STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E FOR WIDEN TPK FROM N OF SR60 TO CLAY WHALEY RD (MP 193-238.5)

District: Florida's Turnpike Enterprise

County:

ETDM Number: 14523

Financial Management Number: 423374-3-22-01

Project Manager: Greg Moore

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The SEIR reflects consideration of the PD&E Study and the public hearing.

_____ Date:

District Secretary or Designee

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Figure 1: Project Location Map

1. Project Information

1.1 Project Description

Florida's Turnpike Enterprise (Enterprise), part of the Florida Department of Transportation (FDOT), is conducting a Project Development and Environment (PD&E) Study to evaluate widening of Florida's Turnpike Mainline (State Road (S.R.) 91), Roadway #92470000, in Osceola County. The project limits extend from north of S.R. 60/Yeehaw Junction at Mile Post (MP) 193.5 to south of Clay Whaley Road (formerly Kissimmee Park Road) at MP 238.5, approximately 45 miles, as shown in **Figure 1**. The study traverses a rural segment, from north of S.R. 60 (MP 193.5) to the Osceola County Urban Growth Boundary line, which is just north of the Canoe Creek Service Plaza (MP 229.53 to MP 230.83). North of the service plaza, the study area transitions into an urban segment.

Within the project limits, Florida's Turnpike Mainline is a four (4)-lane divided limited-access toll facility. The existing roadway typical section includes two 12-foot travel lanes in each direction, 12-foot outside shoulders and a 40-foot median. The inside shoulders are generally eight (8) feet (4-foot paved). Existing canals and/or ditches run along one or both sides of the road for much of the project. The existing right of way (ROW) is 400-feet except at the two bifurcated sections (where northbound and southbound traffic split into separate paths for a short distance) and the Canoe Creek Service Plaza area of the corridor where sections widen.

This project involves capacity improvements up to eight (8) lanes along S.R. 91/Florida's Turnpike Mainline from north of S.R. 60/Yeehaw Junction (MP 193.5) to south of Clay Whaley Road (MP 238.5) in Osceola County, a distance of approximately 45 miles.

The following alternatives were evaluated during the study:

- **"No-Build" Alternative:** The "No-Build" Alternative maintains the existing conditions with no improvements and serves as a baseline for comparison against other alternatives. Although the "No-Build" Alternative does not meet the Purpose and Need for the project, it will remain under consideration throughout the PD&E Study and includes already planned and programmed projects.
- **Transportation Systems Management and Operations (TSM&O):** Transportation Systems Management and Operations (TSM&O) alternatives are low-cost, high-impact strategies that optimize the performance of corridors. TSM&O solutions alone would not address the purpose and need of the project.
- **Build Alternatives:** The build alternatives consist of widening the Florida's Turnpike Mainline (S.R. 91) from four (4) to six (6) lanes in the rural segment and four (4) to eight (8) lanes in the urban segment. The study evaluated multiple typical sections including widening the existing roadway to the outside as well as full reconstruction.

Florida's Turnpike Mainline (S.R. 91) Improvements

The preferred alternative consists of two typical sections for the rural segment and one typical section for the urban segment. All the typical sections provide 12-foot travel lanes and 12-foot inside and outside shoulders. The rural segment widens Florida's Turnpike Mainline (S.R. 91) from four (4) to six (6) lanes while the urban segment widens Florida's Turnpike Mainline (S.R. 91) from four (4) to eight (8) lanes. The preferred alternative has a design speed of 70 miles per hour (mph) and will be constructed within the existing ROW width.

Rural Segment

The first typical section for the rural segment consists of widening to the outside and maintaining the existing 40-foot median with guardrail. This is consistent with the typical section recommended for the segment south of the project limits (FPID 423374-2-22-01) and maximizes the existing pavement as shown in **Figure 2**. This typical section will be used in the following sections:

- MP 193.78 to MP 202.75
- MP 204.17 to MP 206.42
- MP 207.46 to MP 212.79
- MP 217.66 to MP 220.50
- MP 221.75 to MP 223.29

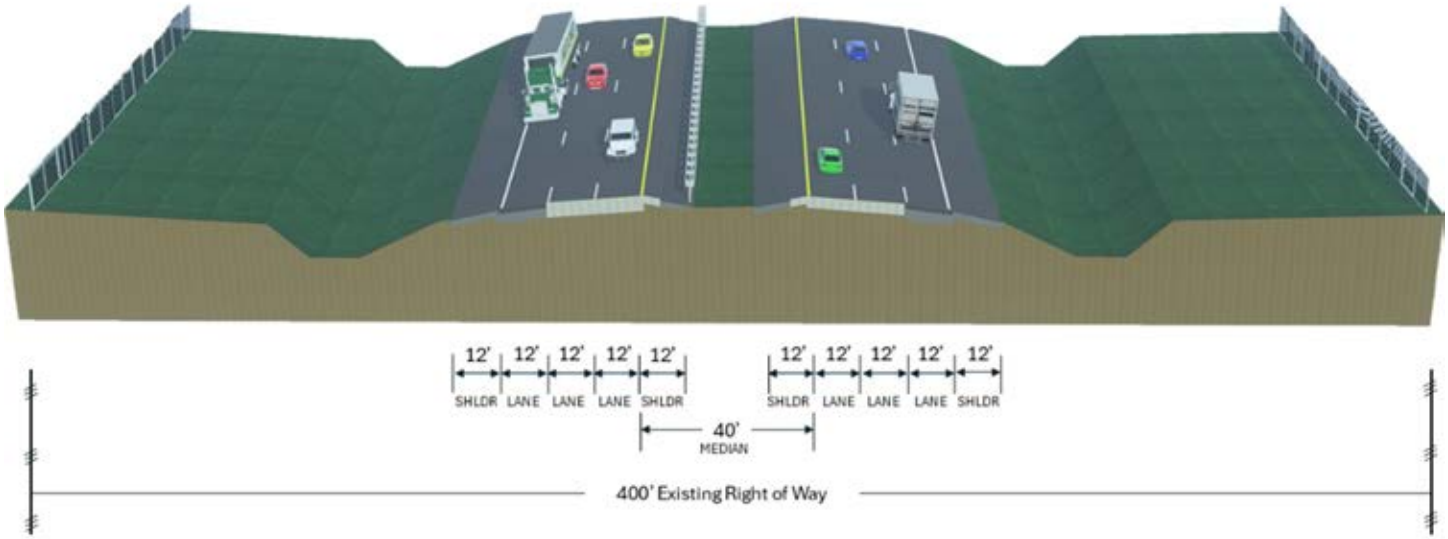

Figure 2: Rural Typical Section 1

The second typical section for the rural segment consists of reconstructing the existing Florida's Turnpike Mainline (S.R. 91) to provide six (6) lanes. This typical section (**Figure 3**) shifts the alignment to the east approximately 37-feet and raises the roadway profile to provide appropriate base clearance above the seasonal high ground water table (SHGWT). This approach addresses ongoing maintenance issues and the frequency of needed resurfacing. This typical section will be used in the following sections:

- MP 202.75 to MP 204.17
- MP 206.42 to MP 207.46
- MP 212.79 to MP 217.66
- MP 220.50 to MP 221.75
- MP 223.29 to MP 233.73

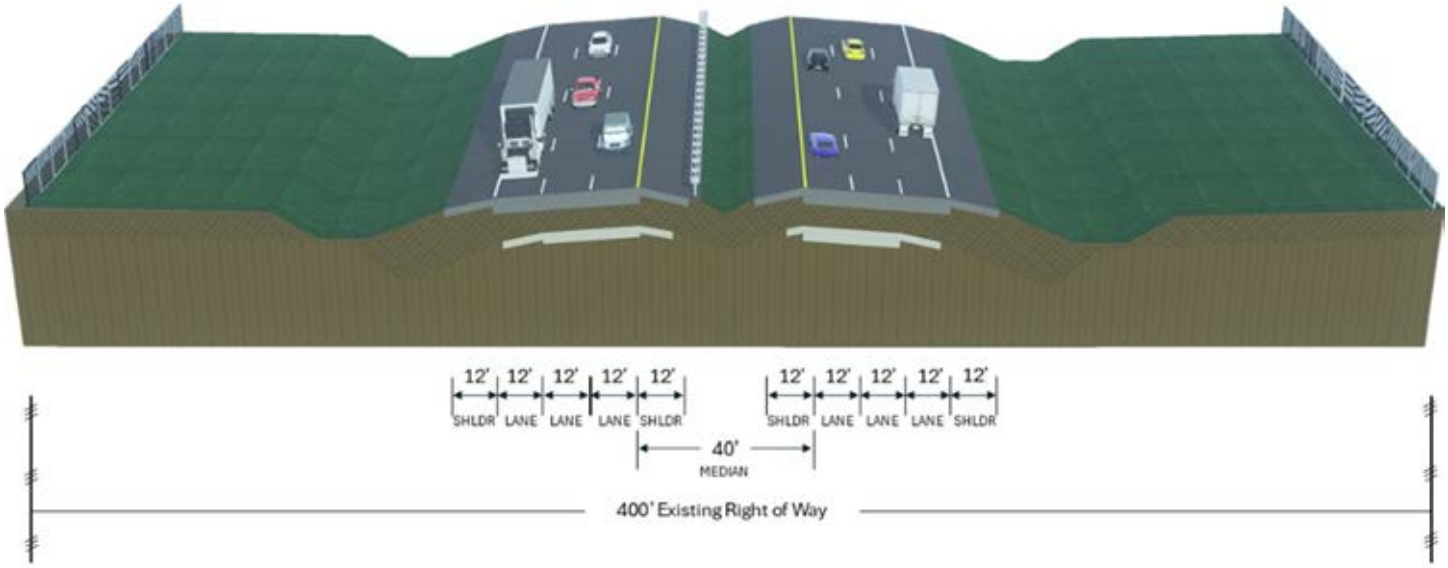

Figure 3: Rural Typical Section 2

Urban Segment

The typical section for the urban segment (from MP 233.73 to MP 239.03) consists of widening the Florida's Turnpike Mainline (S.R. 91) from four (4) to eight (8) lanes to the outside and widening the inside shoulder to 12-feet, resulting in a 26-foot median separated by median barrier wall as shown in **Figure 4**. The typical section matches the segment to the north, under construction as part of the widening of Florida's Turnpike Mainline (S.R. 91) from Clay Whaley Road to United States (U.S.) 192 (FPID 441224-4-52-01).

This typical section raises the profile to address existing maintenance issues associated with the seasonal high ground water table (SHGWT) and shifts the alignment 30-feet where feasible to facilitate construction.

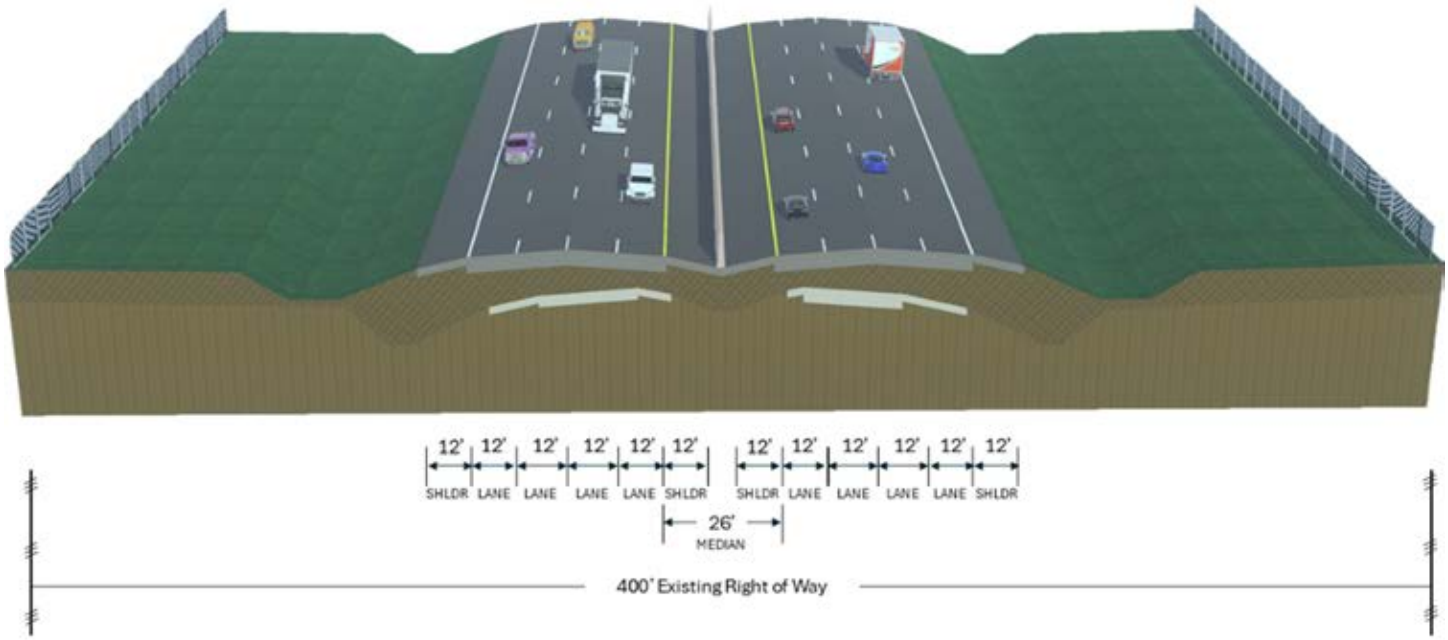

Figure 4: Urban Typical Section

Access Improvements

There are no access changes proposed as part of this study.

Drainage

In the rural and urban segments, runoff whether from the median grass or median paved area, as well as outside shoulders of both directions shall be collected and conveyed to roadside ditches by direct flow and a closed inlet and pipe system. The recommended drainage collection and treatment system for both the rural and urban segments is a dry detention swale system which would collect and treat runoff from roadside ditches. After being treated, water is released to the closest cross-drain culvert.

Three potential alternatives for stormwater treatment facilities were developed to meet the permit requirements of the South Florida Water Management District (SFWMD) and the St. John's River Water Management District (SJRWMD). In Alternative 1, swales are designed near the outfall cross-drain of each basin. Runoff from the roadway surface flows off the roadside ditches by gravity and then is transported to swales by the ditches. After being treated, the swales release the runoff to the nearby cross-drain. In this alternative, the existing roadside ditches are used to collect and transport runoff flowing off the road instead of shoulder gutters, gutter inlets, or pipes. All swales are within the Turnpike ROW; thus, no purchases of additional land for stormwater treatment facilities are required.

In Alternative 2, the locations of swales are proposed through relocating, merging, or dividing a large swale into smaller swales. This alternative minimizes the swale's impact on wetlands, but it requires additional shoulder gutter, pipe system and gutter inlets to collect and transport stormwater into swales. Again, no purchase of additional land for stormwater treatment facilities would be required.

There are 36 non-FDOT borrow pits and stormwater ponds along the project corridor outside of the Florida's Turnpike Mainline (S.R. 91) ROW. In Alternative 3, the possibilities of using the borrow pits and ponds as joint-use off-site wet treatment facilities are studied.

1.2 Purpose and Need

The purpose of this project is to provide for future travel demands, enhance emergency evacuation, and address roadway deficiencies for the segment of Florida's Turnpike Mainline (S.R. 91) from north of S.R. 60/Yeehaw Junction (MP 193.5) to south of Clay Whaley Road (MP 238.5).

The need for the project is based on the following factors:

Capacity - Travel demand on Florida's Turnpike Mainline (S.R. 91) has increased significantly in the past and is expected to increase in the future. According to the *Florida's Turnpike Enterprise (FTE) Traffic Trends Report*, July 2022, the years from 2011 to 2021 (with the exception of 2019-2020, due to COVID-19) showed an annual increase in traffic volumes, as measured by Annual Average Daily Traffic (AADT) along this segment of S.R. 91. This section of the Turnpike is experiencing 0.5 percent annual growth. In the Florida's Turnpike Enterprise 2022 Traffic Engineer's Annual Report, at MP 236 (Three Lakes Plaza) within the study limits, AADT increased 20.8 percent from 29,300 AADT in Fiscal Year (FY) 2021 to 35,400 AADT in FY 2022. Additionally, forecasted traffic data show the need to widen Florida's Turnpike Mainline (S.R. 91) within the project limits to six (6) lanes by year 2035 to maintain acceptable levels of service (LOS).

Transportation Demand -Florida's Turnpike Mainline (S.R. 91) serves regional and local trips, particularly for commuters traveling to/from residential and employment centers and is a critical component of transportation networks. Additionally, Florida's Turnpike Mainline (S.R. 91) is a designated evacuation route by the Florida Division of Emergency Management (FDEM) and a designated Strategic Intermodal System (SIS) Corridor. The expansion of the project segment will improve hurricane evacuation and emergency response times. Due to population growth and increasing transportation demand in the surrounding area, the Enterprise is currently widening Florida's Turnpike Mainline (S.R. 91) from Clay Whaley Road to U.S. 192 and constructing the new Nolte Road Interchange (FPID 441224-4-52-01) which will replace the partial interchange being removed at Clay Whaley Road (FPID 441224-2-52-01), both located at the northern limits of this PD&E Study. A Diverging Diamond Interchange (DDI) will be constructed at Nolte Road (MP 241). These projects are bundled and currently under construction.

Roadway Deficiencies - Much of the existing corridor reflects the original construction of this segment of Florida's Turnpike in the late 1960's. Design standards have evolved since that time, which allows for this project to address deficiencies and adhere to current design standards. This includes consideration of horizontal and vertical geometrics, clear zone requirements, and shoulder width. Various locations have substandard outside shoulder width and inside shoulder width. There are multiple culverts and farm crossing structures built in the early 1960's that have cracks, scaling, spalling and siltation deficiencies.

1.3 Planning Consistency

The project is listed in the State Transportation Improvement Plan (STIP) with PD&E funding only, primarily in FY 2025. The project is not currently listed in the FY 2025/2026-2029/30 MetroPlan Orlando Transportation Improvement Program (TIP), which was adopted in July 2024. Only the PD&E phase is listed in the MetroPlan Orlando 2045 Metropolitan

Transportation Plan - Cost Feasible Plan, adopted December 2020 and revised on December 14, 2022. Final design, ROW, and construction phases are listed as unfunded needs. Additional coordination will take place to ensure planning consistency by including this project in the relevant planning documents.

2. Environmental Analysis Summary

Issues/Resources	Substantial Impacts?* Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	☐	☒	☐	☐
2. Economic	☐	☒	☐	☐
3. Land Use Changes	☐	☒	☐	☐
4. Mobility	☐	☐	☒	☐
5. Aesthetic Effects	☐	☒	☐	☐
6. Relocation Potential	☐	☐	☐	☒
4. Cultural Resources				
1. Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.)	☐	☒	☐	☐
2. Section 6(f) of the Land and Water Conservation Fund Act of 1965	☐	☐	☐	☒
3. Recreational Areas and Protected Lands	☐	☒	☐	☐
5. Natural Resources				
1. Wetlands and Other Surface Waters	☐	☒	☐	☐
2. Aquatic Preserves and Outstanding Florida Waters	☐	☒	☐	☐
3. Water Resources	☐	☒	☐	☐
4. Wild and Scenic Rivers	☐	☐	☐	☒
5. Floodplains	☐	☒	☐	☐
6. Protected Species and Habitat	☐	☒	☐	☐
7. Essential Fish Habitat (EFH)	☐	☐	☐	☒
6. Physical Resources				
1. Highway Traffic Noise	☐	☒	☐	☐
2. Air Quality	☐	☒	☐	☐
3. Contamination	☐	☒	☐	☐
4. Utilities and Railroads	☐	☒	☐	☐
5. Construction	☐	☒	☐	☐
6. Bicycles and Pedestrians	☐	☒	☐	☐
7. Navigation	☐	☐	☐	☒

*** Impact Determination:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

3.1 Social

A Sociocultural Effects Evaluation (SCE) Technical Memorandum was prepared for this project in accordance with Part 2, Chapter 4 of the FDOT PD&E Manual and is included as a Technical Material. For the SCE, a study area was defined as 500-feet from the existing Florida's Turnpike Mainline (S.R. 91) ROW along the project corridor. Demographic data regarding race, ethnicity, household income, age, and language within census block groups that overlap the project was obtained from the U.S. Census Bureau 2019-2023 American Community Survey (ACS) five-year estimates. City of St. Cloud and Osceola County level demographic data was obtained from the Sociocultural Data Report (SDR) and used as comparison to the project level data. The SDR was obtained from the FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and is included as a Technical Material.

Regarding race and ethnicity (**Table 1**), of the eight (8) census block groups that overlap the study area, all have a smaller percentage of minority populations than Osceola County and five (5) have a smaller minority population than the City of St. Cloud. Census Tract 432.07, Block Groups 1 and 2, and Census Tract 432.08, Block Group 2, show only a slightly higher percentage of minority populations than the city, but are still below the average for Osceola County. Overall, the average proportion of minority populations in the study area is well below that of the nearest city or county.

Table 1: Minority Population Demographic Data

Geography	Census Block Group	Total Population	White (%)	Hispanic (%)[1]	Black (%)	Asian (%)	American Indian / Alaskan Native, Native Hawaiian or Pacific Islander (%)	Other (%)[2]	Minority (%)[3]
Osceola County, Total	-	406,943	43.42%	55.02%	11.01%	2.90%	0.40%	42.28%	69.33%
City of St. Cloud, Total	-	56,010	52.02%	44.75%	6.57%	1.51%	0.46%	39.42%	53.29%
Census Tract 432.05	Block Group 1	1,704	69.60%	28.99%	0.00%	0.00%	0.00%	30.40%	28.99%
Census Tract 432.07	Block Group 1	4,385	40.11%	56.65%	5.38%	2.17%	0.36%	51.97%	64.56%
	Block Group 2	5,770	47.24%	41.79%	15.58%	4.56%	0.54%	32.08%	62.47%
Census Tract 432.08	Block Group 2	4,319	32.55%	60.59%	1.88%	0.44%	0.00%	65.13%	62.91%
Census Tract 432.09	Block Group 1	1,479	69.24%	37.66%	0.00%	3.92%	0.00%	26.85%	41.58%
Census Tract 438.02	Block Group 1	863	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Block Group 2	879	50.28%	51.42%	0.00%	0.00%	0.00%	49.72%	51.42%
	Block Group 3	1,631	80.07%	24.71%	0.00%	0.00%	0.00%	19.93%	24.71%

Source: US Census Bureau, 2019-2023 American Community Survey (ACS) Five-Year Estimates.

[1] Hispanic includes persons of any race with Hispanic or Latino family heritage.

[2] Other persons include Other single race and two or more races

[3] As defined in the PD&E Manual Sociocultural Effects Evaluation, Minorities include: Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander.

Yellow highlighted cells indicate census block groups with a higher percentage of minority group populations than the City of St. Cloud and Osceola County.

Regarding households and income metrics (**Table 2**), the percentage of households below the poverty level in most block groups are below, or within roughly three (3) percent of, the City of St. Cloud and Osceola County percentages. Regarding languages, while lower in the study area, the proportion of Limited English Proficiency (LEP) within the city and county overall ranges from 13.19 percent to 21.19 percent, therefore, the Enterprise provided LEP services as necessary upon request.

Table 2: Household Demographic Data

Geography	Census Block Group	Total Households	Median Household Income (Dollars)	Limited English Speaking Proficiency (%)[1]	Households Below Poverty Level (%)
Osceola County, Total	-	131,365	$68,711	21.19%	12.51%
City of St. Cloud, Total	-	17,813	$80,575	13.19%	10.22%
Census Tract 432.05	Block Group 1	612	$82,368	0.89%	13.40%
Census Tract 432.07	Block Group 1	1,168	$85,527	4.23%	14.98%
	Block Group 2	1,649	$95,082	4.22%	2.37%
Census Tract 432.08	Block Group 2	1,317	$78,599	2.74%	0.00%
Census Tract 432.09	Block Group 1	565	$89,063	0.98%	5.31%
Census Tract 438.02	Block Group 1	291	$119,350	0.00%	0.00%
	Block Group 2	358	$0	0.54%	25.98%
	Block Group 3	675	$56,964	0.58%	14.22%

Source: US Census Bureau, 2019-2023 American Community Survey (ACS) Five-Year Estimates.

[1] Ability of the population 5 years and older to speak English less than very well.

Yellow highlighted cells indicate census block groups with a higher percentage of households below poverty level than the City of St. Cloud and Osceola County.

Regarding age distribution (**Table 3**), the elderly population (aged 65 and older) within the City of St. Cloud and Osceola County is roughly 13 percent, respectively. The elderly populations in all but two (2) census block groups overlapping the study area are comparable to (within three (3) percent) county and city averages.

Based on the review of the study area demographics and project effects, the preferred alternative is not anticipated to have disproportionate effects on minority, low-income, LEP, or elderly populations.

Florida's Turnpike Mainline (S.R. 91) serves local trips for commuters traveling to/from residential employment centers and is a critical component of the local transportation network. The preferred alternative involves improvements to the existing roadway and does not further divide or isolate the existing communities. Florida's Turnpike Mainline (S.R. 91) is a designated evacuation route by the Florida Division of Emergency Management (FDEM). The preferred alternative would facilitate quicker evacuations during hurricanes and decrease emergency response times during peak hours, as well as improve safety by addressing roadway deficiencies and accommodating future travel demand.

Table 3: Age Demographic Data

Geography	Census Block Group	Total Population	Age (%)							
			Under 5	5 - 17	18 - 21	22 - 29	30 - 39	40 - 49	50 - 64	65+ (Elderly)
Osceola County, Total	-	406,943	5.96%	18.07%	4.70%	11.10%	14.60%	14.57%	17.61%	13.39%
City of St. Cloud, Total	-	56,010	7.00%	19.86%	4.10%	10.36%	14.22%	13.33%	17.68%	13.44%
Census Tract 432.05	Block Group 1	1,704	3.17%	17.55%	2.41%	4.52%	19.13%	15.96%	13.56%	23.71%
Census Tract 432.07	Block Group 1	4,385	11.74%	11.90%	1.57%	22.60%	9.14%	8.55%	21.71%	12.77%
	Block Group 2	5,770	4.75%	21.32%	3.95%	5.27%	16.29%	22.70%	11.28%	14.44%
Census Tract 432.08	Block Group 2	4,319	4.51%	31.12%	4.21%	4.12%	11.60%	16.81%	15.44%	12.18%
Census Tract 432.09	Block Group 1	1,479	1.01%	17.51%	1.83%	7.37%	13.46%	17.11%	28.94%	12.78%
Census Tract 438.02	Block Group 1	863	9.73%	6.72%	2.32%	8.69%	15.99%	18.54%	14.72%	23.29%
	Block Group 2	879	0.00%	22.41%	0.00%	15.24%	11.15%	5.35%	35.49%	10.35%
	Block Group 3	1,631	0.92%	9.07%	7.79%	5.46%	8.52%	21.89%	33.35%	13.00%

Source: US Census Bureau, 2019-2023 American Community Survey (ACS) Five-Year Estimates.

Yellow highlighted cells indicate census block groups with roughly ten percent more elderly population than the City of St. Cloud and Osceola County.

3.2 Economic

During the PD&E Study, a review of potential impacts to commerce and the tax base was conducted. The preferred alternative will remain within the existing ROW; therefore, it will not restrict access to or relocate local businesses during or post-construction. The preferred alternative will not require ROW acquisition nor affect land use; therefore, the tax base will not be affected. Changes to traffic patterns are not anticipated and transportation modes or other facilities serving special needs patrons were not identified within the study area. Temporary impacts may occur during construction, but the completed project will ultimately enhance connectivity, mobility, and safety to local businesses and employment centers.

3.3 Land Use Changes

The preferred alternative will remain within the existing ROW and there will be no conversion of land to transportation use. Existing land uses within the study area were defined using the SFWMD Florida Land Use, Cover, and Forms Classification System (FLUCFCS) Geographical Information Systems (GIS) Data (2021-2023) and the SJRWMD FLUCFCS GIS Data (2020). Upland communities comprise approximately 83.24 percent of the study area and include residential, agriculture, undeveloped lands and infrastructure uses. Wetlands and other surface waters, according to the land use data, comprise approximately 16.76 percent of the study area and include streams and waterways, canals, reservoirs, mixed wetland hardwoods, mixed shrub, cypress, hydric pineland, freshwater marsh and wet prairie habitats. The Existing Land Use Maps are attached.

According to the future land use data, the area surrounding the project within the rural segment will continue to support vacant, rural, and conservation land uses, while the land use in the urban segment will support residential and mixed-use land uses. Therefore, the preferred alternative is not expected to affect the existing character or use of the surrounding area, but it will support planned developments within the urban segment by meeting future travel demands. The project is consistent with the Osceola County Comprehensive Plan 2040 and the City of St. Cloud Comprehensive Plan.

3.4 Mobility

Florida's Turnpike Mainline (S.R. 91) is a limited-access toll facility and will remain as such with the preferred alternative. There are no existing interchanges within the study area and the preferred alternative will not add mobility options, nor impact public transit facilities, transit dependent populations, or mobility choices. While no new connections to communities or resources are proposed, the preferred alternative will enhance connectivity by providing increased roadway capacity and maintaining an acceptable level of service (LOS) throughout the study area. The preferred alternative will also improve traffic patterns and safety by addressing roadway and operational deficiencies of a high-speed, limited access facility. Aside from those within the Canoe Creek Service Plaza, there are no public parking facilities within the study area. Impacts on parking facilities from the preferred alternative are not anticipated.

3.5 Aesthetic Effects

During the PD&E Study, effects on aesthetic resources were considered in accordance with Part 2, Chapter 5 of the FDOT PD&E Manual. Additional highway traffic noise and vibration are anticipated with the preferred alternative because of the additional lanes. It is anticipated that a noise wall will be required to meet FDOT criteria near the northern end of the study area.

The preferred alternative will remain within the existing ROW and only minor changes are proposed to the vertical profile of the existing roadway within the rural segment. Otherwise, the preferred alternative will not introduce any improvements that would impact the natural viewshed or vistas and is compatible with the existing community setting and characteristics.

3.6 Relocation Potential

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons.

4. Cultural Resources

4.1 Florida Historical Resources Act, Chapter 267, Florida Statutes (F.S.).

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

Prior to initiating the Phase I CRAS, a Research Design and Survey Methodology was prepared for the project. The SHPO concurred with Research Design and Survey Methodology on June 18, 2025. The Research Design and Survey Methodology is included as a Technical Material, and the SHPO concurrence letter is attached.

The Phase I CRAS of the project corridor was conducted in accordance with the approved Research Design, and the CRAS report is included as a Technical Material. The CRAS is pending submittal to SHPO for review and concurrence. The archaeological APE was defined as the existing ROW for the length of the undertaking and was extended 0.5-mile past the project limits to MP 192.5 and MP 239. The historical APE includes the archaeological APE and adjacent parcels up to 100 meters (328 feet) from the edge of the existing ROW.

As a result of the archaeological survey, 191 shovel test pits (STPs) were safely excavated, and all were negative for archaeological material. Additionally, the pedestrian survey did not identify any surface archaeological materials. There was no evidence of the Three Lakes Logging Tram (8OS01882) within the APE. No archaeological sites, features, or occurrences were identified during the survey of the archaeological APE.

The survey of the historical built environment resulted in the documentation of one (1) newly recorded linear resource (8OS03737), one (1) new segment of a previously recorded linear resource (8OS03274), and two (2) previously recorded historical structures (8OS03544 and 8OS03545). SHPO has already evaluated the three (3) previously recorded canals (8OS01927, 8OS02548, 8OS02549) and six (6) previously recorded bridges (8OS03246-8OS03251) within the APE as ineligible for listing in the NRHP. This survey did not identify any modifications to these resources, and the Enterprise determined that these eligibility determinations are still valid.

A total of 23 FDOT bridges are present within the APE, with the earliest dating to 1963. Of these, six bridges were previously recorded and evaluated as ineligible for listing in the NRHP and the SHPO concurred. Further, bridges of this type are exempt from cultural resource review requirements pursuant to the ACHP's *Program Comment for Actions Affecting Post-1945 Concrete and Steel Bridges*. Per Attachment 2 of FDOT's 2023 Section 106 Programmatic Agreement, this Program Comment can be applied to State-funded undertakings. Additionally, the SHPO has determined that the Florida Turnpike (8OS03485) is exempt from documentation as a historic linear resource, and that evaluation for NRHP eligibility is neither necessary nor required.

State Road 60 (8OS03274) is a segment of a previously recorded linear resource group overlapping the southern end of the APE. While the Enterprise possesses insufficient information to evaluate 8OS03274 for listing in the NRHP, the preferred alternative will not diminish the character-defining qualities of the resource that may qualify it for listing in the

NRHP and the project will have no adverse effect on 8OS03274.

The two (2) previously recorded structures are associated with the Canoe Creek Service Plaza along the Florida's Turnpike Mainline (S.R. 91) in the north central portion of the APE. The Enterprise has determined that Canoe Creek Service Plaza, Building 1 (8OS03544) remains ineligible for listing in the NRHP. The Enterprise has determined that the Canoe Creek Service Plaza, Building 2 (8OS03545) remains eligible for listing in the NRHP under Criterion A for its association with the design and early developmental history of the Turnpike and its integration of service plazas. It is also eligible under Criterion C for its stylistic elements associated with early Turnpike architecture and construction. No improvements to 8OS03545 or the surrounding service plaza are proposed, and the Enterprise determined that the project would have no adverse effect on 8OS03545.

The Canoe Creek Canal (8OS03737) is a segment of a newly recorded linear resource in the north central portion of the APE. The Enterprise possesses insufficient information to evaluate 8OS03737 for listing in the NRHP. Project activities in this area include replacement and widening of the existing bridge structure, and potential concrete armoring of the banks of the Canoe Creek Canal. No substantial visual or physical changes to the resource or its viewshed will occur as a result of the proposed improvements, and the Enterprise determined that the project will have no adverse effect on 8OS03737.

The Enterprise has determined that the proposed undertaking will have no adverse effect on properties listed in, eligible, or potentially eligible for listing in the NRHP. No additional investigation within the APE is necessary.

4.2 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.3 Recreational Areas and Protected Lands

The project passes through the Three Lakes Wildlife Management Area (TLWMA), located from MP 209.0-221.0. The TLWMA is the second-largest remaining dry prairie in the United States and is owned by the Board of Trustees of the Internal Improvement Trust Fund (TIITF) of the State of Florida and managed by the Florida Fish and Wildlife Conservation Commission (FWC). The project is also adjacent to areas identified for future land acquisition using Florida Forever Program Funds, including Adams Ranch (MP 206.0), Osceola Pine Savannas (MP 208.5-214.0), and Big Bend Swamp/Holopaw Ranch (MP 221.0-222.5 and MP 227.5-229.0). The Lucky L Ranch Conservation Easement and Mitigation Bank is located adjacent to the project between MP 211.5-213.0, and three (3) conservation easements granted to the SFWMD are located adjacent to the project between MP 237.0-237.5, MP 237.5- 238.0, and at MP 236.5, respectively. There are no individual SJRWMD conservation easements within or adjacent to the project limits. Since the preferred alternative will remain within the existing ROW, impacts to these conservation lands and easements are not anticipated. In addition, a wildlife crossing system is being evaluated as part of the PD&E study, which would improve connectivity between the conservation lands on either side of Florida's Turnpike Mainline (S.R. 91). More information on the wildlife crossing system is discussed in Section 5.6 and included as an Appendix in the Natural Resources Evaluation (included as a Technical Material).

The Three Lakes North Hiking Trail crosses the study area through a farm access culvert at MP 215.5, within the TLWMA. Three Lakes North Hiking Trail is part of the Florida National Scenic Trail (FNST) network and is managed by FWC. In

addition, the County Road (C.R.) 523 Trail crosses the study area at MP 229.5. The C.R. 523 Trail consists of the C.R. 523 (N Canoe Creek Road) roadway shoulder as a connector trail between TLWMA and Old Canoe Creek Road and is also part of the FNST network. Direct impacts to these resources will be avoided by designing the preferred alternative within the existing ROW and maintaining the existing access. Impacts on the hiking trails may occur during construction, but these impacts are anticipated to be temporary and minor. The Conservation Lands Map and Other Natural Features Map are attached.

5. Natural Resources

5.1 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

For the natural resources evaluation, a study area was established to include lands within 300 feet of the existing Florida's Turnpike Mainline (S.R. 91) ROW along the project corridor. The study area was reviewed to identify wetlands and other surface waters located within the limits of the preferred alternative. A Natural Resources Evaluation (NRE) report addressing potential impacts to wetlands and other surface waters was prepared and is included as a Technical Material. The wetland evaluation conducted and documented within the NRE is consistent with the requirements of the following regulations:

- Section 404 of the Clean Water Act (CWA);
- Federal Executive Order 11990, Protection of Wetlands;
- U.S. Department of Transportation (USDOT) Order 5660.1A, Preservation of the Nation's Wetlands;
- Federal Highway Administration (FHWA) Technical Advisory T6640.8A;
- Chapter 62-340, Florida Administrative Code (F.A.C.), Delineation of the Landward Extent of Wetlands and Surface Waters; and
- PD&E Manual Part 2, Chapter 9, Wetlands and Other Surface Waters

The project will remain within the existing ROW, which contains approximately 140.16 acres of historical forested wetlands and 43.10 acres of historical herbaceous wetlands. Please refer to the attached Wetlands and Other Surface Waters Map. The preferred alternative includes the widening of the typical section by 24 feet within the rural section (i.e., approximately 12 feet on each of the northbound and southbound sides) and 33 feet within the urban section (i.e., between approximately 16 and 17 feet on each of the northbound and southbound sides). Although the exact number of wetland impacts will not be determined until the design and permitting phase of the project, it is preliminarily estimated that 11.14 acres of historical forested wetlands and 1.02 acres of historical herbaceous wetlands will be impacted, and require mitigation, as a result of the preferred alternative. A functional assessment for the wetlands within the footprint of the preferred alternative will be conducted in subsequent project phases using the Chapter 62-345, F.A.C., Uniform Mitigation Assessment Method (UMAM), and this process will be used to determine the functional loss of the impacted wetlands and the amount of mitigation required to offset adverse impacts to these communities.

Direct impacts to other surface waters within the ROW are anticipated at nine (9) waterbodies that intersect Florida's Turnpike Mainline (S.R. 91), namely the tributary to Cow Log Branch at MP 194.0, Parker Slough at MP 217.0, the C-34 Canal at MP 228.8, Gator Bay Branch at MP 237.1, the WPA Canal at MP 238.1, and the unnamed canals at MP 198.9, MP 206.3, MP 220.9 and MP 235.4. Direct impacts are also anticipated to man-made ditches within the Florida's Turnpike Mainline (S.R. 91) ROW, but these typically do not require mitigation.

The FDOT Standard Specifications for Road and Bridge Construction will be implemented to minimize wetland impacts, including the use of erosion controls to protect wetlands and surface water habitats. As the project advances through subsequent phases, avoidance and minimization of wetland impacts will continue to be considered to the maximum extent practicable. The project will also obtain necessary permits from state and federal regulatory agencies, which will require demonstration of efforts to avoid and minimize wetland impacts.

Based upon the considerations discussed herein, wetland and other surface water impacts are unavoidable, and mitigation will be provided to offset the functional loss of those unavoidable wetland impacts. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 United States Code (U.S.C.) 1344. Therefore, the proposed project is expected to result in no significant impacts on wetlands or other surface waters.

5.2 Aquatic Preserves and Outstanding FL Waters

The Three Lakes Prairie Lakes Unit of the Three Lakes Wildlife Management Area (TLWMA), located on the west side of Florida's Turnpike Mainline (SR 91) between MP 209.0-213.5 is designated as an "other" Outstanding Florida Water (OFW). Refer to the Other Natural Features Map attached. This "other OFW" designation protects waterbodies within conservation lands. Special protection is given to OFWs per Section 62-302.700, F.A.C. Activities or discharges within an OFW, or which significantly degrade an OFW, must meet a more stringent public interest test as outlined in Section 373.414 (1)(a), F.S. (2010). The Three Lakes Prairie Lakes OFW is partially located within both the SFWMD and the SJRWMD jurisdictions of the project but is not located within the existing ROW. The Enterprise will continue to coordinate with the SFWMD and SJRWMD to ensure the OFW criteria are met. Therefore, significant impacts to OFW from the preferred alternative are not anticipated.

There are no aquatic preserves in the study area.

