

STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538

District: Florida's Turnpike Enterprise

County: Polk County

ETDM Number: 14524

Financial Management Number: 451419-1-22-01

Project Manager: Jazlyn Georges

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

For additional information, contact:

Jazlyn Georges
Project Manager
Florida Department of Transportation
Florida's Turnpike Enterprise
P.O. Box 613069
Ocoee, FL 34761
407-264-3298
Jazlyn.Heywood@dot.state.fl.us

Prime Consulting Firm:
RS&H

Consulting Project Manager:
Nathan Silva, PE, AICP

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) Florida's Turnpike Enterprise (Enterprise) is conducting a Project Development and Environment (PD&E) Study to evaluate an approximately eight-mile new tolled, multi-lane, limited access highway referred to as the Central Polk Parkway (CPP) East. The PD&E study area extends from US 17/92, south of the Power Line Road extension, to the future Poinciana Connector (State Road (SR) 538), with the CSX railroad delineating the western study area boundary. The Poinciana Connector, under development by FDOT, will be a new tolled limited access highway extending from CR 532 to Interstate 4 (I-4) and SR 429. Once completed it will provide a regional link between the Poinciana Parkway in Osceola County, currently under design by the Central Florida Expressway Authority (CFX) and I-4 at the SR 429 interchange. Access points to/from CPP East will be evaluated at US 17/92, the future Poinciana Connector, and at a potential intermediate location. Multi-modal transportation improvements including a shared use path will be evaluated. Most of the study area is located in northeast Polk County, with a small section extending into Osceola County as shown on Figure 1.1.1.

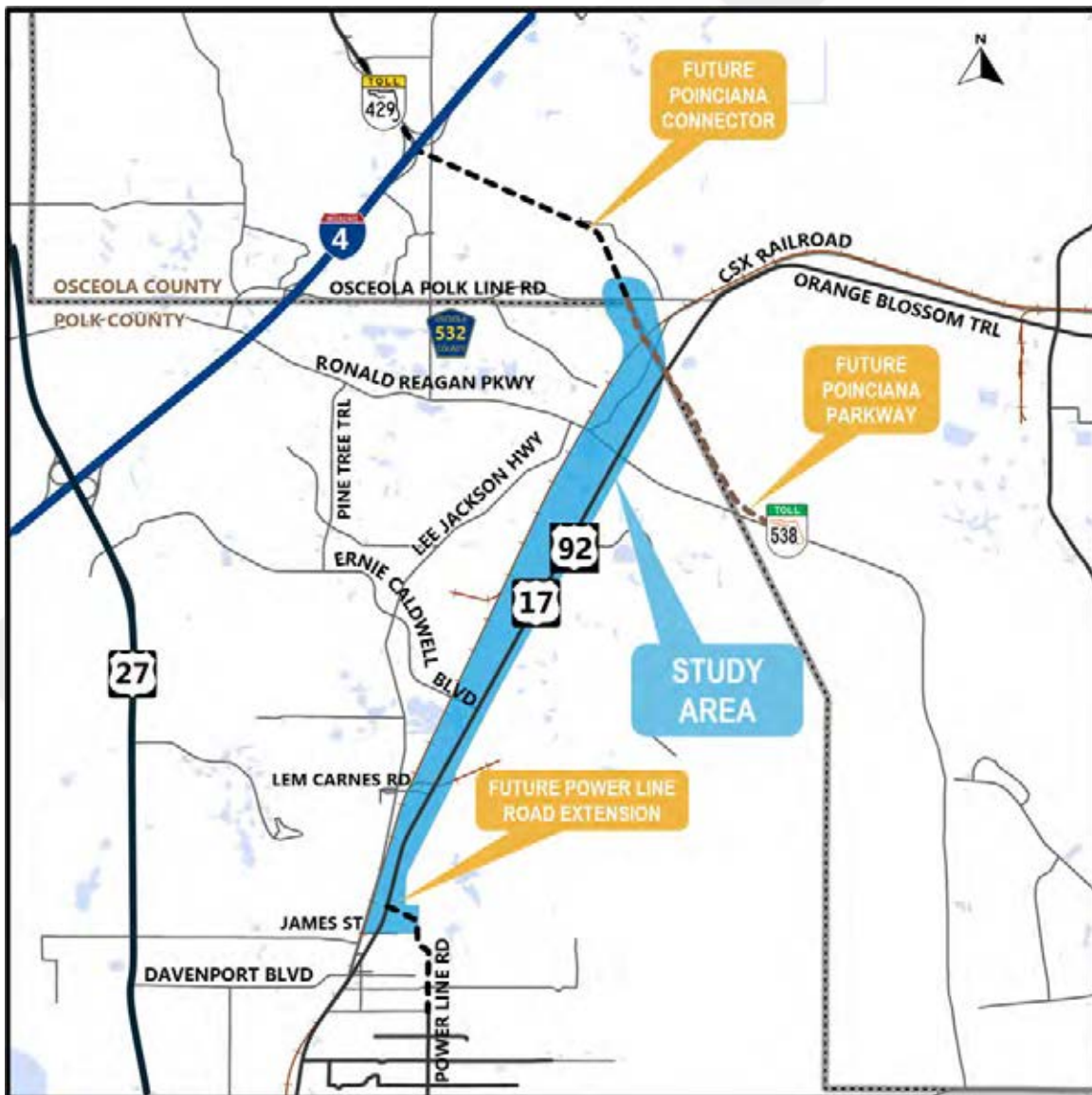


Figure 1.1.1: Project Location

The existing typical section of US 17/92 from James Street to CR 532 (Osceola Polk Line Road), consists of a two-lane undivided arterial with a 12-foot-wide travel lane and five-foot-wide paved outside shoulder in each direction. Discontinuous five- to six-foot-wide sidewalk is located along the east and west sides of US 17/92. Along the west side of the corridor, sidewalks are present from James Street to approximately 0.2 miles north and from Ernie Caldwell Boulevard to approximately 355 feet north of the intersection. Sidewalks are present on the east side of US 17/92, from Deer Run Drive for approximately 0.2 miles north and for approximately 0.2 miles south of Ronald Reagan Parkway. Six-foot-wide sidewalks are present on both sides of US 17/92 for approximately 0.3 miles north of Ronald Reagan Parkway. Six-foot-wide sidewalks are also present on both sides of Ernie Caldwell Boulevard and Ronald Reagan Parkway. Designated five-foot-wide bicycle lanes are located on both sides of US 17/92 nearing the Ronald Reagan Parkway intersection. US 17/92 is located within 100 to 270 feet of right-of-way. The posted speed limit for this portion of US 17/92 varies between 40 to 55 mph. The existing typical section for US 17/92 is shown in Figure 1.1.2.

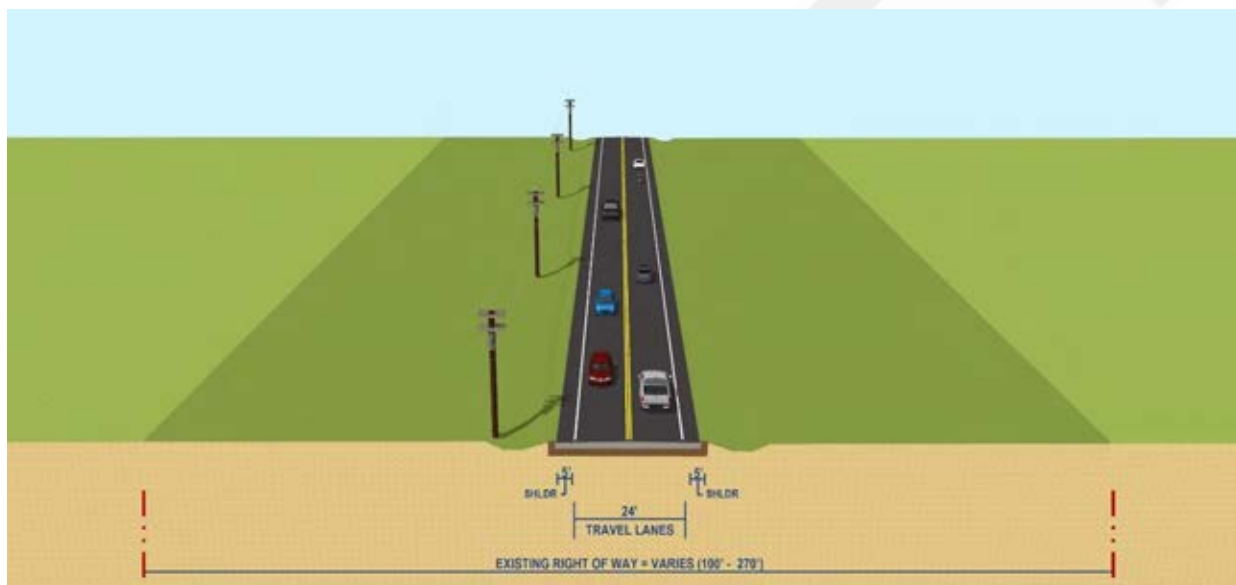


Figure 1.1.2: Existing US 17/92 Typical Section

Preferred Alternative

Co-Located Roadway - north of Power Line Road to north of Lem Carnes Road

The proposed typical section for the Preferred Alternative from north of Power Line Road to north of Lem Carnes Road, features CPP East flanked by US 17/92. CPP East consists of two 12-foot-wide travel lanes in each direction separated by a 50-foot-wide median (including the inside shoulders). In the northbound direction there is an eight foot wide inside shoulder and 12-foot-wide outside shoulder with barrier wall. In the southbound direction there is a 13.5-foot-wide inside shoulder with guardrail and 12-foot-wide outside shoulder with barrier wall. A 30- to 50-foot-wide buffer, measured from edge-of-travel to edge of-travel separates CPP East from US 17/92. US 17/92 features two 11 foot-wide travel lanes in each direction with curb and gutter. A 6.5-foot buffer separates the outside US 17/92 travel lane from the 12-foot-wide shared use path, which are located on both sides of US 17/92. The proposed right-of-way width for this alternative varies from 260 feet to 300 feet. The limited access right-of-way for CPP East varies from 128 feet to 183 feet. The proposed design and posted speed limit for CPP East is 70 mph. The proposed design and posted speed limit for US 17/92 is 45 mph. The Preferred Alternative Co-Located Typical Section is shown in Figure 1.1.3.

