Species and Habitat:**

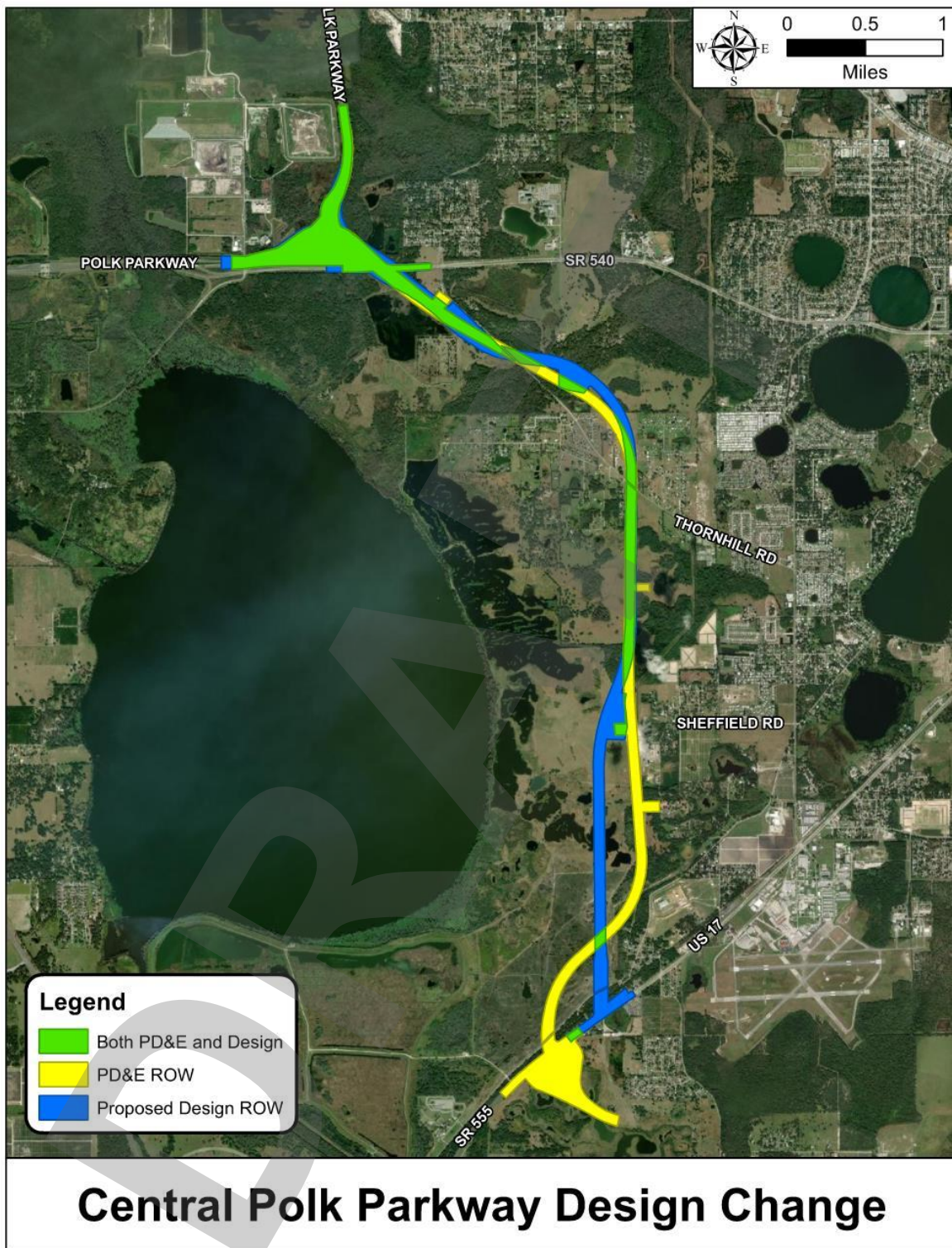
Several species were specifically discussed in the original SEIR as known or expected to occur in the project vicinity. Since the completion of the PD&E study, the status of these species has changed as follows:

1. On June 26, 2016, the USFWS down-listed the wood stork from federally-endangered to federally-threatened.
2. As part of the "Florida's Imperiled Species Management Plan" issued by the FWC on October 15, 2016 multiple changes in the status of state listed species has occurred. The little blue heron, tricolored heron, and roseate spoonbill are now listed as "threatened". The limpkin, white ibis, snowy egret have since been de-listed (but retain protection under specific provisions within Chapter 68A F.A.C.).
3. The Sherman's fox squirrel has been determined to be the same species as the Southern fox squirrel (*Sciurus niger niger*). The Southern fox squirrel has been delisted by FWC (but retains protection under Section 68A-29.002(1)(c), F.A.C.).

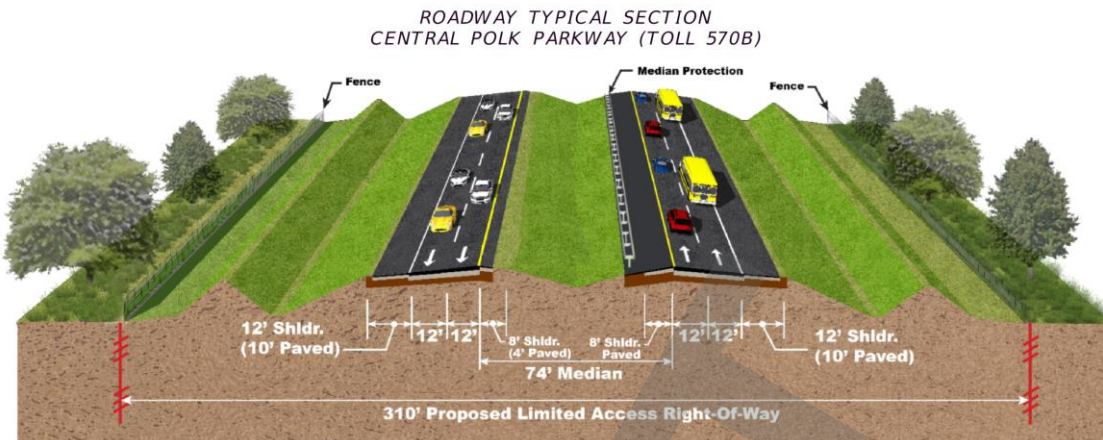
The changes to water quality and protected species will be addressed in the Environmental Report for the Environmental Resource Permit, and agency concurrence will be obtained through the permitting process.

The federal noise regulation changes have been addressed in the Noise Study Report Addendum, prepared under separate cover.

Figure 1: Project Location Map







**Figure 2: Typical Section**

#### **4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**

**Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes [ X ] No [ ]**

The approved 2011 State Environmental Impact Report (SEIR) addressed the impacts associated with the proposed Central Polk Parkway (CPP). This facility was evaluated as a new six-lane limited access roadway in Polk County, Florida, that will serve as an additional east/west route in the CPP regional transportation network. The 2011 study limits extended from State Road (SR) 60 east of Bartow to the Polk Parkway (SR 570) and from SR 60 east of Bartow to Interstate 4 (I-4) near the Polk/Osceola county line. The proposed mainline typical section consisted of six 12-foot general toll lanes with three lanes in each direction separated by a 40-foot median.

This re-evaluation is being conducted to assess design changes that have occurred since the SEIR was approved on March 22, 2011. This document is a re-evaluation of the western portion from the Polk Parkway (SR 570) to US 17 (SR 35), approximately 6.2 miles. These changes include:

- A. Typical Section Modifications
- B. Alignment Modifications
- C. Interchanges
- D. Stormwater Management
- E. Access Management

Design alignment changes are shown in the Figure 1.

##### **A. Typical Section Modifications**

The 2011 SEIR alignment consisted of a six-lane divided limited access roadway with 12-foot travel lanes and 12-foot inside and outside shoulders (10-feet paved) separated by a 40-foot median which could accommodate future widening to the inside.

Since the 2011 study, additional traffic analysis was performed. The Project Traffic Analysis Report (March 2020) projected a 2045 design year traffic volume that could be accommodated by a four-lane facility. As a result, the proposed typical section was modified to provide a four-lane divided limited access roadway with two 12-foot travel lanes in each direction separated by a 74-foot median. The expanded median width provides the required sight distance and accommodates a future six-lane typical section with widening to the inside to address future traffic demand. The inside shoulder width was reduced to eight-feet (four-feet paved), consistent with FDOT Design Manual (FDM) criteria for a four-lane facility.

### **B. Alignment Modifications**

The 2011 SEIR maintained the existing alignment for Polk County's Thornhill Road. However, the CPP mainline alignment crossed Thornhill Road at a heavy skew angle. Since the 2011 study, this heavy skew angle was adjusted by introducing some horizontal curves and shifting the CPP mainline alignment further west. This resulted in reducing the heavy skew angle and reducing overall bridge length over existing Thornhill Road. Access to Marshall Hampton Reserve Lake and Trail from Thornhill Road will be relocated south of its current location and west of the CPP mainline alignment.

The proposed CPP mainline alignment was modified along the horizontal curve near the Thornhill Estates development. The revised horizontal curve proposes a higher degree of curvature to avoid two parcel impacts and one structure impact near Country Walk Lane that were impacted by the approved 2011 SEIR alignment. The revised geometry also provides improved sight distance should median barrier be required through the curve.

The preferred alignment from the 2011 SEIR study closely followed but is not parallel to the adjacent existing TECO easement. As a result, the preferred alignment impacted the TECO easement and other existing utilities. The CPP mainline alignment was revised to parallel the existing easement. This resulted in eliminating utility impacts to a Gulfstream Natural Gas, TECO Transmission, and Polk County's sanitary and reclaimed water mains. The revised alignment in this area also eliminates right-of-way impacts to the Polk County Traffic Engineer Operations Complex and bald eagle nests.

### **C. Interchanges**

The SR 540 / CPP interchange in the 2011 SEIR proposed reconstructing all ramps with left side entrances and exits. The new interchange design reconfigures the ramps to enter and exit from the right side of the CPP mainline. The alignment of the eastbound SR 570 exit ramp to eastbound CPP was modified from the 2011 SEIR to eliminate weaving by crossing over SR 540 as an independent bridge structure and to merge with CPP south of SR 540.

The 2011 SEIR included a partial cloverleaf interchange configuration at US 17. The proposed interchange was reconfigured as a diamond interchange and shifted approximately 2,200 feet north along US 17. The interchange modifications avoid geotechnical issues within a former Mosaic phosphate site contributing to significant construction costs and help reduced the overall right-of-way impacts. The reconfigured interchange also eliminated two ramp bridges over US 17 and reduced the lengths of the CPP mainline bridges over US 17. Realignment of Old Bartow Eagle Lake Road north of US 17 will not be required.

#### **D. Stormwater Management**

The 2011 SEIR did not assess stormwater management. Stormwater management facilities (SMF) and floodplain compensation sites (FPC) have been evaluated and added to the design (Attachment 1). Stormwater management consists of three SMFs and three FPCs, listed in the table below (Table 1).

**Table 1: Pond Sites**

<b>Pond Site</b>	<b>Area (acres)</b>
SMF 1	18.15
SMF 2	10.67
SMF 3 (Regional)	300.83
FPC 1	8.11
FPC 2-3	14.61
FPC 4	1.91

SMF 1 is located north of SR 540, approximately 0.1 miles east of Landfill Road. SMF 2 is located between Thornhill Road and the mainline CPP, approximately 0.2 miles south of SR 540. SMF 3 is located approximately 0.5 miles west of the Wilson Road and Dunaway Road intersection. SMF 3 land will be acquired and maintained, but it will not be altered. Therefore, it is not included for environmental impacts.

FPC 1 is located east of Thornhill Road approximately 0.15 miles north of the Country Walk Lane and Thornhill Road intersection. FPC 2-3 is located approximately 0.4 miles west of the Sheffield Road and Dunaway Road intersection. FPC 4 is located between Old Bartow Eagle Lake Road and US 17, at the project's southern terminus.

#### **E. Access Management**

Two new traffic signals are proposed at the north end of the project that were not included in the 2011 SEIR. The signals control traffic for the proposed ramps at SR 540. A uni-directional median opening providing access to a driveway with an empty parcel on the northeast quadrant of SR 540 was eliminated by the proposed improvements. At the southern end of the project, two new traffic signals are proposed that were not included in the 2011 SEIR. The signals control traffic for the proposed ramps at US 17.

SR 570 is a freeway assigned Access Class 1 under Rule 14-97, F.A.C. pursuant to Section 335.18, Florida Statutes (F.S.) US 17 and SR 540 are classified as Access Class 3 facilities with restrictive 660-foot connection spacing. The proposed improvements to state roadways are compliant with access management criteria under Rule 14-97, F.A.C.

According to the Straight Line Diagram of Road Inventory, SR 570 is designated as an "Urban Other Freeway/Expressway" highway within the project limits. It is also designated as a Strategic Intermodal System (SIS) highway and an emergency evacuation route. US 17 is designated as an "Urban Principal Arterial Other" roadway and SR 540 as a "Rural Minor Arterial" roadway.

*Supporting Documentation: Project Traffic Analysis Report (March 2020); Thornhill Road Crossing Evaluation Design Memorandum (August 2020); Bald Eagle Nest Evaluation Design Memorandum (September 2020); Pond Siting Report (October 2020)*

*Attachment 1: Design Project Location Map*

## 5. PUBLIC INVOLVEMENT

**Were there additional public involvement activities? (Meetings, workshops, hearings) Yes [ X ] No [ ]**

Notification of the Public Information Meeting were sent in May 2019. The Public Information Meeting was held, in combination with the PD&E segment to the south, on June 18, 2019 at W.H. Stuart Center in Bartow, FL. There were 139 attendees, resulting in 50 comments. The public concern was mainly for the Marshall Hampton Reserve and equestrian facility. The project was presented to the Polk County Transportation Planning Organization Technical Advisory Committee on September 24, 2020. The Public Hearing will be held December 1, 2020.

## 6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Would only be required as needed: phase change requiring federal funding authorization; or updating previous consistency information.

**[ X ] Planning Consistency is not required for this re-evaluation.**

**Is Planning Consistency required for this project segment? Yes [ ] No [ X ]**

*Attachment 2: Planning Consistency*

**Table 2: Planning Consistency**

Currently Adopted LRTP - Y	440897-2 is identified in the adopted Polk County TPO 2040 LRTP and the proposed 2045 LRTP to be adopted in December 2020.				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE	Y	Y	\$200,000 /\$16,991,377	2022 /<2021-2021	TIP - \$200,000 (FY 2022) / STIP - \$15,672,185 (FY <2021); \$1,319,192 (FY 2021)
ROW	Y	Y	\$11,769,593 /\$33,660,656	2021-2023 /<2021-2022	TIP - \$6,633,519 (2021); \$4,829,170 (2022); \$306,904 (2023) / STIP - \$3,418,367 (FY<2021); \$13,176,508 (FY 2021); \$17,065,781 (FY 2022)
Construction	N	N	\$229,505,095 /\$227,724,902	2023-2025 /<2021->2024	TIP - \$227,385,095 (2023); \$2,120,000 (2025) / STIP - \$30,940 (FY<2021); \$225,543,962 (FY 2023); \$2,150,000 (FY >2024)

## 7. EVALUATION OF CHANGES IN IMPACTS

### a. SOCIAL & ECONOMIC

**Are there changes in impacts to the social, economic, land use, mobility, and aesthetic effects? Yes [ ] No [ X ] N/A [ ]**

The impacts of the addition of a new roadway in a rural area has not changed.



**Are there changes in right-of-way needs? Yes ☒ No ☐ N/A ☐**

The 2011 SEIR alignment of the reevaluated segment impacts approximately 34 parcels and 365 acres of right-of-way. The design alignment, including SMFs and FPCs, impacts approximately 56 parcels and requires 798.82 acres of right-of-way. SMF 3, included in the right-of-way impacts, is a 300.83 acre regional site. SMF 3 land will be acquired and maintained, but it will not be altered.

**Is there a change in anticipated relocation(s)? Yes ☒ No ☐**

The approved 2011 SEIR identified no business relocation and 18 residential relocations in the segment from Polk Parkway to US 17. The current alignment anticipates 1 business relocation and 14 residential relocations.

**Are there changes in impacts to Prime or Unique Farmlands? (For Federal Projects only) Yes ☐ No ☐ N/A ☒**

#### **b. CULTURAL**

**Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? Yes ☒ No ☐ N/A ☐**

A Cultural Resource Assessment Survey (CRAS) for SMF, FPC Sites, and Preferred Alignment (October 2020), and an Addendum CRAS Technical Memorandum for FPC 2-3 and Design Changes (October 2020) were completed in support of this re-evaluation.