5.3 Water Resources

Potential impacts on water resources were evaluated in accordance with Part 2, Chapter 11 of the FDOT PD&E Manual. Approximately 34.627 miles of the project (from MP 204.4 to MP 239.027) are within the SFWMD jurisdiction, and about 10.618 miles (from MP 193.782 to MP 204.4) fall within the SJRWMD. The Pond Siting Report (PSR) is included as Technical Materials, which documents the location, type, and volume of stormwater treatment facilities necessary to meet the water quality and stormwater attenuation requirements of SFWMD and SJRWMD, and the Federal Emergency Management Agency (FEMA) requirements for floodplain encroachment compensation. The design will meet the applicable criteria in the SFWMD and SJRWMD Environmental Resource Permit (ERP) Applicant's Handbook Volume I and II, which will provide reasonable assurance that the project will not result in adverse water quality or quantity impacts to water resources.

The entire project area falls within two (2) United States Geological Survey (USGS) Hydrologic Unit Code (HUC) watersheds: Kissimmee River (HUC 3090101) and Upper St. Johns (HUC 3080101). The project will alter the existing drainage system and will discharge into 11 Florida Department of Environmental Protection (FDEP) Waterbody Identification Number (WBID) sites, as identified in the Water Quality Impact Evaluation (WQIE) checklist. Lake Tohopekaliga Drain (WBID 3173C) is on the FDEP impaired waterbody list for nutrients (macrophytes). The project passes through an OFW - Three Lakes Prairie Lakes. The Three Lakes Prairie Lakes borders Lake Marian to the south, and west of this is another OFW - Prairie Lakes State Preserve. There is no direct discharge to OFWs. Both OFWs and their surrounding areas are part of the Three Lakes Wildlife Management Area. Dry detention swales are recommended as treatment facilities. For basins discharging to OFWs or Impaired Waterbodies, an extra 50% treatment volume is required per the SFWMD Applicant's Handbook, Volume II, Section 4.1.3 and Appendix A. The swales detailed in the PSR provide more than the required water quantity attenuation volume for additional runoff generated on the widening impervious area. Compensation to the encroached flood zones was considered and provided in either proposed "stacked"

dry treatment facilities or separate proposed flood compensation areas. The WQIE checklist is included as a Technical Material.

The study area is underlain by the Surficial Aquifer System (SAS) and is also within the Biscayne Aquifer Sole Source Aquifer (SSA) streamflow and recharge source zone. This requires meeting specific criteria under the SFWMD's Environmental Resource Permit (ERP) process. The SFWMD will review the project to ensure that: (1) ponds will not cause or contribute to a violation of state water quality standards, (2) ponds must provide sufficient pollutant removal to protect the underlying aquifer, (3) the construction of ponds does not cause adverse impacts to groundwater levels or flow, and (4) the placement of ponds does not affect SFWMD established minimum flows and levels for water bodies that contribute to the aquifer. The proposed swales do not violate any of the criteria and are required to meet SFWMD's ERP criteria during the design phase.

The project crosses the C-34 Canal (Canoe Creek), which is a retained water of the United States and subject to the regulatory jurisdiction of the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. In addition, authorization will be required from the USACE pursuant to Section 14 of the Rivers and Harbors Act of 1899 prior to issuing Section 404 approval. The C-34 Canal is managed by the SFWMD and a Right-of-Way Permit from SFWMD will be obtained for any improvements within this area. The SFWMD Right-of-Way Permit includes consultation with the USACE under Section 408 of the federal Civil Works Program for any impacts to the canal.

The FDEP has established a Basin Management Action Plan (BMAP) for Lake Okeechobee that identifies water quality treatment standards within this basin. Most of the study area is located within the Lake Okeechobee BMAP area. There are no direct discharges from the project limits to Lake Okeechobee.

5.4 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.5 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The Location Hydraulics Report (LHR) is included as a Technical Material.

The project passes through 50 pieces of FEMA flood zones, with a total length of about 13.19 miles. About 10.12 miles pass through Flood Zone A without Base Flood Elevation (BFE), and 3.07 miles pass through Flood Zone AE with BFE or depth. About 2,790-feet of Florida's Turnpike Mainline (S.R. 91) pass through a 0.2% annual chance of flood hazard area. Canoe Creek (C-34 Canal) and the WPA Canal are the only Regulated Floodways located within the project corridor. The Existing Drainage Map showing floodplains throughout the study area is attached.

The project is limited to the existing ROW and no off-site basins will be impacted. Therefore, in floodplain compensation, only roadway basins within the ROW were considered. The existing Florida's Turnpike Mainline (S.R. 91) was built about four (4)-feet higher than the roadside grounds, and there was no documented flood report for the roadway (pending confirmation). The total flood zone length times flood zone width within the ROW width minus the existing roadway width (including median and shoulders) produces the total flood zone area of 456.133 acres.

The preferred alternative would generate additional impervious area. To address this, dry detention swales are recommended along the roadside ditches to provide water quality, water quantity, and floodplain encroachment compensation. Compensation will be achieved by cup for cup mitigation utilizing either proposed "stacked" dry treatment facilities to store the equivalent additional impact volume generated or proposed separate floodplain compensation areas to provide equivalent flood storage to offset the additional impact volume. Measures were taken to minimize impacts on the floodplain and adjacent wetlands, while optimizing functionality of the treatment system and maximizing cost savings. The PSR includes the calculation for floodplain encroachment compensation. A Bridge Hydraulics Report (BHR) has been prepared and is included as a Technical Material. The BHR contains calculations of the flow frequencies through each cross-drain and bridge along the project corridor.

The proposed project will not create additional flooding issues along the project corridor and is designed to ensure that no base flood will overtop the roadway surface. In the design phase, detailed information will be necessary to obtain accurate design data.

5.6 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The Natural Resources Evaluation (NRE) report is included as a Technical Material and addresses potential impacts to protected species and habitat. Appendix C of the NRE contains the Wildlife Crossing Technical Memorandum. The Protected Species and Habitat Map is attached.

Federal and state-protected species with potential to occur in the study area were identified through the ETDM process, field reviews on April 9-10, 2025, as well as through desktop reviews of existing habitat, species ranges, dispersal ability, and ecology. The list of federally listed species evaluated in this study is based on the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool, and a review of USFWS Consultation Area Geographical Information Systems (GIS) data. It also includes species mentioned by agencies in the project's ETDM Summary Report (No. 14523). Based on the evaluation, 25 listed animal species, 50 listed plant species, and two (2) species proposed for federal listing have the potential to occur within the study area. Of those, 15 animal species, and 22 plant species have a moderate or high potential for occurrence, and five (5) additional animal species were observed within the study area during the field reviews, as presented in **Table 4** below. In addition, **Table 5** summarizes the effect determinations for both federally and state-protected species.

Table 4: Protected Species with Moderate or High Potential to Occur within the Study Area

Protected Species		**Listing Status by Jurisdictional Agency**		**Potential of Occurrence in Study Area**
Common Name	**Scientific Name**	**USFWS/ NMFS**	**FWC/ FDACS**	
INVERTEBRATES				
Monarch butterfly	*Danaus plexippus*	PT	-	Moderate

REPTILES				
American Alligator	*Alligator mississippiensis*	FT (S/A)	-	Observed
Eastern indigo snake	*Drymarchon couperi*	FT	FT	High
Florida pine snake	*Pituophis melanoleucus mugitus*	-	ST	Moderate
Gopher tortoise	*Gopherus polyphemus*	-	ST	High
BIRDS				
Audubon's crested caracara	*Polyborus plancus*	FT	FT	Observed
Bald eagle*	*Haliateetus leucocephalus*	-	-	Observed
Everglade snail kite	*Rostrhamus sociabilis plumbeus*	FE	FE	High
Florida burrowing owl	*Athene cunicularia*	-	ST	Moderate
Florida grasshopper sparrow	*Ammodramus savannarum*	FE	FE	Moderate
Florida sandhill crane	*Grus canadensis*	-	ST	Observed
Little blue heron	*Egretta caerulea*	-	ST	Observed
Red-cockaded woodpecker	*Picoides borealis*	FT	FT	High
Southeastern American kestrel	*Falco sparverius paulus*	-	ST	Moderate
Tricolored heron	*Egretta tricolor*	-	ST	Moderate
Wood stork	*Mycteria americana*	FT	FT	High
MAMMALS				
Florida bonneted bat	*Eumops floridanus*	FE	FE	High
Florida panther	*Puma concolor coryi*	FE	FE	High
Tricolored bat	*Perimyotis subflavus*	PE	-	Moderate
PLANTS				
Beaked orchid	*Sacoila lanceolata*	-	ST	Moderate
Blue-flowered butterwort	*Pinguicula caerulea*	-	ST	High
Common wild pine	*Tillandsia fasciculata*	-	SE	High
Cutthroat grass	*Panicum abscissum*	-	SE	Moderate
Giant orchid	*Pteroglossaspis ecristata*	-	ST	Moderate
Giant wild pine	*Tillandsia utriculata*	-	SE	Moderate
Hooded pitcher-plant	*Sarracenia minor*	-	ST	High
Inflated and reflexed wild pine	*Tillandsia balbisiana*	-	ST	Moderate
Lace-lip ladies' tresses	*Spiranthes laciniata*	-	ST	Moderate
Large-flowered rosemary	*Conradina grandiflora*	-	ST	Moderate
Long-lip ladies' tresses	*Spiranthes longilabris*	-	ST	Moderate
Many-flowered grass-pink	*Calopogon multiflorus*	-	ST	Moderate
Nodding pinweed	*Lechea cernua*	-	ST	Moderate
Non-crested eulophia	*Eulophia ecristata*	-	ST	Moderate
Pigeon wing	*Clitoria fragrans*	FT	SE	Moderate
Pine lily	*Lilium catesbaei*	-	ST	High
Rose pogonia	*Pogonia ophioglossoides*	-	ST	Moderate
Slender naiad	*Najas filifolia*	-	ST	Moderate
Snowy orchid	*Platanthera nivea*	-	ST	Moderate

Treat's zephyr-lily	*Zephyranthes treatiae*	-	ST	Moderate
Yellow-flowered butterwort	*Pinguicula lutea*	-	ST	Moderate
Yellow-fringed orchid	*Platanthera ciliaris*	-	ST	Moderate

Definitions:
FE = Federally Endangered, FT = Federally Threatened, FT(S/A) = Federally Threatened due to Similarity of Appearance, C = Candidate Species for Federal Listing, PE = Proposed for Federal Listing as Endangered, PT = Proposed for Federal Listing as Threatened, FXN = Federally Endangered Non-essential Experimental Population in Florida, SE = State-designated Endangered, ST = State-designated Threatened
O = Observed from within of near the study area during the field review,
Low = Minimal suitable habitat present and no documented occurrences within or near the study area,
Moderate = Potentially suitable habitat present and/or documented occurrences near the study area,
High = Suitable habitat present and documented occurrences within the study area.
*Protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), and F.A.C.

Table 5: Federal- and State-Listed Species with Effects Determinations for the Preferred Alternative

Common Name	**Effects Determination***
Federally Listed Species	
American alligator	No Effect
Lake Whales Ridge plants	
Audubon's crested caracara	May Affect, Not Likely to Adversely Affect
Everglade snail kite	
Florida grasshopper sparrow	
Florida scrub-jay	
Red-cockaded woodpecker	
Wood stork	
Florida bonneted bat	
Florida panther	
Eastern indigo snake	
State-Listed Species	
Florida pine snake	No Adverse Effect Anticipated
Gopher tortoise	
Florida burrowing owl	
Florida sandhill crane	
Little blue heron	
Tricolored heron	
Southeastern American kestrel	
* Refer to the NRE for further details.	

Species-specific surveys were not conducted. Surveys for the Audubon crested caracara and Florida bonneted bat are anticipated to be required and the need for a Florida grasshopper sparrow survey will be reviewed during the design and permitting phase of the project. The preferred alternative would implement avoidance and minimization measures to the greatest extent practicable. Project commitments listed in Section 9 will help ensure no adverse impacts are anticipated to

listed species. Technical Assistance with the USFWS and FWC is pending.

The project is also almost entirely within the Florida Wildlife Corridor. Maintaining ecological connectivity across these lands is necessary to allow for migration and genetic exchange amongst wildlife populations, prevent habitat fragmentation, and provide opportunities for wildlife to safely traverse the landscapes. As such, the implementation of wildlife crossing features into the project was considered. Throughout the project area, existing bridges and culverts were evaluated for widening, replacement, or removal, as well as opportunities to enhance structures for wildlife use. Potential new wildlife crossing opportunities were also evaluated. Recommendations for creating a safe wildlife crossing system are described in the Wildlife Crossing Technical Memorandum (attached as an Appendix to the NRE). The proposed wildlife crossing system is intended to avoid and minimize potential impacts to species and improve safety for motorists. Recommendations described in the Wildlife Crossing Technical Memorandum include the use of wildlife fencing, a mosaic of upland and wetland crossing opportunities, wildlife crossing features, and wildlife friendly designs. The recommended improvements to enhance wildlife connectivity were prioritized based on providing the simplest and largest improvement to safety and wildlife movement.

Critical Habitat

As shown in the attached Protected Species Map (Sheet 2 of 3), the project falls within the boundary of designated critical habitat for the FBB (Unit 1). Based on the USFWS Florida Bonneted Bat Critical Habitat Consultation Key (2024), the action area will be close to the 0.01 percent limit of overlap with a critical habitat unit. The exact action area will be calculated during final design, but it is assumed that this area would include grassy roadway slopes and roadside ditches, account for less than 0.01 percent of the critical habitat unit, and result in a determination of *May Affect, Not Likely to Adversely Affect* FBB critical habitat with the implementation of BMPs. Detailed information regarding how the required BMPs will be incorporated into the project design will be submitted to the USFWS for review during the project design phase.

5.7 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

6. Physical Resources

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The purpose of the noise study is to identify noise sensitive sites that would be impacted by the recommended Build Alternative, evaluate abatement measures at impacted noise sensitive sites, and determine where noise abatement (i.e., noise barriers) is recommended for further evaluation during the design phase.

The Enterprise is preparing a Nose Study Report (NSR), which will be included in the project file. The project's October 2025, Project Development and Environment NSR, contains further details regarding traffic noise analysis. Noise levels are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting to approximate the response characteristics of the human ear. All predicted noise levels represent hourly equivalent levels (LAeq1h) consistent with the federal regulations regarding noise metrics. Traffic noise levels were predicted at noise sensitive sites of the build alternative.

Within the project limits, noise levels were predicted at 388 Noise Abatement Criteria (NAC) B receptors representing 1,637 residences. Of these, 470 residences are predicted to approach or exceed the NAC under the 2050 Build condition and are therefore considered impacted.

Noise barriers were evaluated for the impacted noise sensitive sites. The results of the noise barrier evaluation conclude that noise barriers (see **Table 6** for more detail on the noise barriers) are a feasible and reasonable method to abate traffic related noise impacts for two (2) noise sensitive areas and will provide at least a five (5) dB(A) benefit to 399 impacted residences. Aerials showing the reasonable and feasible noise barrier locations are attached.

Statement of Likelihood

The Enterprise is committed to the construction of feasible and reasonable noise abatement measures. Two (2) potentially feasible and reasonable noise barrier systems have been identified for this project contingent upon the following conditions:

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

A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study, but prior to the project's date of public knowledge (DPK). The date that the State Environmental Impact Report (SEIR) is approved by Enterprise will be the DPK. If the review identifies noise sensitive sites that have been permitted prior to the DPK, then those sensitive sites will be evaluated during the design

phase for traffic noise impacts and abatement considerations.

Table 6: Noise Barrier Evaluation Summary

Noise Barrier System (CNEs included in barrier system)	**Number of Impacted Residences**	**Noise Barrier Height (ft.)**	**Noise Barrier Length (ft.)1**	**Noise Barrier Location**	**Total Preliminary Barrier Cost2**	**Number of Residences Potentially Benefited by a Noise Barrier**		**Total Noise Barrier System Cost Per Benefited Residence**
						Impacted		**Total3**
#1 (NB07) Esprit, Deer Creek West, Mallard Pond, & Keystone Pointe	280	22	6560	ROW4	$10,900,000	276	501	$21,756
		22	5340	ROW4				
		14	550	SH5				
		14	300	SH5				
		8	100	SH5				
		8	100	SH5				
#2 (SB06) Eden at Cross Prairie & The Meadow at Cross Prairie	123	22	6120	ROW4	$5,889,600	123	225	$26,176
		14	500	SH5				

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

2 Unit cost of $40/ft2 for all noise barriers

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

4 ROW - Right of Way noise barrier

5 SH - Shoulder noise barrier

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

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

6.3 Contamination

The project's involvement with contamination was evaluated in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual. A Limited Contamination Evaluation Screening Report (LCSER) was prepared to evaluate existing contamination conditions the project could potentially be involved with. This report is considered "Limited" because it does not consider potential pond sites that would be determined at a future phase. The LCSER is included as a Technical Material and the Potential Contamination Site Location Map is attached. A study area was established to include a 500-foot radius from the project limits and outside of the ROW. Contamination risk ratings (CRRs) were assigned to 16 potential contamination sites identified within the study area as shown in **Table 7-1** and **Table 7-2** below. The CRR system was developed by FDOT and incorporated four levels of risk: No, Low, Medium and High. There were 13 Low, three (3) Medium, and no High risk sites identified and reported below.

Table 7-1: Low Risk Sites (13)

Site No.	Site Name	Site Address	Risk Potential
1	FL Department of Transportation Yeehaw Toll	MP 193 Turnpike	Low
2	FL Department of Transportation - Turnpike	MP 194 Turnpike	Low
3	Queen Transportation Spill	MP 207 Turnpike	Low
4	Sequoia Enterprises Ber 2010-71-43471Z	FL Turnpike Southbound, MP 200	Low
5	W P Hayman #1 Oil-Gas Well	27.790895 , -80.978600	Low
6	Vidya Boodram and CO. 03-1I-3134	MP 202 Turnpike	Low
7	Hillandale Farms Inc.; Cal-Maine Foods Inc.	4201 North Canoe Creek Road	Low
8	H&H Sod Co. Inc.	4699 N Canoe Creek Road	Low
9	Halls Industries Inc.	6301 N Canoe Creek Road	Low
11	Cattle Pens	N/A	Low
12	Historical Agriculture	N/A	Low
14	Area of Arents	N/A	Low
15	Area of Pits	N/A	Low

Table 7-2: Medium Risk Sites (3)

Site No.	Site Name	Site Address	Risk Potential	Parameters of concern	Media Affected
10	FL Department of Transportation - Turnpike MP 229	Canoe Creek Service Plaza Gas Station	Medium	Petroleum Products	Soil and Groundwater
13	Historical Railroads	N/A	Medium	Herbicides, Arsenic	Soil and Groundwater
16	Existing Bridge Structures	N/A	Medium	Arsenic, Metal-based Coatings	Soil and Groundwater

Sites 10, 13, and 16 listed above in **Table 7-2** have been assigned a Medium Risk Rating, potentially requiring Level II Impact to Construction Assessment (ICA) prior to property acquisition or construction associated with this project.

The LCSER will be updated once the project reaches the design phase and preferred pond sites are known. Level II ICAs may be required for sites that may impact the roadway improvements, depending on design and construction requirements. Further evaluation and Level II ICAs will be performed at the discretion of the Enterprise's District Contamination Impact Coordinator.

6.4 Utilities and Railroads

A Utility Assessment Package (UAP) was prepared and is included as a Technical Material. The UAP was prepared in accordance with Part 2, Chapter 21 of the FDOT PD&E Manual and provides information from the utilities, including their existing location, size, and characteristics of major utilities found within the study limits. Utilities known to exist within the study limits include:

AT&T Enterprises:

- AT&T Transmission maintains existing fiber optics cable (FOC) in 2-2" high-density polyethylene (HDPE) conduit with a 10' easement running through the center of Florida's Turnpike Mainline (S.R. 91) for the entire limits of the project.

CenturyLink (Local):

- CenturyLink Local has underground fiber and copper cables running parallel to Florida's Turnpike Mainline (S.R. 91) and crossing under the Turnpike at various locations.

Duke Energy Transmission

- Duke Energy Transmission maintains multiple Overhead Electric lines (230 kV) running across near station number 58 with a 175' Duke Energy easement.

Orlando Utilities Commission Communication

- Orlando Utilities Commission Communication maintains a fiber line that runs along the north side of Old Canoe Creek Road to Clay Whaley Road then turns down Kissimmee Park Road and continues back to their main plant.

Toho Water Authority

- Toho Water Authority will have an 18" ductile iron pipe (DIP), 18" polyvinyl chloride (PVC) line, 8" HDPE and 6" PVC line running across Florida's Turnpike Mainline (S.R. 91) just east of Clay Whaley Road. Also, a 42" steel casing and 24" steel casing pipe even further east of Clay Whaley Road.

Other Utility Agency/Owners (UAOs) known to operate within the project corridor, but who have not provided response during the preliminary utility coordination and investigation effort include:

- AT&T Distribution
- CenturyLink (National)
- Charter
- Comcast
- Duke Energy Distribution
- Duke Energy Fiber
- Orlando Utilities Commission Electric Distribution
- Orlando Utilities Commission Electric Transmission
- Orlando Utilities Commission Water
- Peace River Electric cooperative

Should impacts to utilities occur inside FDOT's ROW, utility relocation costs would be at UAO expense unless some other agreement is presented.

6.5 Construction

Impacts resulting from the actual construction of the preferred alternative may include minor short-term air quality impacts in the form of dust from earthwork and exhaust from construction equipment. Temporary impacts during construction could also include traffic congestion, construction noise, and traffic pattern disruptions. Delays associated with maintenance of traffic activities are anticipated, especially during bridge construction. However, these impacts will be minimized by adherence to all applicable state and local regulations in the FDOT Standard Specifications for Road and Bridge Construction, including the use of erosion controls to protect adjacent wetlands and surface water habitats. Impacts on the hiking trails within the project limits may occur during construction, but these impacts are highly localized and anticipated to be temporary and minor. Roadway widening will not impact the function of the trails, but they may need to be temporarily closed during construction.

6.6 Bicycles and Pedestrians

Florida's Turnpike Mainline (S.R. 91) is a limited-access toll facility and will remain as such with the preferred alternative. The preferred alternative will not add mobility options and will not impact mobility choices. The Three Lakes North Hiking Trail, a recreation trail within the TLWMA, crosses Florida's Turnpike Mainline (S.R. 91) via a farm access culvert at MP 215.3 and the C.R. 523 Trail, a connector between TLWMA and Old Canoe Creek Road, crosses over Florida's Turnpike Mainline (S.R. 91) via a bridge at MP 229.5. Because the existing trail crossings will be maintained in the preferred alternative and there is little to no bicycle and pedestrian usage throughout the project corridor, no substantial impacts to bicycles and pedestrians are anticipated.

6.7 Navigation

The U.S. Coast Guard confirmed there will be "No Involvement" with navigation resources as it relates to the proposed project. The project does not cross any navigable waters and there would be no impacts to navigation under the preferred alternative.

7. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)	Status
USACE Section 10 or Section 404 Permit	To be acquired
USACE Section 408 Permit	To be acquired

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired
FWC Gopher Tortoise Relocation Permit	To be acquired
WMD Right of Way Permit	To be acquired

8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 423374-3_Draft_Preliminary Engineering Report_20250924.

9. Commitments Summary

To minimize the impacts of this project to the social, cultural, natural and physical environment, Florida Department of Transportation (FDOT) has identified the following commitments:

1. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
2. The Enterprise will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
3. A survey will be conducted for Audubon's crested caracara per USFWS protocol during the design phase.
4. The need for a Florida grasshopper sparrow survey will be reviewed during the design phase.
5. Coordination with the TLWMA and field surveys will be required during the design phase of the project to confirm presence/absence of suitable RCW habitat within the construction limits.
6. A survey will be conducted for the Florida bonneted bat within the limits of construction activities. If any signs of the Florida bonneted bat are observed (e.g., tree cavities, new potential man-made roosting habitat), the Enterprise is committed to coordinating with USFWS regarding the most updated relocation protocols for the Florida bonneted bat.
7. The Enterprise will continue to evaluate the inclusion of wildlife crossings and/or habitat connectivity enhancements during design phase.
8. If the Monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, the Enterprise commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
9. If the Tricolored bat (*Perimyotis subflavus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, the Enterprise commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
10. The Enterprise is committed to the construction of feasible and reasonable noise abatement measures. Two (2) potentially feasible and reasonable noise barrier systems have been identified for this project contingent upon the following conditions:
    - Final recommendations to the construction of abatement measures are determined during the project's final design and through the public involvement process.
    - Detailed noise analysis during the final design process support the need, feasibility, and reasonableness of providing abatement.
    - Cost analysis indicated that the cost of the noise barrier(s) will not exceed the cost of reasonable criterion.
    - Community input supporting types, heights, and locations of the noise barrier(s) is provided to Enterprise; and
    - Safety and engineering aspects have been reviewed and any conflicts or issues resolved.
11. The LCSER will be updated if ROW acquisition or construction will occur more than one year from the date of this report to determine if additional assessment is warranted due to significant changes in site conditions or project design.

10. Approved for Public Availability

Environmental or Project Development Manager

Date: 10/23/25

11. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing
A Public Involvement Plan (PIP) was prepared in accordance with Part 1, Chapter 11 of the FDOT PD&E Manual and is included as a Technical Material. The PIP, signed in May 2024, assists in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of the PIP is to help ensure that the project reflects the values and needs of the communities it is designed to benefit.

Several measures were taken to ensure that the public was informed of the project issues and had a way to communicate their concerns to Enterprise. These measures included a public kick-off newsletter (provided in English and Spanish), newspaper ads published in the Osceola News Gazette and El Osceola Star/Hola Osceola! (provided in English and Spanish), invitational/informational letters (provided in English and Spanish), press releases, public notices, and the development of a project website (www.TurnpikeSR60toCWR.com).

Agency and stakeholder coordination described below was conducted for this project. Enterprise representatives were available at each of the meetings to discuss the project and answer questions. Stakeholder outreach will continue through the completion of the PD&E study and future project phases.

Alternatives Public Information Meeting

The Alternatives Public Information Meeting was offered virtually, then offered in-person for the northern section of the project limits and for the southern end of the project limits, as follows:

- March 4, 2025 - Virtually/online via GoToWebinar from 6:00 p.m. to 7:00 p.m.
- March 5, 2025 - In-person from 5:30 p.m. to 7:30 p.m. at the St. Cloud Community Center, located at 3101 17th Street, St. Cloud, FL 34769.
- March 11, 2025 - In-person from 5:30 p.m. to 7:30 p.m. at the Intergenerational Recreation Center, located at 1590 9th Street Southwest, Vero Beach, FL 32962.

The meeting began with a presentation followed by a question-and-answer session. Attendees were also informed that they could provide feedback at any point throughout the study by submitting comments online through the project website and emailing or mailing the Enterprise project manager directly. The presentation provided an overview of the project development process, study limits, purpose and need, alternatives development process and environmental effects evaluation. The study team presented solutions developed and evaluated to address the project needs.

Agency Coordination

An Advance Notification Package was prepared and sent to the Florida State Clearinghouse on March 16, 2023, and then distributed to the appropriate state agencies for consistency review.

The Programming Screen Summary Report was published on June 13, 2023. This report summarized the results of the Environmental Technical Advisory Team (ETAT) Programming Screen review of the project; provided details concerning agency comments about potential effects to natural, cultural, and community resources; and provided additional

documentation of activities related to the Programming Phase for the project.

Throughout the study, multiple coordination meetings have been held with Osceola County, the City of St. Cloud, and the Central Florida Expressway Authority (CFX). During these meetings, the latest project information was presented, and attendees were provided opportunities to discuss specific issues and/or concerns and provide local input. The following is a list of meetings held to date:

- Osceola County - April 5, 2024
- CFX - May 24, 2024
- Joint Osceola County/CFX/St. Cloud - July 15, 2024
- CFX - August 6, 2024
- CFX - August 29, 2024
- Osceola County - October 18, 2024
- Joint Osceola County/CFX/St. Cloud - December 18, 2024
- Osceola County - April 9, 2025
- Osceola County - May 2, 2025
- Osceola County - June 6, 2025
- Osceola County - June 20, 2025
- Osceola County - July 11, 2025
- Osceola County - August 15, 2025
- Osceola County - August 29, 2025

Public Hearing

The project meets the definition of a major transportation improvement pursuant to Section 339.155(5), Florida Statutes. Therefore, a Public Hearing will be held in compliance with the PD&E Manual, 23 CFR 771, and Section 339.155, F.S. The Public Hearing will be held at two (2) different in-person locations and virtually on three (3) different days, as follows:

- November 17, 2025 (virtual)
- November 18, 2025 (in-person in the northern section of the project limits)
- November 20, 2025 (in-person in the southern section of the project limits)

Following the Public Hearing, responses will be made in writing to the questions and comments not answered during the Public Hearing. A summary report of the Public Hearing will be prepared, as well as a Comments and Coordination Report that will contain the heading transcript, errata, and documentation for all public involvement activities conducted throughout the project. The Public Hearing Summary Report and Comments and Coordination Report will be included in the project file.

Date of Public Hearing: 11/17/2025
Summary of Public Hearing

12. Technical Materials

The following technical materials have been prepared to support this environmental document.

423374-3_Draft_Sociocultural Effects Evaluation_20250829
423374-3_Sociocultural Data Report
423374-3_Cultural Resource Assessment Survey_09292025
423374-3_Cultural Resources_ResearchDesign
423374-3_Draft_Natural Resources Evaluation_20250829
423374-3_Draft_Pond Siting Report_20250919
423374-3_Draft_Water Quality Impact Evaluation_20250926
423374-3_Draft_Location Hydraulics Report_20250919
423374-3_Draft_Bridge Hydraulics Report_10022025
423374-3_Draft_Contamination Evaluation Screening Report_20250829
423374-3_Draft_Utilities Assessment Package_20250919
423374-3_Draft_Preliminary Engineering Report_20250924
423374-3_ Final_Public Involvement Plan_051624.docx

Attachments

Planning Consistency

PrintableSTIP
2045MTP_CostFeasiblePlan_Adopted-Dec2020_Revised-Dec2024

Social and Economic

423374-3_Existing Land Use Map

Cultural Resources

CRM_Research Design_SHPO Concurrence
423374-3_Other Natural Features Map
423374-3_Conservation Lands Map

Natural Resources

423374-3_Wetlands and Other Surface Waters Map
423374-3_Existing Drainge Map
423374-3_Protected Species and Habitat Map

Physical Resources

423374-3_Recommended Noise Barriers Aerials
423374-3_Potential Contamination Site Location Map

Planning Consistency Appendix

Contents:

PrintableSTIP

2045MTP_CostFeasiblePlan_Adopted-Dec2020_Revised-Dec2024

PAGE 4266 FLORIDA DEPARTMENT OF TRANSPORTATION DATE RUN: 07/01/2024
AS-OF DATE: 07/01/2024 OFFICE OF WORK PROGRAM TIME RUN: 10.24.07
STIP REPORT MBRSTIP-1
TURNPIKE

ITEM NUMBER:423374 2 PROJECT DESCRIPTION:PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193) *SIS*
DISTRICT:99 COUNTY:TURNPIKE PROJECT LENGTH: 48.883MI TYPE OF WORK:PD&E/EMO STUDY

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	3,425,661	206,219	0	0	0	0	3,631,880
TOTAL <N/A>	3,425,661	206,219	0	0	0	0	3,631,880
TOTAL 423374 2	3,425,661	206,219	0	0	0	0	3,631,880

ITEM NUMBER:423374 3 PROJECT DESCRIPTION:PD&E FOR WIDEN TPK FROM N OF SR60 TO CLAY WHALEY RD (MP 193-238.5) *SIS*
DISTRICT:99 COUNTY:TURNPIKE PROJECT LENGTH: 44.972MI TYPE OF WORK:PD&E/EMO STUDY

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	4,022,533	5,778	0	0	0	0	4,028,311
TOTAL <N/A>	4,022,533	5,778	0	0	0	0	4,028,311
TOTAL 423374 3	4,022,533	5,778	0	0	0	0	4,028,311
TOTAL Project:	13,520,086	214,124	0	0	0	0	13,734,210

ITEM NUMBER:424581 1 PROJECT DESCRIPTION:TURNPIKE CAPITAL PUR CHASES - PROPERTY PURCHAS ES *SIS*
DISTRICT:99 COUNTY:TURNPIKE PROJECT LENGTH: .000 TYPE OF WORK:EQUIPMENT

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	7,659,092	17,214	0	0	0	0	7,676,306

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

2045

Metropolitan Transportation Plan

Cost Feasible Plan

Strategies, Programs and Projects

Adopted: December 9, 2020

Revised: December 11, 2024

MTP ID#	County	Facility Name & Limits	Project Description	Length (miles)	Project Phase	Total Project Cost (2020 $'s) *Shown in Millions*	Existing TIP: 2024 - 2029 (as of 9/11/24)		Plan Period I: 2026-2030		Plan Period II: 2031-2035		Plan Period III: 2036-2045		Unfunded Needs	
							Phase	*YOE $'s*	*Phase*	*YOE $'s*	*Phase*	*YOE $'s*	*Phase*	*YOE $'s*	*Phase*	*YOE $'s*
10190	Orange / Osceola	SR 429 From: I-4 To: Seidel Rd	Widen to 8 Lanes	9.88	PD&E	$ 4.000	PD&E	$ 4.000		$ -		$ -		$ -		$ -
					PE	$ 5.000		$ -		$ -		$ -		$ -	PE	$ 10.25
					ROW	$ 25.000		$ -		$ -		$ -		$ -	ROW	$ 51.25
					ENV	$ -		$ -		$ -		$ -		$ -		$ -
					CST	$ 50.000		$ -		$ -		$ -		$ -	CST	$ 102.50
					CEI	$ -		$ -		$ -		$ -		$ -		$ -
1055	Osceola	Poinciana Pkwy Extension Connector From: CR 532 / Osceola-Polk Line Rd To: N of I-4 / SR 429 Interchange	New 4 Lane Expressway and Interchange Modification	13.00	PD&E	$ -		$ -		$ -		$ -		$ -		$ -
					PE	$ 16.006	PE	$ 16.006		$ -		$ -		$ -		$ -
					ROW	$ 77.500	ROW	$ 77.500		$ -		$ -		$ -		$ -
					ENV	$ -		$ -		$ -		$ -		$ -		$ -
					CST	$ 214.002	CST	$ 214.002		$ -		$ -		$ -	CST	$ 438.70
					CEI	$ -		$ -		$ -		$ -		$ -		$ -
1029	Osceola	SR 91 / Florida's Turnpike From: Osceola / Okeechobee CL To: SR 60 / Yeehaw Junction	Widen to 6 Lanes	2.82	PD&E	$ 4.000	PD&E	$ 4.000		$ -		$ -		$ -		$ -
					PE	$ 5.000		$ -		$ -		$ -		$ -	PE	$ 10.25
					ROW	$ 10.000		$ -		$ -		$ -		$ -	ROW	$ 20.50
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					CST	$ 25.000		$ -		$ -		$ -		$ -	CST	$ 51.25
					CEI	$ -		$ -		$ -		$ -		$ -		$ -
1030	Osceola	SR 91 / Florida's Turnpike From: SR 60 / Yeehaw Junction To: CR 525 / Kissimmee Park Rd	Widen to 8 Lanes	46.26	PD&E	$ 4.000	PD&E	$ 4.000		$ -		$ -		$ -		$ -
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1036	Orange	SR 91 / Florida's Turnpike From: SR 482 / Sand Lake Road To: S of SR 408 / Gotha Rd	Widen to 10 Lanes	7.94	PD&E	$ 4.200	PD&E	$ 4.200		$ -		$ -		$ -		$ -
					PE	$ 5.000		$ -		$ -		$ -		$ -	PE	$ 10.25
					ROW	$ 100.000		$ -		$ -		$ -		$ -	ROW	$ 205.00
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1009	Orange / Osceola	SR 417 / Southern Connector Extension From: Celebration Ave To: SR 536 / World Center Dr	Widen to 6 Lanes	4.10	PD&E	$ 4.000		$ -		$ -		$ -		$ -	PD&E	$ 8.20
					PE	$ 4.000		$ -		$ -		$ -		$ -	PE	$ 8.20
					ROW	$ 15.000		$ -		$ -		$ -		$ -	ROW	$ 30.75
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					CEI	$ -		$ -		$ -		$ -		$ -		$ -
1024	Orange	SR 528 / Beachline Expwy From: SR 520 (MP 31) To: SR 407 (MP 37; Brevard Co.)	Widen to 6 Lanes	6.34	PD&E	$ 4.000		$ -		$ -		$ -		$ -	PD&E	$ 8.20
					PE	$ 10.000		$ -		$ -		$ -		$ -	PE	$ 20.50
					ROW	$ 50.000		$ -		$ -		$ -		$ -	ROW	$ 102.50
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1028	Orange	SR 91 / Florida's Turnpike From: Taft Vineland Road To: SR 482 / Sand Lake Road	Widen to 10 Lanes	2.61	PD&E	$ 4.000		$ -		$ -		$ -		$ -	PD&E	$ 8.20
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Social and Economic Appendix

Contents:

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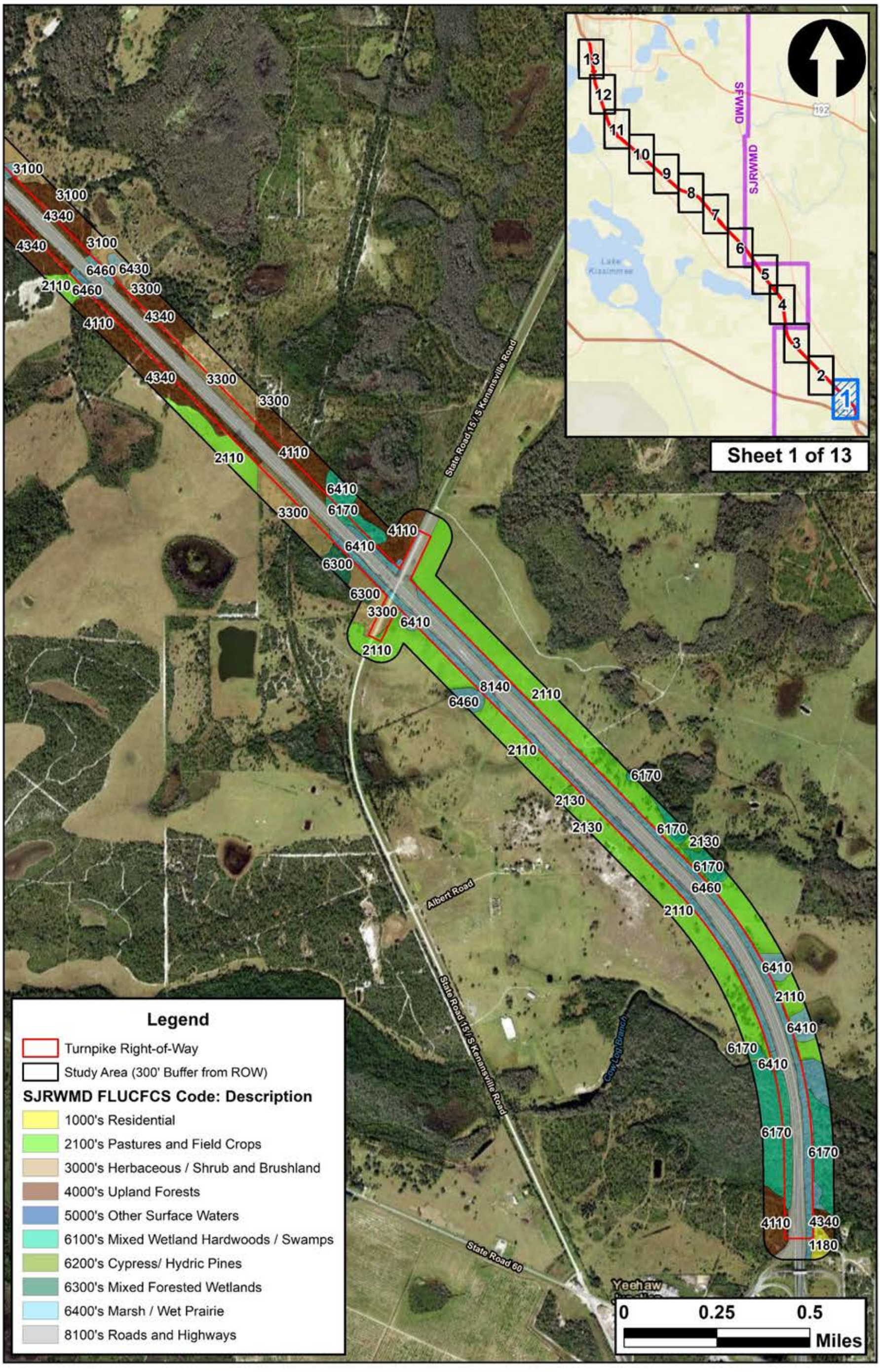