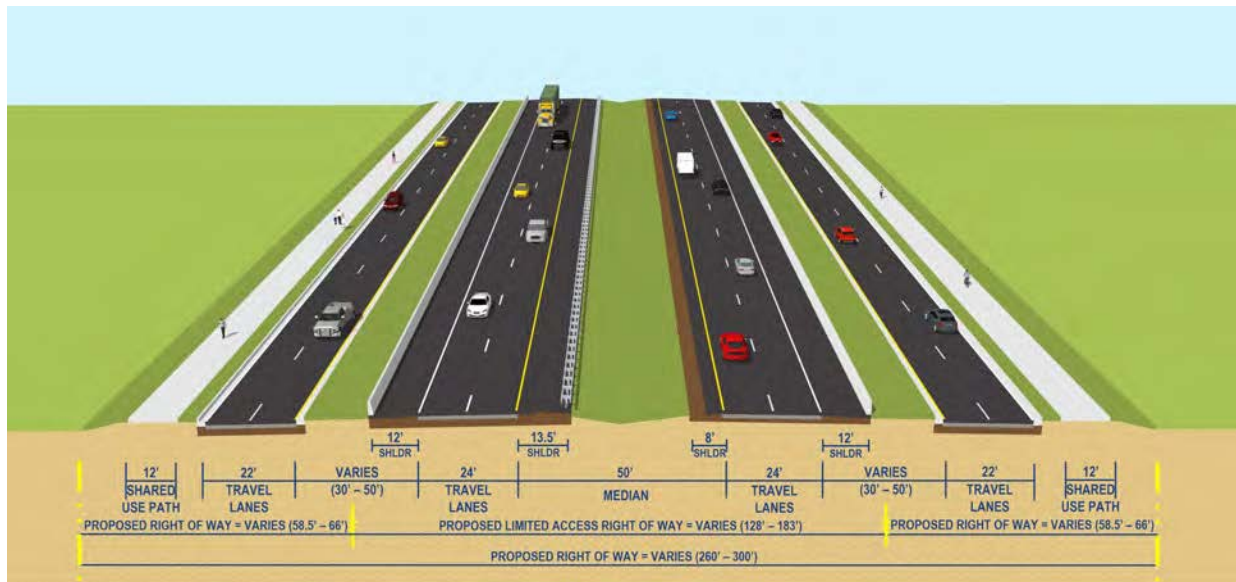


Figure 1.1.3: Preferred Alternative - Co-Located Typical Section

New Alignment Roadway - north of Lem Carnes Road to Poinciana Connector

The proposed typical section for the Preferred Alternative north of Lem Carnes Road, features CPP East as a four-lane limited access facility comprised of two 12-foot-wide travel lanes in each direction separated by a 50-foot-wide median, including the inside shoulders. In the northbound direction there is an eight-foot-wide inside shoulder and 12-foot-wide outside shoulder. In the southbound direction there is a 13.5-foot-wide inside shoulder with guardrail and 12-foot-wide outside shoulder. The proposed limited access right-of-way is 286 feet, including 94 feet of border width on either side. A 12-foot-wide shared use path is proposed on the east side of US 17/92 between the Power Line Road intersection and Ernie Caldwell Boulevard. The shared use path is proposed within the existing right-of-way of US 17/92. The proposed design and posted speed limit for CPP East is 70 mph. The Preferred Alternative New Alignment Typical Section is shown in Figure 1.1.4.

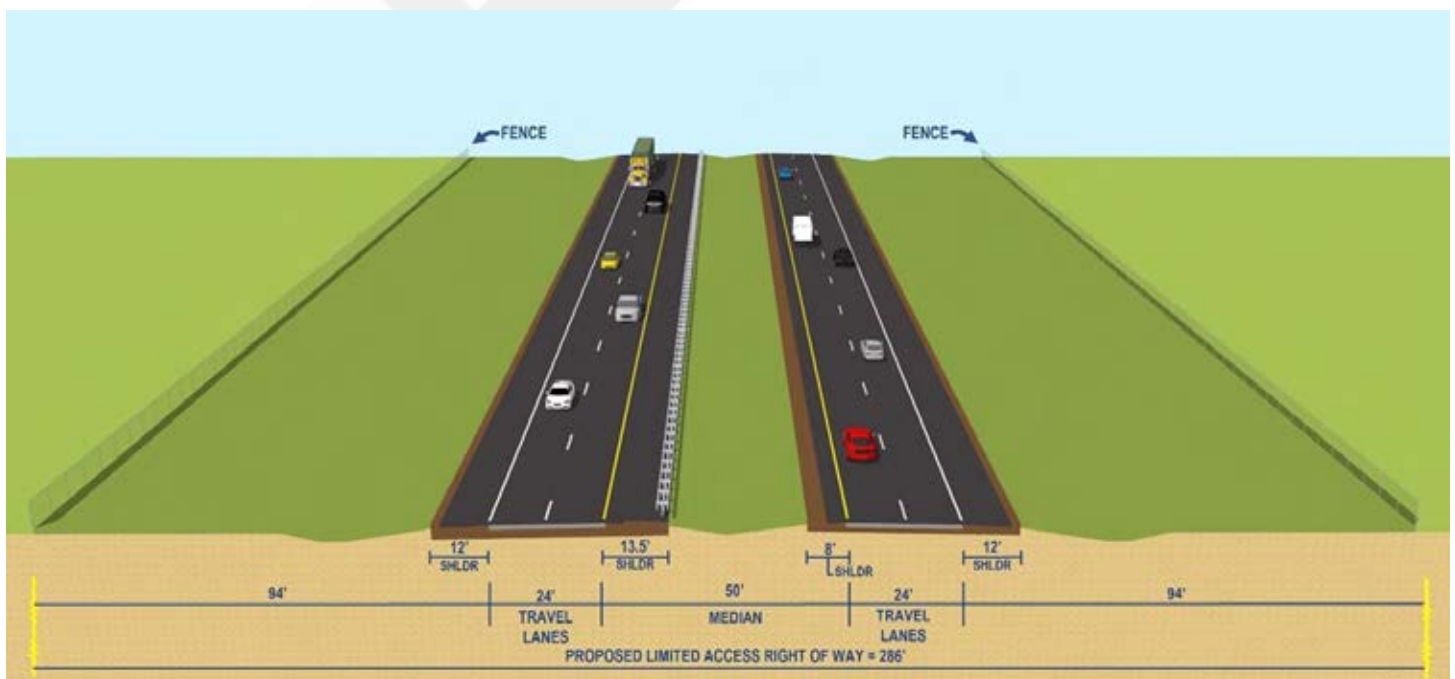


Figure 1.1.4: Preferred Alternative - New Alignment Typical Section

Three interchanges are proposed along CPP East: the south ingress / egress with US 17/92 north of Power Line Road, an intermediate interchange with US 17/92 north of Ernie Caldwell Boulevard, and the north ingress / egress at Poinciana Connector. Four signalized intersections along US 17/92 are proposed at Power Line Road, Lem Carnes Road, Ernie Caldwell Boulevard, the CPP East ramp intersection, and Providence Boulevard.

The Preferred Alternative overpasses Lem Carnes Road, the CSX Railroad spur, Ronald Reagan Parkway, US 17/92, Parker Road, Old Kissimmee Road, the CSX railroad, the future Poinciana Parkway, and wetlands. The Preferred Alternative also passes under Ernie Caldwell Boulevard, which will require the extension of the existing Ernie Caldwell Boulevard bridge over the CSX railroad.

The Preferred Alternative roadway improvements impact 216 parcels for a total of 311 acres and require 38 residential, five business, and two utility parcel relocations. Preferred ponds have not been determined and are therefore not included in this estimate. However, preferred pond locations will be included in the estimate once final.

No design variations or exceptions are anticipated for the Preferred Alternative.

The total estimate cost for the Preferred Alternative is \$1.4 billion.

Detailed information regarding the Preferred Alternative is provided in the Preliminary Engineering Report (PER), including exhibits of the proposed project improvements in Appendix B. Both the report and appendix are available in the project file.

1.2 Purpose and Need

The purpose of this project is to meet existing and future regional travel demands by providing an additional north-south facility that will enhance mobility and increase accessibility to the regional roadway network and improve emergency evacuation and response times.