The approved 2011 SEIR did not identify any National Register of Historic Places (NRHP) listed, determined eligible, or potentially eligible archaeological resources within or immediately adjacent to the alignment, SMFs, and FPCs.

Based on the background research and 2019 field investigations (101 shovel test pits), no archaeological sites which are listed, determined eligible, or appear potentially eligible for listing in the NRHP are located within the Area of Potential Effects (APE). No evidence of the one previously recorded site adjacent to the APE or seven other previously recorded sites within the APE was found during the 2019 field survey. However, one archaeological occurrence (AO) was noted in 2019. An AO is not considered a site or considered eligible for listing in the NRHP but is evidence of prehistoric activity in the area.

The 2019 historical/architectural field survey resulted in the identification and evaluation of nine historic resources (8PO06108; 8PO08230-08237). These include four Frame Vernacular (8PO08231, 8PO08234, 8PO08236, 8PO08237) style buildings, three Masonry Vernacular (8PO08232, 8PO08233, 8PO08235) style buildings, one Mobile Home with no style (8PO08230), all constructed between circa (ca.) 1955 and ca. 1969; and a segment of the Old Bartow Road Railroad Bed (8PO06108). These historic buildings are common examples of their respective architectural styles without significant historical associations, and therefore, none appears eligible for listing in the NRHP either individually or as part of a historic district. The historic integrity of the segment of the Old Bartow Road Railroad Bed within the APE has been lost, and this segment does not convey its historic appearance or significance; therefore, it does not appear eligible for

listing in the NRHP either individually or as part of a historic district.

The 2020 historical/architectural field survey for FPC 2-3 and design changes resulted in the identification of two previously unrecorded archaeological sites; both are lithic scatters and are not considered eligible for listing in the NRHP. There were no historic resources recorded.

The State Historic Preservation Office (SHPO) concurred with the findings in the CRAS for SMF, FPC Sites, and Preferred Alignment (October 2020) and Addendum CRAS Technical Memorandum for FPC 2-3 and Design Changes (October 2020) on [Pending] (Attachment 3).

*Supporting Documentation: CRAS for SMF, FPC Sites, and Preferred Alignment (October 2020) Addendum CRAS Technical Memorandum for FPC 2-3 and Design Changes (October 2020)*

*Attachment 3: SHPO Concurrence (pending)*

**Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources, recreational areas, or other protected public lands? (For Federal Projects only) Yes [ ] No [ ] N/A [ X ]**

**Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? Yes [ ] No [ ] N/A [ X ]**

**Are there changes in impacts to recreational areas or protected lands?  
Yes [ X ] No [ ] N/A [ ]**

The Marshall Hampton Reserve (Southwest Florida Water Management District [SWFWMD]) trail system will be impacted by the current design alignment. Associated with this trail system is an existing equestrian parking area and trail head. FTE continues to coordinate the restoration of the parking lot, trail head and driveway to the caretaker home with Polk County and the land-owner (SWFWMD). The trail head location is being relocated in the Marshall Hampton Reserve, south of its existing location and will be included in the roadway construction plans.

#### **c. NATURAL**

**Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes [ X ] No [ ] N/A [ ]**

Protected Species and Habitat:

The approved 2011 SEIR identified several flora and fauna species which may be impacted by the proposed project.

The impacted federally listed species given a “may affect” determination were the wood stork (*Mycteria americana*), crested caracara (*Caracara cheriway*), Florida scrub-jay (*Aphelocoma coerulescens*), bluetail mole skink (*Plestiodon egregius lividus*), sand skink (*Plestiodon reynoldsi*), and Eastern indigo snake (*Drymarchon couperi*). The federally-listed species given a “may affect, not likely to adversely affect” effect determination was the American alligator (*Alligator mississippiensis*). A “no effect” determination was made for the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*) and Everglade snail kite (*Rostrhamus sociabilis*).

The impacted state listed species given “no adverse effects anticipated” determinations were the limpkin (*Aramus guarauna*), white ibis (*Eudocimus albus*), little blue heron (*Egretta caerulea*), snowy egret (*Egretta thula*), tricolored heron (*Egretta tricolor*), and roseate spoonbill (*Platalea ajaja*), Florida burrowing owl (*Athene cunicularia floridana*), Florida sandhill crane (*Antigone canadensis pratensis*), southeastern American kestrel (*Falco sparverius paulus*), and the Sherman’s fox squirrel (*Sciurus niger shermani*). The “no effect anticipated” determination was given to the Florida pine snake (*Pituophis melanoleucus mugitus*). The gopher tortoise (*Gopherus polyphemus*), gopher frog (*Lithobates capito*), and Florida mouse (*Podomys floridanus*) were given “may affect, not likely to adversely affect” determinations.

It was determined that the project will not adversely affect Curtiss’ milkweed (*Asclepias curtissii*), Florida bonamia (*Bonamia grandiflora*), pygmy fringe-tree (*Chionanthus pygmaeus*), scrub-buckwheat (*Eriogonum longifolium* var. *gnaphalifolium*), star anise (*Illicium parviflorum*), Britton’s beargrass (*Nolina brittoniana*), Lewton’s polygala (*Polygala lewtonii*), scrub plum (*Prunus geniculata*), and Carter’s mustard (*Warea carteri*).

The bald eagle (*Haliaeetus leucocephalus*) was also identified as an un-listed protected species in the 2011 SEIR.

The limpkin, white ibis, snowy egret, gopher frog, Florida mouse, and Sherman’s fox squirrel are no longer listed.

In support of the re-evaluation and permitting, general wildlife surveys were conducted in April 2018, June 2018, and February through November 2019. Additional bald eagle surveys occurred in November, March, and June 2019. Coordination with USFWS occurred December 2, 2019 for bald eagles and December 11, 2019 for all federal-listed species (Attachment 4). Coordination with FWC occurred January 22, 2020 (Attachment 4).

Bald eagles, Florida sandhill cranes, a Southeast American kestrel, a roseate spoonbill, and a tricolored heron were observed within the project limits. Gopher tortoise burrows and a Florida sandhill crane nest were also observed within the project limits during the wildlife survey. Bald eagles, a wood stork, a Florida sandhill crane, a Southeast American kestrel, and a little blue heron have been observed adjacent to the project limits. Bald eagle nests, osprey nests, and a Florida sandhill crane nest were also observed adjacent to the alignment during the wildlife survey.

Three bald eagle nests are located near the mainline, SMFs, and FPCs. The design alignment was moved west to avoid impacts to these nests. One nest is located within 660 feet of the mainline. Proper permits will be obtained for impacts to bald eagle nests.

Surveys for sand skink, bluetail mole skink, crested caracara, and Florida scrub jay (as needed) will be conducted in January through April 2021 per USFWS Guidelines. Section 7 consultation with USFWS for the sand skink, bluetail mole skink, crested caracara, Eastern indigo snake, wood stork, and the Florida scrub jay will be reinitiated and is anticipated in June 2021. A gopher tortoise survey in appropriate habitat within construction limits (including roadway footprint and stormwater management ponds) will be performed during design and prior to construction per FWC guidelines.

#### Wetlands and Other Surface Waters:

The approved 2011 SEIR identified several wetlands and other surface waters which may be impacted by the proposed project. Using the best available data, the 2011 SEIR alignment in this segment would impact 97.02 acres of wetlands and 17.05 acres of surface waters.

Wetlands surveys were conducted in April 2018, September through December 2019, and September 2020. The design alignment impacts 65.17 acres of wetlands and 23.81 acres of surface waters. The 2011 SEIR alignment was changed to the design alignment to reduce wetland impacts.

Mitigation will be provided per Section 373.4137 F.S. Potential mitigation banks include Boran Ranch Mitigation Bank and Peace River Mitigation Bank. Currently there are not enough credits available at these banks to offset project impacts. Coordination with USACE is occurring to determine if out-of-basin credits or permittee responsible mitigation will be used for the remaining credits.

#### Essential Fish Habitat:

There is no essential fish habitat in the corridor.

*Attachment 4: Agency Coordination (USFWS, FWC, SWFWMD, and USACE Meeting Minutes)*

**Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? Yes ☐ No ☐ N/A ☒**

**Are there changes in impacts to Floodplains or Water Resources? Yes ☐ No ☒ N/A ☐**

#### **d. PHYSICAL**

**Are there changes in Air Quality? Yes ☐ No ☒ N/A ☐**

The project area is in attainment.

#### **What is the status of Highway Traffic Noise?**

The approved 2011 SEIR found one location in the reevaluated segment where an 8-foot noise barrier was potentially feasible and cost reasonable. It is located northeast of interchange at US 17. The alignment has moved farther from receptors in this location.

A Noise Study Report (October 2020) was completed in support of this re-evaluation. For the design alignment, noise levels were predicted at 161 receptor points representing 141 residences and one recreational area. For Design Year (2045) conditions, noise levels at residences are predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at two (2) residences. However, these two residences are both isolated impacts and are not considered in the same Common Noise Environment (CNE). Because FDOT's Noise Policy requires that two impacted receptors (discrete or representative locations of a noise sensitive area) be benefited by a five (5) decibel (dB[A]) reduction in order for a noise barrier to be a feasible abatement measure, there are no feasible and reasonable abatement measures to reduce or eliminate the predicted impact at the residences.



In addition, based on predictions made during the PD&E phase, substantial increases in noise are expected to occur in some areas, as CPP is a new alignment highway, which would be located in proximity to noise sensitive areas not currently affected by traffic noise. Compared to existing monitored conditions, noise levels for Design Year alignment conditions are predicted to substantially increase at ten (10) residences with predicted noise levels that do not approach or exceed the NAC for Design Year alignment conditions. These impacted residences were further evaluated to determine the feasibility and cost reasonableness of providing noise barriers to reduce traffic noise. However, the evaluation found that a noise barrier would not meet the Noise Reduction Design Goal (NRDG) of 7 dB(A). Therefore, no potentially feasible or reasonable noise barriers were identified.

This study identified that for Design Year (2045) conditions, noise levels are predicted to approach, meet, or exceed the NAC at two (2) residences and 10 residences are predicted to experience a substantial increase in traffic noise due to the design. Note that one receptor (W30) is predicted to experience noise levels that approach, meet, or exceed the NAC as well as experience a substantial increase, making a total of 11 impacted receptors. However, noise barriers were not found to be a reasonable or feasible abatement measure and, therefore, were not recommended for this project.

*Supporting Document: Noise Study Report (October 2020)*

### **What is the status of Contamination?**

The 2011 SEIR identified one high and two medium sites within the right-of-way of this segment. The Former CSX Railroad site was given a risk ranking of high. The Former Old Florida Plantation property and Hampton Ranch Property were given risk ratings of medium.

A Mainline Level 1 Contamination Screening Evaluation Report (CSER) and a Level 1 CSER Addendum for Preferred Pond Sites were submitted July 2020 and a Level 1 CSER Addendum to the Mainline and Ponds CSERs was submitted in October 2020 in support of the re-evaluation.

Based on the Mainline Level 1 CSER, a total of 18 potential contamination sites were identified within the project limits. Four sites received a risk rating of medium and no sites received a risk rating of high. The remaining sites were rated low or no.

In addition to the sites identified in the 2011 SEIR, Polk County North Central Landfill was assigned a risk rating of medium. Since analytical data was not available, the Former CSX Railroad does not meet the PD&E Manual, Part 2, Chapter 20 definition of a "High" rated site. Therefore, the risk rating was changed from High to Medium. No pond sites were rated high, and FPC 2-3 was rated medium. Level II testing is to be conducted by FTE's Contamination Assessment and Remediation (CAR) contractor at the four (4) sites ranked medium and FPC 2-3.

*Supporting Documentation: Mainline CSER (July 2020)*

*CSER Addendum for Pond Sites (July 2020)*

*CSER Addendum to Mainline and Pond CSERs (October 2020)*

**Are there changes in impacts to Utilities and Railroads? Yes [ X ] No [ ] N/A [ ]**

The 2011 SEIR alignment closely follows but does not match the bearing of the existing adjacent TECO easement. As a result the alignment impacted the TECO easement and other existing utilities. The bearing of the proposed tangent for the CPP segment adjacent to the TECO easement was moved west to parallel the existing easement. This results in eliminating the utility impacts to a Gulfstream Natural Gas main, TECO transmission lines, a Polk County Utilities sanitary water main, and a Polk County Utilities reclaimed water main.

**Are there changes in impacts to Navigation? Yes [ ] No [ ] N/A [ X ]**

## **8. COMMITMENT STATUS**

**Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes [ X ] No [ ] If yes, attach PCR.**

**Are there new environmental commitments? Yes [ X ] No [ ]**

*Attachment 5: Project Commitment Record (PCR)*

## **9. STATUS OF PERMITS**

The status of permits and anticipated submittals are shown below (Table 3).

**Table 3: Permit Status**

<b>Permit(s):</b>	<b>Status/Date:</b>
USACE Section 404 Permit	Anticipated Submittal March 2021
USFWS Bald Eagle Permit	Anticipated Submittal August 2021
SWFWMD ERP	Anticipated Submittal March 2021
FWC Gopher Tortoise Relocation Permit	Anticipated Submittal December 2021
FWC Incidental Take Permit	Anticipated Submittal March 2021, if needed, pending surveys
DEP National Pollutant Discharge Elimination System Permit	Prior to Construction

## 10. CONCLUSION

**[ X ] FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.**

## 11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Philip Stein, Environmental Administrator, Douglas Zang, Sr. Environmental Scientist (Atkins), Nicole Selly, Sr. Environmental Scientist (Kisinger Campo & Assoc.)

**OEM approval required? Yes [ ] No [ X ] State -funding.**

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FTE approving authority or designee

Date

## ATTACHMENTS AND SUPPORTING DOCUMENTATION

### Attachments:

1. Design Project Location Map
2. Planning Consistency
3. SHPO Concurrence
4. Agency Coordination
5. Project Commitment Record

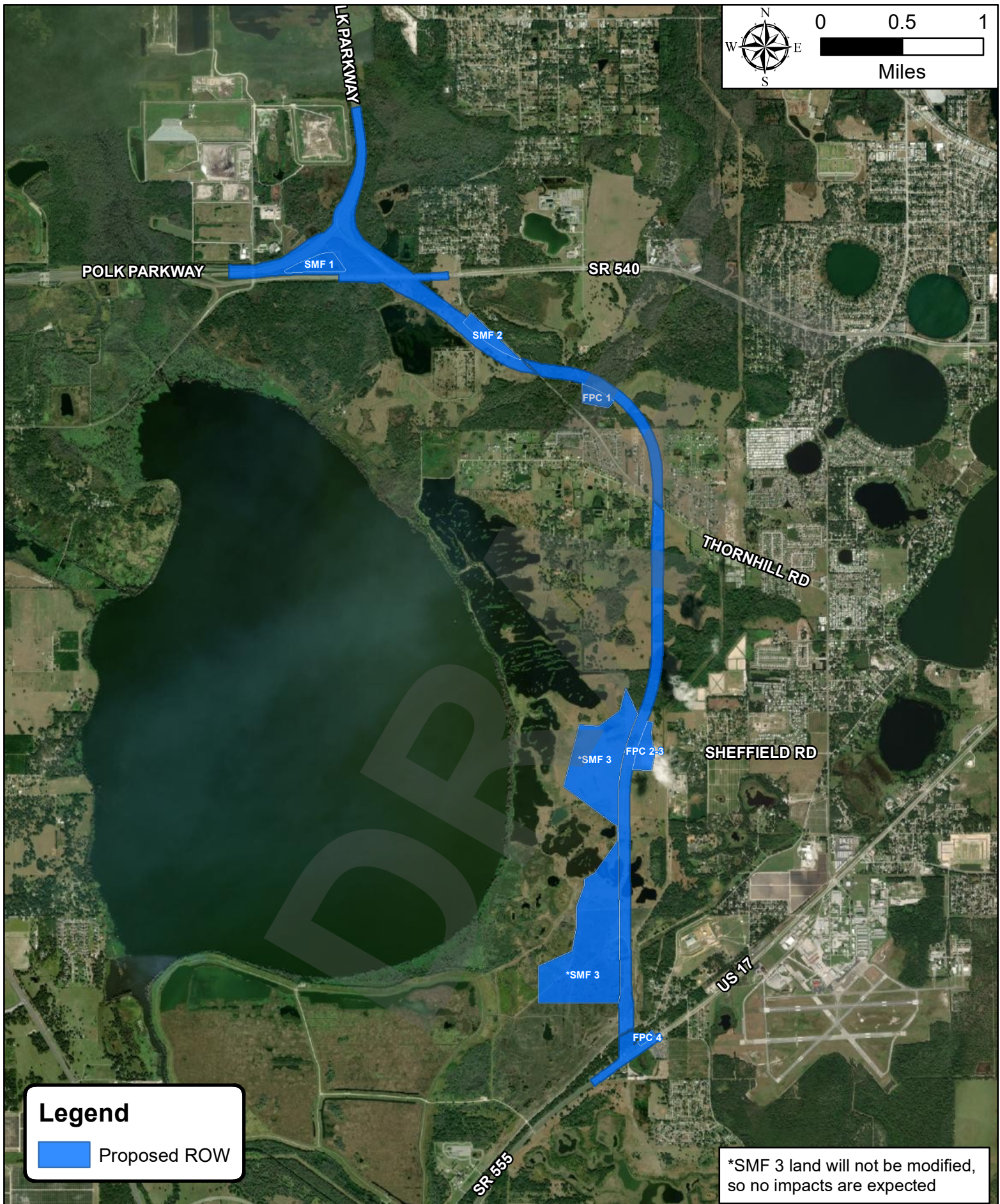
### Support Documentation:

1. Project Traffic Analysis Report (March 2020)
2. Bald Eagle Nest Evaluation Design Memorandum (September 2020)
3. Pond Siting Report (October 2020)
4. CRAS for SMF, FPC, and Preferred Alignment (October 2020)
5. Addendum CRAS Technical Memorandum for FPC 2-3 and Design Changes (October 2020)
6. Noise Study Report (October 2020)
7. Mainline CSER (July 2020)
8. CSER Addendum for Pond Sites (July 2020)
9. CSER Addendum to Mainline and Pond CSERs (October 2020)



## Attachment 1: Design Project Location Map

DRAFT



# Central Polk Parkway Design Change

## Attachment 2: Planning Consistency

DRAFT

## TIP

**Project ID: 4408972**

NEW ROAD CONSTRUCTION

**SIS Lead Agency:** MANAGED BY FDOT Length: 6.000

**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

**Contract Class:** 7 **Item Segment:** 2 **SIS:** Yes **Component Group:** TURNPIKE

**Related Key:** 4408971

**LRTP:** Pg 4-4, 4-9, 4-10

**Type of Work:** 0002

**Funding**

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	PKYI	0	200,000	0	0	0	200,000
ROW	PKYI	6,633,519	4,829,170	306,904	0	0	11,769,593
RRU	PKYI	0	25,000,000	0	0	0	25,000,000
CST	PKBD	0	0	129,720,000	0	0	129,720,000
CST	PKYI	0	0	97,665,095	0	2,120,000	99,785,095
ENV	PKYI	0	8,000,000	0	0	0	8,000,000
		6,633,519	38,029,170	227,691,999		2,120,000	Total: 274,474,688

**Prior Year Cost: 29,020,025**

**Future Year Cost: 2,160,000**

**Total Project Cost: 441,637,546**



Current STIP

Item Number: 440897 2		Project Description: CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)					
District: 01	County: POLK	Type of Work: NEW ROAD CONSTRUCTION				Project Length: 6.000MI	
		Fiscal Year					
Phase / Responsible Agency		<2021	2021	2022	2023	2024>2024	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:	PKBD - TURNPIKE MASTER BOND FUND				126,480,000		126,480,000
	PKYI - TURNPIKE IMPROVEMENT	30,940			99,063,962	2,150,000	101,244,902
Phase: CONSTRUCTION Totals		30,940			225,543,962	2,150,000	227,724,902
ENVIRONMENTAL / MANAGED BY FDOT							
Fund Code:	PKYI - TURNPIKE IMPROVEMENT			8,150,000			8,150,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	EM19 - GAA EARMARKS FY 2019	6,380,389	1,250,000				7,630,389
	PKED - 2012 SB1998-TURNPIKE FEEDER RD	3,669,532					3,669,532
	PKYI - TURNPIKE IMPROVEMENT	5,622,264	69,192				5,691,456
Phase: PRELIMINARY ENGINEERING Totals		15,672,185	1,319,192				16,991,377
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code:	EM19 - GAA EARMARKS FY 2019	2,828,657	2,357,477				5,186,134
	PKYI - TURNPIKE IMPROVEMENT	589,710	10,819,031	17,065,781			28,474,522
Phase: RIGHT OF WAY Totals		3,418,367	13,176,508	17,065,781			33,660,656
RAILROAD & UTILITIES / MANAGED BY FDOT							
Fund Code:	PKYI - TURNPIKE IMPROVEMENT	981,671		17,000,000			17,981,671
Item: 440897 2 Totals		20,103,163	14,495,700	42,215,781	225,543,962	2,150,000	304,508,606



# APPENDIX A



Roadway Projects and Costs (Present Day Cost)																			
Project Details							PD&E			Project Engineering			ROW			Construction			Total
Project Tier	ID/ FPN	Facility	From	To	No. of Existing Lanes	Project Type	Cost (\$PDC in millions)	Funding Source	YOE	"Cost (\$PDC in millions)"	Funding Source	YOE	"Cost (\$PDC in millions)"	Funding Source	YOE	"Cost (\$PDC in millions)"	Funding Source	YOE	"Cost (\$PDC in millions)"
IV (Partially Funded/Illustrative Projects)	4	US 98 (Bartow Rd)	Lake Parker Ave	Edgewood Dr	4	Roadway - Widening	1.33	Other	Underway	3.99	Other	Underway	29.90	OA	2026-2030	26.60	-	Unfunded	61.82
	88B	Spirit Lake Rd	Thornhill Rd	SR 540 (Winterlake Rd)	2	Roadway - Widening	0.88	IF Dist D	Unfunded	2.63	IF Dist D	Unfunded	7.11	IF Dist D	Unfunded	17.53	IF Dist D	Unfunded	28.15
	299A	CPP West Corridor*†	SR 570 (Polk Parkway)	US 17	-	Interstate	5.74	Turnpike	Committed	11.20	Turnpike	Committed	39.10	-	Unfunded	145.60	-	Unfunded	201.64
	299B	CPP West Corridor*†	US 17	Logistics Parkway	-	Interstate	7.68	Turnpike	Completed	17.70	Turnpike	Committed	56.40	-	Unfunded	247.40	-	Unfunded	329.18
	299C	CPP West Corridor*	Logistics Parkway	SR 60	-	Interstate	5.67	Turnpike	Completed	9.30	Turnpike	Committed	33.60	-	Unfunded	123.50	-	Unfunded	172.07
	300A	CPP East Corridor*	East Central Polk Parkway	US 27	-	Interstate	2.79	Turnpike	Completed	7.00	Turnpike	Committed	15.80	-	Unfunded	71.80	-	Unfunded	97.39
	300B	CPP East Corridor*	US 27	CR 544	-	Interstate	9.06	Turnpike	Completed	7.30	Turnpike	Committed	48.50	-	Unfunded	120.10	-	Unfunded	184.96
	300C	CPP East Corridor*	CR 544	CR 580	-	Interstate	1.97	Turnpike	Completed	3.20	Turnpike	Committed	11.10	-	Unfunded	43.90	-	Unfunded	60.17
	300D	CPP East Corridor*	CR 580	US 17/92	-	Interstate	4.55	Turnpike	Completed	8.90	Turnpike	Committed	35.70	-	Unfunded	145.70	-	Unfunded	194.85
	300E	CPP East Corridor*‡	US 17/92	Interstate 4	-	Interstate	5.44	Turnpike	Underway	9.50	Turnpike	Committed	104.80	Other	2021-2025	88.60	Other	2021-2025	208.34
	237	US 98	Daughtery Rd W	N of West Socrum Loop Rd	4	Roadway - Widening	0.88	-	Unfunded	2.63	-	Unfunded	-	-	Unfunded	17.53	-	Unfunded	21.04
	329	SR 570 (Polk Parkway)	S/O CR 546	N/O Eastern Toll Plaza	2	Interstate	3.32	-	Unfunded	9.96	-	Unfunded	-	-	Unfunded	66.38	-	Unfunded	79.66
	360	US 98	N of West Socrum Loop Rd	SR 471	2	Roadway - Widening	3.53	-	Unfunded	10.58	-	Unfunded	-	-	Unfunded	70.51	-	Unfunded	84.61
	93	SR 60	CR 630	Grape Hammock Rd	3	Roadway - Widening	-	SIS	-	7.35	SIS	2021-2025	-	SIS	-	-	SIS	-	7.35
	93	SR 60	Grape Hammock Rd	Osceola Co/L	2	Roadway - Widening	-	SIS	-	3.35	SIS	2021-2025	-	SIS	-	-	SIS	-	3.35
	Tier IV Totals							52.83			114.58			382.02			1,185.15		
V (Unfunded Needs)	11	US 98 (Bartow Rd)	Lake Parker Ave	Edgewood Dr	4	Roadway - Widening	1.33	Other	Underway	3.99	Other	Underway	29.90	OA	2026-2030	26.60	OA	Unfunded	61.82
	57B	CR 544	SR 17	Central Polk Parkway	2	Roadway - Widening	0.77	IF Dist C	Unfunded	2.31	IF Dist C	Unfunded	1.95	IF Dist C	Unfunded	15.43	IF Dist C	Unfunded	20.46
	113	Wabash Ave	Ariana St	US 92 (New Tampa Hwy)	2	Roadway - Widening	0.54	Local	Unfunded	1.61	Local	Unfunded	6.33	Local	Unfunded	10.72	Local	Unfunded	19.19
	157	Waring Road Phase II	West Pipkin Road	Drane Field Road	2	Roadway - Widening	0.76	Local	Unfunded	2.28	Local	Unfunded	0.56	Local	Unfunded	15.23	Local	Unfunded	18.83
	Tier V Totals							3.40			10.20			38.74			67.97		

Central Polk Parkway Footnotes  
\*30% Design committed to all project segments (includes interchanges/overpass as appropriate). Only partially funded segments are included in the totals for each corridor.  
†ROW partially funded in work program: 299A = \$4.24, 299B = \$9.05  
‡Project 300E includes interchange at I-4.

Legend of Funding Sources

OA = Other Arterial funds (State & Federal)

TMA = Transportation Management Area funds (Federal)

SIS = Strategic Intermodal System funds

Turnpike = Florida's Turnpike Enterprise Funds

Local = Local funds

IF District = Impact Fee District (Local)

TRIP = Transportation Regional Incentive Program

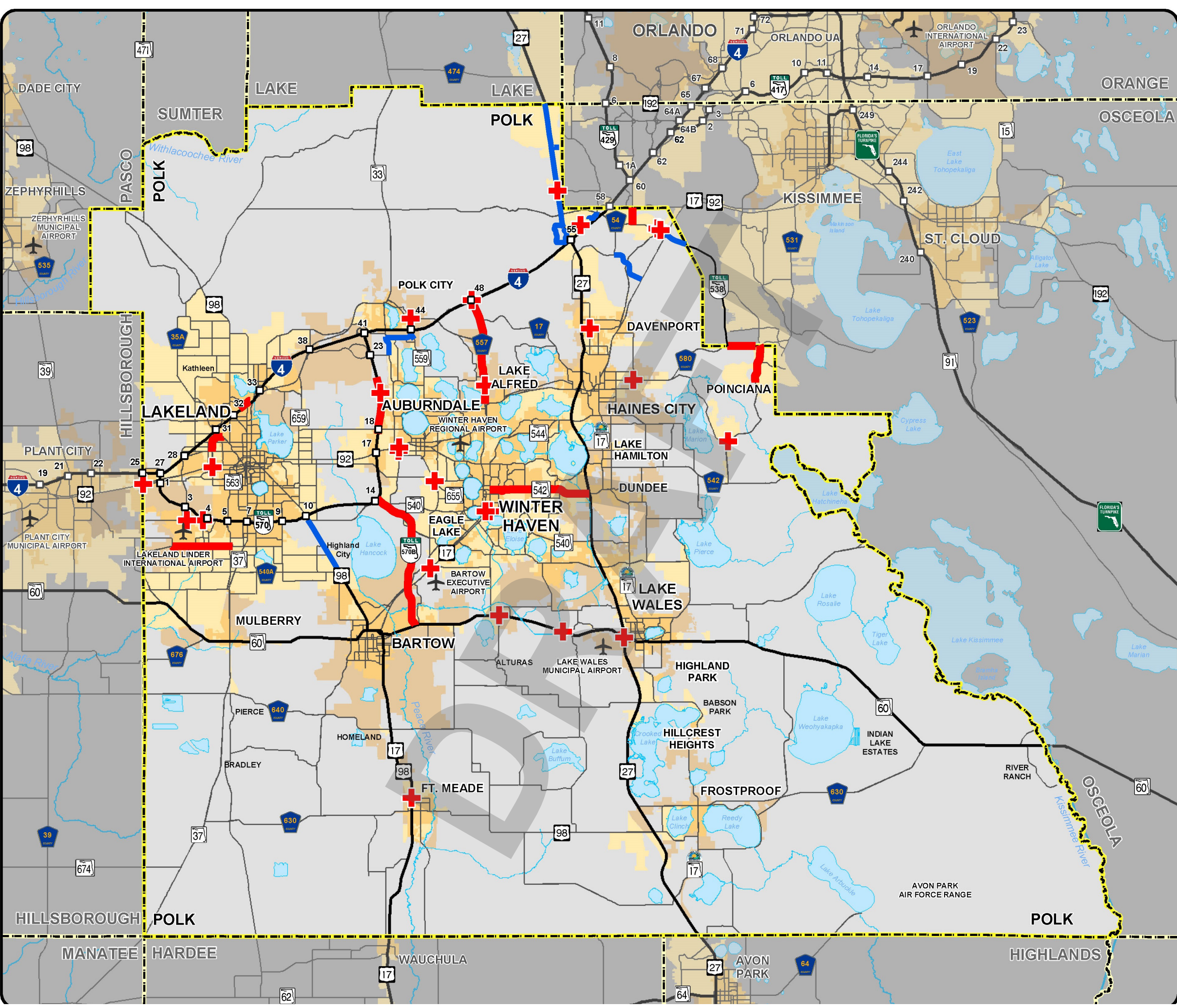
TALL = Transportation Alternatives- <200k

TALT = Transportation Alternatives- Any Area

TALU = Transportation Alternatives- >200k







## Existing + Committed Highway Network

### Legend

#### Existing/Committed Highway Network

- Existing (2015 - 2019)
- Committed/Under Construction - Highways (2019 - 2023)
- Committed/Under Construction - Intersection/Interchanges (2019 - 2023)



Polk Transportation Planning Organization

DRAFT  
January 8, 2020

## Attachment 3: SHPO Concurrence

DRAFT

Pending

DRAFT

## Attachment 4: Agency Coordination

DRAFT





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

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

KEVIN J. THIBAUT, P.E.  
SECRETARY

**FDOT, Florida's Turnpike Enterprise/FWC Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**  
**Segment 1 from SR 570 (Polk Parkway) to SR 35 (US 17)**  
**Polk County**

Date: 01/22/2020  
Time: 3:00 PM – 4:00 PM  
Conference Call

---

*Note: The italicized text below in the meeting agenda are the topic points notes that were discussed throughout the meeting.*

### 1. Introductions

- Turnpike Environmental Permits Coordinator – Annemarie Hammond
- Turnpike Project Manager – Pam Nagot, PE (HNTB)
- Turnpike Permits Coordinator – Tiffany Crosby (Atkins)
- Turnpike Permits Coordinator – Fred Gaines, PWS (Atkins)
- FWC Staff – Brian Barnett
- KCA Project Manager – Thomas Presby
- KCA Senior Environmental Scientist – Catie Neal
- KCA Chief Environmental Scientist – Bob Whitman

### 2. Project Overview (map provided)

- Current Alignment (map provided)
  - 6.25 miles through various land uses (pasture, previously mined lands, wetlands – herbaceous and forested, hardwood forests, etc.; map provided)
  - Alternative alignments being assessed – this will not result in a change to any of the species identified, as all alternatives are located in similar habitat types
- 89.84 acres of wetlands within the project area
  - 39 wetlands and 9 surface waters

*Turnpike indicated the meeting was requested to obtain technical assistance for the proposed surveys, determinations and mitigation of state listed species potentially impacted by the CPP Segment 1 Project. A background and current status of the project was provided which included the project location and primary land uses, including upland and wetland habitats within the proposed ROW. Turnpike explained that the most of southern portion of the segment is owned by Southwest Florida Water Management District (SWFWMD) and that the area was currently a future DRI. Turnpike indicated that there are other alternatives being analyzed and that the alternatives will not alter the proposed or anticipated species or habitats involved.*

- ETDM #8487 published on Dec 3, 2010
- Key project related concerns identified by the FWC and USFWS included potential impacts to the following state listed species:

- Southeastern American kestrel (*Falco sparverius paulus*)
- Florida sandhill crane (*Antigone canadensis pratensis*)
- Wading birds
- Little blue heron (*Egretta caerulea*)
- Tricolored heron (*Egretta tricolor*)
- Roseate spoonbill (*Platalea ajaja*)
- Florida burrowing owl (*Athene cunicularia floridana*)
- Florida pine snake (*Pituophis melanoleucus mugitus*)
- Gopher tortoise (*Gopherus polyphemus*)
- State protected plants
- Southern fox squirrel (*Sciurus niger niger*)
- Osprey (*Pandion haliaetus*)

### 3. Southeastern American kestrel

- 152.43 acres of potential habitat within the project area (open woodlands, previously mined lands, sandhill, and pine habitats)
- One observation of the American kestrel in flight within the project area and no known documentation within one mile (map provided)
- No known nests within the project area
- Design surveys currently ongoing
- If a nest is found, avoid as practicable, and minimize impacts; an FWC Incidental Take Permit will be required if impacts cannot be avoided
  - Nests will be documented on plans
  - Potential mitigation to include nest boxes
- No anticipated impacts

*Turnpike stated surveys for the kestrel will be completed using the standard survey protocol. If no kestrel nests are observed during surveys, then no further steps are required, and mitigation will not be proposed.*

*FWC agreed with the proposed assessment for kestrels. FWC asked about CPP Segment 2 that is currently in PD&E. Turnpike explained that the referenced segment is still in the PD&E process and is not yet in the design phase.*

*If a nest tree/snag is identified during the surveys, the information will be included in the plans for the contractor to avoid. If the nest location buffer overlaps construction areas, Turnpike will investigate options that limit construction schedule risk. Turnpike inquired about an Incidental Take Permit (ITP) as a precautionary measure for the kestrels should a nest be found during construction. The precautionary ITP would be applied for during design so if a nest was found during, or close to, construction the project would be covered ahead of time. FWC explained that the precautionary ITP could be researched; however, he had not heard of it being done with FWC's new permitting approach, but examples include*

*Disney and Ridge Road Extension. He would coordinate with other FWC staff and see what could be worked out. FWC indicated that this could most likely be achieved but it would require some coordination beforehand.*

#### **4. Florida sandhill crane**

- 221.35 acres of potential habitat within the project area (freshwater marshes, previously mined lands, prairies, and pasture)
- Two observations of the FL sandhill crane within the project area and no other known documentation within one mile (map provided)
- No known nests found within project area
- Design surveys currently ongoing
- If a nest is found, avoid as practicable, and minimize by maintaining a 400-foot buffer; an FWC Incidental Take Permit will be required if project results in unavoidable impacts
  - If an Incidental Take Permit is required pre-clearing or pre-construction surveys will be proposed
  - May include in a precautionary Incidental Take Permit
  - Mitigation to occur via ERP with freshwater marsh credits
- Potential for impacts

*Turnpike indicated that surveys for sandhill crane nests will be completed. If a nest is identified during the surveys, the survey information will be included in the plans for the contractor to avoid. If the identified nest location buffer overlaps construction areas, Turnpike will investigate options that limit construction schedule risk. Turnpike inquired about an ITP as a precautionary measure to address potential impacts to a nest or if the 400-ft buffer was not able to be maintained. The precautionary ITP would be applied for during design so if a nest was found during, or close to, construction the project would be covered ahead of time.*

*FWC indicated that the sandhill crane and kestrel could both be included in the precautionary programmatic multi-species ITP and he would coordinate with other FWC staff to determine what would be required. The only species that FWC can see needing an ITP based on new permitting guidelines would be the sandhill crane, and possibly the southeastern American kestrel, and there will be an internal discussion to determine what can be devised for a precautionary ITP since impacts are likely.*

*FWC inquired about the wetlands impacts and indicated that the ERP and associated credits would be acceptable for mitigation for impacts to the sandhill crane habitat.*

#### **5. Wading birds (little blue heron, tricolored heron, and roseate spoonbill)**

- 89.84 acres of wetlands within the project area
  - 39 wetland and 9 surface waters
- No observations of wading birds within the project area (presence likely), four documented occurrences within one mile (map provided)
- Two rookeries documented within one mile (map provided)
- Design surveys currently ongoing
- Mitigation to occur via ERP with wetland mitigation credits
- No anticipated impacts

*FWC agreed with the proposed assessment for wading birds and that mitigation for impacts to wading bird habitat via wetland credits (ERP) would be acceptable.*

## 6. Florida burrowing owl

- 18.99 acres of potential habitat within the project area (open prairies – densely vegetated with cogongrass (*Imperata cylindrica*))
- No observations of the FL burrowing owl within the project area and no known documentation within one mile
- Design surveys proposed within suitable habitat
- If a burrow is found that cannot be avoided, an FWC Incidental Take Permit will be obtained
  - Areas with low vegetative cover may provide suitable habitat, but also contain active cattle - vegetation height fluctuates due to grazing
- No anticipated impacts

*Turnpike indicated most of the habitat is open pasture with cogongrass that is not maintained, and cattle is present.*

*FWC indicated that vegetation can fluctuate but needs to be suitable (less than 5 inches) for most of the time. FWC inquired if burrowing owls were documented in the area. Turnpike indicated burrowing owls were documented several years ago within the DRI located near the Suntrax Facility, along the Polk Parkway, closer to I-4 but not within or near the project area.*

*Turnpike explained that surveys for the gopher tortoise would cover 100% the potentially suitable habitat areas and the FL burrowing owl would be included in these surveys.*

*FWC agreed with the proposed assessment for the FL burrowing owl.*

## 7. Florida pine snake

- 245.11 acres of potential habitat within project area (well-drained, sandy soils with moderate to open canopy and previously mined lands)
- No observations of the pine snake within the project area and no known documentation within one mile
- No surveys proposed (cryptic species)
- If a high density of gopher tortoises or pocket gopher are observed, then pre-construction or pre-clearing surveys will be proposed
  - May include in a precautionary Incidental Take Permit
  - Mitigation to occur via FWC Gopher Tortoise Relocation Permit obtained for unavoidable impacts to burrows
- No anticipated impacts

*Turnpike indicated that habitat is suboptimal with the majority being active pasture and having minimal scrub. Additionally, the low density of gopher tortoises and absence of pocket gophers indicate that presence is unlikely.*

*FWC inquired if there was any scrub habitat within the project area. Turnpike indicated there were a couple remnant scrub areas near Lake Lena Run that would be surveyed for scrub-jays, but the habitat was poor quality.*

*FWC agreed with addressing the pine snake as a commensal species with the gopher tortoise permitting and it could be appropriately relocated on site. Inclusion of the Florida pine snake in the precautionary ITP would not be required.*

## 8. Gopher tortoise

- 304.79 acres of potential habitat within the project area (well-drained, sandy soils found in pine systems, scrub, hammocks, dry prairies, and previously mined lands)
- Six burrows observed within the project area and no known documentation within one mile
- 100% survey proposed 90 days before construction activities begin
- FWC Gopher Tortoise Relocation Permit
- Potential for impacts

*Turnpike indicated that the gopher tortoise survey and mitigation efforts would follow standard permitting procedures and any tortoises would be relocated to a recipient site. Turnpike asked if it would be acceptable for SWFWMD to take any of the tortoise relocations if they agreed.*

*FWC agreed that SWFWMD taking the tortoises would be the preferred method. FWC agreed with the proposed assessment for the gopher tortoise.*

## 9. Protected plants

- Includes Curtis's milkweed (*Asclepias curtissii*), Florida bonamia (*Bonamia grandiflora*), pygmy fringe-tree (*Chionanthus pygmaeus*), scrub-buckwheat (*Eriogonum longifolium gnaphalifolium*), star anise (*Illicium parviflorum*), Britton's beargrass (*Nolina brittoniana*), Lewton's polygala (*Polygala lewtonii*), scrub plum (*Prunus geniculata*), Carter's mustard (*Warea carteri*), and others
- No observations of any protected plants within the project area and no known documentations within one mile
- Any species observed during other species-specific surveys will be documented
- If protected plant species are observed within the proposed impacts limits, coordination with the Florida Department of Agriculture and Conservation Services (FDACS) will be initiated and efforts will be made for seed collection and/or relocation to adjacent habitat or other suitable protected lands prior to construction
- No anticipated impacts

*Turnpike explained that FDOT will own all property within the ROW. Turnpike would coordinate with FDACS and a local native plant organization such as Bok Towers to relocate any rare plants as feasible. No FWC permits would be required, and to work with FDACS.*

*FWC agreed with the proposed assessment for state protected plants and instructed Turnpike to work with FDACS.*

## 10. Southern fox squirrel

- 7.53 acres of potential habitat within project area (fire-maintained pine and oak systems and flatwoods)
- No observations of the southern fox squirrel within the project area and no known documentation within one mile
- If a nest is found and impacts cannot be avoided an FWC Incidental Take Permit will be obtained
  - May include in a precautionary Incidental Take Permit
- No anticipated impacts

*Turnpike requested clarification on the protection measures and permitting requirements for this species as it is no longer listed as Threatened of SSC.*



*FWC indicated that they have jurisdiction over the taking of a nest. FWC agreed with the proposed assessment for the southern fox squirrel to complete surveys prior to construction. If no occupied nests are taken during nesting season then permits would not be required. The discussion for the precautionary ITP would be held internally at FWC.*

#### **11. Osprey**

- One observation of the osprey in flight within the project area and two (2) known documentations within one mile (map provided – Exhibit 2)
- Six osprey nests within the project area
- Design surveys currently ongoing
- Nest removal, if required, will occur during non-nesting season
- No anticipated impacts

*Turnpike indicated that any nests within proposed ROW would be removed in accordance with current guidelines (no eggs or chicks would be removed).*

*FWC agreed with the proposed assessment but added that it would be preferable to relocate the inactive nests to a pole or platform nearby or provide platforms for nests.*

#### **12. Federal Species**

- Bald Eagle Technical Assistance Meeting with Ulgonia Kirkpatrick on December 2, 2019
- USFWS Technical Assistance Meeting with John Wrublik on December 11, 2019
- Species being addressed with coordination with USFWS include:
  - Eastern indigo snake (*Drymarchon couperi*)
  - Bluetail mole skink (*Plestiodon egregius lividus*)
  - Sand skink (*Plestiodon reynoldsi*)
  - Audubon's crested caracara (*Caracara cheriway*)
  - Wood stork (*Mycteria americana*)
  - Everglade snail kite (*Rostrhamus sociabilis*)
  - Florida grasshopper sparrow (*Ammodramus savannarum floridanus*)
  - Bald eagle (*Haliaeetus leucocephalus*)

*Turnpike briefly reviewed the federal species being coordinating for with USFWS and indicated that there are 3 bald eagle nests with potential impacts from the current alignment. However, additional alignments are being evaluated to determine feasibility of avoiding bald eagle nest takes.*

*FWC deferred any federal species to USFWS. FWC no longer involved with bald eagle permitting.*

#### **13. Roundtable/Questions/Comments**

##### Wildlife Connectivity

*Turnpike requested clarification if the project should consider impacts to large mammals such as the Florida black bear. FWC indicated that there should not be black bear issues associated with this project.*

*Turnpike indicated that they were considering habitat connectivity and there will be a few bridges associated with the project. A large box culvert is proposed at Lake Lena Run and bridge(s) over the mining pits at the south end of the project over very deep waters. Turnpike inquired if the project area would be considered a wildlife corridor that may need wildlife crossing considerations such as wildlife shelves under the bridges. Turnpike clarified that there are no conservation lands adjacent to the project*



*area and portions of the project are within an approved DRI. Turnpike also indicated that the project design was currently at Phase II.*

*FWC explained that the culvert at Lake Lena Run would be a good place for wildlife shelves and would propose standard fencing in the area as well. If feasible, he recommended 5 feet of vertical clearance with 3-4 feet of horizontal clearance for a ledge to allow animals to pass under the road and stay out of the water. There are no conservation lands located on either side of CPP so it would be a preference rather than a requirement. The bridge over the mining pits would not require wildlife shelves as there will be minimal existing and potential future habitat to support significant wildlife utilization.*

*FWC indicated that the overall project location did not appear to present a significant wildlife corridor to warrant wildlife crossings. FWC did not feel bridge wildlife shelves were over the mining pits but indicated wildlife connectivity at the Lake Lena Run location would be more appropriate if feasible. However, FWC did not have data at this location. FWC suggested Turnpike investigate placing a culvert crossing within the Lake Lena Run area. Ideally the crossing would be five feet high and 3-4 feet wide to accommodate openness factor. However, FWC understood there may be restrictions to allow these dimensions. FWC clarified that a wildlife culvert was a suggestion and not a request or requirement. FWC would not be requiring a wildlife crossing for this project. If feasible, fencing should also be considered to facilitate wildlife use of any culvert crossing.*

*Turnpike inquired if lighting would be required for the wildlife crossing/ culvert over Lena Run. FWC indicated that lighting would not be required.*

#### *Precautionary ITP*

*Turnpike inquired about the precautionary ITP to cover the American kestrel, Florida sandhill crane and southern fox squirrel.*

*FWC said that an internal discussion would take place and it may take up to a year to come up with something that would work. FWC requested continued coordination on this project through design to facilitate permitting requirements and FWC's review of the ERP application. Since SWFWMD will forward the ERP Natural Resource Evaluation (NRE)/Biological Assessment (BA) to FWC for review, FWC suggested providing to FWC prior to the ERP application submittal for coordination purposes.*

*FWC indicated that an environmental document would need to be submitted along with the ERP to explain the methodology and assessment for each species.*

*Turnpike agreed, an environmental document is generally included along with ERP applications. Turnpike will continue to coordinate with FWC to determine the best approach for potential future incidental impacts to these species and will submit the draft NRE/BA to FWC prior to ERP application submittal.*



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

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P.O. Box 613069, Ocoee, FL 34761  
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KEVIN J. THIBAUT, P.E.  
SECRETARY

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### ACOE Pre-Application Meeting Notes

#### FPID 440897-2, SR 570B (Central Polk Parkway) Segment 1 from SR 570 (Polk Parkway) to SR 35 (US 17) Polk County, FL

Conference call date: 04/09/2020  
Time: 1:00 PM – 2:00 PM

---

#### 1. Introductions

- |   |                         |
|---|-------------------------|
| • FTE Environmental Permits Coordinator | Annemarie Hammond       |
| • FTE Project Manager                   | Pam Nagot, PE (HNTB)    |
| • FTE Permits Coordinator               | Fred Gaines (Atkins)    |
| • FTE Permits Coordinator               | Tiffany Crosby (Atkins) |
| • ACOE Staff                            | Cynthia Ovdenk          |
| • KCA Project Manager                   | Thomas Presby, PE       |
| • KCA Senior Environmental Scientist    | Catie Neal              |

#### 2. Project Overview (map provided)

- Current Alignment
  - 6.25 miles through various land uses (pasture, previously mined lands, wetlands – herbaceous and forested, hardwood forests, etc.)
  - Alternative alignments being assessed – all alternatives are located in similar habitat types

*Turnpike provided a background and current status of the project and explained that much of the southern portion was formerly phosphate mining. Turnpike indicated that there are other alternatives being analyzed and that the alternatives will not change the permitting approach.*

*ACOE said they were familiar with the area and the associated mining and asked if the project was crossing any mitigation areas.*

*Turnpike further explained that a portion of the project crosses part of the Clear Springs mine, that the area was mined prior to the 2000s, and are not aware of any previous ACOE permits involved with this segment. This old mining area is part of the Clear Springs Mine reclamation plan, but it is not involved in any mitigation that Turnpike is aware of. There is no conservation or mitigation involvement within project limits.*

*The southern portion of the project is Southwest Florida Water Management District (SWFWMD) owned land. Turnpike has been coordinating with SWFWMD and will continue to do so through the Environmental Resource Permit (ERP) process.*

### **3. Wetlands/Surface Waters**

- WOTUS – 39 wetlands and 9 surface waters
- Overall (89.87 acres) – Mainline and Proposed Pond Sites
  - Herbaceous (52.44 acres)
  - Forested (15.46 acres)
  - Channels (3.21 acres)
  - Reservoirs (18.76 acres)
- Some points were previously approved by SWFWMD in 2013. SWFWMD coordination for field review.