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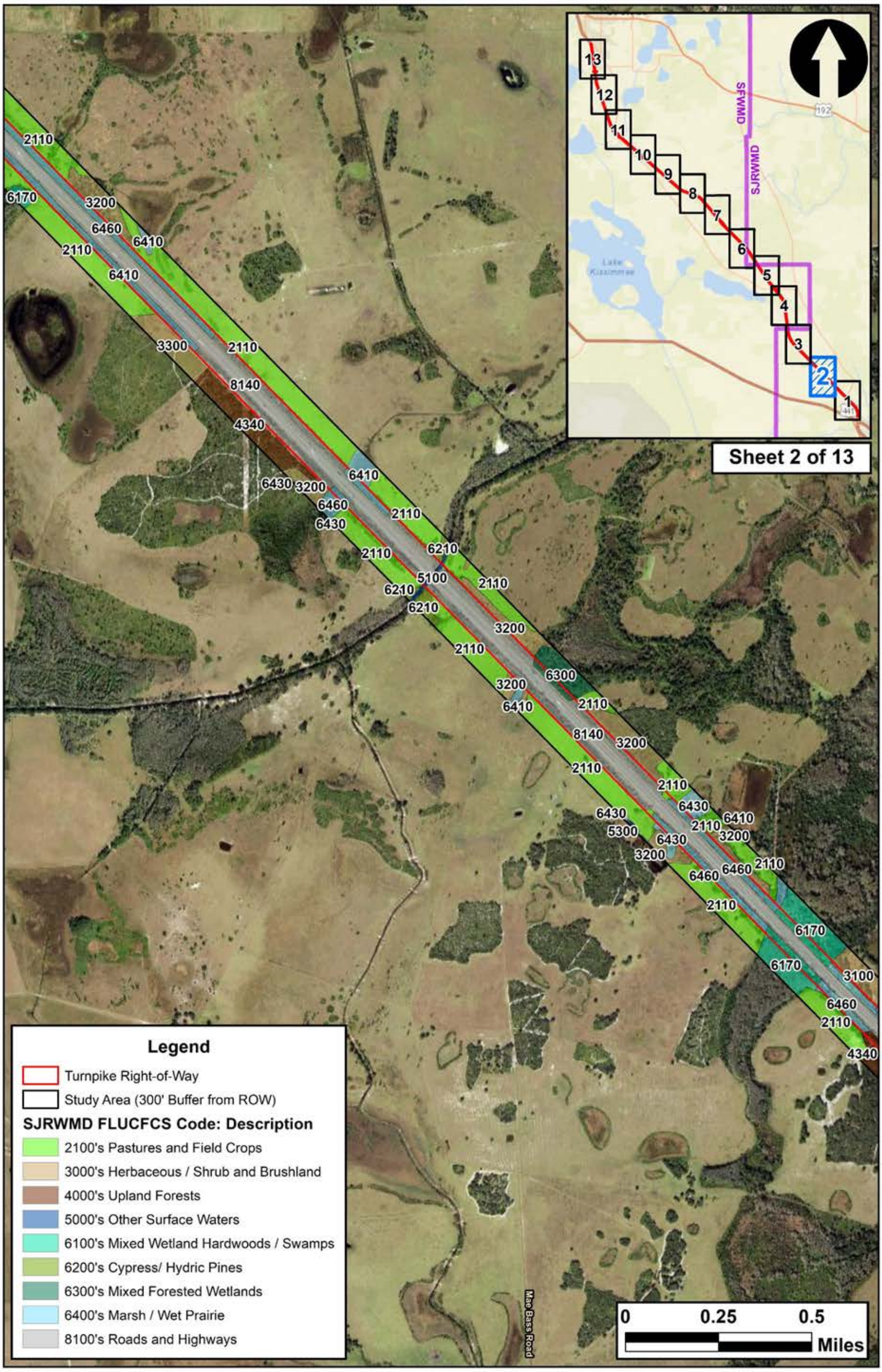

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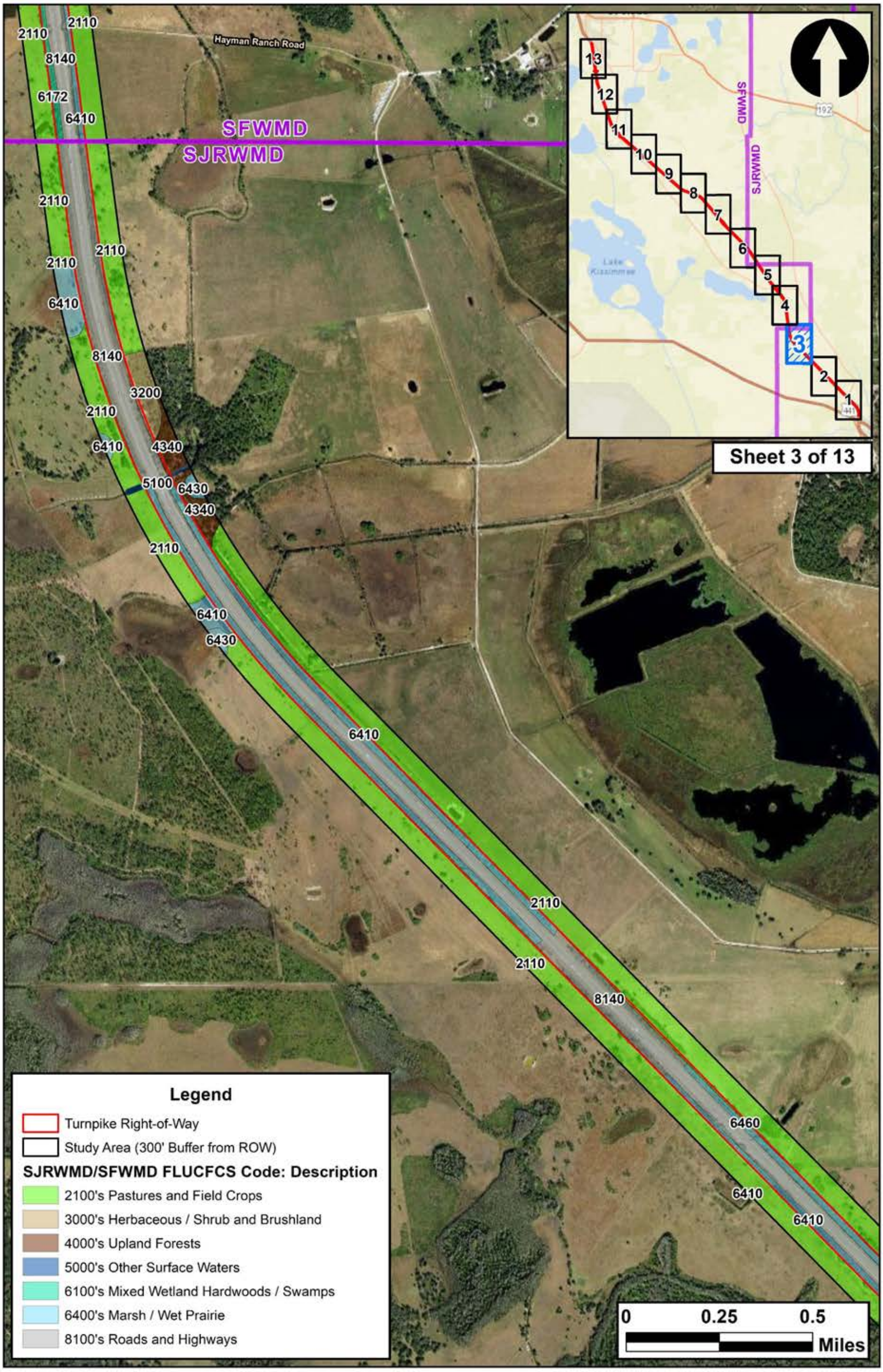

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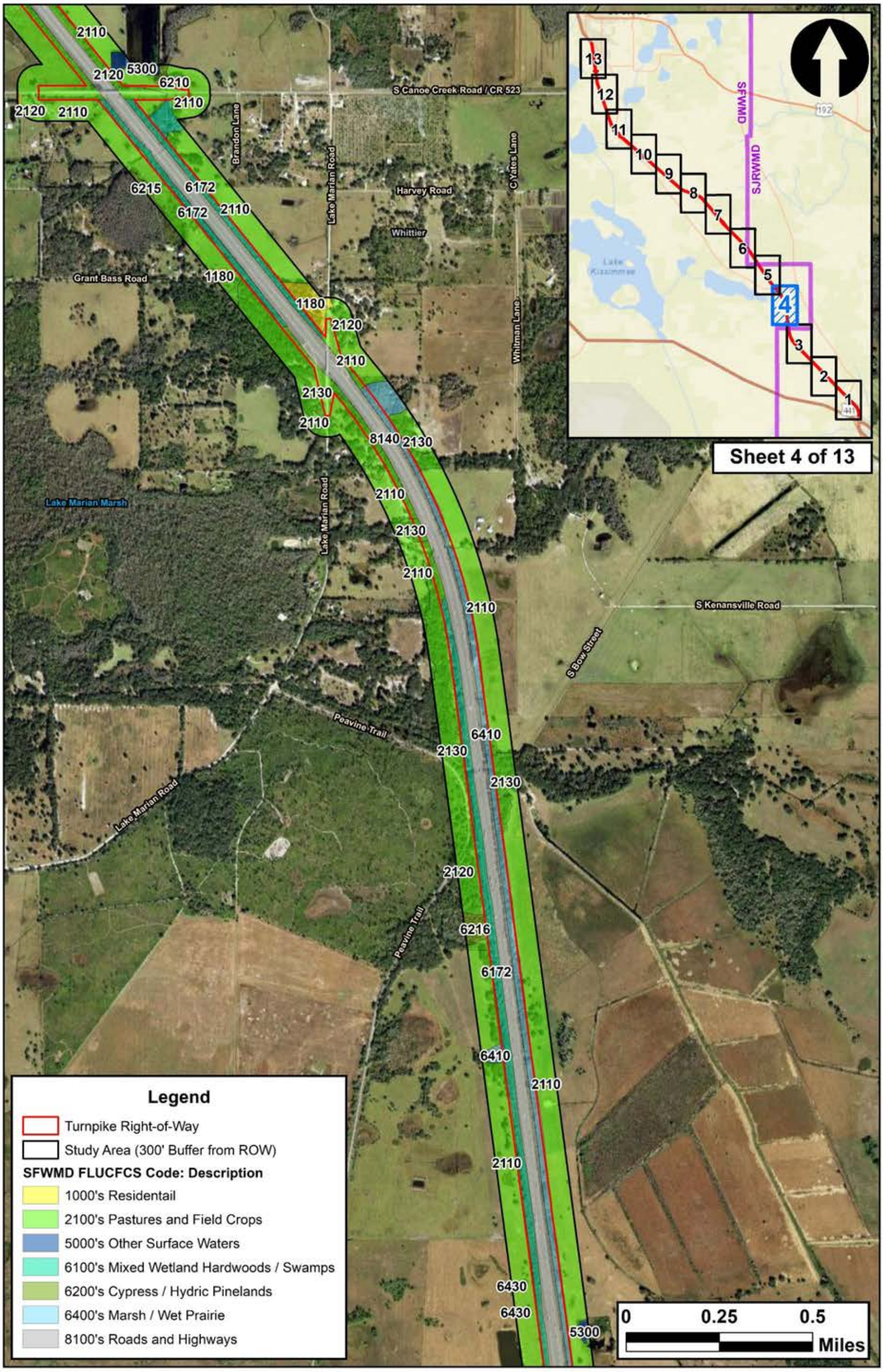

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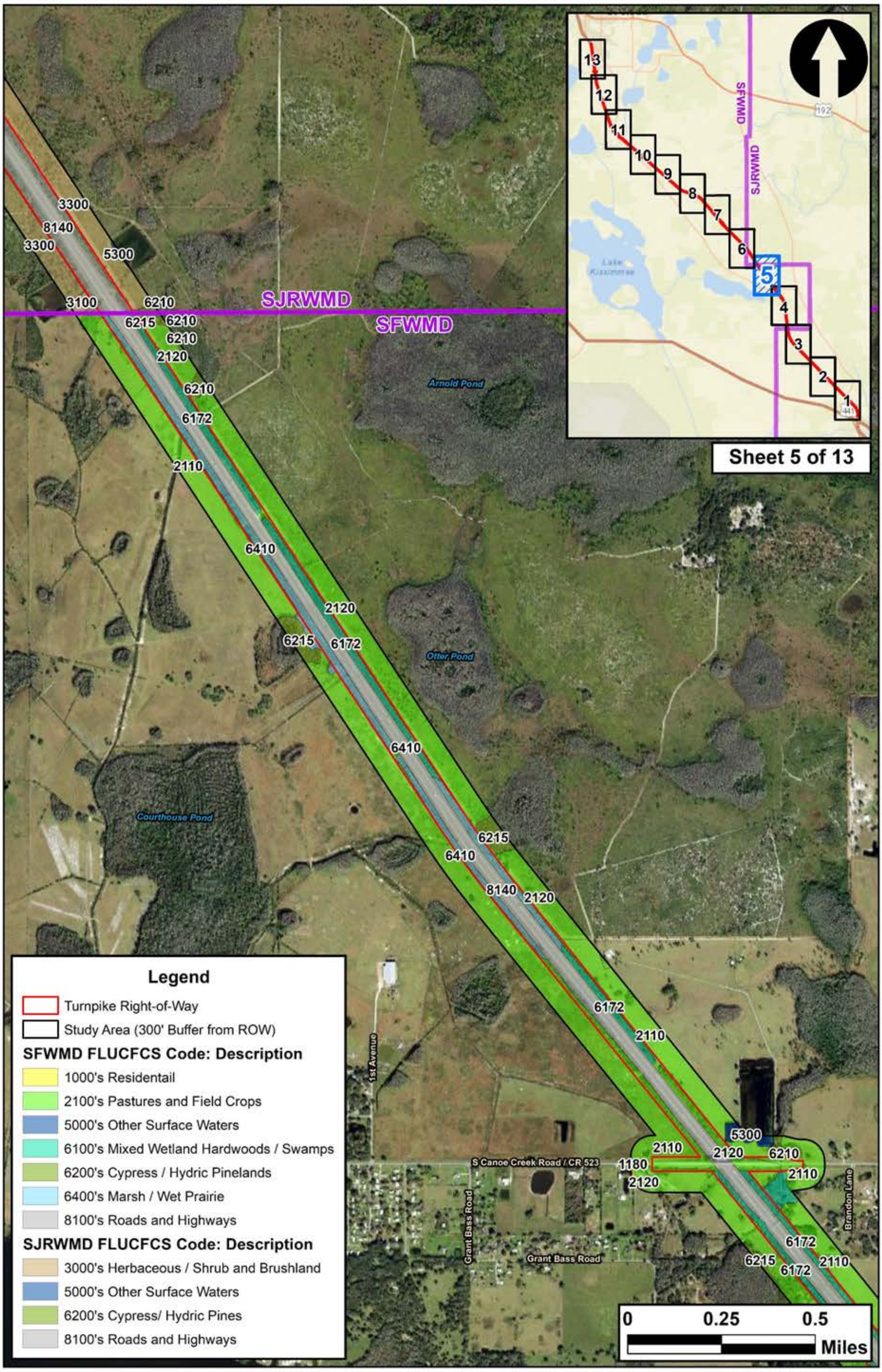

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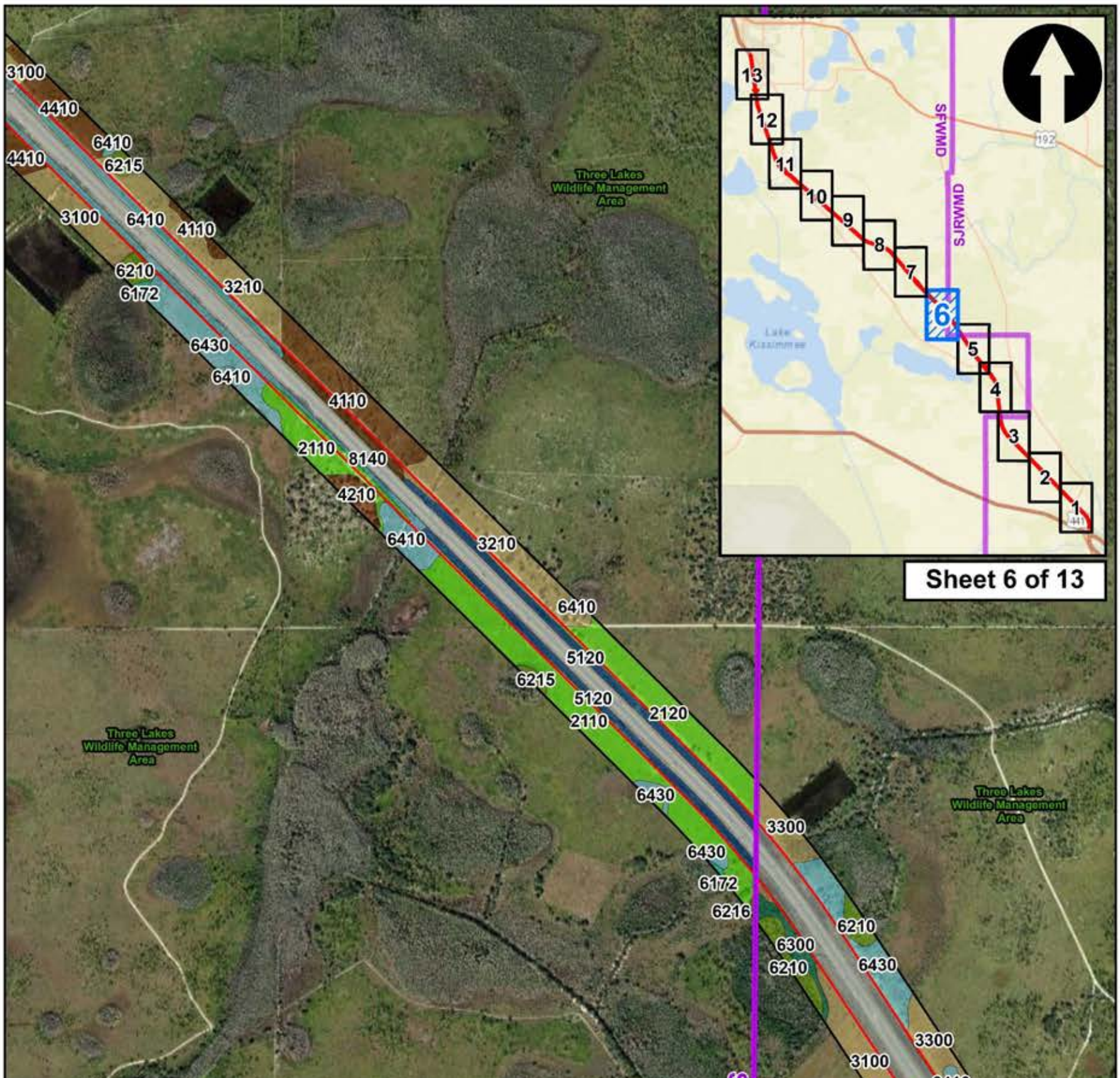

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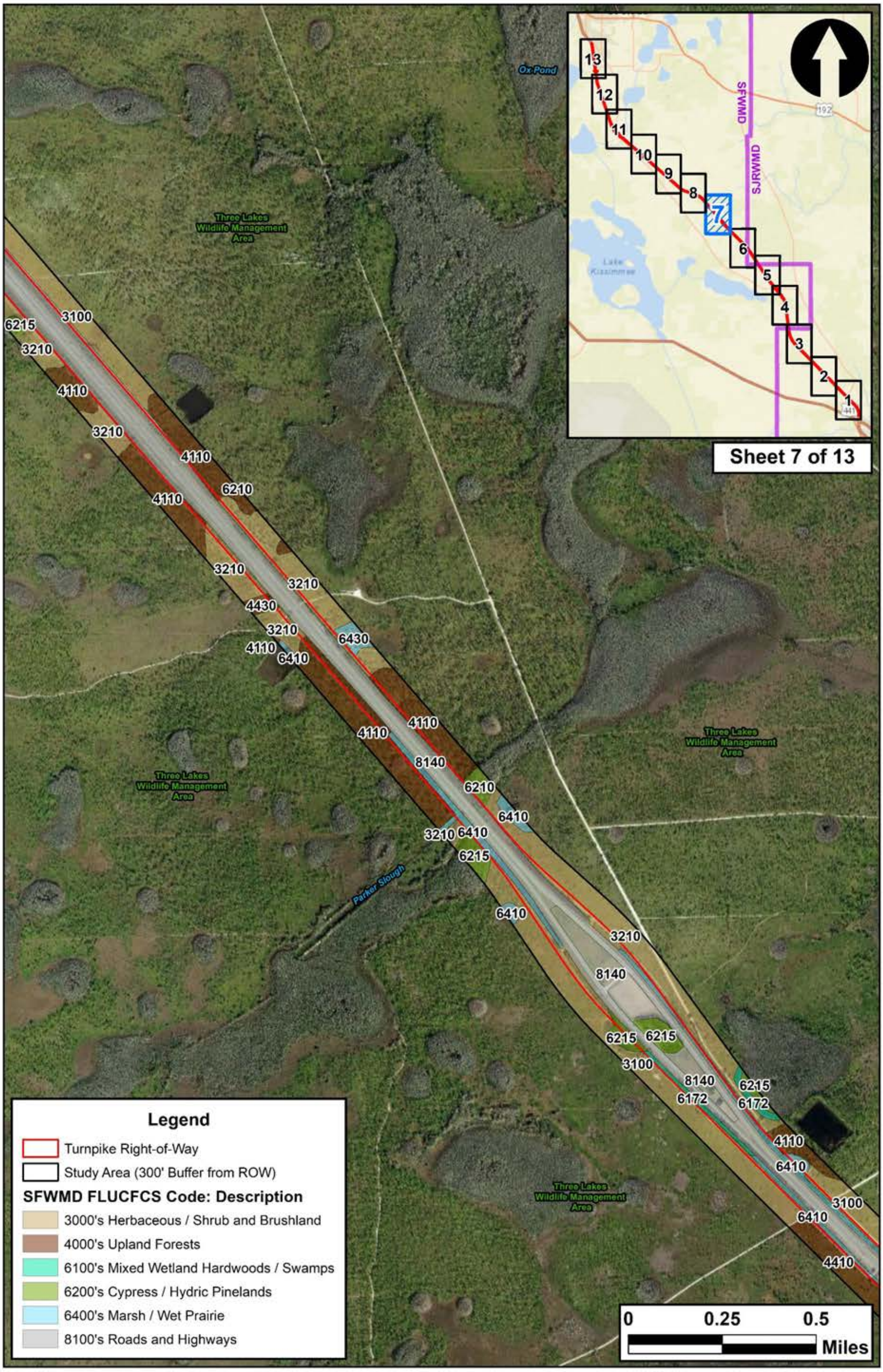

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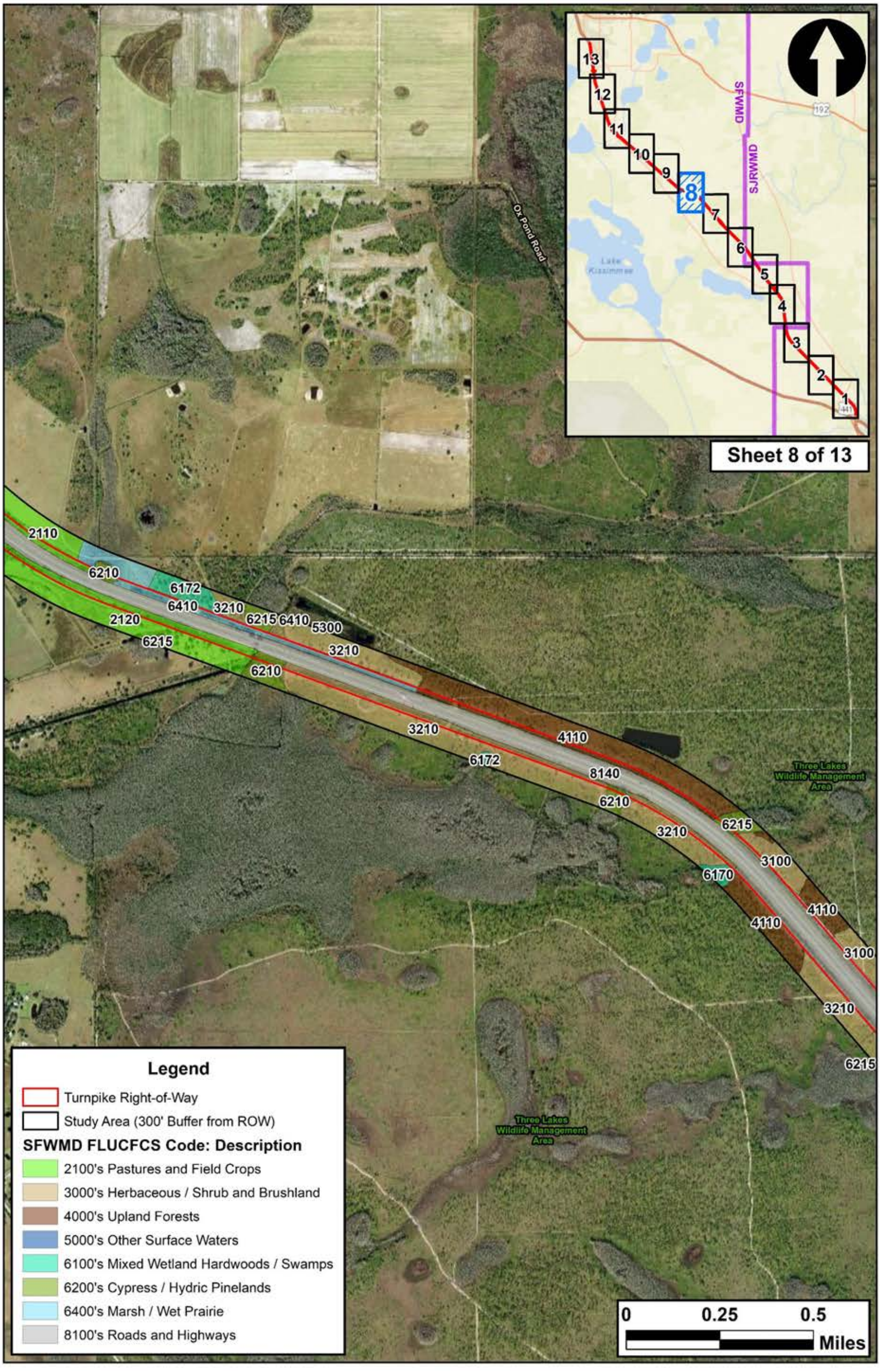

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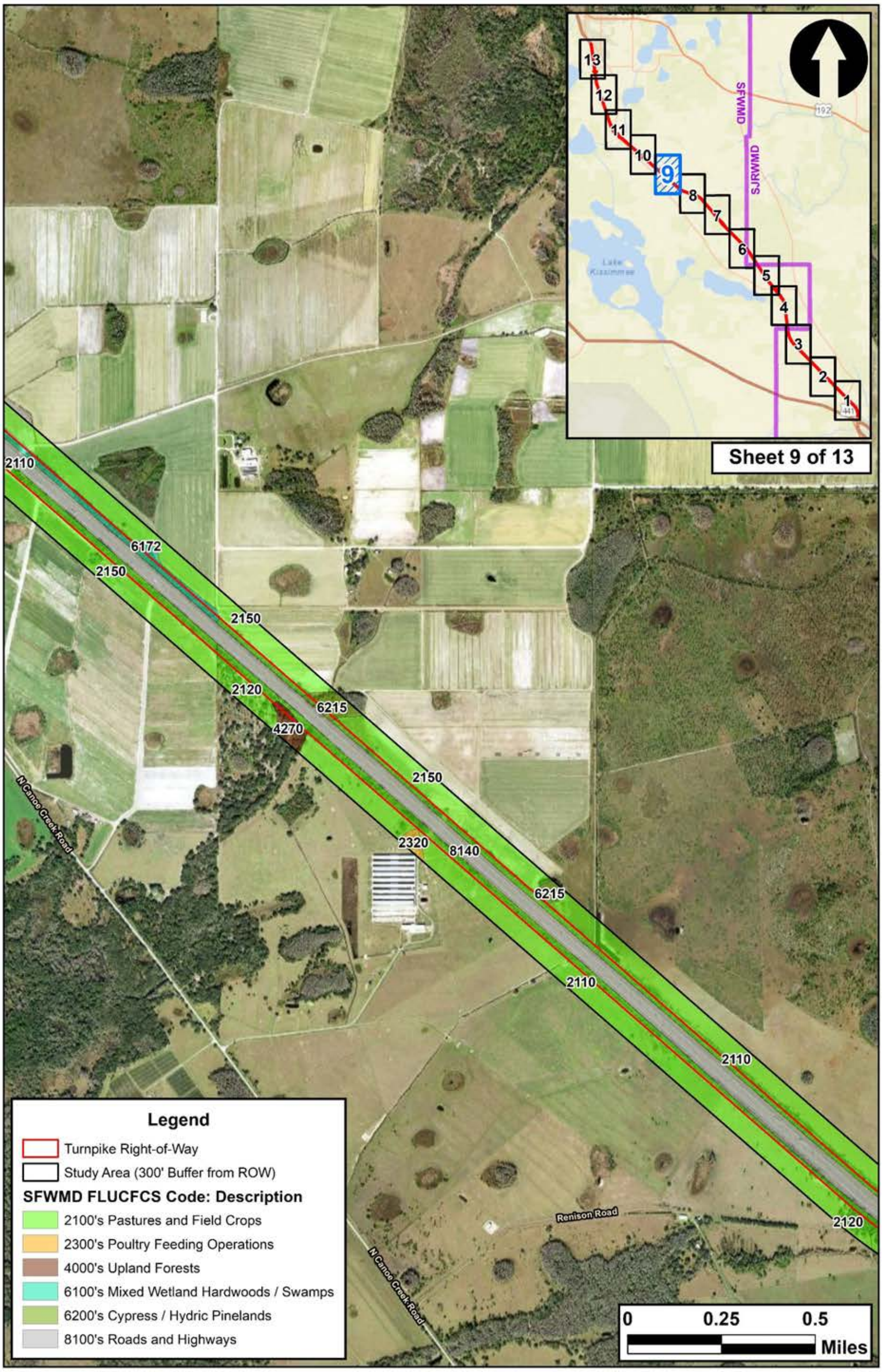

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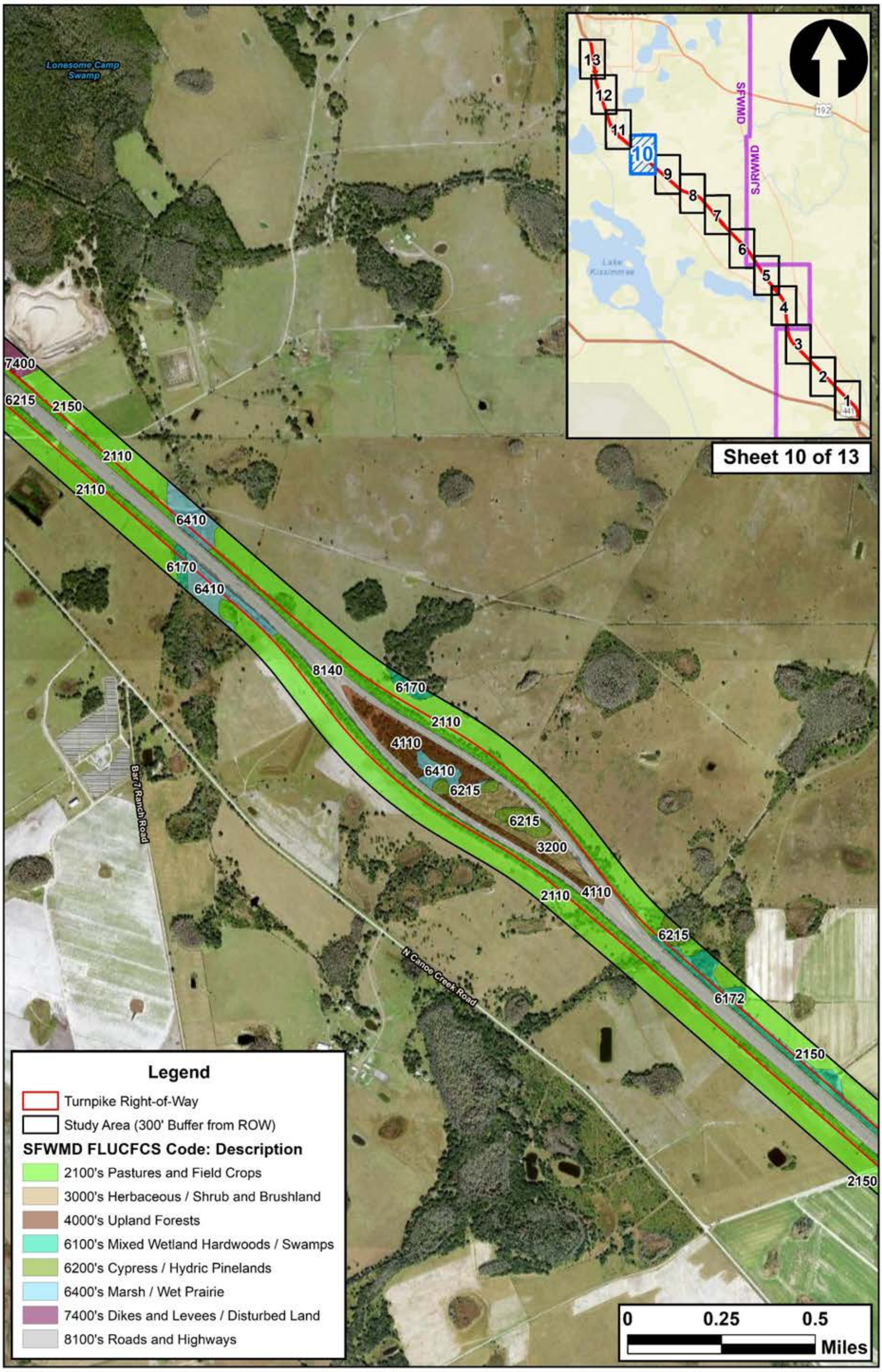

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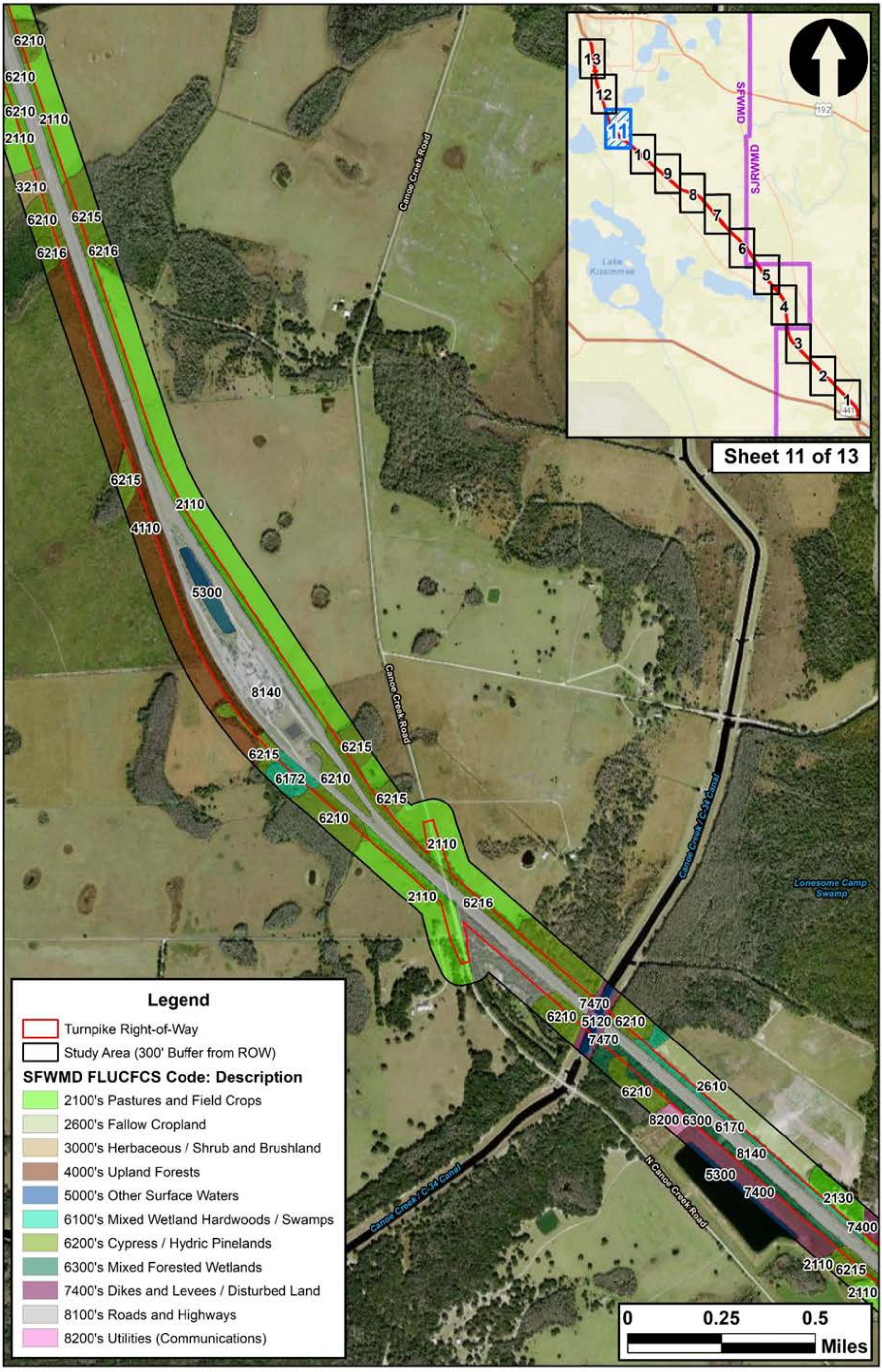