The need for the CPP East includes accommodating population growth and the associated travel demands, improving regional connectivity and overall system linkage, enhancing freight mobility and economic competitiveness, and enhancing safety, emergency evacuation, and response.

Project Status

The project is listed in the FDOT's State Transportation Improvement Program (STIP) with funding for PD&E in fiscal years prior to 2025, 2025, 2026, preliminary engineering in fiscal year 2026. Right-of-way acquisition and construction are not currently funded. Polk County's Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) shows funding for the PD&E in fiscal years prior to 2026 and 2026 and preliminary engineering in fiscal year 2026. The project is not included in the Polk County TPO's Momentum 2045 Long Range Transportation Plan (LRTP) Cost Feasible Roadway Plan. As a state funded project, this project does not require planning consistency.

System Linkage

This project is anticipated to improve connectivity to the regional transportation network by connecting Polk and Osceola Counties, and serving residents, commuters, tourists, employers, businesses and freight travel between the two counties. In addition, this facility will improve connections to other major east-west and north-south transportation corridors, as well

as residential and employment centers, other regional activity centers such as Haines City and Davenport, tourist destinations in Polk County, and eastward to the Orlando Metropolitan area. This project, along with Poinciana Parkway and Poinciana Connector will connect regional Strategic Intermodal Systems (SIS) facilities and provide an alternative corridor to travel on US 17/92, US 27, and the local roadway network. The SIS is a statewide network of highways, railways, waterways, and transportation hubs that handle most of Florida's passenger and freight traffic. Highways that are part of the SIS provide for the movement of goods and people at high speeds and high traffic volumes. SR 60 and I-4, which are part of the SIS, provide coast to coast traffic movement across Central Florida, while SIS facilities, such as I-95 and I-75, provide north-south movement throughout the state and beyond. The addition of the CPP East, Poinciana Parkway, and Poinciana Connector connecting these regional roadways would relieve congestion by distributing traffic, improving connectivity, and enhancing mobility in Polk County and west central Florida.

Transportation Demand

According to the Momentum 2045 Polk County LRTP, "Polk County is expected to experience major growth over the next 20 years, which is anticipated to put tremendous strain on already congested roadways, such as I-4 and US 27. Daily travel volumes on US 27 south of I-4 were over 63,000 vehicles per day in 2019 and are expected to exceed 100,000 vehicles per day by 2045." The Florida Bureau of Economic and Business Research (BEBR) population 2045 forecast for Polk County is 1,043,400 people (2045 Polk County LRTP) with an employment total of approximately 348,903 employees. This represents an increase in population of 410,348 people and employment of 153,648 employees from 2015 to 2045 or 65% population growth and 79% employment growth from 2015 to 2045. Much of this growth will be related to new trips in the central part of Polk County; however, others will come from the residents in eastern Polk County who will travel to or through the central Polk County area. Also, the significant growth of trips originating from outside Polk County and traveling to or through areas of central Polk County will further increase demand on the roadway network, especially in northeast Polk County. According to the 2045 MetroPlan Orlando, Central Florida grew from about 1.1 million residents in 1990 to 2.2 million residents in 2018; Osceola County is Central Florida's fastest growing county, at 4.5% per year and employment growth rates in the region exceed the statewide average of 2.1% per year since 1990.

CPP East is anticipated to support the increased travel demands expected from the continued residential and employment growth projected within the county and throughout the entire region. The addition of a north-south facility to the network will reduce traffic congestion, including truck traffic, on several corridors in central Polk County and particularly parallel facilities such as US 98, US 17/92, and US 27. Central and eastern Polk County especially will need to address the transportation needs from the projected employment and residential growth; as well as increased freight traffic as the CSX Intermodal Logistics Center (ILC) continues to spur economic development in the area. The CPP East will provide access to regional industrial, manufacturing, freight distribution, and freight activity centers in Polk County. This project also will improve the overall circulation of freight and goods, providing access to local agricultural and ranching operations.

Safety

There is a need to evaluate a new highway and/or modified access points to provide for emergency evacuation, incident management, and population/employment growth. The CPP East will be a designated evacuation route by the Florida Division of Emergency Management and will connect to other existing and future evacuation routes. The expansion of the project segment will improve hurricane evacuation and emergency response and evacuation times. In addition, recent hurricane seasons have shown the need for additional route options to accommodate area residents and those fleeing from coastal locations in Florida to inland locations in Central Florida, when seeking shelter. The addition of this facility will provide another option to distribute traffic and to provide connections to other regional and local routes thereby increasing mobility during an emergency event and enhancing emergency response times.

1.3 Planning Consistency

Planning Consistency is not available for this SEIR.

As a state funded project, this project does not require planning consistency.

DRAFT

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 (SCE) evaluation was conducted for the project and is available in the project file. Existing Geographic Information System (GIS) data were used to assess the socioeconomic characteristics and impacts associated with the project.

Community Focal Points

Community focal points located within the study area, which consists of a one-mile radius around the footprints of the Preferred Alternative due to the rural nature of the project area, are summarized below.

Schools

Five schools are located within the SCE study area and are listed below:

- Davenport School of the Arts;
- Loughman Oaks Elementary School;
- Davenport Elementary School;
- Mater Academy Davenport; and
- Davenport High School.

Loughman Oaks Elementary School is located directly adjacent to US 17/92. Figure 3.1.1 shows the location of the schools in the SCE study area. No impacts to schools are anticipated with the Preferred Alternative. In order to minimize disruptions to school bus and route operations and ensure safety and access concerns are addressed during construction, coordination with Polk County Public Schools will continue throughout the project. After the project is completed, access to schools in the study area will be improved by reduced congestion along US 17/92.

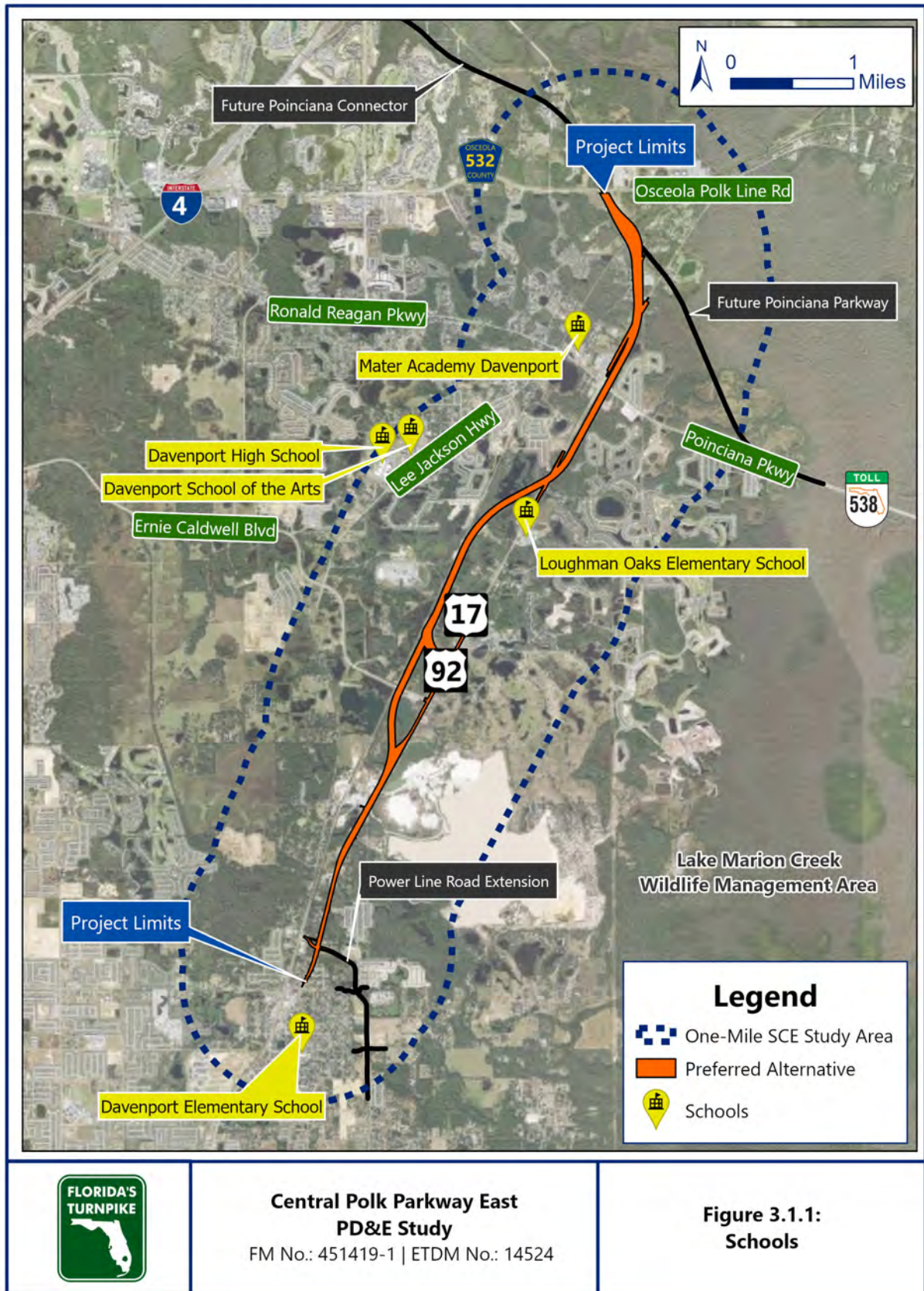


Figure 3.1.1: Schools

Worship Centers

Twenty worship centers are located within the SCE study area and are listed below:

- Little Zion Primitive Baptist;
- Church of God by Faith;
- Kingdom Hall of Jehovah's Witnesses;
- Iglesia Pentecostal Tesalonica, Inc.;
- Alpha and Omega Worship Center;
- Casa De Israel Yarah;
- St. Marks AME Church;
- New Horizon Church;
- First Baptist Church of Davenport, FL;
- The Gate Church;
- Friendship Missionary Baptist Church;
- Mount Cavalry Baptist Church Parsonage;
- River of Fire Ministries;
- New Antioch Missionary Church;
- Sound of Light Ministries Community Church;
- Davenport Free Holiness Church;
- Church of God in Christ;
- Church of God & Pillar of Zion;
- G5 Church; and
- Evergreen Missionary Baptist Church.