*Turnpike explained there are approximately 90 acres of wetland and surface water impacts. D1 coordinated with the SWFWMD in 2013 to review some of the wetland points but the recently set jurisdictional lines have not been reviewed. Turnpike is currently in the process of getting those reviewed by the SWFWMD and will update the ACOE once complete. The Turnpike commented that the ACOE has referenced some potential concerns with field reviews by other agencies in the past and inquired if they would accept the SWFWMD approved lines, or if the ACOE would prefer to review the lines as well.*

*ACOE replied they would like to review if the timing works out since the delineations can be different based on the required rules, but there are no COE field jurisdictional delineation reviews occurring at this time. They will review what is submitted and make a final decision at that point.*

*Turnpike indicated that it is standard procedure for the wetland lines presented to ACOE and WMD encompass the greater (more upland side of the ecotone) delineation to incorporate both agency requirements.*

### **4. Mitigation**

- Three mitigation banks within Peace River Basin
  - Boran Ranch Mitigation Bank
  - Peace River Mitigation Bank
  - Horse Creek Wetland Mitigation Bank

*Turnpike explained the project limits are within the service area of 3 COE approved mitigation banks and will need to perform the standard bid process to identify the specific mitigation bank that will be used.*

### **5. ACOE Permit**

- Individual 404 Dredge and Fill Permit – ACOE (submittal in March 2021, PN in May 2021, and USFWS Technical Assistance Package in July 2021 with permit issuance January 2022)
- FDEP Assumption

*Turnpike anticipates the project will require an Individual 404 Dredge and Fill permit and expect to submit in March 2021 followed by a Public Notice scheduled for May 2021 and target permit issuance in January 2022.*

*ACOE said they will likely have the opportunity to get out and review the wetland lines with that time frame.*

*Turnpike explained they expect this project to fall within the FDEP assumption if that process were to be implemented during this project's review period. However, based on the information provided by FDEP so far, it does not appear the process will be finalized in the near future. The project area does not appear to be within the 300 ft buffer of any waterbodies listed in the proposed FDEP Assumption Rule that would require the project to remain under ACOE permitting jurisdiction.*

*ACOE indicated they are aware of the potential for the application to be reviewed by FDEP but was not confident the FDEP Assumption process would be completed during this review schedule.*

*Turnpike expects Section 7 coordination with the USFWS through the ACOE permit. ACOE will complete the Section 7 consultation as this project does not include federal funding.*

## **6. Protected Species**

- Federal Protected Species
  - Technical Assistance with the USFWS on December 2 (bald eagles) and December 11, 2020
  - Project located within Consultation Area for:
    - Florida scrub-jay (surveys scheduled in 2021)
    - Sand skink/Blue-tailed mole skink (surveys scheduled in 2021)
    - Crested caracara (surveys scheduled in 2021)
    - Florida grasshopper sparrow – No Effect
    - Everglades snail kite – No Effect
  - Other Federal Protected Species
    - Eastern indigo snake - key
    - Wood stork - key
    - Florida panther- No Effect
    - Bald eagle (TBD)
    - Federal protected plants
- Coordination process with USFWS (ESA and Bald Eagle)

*Turnpike explained that technical assistance with the USFWS has been completed for both Section 7 consultation and bald eagles. There are three (3) bald eagle nests within the project area that may have either the nest tree or protection zone involvement. Species specific surveys for federal protected species are scheduled to begin in January 2021. USFWS indicated that the bald eagle permit is not dependent on the ACOE permitting. However, the Turnpike indicated they would like to verify the coordination process between ACOE and Bald Eagle Permitting Section. Will the ACOE need to coordinate directly with Ulgonda Kirkpatrick (Bald Eagles Coordinator) and John Wrublik (Section 7) separately or will the ACOE get the information through Section 7?*

*ACOE responded that they will definitely coordinate with USFWS for ESA impacts. When they issue the*

*Public Notice that is when they begin the coordination. USFWS will have at least 120 days under ESA to follow up after the Public Notice.*

*Turnpike responded that the USFWS (John Wrublik) indicated they will not include any information about bald eagles in the BO or coordination documents. Ulgonda Kirkpatrick (USFWS) will conduct her own review on the bald eagles.*

*ACOE indicated they would verify the procedure but expects they do not have to coordinate for species not covered under the Endangered Species Act. The ACOE permit should be independent of the Bald and Golden Eagle Protection Act and not be dependent on coordination or issuance of a Bald Eagle Nest Take Permit. The ACOE will likely not need to coordinate with Ulgonda Kirkpatrick but will coordinate with John Wrublik. Bald eagles will likely be handled between the Turnpike and Ulgonda Kirkpatrick.*

*Turnpike asked if the ACOE determines that coordination with Ulgonda Kirkpatrick is necessary, would it be possible to include a commitment or statement to maintain the 404-process? The COE recognized the issue of timing and indicated that it may be a possibility if needed.*

*Turnpike also inquired if the bald eagle impacts would need to be part of the Public Notice.*

*ACOE indicated yes, that likely needs to be included.*

## **7. Other Anticipated Permits**

- Individual Environmental Resource Permit – SWFWMD (anticipated submittal in October 2020 with issuance in February 2021)
- Eagle Nest Take Permit – USFWS (anticipated submittal in July 2021)
- Gopher Tortoise Relocation Permit – FFWCC (anticipated submittal December 2021)

*ACOE asked if there are any significant water quality concerns.*

*Turnpike replied no but they are addressing all required Section 401 water quality criteria with the drainage approach to be permitted through SWFWMD. They do not anticipate any issues.*

*ACOE said they rely on SWFWMD to cover the water quality issues under the NEPA Public Interest category, so the ERP process is important documentation.*

## **8. Roundtable/Questions/Comments**

*Turnpike indicated that they would like to confirm that any wetland jurisdictional determinations (JDs) agree with the ACOE, and if it would be possible to submit that information prior to formal application submittal or if it needs to occur along with the application submittal.*

*ACOE responded that if Turnpike submits wetland delineation information before the application, then that would be similar to requesting a pre-approved Jurisdictional Determination (JD). ACOE recommended that if wetland determinations are requested prior to the application submittal, Turnpike should request a preliminary JD to avoid the significant ACOE process of a Request for Jurisdictional Determination.*



*Turnpike indicated the caracara and sand skink surveys have a time limitation for permitting purposes. The surveys are scheduled for early 2021. The ACOE application will be submitted before the surveys are complete. Therefore, the ACOE will not be able to coordinate with the USFWS until July 2021 regarding those species. Can the Public Notice be issued without the specific impacts to listed species based on the survey results as long as anticipated impacts are included?*

*ACOE confirmed they can issue the Public Notice without specific survey results. The USFWS would likely respond that they do not yet have the data to complete their review. It will likely lengthen the consultation process. The ACOE recommended the Turnpike make a determination based on the best available data and potential habitat at the time. Applicant coordination with the USFWS ahead of time is appreciated; however, it is important that the ACOE stays informed since they are responsible for initiating and completing the consultation process.*

*Turnpike indicated they will include the best available information for the public notice and in the future, will include ACOE on pre-application/technical assistance meetings with USFWS for projects that are anticipated to need an ACOE permit.*

*Turnpike said they will send the PD&E documentation along with the application submittal to document the alternative analysis process for the ACOE.*

*Turnpike also explained that they are currently conducting a PD&E evaluation of the next section of the CPP which extends from SR 17 to SR 60. It will be a few years before that application will be submitted; however, it will connect to the CPP 1 Segment. Turnpike will coordinate with ACOE when and if the project moves forward with design as the 'no-build' remains a viable option through the PD&E public hearing.*





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**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**  
**Segment 1 from SR 570 (Polk Parkway) to SR 35 (US 17)**  
**Polk County**

Date: 12/02/2019

Time: 3:00 PM – 4:30 PM

Venue: Go-To Meeting

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*Note: The italicized text below in the meeting agenda are the topic points and notes that were discussed throughout the meeting.*

### 1. Introductions

- Turnpike Environmental Permits Coordinator – Annemarie Hammond
- Turnpike Project Manager – Pam Nagot (HNTB)
- Turnpike Permits Coordinator – Fred Gaines (Atkins)
- Turnpike Permits Coordinator – Tiffany Crosby (Atkins)
- USFWS Bald Eagle Biologist – Ulgonida Kirkpatrick
- KCA Senior Environmental Scientist – Catie Neal
- KCA Chief Environmental Scientist – Robert Whitman
- KCA Senior Environmental Scientist – Ashley Abdel-Hadi
- KCA Senior Roadway Project Engineer – Todd Gardina
- KCA Senior Environmental Scientist – Nicole Selly
- KCA Structures Department Manager – Guillermo Madriz

### 2. Project Overview (map provided)

- Project Timeline

*A project overview was provided and a timeline of the PD&E effort by FDOT D1, FTE and the approval of the final SEIR in 2011. The SEIR documented one nest within 660' of the proposed project (assumed to be PO043a). FDOT D1 started design but put on shelf in 2016 with a slightly different alignment than approved SEIR. FTE conducted nest pedestrian/vehicle surveys in 2017 through 2019 documenting potential project involvement with three eagle nests.*

**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/02/2019

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- Project area with high bald eagle presence associated with Lake Hancock  
*A description of the site conditions was provided with its associated constraints:*
  - Identified bald eagle nests within the vicinity of the project. FFWCC Eagle Nest Locator data, Audubon and field data observations/surveys/locations used for graphics. USFWS indicated that FWC would no longer be in charge of the eagle database and Audubon EagleWatch was taking over. She requested that FWC be notified of the eagle's nests found while doing surveys.
  - The proposed project Stormwater Management Pond ROW is located within the 660' secondary buffer of PO037a but construction should be located outside of the secondary buffer; minimal (fencing and minor grading) to no impacts are proposed to the nest after construction.
  - The project area is located within the 330' primary zone of "Nest 1" identified. KCA clarified the proposed ROW is 180 feet from the nest and pavement will be approximately 275 feet from the nest.
  - Nest 2 will be a full take as it is located within the current alignment's proposed limits of construction and the tree will need to be removed.
  - Access via Sheffield Road and canal crossing, DRI plans, utility transmission poles, future plans, etc.
- Current Alignment (map provided)  
*A description of the current alignment and its development from the PD&E was provided.*
- Optimization  
*2011 SEIR preferred alternative with assumed nest PO043a disturbance (within 660') was reevaluated to avoid Polk Co. Public Works and major high-powered utility transmission lines. This resulted in the 2016 FDOT D1 "optimized" alignment, which continued potential involvement with nest PO043a. FTE started design in 2017 with a review of D1 optimized alignment. 2 "new" eagle nests (Nest 1 within 660' and Nest 2 within 330' and nest tree removal) were identified during design field reviews.*
- Avoidance and Minimization
  - Four (4) other Alternatives evaluated (maps provided)
  - Impact Table Provided (all alternatives include work within PO037a for ROW fence)

Description	Current Alignment	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Bridge Length (ft.)	1560	1750	1750	0	1750
Eagle Nest 1 Impacts	Primary (330')	Secondary (660')	Primary (330')	Primary (330')	None
Eagle Nest 2 Impacts	Full Take	None	Secondary (660')	Secondary (660')	Secondary (660')
Toll Facility Impact	No	Yes	No	No	Yes
Geotechnical Risk	Low	High	High	Low	High

**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes**  
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Date: 12/02/2019

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Description	Current Alignment	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Utility Impacts	Low	Low	Low	High	Low
SWFWMD Impacts	Low	High	Medium	Low	High
Total Estimated R/W (AC)	519.67	517.30	517.27	518.15	517.28
Floodplain Impact (AC)	124.11	121.35	121.72	126.92	119.46
Wetland Impact (AC)	89.84	87.35	87.36	82.31	86.47

*The four alternatives and the constraints associated with each were discussed. It was clarified that the alternative alignments have not been vetted and are still under review to confirm if they are feasible.*

- *Alternative 1 moves out of the primary zone for Nest 1 and Nest 2 but bisects the SWFWMD DRI property to a larger degree than the current alignment.*
- *Alternative 2 maintains the current toll site but remains within the primary zone of Nest 1 and moves out of the primary zone for Nest 2, bisecting SWFWMD DRI property to a larger degree than the current alignment.*
- *Alternative 3 moves to the east, staying within the primary zone of Nest 1 and Nest 2; however, this alternative creates large impacts to major high-powered utility transmission poles and impacts County facilities.*
- *Alternative 4 avoids both nests and minimizes impacts to the fullest degree by remaining completely outside primary and secondary buffer zones for Nest 1 and barely within the secondary zone of Nest 2.*

**3. Bald Eagle Nests Involvement within Project Area (Map Provided)**

- Three (3) nests with potential involvement

Bald Eagle Nest	Status	Notes
PO37a	PI	2019 surveys indicated this bald eagle nest is not currently in use; FWC/Audubon data suggest this pair is currently utilizing another nest (PO037) to the west on Lake Hancock west shore
Nest 1	A	Bald eagles were observed nest building during 2019 surveys
Nest 2	A	Bald eagles were observed nest building during 2019 surveys

A: Active

PI: Potentially Inactive

*USFWS asked if the current alignment was the preferred alignment? Turnpike indicated that the project currently in designed is based on 2016 FDOT D1 alignment (current alignment). Since the two new bald eagle nests have been recently identified, the alternative alignments discussed in the meeting are being investigated.*

**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes  
FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/02/2019

Venue: Go-To Meeting

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**4. Permitting Options**

- Bald Eagle Nest Take Permit (discussion for each involved nest – Full take and Incidental Take – 330 & 660 buffer impacts)

*USFWS reminded attendees that if there is no nest then no nest permit is required. If an incidental take or disturbance permit is required, it includes construction of roads, trails, canals, power lines and other linear utilities, agriculture, building construction, mining activities, drilling activities, timber operations, off-road vehicle use, watercraft use, human entry, and loud noises.*

*USFWS indicated that for PO037a, since minor activities within the secondary (330-660') zone, FTE could either 1) continue to try to avoid impacts entirely; 2) worse case implement monitoring guidelines; or 3) include it in with the other nest take permit applications. USFWS recommended since FTE is already permitting nest impacts, it would not be an issue to include it with the other two nest take permit applications.*

*USFWS indicated that it appeared Nest 1 would be an incidental take.*

*USFWS indicated Nest 2 would be a full take with the current alignment. If the current alignment is justified, then the removal of Nest 2 would need to take place outside of nesting season or when no adults are present for 10 consecutive days. USFWS advised that construction be coordinated for the removal of the nest and clearing of the ROW to discourage the eagles from re-nesting close by and within the same project area. USFWS advised all permits should be in place so other clearing and grubbing operations can occur concurrently.*

*USFWS explained that all three nests could be combined and issued under one permit, but each proposed nest impact will require a separate application. The nest take permit would be valid for 5 years from date of issuance.*

*Turnpike requested clarification of qualifications for a Full Nest Take permit. USFWS indicated that the take permit applications should demonstrate the purposed actions provide a protected interest and have a net benefit to eagles in order to qualify under the last criteria for nest take permit issuance.*

*Turnpike requested examples on how to show a net benefit for eagles. USFWS indicated there are several options and no real guidelines but they must pass reasonable scrutiny (straight face test). The nest take permit application needs to prove there is an overall net benefit criteria met for the species. USFWS clarified that the local area where the overall net benefit can occur is based on an 86-mile radius from the nest being taken. USFWS provided several examples but noted FDOT is not limited to only these options.*

- Land management funding for prescribed burning
- Set aside existing eagle habitat for conservation via conservation easement
- Work with utility companies to make sure that existing or new powerlines are suitable for eagles based on Avian Power Line Interaction Committee – APLIC guidelines
- Donate to eagle rehab center

**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes  
FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/02/2019

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*Turnpike request clarification on the public notice process of the application and permit issuance. USFWS indicated that the nest take permit applications do not have a public notice process, but they do go through concurrent intra-agency Section 7 consultation. Federal actions on the project will need to be reviewed concurrently (including US Army Corps of Engineers – COE S404 Permit Application Review). USFWS was not sure if the COE S404 Public Notice would include the Bald eagle nest take permit with the Section 7 consultation information. USFWS recommended coordinating with John Wrublik for clarification of the COE/USFWS Section 7 consultation process relative to Bald Eagle Nest Take Permit Applications and to finalize any other protected species issues beforehand. Tribal and cultural consultation are also required so it is also recommended to submit SHPO concurrence with application.*

- Additional data needed

*Clarification was requested regarding additional data that might be needed for the permit applications.*

*USFWS indicated that Turnpike needs to be able to address all the questions on the application. If not possible to answer, reach out to USFWS to discuss an approach prior to leaving questions blank. The local area population analysis will be conducted by USFWS. The information present on maps and current data collected should be sufficient for the application. USFWS indicated that FTE needs to show the following: “What you want to do”, “Where you want to do it”, and “How you want to do it.” Provide information on how you are going to avoid and minimize impacts to the greatest extent practicable and what kind of net benefit to eagles will be provided to the nest removal. USFWS confirmed that the original PD&E related documents are acceptable for the NEPA related aspects associated with the nest take permit applications.*