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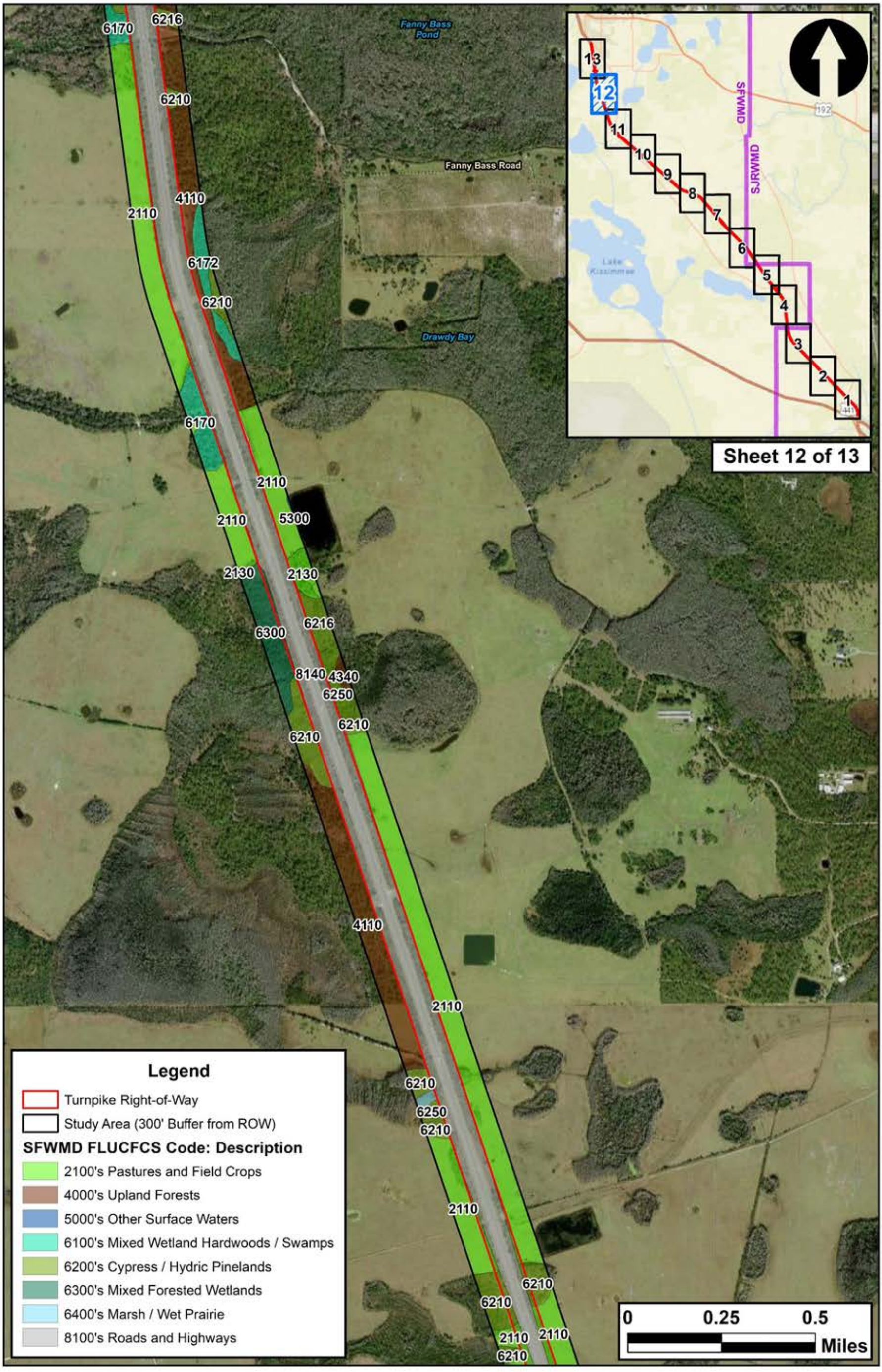
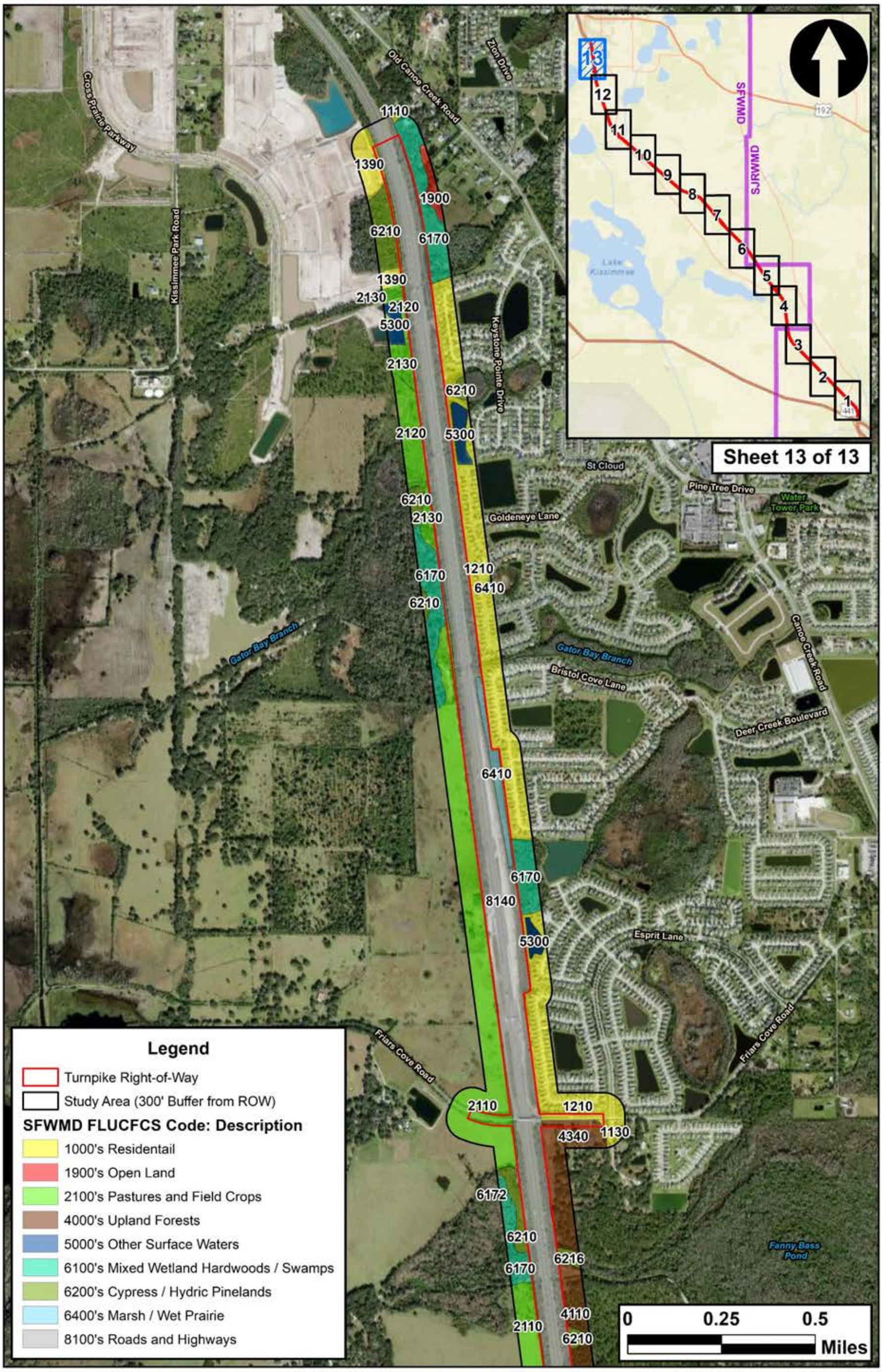


Existing Land Use Map
Sheet 12 of 13



Existing Land Use Map
Sheet 13 of 13

Cultural Resources Appendix

Contents:

CRM_Research Design_SHPO Concurrence

423374-3_Other Natural Features Map

423374-3_Conservation Lands Map

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 11, 2025

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

RE: Section 106 Stipulation VII Submission
PD&E FOR WIDEN TPK FROM N OF SR60 TO CLAY WHALEY RD (MP 193-238.5)
Florida
FM # 423374-3-22-01
DHR CRAT Number: 202504134

Dear Ms. Lotane,

Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study to evaluate widening alternatives along Florida's Turnpike from north of State Road (SR) 60 (Milepost [MP] 193) to south of Clay Whaley Road (MP 238.5) in Osceola County. In support of this PD&E Study, the Ardurra Cultural Resource Management Group (Ardurra) has prepared the attached Research Design and Survey Methodology ahead of a Phase I Cultural Resource Assessment Survey (CRAS). The total project length is 45.5 miles (mi) (73.2 kilometers [km]), and it passes through Sections 16, 21-22, 27, and 34 of Township (T) 26 South (S), Range (R) 30 East (E), Sections 03, 10, 14-15, 23, 26, and 35-36 of T27S, R30E, Sections 05-06, 08-09, 15-16, 22-23, 25-26, and 36 of T28S, R31E, Sections 31 and 32 of T28S, R32E, Sections 04-05, 09-10, 14-15, 23-24, and 25 of T29S, R32E, Sections 30-32 of T29S, R33E, Sections 05, 08-09, 15-16, 22, 27, and 34 of T30S, R33E, Sections 02, 11-12, and 13 of T31S, R33E, Sections 18-20, 28-29, and 33-34 of T31S, R34E, and Sections 02 and 03 of T32S, R34E. This project is state funded under Financial Project Identification Number (FPID) 423374-3-22-01.

The Turnpike's existing typical section consists of two 12-foot (ft) travel lanes in each direction, a 40-ft median with barrier protection, swales and canals, and bifurcated medians at the Canoe Creek Service Plaza. There is currently no interchange access along the corridor. The proposed undertaking includes widening from four to six lanes in the rural segment of the corridor from SR 60 to north of Canoe Creek Service Plaza, and from four to eight lanes in the urban segment from north of the Canoe Creek Service Plaza to south of Clay Whaley Road.

The archaeological Area of Potential Effects (APE) is defined as the existing right-of-way (ROW) for the length of the undertaking and has been extended 0.5 mi past MP 193 and MP 238.5 (MP 192.5 and MP 239). The historical APE includes the archaeological APE and adjacent parcels up to 100 m (328 ft) from the edge of the existing ROW. The purpose of this Research Design and Survey Methodology is to establish Zones of Archaeological Probability (ZAPs) within the archaeological APE, identify previously

recorded and potential unrecorded historical resources within the APE, and establish an appropriate field testing strategy for the CRAS. This document was prepared in accordance with the guidelines of the Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), State Historic Preservation Officer (SHPO), and the FDOT (executed September 27, 2023). The survey methods and report were designed to comply with Chapter 267, Florida Statutes (F.S.), Rule 1A-46, Florida Administrative Code (F.A.C.), Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, FDOT's *PD&E Manual*, FDOT's *Cultural Resources Management (CRM) Handbook*, and FDHR's *Module Three Guidelines for Use by Historic Preservation Professionals* (FDHR 2003). All survey and reporting work for this Research Design and eventual CRAS will be done by or under the direct supervision of archaeologists, architectural historians, and historians that meet or exceed the Secretary of the Interior's (SOI) Professional Qualification Standards in the applicable discipline.

Background research revealed six previously recorded historical bridges (OS03246-OS03251), three linear resource groups (OS01927, OS02548, and OS2549), and one archaeological site (OS01882) within the archaeological APE. A review of Osceola County property appraiser data indicated that at least eight unrecorded structures of historic age exist within the historical APE (i.e., constructed in 1979 or earlier). Additionally, historic topographic maps and aerial photographs indicate there are unrecorded linear resource groups intersecting the APE.

Environmental and cultural factors indicate that the archaeological APE has low, moderate, and high archaeological probability. In accordance with Module 3 guidelines (Sections 2.3.1.1 and 2.4.2.2), Ardurra archaeologists have pre-plotted 191 shovel test pits (STPs) at intervals of 25 meters (m) (82 ft), 50 m (164 ft), and 100 m (328 ft) according to archaeological probability. We seek your offices' approval of this proposed research design and survey methodology for the upcoming Phase I CRAS.

In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Annemarie Hammond on June 11, 2025

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 202504134.

SHPO/FDHR Comments

NHP: County should say "Osceola", not "Florida"

Kelly L Chase

June 18, 2025

Signed

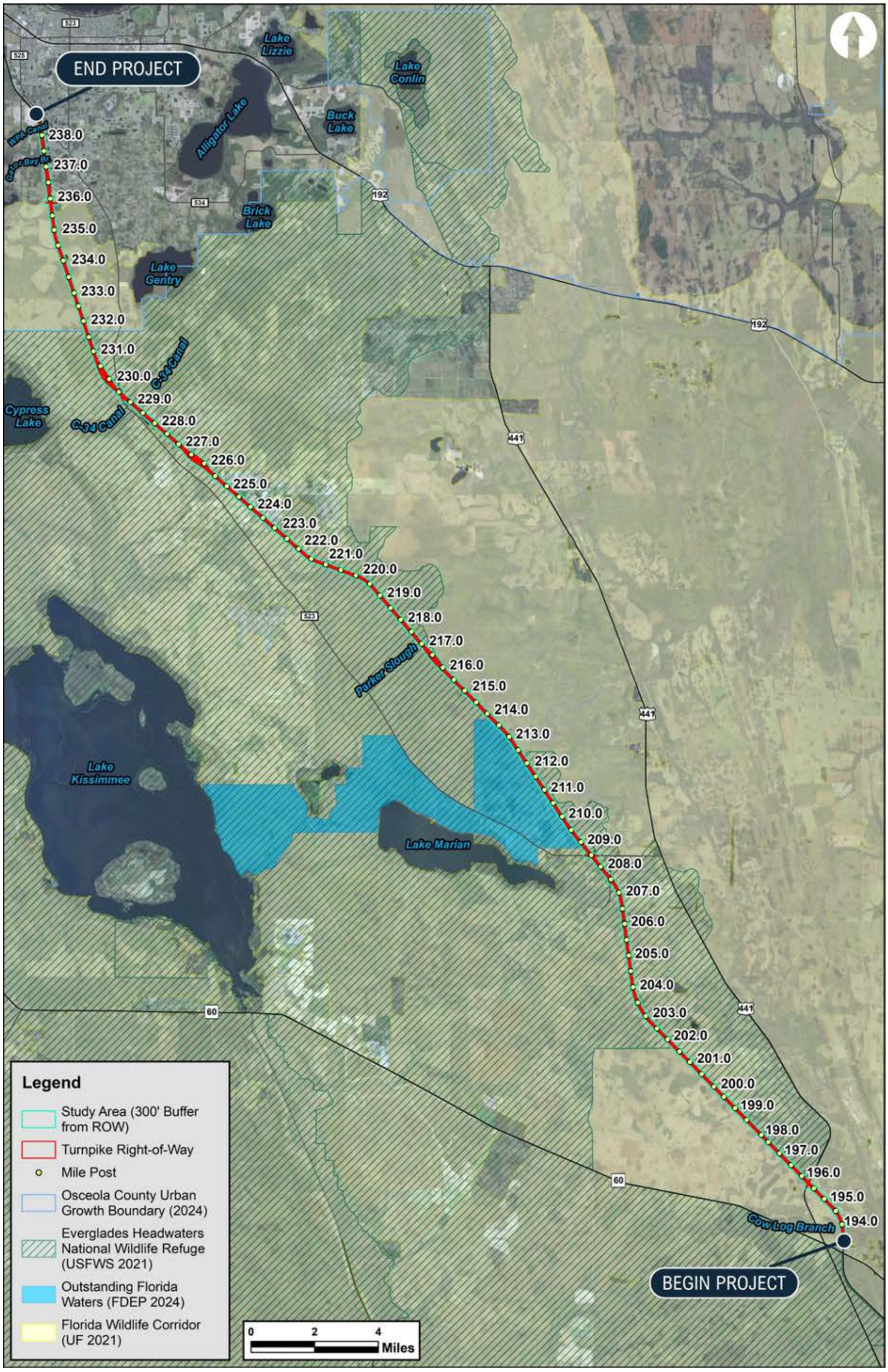
Date

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

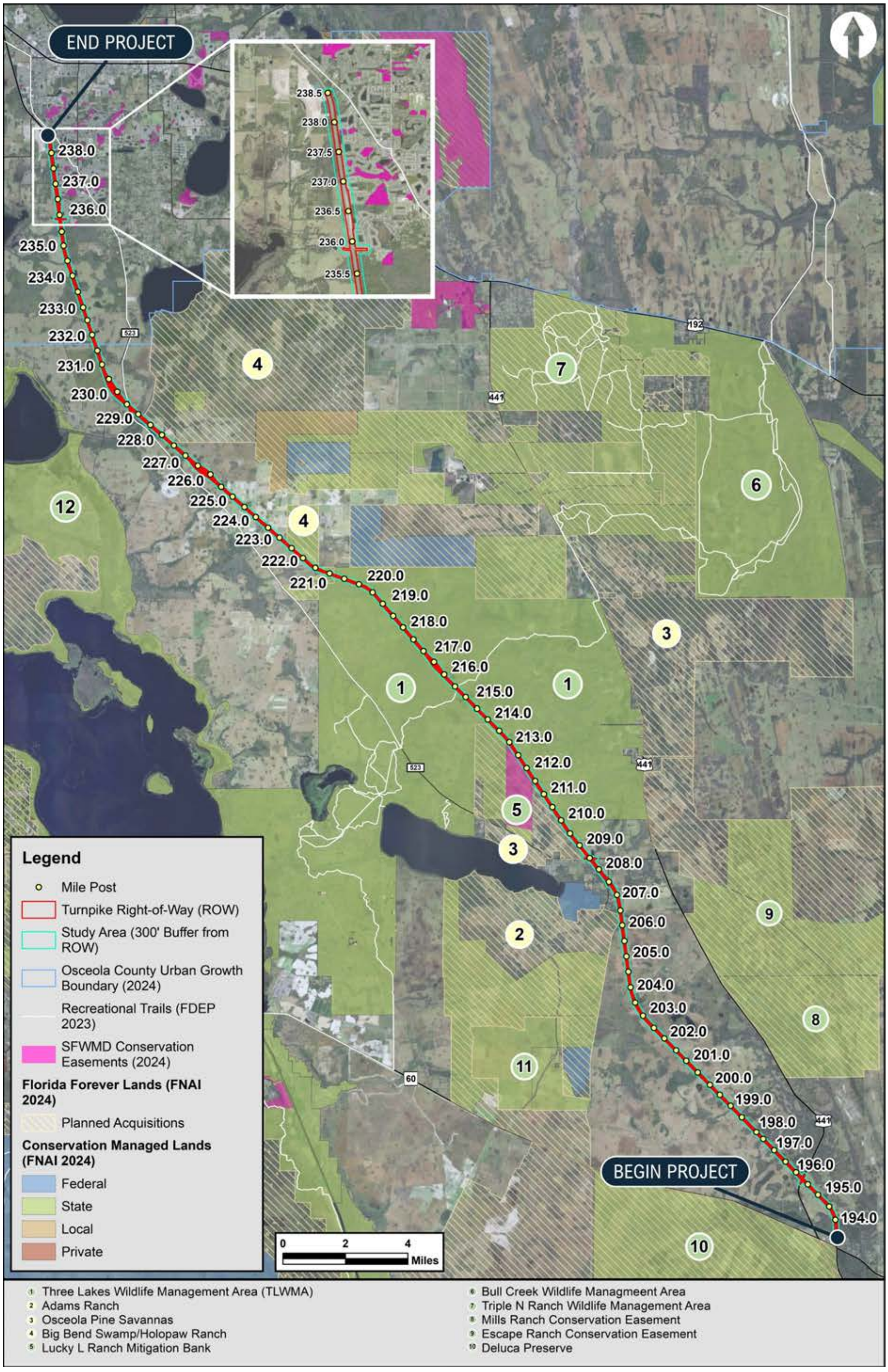
cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- 42337432201-SEIR-FTE-FPID_423374-3_FTE_ResearchDesignandSurveyMethodology-2025-0609.pdf (Research Design and Survey Methodology)
  FPID_423374-3_FTE_ResearchDesignandSurveyMethodology



Other Natural Features Map
Sheet 1 of 1



Conservation Lands Map

Sheet 1 of 1

Natural Resources Appendix

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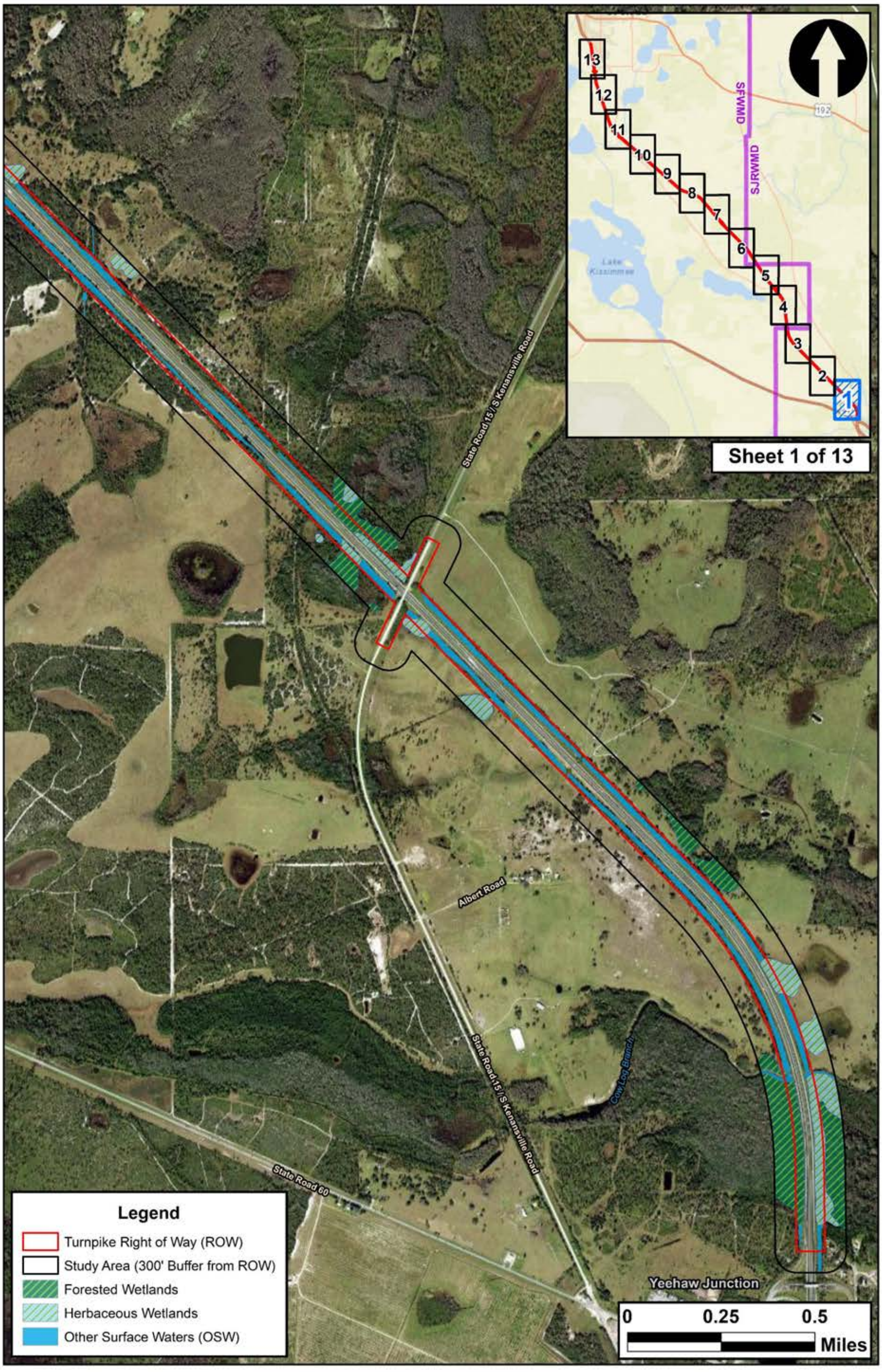

Wetlands and Other Surface Waters Map
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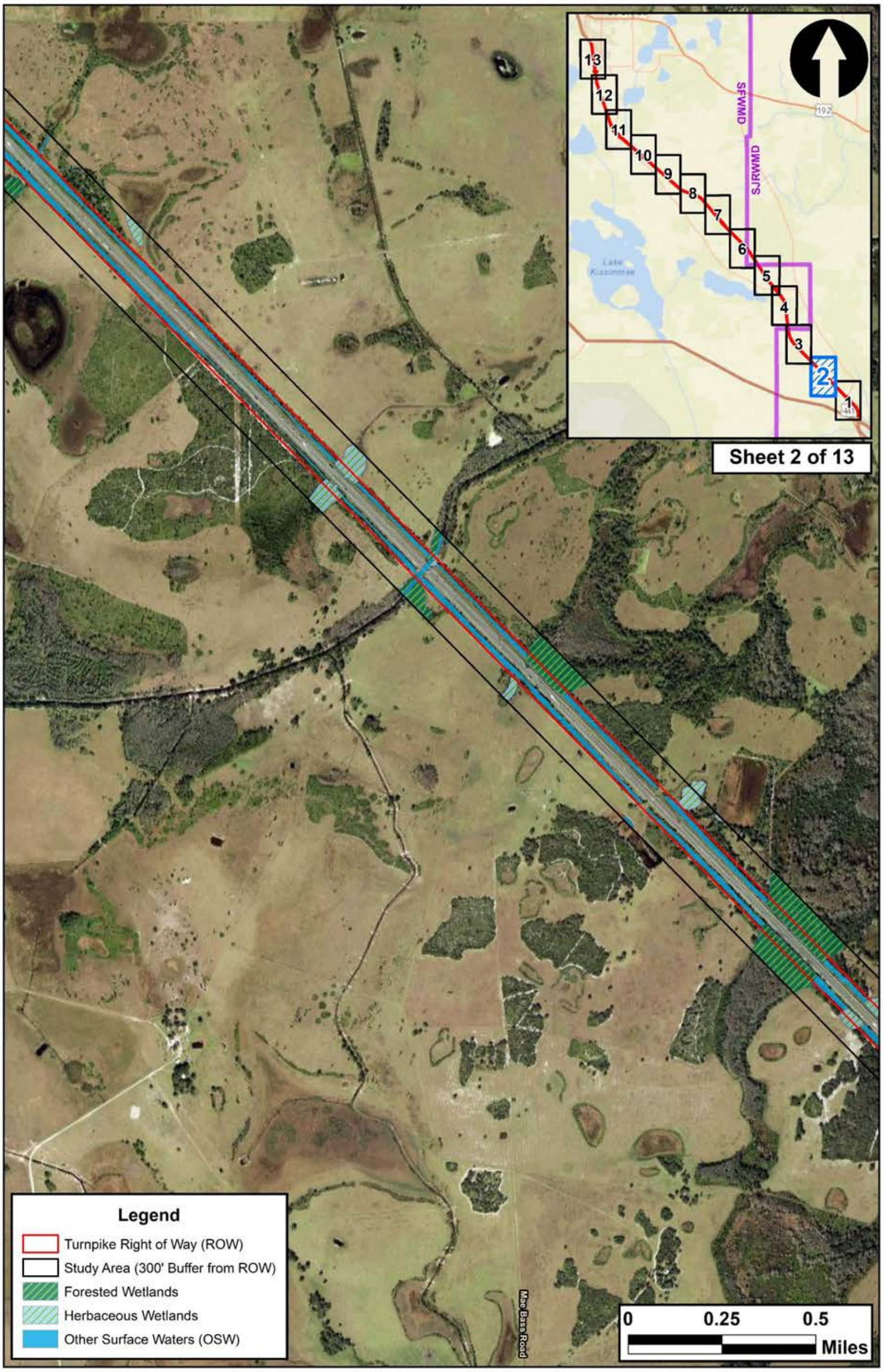

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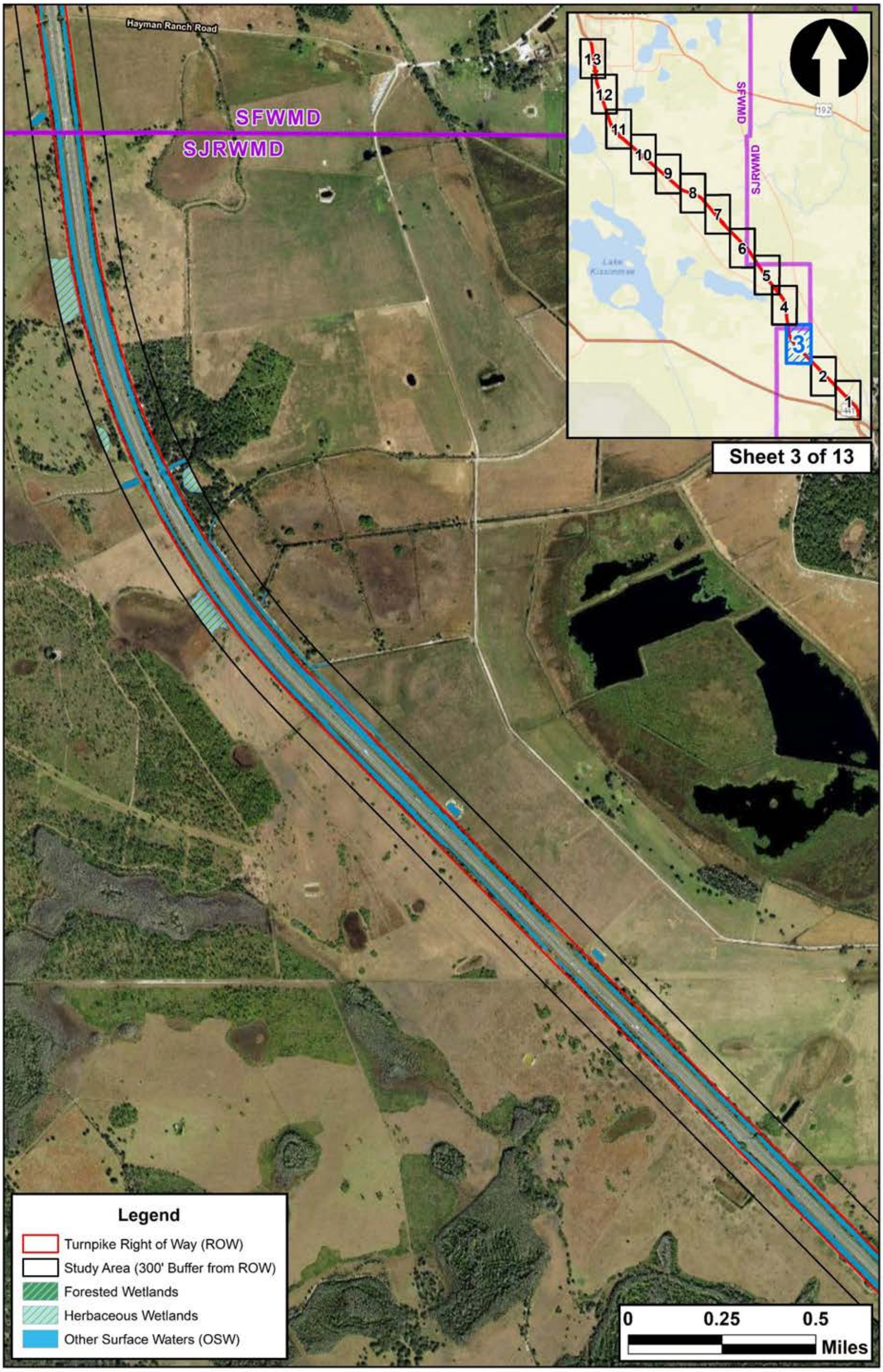

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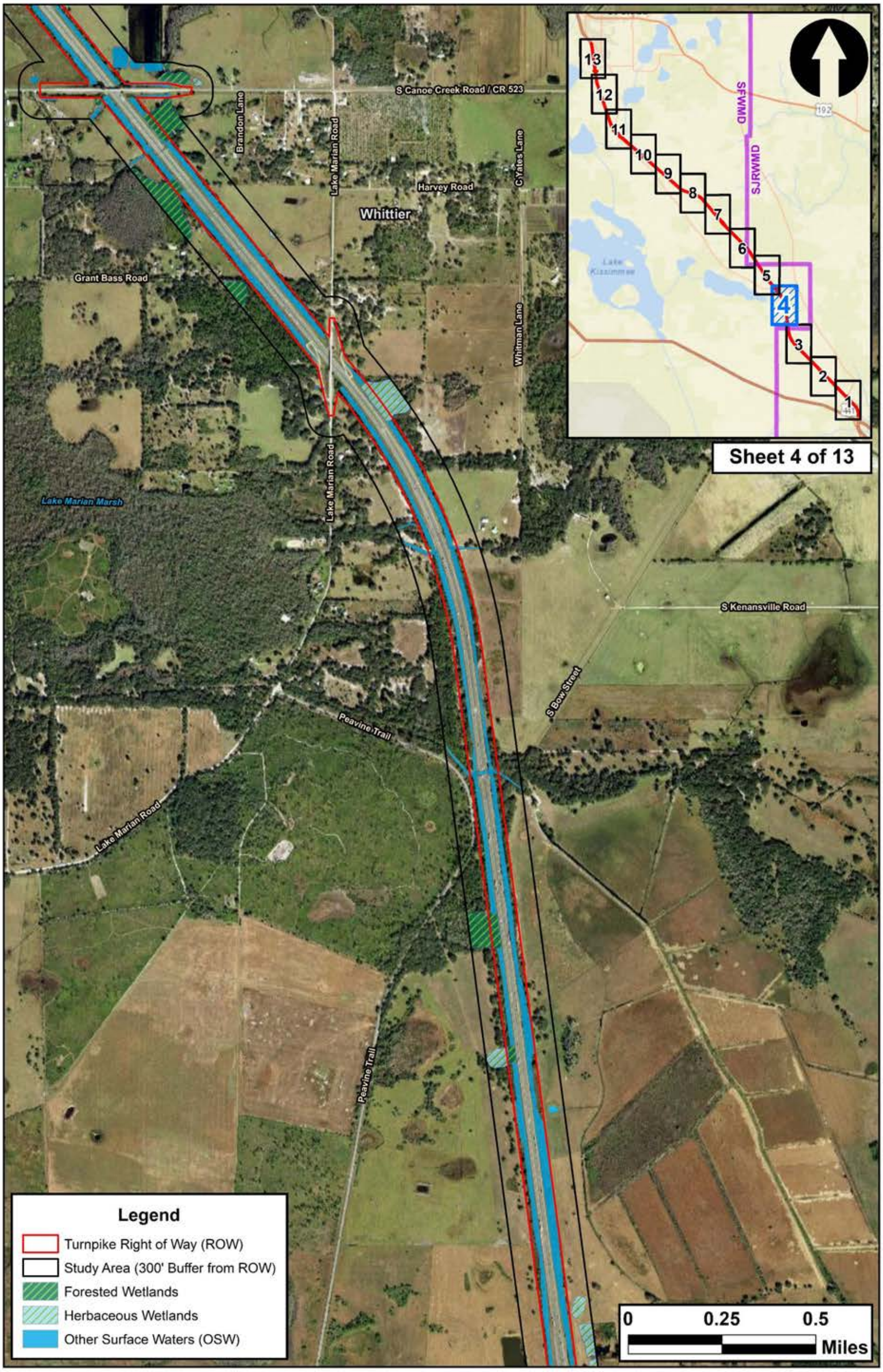

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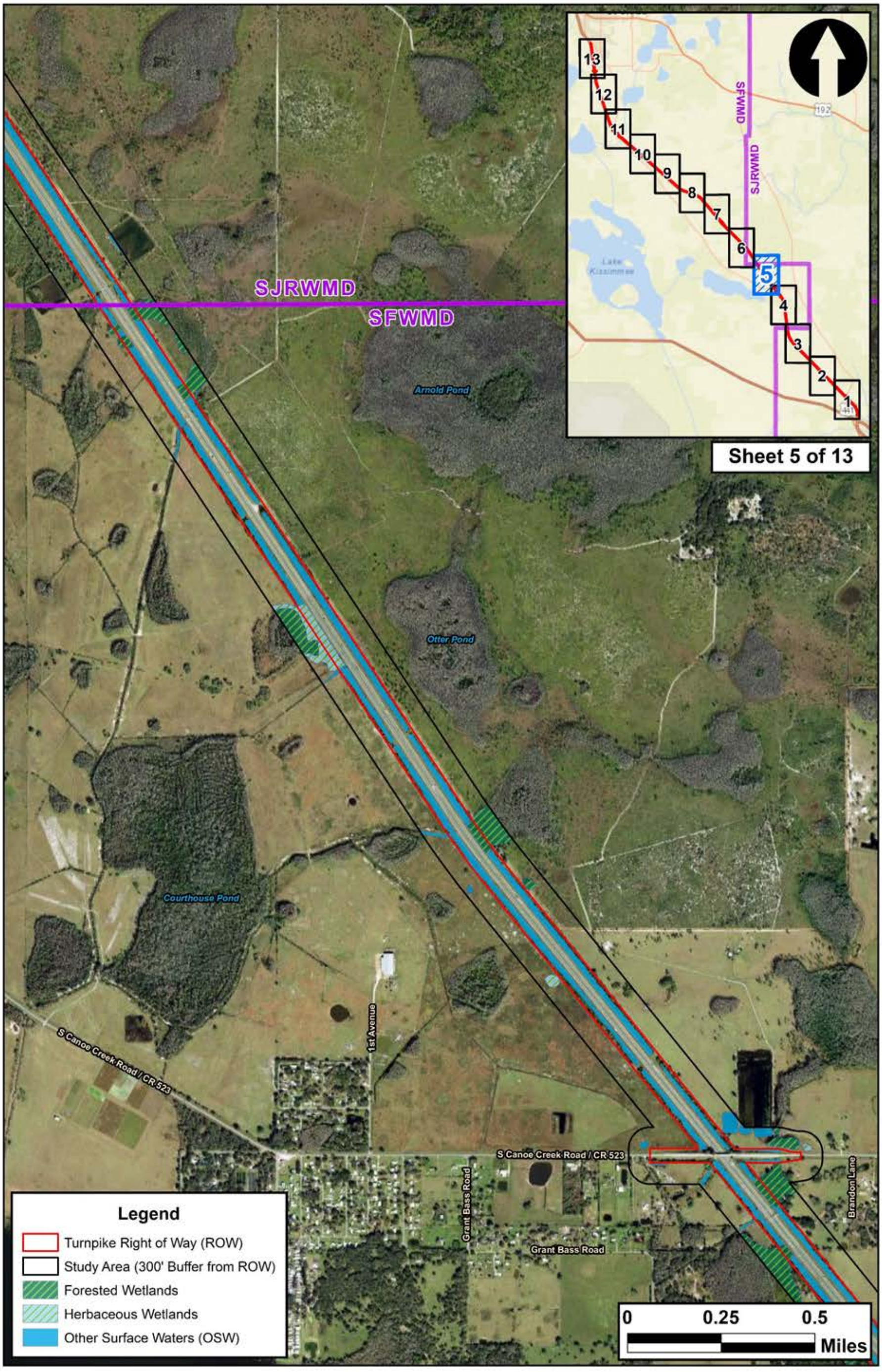

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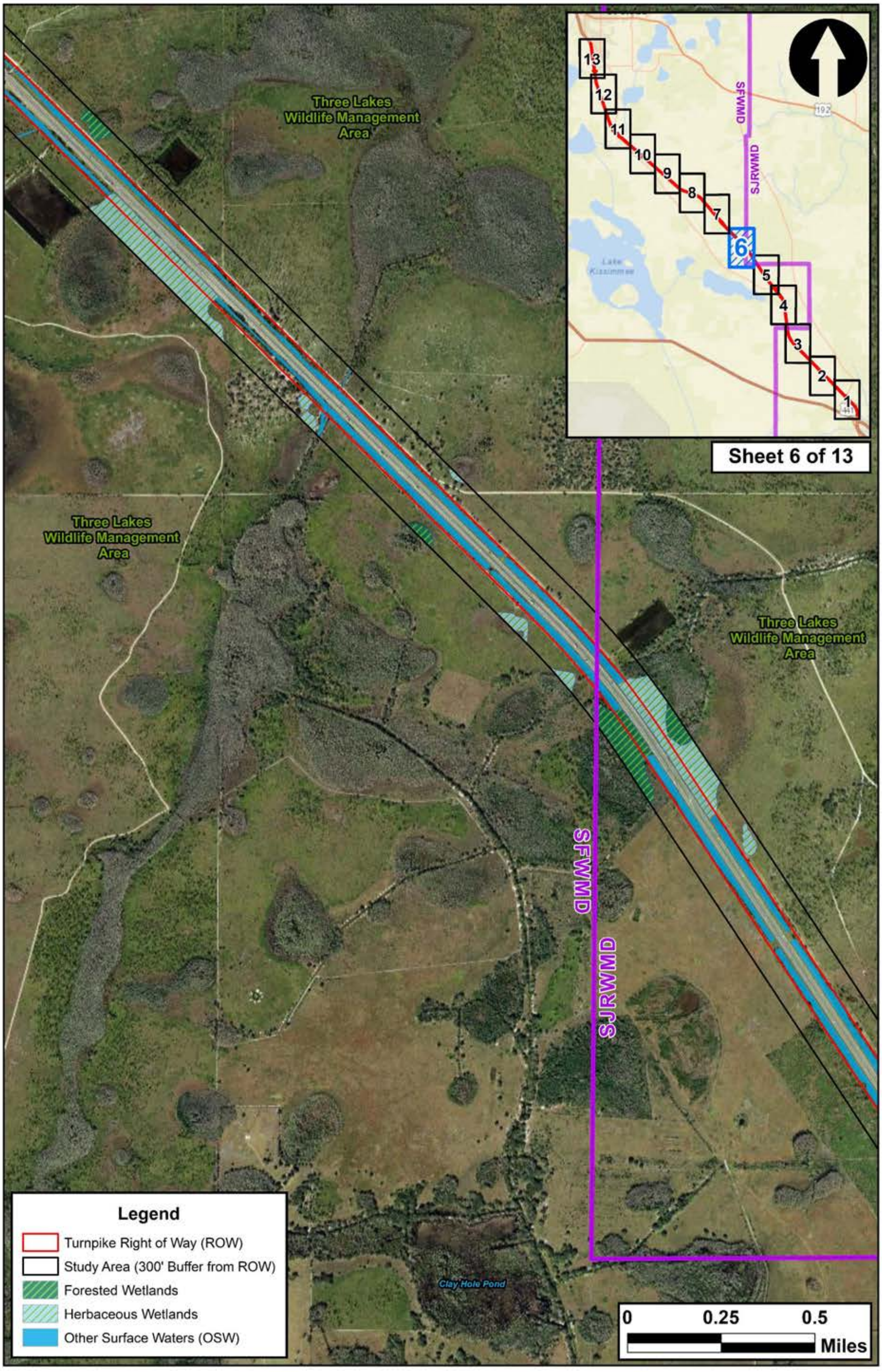