Church of God by Faith, Mount Calvary Baptist Church Parsonage, Casa De Israel Yarah, New Antioch Missionary Church, and Church of God & Pillar of Zion are directly adjacent to US 17/92 and the Preferred Alternative. Two worship center impacts are anticipated as a result of the Preferred Alternative. Approximately 47 square feet of additional right-of-way are required from the Church of God & Pillar of Zion property, however no impacts to the facility are anticipated. The Preferred Alternative will require Church of God by Faith to be relocated. Figure 3.1.2 shows the location of the worship centers in the SCE study area.

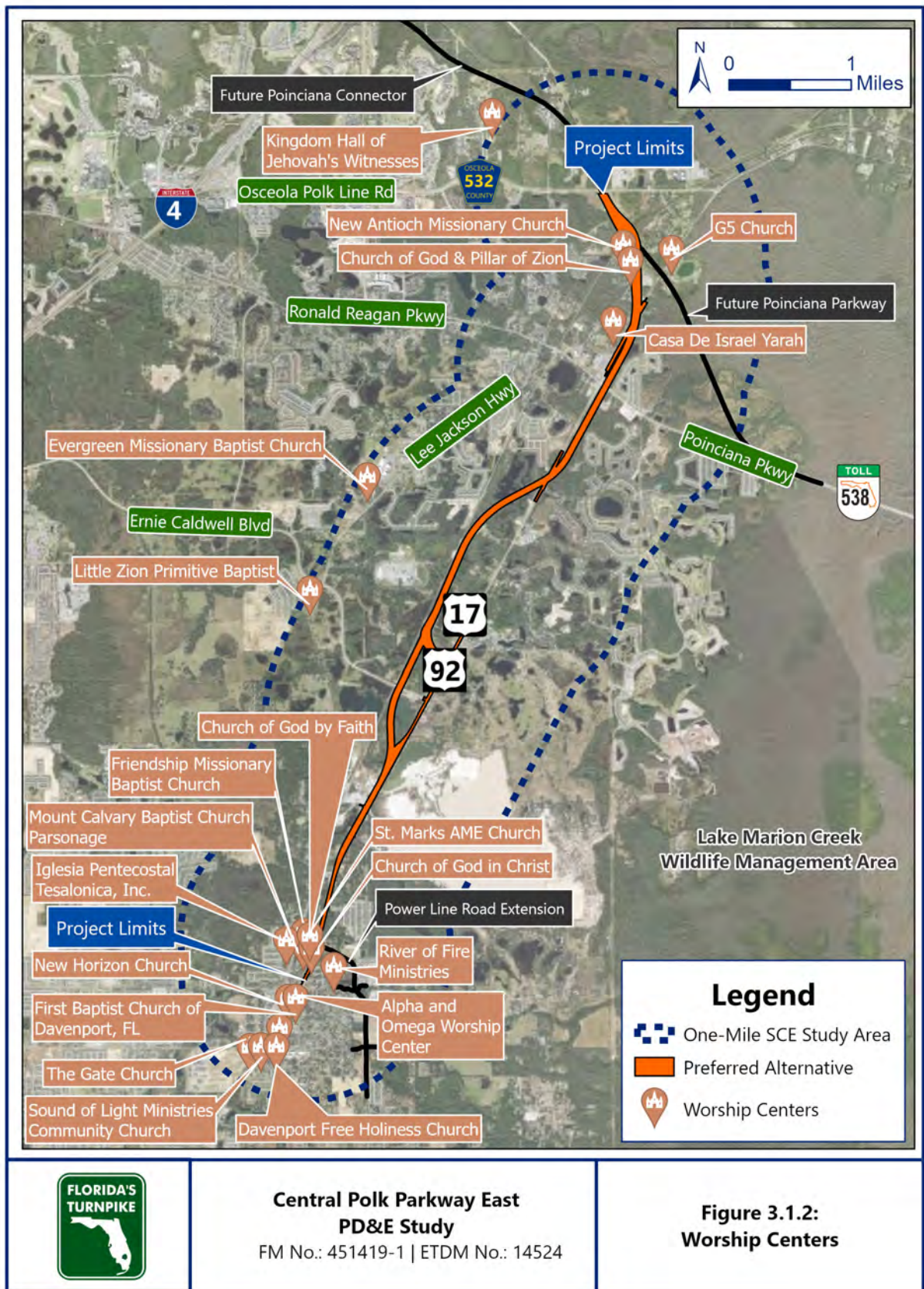


Figure 3.1.2: Worship Centers

Community Centers

Two community centers are located within the SCE study area: Davenport Community Center and Tom Fellows Community Center. No community centers are located directly adjacent to the Preferred Alternative. Tom Fellows Community Center is the closest amenity, located approximately 0.30 miles south of the project limits. No impacts to the facilities are anticipated as a result of this project. Figure 3.1.3 shows the location of the community centers within the SCE study area.

Fire Stations

Three fire stations are located within the SCE study area and are listed below:

- Polk County Fire Rescue Station 20 (Loughman);
- Polk County Fire Rescue Station 20; and
- Davenport Fire Station 1.

The Polk County Fire Rescue Station 20 is located adjacent to US 17/92. The Preferred Alternative is located approximately 800 feet from Polk County Fire Rescue Station 20. There are no impacts to the fire stations with the Preferred Alternative. Figure 3.1.3 shows the locations of the fire stations within the SCE study area.

Cemeteries

Five cemeteries are located within the SCE study area and are listed below:

- Ret Row (Jamestown) Cemetery;
- Loughman Cemetery;
- Evergreen (Davenport) Cemetery;
- Kinney Harmon Road Cemetery; and
- Unnamed Cemetery in Davenport.

Kinney Harmon Road Cemetery is directly adjacent to the Preferred Alternative at the southeastern quadrant of the intersection at US 17/92 and Ronald Reagan Parkway. No impacts to cemeteries are anticipated as a result of this project. Figure 3.1.3 shows the location of the cemeteries within the SCE study area.

Parks

Six parks are located within the SCE study area and are listed below:

- Loughman Park;
- Lake Play Park;
- Wilson Park;
- Jamestown Park;
- Lewis Matthews Complex; and
- Market Square Park.

Jamestown Park is directly adjacent to US 17/92 and the Preferred Alternative at the southern project limits, however, access to the park is from West Fuller Street or Murphy Street. Jamestown Park currently features a basketball court, a playground, multiple pavilions, picnic tables, and miniature grills. Approximately 0.07 acres of additional right-of-way are required from the Jamestown Park property, which directly impacts the basketball court amenity. Ways to minimize or avoid impacts to the facility will continue to be evaluated as the study advances. No impacts to the other Jamestown Park amenities, or other parks located further from US 17/92, are anticipated as a result of this project.