- Monitoring requirements

*Turnpike inquired if there will be any further monitoring required for the nest take permit applications based on the information presented in the meeting. USFWS indicated that no further monitoring should be required for the nest take application, but monitoring will likely be required after the permits are issued. For Nest 1, it will likely be required to monitor for any impacts during construction if work is conducted during the nesting season in the 330-660’ protection zone and post-construction for 1 year. For example, a 5-year (nesting season) duration construction project will require nesting season monitoring all 5 years if construction occurs within the protection zones and then 1 year afterwards. For Nest 2, monitoring will be required until adults have not returned for 10-consecutive days prior to nest tree removal. If the eagles come back, relocate outside of the project area protection zone distance and produce young right away then monitoring will only be required for 1 nesting season. If the birds do not return, then a minimum of 2 years is likely required. If the birds happen to come back and build a nest within 660 feet of the project area, then a permit amendment for the new location may be required.*

*Turnpike inquired about the amendment process; difficulty, level of involvement, similarity to the initial application process? USFWS indicated that amendments are generally not difficult to process and timely and can be done via email and coordination with her directly.*



**FDOT, Florida's Turnpike Enterprise/USFWS Bald Eagle Nest Technical Assistance Meeting Notes  
FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/02/2019

Venue: Go-To Meeting

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**5. Mitigation Options**

- Compensatory Mitigation – conservation of existing bald eagle nest or habitat
- Artificial Nest Structures
- Monitoring
- Cooperative project – FTE, SWFWMD, Audubon Eagle Watch Program

*USFWS indicated that the mitigation options vary widely. Local area for a nest is 86 miles, so FDOT can be liberal in location of conservation measures.*

**6. Timeline**

*USFWS indicated that a nest take permit processing timeline is approximately 80 – 180 days. Turnpike inquired if that is the same timeline for multiple nests, USFWS indicated that, yes, 80 – 180 days is the goal for USFWS, but certain things can delay the process. USFWS does not currently see any red flags. Getting the concurrent Section 7 coordination would be critical to avoid delays in permitting.*

*USFWS indicated that a year out for the permit process will be sufficient for application submittal. It should line up with the ACOE permit application review and other USFWS coordination in order to prevent any potential delays (due to the intra-agency Section 7 coordination). USFWS explained that the eagle populations in central Florida (Polk County included) are so high and dynamic. For example, a storm or hurricane could easily blow a nest out of the tree and the nest could “disappear.” USFWS verified that if a known nest is removed and is no longer existing, there is nothing to permit. It is recommended to wait until a year before construction is due to start to apply for any Bald Eagle permits. Nests could be removed (due to natural reasons) or there could be additional nests that are found in the area (newly built nests).*

**7. Roundtable/Questions/Comments**

*Turnpike requested clarification on what type of documentation is needed to demonstrate avoidance and minimization? USFWS indicated that to avoid doing work within 330 feet is a valid minimization measure. If that is not possible, then temporary work barriers to avoid heavy equipment would also be considered. Additionally, making sure construction crews are aware of the location of the nest(s) and work quickly and quietly within the 330-foot zones is also a valid measure. Additional measures can include: modifying project lighting so it does not shine on the nest, minimizing the need for back up alarms, removing carcasses from the roadway to avoid potential vehicular associated mortality, etc.*

*Turnpike inquired if the known communal roost area needs to be addressed in the permitting process. KCA clarified the known areas location (NW of the project area at the landfill). USFWS indicated that because it was not within the project area, it does not need to be addressed as an impact in the permit application.*

*USFWS reiterated that they are available to provide any technical assistance or discuss questions that may come up during the permitting or application process, including Reese Collins (USFWS Regional Eagle Coordinator) is available as needed (timelines, application fee, or permitting questions). Any administrative questions should be directed toward Cathy Watkins.*



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**FDOT, Florida's Turnpike Enterprise/USFWS Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**  
**Segment 1 from SR 570 (Polk Parkway) to SR 35 (US 17)**  
**Polk County**

Date: 12/11/2019  
Time: 1:00 PM – 2:00 PM  
Conference Call

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*Note: The italicized text below in the meeting agenda are the topic points and notes that were discussed throughout the meeting.*

### 1. Introductions

- Turnpike Environmental Permits Coordinator – Annemarie Hammond
- Turnpike Project Manager – Pam Nagot (HNTB)
- Turnpike Permits Coordinator – Fred Gaines (Atkins)
- Turnpike Permits Coordinator – Tiffany Crosby (Atkins)
- USFWS Planning and Resource Conservation Staff – John Wrublik
- KCA Project Manager – Thomas Presby
- KCA Senior Environmental Scientist – Catie Neal
- KCA Chief Environmental Scientist – Robert Whitman

### 2. Project Overview (map provided)

- Current Alignment (map provided)
  - 6.25 miles through various land uses (pasture, wetlands – herbaceous and forested, hardwood forests, etc.) (map provided)

*Turnpike indicated the meeting was requested to obtain technical assistance for the proposed surveys, determinations and mitigation of federally listed species potentially impacted by the CPP Segment 1 Project. A background and current status of the project was provided which included the project location and primary land uses, including upland and wetland habitats within the proposed ROW.*

- ETDM #8487 published on Dec 3, 2010
- Key project related concerns identified by the FWC and USFWS included potential impacts to the following federal listed species:
  - Eastern indigo snake (*Drymarchon couperi*)
  - Bluetail mole skink (*Plestiodon egregius lividus*)
  - Sand skink (*Plestiodon reynoldsi*)
  - Audubon's crested caracara (*Caracara cheriway*)
  - Wood stork (*Mycteria americana*)

**FDOT, Florida's Turnpike Enterprise/USFWS Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/11/2019

Conference Call

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- Everglade snail kite (*Rostrhamus sociabilis*)
- Florida grasshopper sparrow (*Ammodramus savannarum floridanus*)
- SEIR SR60 to Polk Parkway (SR570)
  - Signed March 22, 2011
  - Reevaluated by FDOT District 1 in 2016
  - Currently under reevaluation by Turnpike
- 89.84 acres of wetlands impacts anticipated
  - 39 wetlands and 9 surface waters

**3. Eastern Indigo Snake**

- Estimated more than 25 acres of habitat will be impacted
- To minimize and avoid impacts, USFWS approved Standard Protection Measures for the Eastern Indigo Snake will be utilized during all construction activities
- May Affect determination based on key "A>B>C"
- Quantification of impacts within the project footprint using current male/female home ranges.
- Mitigation provided via Platt Branch credits
- Gopher tortoise permitting through FFWCC

*USFWS indicated the proposed determination, approach to quantify EIS habitat and the use of Platt Branch for required mitigation was acceptable.*

**4. Bluetail mole skink & sand skink**

- 29.88 acres of suitable sand skink soils present (map provided)
- Full survey protocol proposed
- 40 boards per acre- use of sod cutter for board installation
- Positive skink/track identification will assume occupancy within 80-foot radius (pedestrian and coverboard identification)
- Mitigation provided via purchase of Conservation Bank credits if required.

*Turnpike described the amount and conditions of the suitable sand skink soils and habitat located within the project. Turnpike's planned approach of conducting standard sand skink surveys following standard protocol within the two areas with sand skink soils.*

- *USFWS agreed with the survey approach and use of a sod cutter for board installation. USFWS also agreed with the proposed mitigation option.*

**5. Florida scrub-jay**

- 2 areas with suboptimal habitat found within proposed ROW (map provided) – 18.46 acres
  - Suboptimal habitat does not meet habitat requirements of oaks 1-3 m high, with 10-50% unvegetated, sandy openings, and a pine canopy less than 20%
- Most conifer-mixed forests within proposed ROW are densely forested, and overgrown due to lack of fire

**FDOT, Florida's Turnpike Enterprise/USFWS Technical Assistance Meeting Notes**  
**FPID 440897-2 SR 570B (Central Polk Parkway)**

Date: 12/11/2019

Conference Call

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- Previous fall surveys performed in corridor and lack of surveys and historical observations for more than 20 years
- Potential survey methods
  - Full survey protocol
  - One full survey conducted during breeding season per survey methodology
- Previous fall surveys performed in corridor and lack of surveys and historical observations for more than 20 years
- No impacts anticipated
- Mitigation provided via Platt Branch if required

*Turnpike described the two areas of suboptimal scrub-jay habitat located within the project area and the intention to perform surveys according to standard survey protocol. USFWS agreed with the proposed survey methods and mitigation option if needed.*

**6. Audubon's crested caracara**

- 7 stations with 1500-meter buffer (map provided) of current alignment
- Full survey protocol proposed
- No impacts anticipated
- Mitigation TBD if required.

*Turnpike stated no observations of caracaras were documented while performing site investigations within the study area. Surveys for caracara will be completed according to standard survey protocol. If surveys result in documented foraging or nesting habitat, Turnpike will coordinate with USFWS to determine next steps. USFWS agreed to the survey methodology and potential future consultation. Turnpike notified USFWS that four alternative alignments were currently being investigated to avoid bald eagle nests. If another alignment is selected, Turnpike will resubmit the proposed survey locations for USFWS review and approval.*

**7. Wood stork**

- No wood stork rookeries within proposed ROW
- Proposed ROW within Core Foraging Area of three rookeries (map provided)
  - Lake Somerset – last active 2017
  - Lone Palm – last active 2018
  - Mulberry Northeast – last active 2017
- Will address potential impacts to wood stork foraging habitat via biomass analysis
- Mitigation provided via purchase of COE permitted Wetland Mitigation Bank credits within the service area of the impacts.

*USFWS agreed with the proposed method to quantify wood stork impacts and mitigation options.*

**8. Everglade Snail Kite**

- Proposed ROW is within USFWS consultation area; however, suitable nesting habitat does not exist

- No surveys proposed

*USFWS agreed with the proposed assessment for snail kites.*

#### **9. Florida Grasshopper Sparrow**

- No suitable habitat within proposed ROW (land use consists of primarily drained unimproved pasture)
- No historical observations recorded within proposed ROW
- No surveys proposed
- No impacts anticipated

*USFWS agreed with the proposed assessment for the Florida grasshopper sparrow.*

#### **10. Bald Eagle Coordination**

- Bald Eagle Technical Assistance Meeting with Ulgonde Kirkpatrick on December 2, 2019
- Three potential nest permits – 1 incidental and 2 nest takes (1 tree take and 1 within 330' zone)
- Timeline for intra-agency Section 7 coordination

*Turnpike provided a brief summary of the coordination with Ulgonde Kirkpatrick (USFWS) in early December for the bald eagle permitting requirements and schedule. Turnpike indicated the current alignment proposes potential impacts to 3 bald eagle nests; one direct take, one in the 330' primary zone, and one in the 660' secondary zone. Ulgonde indicated she would coordinate with John after Turnpike submits the eagle permit applications.*

*Turnpike asked how USFWS will coordinate with Ulgonde's group for bald eagle impacts and permitting and if USFWS will include bald eagles within the Section 7 Biological Opinion.*

- *USFWS indicated they will coordinate with Ulgonde during Section 7 consultation to see if there are any other issues with protected species. Bald eagles will not be included in the Biological Opinion as Ulgonde will handle everything regarding bald eagles will coordinate with him as necessary. USFWS also noted that the BO will likely be completed before she issues the bald eagle permits and he will keep her informed as well.*

*Turnpike further explained that other alternative alignments are being evaluated and would inform USFWS of any alignment changes resulting from alternative analysis. Turnpike will keep USFWS informed of the status of the bald eagle permitting as the project progresses.*

*USFWS asked if Ulgonde would not issue the bald eagle permits until we get the other (USACE) permits. Turnpike explained that Ulgonde indicated that the USACE permit was not required prior to issuance of the bald eagle permits, but she preferred all other required permits issued prior to her issuance. Turnpike anticipated submitting the bald eagle permit applications towards the end of USFWS review and evaluation process.*



## **11. Tentative Permitting Timeline**

- Sand skink and Caracara surveys start Jan 2021
- Survey results submitted April 2021
- COE permit submittal mid 2020 with COE PN 3<sup>rd</sup> Quarter 2020
- submit Bald Eagle permits in Summer 2021
- USFWS BO August 2021
- COE S404 permit issued September 2021
- USFWS Bald Eagle nest permit late 2021
- Commence Construction late 2022

*Turnpike discussed the proposed timeline and when permit applications are anticipated to be submitted and when issued permits are needed to maintain the current schedule. Protected species surveys are anticipated to be initiated in early 2021 and the results of these surveys will be provided to John as soon as possible. The proposed mitigation for anticipated impacts is provided via mitigation banks, with the exception of any caracara issues.*

## **12. Roundtable/Questions/Comments**

*Turnpike asked if there were any concerns with the potential impacts of the project. USFWS asked if the project will impact conservation/SWFWMD lands and if so, was mitigation proposed to offset the loss of these conservation lands. Turnpike clarified that SWFWMD owns the property south of the proposed regional pond, but the property is not under conservation.*

*\*SWFWMD also owns the Marshall Hampton Reserve which is managed by Polk County. This property is also not under conservation.*

*Turnpike further clarified that the main portion of SWFWMD land proposed for the project currently has an approved Development of Regional Impact (DRI). SWFWMD was maintaining the development rights within the approved DRI and Turnpike is coordinating with SWFWMD.*



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

Florida's Turnpike Enterprise  
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KEVIN J. THIBAUT, P.E.  
SECRETARY

**FPID 440897-2-52-01**  
**SR 570B (Central Polk Parkway)**  
**Segment 1 from SR 570 (Polk Parkway) to SR 35 (US 17)**  
**PRE-APPLICATION MEETING WITH THE SWFWMD**  
**FEBRUARY 18, 2020 AT 1:30 PM**  
**SWFWMD TAMPA OFFICE**

**Attendees:**

<b>SWFWMD:</b>	<b>FTE:</b>	<b>KCA</b>
Dave Kramer	Pam Nagot	Ali Tayebnejad,
Albert Gagne	Tiffany Crosby	Catie Neal
Cindy Rodríguez	Adriana Kirwan	Curt Sprunger
Rob McDaniel	Annemarie Hammond	Tom Presby
Colleen Kruk	Fred Gaines	
Brian Starford	Erin Yao	

**I. Overview of Project**

Turnpike provided an overview of the project with brief history of previous coordination with SWFWMD. The Central Polk Parkway Segment 1 project limits will extend from the SR 570 (Polk Parkway) north of SR 540 (Winter Lake Rd.) to SR 35 (U.S. 17), approximately 7 miles in Polk County. The current project schedule includes permitting in 2021 with construction in 2022/2023. The design and construction of the project is for a four-lane typical section, but the proposed drainage design includes sizing of the ponds for a six-lane typical section with excess volume potentially available for a future widening.

**II. Summary of Drainage Approach**

Turnpike provided proposed treatment approach to include 1" of treatment over contributing area. Proposed design includes three stormwater ponds (SMF) and three floodplain compensation (FPC) ponds. All three stormwater ponds are sized for future 6-lane typical section. SMF 1 and 2 provide treatment and attenuation for onsite water. Turnpike noted that SMF 1 is an existing Polk Parkway pond that is being improved and increased in size. SMF 2 is a new pond located on the westside of Thornhill Road. SMF 3 (regional pond) outfalls into a drainage canal that discharges to Lake Hancock. Lake Hancock is impaired for nutrients. The proposed approach is to treat offsite water to compensate for treatment requirements for the CPP improvements from Thornhill Road to US 17.

### III. SMF 3 (Regional Pond)

Turnpike provided details of the regional pond (RP) approach which has been further developed since the previous pre-application meeting. Turnpike has developed three options for this pond approach.

Option 1. The pond is located north of SWFWMD property on privately owned land. The previous location was further south near the SWFWMD mine pits location, and SWFWMD had concerns about offsite impacts upstream of the RP by restricting inflows for treatment. The proposed RP discharges to the south into a canal to Lake Hancock. The design will provide treatment volume based on presumptive criteria sufficient to offset stormwater runoff from 252 acres of the proposed roadway right of way. The RP is sized to treat 252 acres of runoff from a 410-acre offsite area by diverting more than half of the runoff into the pond using a box culvert at Station 1198+/. The 252 acres is based on the presumed ultimate condition of the 410-acre land use. KCA noted that the nutrient loading analysis is checking nitrogen and phosphorous, and that nitrogen is the controlling element.