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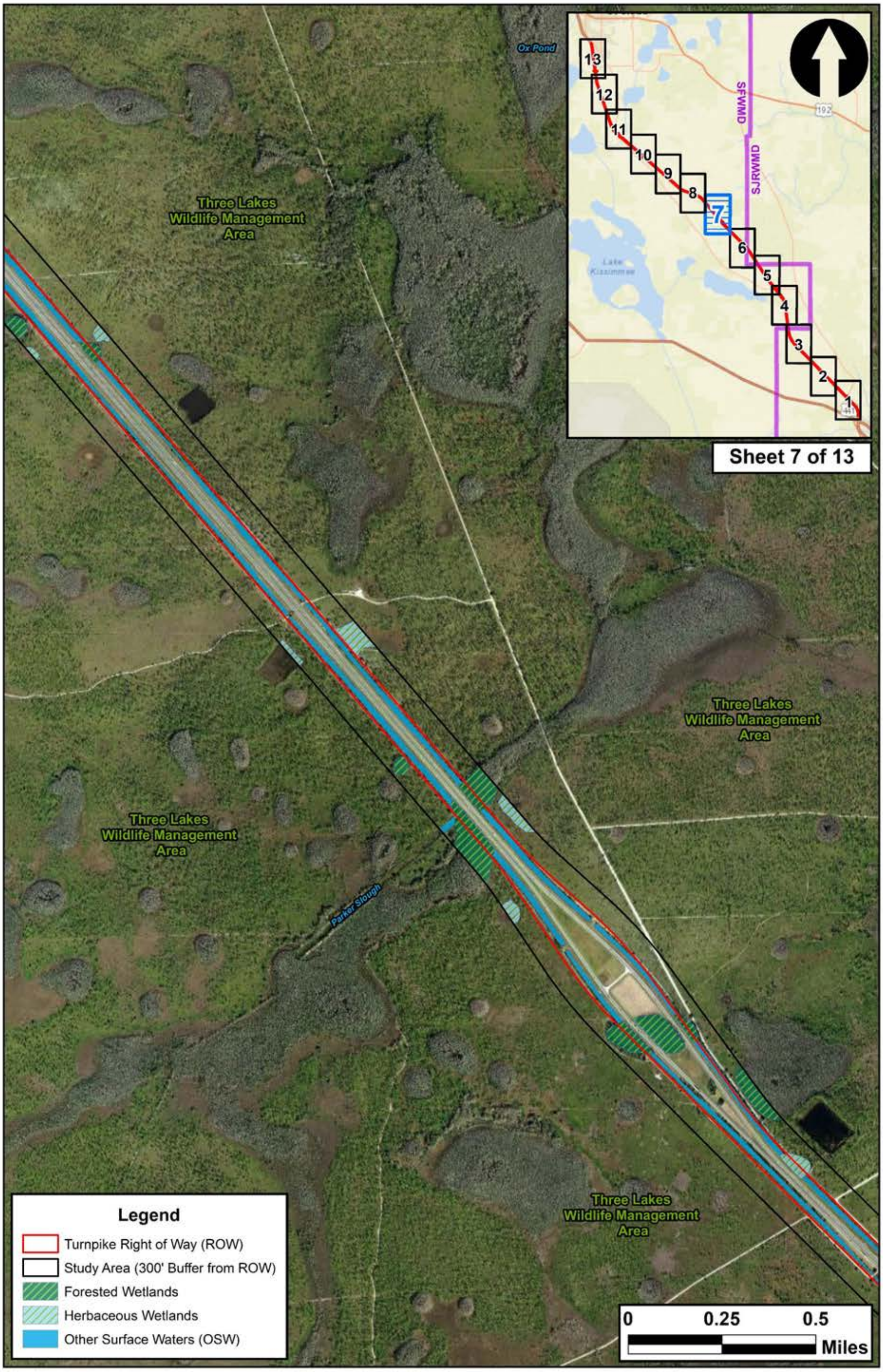

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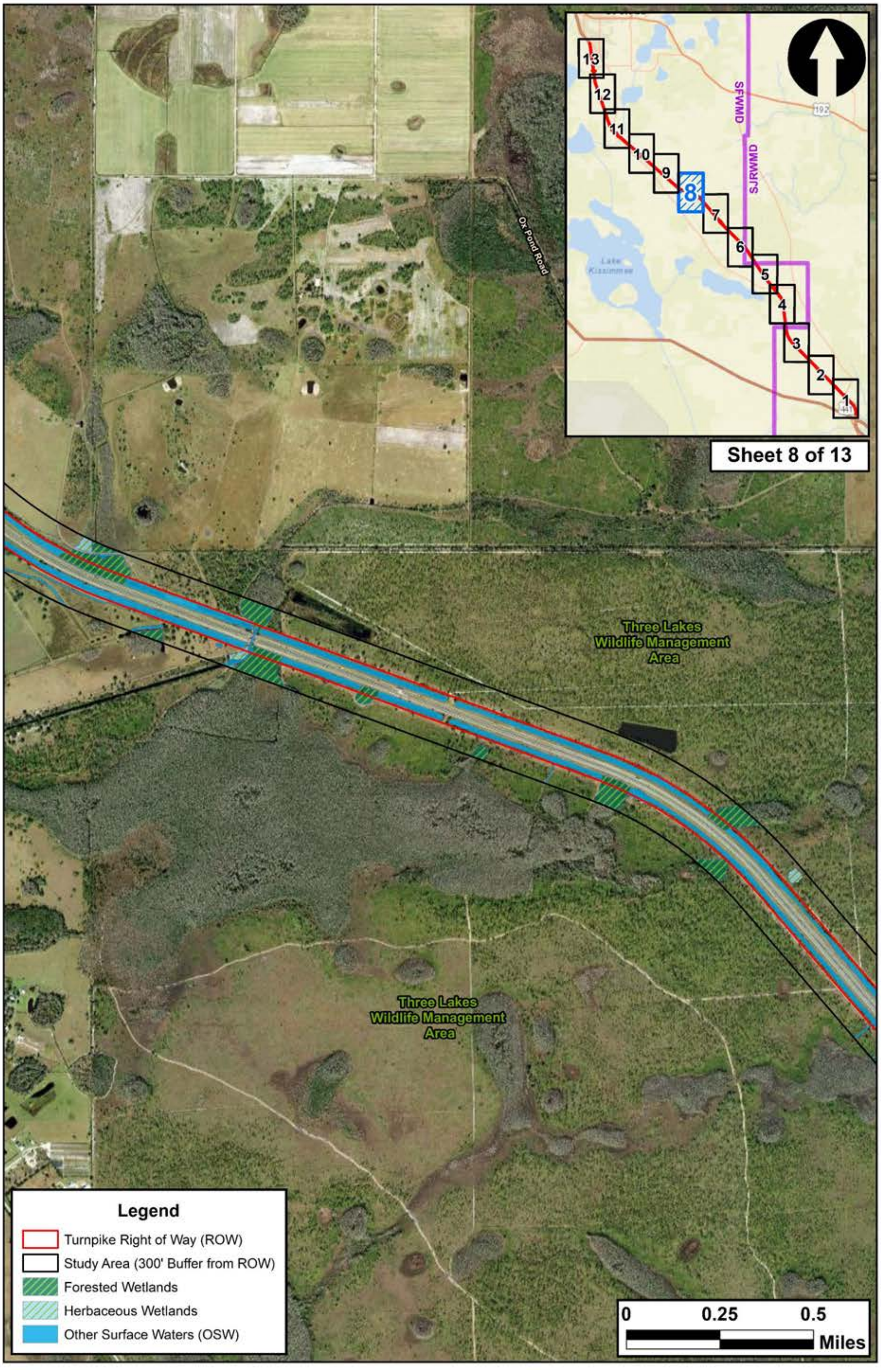

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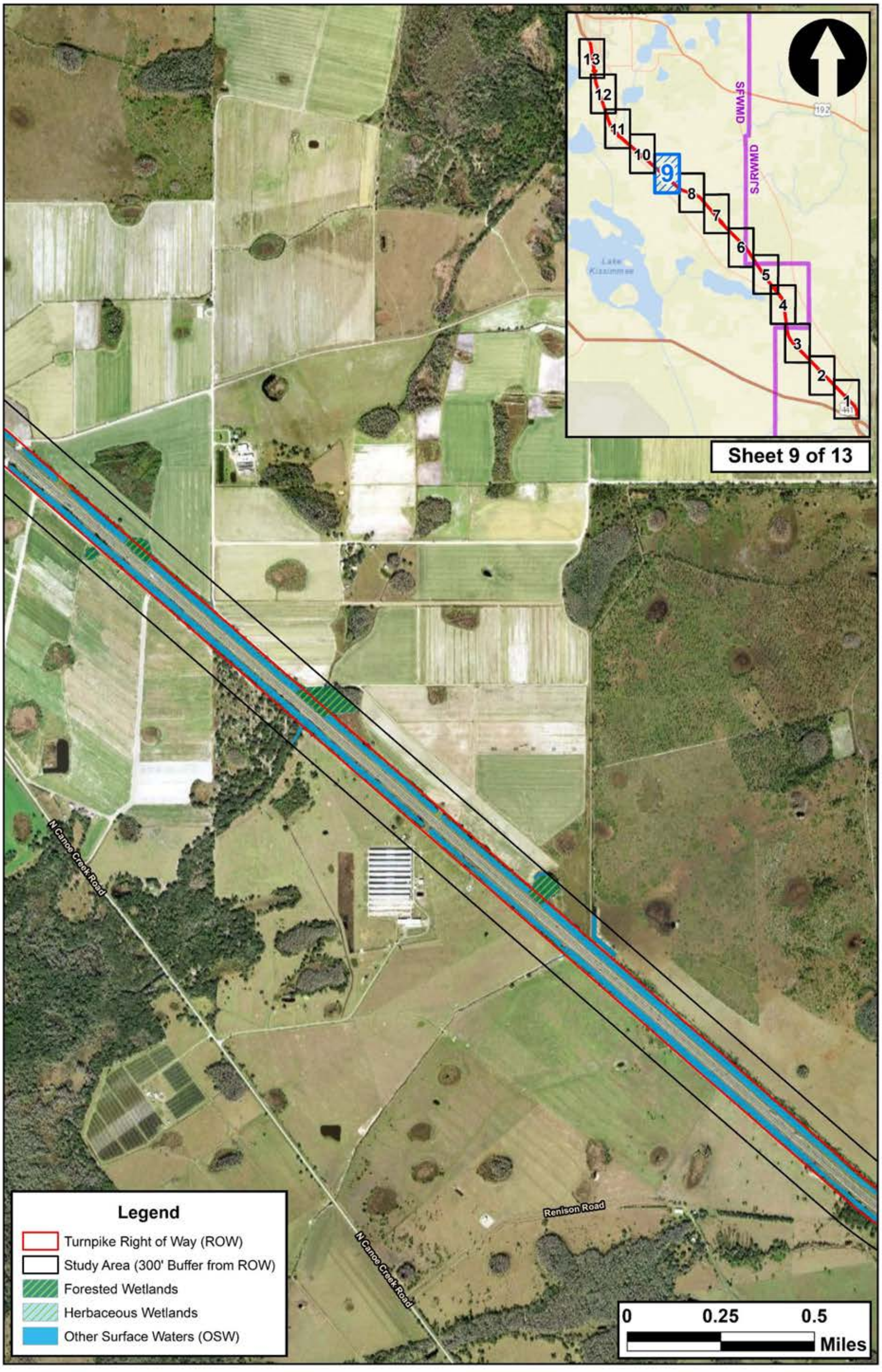

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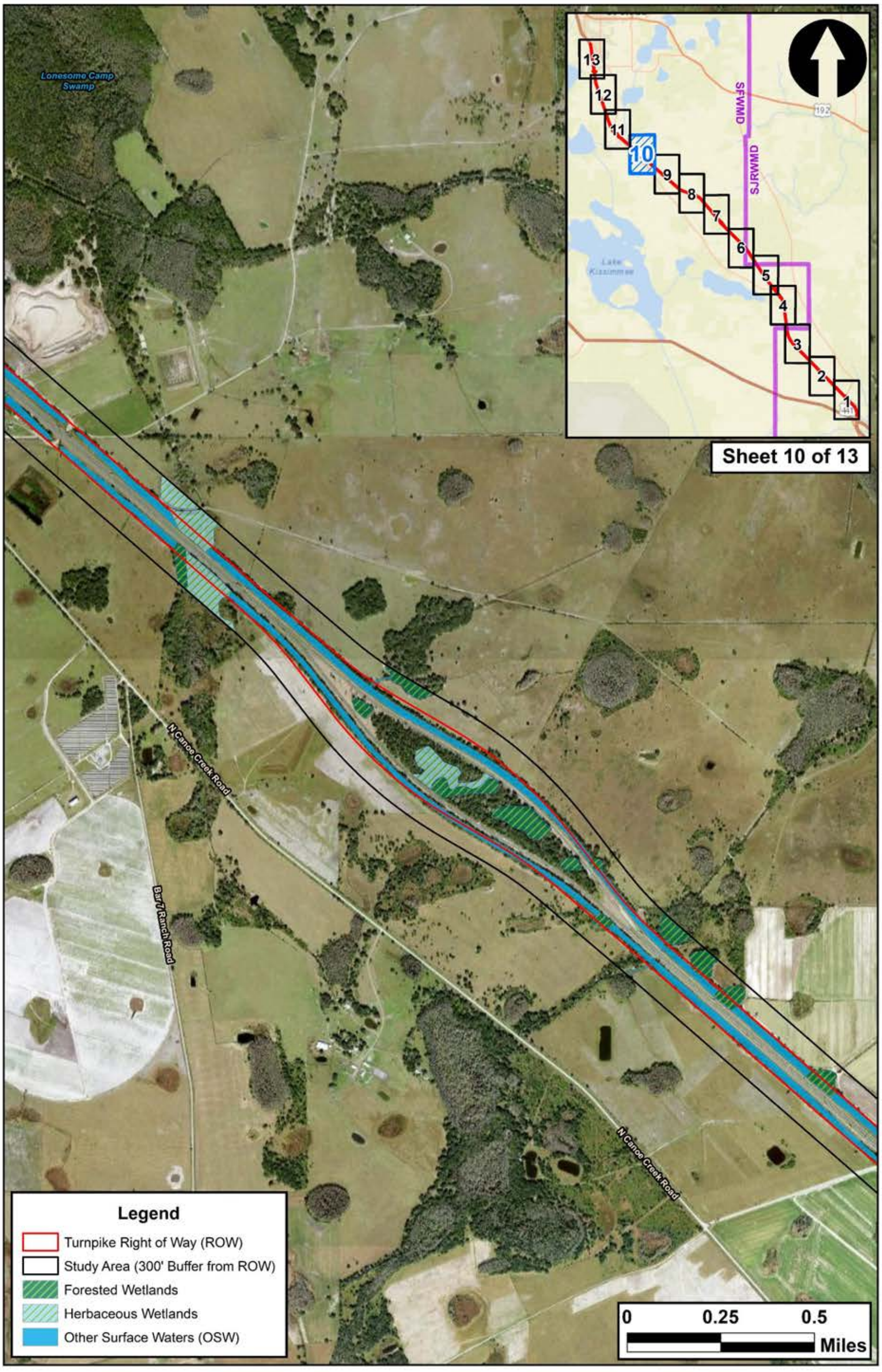

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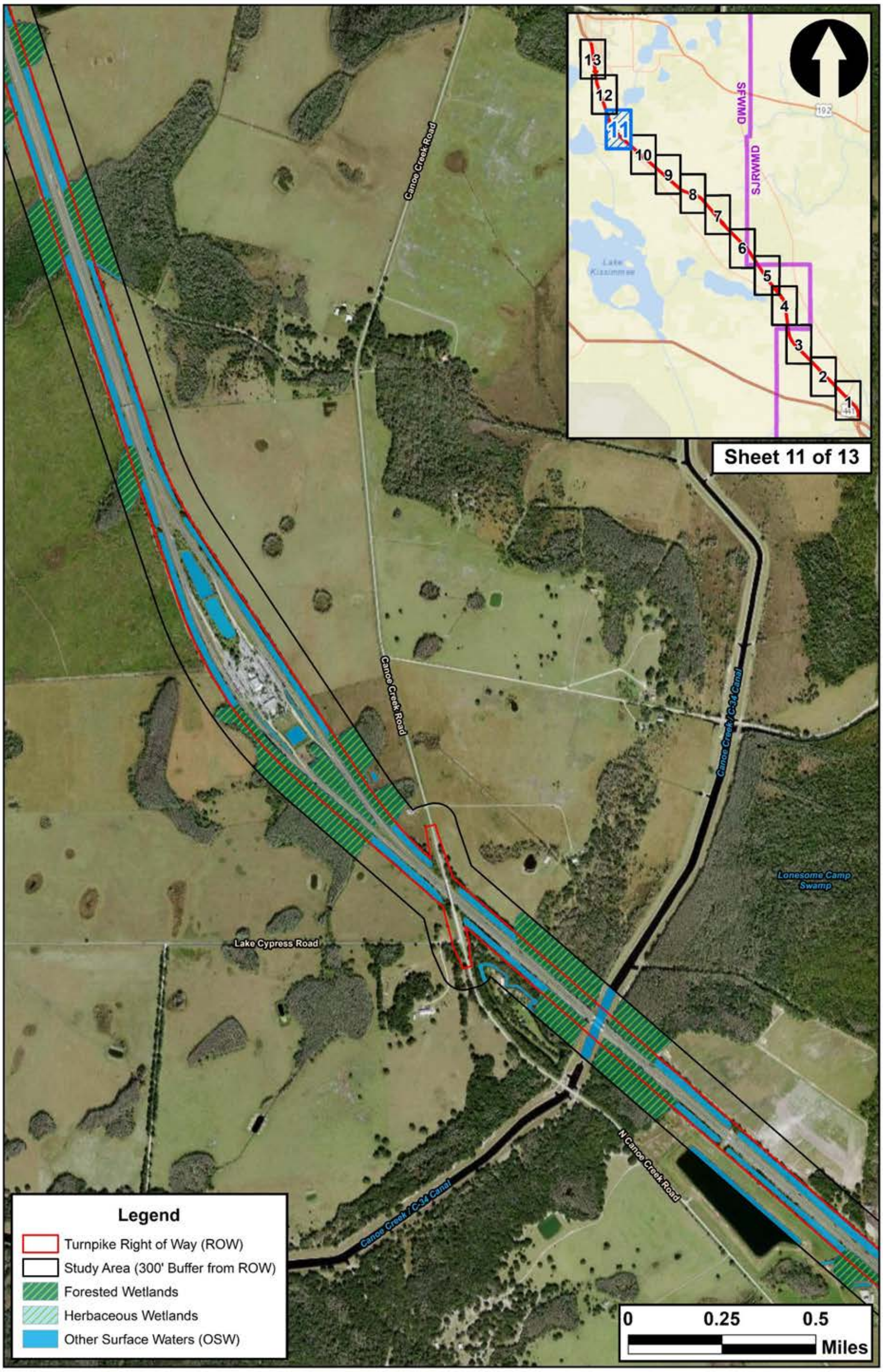

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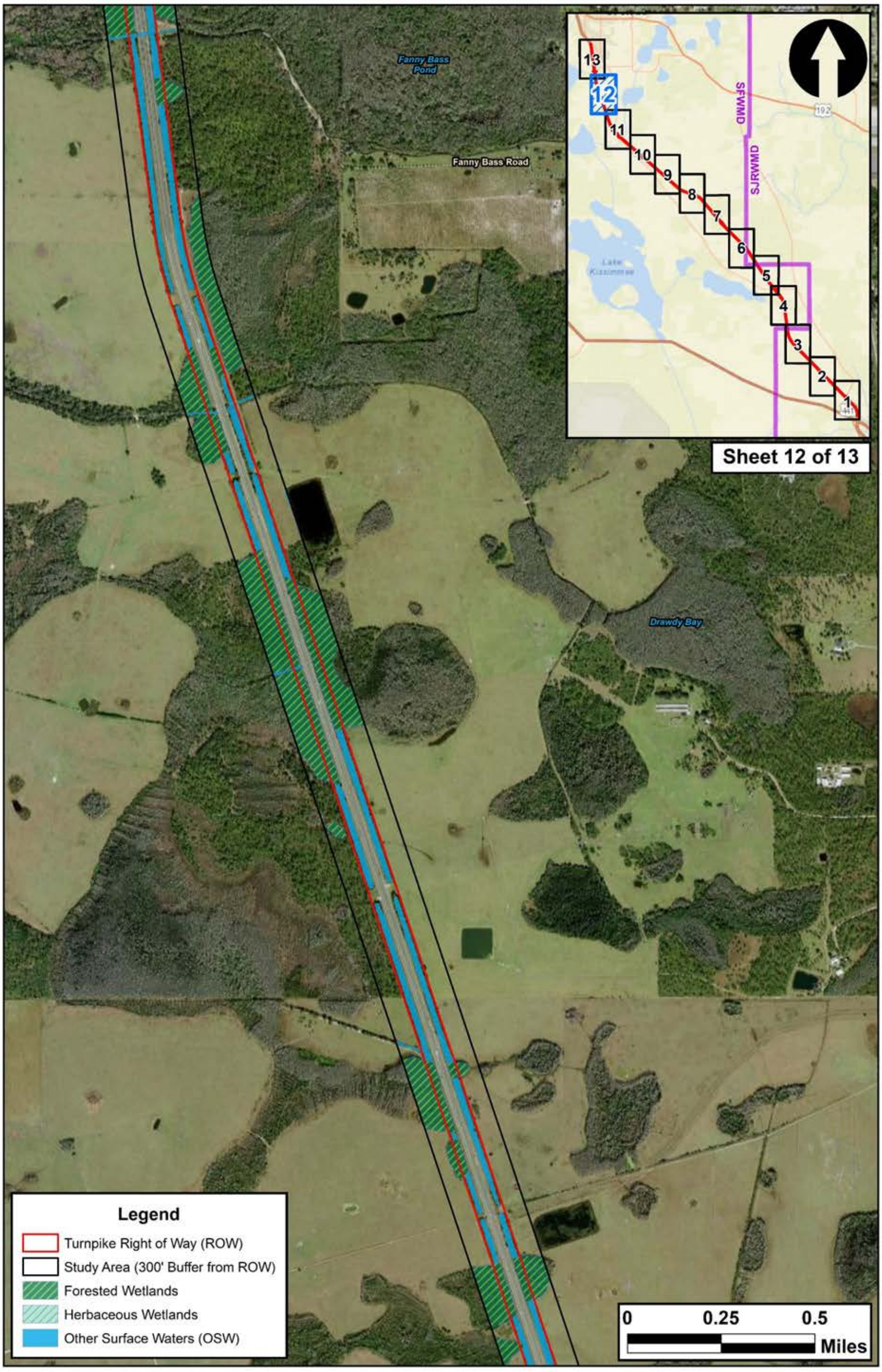

Wetlands and Other Surface Waters Map
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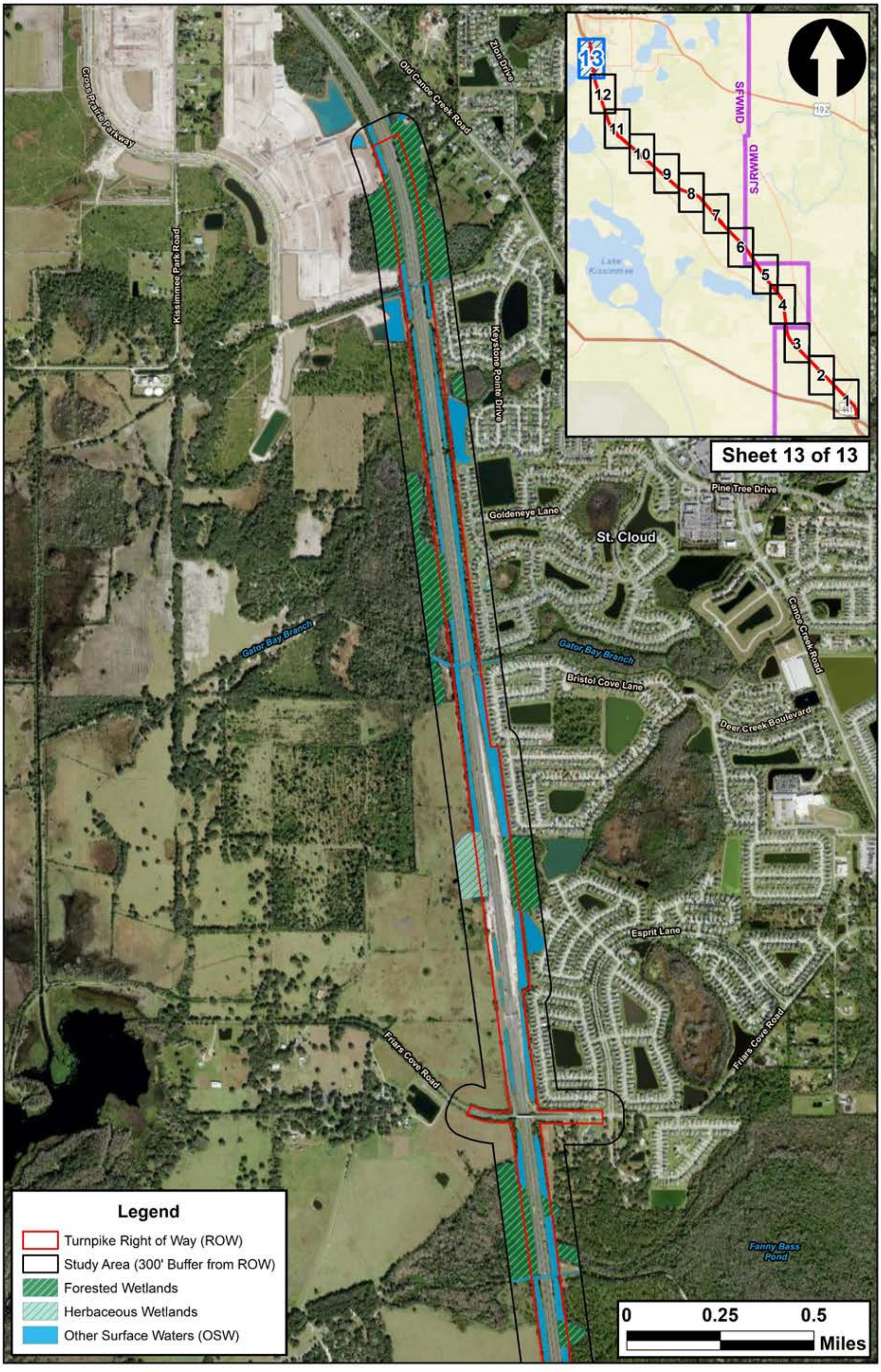

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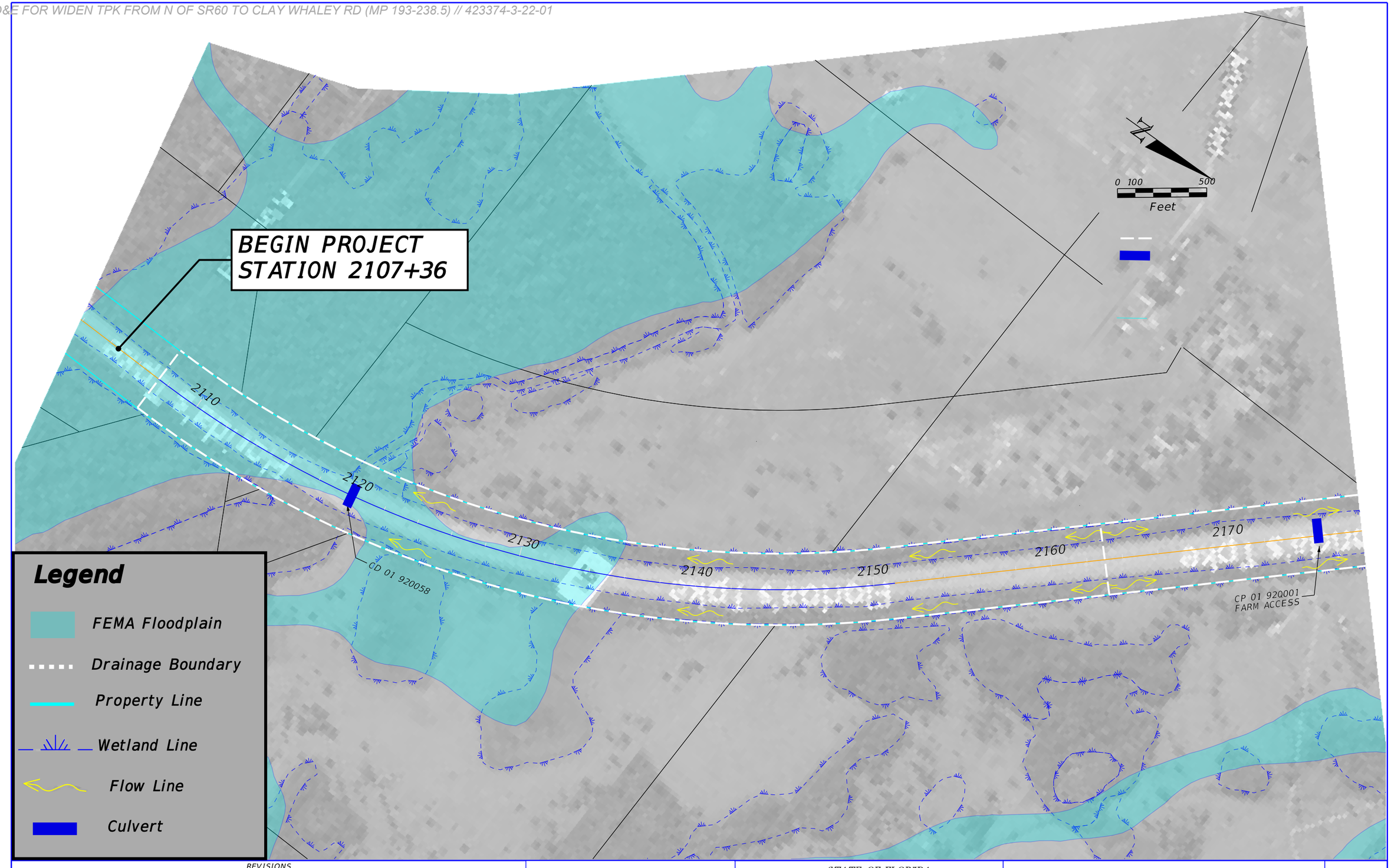

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ARDURRA GROUP INC
1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 2

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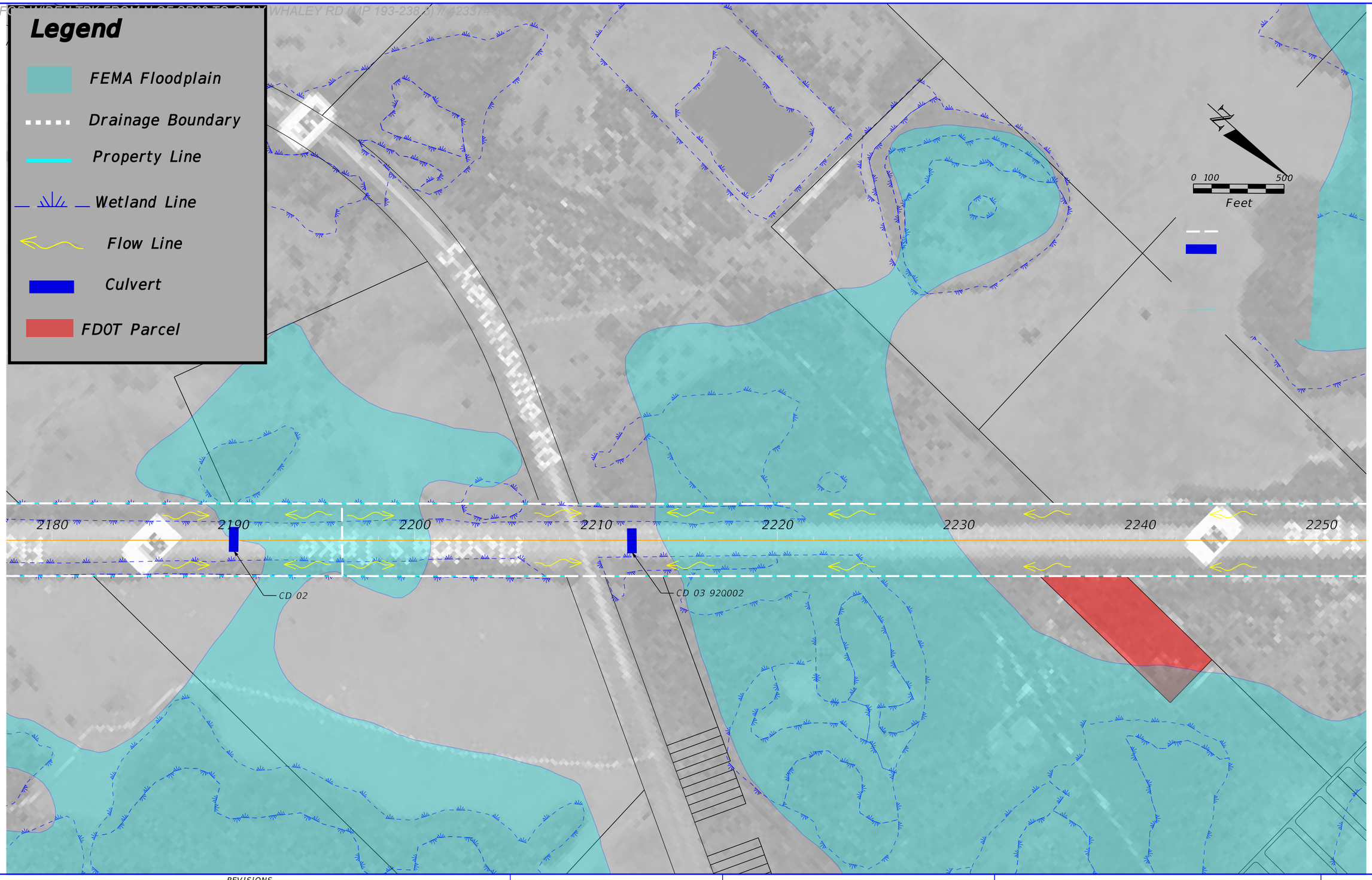

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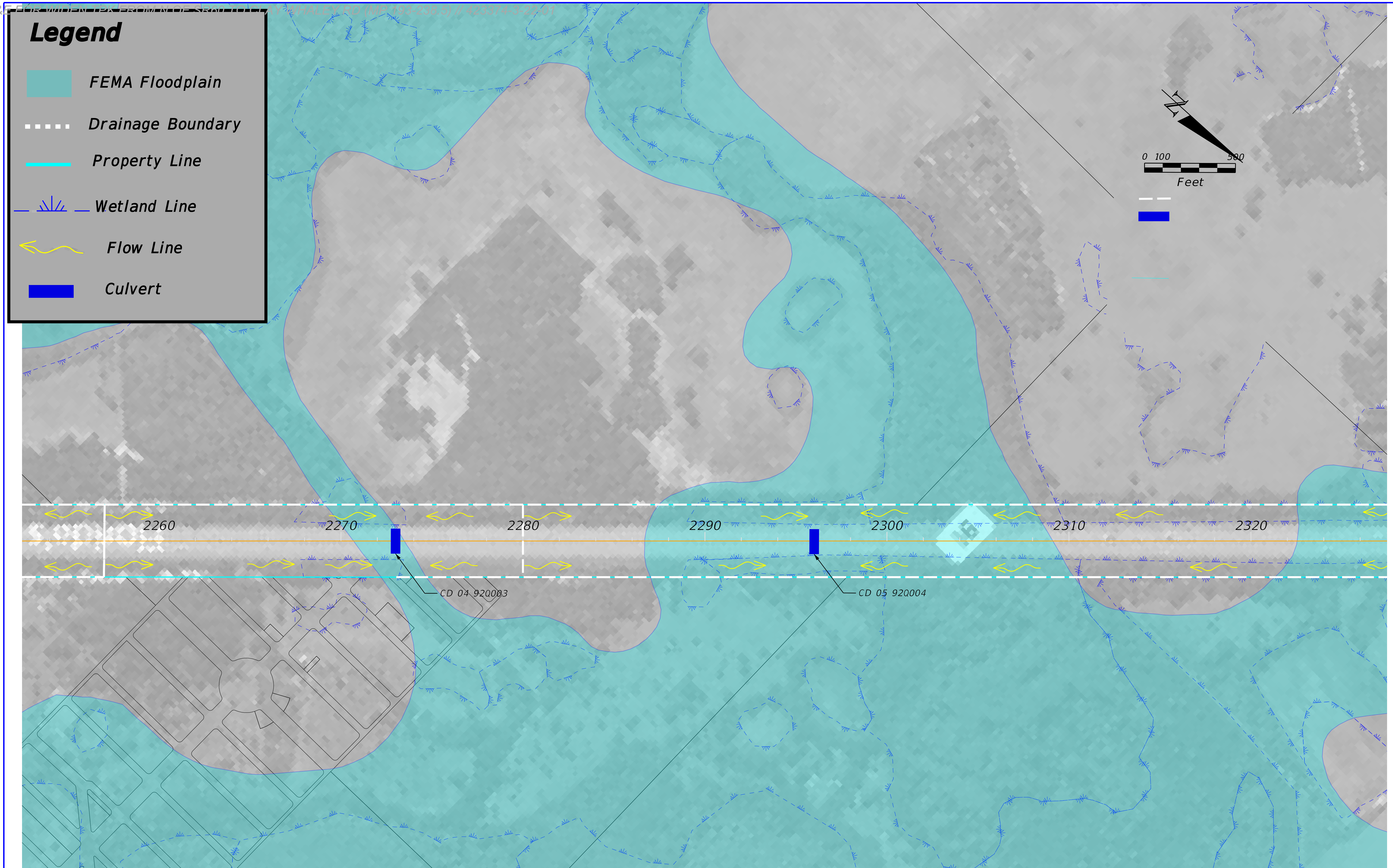

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- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert

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CP 03 920005
FARM ACCESS

BRIDGE BD 06
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SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

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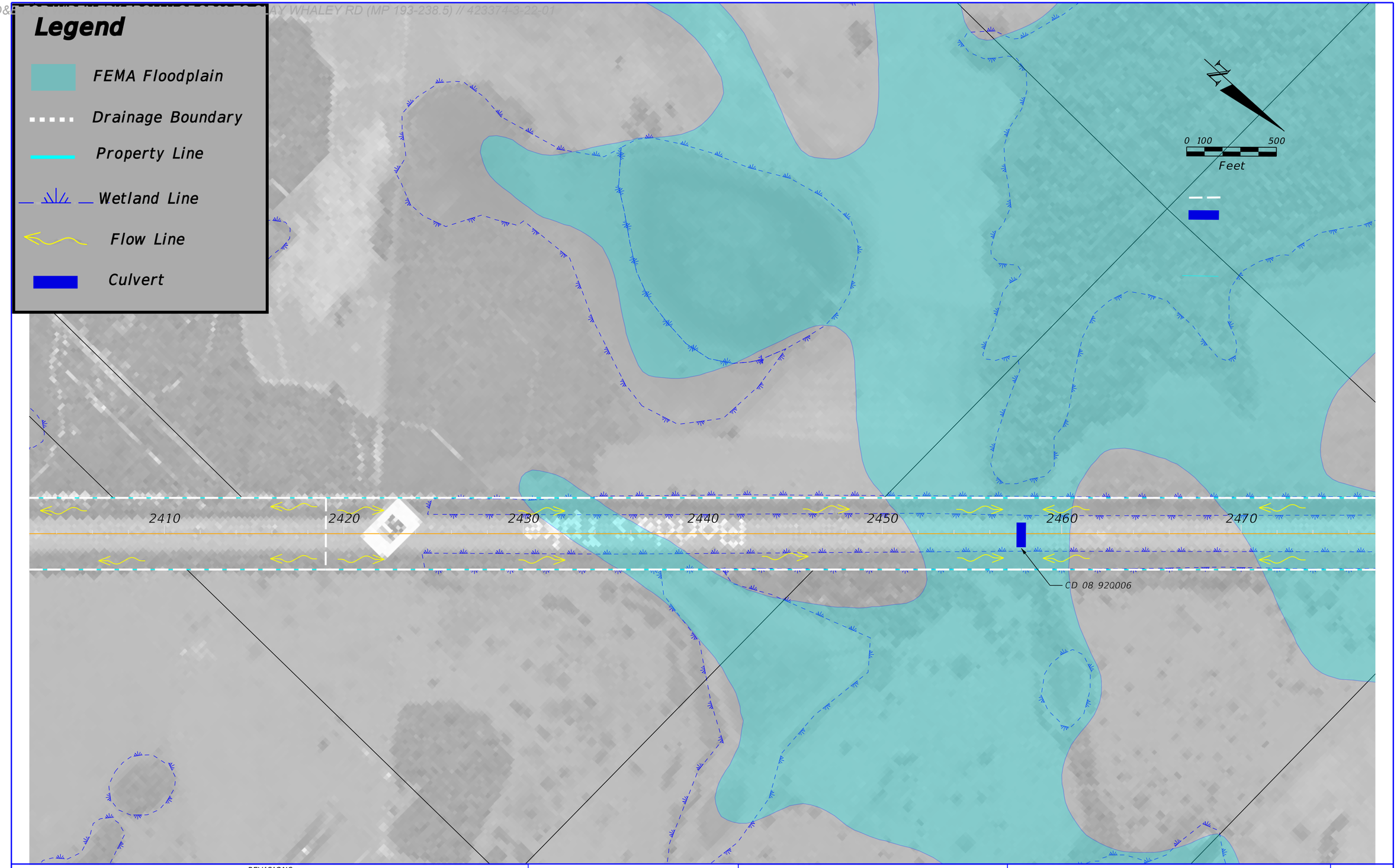