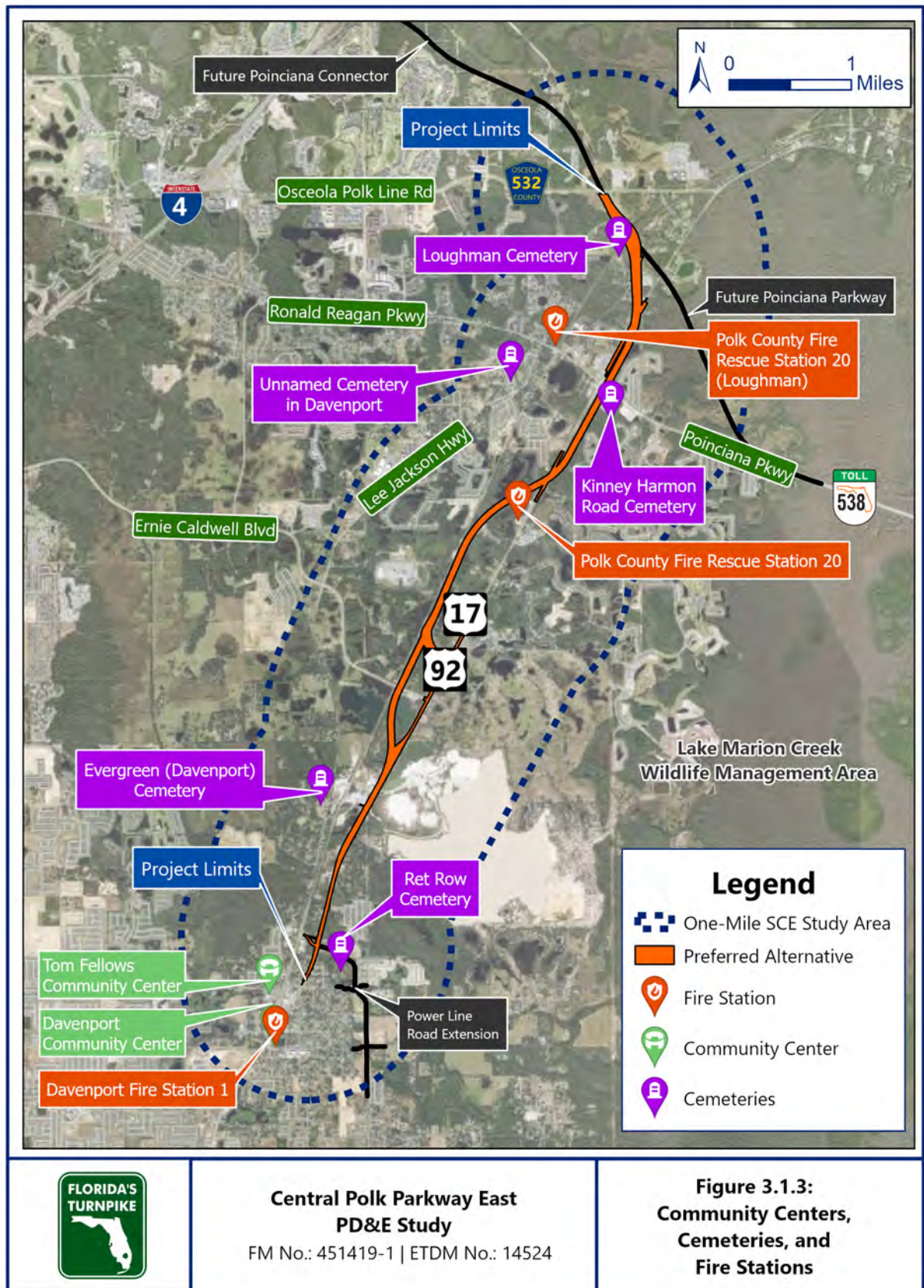


Figure 3.1.3: Community Centers, Cemeteries, and Fire Stations

One trail crosses the Preferred Alternative footprint, the Bill Johnston Memorial Pathway to Ronald Reagan Parkway Connector, also known as the Old Tampa Highway Trail. The trail is classified as a paved hiking trail and includes a portion of brick roadway. The Preferred Alternative will overpass the trail near the CSX railroad and future Poinciana Connector. No impacts to the trail are anticipated as a result of this project. Figure 3.1.4 shows an image of the existing Old Tampa Highway Trail. Figure 3.1.5 shows the location of the trails and parks.



Figure 3.1.4: Old Tampa Highway Trail

Law Enforcement Facilities

One law enforcement facility is located within the SCE study area: Davenport Police Department. The Davenport Police Department is located 0.42 miles south from the southern project limits of the Preferred Alternative. No impacts to the facility are anticipated as a result of this project. Figure 3.1.6 shows the location of the law enforcement facility within the SCE study area.

Government Buildings

Three government buildings are located within the SCE study area and are listed below:

- City of Davenport City Hall;
- US Post Office - Loughman; and
- US Post Office - Davenport.

No government buildings are located directly adjacent to the Preferred Alternative. US Post Office-Loughman is the closest government building, located off of Ronald Reagan Parkway approximately 0.25 miles from the Preferred Alternative. No impacts to the facilities are anticipated as a result of this project. Figure 3.1.6 shows the location of the government buildings within the SCE study area.

Healthcare Facilities

One healthcare facility is located within the SCE study area: Davenport Nursing and Rehab Center. The facility is located approximately 0.42 miles south of the Preferred Alternative's southern limits. No impacts to the facility are anticipated as a result of this project. Figure 3.1.6 shows the location of the healthcare facility within the SCE study area.

Civic Centers

One civic center is located within the SCE study area: Loughman Civic Center. The civic center is not located directly adjacent to the Preferred Alternative. Loughman Civic Center is located off of Ronald Reagan Parkway approximately 0.38 miles from the Preferred Alternative footprint. No impacts to the facility are anticipated as a result of this project. Figure 3.1.6 shows the location of the civic center within the SCE study area.