- *SWFWMD noted that the presumptive criteria is the minimum requirement for treatment facilities. The minimum reduction must equal the baseline condition contribution. As long as the pollutant loading of the offsite area being treated in the RP is more than that calculated for the proposed roadway, SWFWMD is fine with the approach.*
- *SWFWMD indicated Turnpike should verify there are no planned District projects that may affect the RP approach.*

Turnpike requested clarification for the offsite contributing area's presumed changes in land use relative to the future of the roadway treatment requirements and permit compliance. KCA noted that there is vacant pastureland in the upstream offsite area that could be developed in the future.

- *SWFWMD noted that the approach is not dependent on future developable land, as permit required treatment scenarios are limited to existing pollutant loads as opposed to future conditions. If the land was developed, the developer would need to show a net improvement from the undeveloped nutrient loadings. There is not much risk for Turnpike even if Turnpike does not control the offsite land. Using undeveloped nutrient loading for vacant pastureland in the CPP analysis is more appropriate. Turnpike would not be penalized for something (development) that occurs upstream. SWFWMD sees no significant risk with the current approach.*

Turnpike inquired if any extra treatment provided by the RP could be used for future projects.

- *SWFWMD indicated that excess volume is possible as long as the proposed area discharged to the same waterbody (Lake Hancock).*

- *SWFWMD requested clarification about the offsite contributing area basin boundary and noted a specific wetland on the east side of the proposed ROW, opposite of the regional pond that may provide a hydrologic connection allowing surface water to flow outside of the basin boundary. There are concerns that the proposed contributing basin boundary is not accurate and surface water may bypass the interceptor ditch and cross drains CD 9 and CD 9A.*
  - *KCA indicated the basin is based on the SWFWMD Lidar contours and they would further investigate to verify the boundaries are accurate and the surface water flows as proposed toward the canal. If necessary, additional conveyances under the proposed CPP will be included to channel the surface water to the RP.*

Option 2. The RP will be placed just south of the Option 1 location (private property) within SWFWMD property and Turnpike obtains a portion of the DRI for the required drainage needs. The treatment approach would be the same however, there would be a different offsite contributing area. A portion of which would be within SWFWMD property and the DRI.

- *SWFWMD indicated there did not appear to be any issues if the same criteria and conditions are met as the first option. Also noted, purpose is to improve water quality within the basin.*
- *SWFWMD indicated a concern with District land connectivity from the south end of the SWFWMD lands to the north. There was the potential for additional access challenges with the alternative pond location. The DRI property value is based on current access points. Sheffield Road is a primary access point*

Option 3. Turnpike would purchase the entire DRI, thereby maintaining the existing land use and eliminate the physical RP or reduce its size by improving water quality. The goal would be to get water quality credit and not provide water quantity.

- *SWFWMD indicated that just maintaining the existing land use would not provide the water quality benefit needed as the proposed DRI would provide the required treatment if constructed. Turnpike could investigate the benefit of removing the cattle from the area for treatment benefit by changing the land use (the calculations would need to show net environmental improvements). It appears the RP option 1 is a more straight-forward option.*
- *SWFWMD inquired if the development densities related to the DRI were discussed with Polk County. Clarifying that if the DRI was removed, what are the tax impacts to Polk County?*
  - *Turnpike will forward the question to FTE Right of Way.*

**IV. Pond control elevation below the site and adjacent wetlands SHW elevations**

- *SWFWMD confirmed the project should address adjacent wetlands SHW elevations.*

**V. Attenuation swales**

The proposed design includes attenuation swales (predominately dry). Turnpike requested clarification on the permit compliance requirements for these swales. Will the attenuation swales require similar standard inspections done for permitted stormwater features? Are there any special compliance conditions for attenuation swales?

- *SWFWMD indicated all stormwater features including ponds, storm sewer pipes, and ditches/swales will need to be as-built certified and inspected together every five years. There are no special conditions for attenuation only facilities. Attenuation swales do not have to be dry. No concern if the swales are holding water longer.*

**VI. Floodplain**

Turnpike evaluated floodplain encroachment using the latest SWFWMD Lake Hancock model 100-year 5-day storm stages. The cup-for-cup compensation approach was used for SMF 1, SMF 3, FPC 1, FPC 3, and FPC 4. The cup-for-cup approach showed the impacted volume at any stage increment was available in the ponds. SMF 1 and 3 provide floodplain compensation by stacking the required floodplain volume on top of the pond DHW elevation.

- *SWFWMD indicated concerns with this approach as compensation must be provided within the geographic area of floodplain impacts and Turnpike must demonstrate storage volumes are available/connected at the appropriate time. This would best be shown using the model.*
  - *Turnpike noted that the design needed to show that they were hydrologically connected and requested clarification on the floodplain compensation approach and the requested modeling.*
- *SWFWMD clarified that the floodplain approach must show hydraulic connection and demonstrate volume is immediately available. This can be done through modeling. There is more than cup-for-cup due to the complexity of area such as storage within wetlands and depressional areas. Use Lake Hancock SWFWMD model to make sure not impacting adjacent lands areas. If this information is not provided sufficiently to remove the concerns, it could affect permitting.*
  - *Turnpike requested the opportunity to submit the information prior to the application for SWFWMD review.*



- *SWFWMD indicated that was possible but would review as their schedule allows and would likely not be at an application level. Alternatively, Turnpike could set up another meeting (2-hours) to review the information.*

## **VII. Environmental**

Turnpike provided a summary of anticipated impacts to wetlands/other surface waters. The proposed design includes 35 forested and herbaceous wetlands and 9 surface waters totaling approximately 90 acres of impacts (wetlands- 68 acres, OSW- 22 acres). Current mitigation approach is to purchase mitigation credits from an approved mitigation bank with service area that covers the impacts (such as Boran Ranch and/or Peace River MB). Most of the wetland lines within the proposed alignment were previously field reviewed by SWFWMD in 2013. KCA conducted another field review of previous lines and performed additional jurisdictional delineations in new impact areas in 2018/2019. Turnpike requested a field review with SWFWMD to confirm the delineations. Turnpike has reached out to Cliff Ondercin to set up a meeting.

- *SWFWMD indicated they will coordinate with Cliff to set up a meeting. They also noted that additional banks may become available.*
  - *Turnpike noted that if new mitigation banks open, they will include them as mitigation options.*

The proposed project alignment has the potential to impact several state and federal listed species. Turnpike is coordinating with FFWCC and USFWS to address any unavoidable impacts and obtain permits as needed. There are three bald eagle's nests that will potentially be impacted by the project. KCA is evaluating alternative alignments to avoid impacts.

### **● Anticipated Permits**

Turnpike anticipates that the ERP application would be for a new permit.

*SWFWMD confirmed the project should be submitted as a new permit application. SWFWMD indicated any modification to existing permitted facilities (SR 570 Section 5 ponds) should be included so they can modify those permits as needed in-house.*

## Attachment 5: Project Commitment Record

DRAFT

**Design Change/ Right-of-Way Re-evaluation  
Attached Project Commitment Record**

A. Original approved Environmental Document

Document Type: SEIR Date of Approval: March 22, 2011 (District 1)

Project Numbers: N/A 423601-1-22-01 8487  
Federal Aid FM ETDM

Project Name: Central Polk Parkway from S.R. 60 to Polk Parkway (S.R. 570) and  
from S.R. 60 to Interstate 4 (I-4)

Project Location: Polk County, Florida

**COMMITMENT STATUS**

The specific commitments included in the approved 2011 SEIR, and their current status (*completed, unchanged, in progress, modified, appended, deleted*), are detailed below.

1. Commitment to: Public  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: Landscaping will be evaluated during the design phase.

*Status: Unchanged. Landscaping will be evaluated after Phase IIR plans.*

2. Commitment to: Ridge Scenic Highway Corridor  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: During the design phase, the FDOT will coordinate with the Ridge Scenic Highway Corridor Management Entity Board in order to minimize any potential impacts to the view-shed.

*Status: Unchanged. The Ridge Scenic Highway Corridor is not in the project area of this segment.*

3. Commitment to: Public  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: FDOT is committed to reconsideration of noise barriers at all impacted residential locations during the Design phase of this project. The traffic noise barrier evaluation will be refined using specific horizontal and vertical alignment data for the proposed Central Polk Parkway along with other details developed during design that

may influence the analysis. During final design, a commitment to construct feasible and reasonable noise barriers will be contingent upon the following conditions:

- a. Detailed noise analysis during the final design phase supports the need for abatement.
- b. Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonable criterion.
- c. Community input concerning types, heights and locations of barriers is solicited and the affected property owners support construction of noise barriers.
- d. Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, have been addressed.
- e. Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved.
- f. A land use review will be performed during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the date of public knowledge (i.e., date that the SEIR is approved and signed). If the land use review identifies noise sensitive sites that were not evaluated in the PD&E Study but have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations. The PD&E phase noise study considered noise sensitive sites that were constructed by July 2010 as shown on the PD&E project aerials. There was no ongoing construction noted along the Preferred Alignment alternatives during land use field review and noise monitoring performed between July 27, 2010 and September 15, 2010.

*Status: In progress. The approved 2011 SEIR found one location in the reevaluated segment where an 8 foot noise barrier was potentially feasible and cost reasonable. It is located northeast of the interchange at US 17. The alignment has moved farther from receptors in this location. A Noise Study Report was conducted in October 2020. Noise barriers were not found to be a reasonable or feasible abatement measure and, therefore, were not recommended for this project. If the design changes, additional noise studies will be completed.*

4. Commitment to: the Bartow Municipal Airport and Federal Aviation Administration  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: The FDOT will coordinate with the Bartow Municipal Airport and Federal Aviation Administration during the design phase to ensure the Central Polk Parkway does not impact the operations at the airport or violate federal aviation requirements.

*Status: In progress. A meeting with Bartow Municipal Airport was held November 6, 2018. Coordination with the Federal Aviation Administration through Greg Jones, Airspace and Land Use Manager Central Office Aviation and Spaceports Office, occurred on July 25, 2018 (Attachment A).*

5. Commitment to: USFWS, FWC (5a and 5c – Implementation Measures)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: The FDOT is to perform the following for Threatened and Endangered Species:

- a. Gopher tortoise: Due to the presence of gopher tortoise habitat within and adjacent to the corridor, a gopher tortoise survey in appropriate habitat within construction limits (including roadway footprint and stormwater management ponds) will be performed prior to construction per Florida Fish and Wildlife Conservation Commission (FWC) guidelines. The FDOT will secure any relocation permits needed for this species during the project design and construction phase of the project.
- b. Eastern indigo snake: Because areas of suitable habitat for the Eastern indigo snake occur adjacent to the project corridor, Eastern indigo snake presence in the project corridor is possible. Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase and prior to permitting the project.
- c. Bald eagle: Given the proximity of a bald eagle nest to the project impact area, the FDOT will commit to resurveying the project area prior to construction. If any nests within the 660-foot protection zone are deemed active, The FDOT will act in accordance with the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), as amended, and the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712).
- d. Wood stork: Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase of this project. At that time, the FDOT will evaluate the current information and provide appropriate mitigation, if necessary.
- e. Crested caracara: Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase of this project. Prior to the permitting phase of the project, the FDOT will conduct appropriate surveys within suitable habitat to determine the status of this species.
- f. Florida scrub-jay: Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase of this project. Prior to the permitting phase of the project, the FDOT will conduct appropriate surveys within suitable habitat to determine the status of this species.
- g. Bluetail mole skink: Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase of this project. Prior to the permitting phase of the project, the FDOT will conduct appropriate surveys within suitable habitat to determine the status of this species.
- h. Sand skink: Because of the potential for effects to the species, the FDOT is committed to re-initiating Section 7 consultation during the design phase of this project. Prior to the permitting phase of the project, the FDOT will conduct appropriate surveys within suitable habitat to determine the status of this species.

*Status: In progress. General wildlife surveys were conducted in April 2018, June 2018, and February through November 2019. Additional bald eagle surveys occurred in November, March, and June 2019. Coordination with USFWS occurred December 2, 2019 for bald eagles and December 11, 2019 for all federally-listed species.*



Coordination with FWC occurred January 22, 2020.

Three bald eagle nests are located near the mainline, SMFs, and FPCs. The design alignment was moved west to avoid impacts to these nests. One nest is located within 660 feet of the mainline. Proper permits will be obtained for active eagle nests.

Surveys for sand skink, bluetail mole skink, crested caracara, and Florida scrub jay (as needed) will be conducted in January through April 2021 per USFWS Guidelines. Section 7 consultation with USFWS for the sand skink, bluetail mole skink, crested caracara, Eastern indigo snake, wood stork, and the Florida scrub jay will be reinitiated and is anticipated in June 2021. A gopher tortoise survey in appropriate habitat within construction limits (including roadway footprint and stormwater management ponds) will be performed during design and prior to construction per FWC guidelines.

6. Commitment to: U.S. Army Corps of Engineers (USACE), Southwest Florida Water Management District (SWFWMD) (Implementation Measure)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: During the design process, measures to avoid or minimize wetland impacts will be implemented to the maximum extent practicable.

Status: In progress. The approved 2011 SEIR identified several wetlands and other surface waters which may be impacted by the proposed project. Using the best available data, the 2011 SEIR alignment in this segment would impact 97.02 acres of wetlands and 17.05 acres of surface waters.

Wetlands surveys were conducted in April 2018, September through December 2019, and September 2020. The Design alignment impacts 64.54 acres of wetlands and 23.81 acres of surface waters. The 2011 SEIR alignment was changed to the Design alignment to reduce wetland impacts.

7. Commitment to: USACE, SWFWMD (Implementation Measure)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: Unavoidable wetland impacts resulting from project construction will be mitigated pursuant to the mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C. s1344. Mitigation will be provided through mitigation credits purchased from permitted mitigation banks by FDOT.

Status: Modified. Providing mitigation through the transfer of funds to the appropriate water management district is no longer valid. Potential mitigation banks include Boran Ranch Mitigation Bank and Peace River Mitigation Bank. Currently there are not enough credits available at these banks to offset project impacts. Coordination with USACE is occurring to determine if out-of-basin credits or permittee responsible mitigation will be used for the remaining credits.

8. Commitment to: District Contamination Impact Coordinator (Implementation Measure)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: Based on a review of the documents and the site investigations, it appears that 38 sites along the Preferred Alternatives have a **High** or **Medium** potential for contamination issues. As the process moves forward, a more complete investigation of these sites, as well as a revisiting of the regulatory files, if available, may be warranted. Soil and groundwater investigations should be performed at these 38 sites. The details of these additional investigations should be determined based on the specific designs of the future construction activities for the Central Polk Parkway in these anticipated areas. Areas where dewatering and/or soil excavation are not planned will not need the level of investigation warranted for those areas most impacted by future construction activities.

*Status: In progress. A Mainline Level 1 Contamination Screening Evaluation Report (CSER) dated July 2020, a Level 1 CSER Addendum for Preferred Pond Sites dated July 2020, and a Level 1 CSER Addendum to the Mainline and Ponds CSERs dated October 2020 were submitted. Based on the Mainline Level 1 CSER, four sites received a risk rating of medium and no sites received a risk rating of high. The four medium rated sites were the Former Old Florida Plantation property, Hampton Ranch Property, Former CSX Railroad Tracks, and Polk County North Central Landfill. The Level 1 CSER for Pond Sites and the Level 1 CSER Addendum to Mainline and Pond CSERs found no pond sites to be rated high, and FPC 2-3 was rated medium. Level II testing is to be conducted by FTE's Contamination Assessment and Remediation (CAR) contractor at the four sites rated medium and FPC 2-3.*

9. Commitment to: District Contamination Impact Coordinator (Implementation Measure)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: For the four railroad-related sites along the project corridor, soil investigations, including sampling for arsenic and PAHs, should be conducted. In the two former phosphate mine areas, soil and groundwater sampling for pH, Radium 226, and PAHs should be conducted.

*Status: In progress. Railroad-related sites and former phosphate mine areas are identified in the Mainline Level 1 CSER (July 2020). The Former CSX Railroad Tracks and Former Old Florida Plantation (former phosphate mine) were rated medium. Level II testing is to be conducted by FTE's Contamination Assessment and Remediation (CAR) contractor at these sites.*

10. Commitment to: District Contamination Impact Coordinator (Implementation Measure)  
Implementation Discipline: Design  
Commitment Approval: 3/22/2011

Commitment: Thirty-two sites along the Recommended Alternatives are occupied (or were previously occupied) by citrus groves or farm fields. Concentrations of arsenic, herbicides, and pesticides may exceed regulatory action levels in the soil in these areas. Prior to performing roadway construction activities that may disturb the soil at these potential contamination sites, soil sampling for arsenic, pesticides, and herbicides should be completed. In areas where specific impacts have been identified, such as spilled fuel or oil at irrigation pump stations, soil and groundwater assessment should be completed that targets petroleum compounds for organic vapor analysis and laboratory analysis.