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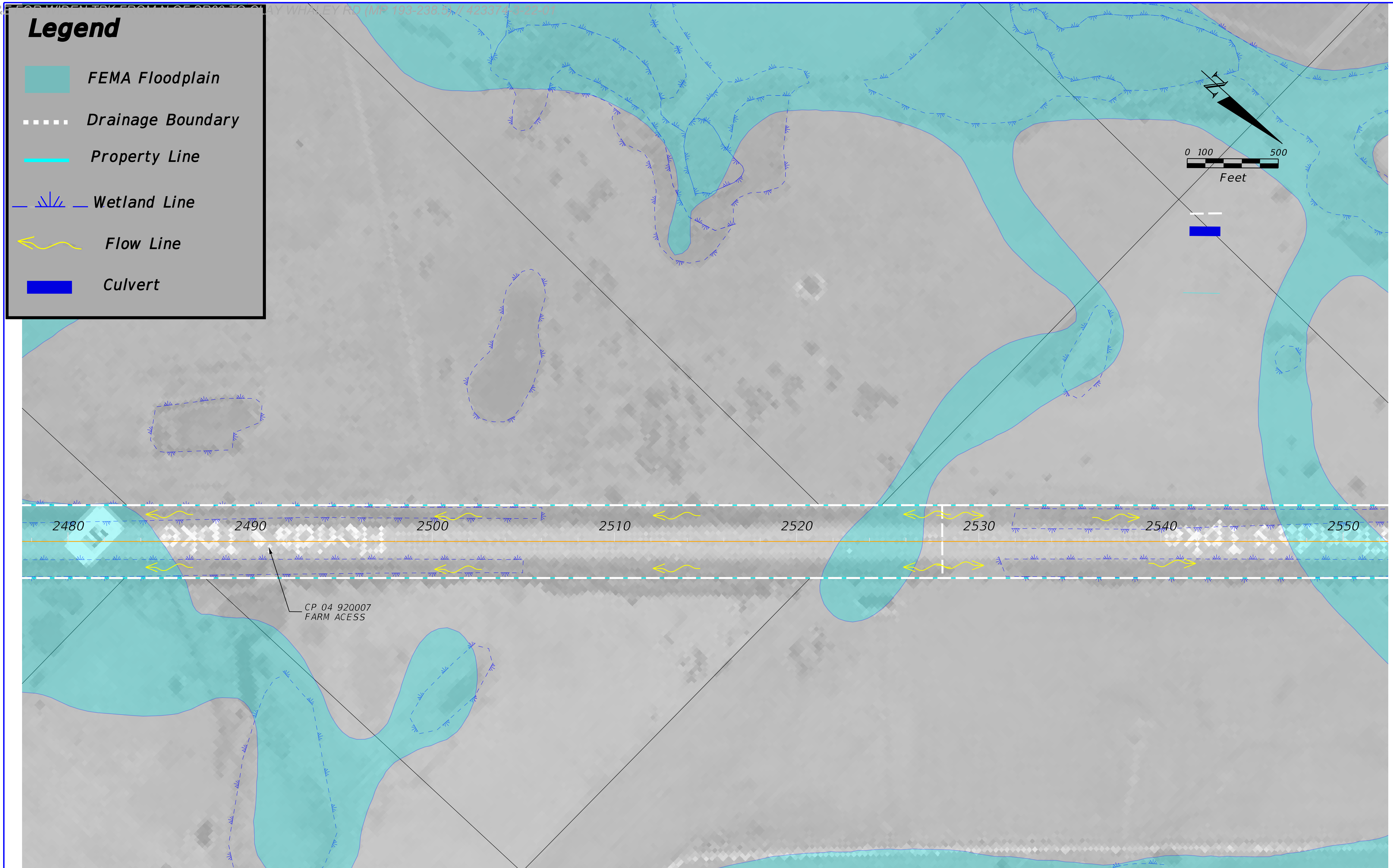

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

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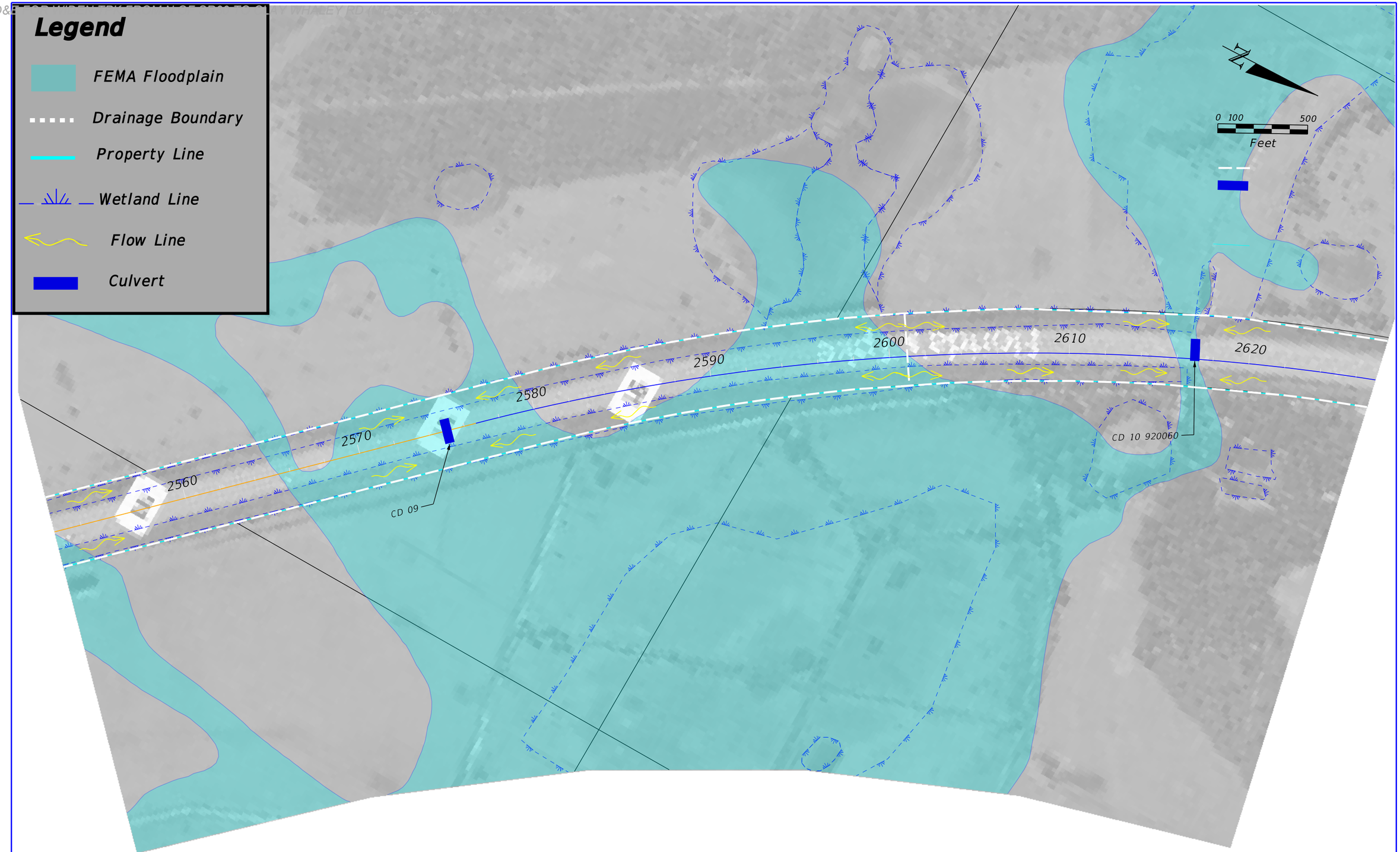
- Flow Line
- Culvert



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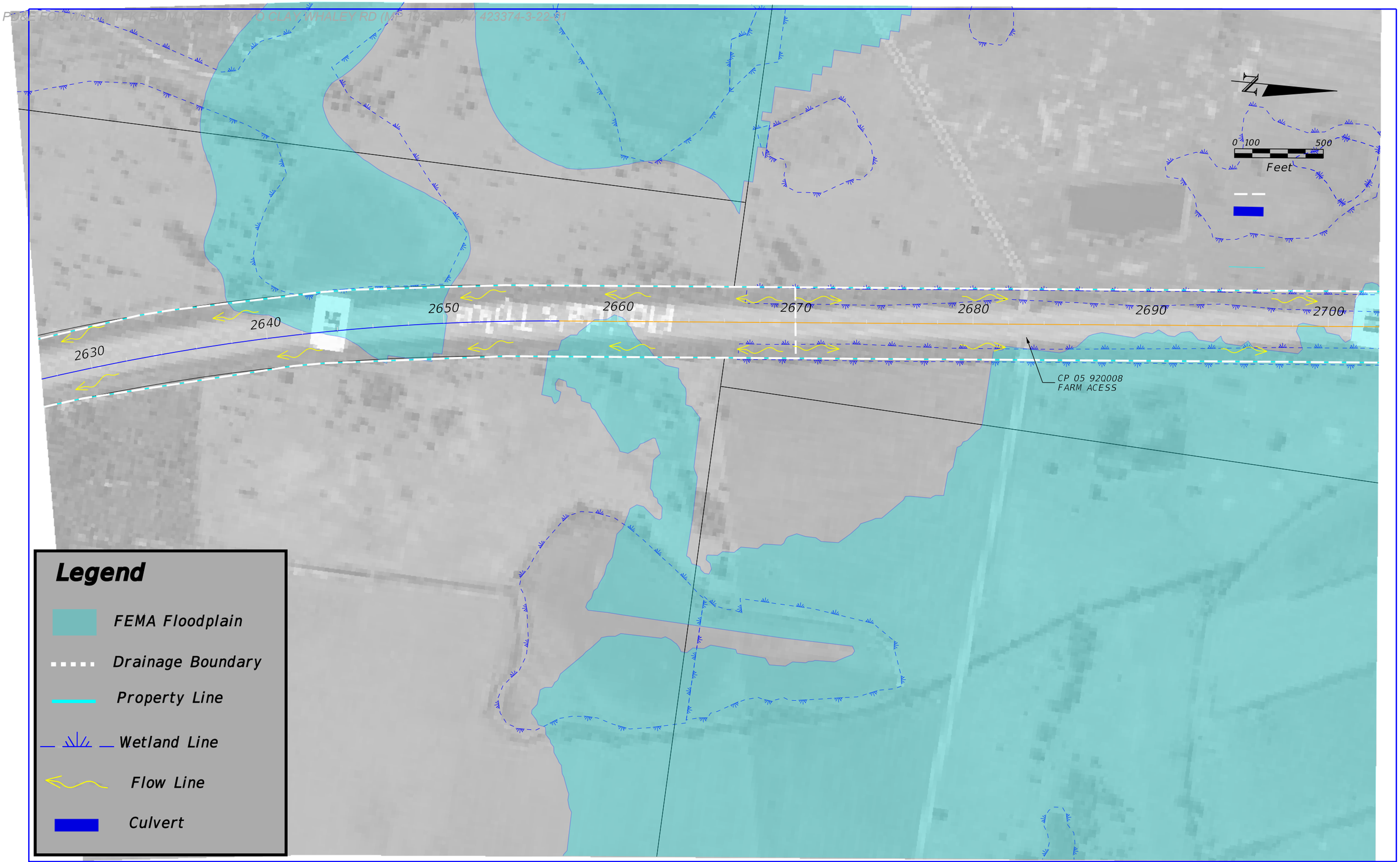

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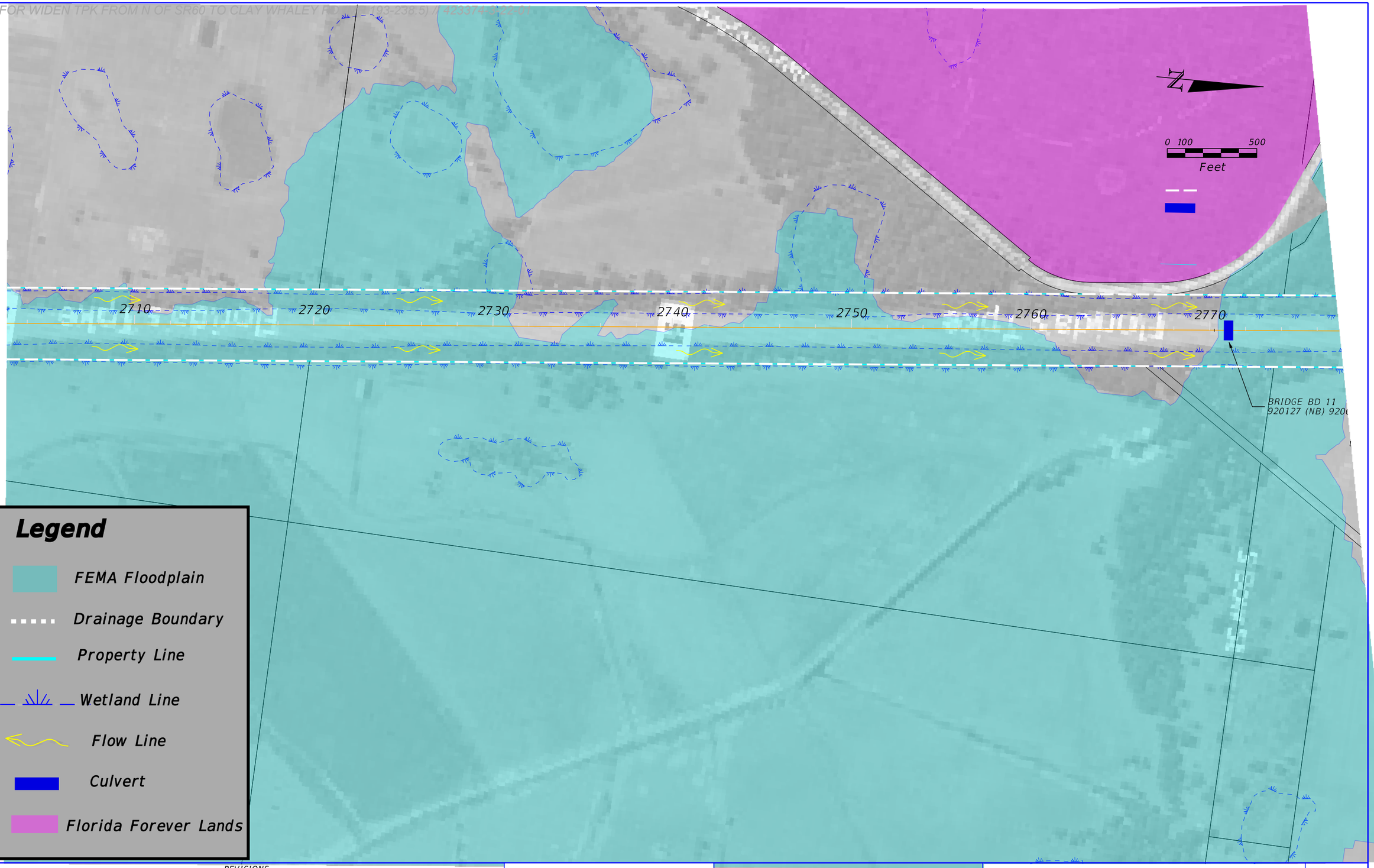

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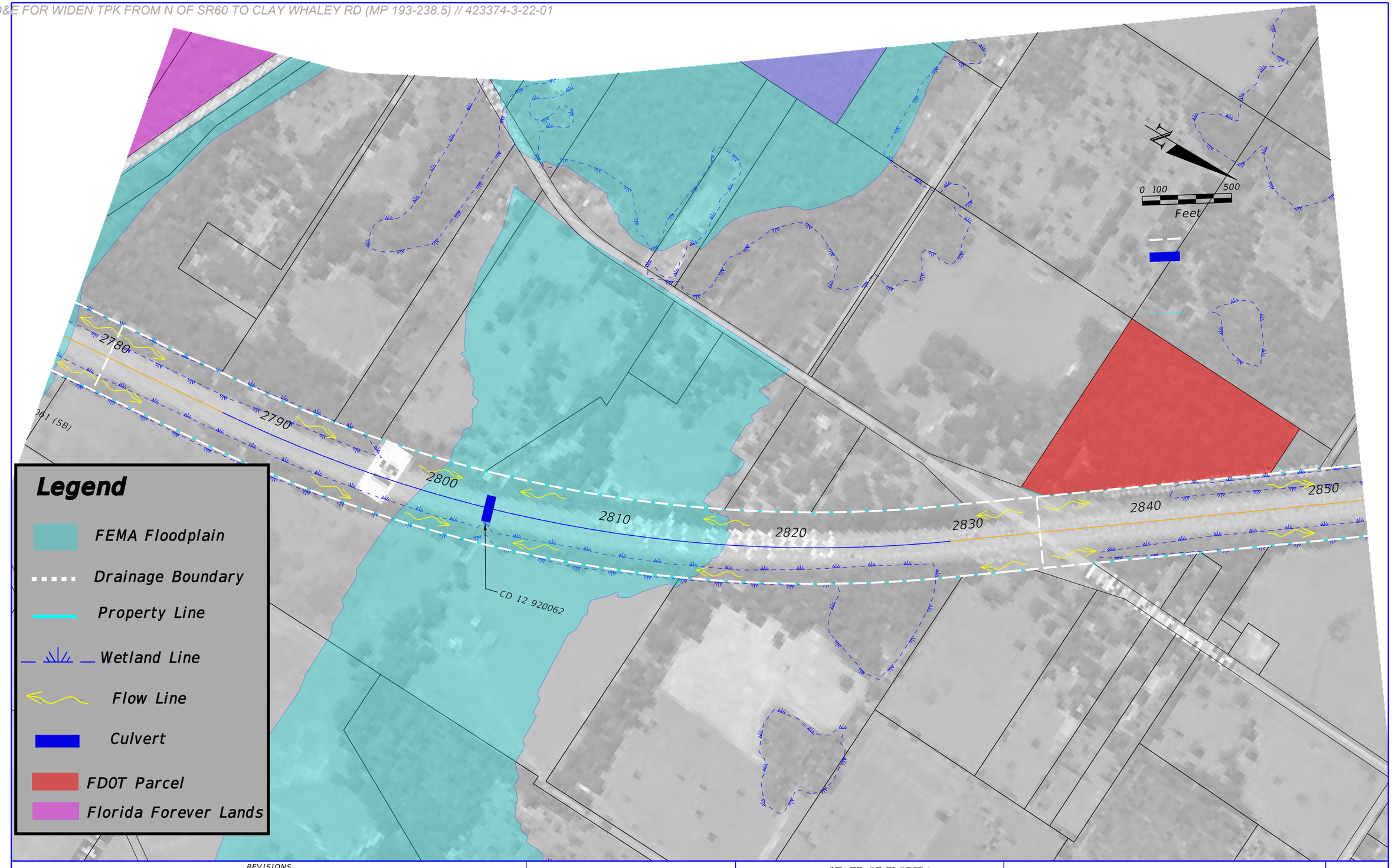
FDOT NOTE



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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 11

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Legend

- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- Florida Forever Lands
- State Lands

N

0 100 500
Feet

2860 2870 2880 2890 2900 2910 2920

CD 13 920076

REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
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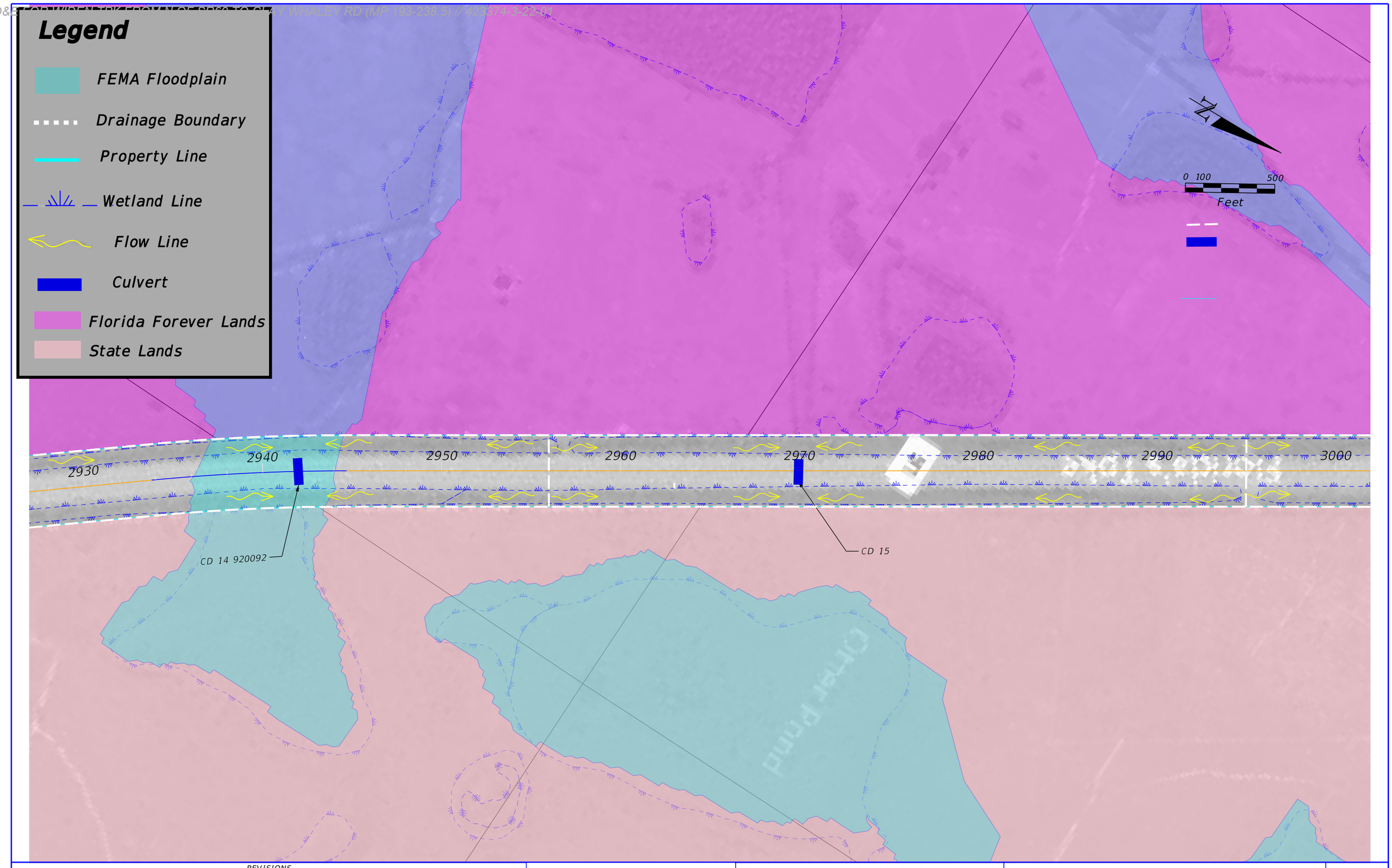

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Legend

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- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- Florida Forever Lands
- State Lands

N

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Feet

3010 3020 3030 3040 3050 3060 3070

CD 16 920009

CD 17

CP 8 920010
FARM ACCESS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ARDURRA GROUP INC
1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

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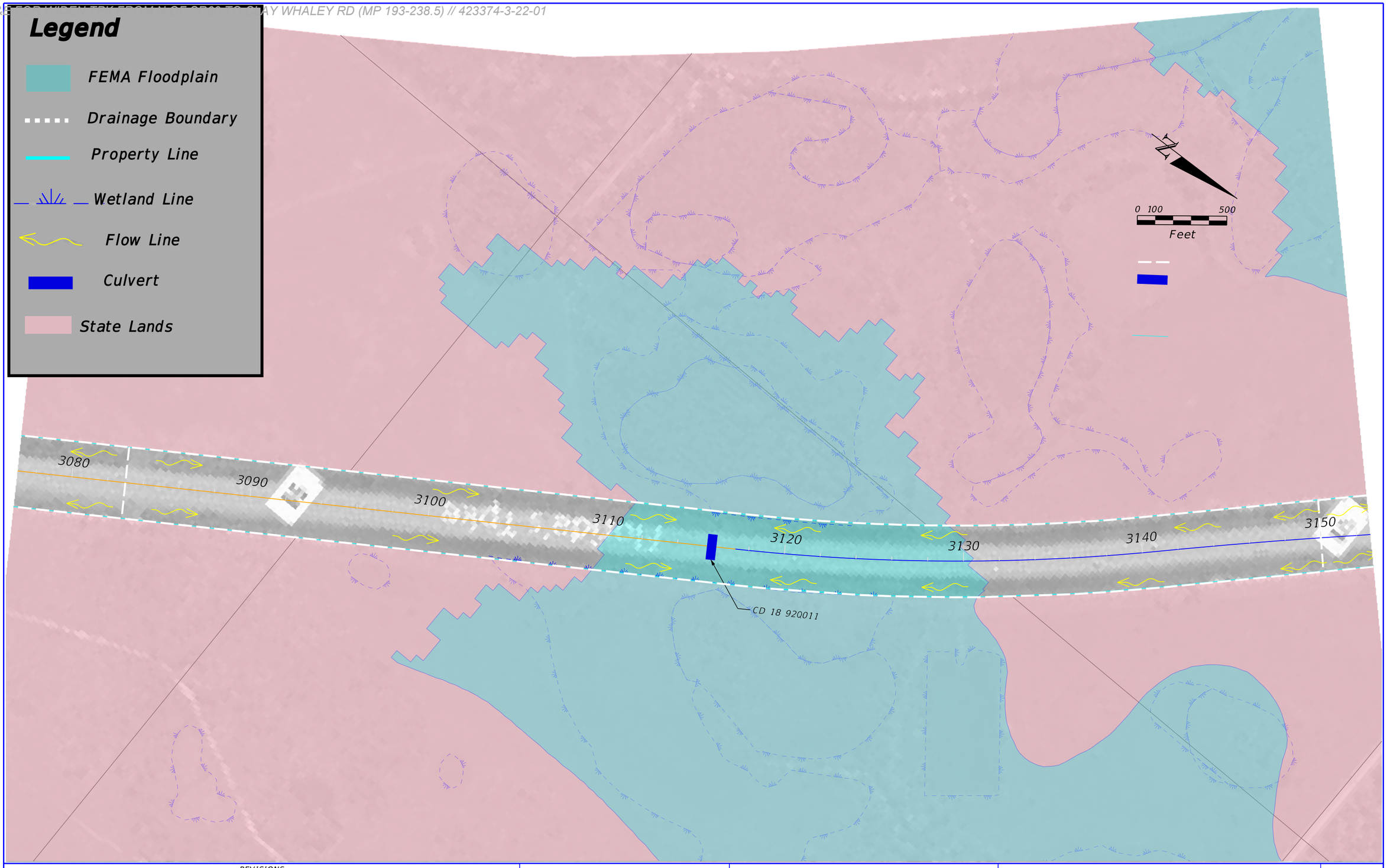

REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 15
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 15 [SHEET]
kimmards 9/19/2025 2:06:28 PM

Legend

- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- State Lands

N

0 100 500

Feet

3160 3170 3180 3190 3200 3210 3220 3230

CD 19 920080

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
ARDURRA GROUP INC
1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 16

FAC NOTE

Legend

- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- State Lands

0 100 500
Feet

3240 3250 3260 3270 3280 3290 3300

0 10 20 30

CD 20 920012

CP 09 920013
FARM ACCESS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 17

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 17 [SHEET]
jsimonds 9/19/2025 2:08:12 PM

Legend

- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- State Lands

N

0 100 500
Feet

40
50
60
3310
3320
3330
3340
3350
3360
3370
3380

CD 21 920063

CP 10 9200
FARM ACCES

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 18

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 18 [SHEET]
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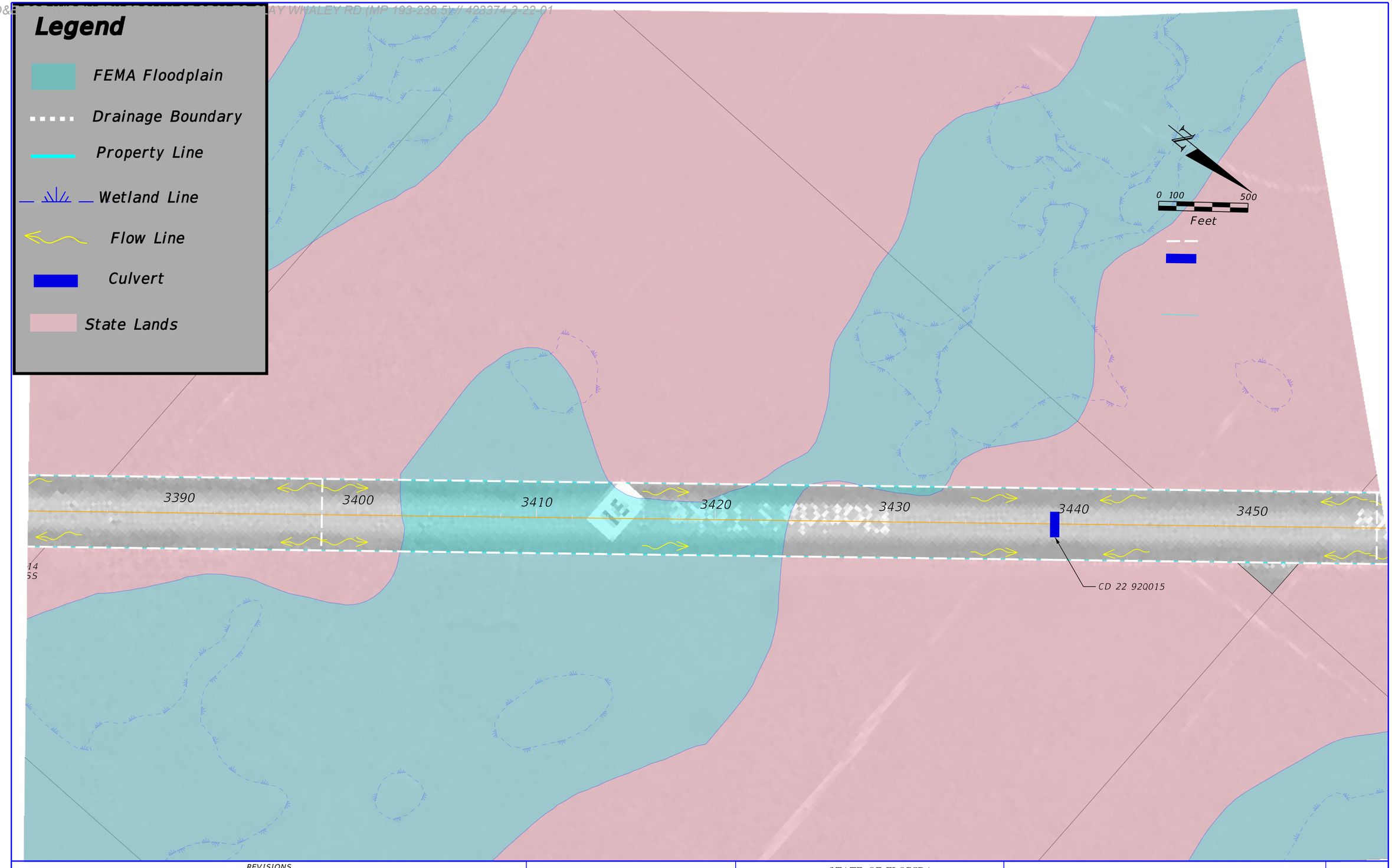

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 19

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 19 [SHEET]
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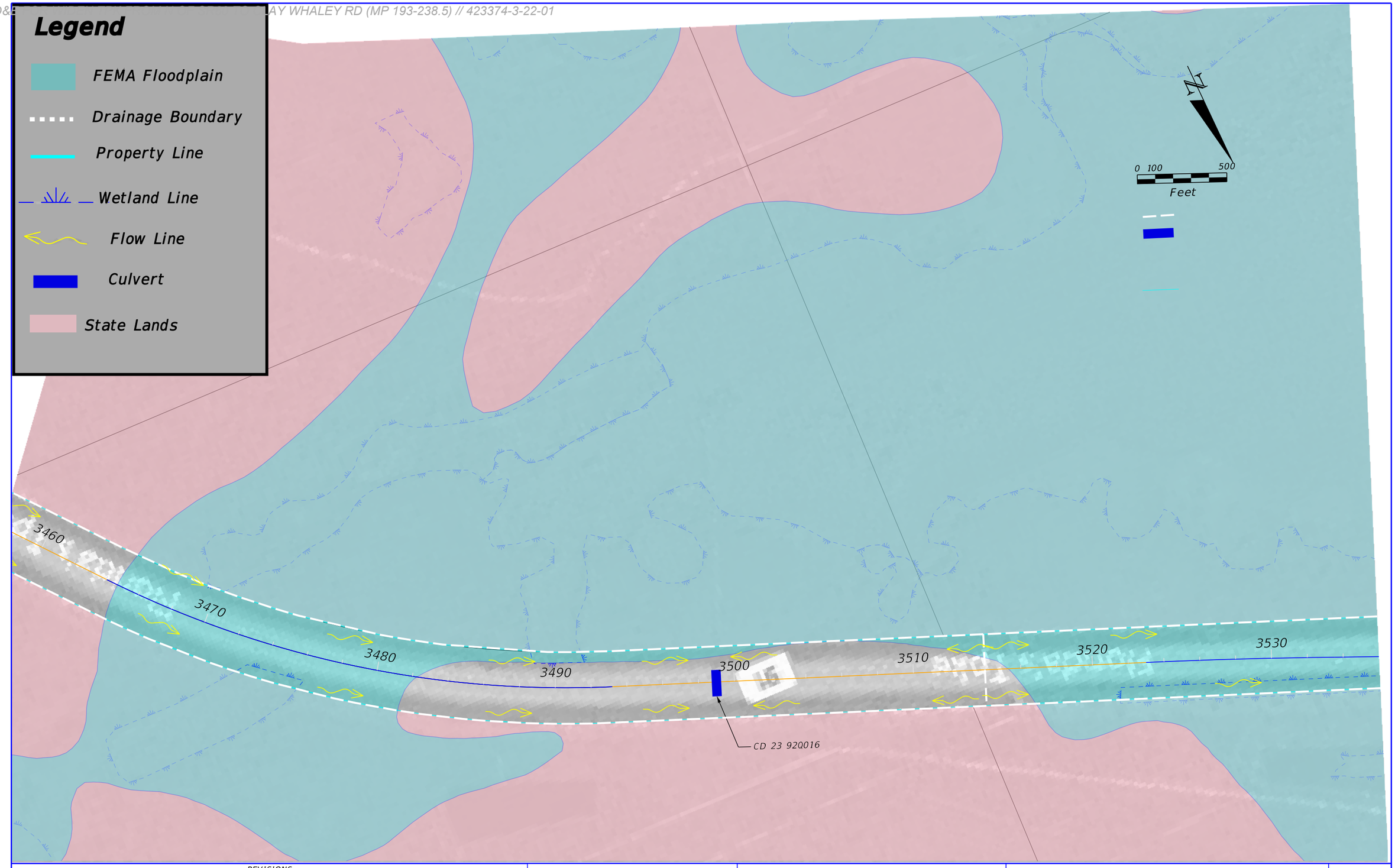
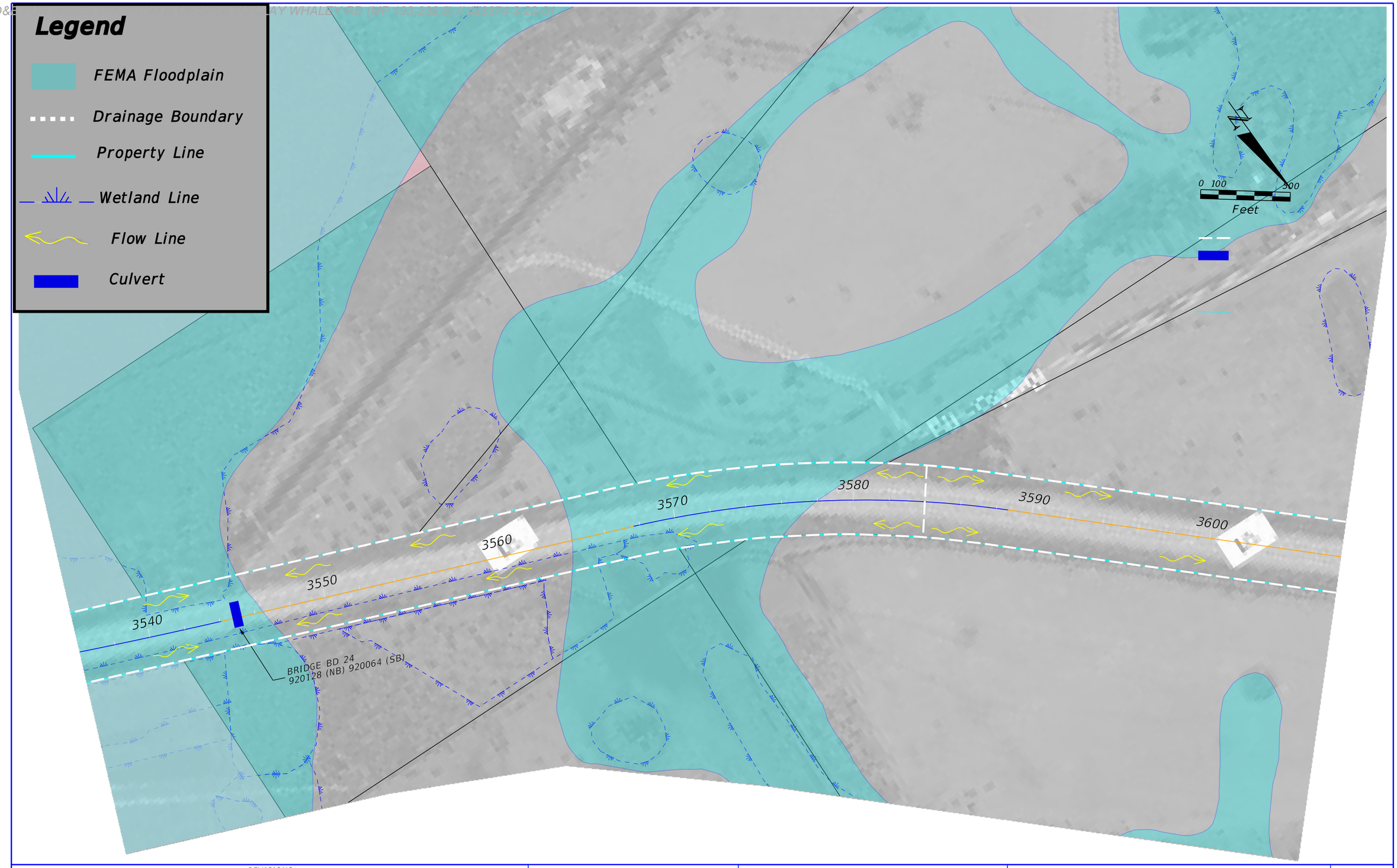


REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 20
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE

Legend

- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO. Plan 21

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 21 [SHEET]
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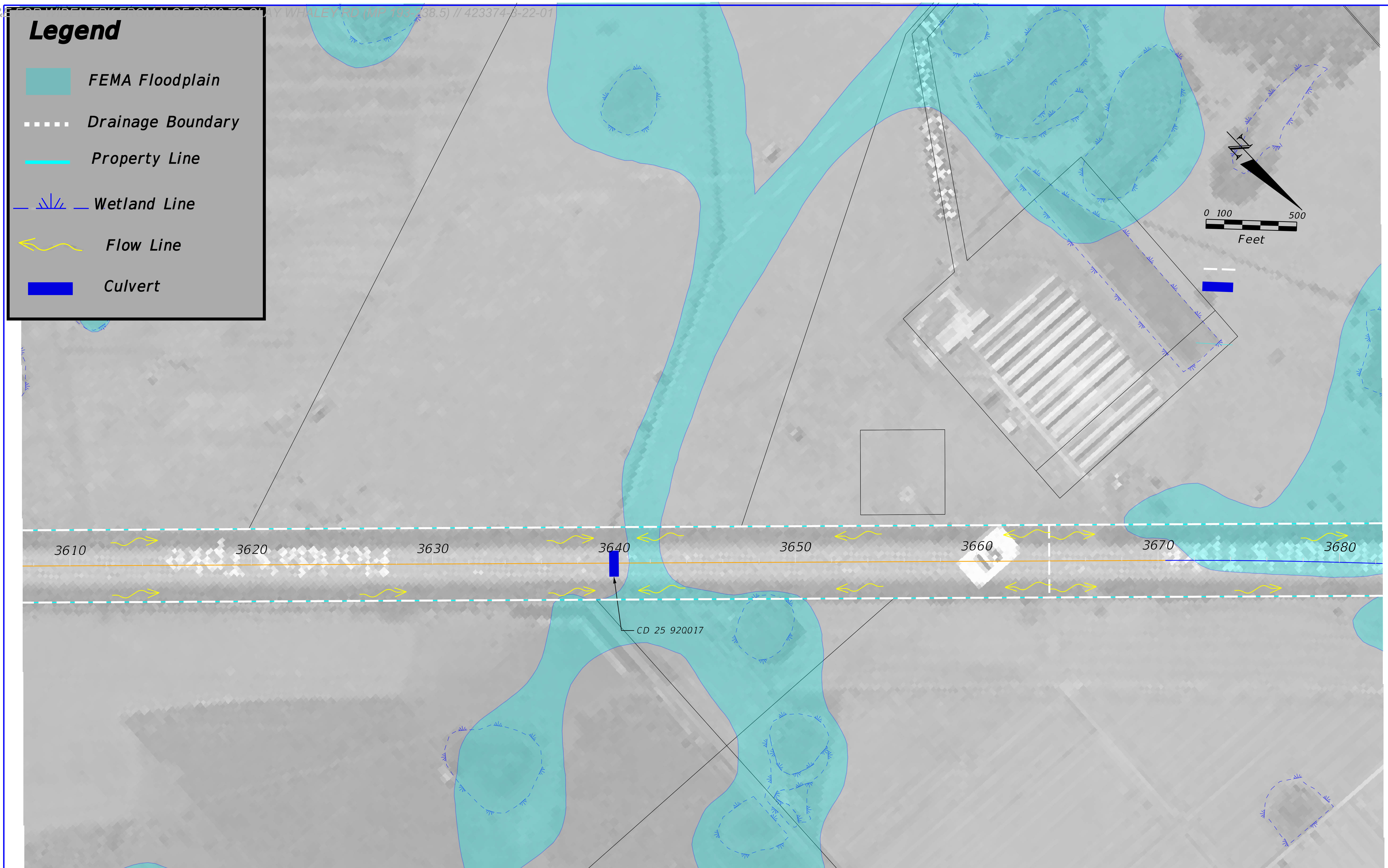

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
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1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 22

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 22 [SHEET]
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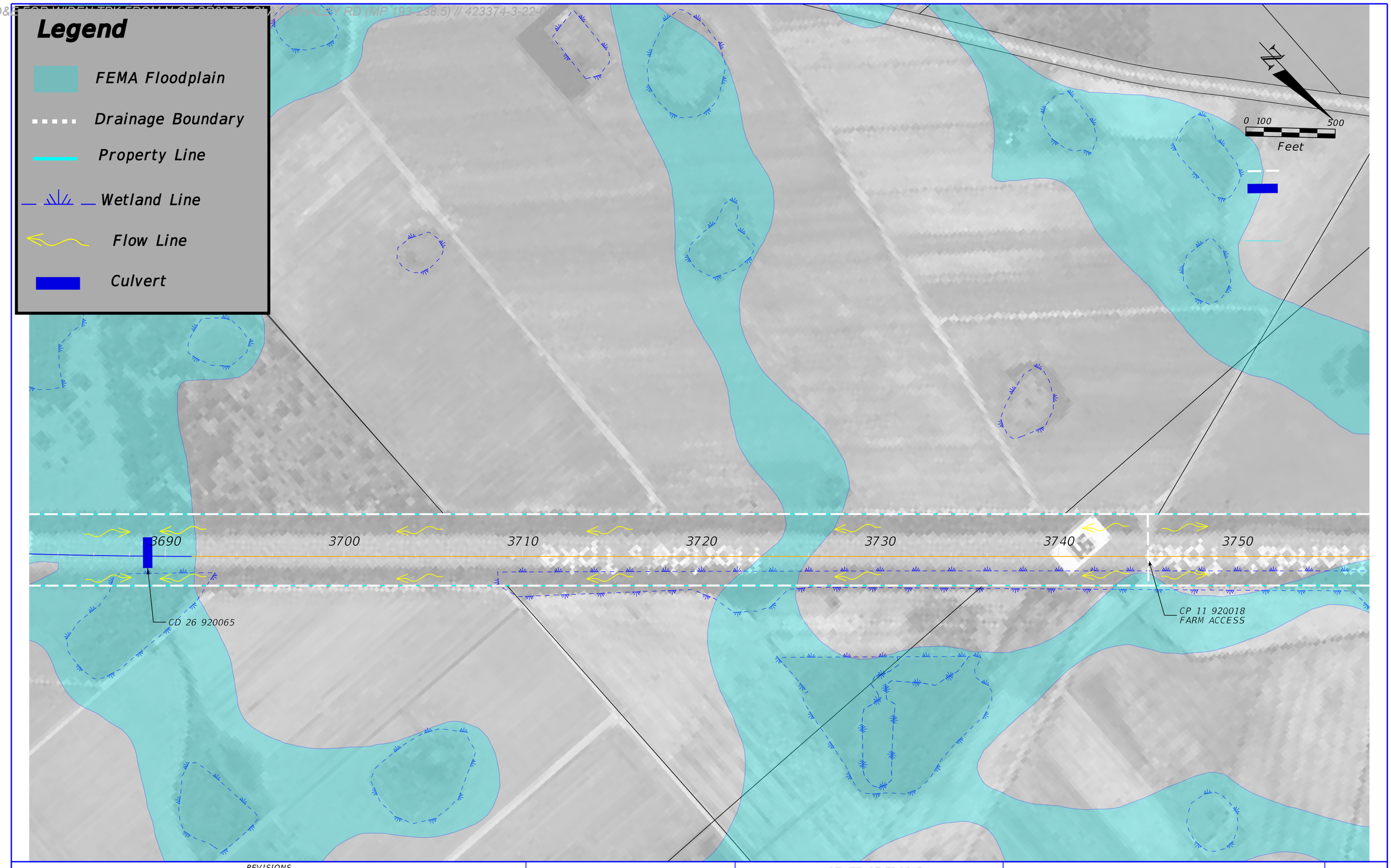

REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 23
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE

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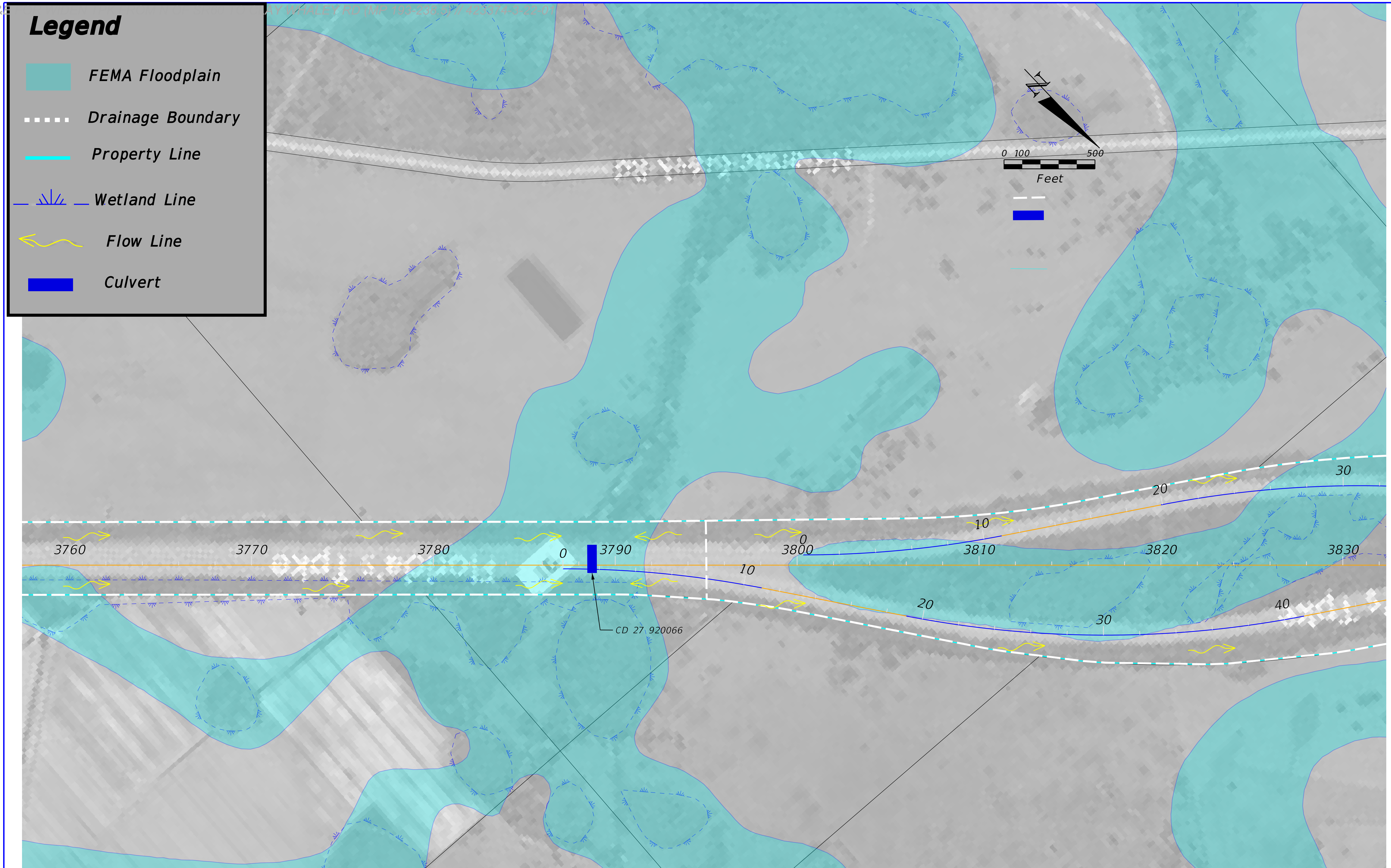

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 24

FAC NOTE

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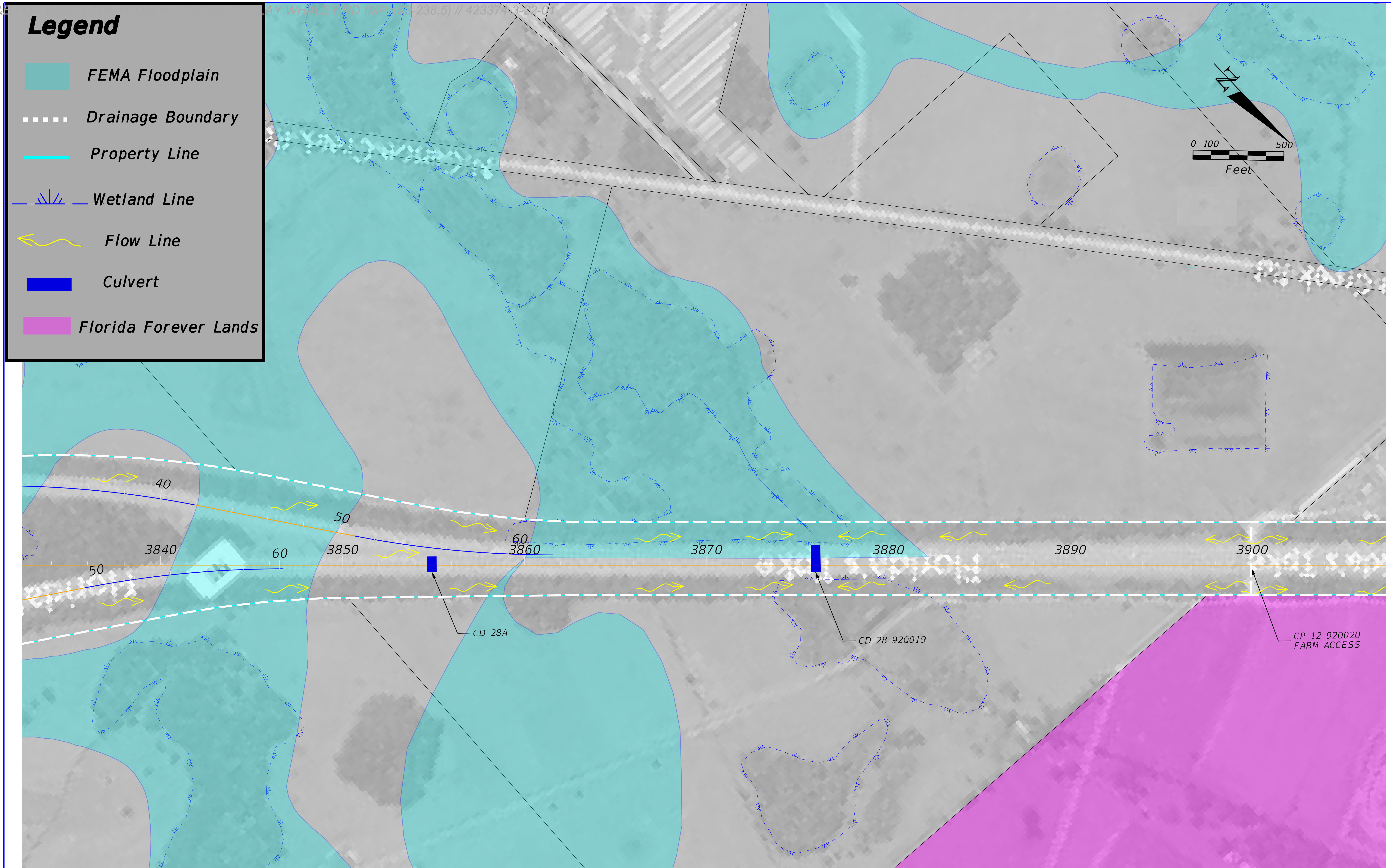

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 25

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 25 [SHEET]
ksimmonds 9/19/2025 2:18:06 PM

Legend

- FEMA 0.2%
- FEMA Floodplain
- Drainage Boundary
- Property Line
- Wetland Line
- Flow Line
- Culvert
- Florida Forever Lands

0 100 500
Feet

3910 3920 3930 3940 3950 3960 3970 3980

CD 29

BRIDGE BD 30
920129 (NB) 920067 (SB)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 26

FAC NOTE

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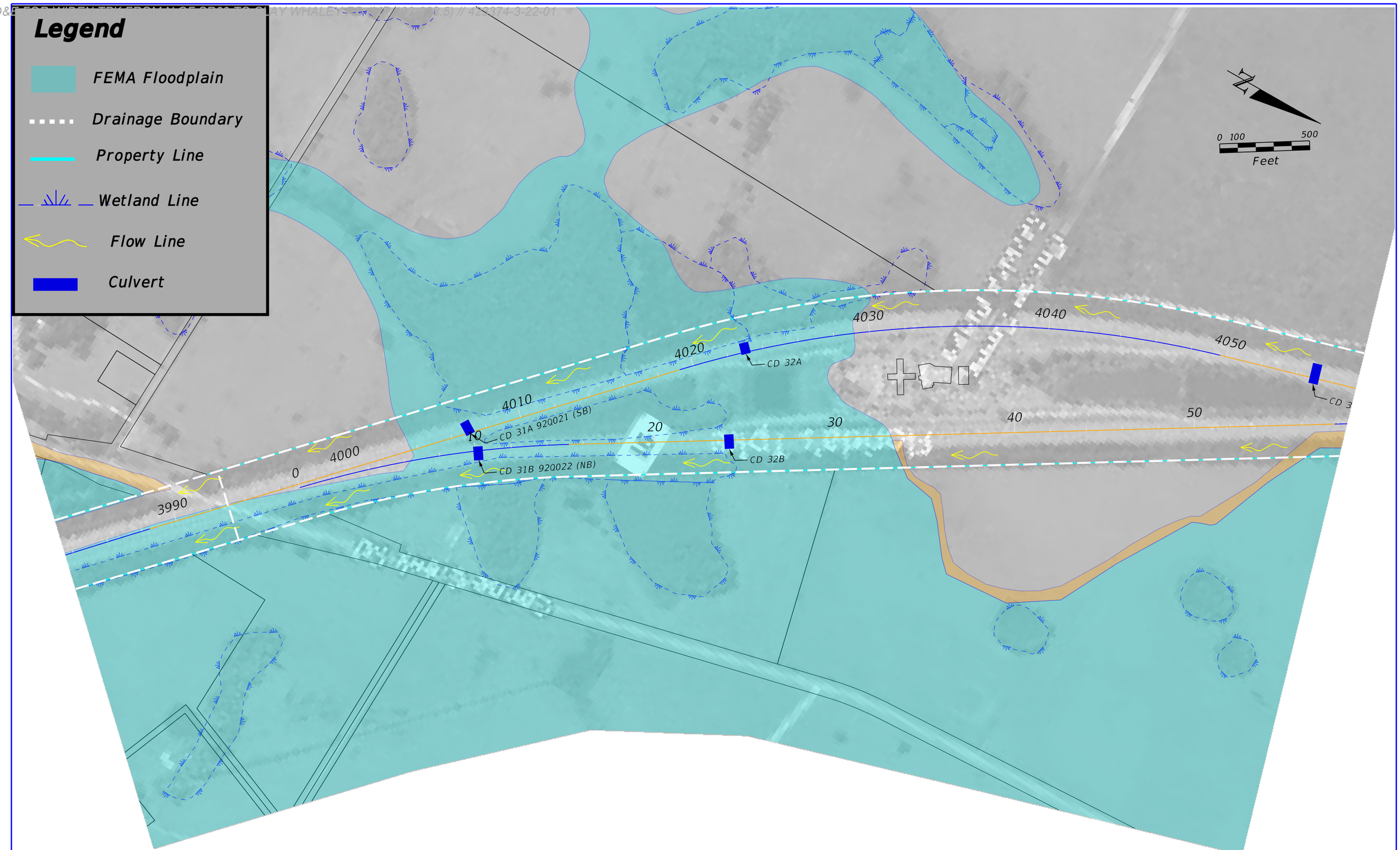

REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 27
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE

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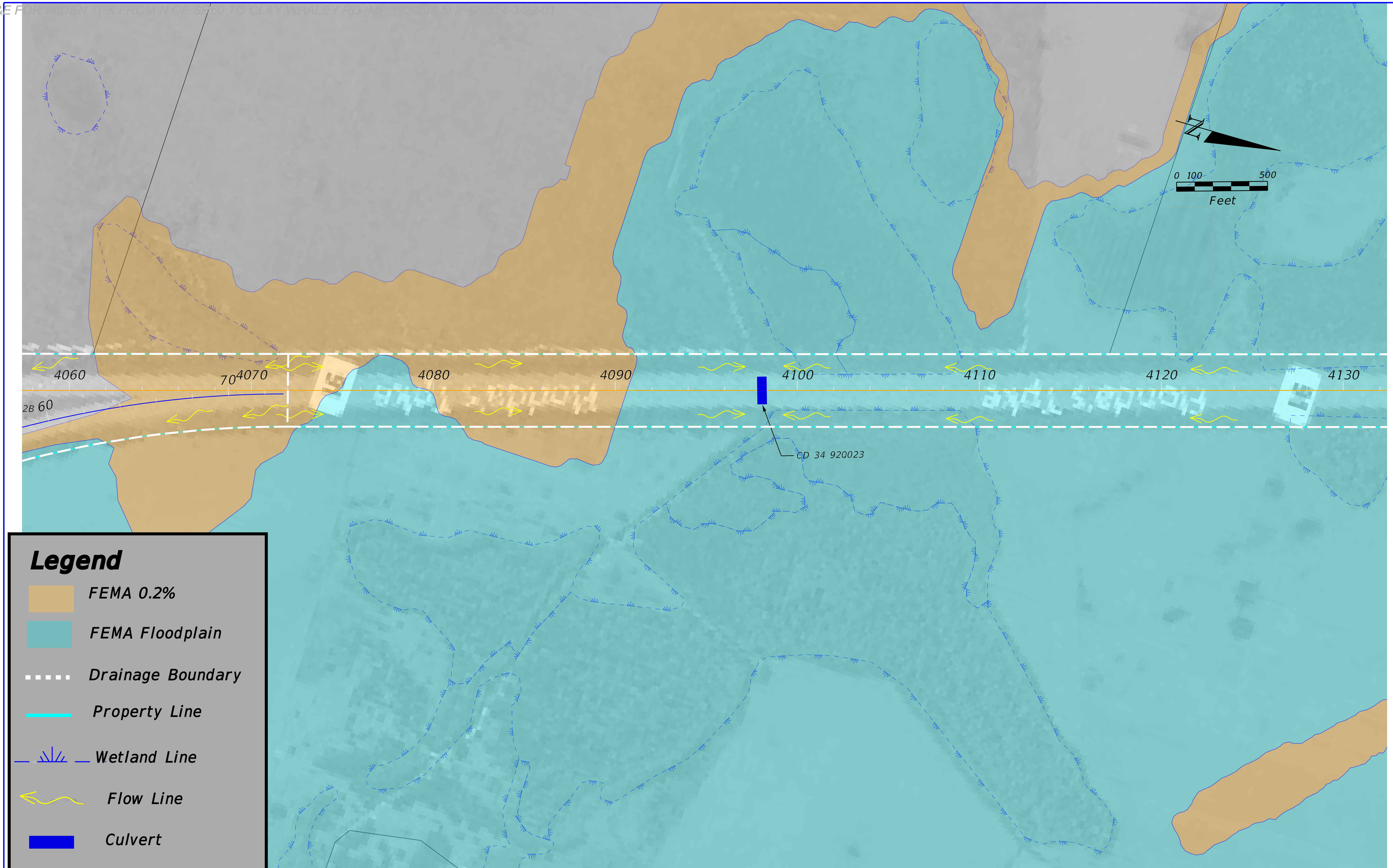
kjimenez 9/19/2025 2:20:12 PM



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 28

FAC NOTE

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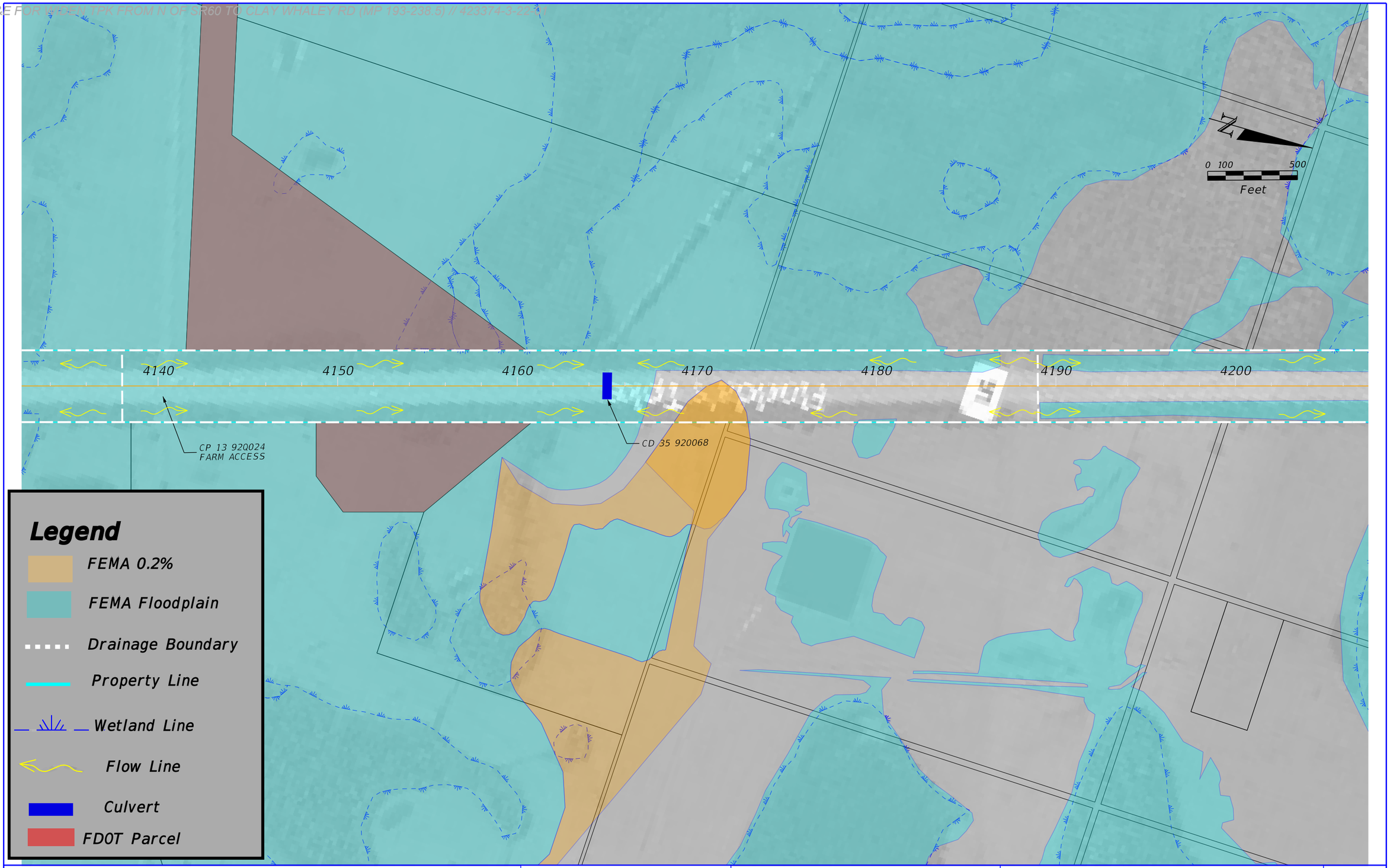
ksimmonds 9/19/2025 2:21:18 PM



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
ARDURRA GROUP INC
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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 29

FAC NOTE

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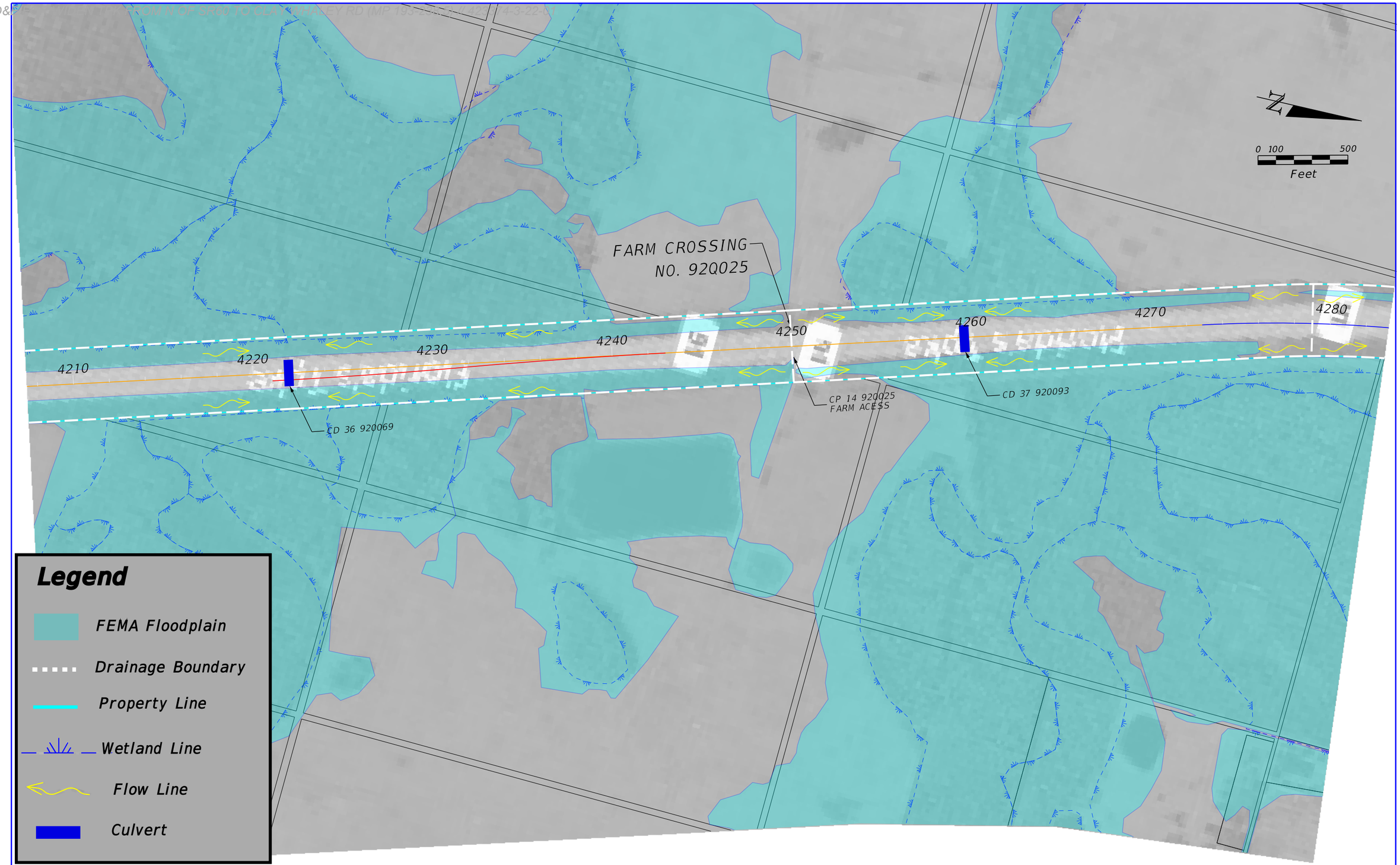
ksimmonds 9/19/2025 2:22:29 PM



REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 30
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE

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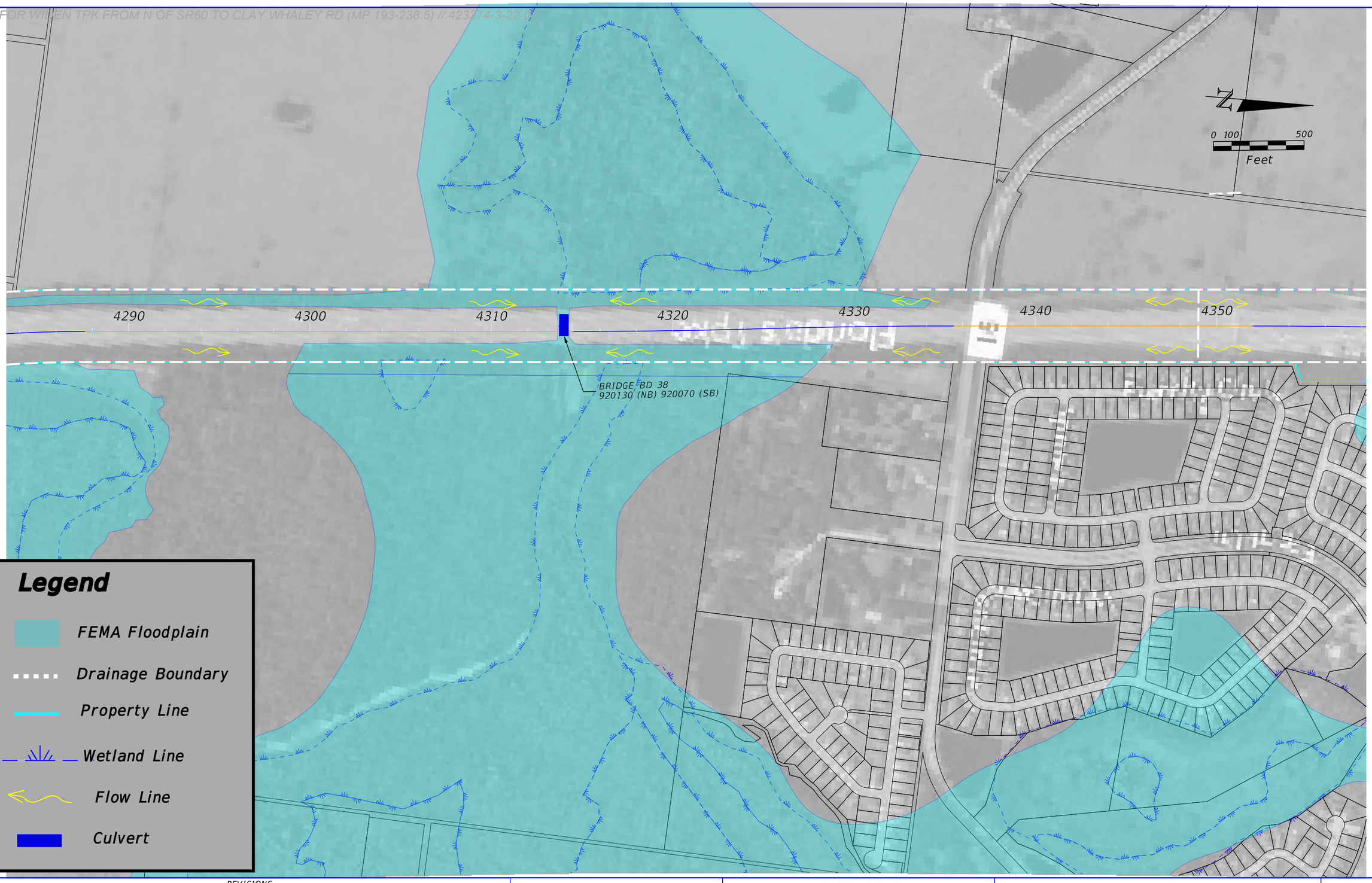
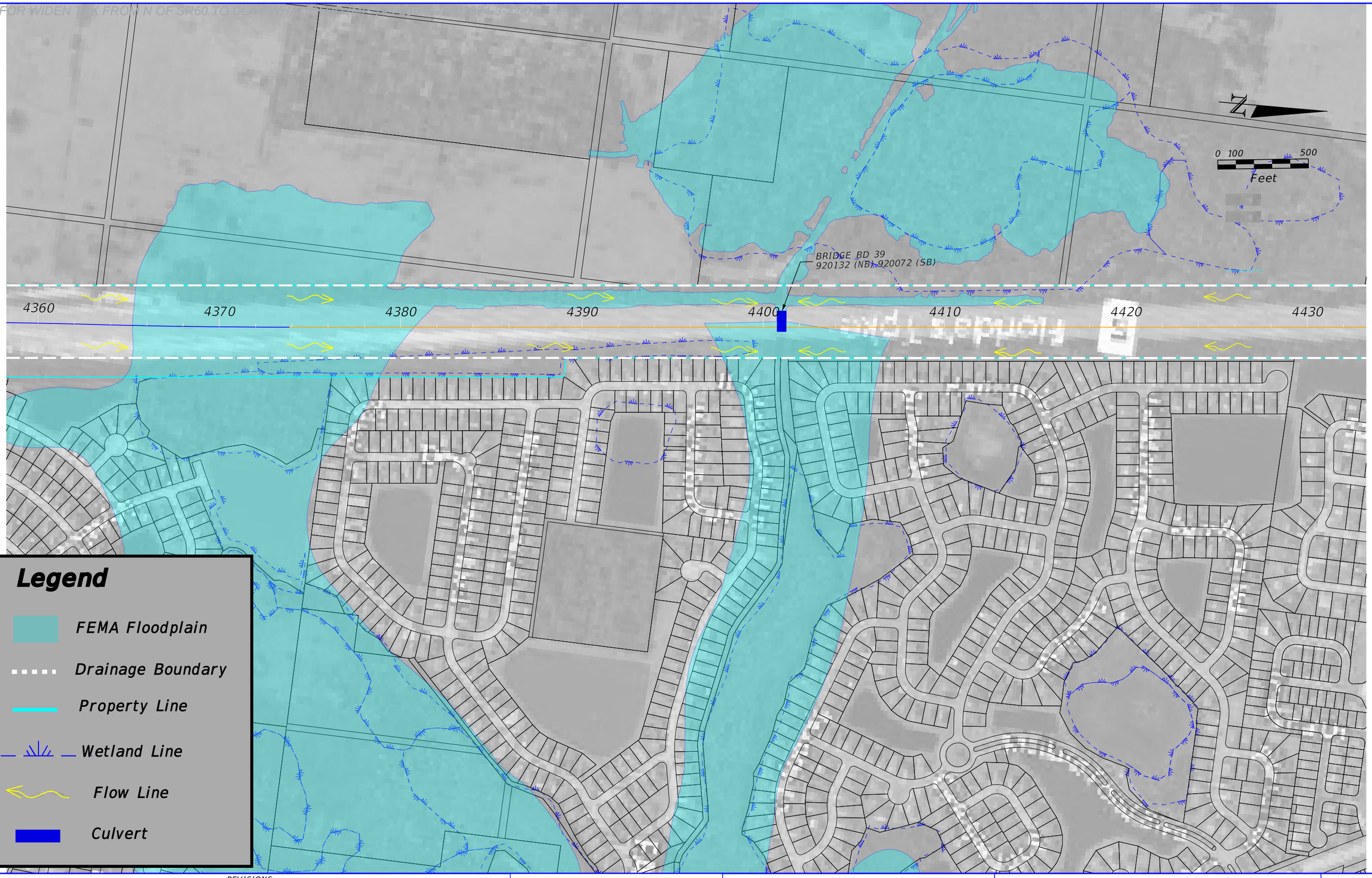
lsimmonds 9/19/2025 2:23:36 PM



REVISIONS				PREPARED BY	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARDURRA GROUP INC 1000 NW 57TH CT. SUITE 800 MIAMI, FL 33126	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		Plan 31
					SR 91	OSCEOLA	423374-3-22-01		

FAC NOTE



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ARDURRA GROUP INC
1000 NW 57TH CT. SUITE 800
MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

SHEET NO.
Plan 32

FAC NOTE

c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 32 [SHEET]
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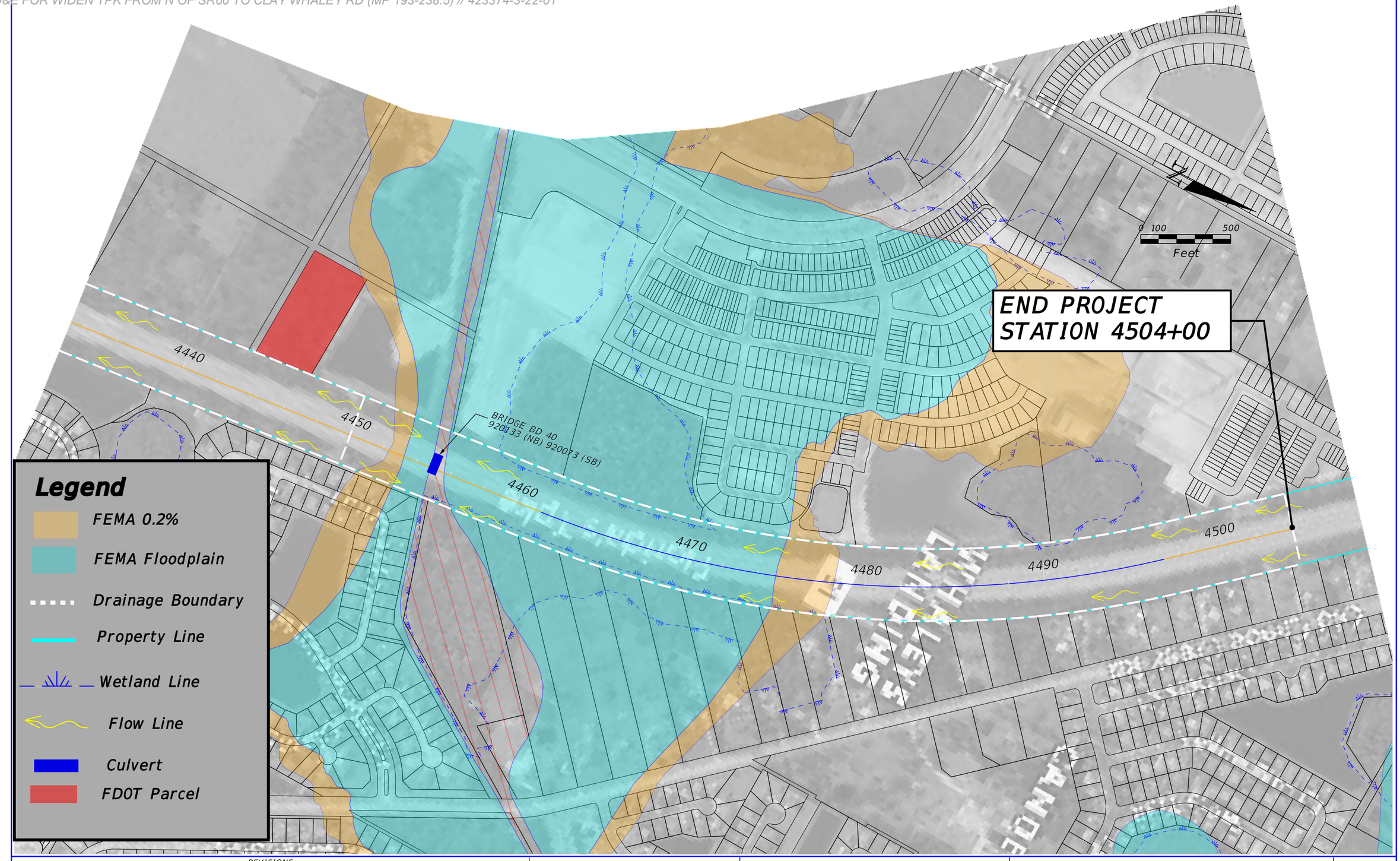