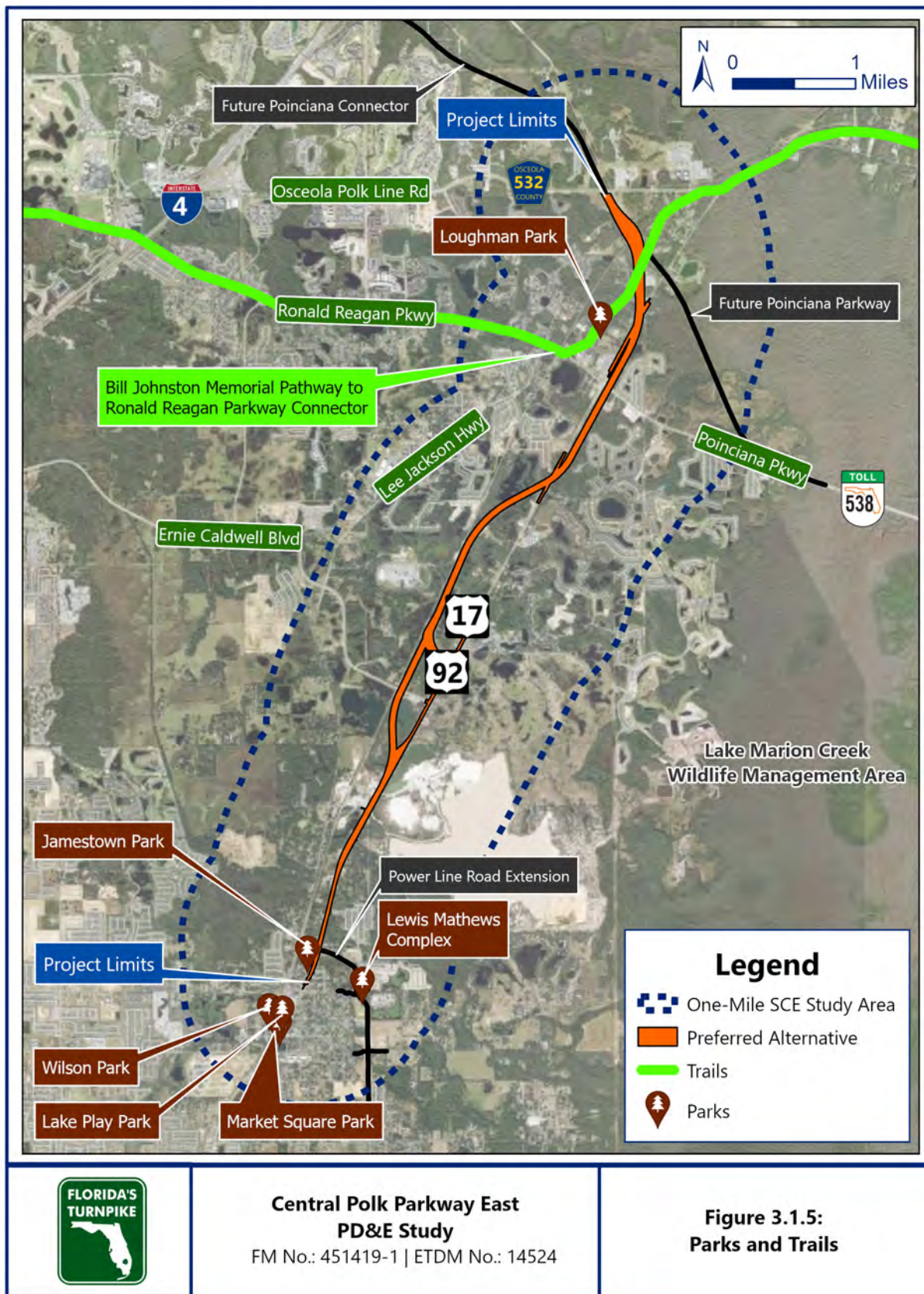


Figure 3.1.5: Parks and Trails

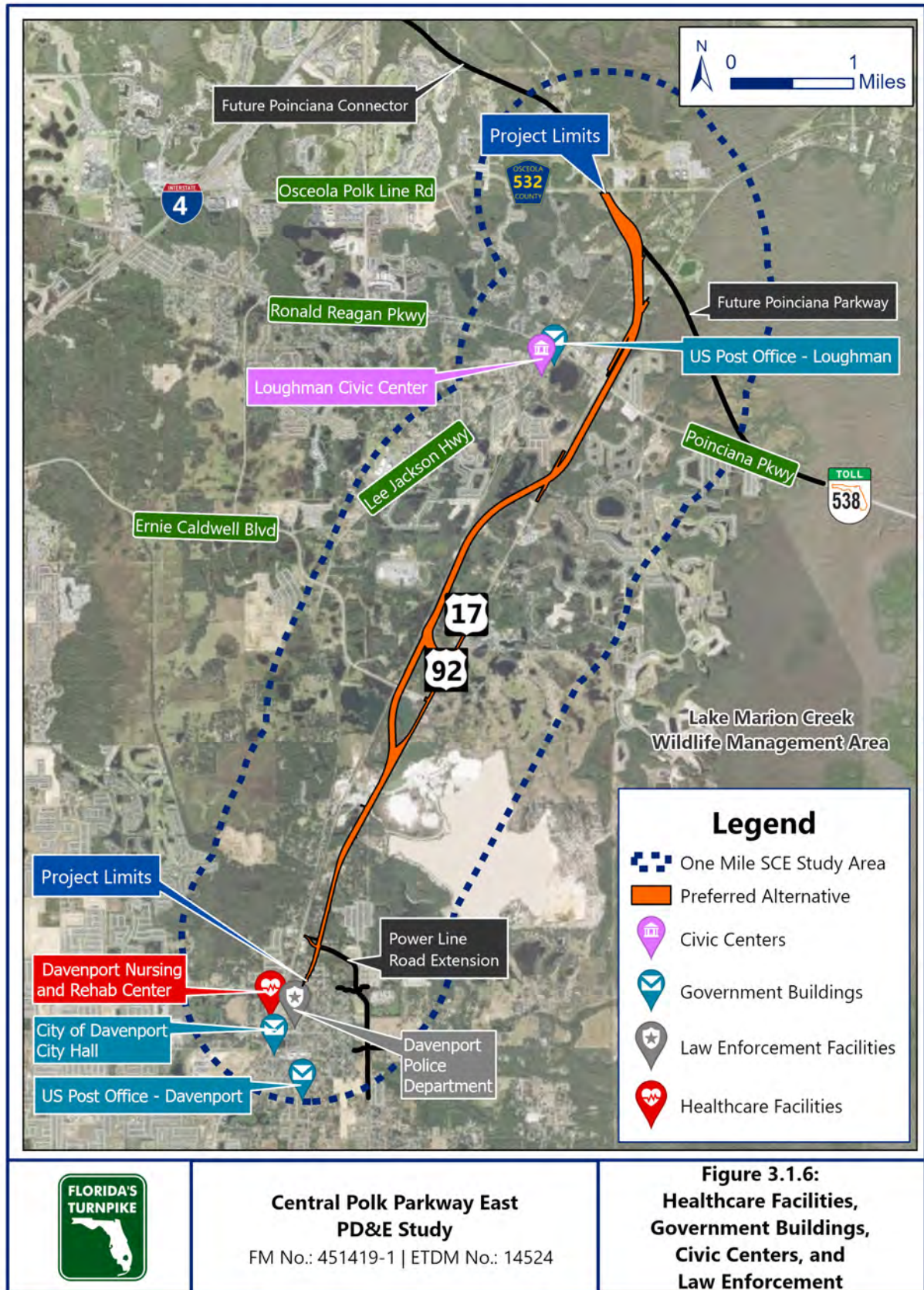


Figure 3.1.6: Healthcare Facilities, Government Buildings, Civic Centers, and Law Enforcement

Cultural Facilities

No cultural facilities are located within the SCE study area.

Social Service Facilities

No social service facilities are located within the SCE study area.

Demographics

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including population size, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

The 2018 to 2022 American Community Survey (ACS) was used to complete the demographic comparison and analysis contained in this document. Block groups are defined by the United States Census Bureau as "statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people." Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and count limits.

The one-mile SCE study area buffer overlaps with 11 census block groups in Polk and Osceola Counties as shown in Figure 3.1.7. Tables 3.1.1 to 3.1.6 use the average from those 11 census block groups to compare specific demographic information related to the SCE study area to all of Polk and Osceola Counties.

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Total population	808,978	521,674	34,506
Percent of the population that is White	40.1%	7.1%	12.2%
Percent of the population that is Black	15.3%	10.5%	13.3%
Percent of population that is Hispanic	25.1%	47.9%	43.2%
Percent of population that is Asian	1.6%	2.7%	1.9%
Percent of population that is Other*	17.9%	31.8%	29.4%
Percent of population that is considered 'Minority'	59.9%	92.9%	87.8%
Median population age	41.6	38.5	36.6
Percent of the population that is above 65 years old	19.6%	13.4%	16.0%
*Other nationalities include American Indian or Alaska native, Native Hawaiian or other Pacific Islander, or two more races.			

Table 3.1.1: Demographic Comparison: Population

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Total acres	2,276,349	1,983,682	39,021
Population density (persons per acre)	0.4	0.3	0.9
Household density (houses per acre)	0.4	0.3	0.3
Percent of housing units occupied	81.7%	77.6%	72.6%
Percent of housing units vacant	18.3%	22.4%	27.4%
Average family size	3.4	3.8	3.6
Average household size	3.0	3.0	3.0

Table 3.1.2: Demographic Comparison: Density

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Median Household Income (\$)	\$57,512	\$64,452	\$58,922
Median Family Income (\$)	\$66,570	\$69,448	\$73,899
Percent of households below the poverty line*	13.8%	12.2%	13.9%
Percent of the population below the poverty line*	14.3%	12.5%	14.1%
*The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty.			

Table 3.1.3: Demographic Comparison: Income

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Percent of the population that commute to / from work via a car, truck or van	88.3%	85.2%	85.8%
Percent of the population that does not commute to/from work	8.8%	11.5%	11.6%
Percent of the population that bikes, walks, or takes public transportation to / from work	1.5%	2.1%	1.1%
Percent of the population that travels to / from work via a motorcycle	0.2%	0.3%	0.6%
Percent of the population that travels to work / from via "other" means	1.2%	0.9%	0.9%
Percent of occupied housing units that do not have a vehicle	5.0%	4.1%	4.4%

Table 3.1.4: Demographic Comparison: Transportation

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Percent of the population that speaks only English	74.0%	49.5%	58.0%
Percent of the population that speaks a language other than English and also speaks English "very well"	16.4%	31.6%	26.8%
Percent of the population that is considered to be Limited English Proficient	9.6%	18.9%	15.2%
Note: People with Limited English Proficiency speak English "less than very well" or "not at all". These people have a limited ability to read, write, speak, or understand English.			

Table 3.1.5: Demographic Comparison: Language

Evaluation Criteria	Polk County	Osceola County	Study Area Block Groups
Percent of the population that is over 25 years old and has less than a 9th grade education	5.3%	4.7%	5.1%
Percent of the population that is over 25 years old and has completed more than 9th grade but does not have a high school diploma	7.8%	6.6%	6.4%
Percent of the population that is over 25 years old and has a high school diploma	86.9%	88.7%	88.5%
Percent of the population that has some college or an associates degree	31.3%	31.8%	34.2%
Percent of the population that has a bachelor's, master's, doctorate or professional degree	21.5%	29.1%	23.3%