*Status: Completed. The 2011 SEIR did not identify any citrus groves in this segment. Additionally, a Mainline Level 1 CSER and a Level 1 CSER for Pond Sites were*

*submitted July 2020. A site with contamination attributed to citrus groves (Ethylene Dibromide Groundwater Contamination Zone) is located east of the project corridor. This site was given a rating of low due to its distance from the project and will not require testing.*

11. Commitment to: SWFWMD (Implementation Measure)

Implementation Discipline: Design

Commitment Approval: 3/22/2011

Commitment: The proposed stormwater facilities will be designed to accommodate water quality and water quantity requirements as set forth by the SWFWMD. In addition to adhering to the water management district (WMD) requirements, the stormwater management facilities (SMF) will be designed to meet the FDOT Critical Duration analysis (Chapter 14-86, F.A.C.) and will follow the FDOT SMF Handbook.

*Status: In progress. Based on the Final Pond Siting Report (October 2020), currently under review, stormwater facilities will be designed to accommodate water quality and water quantity requirements as set forth by the SWFWMD. In addition, the SMFs meet the FDOT Critical Duration (Chapter 14-86, F.A.C.) and follow the FDOT SMF Handbook.*

12. Commitment to: Public (Implementation Measure)

Implementation Discipline: Construction

Commitment Approval: 3/22/2011

Commitment: Best Management Practices will be used to minimize construction impacts on air, noise, vibration, and water quality. To minimize short-term impacts, the contractor shall adhere to the FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineer. Specific noise level problems that may arise during construction of the project will be addressed by the FDOT's Construction Engineer in cooperation with the appropriate District Environmental Specialist.

*Status: Unchanged.*

13. Commitment to: USFWS

Implementation Discipline: Construction

Commitment Approval: Anticipated January 2020

Commitment: The U.S. Fish and Wildlife Service *Standard Protection Measures for the Eastern Indigo Snake* will be implemented to assure that the Eastern indigo snake will not be adversely impacted by the project.

*Status: Added.*

Attachment A: Bartow Municipal Airport and Federal Aviation  
Administration Coordination

DRAFT

## PROJECT MEETING – Bartow Municipal Airport Meeting

### Central Polk Parkway (SR 570B) Design from Polk Parkway (SR 570) to US 17 (SR 35)

FPID 440897-2-32-01  
Polk County

Date: 11/6/2018  
Time: 10:00 AM  
Venue: 5993 Airport Blvd., Bartow, FL 33830

*Note: The italicized text below in the meeting agenda below are the topic points and notes that were discussed throughout the meeting.*

#### 1. Introductions / Announcements

- FTE Design Project Manager – Pam Nagot
- KCA Project Manager – Tom Presby
- Bartow Municipal Airport
  - John Helms
  - Terry Beacham
- AECOM
  - Steve Henriquez
- KCA

#### 2. Project Overview

- Previous District One Project:
  - SEIR alignment was eight design segments that went from Polk Parkway to US 17 and then the east towards I-4.
  - Previous District One project moved the US 17 interchange approximately 2200 feet to the north.
    - To avoid impacts to the Mosaic Reclamation Site.
  - The District One Project was taken to a level just short of Phase I (30%) plans.
    - The project was put on hold in December 2015.
  - 2011 SEIR alignment that was developed by District One is not being used south of US 17.
  - A new PD&E has been kicked off by FTE that will look at an alignment from US 17 south to SR 60
    - December 2017, the TPO Board approved the resolution supporting the merger of the Bartow BNC PH II and the Central Polk Parkway Segment 1 into a single project.
- KCA to provide an overview of current Central Polk Parkway alignment.

#### 3. Design Approach

- 440897-2 Design
  - Design from Polk Parkway to US 17.
  - CPP Mainline Typical Section:
  - Four-lane typical section with 12-foot lanes
  - 74-foot median width
  - 8-foot inside shoulders (4-foot paved)
  - 12-foot outside shoulders (10-foot paved)



- Project also includes new interchanges at Polk Parkway (SR 570) and SR 540 (Winter Lake Road).
- Providing ramp bridges to span Old Bartow Eagle Lake Road and GulfStream Natural Gas
  - 30-inch gas main on north side of Old Bartow Eagle Lake Road – on SWFWMD owned property.
- Providing an at-grade intersection at US 17.
  - Provisions for a future diamond interchange when warranted.
- Project will feature an All-Electronic Tolling (AET) gantry site.
- Coordination with TECO for overhead transmission lines (230kV) along west side of Old Bartow Eagle Lake Road.
- TECO also has the following:
  - Distribution line along south of Old Bartow Eagle Lake Road
  - Distribution line along north side of US 17
  - Transmission and underhung distribution on south side of US 17
- 440897-4 PD&E
  - 440897-4 / PD&E Study for the CPP alignment from US 17 to SR 60.
  - KCA currently developing alignments for the PD&E Study from US 17 to SR 60.
  - Looking at three alternative alignments (Left, Center, and Right).
  - Former Mosaic Reclamation Site with the unsuitable soils is a major controlling design element

#### **4. Project Status**

- 440897-2 Design Project Schedule:
  - Recently submitted Phase I (30%) plans to FTE on October 24<sup>th</sup>, 2018.
  - Submit the 45% MOT and Drainage to FTE - Winter 2018.
  - Submit 60% Right-of-Way maps to FTE - Spring 2019.
  - Submit PH II (60%) plans to FTE – Fall 2019
- 440897-4 PD&E
  - Developing alignments from US 17 to SR 60 - Fall 2018
  - Project Survey and Geotechnical to begin once the preferred alignment has been determined. Spring 2019.
  - Combined Public Information
    - Finalizing Project Newsletter Mail - Fall 2018
    - Finalizing Project Website Launch - Fall 2018
    - Public Information Meeting – Summer 2019
    - Public Hearing - Fall 2019

#### **5. Airport Discussion**

- Coordinated with Greg Jones, Airspace and Land Use Manager Aviation with Central Office Aviation and Spaceports Office
  - Utilized the FAA tool with Greg Jones, where it was determined that the project will require to file a 7460 permit for FAA to perform their analysis.
  - Additional analysis for the US 17 interchange for impacts to glide path
- Bridges over US 17, Light poles, ITS poles, Signalization on US 17
- TECO Transmission poles
  - Coordinated with TECO on October 15<sup>th</sup>, 2018.
  - TECO is currently looking at options to relocate their facilities.
  - TECO is looking to provide information to FTE by the end of November, 2018.

**6. Next Meeting:**

**7. Roundtable / Comment / Questions:**

- *John Helms noted that KCA needed to consider the future precision surface for runway 9L / 270R.*
  - *John noted that there could be a possible issue with the precision approach (50:1 glide slope).*
  - *The slope begins 200 feet from the end of the white stripe on the runway (9L / 270R)*
- *John noted the PD&E alignment is very beneficial to the Airport.*
- *Steve Henriquez noted that he can provide coordinates for the approaches.*
- *Pam Nagot noted that FTE and KCA wanted to coordinate with the Airport to determine if there are any fatal flaws with the US 17 interchange.*
  - *John Helms stated that from the overview he could not see any other than the future precision surface.*
- *Steve Henriquez requested the PD&E Feasibility Study files.*
- *Pam Nagot noted that the financial study would be available towards the end of January 2019.*
- *John Helms requested the alignments (90% plans). He stated that the Airport was more interested in the vertical alignments.*
- *John Helms noted that the former Mosaic site has a big bird problem that is an issue with the Airport. The Airport prefers fill in lieu of bridges over the soils.*
- *James Clements a Bartow Municipal Airport Board Member noted that the Wigno property located in Segment 1 is an attorney and that he is very difficult to work with.*
- *Airport has plans for transloading on their property. The Airport was unaware of FL Midlands plans for transloading near the Airport.*

**Action Items:**

1. *KCA to send John Helms and Steve Henriquez the alignment files for the north and south alignments,*
2. *Steve Henriquez to send the precision approach information.*
3. *FTE / KCA to provide PD&E Feasibility Study files.*
4. *KCA and FTE to provide the Project Web Site information to John Helms and Terry Beacham once available.*
5. *Next meeting to be held after the PH II (60%) submittal and closer to the 90% design.*



**RE: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)**

Thomas J. Presby II <Thomas.Presby@kisingercampo.com>

Wed 7/25/2018 10:32 AM

To: Jones, Greg <Greg.Jones@dot.state.fl.us>

Cc: Nagot, Pamela <Pamela.Nagot@dot.state.fl.us>; Branan Anderson <Branan.Anderson@kisingercampo.com>; Todd Gardina <Todd.Gardina@kisingercampo.com>; Roberts, David <david.roberts@dot.state.fl.us>

Bcc 1201739 CPP Sent <1201739CPPSent@kisingercampo.com>

Greg,

Thank you for the information and your phone call yesterday. If we have any questions we will reach out to you in the future as our design progresses.

Thank you again,  
Tom



**Thomas J. Presby II**  
**Tampa Roadway Department Manager**

Email: [Thomas.Presby@kisingercampo.com](mailto:Thomas.Presby@kisingercampo.com)  
Work: 813.871.5331 ext 4135  
Cell: 727.642.5531  
201 N. Franklin St., Suite 400, Tampa, FL 33602

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**From:** Jones, Greg <Greg.Jones@dot.state.fl.us>

**Sent:** Wednesday, July 25, 2018 10:30 AM

**To:** Thomas J. Presby II <Thomas.Presby@kisingercampo.com>

**Cc:** Nagot, Pamela <Pamela.Nagot@dot.state.fl.us>; Branan Anderson <Branan.Anderson@kisingercampo.com>; Todd Gardina <Todd.Gardina@kisingercampo.com>; Roberts, David <david.roberts@dot.state.fl.us>

**Subject:** RE: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

This is in furtherance of our discussion on July24 on compliance with FAA requirements for DOT projects and :

The website to submit 7460-1 is <https://oeaaa.faa.gov> .

When working out my office my contact information is:

Greg Jones  
Airspace and Land Use Manager  
Aviation and Spaceports Office  
Florida Department of Transportation  
605 Suwannee Street, MS 46  
Tallahassee, FL 32399-0450  
Office 850-414-4502  
Fax 850-414-4508

[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)

Our website is:

<http://www.fdot.gov/aviation>

At our website look under Documents and Publications for our PowerPoint presentation and the webinar for further information.

I also direct you to the new DOT Design Manual for information on FAA requirements. When using an RFP form for a design build be careful of the language in the form which may be old and outdated.

Call me with any questions.

---

**From:** Thomas J. Presby II [<mailto:Thomas.Presby@kisingercampo.com>]

**Sent:** Tuesday, July 24, 2018 3:07 PM

**To:** Jones, Greg <[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)>

**Cc:** Nagot, Pamela <[Pamela.Nagot@dot.state.fl.us](mailto:Pamela.Nagot@dot.state.fl.us)>; Branan Anderson <[Branan.Anderson@kisingercampo.com](mailto:Branan.Anderson@kisingercampo.com)>; Todd Gardina <[Todd.Gardina@kisingercampo.com](mailto:Todd.Gardina@kisingercampo.com)>; Roberts, David <[david.roberts@dot.state.fl.us](mailto:david.roberts@dot.state.fl.us)>

**Subject:** FW: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

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

Greg,

On June 20<sup>th</sup>, 2018 we sent an email to yourself and David Roberts requesting assistance to review the CPP at US 17 proposed interchange for the Central Polk Parkway project. By chance have either you or Dave had the opportunity to review that attached graphic. Any input would be greatly appreciated. If you need any additional information, please call or email me.

Thank you,  
Tom



**Thomas J. Presby II**  
**Tampa Roadway Department Manager**

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Work: 813.871.5331 ext 4135

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201 N. Franklin St., Suite 400, Tampa, FL 33602

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**From:** Thomas J. Presby II

**Sent:** Wednesday, June 20, 2018 6:58 PM

**To:** Jones, Greg <[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)>  
**Cc:** Nagot, Pamela <[Pamela.Nagot@dot.state.fl.us](mailto:Pamela.Nagot@dot.state.fl.us)>; Branan Anderson <[Branan.Anderson@kisingercampo.com](mailto:Branan.Anderson@kisingercampo.com)>; Todd Gardina <[Todd.Gardina@kisingercampo.com](mailto:Todd.Gardina@kisingercampo.com)>  
**Subject:** RE: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

Greg,

Thank you for your assistance. Please find attached to this email the interchange at SR 35 (US 17) that we are currently evaluating. The "Airport over all.PDF" shows the surfaces that the alignment impacts and has a legend noting the surfaces and slopes. The "airport.PDF" shows a closer view along with dimensions to the end of the runways. As you can see in the PDFs the interchange goes under the visual approach surface (20:1 slope) and the non-precision instrument approach surface (34:1 slope). We have looked at the runways that are impacted and listed below some characteristics:

1. 9L/27R – 5,000 feet long
  - a. From the center of the proposed interchange to the beginning of runway 9L is approximately 4,745 feet
2. 9R/27L – 4,400 feet long
  - a. From the center of the proposed interchange to the beginning of runway 9R is approximately 4,558 feet

The proposed interchange will provide 16.5 foot of vertical clearance from US 17 to the bottom of the bridge beams. We have not set a profile for the vertical alignment at this time as the interchange type / configuration are still being evaluated so we cannot provide a finish bridge elevation. We anticipate the interchange will have proposed lighting, destination and guide signs, and ITS features.

If possible, can you please review and let us know if you see any issues and provide input.

If you have any questions, please call or email us.

Thank you,  
Tom



**Thomas J. Presby II**  
**Tampa Roadway Department Manager**

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**From:** Jones, Greg <[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)>  
**Sent:** Monday, June 11, 2018 6:09 PM  
**To:** Nagot, Pamela <[Pamela.Nagot@dot.state.fl.us](mailto:Pamela.Nagot@dot.state.fl.us)>  
**Cc:** Thomas J. Presby II <[Thomas.Presby@kisingercampo.com](mailto:Thomas.Presby@kisingercampo.com)>



**Subject:** RE: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

It is never too early to look at this from a aviation standpoint before you get in too deep without knowing what the FAA is going to say. We can do an early analysis on this just to check it out.

Can you tell me the distance from the portion of the project which is closest to the nearest airport runway?

With certain information regarding the location and height of the bridges (?) we can run a software program that will tell us if there is a problem.

Or, if you would like just have the design consultant call me and we can determine if there may be any issues. He/she may be well informed on these aviation issues. If not , all the more reason to talk.

Greg Jones  
Airspace and Land Use Manager  
Aviation and Spaceports Office  
Florida Department of Transportation  
605 Suwannee Street, MS 46  
Tallahassee, FL 32399-0450  
Office 850-414-4502  
Fax 850-414-4508  
[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)  
<http://www.fdot.gov/aviation>

**AIRPORT ZONING REGULATION INFORMATION AND DOCUMENTS** are found at the FDOT Aviation and Spaceports Office website above.

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**From:** Nagot, Pamela  
**Sent:** Monday, June 11, 2018 5:45 PM  
**To:** Jones, Greg <[Greg.Jones@dot.state.fl.us](mailto:Greg.Jones@dot.state.fl.us)>  
**Cc:** Thomas J. Presby (<[Thomas.Presby@kisingercampo.com](mailto:Thomas.Presby@kisingercampo.com)> <[Thomas.Presby@kisingercampo.com](mailto:Thomas.Presby@kisingercampo.com)>  
**Subject:** RE: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

I may have some questions on this project in the near future. The design consultant is currently developing interchanges alternatives near the Bartow Municipal Airport for the new Central Polk Parkway at SR 35 (US 17).

Thank you.

**Pamela Nagot, P.E.**  
Project Manager

**HNTB Corporation**  
Florida's Turnpike MilePost 263 Building 5315, Ocoee, Florida 34761  
Tel: 407-264-3043 Mobile: 407-307-8152  
[Pamela.nagot@dot.state.fl.us](mailto:Pamela.nagot@dot.state.fl.us)

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

**From:** Jones, Greg

**Sent:** Monday, June 11, 2018 5:37 PM

**To:** Nagot, Pamela

**Subject:** Declined: 440897-2 CPP (SR 570 to SR 35) - Project Meeting (Mtg. No. 13) and 440897-4 CPP Extension (SR 35 to SR 60) - PD&E Project (Mtg. No. 8)

**When:** Tuesday, April 23, 2019 1:30 PM-4:30 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** TP-HQBLDG5315, Auditorium B

If you ever do a project near an airport give me a call.

CONFIDENTIALITY NOTE: This communication may be privileged and confidential. It should not be disseminated to others. If received in error, please immediately reply that you have received this communication in error and then delete it. Thank you.