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PREPARED BY
ARDURRA GROUP INC
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MIAMI, FL 33126

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

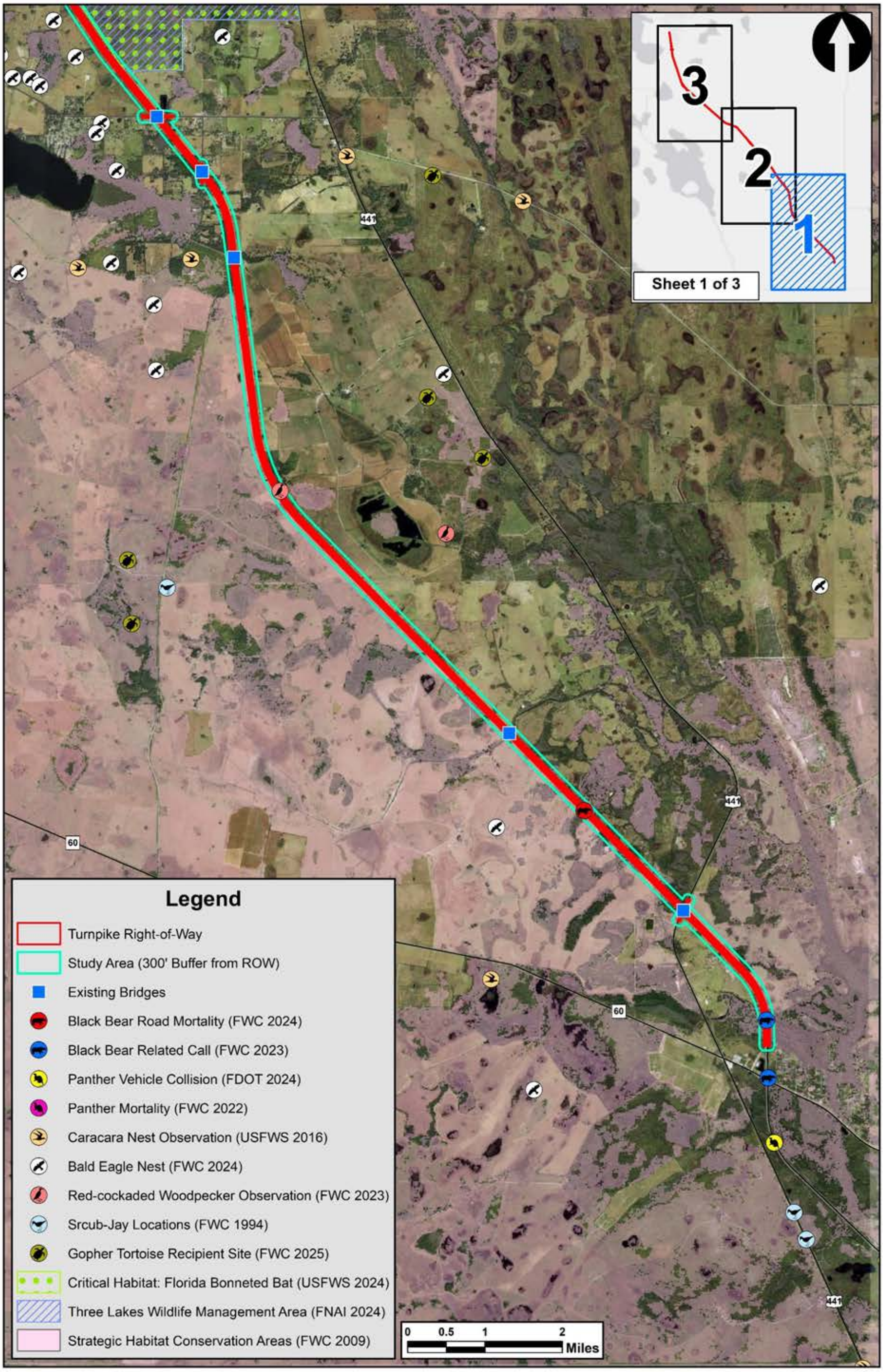
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

EXISTING DRAINAGE MAP

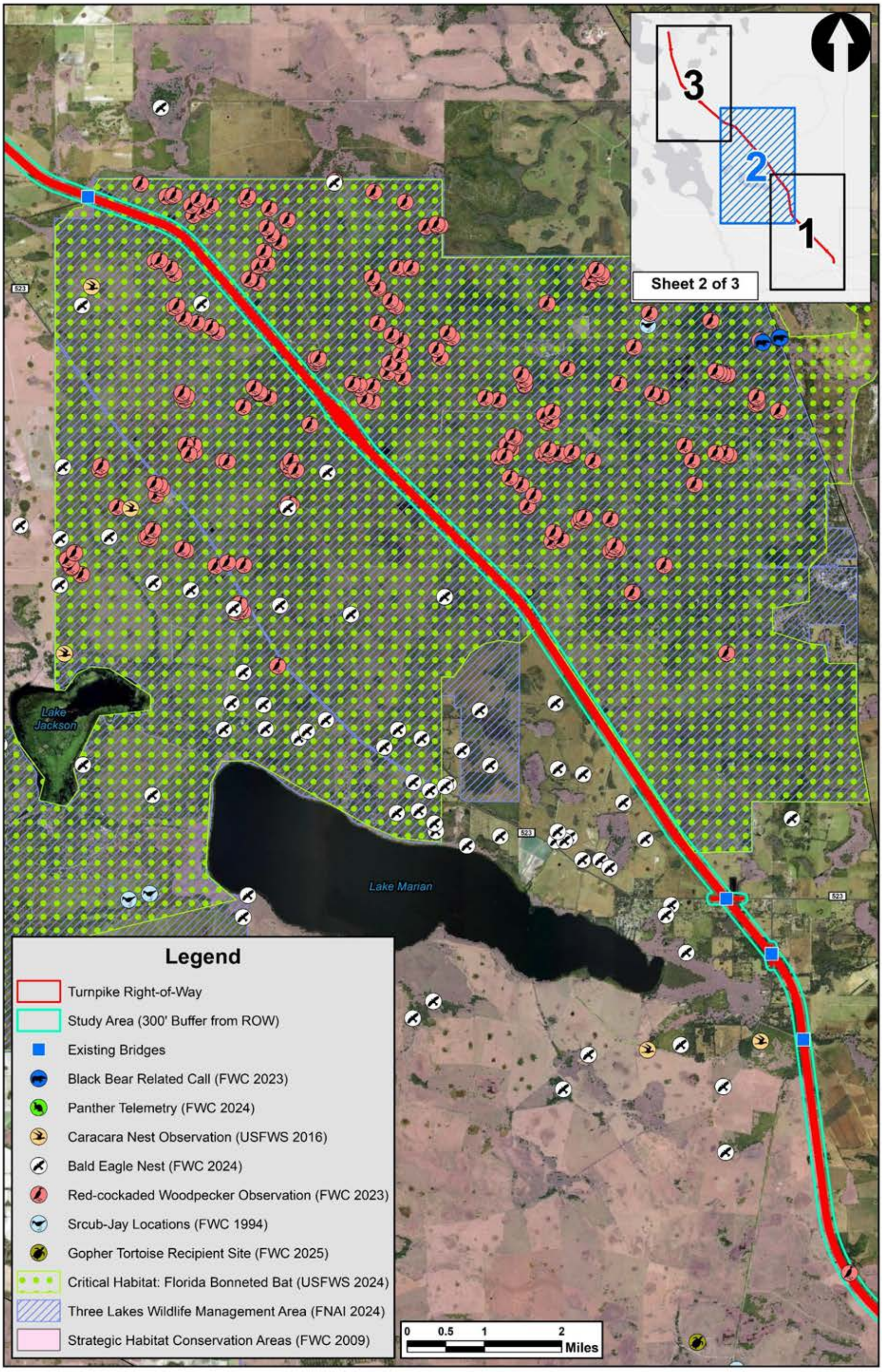
SHEET NO.
Plan 33

FAC NOTE

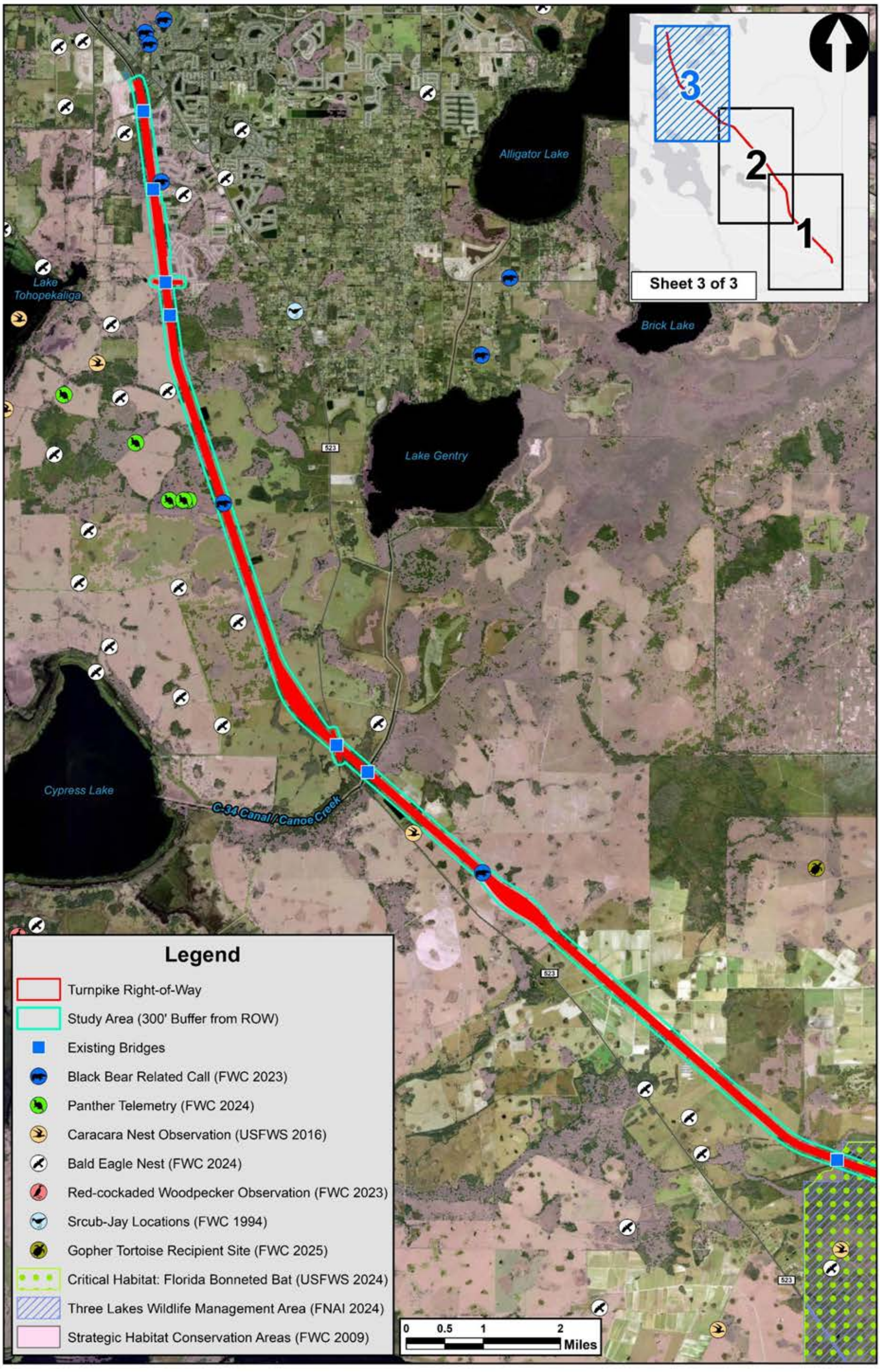
c:\pw_work\ardurra-pw.bentley.com_ardurra-pw-02\dms17247\Pre-development Basin : BL_92 - PLAN 33 [SHEET]
tsimmonds 9/19/2025 2:26:33 PM



Protected Species and Habitat Map
Sheet 1 of 3



Protected Species and Habitat Map
Sheet 2 of 3



Protected Species and Habitat Map
Sheet 3 of 3

Physical Resources Appendix

Contents:

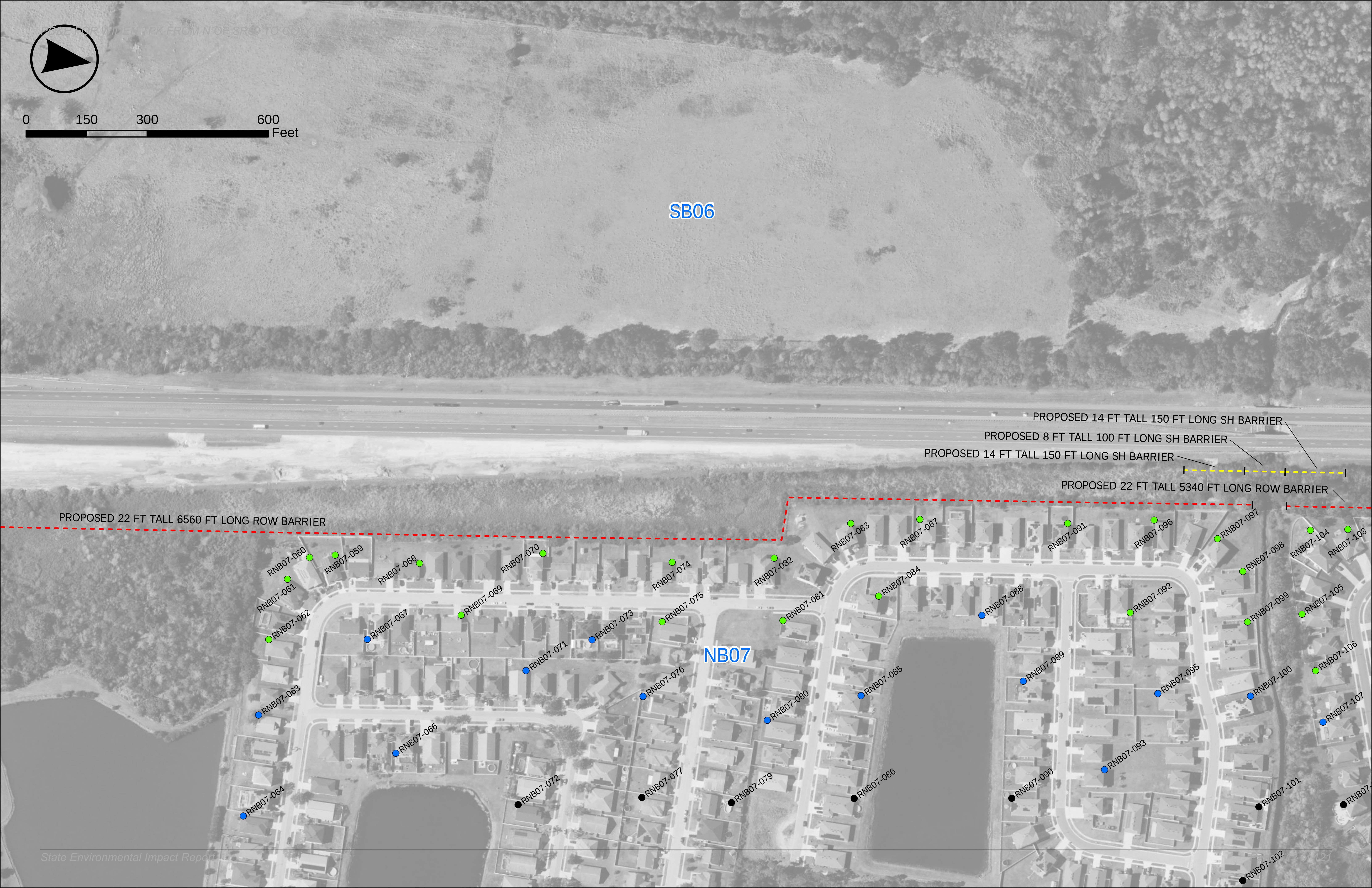
0 150 300 600 Feet

SB06

PROPOSED 22 FT TALL 6560 FT LONG ROW BARRIER

NB07

RNB07-001 RNB07-002 RNB07-003 RNB07-004 RNB07-005 RNB07-006 RNB07-007 RNB07-008 RNB07-009 RNB07-010 RNB07-011 RNB07-012 RNB07-013 RNB07-014 RNB07-015 RNB07-016 RNB07-017 RNB07-018 RNB07-019 RNB07-020 RNB07-021 RNB07-022 RNB07-023 RNB07-024 RNB07-025 RNB07-026 RNB07-027 RNB07-028 RNB07-029 RNB07-030 RNB07-031 RNB07-032 RNB07-033 RNB07-034 RNB07-035 RNB07-036 RNB07-037 RNB07-038 RNB07-039 RNB07-040 RNB07-041 RNB07-042 RNB07-043 RNB07-044 RNB07-045 RNB07-046 RNB07-047 RNB07-048 RNB07-049 RNB07-050 RNB07-051 RNB07-052 RNB07-053 RNB07-054 RNB07-055 RNB07-056 RNB07-057


0
150
300
600
Feet
SB06
NB07
PROPOSED 14 FT TALL 150 FT LONG SH BARRIER
PROPOSED 8 FT TALL 100 FT LONG SH BARRIER
PROPOSED 14 FT TALL 150 FT LONG SH BARRIER
PROPOSED 22 FT TALL 5340 FT LONG ROW BARRIER
PROPOSED 22 FT TALL 6560 FT LONG ROW BARRIER
RNB07-059
RNB07-060
RNB07-061
RNB07-062
RNB07-063
RNB07-064
RNB07-066
RNB07-067
RNB07-068
RNB07-069
RNB07-070
RNB07-071
RNB07-072
RNB07-073
RNB07-074
RNB07-075
RNB07-076
RNB07-077
RNB07-079
RNB07-080
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RNB07-083
RNB07-084
RNB07-085
RNB07-086
RNB07-087
RNB07-088
RNB07-089
RNB07-090
RNB07-091
RNB07-092
RNB07-093
RNB07-095
RNB07-096
RNB07-097
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RNB07-099
RNB07-100
RNB07-101
RNB07-102
RNB07-103
RNB07-104
RNB07-105
RNB07-106
RNB07-107

0 150 300 600
Feet

SB06

PROPOSED 22 FT TALL 5340 FT LONG ROW BARRIER

NB07

RNB07-109
RNB07-110
RNB07-111
RNB07-112
RNB07-113
RNB07-114
RNB07-115
RNB07-116
RNB07-117
RNB07-120
RNB07-121
RNB07-122
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RNB07-125
RNB07-126
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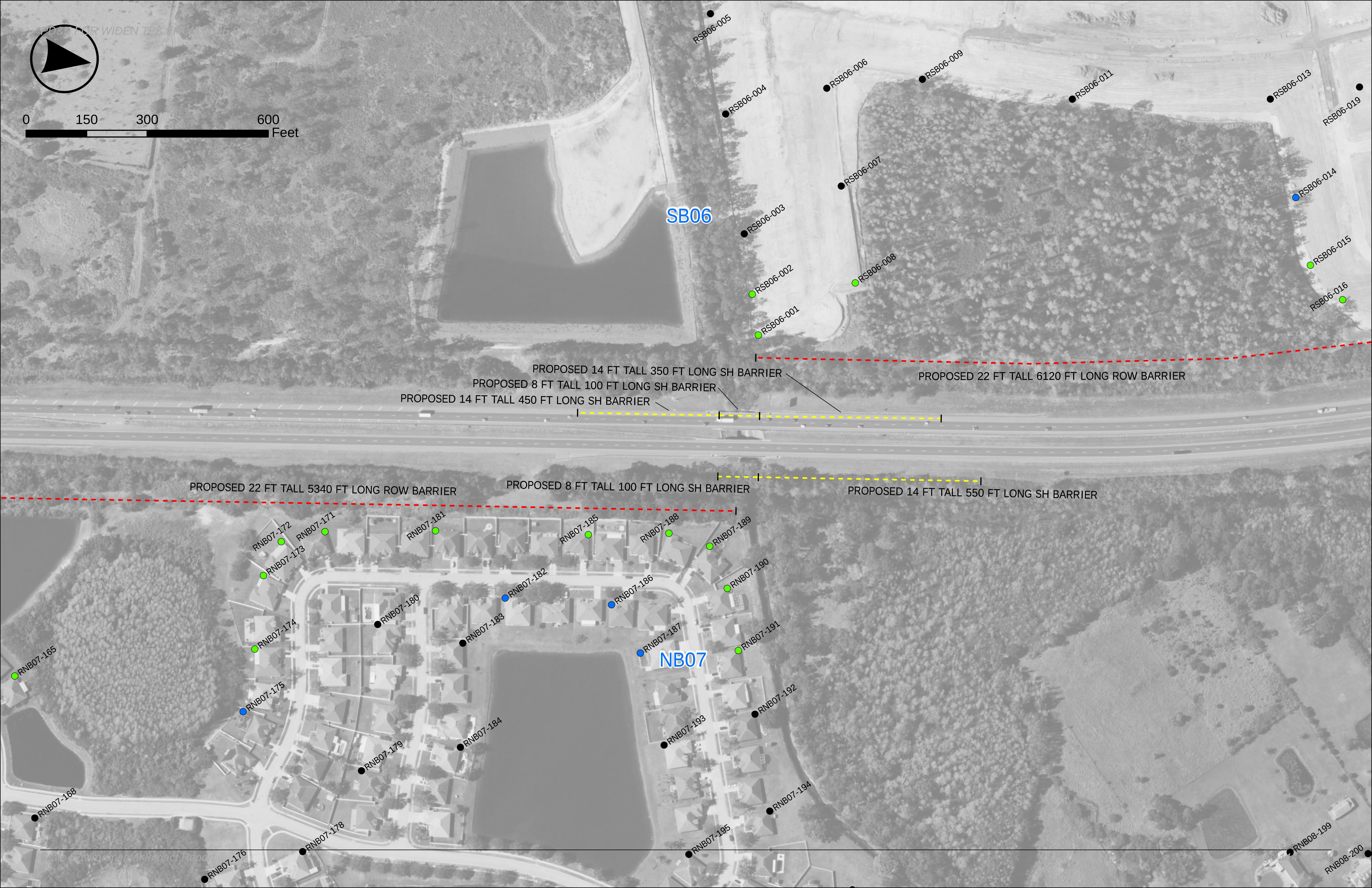
RNB07-166
RNB07-167



0
150
300
600
Feet
SB06
RSB06-001
RSB06-002
RSB06-003
RSB06-004
RSB06-005
RSB06-006
RSB06-007
RSB06-008
RSB06-009
RSB06-011
RSB06-013
RSB06-014
RSB06-015
RSB06-016
RSB06-019
PROPOSED 14 FT TALL 350 FT LONG SH BARRIER
PROPOSED 8 FT TALL 100 FT LONG SH BARRIER
PROPOSED 14 FT TALL 450 FT LONG SH BARRIER
PROPOSED 22 FT TALL 6120 FT LONG ROW BARRIER
PROPOSED 22 FT TALL 5340 FT LONG ROW BARRIER
PROPOSED 8 FT TALL 100 FT LONG SH BARRIER
PROPOSED 14 FT TALL 550 FT LONG SH BARRIER
NB07
RNB07-165
RNB07-168
RNB07-171
RNB07-172
RNB07-173
RNB07-174
RNB07-175
RNB07-176
RNB07-178
RNB07-179
RNB07-180
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RNB07-188
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RNB07-190
RNB07-191
RNB07-192
RNB07-193
RNB07-194
RNB07-195
RNB08-199
RNB08-200

RSB06-013
RSB06-019
RSB06-021
RSB06-029
RSB06-031
RSB06-034
RSB06-037
RSB06-040
RSB06-042
RSB06-052
RSB06-053
RSB06-058
RSB06-014
RSB06-028
RSB06-032
RSB06-033
RSB06-038
RSB06-041
RSB06-044
RSB06-057
RSB06-027
RSB06-039
RSB06-045
RSB06-051
RSB06-015
RSB06-022
RSB06-026
RSB06-018
SB06
RSB06-050
RSB06-062
RSB06-055
RSB06-056
RSB06-016
RSB06-061
RSB06-046
RSB06-054
RSB06-060
RSB06-064
RSB06-017
RSB06-025
RSB06-047
RSB06-023
RSB06-024
RSB06-048
RSB06-059
RSB06-063
RSB06-049

PROPOSED 22 FT TALL 6120 FT LONG ROW BARRIER

RNB08-206
RNB08-209
RNB08-211
RNB08-215
RNB08-216
RNB08-220
RNB08-221
RNB08-222
RNB08-229
RNB08-230
RNB08-204
RNB08-208
NB08
RNB08-214
RNB08-217
RNB08-223
RNB08-228
RNB08-202
RNB08-207
RNB08-212
RNB08-218
RNB08-224
RNB08-227
RNB08-210
RNB08-225

0 150 300 600 Feet


0
150
300
600
Feet
RSB06-058
RSB06-061
RSB06-062
RSB06-063
RSB06-064
RSB06-065
RSB06-066
RSB06-067
RSB06-068
RSB06-069
RSB06-070
RSB06-071
RSB06-072
RSB06-073
RSB06-074
RSB06-075
RSB06-076
RSB06-077
RSB06-078
RSB06-079
RSB06-080
RSB06-081
RSB06-082
RSB06-083
RSB06-084
RSB06-085
RSB06-086
SB06
PROPOSED 22 FT TALL 6120 FT LONG ROW BARRIER
RNB08-231
RNB08-232
RNB08-233
RNB08-234
RNB08-235
RNB08-236
RNB08-237
RNB08-238
RNB08-239
RNB08-240
NNB08-001
RNB08-241
RNB08-242
RNB08-243
RNB08-244
NB08

FIGURE 10A

N

0 1,000 2,000
Feet

RICHARD P. McCORMICK, P.G.
P.G. LICENSE NUMBER 2096
GEOTECHNICAL AND ENVIRONMENTAL
CONSULTANTS, INC.
2510 MICHIGAN AVENUE, SUITE D
KISSIMMEE, FL 34744-1933

STATE OF FLORIDA
DEPARTMENT OF TRANSPORATATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

POTENTIAL CONTAMINATION SITE
LOCATION MAP

SHEET
NO.

T:\J5474GE FTE PD&E from SR 60 to Kissimmee Park Road_ArdurraGrp\7 CADD Files\Environmental\ArcGIS\5474E CONTAM 4A.mxd 7/11/2025

FIGURE 10B

RICHARD P. McCORMICK, P.G.
P.G. LICENSE NUMBER 2096
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORATATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

POTENTIAL CONTAMINATION SITE LOCATION MAP

SHEET NO.

T:\J5474GE FTE PD&E from SR 60 to Kissimmee Park Road_ArdurraGrp\7 CADD Files\Environmental\ArcGIS\5474E CONTAM 4B.mxd 7/11/2025

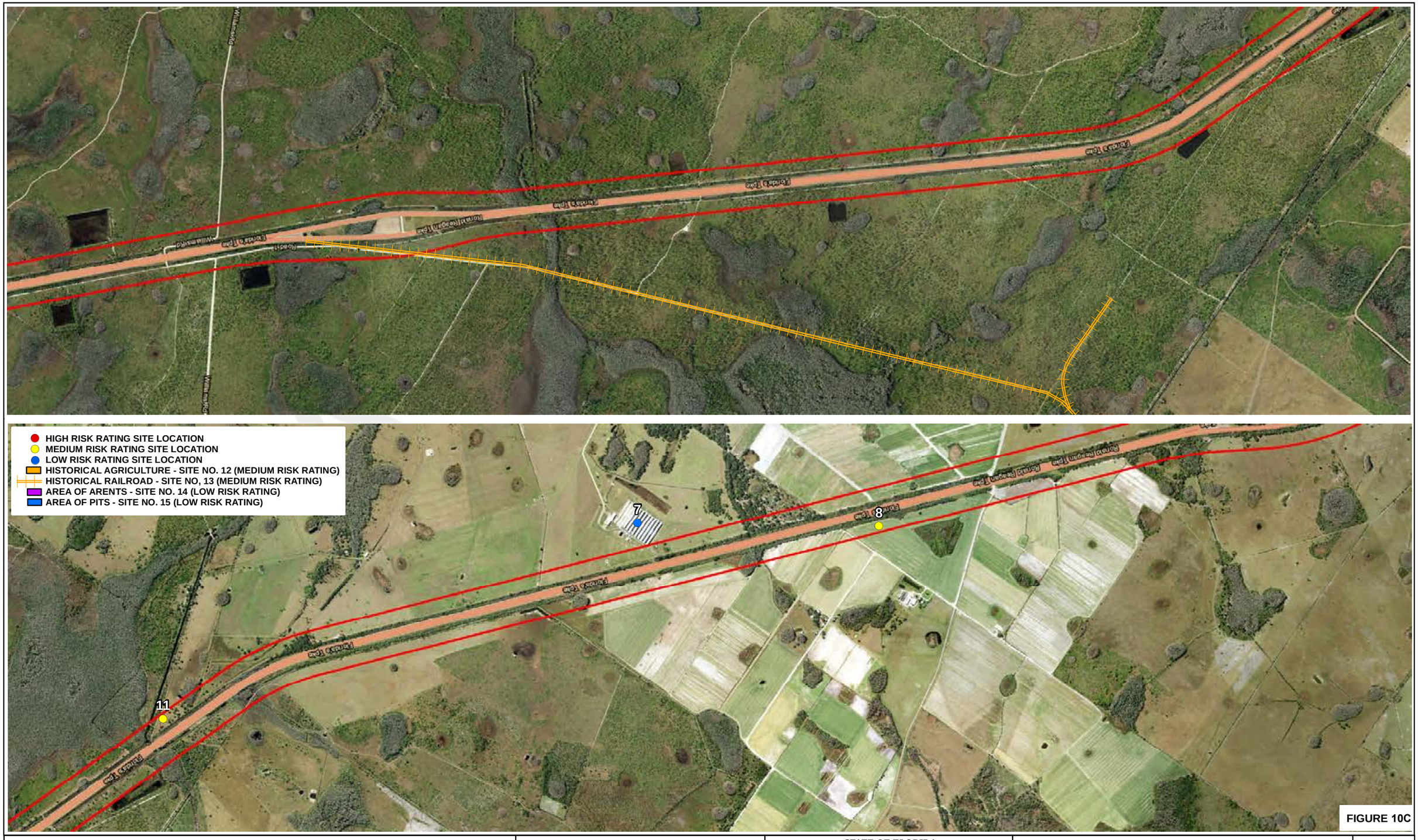

FIGURE 10C

RICHARD P. McCORMICK, P.G.
P.G. LICENSE NUMBER 2096
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.
2510 MICHIGAN AVENUE, SUITE D
KISSIMMEE, FL 34744-1933

STATE OF FLORIDA
DEPARTMENT OF TRANSPORATATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

POTENTIAL CONTAMINATION SITE LOCATION MAP

SHEET NO.

T:\J5474GE FTE PD&E from SR 60 to Kissimmee Park Road_ArdurraGrp\7 CADD Files\Environmental\ArcGIS\5474E CONTAM 4C.mxd 8/14/2025

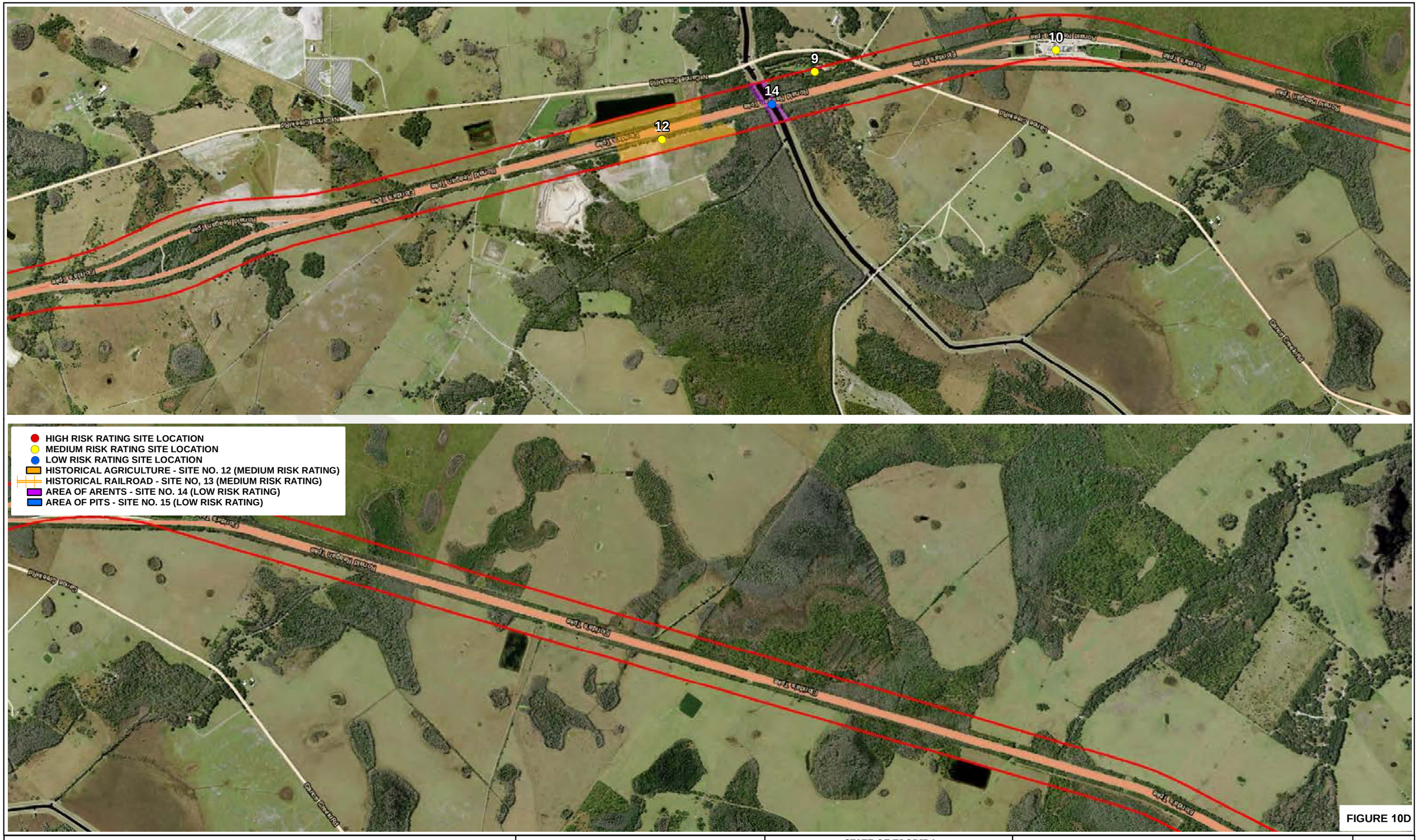

FIGURE 10D

N

0 1,000 2,000
Feet

RICHARD P. McCORMICK, P.G.
P.G. LICENSE NUMBER 2096
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.
2510 MICHIGAN AVENUE, SUITE D
KISSIMMEE, FL 34744-1933

STATE OF FLORIDA
DEPARTMENT OF TRANSPORATATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

POTENTIAL CONTAMINATION SITE LOCATION MAP

SHEET NO.

T:\J5474GE FTE PD&E from SR 60 to Kissimmee Park Road_ArdurraGrp\7 CADD Files\Environmental\ArcGIS\5474E CONTAM 4D.mxd 7/11/2025

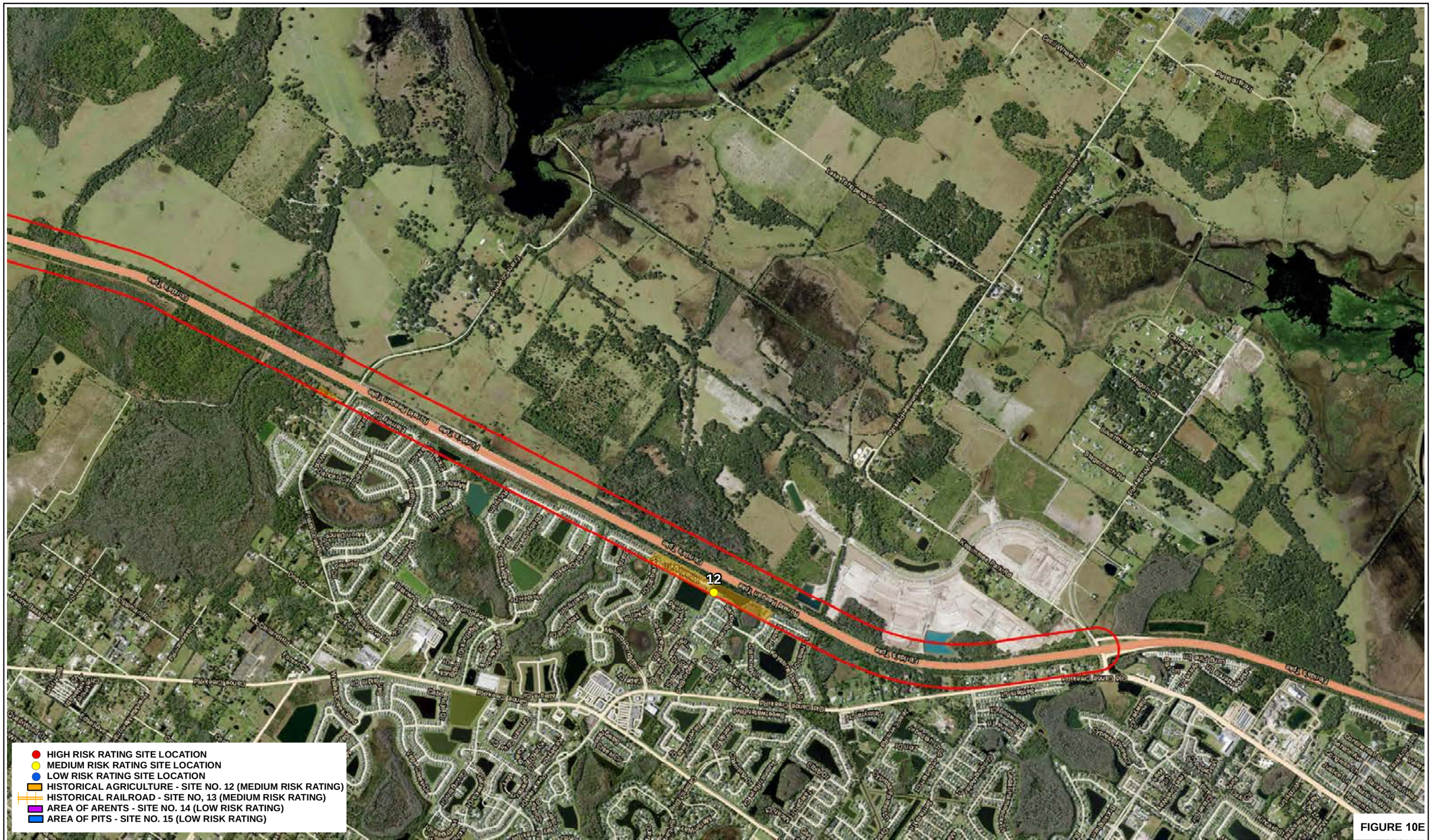

FIGURE 10E

RICHARD P. McCORMICK, P.G.
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2510 MICHIGAN AVENUE, SUITE D
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	OSCEOLA	423374-3-22-01

POTENTIAL CONTAMINATION SITE LOCATION MAP

SHEET NO.

T:\J5474GE FTE PD&E from SR 60 to Kissimmee Park Road_ArdurraGrp\7 CADD Files\Environmental\ArcGIS\5474E CONTAM 4E.mxd 7/11/2025