Table 3.1.6: Demographic Comparison: Education

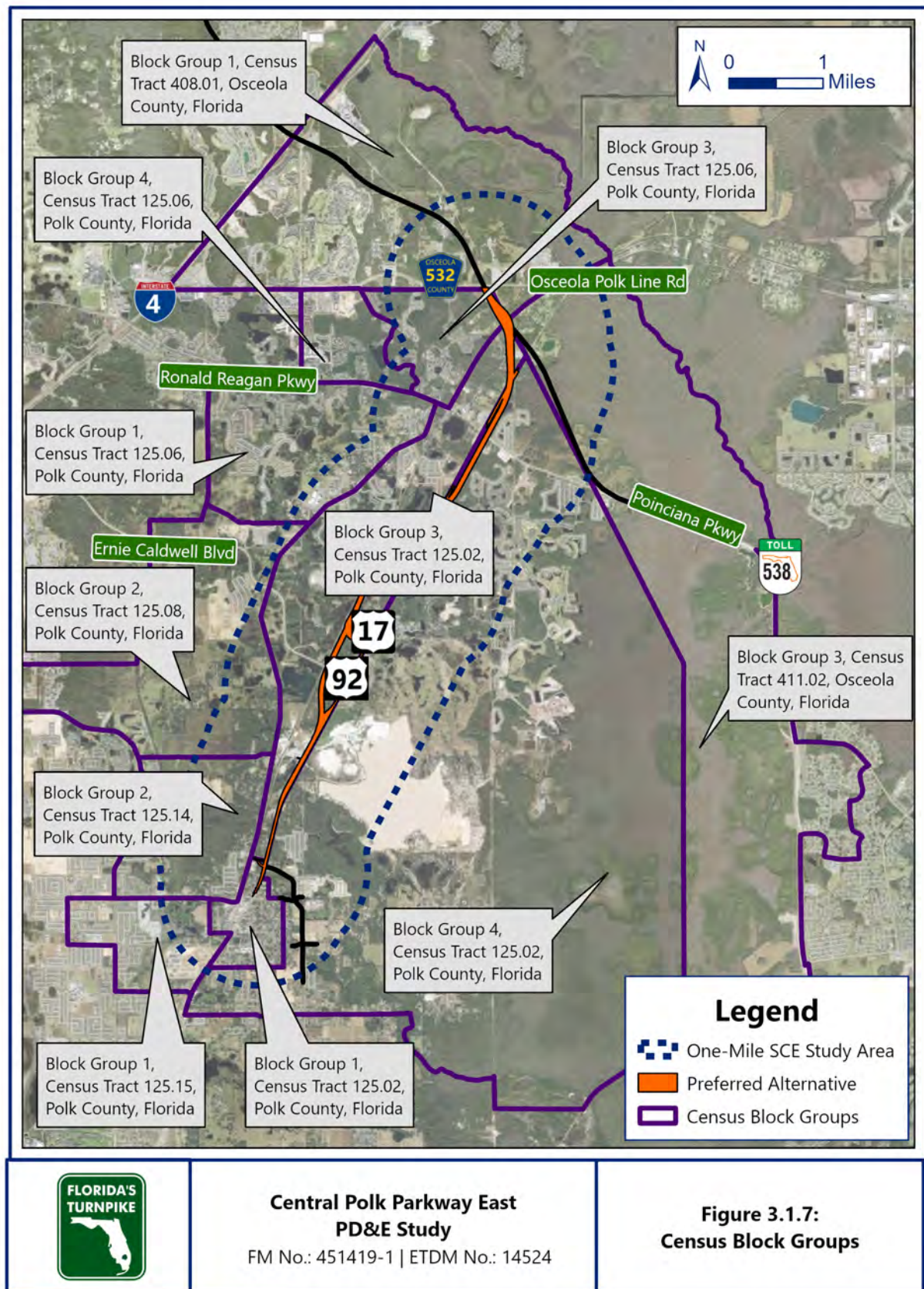


Figure 3.1.7: Census Block Groups

The percentage of population considered White in the SCE study area is 12.2%, which is similar to Osceola County (7.1%) but significantly lower than Polk County (40.1%). The percent of population considered Hispanic in the SCE study area is 43.2%, which is similar to Osceola County (47.9%) but significantly higher than Polk County (25.1%). As a result, the percentage of population that is considered "minority" is significantly lower in Polk County compared to the SCE study area, at 59.9% and 87.8%, respectively. However, the percentage of population that is considered "minority" in the SCE study area is similar to that of Osceola County, which is at 92.9%. Figure 3.1.8 shows the percentage of population that is considered "minority" in the SCE study area. The median population age in the SCE study area is 36.6 years, compared to 38.5 years in Osceola County and 41.6 years in Polk County. The population above the age of 65 years old is 19.6% in Polk County, 13.4% in Osceola County, and 16.0% in the SCE study area. Figure 3.1.9 depicts the percentage of population above the age of 65 years old in the SCE study area.

The SCE study area has a slightly higher population density per acre compared to Polk and Osceola Counties, 0.5 to 0.6 per acres higher, though household density is relatively similar across all three areas. The percentage of housing units occupied in the SCE study area (72.6%) is comparable to Osceola County but notably lower than Polk County, at 77.6% and 81.7%, respectively. The average family sizes are also similar across all three areas, with the SCE study area differing by no more than 0.2 persons from either county. The SCE study area and counties are averaging around 3.0 people per household.

Median household incomes (\$58,922) in the SCE study area fall between those of Polk and Osceola Counties, while the median family income (\$73,899) in the SCE study area is higher than Polk and Osceola Counties. While the percentage of households and individuals below the poverty line in the SCE study area are similar to both counties, they are slightly higher than Osceola County but very similar to Polk County. Figure 3.1.10 shows the percentage of households below the poverty line in the SCE study area.

The percentage of the population that commute to and from work using a car, truck, or van is slightly higher in Polk County than in the SCE study area, while the SCE study area sees a slightly higher rate than Osceola County. The SCE study area also has a marginally higher percentage of residents without a vehicle compared to Osceola County, yet slightly lower than the percentage in Polk County. Polk County has a slightly higher percentage of the population that is over 25 years old that have not completed 9th grade compared to the SCE study area, whereas the SCE study area has a higher percentage of people with some college or an associates degree compared to both counties.

The percentage of the population that is Limited English Proficient (LEP) is lower in the SCE study area than in Osceola County (15.2% versus 18.9%) but higher than in Polk County (9.6%). A majority of the SCE study area block groups adjacent to the project limits have low LEP (under 8%), while the block group at the southern project limits has higher LEP (27.9%).

While right-of-way acquisition and relocations are anticipated, the project is not expected to alter overall population or demographic characteristics. The Preferred Alternative avoids direct impacts to neighborhoods or planned developments and the homes on Wynell Drive that are affected may have the opportunity to rebuild on the same parcel. Although right-of-way acquisition and relocations are anticipated as a result of this project, no changes to the population or demographic characteristics are anticipated.

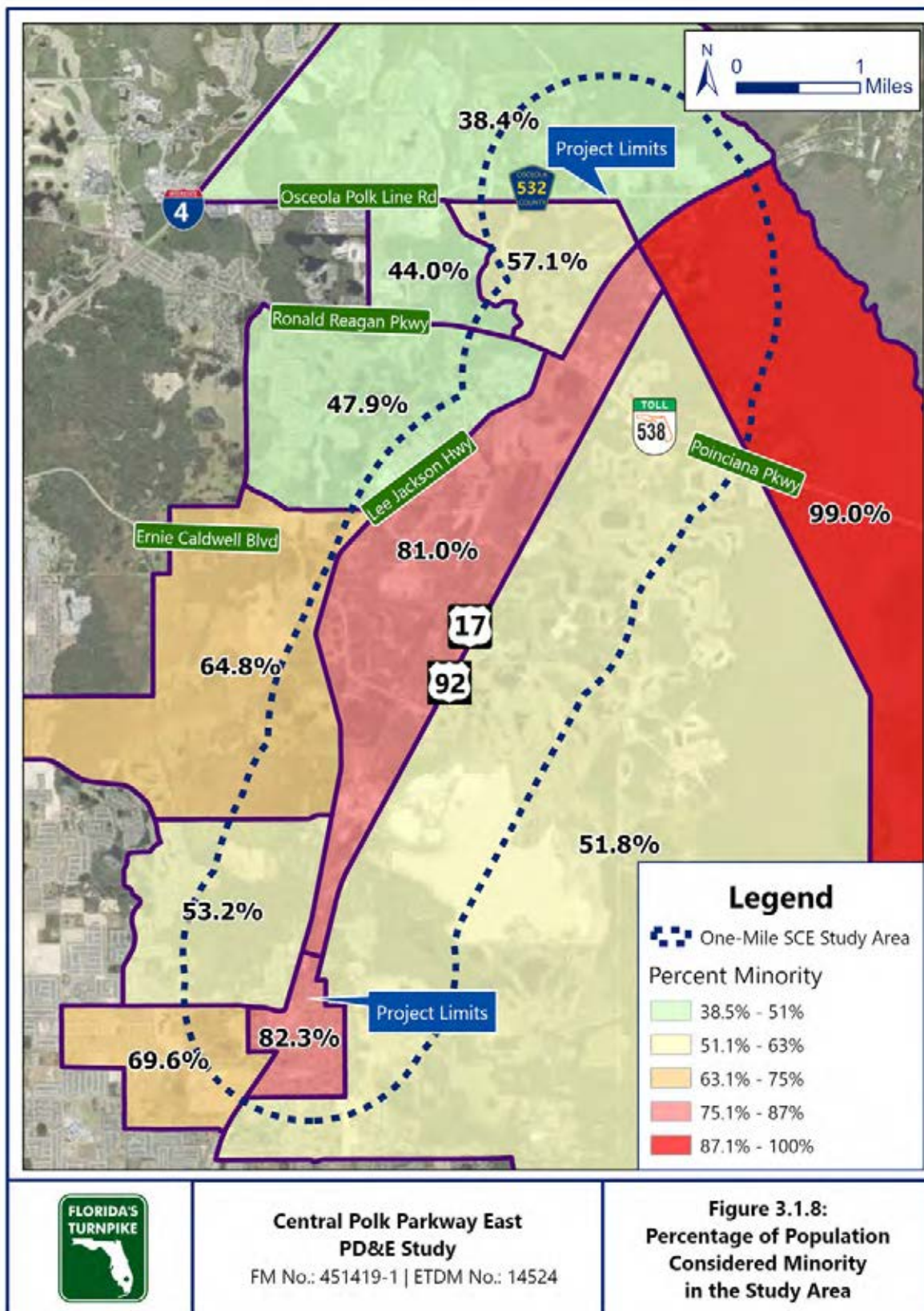


Figure 3.1.8: Percentage of Population Considered Minority in the Study Area

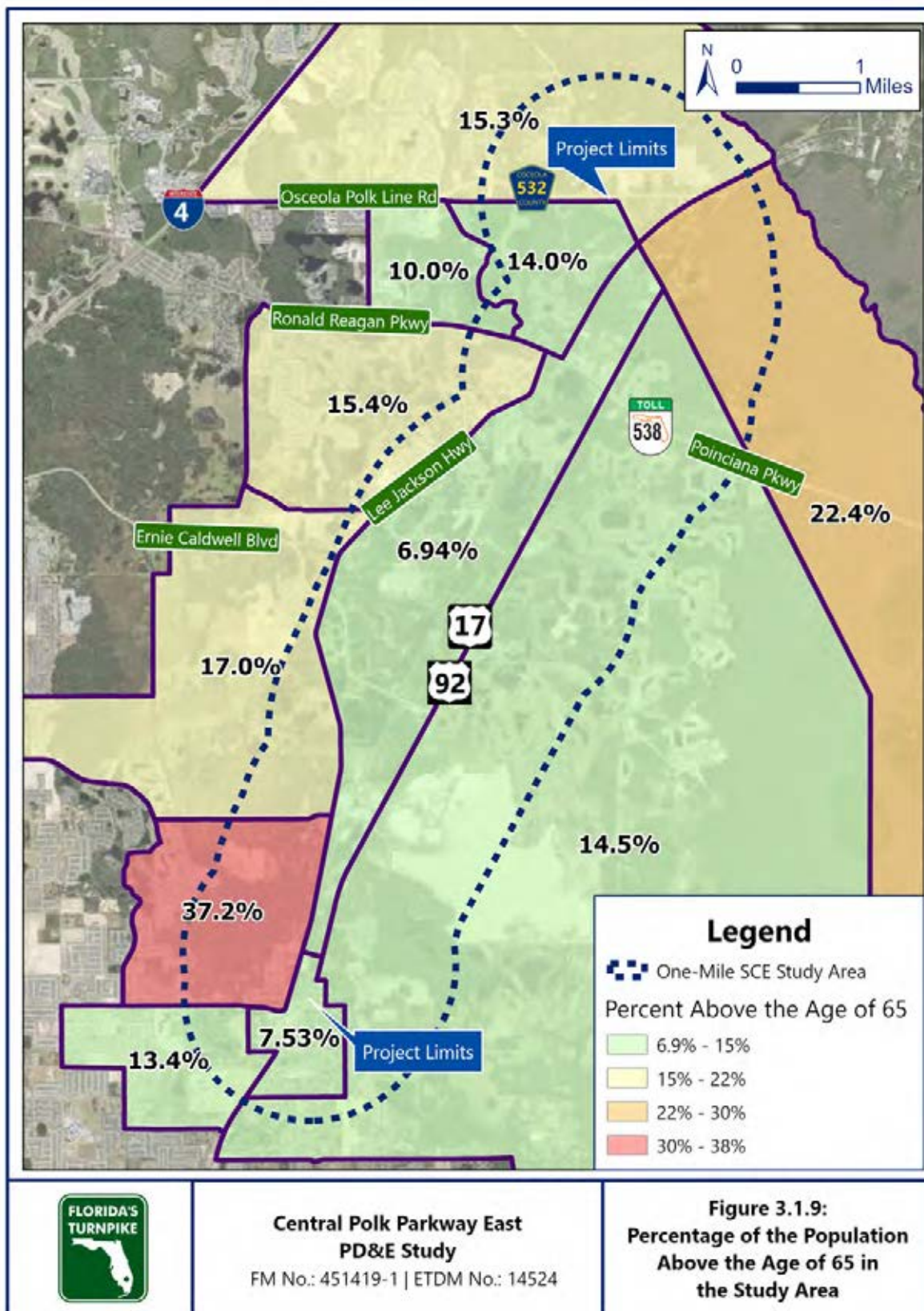


Figure 3.1.9: Percentage of Population Above the Age of 65 in the Study Area

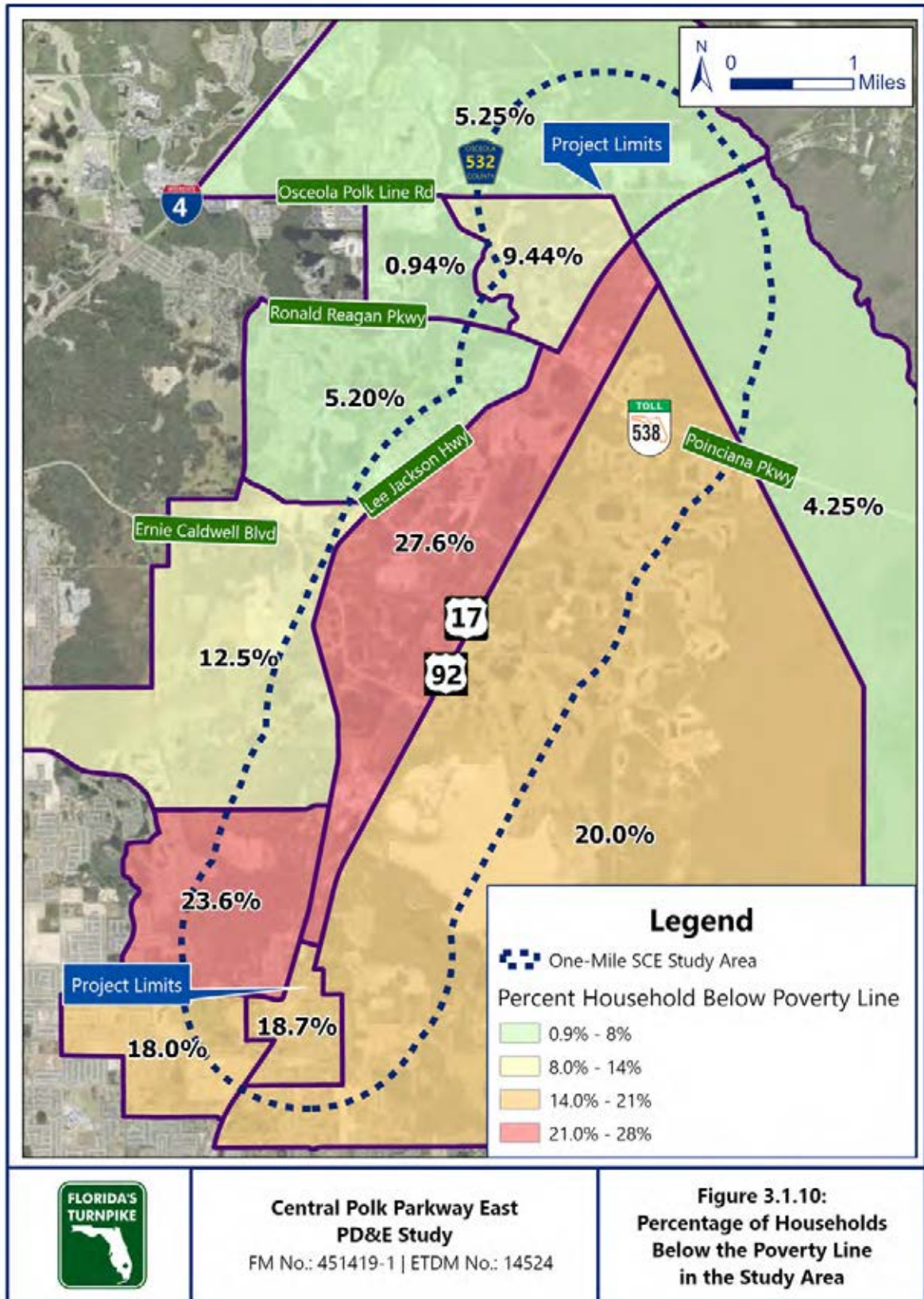


Figure 3.1.10: Percentage of Households Below the Poverty Line in the Study Area

Community Cohesion

A community is made up of residences, businesses, and institutions within a defined geographic area. The people who comprise a community often share similar social, cultural, ethnic, economic, political, and / or religious characteristics and they may attend the same schools, worship centers, or social clubs, and often have similar values. According to the 2022 parcel data, "residential" is the predominant land use type in the SCE study area, comprising of 30% of the SCE study area. The southern most project limits, along with the northern half of the Preferred Alternative corridor, are primarily residential, while the area between the CEMEX Davenport Sand Mine and Kissimmee South MH & RV Resort is primarily dedicated to mining and agriculture. Commercial properties are scattered throughout the corridor, with US 17/92 providing a connection between the residential areas and businesses. Although, the Preferred Alternative will bisect some existing roadways, no cul-de-sacs are anticipated. In the segments where CPP East is co-located with US 17/92, access is restricted to right-in and right-out movements only. As a result, traffic from certain sideroads wishing to enter CPP East will need to travel upstream before performing a U-turn at the nearest full median opening. Impacts of the new expressway as a barrier are minimal since it is either co-located with US 17/92 or adjacent to the railroad. The project will enhance the overall roadway network in Central Florida and improve the connectivity for regional traffic movement. Properties with access to US 17/92 today will retain access with the proposed improvements. Driveway connections will be refined during the final design phase of the project.

The corridor lacks consistent accommodations for multiple modes of transportation, including pedestrians and bicyclists. The project provides the opportunity to enhance community cohesion with the addition of a shared use path. Shared use paths are proposed on both sides of the road from south of the US 17/92 and Power Line Road intersection to Lem Carnes Road before continuing only on the east side of the road to Ernie Caldwell Boulevard. A shared use path is also proposed on both sides of US 17/92 from north of Ronald Reagan Parkway to tie into the US 17/92 improvements to the north. The addition of this facility will enhance multimodal connectivity along the corridor for pedestrians and cyclists.

Community Goals/Quality of Life

The additional north-south facility would provide a connection between the residential areas in nearby cities, such as Davenport and Haines City, to I-4, serving the needs of daily commuters and supporting tourism in the surrounding areas. This corridor is crucial due to its central location, bordered by US 17/92, US 27, and I-4. Based on input gathered during the project development process and a review of pertinent local development plans, the project reflects the community's long-term vision.

Special Community Designations

Two Census Designated Places (CDP) are located within the SCE study area: Poinciana CDP and Loughman CDP. Figure 3.1.11 shows the boundaries of the CDPs in relation to the SCE study area. CDPs represent closely settled, unincorporated communities that are locally recognized and identified by name, but do not have a legally defined boundary or functioning governmental structure.

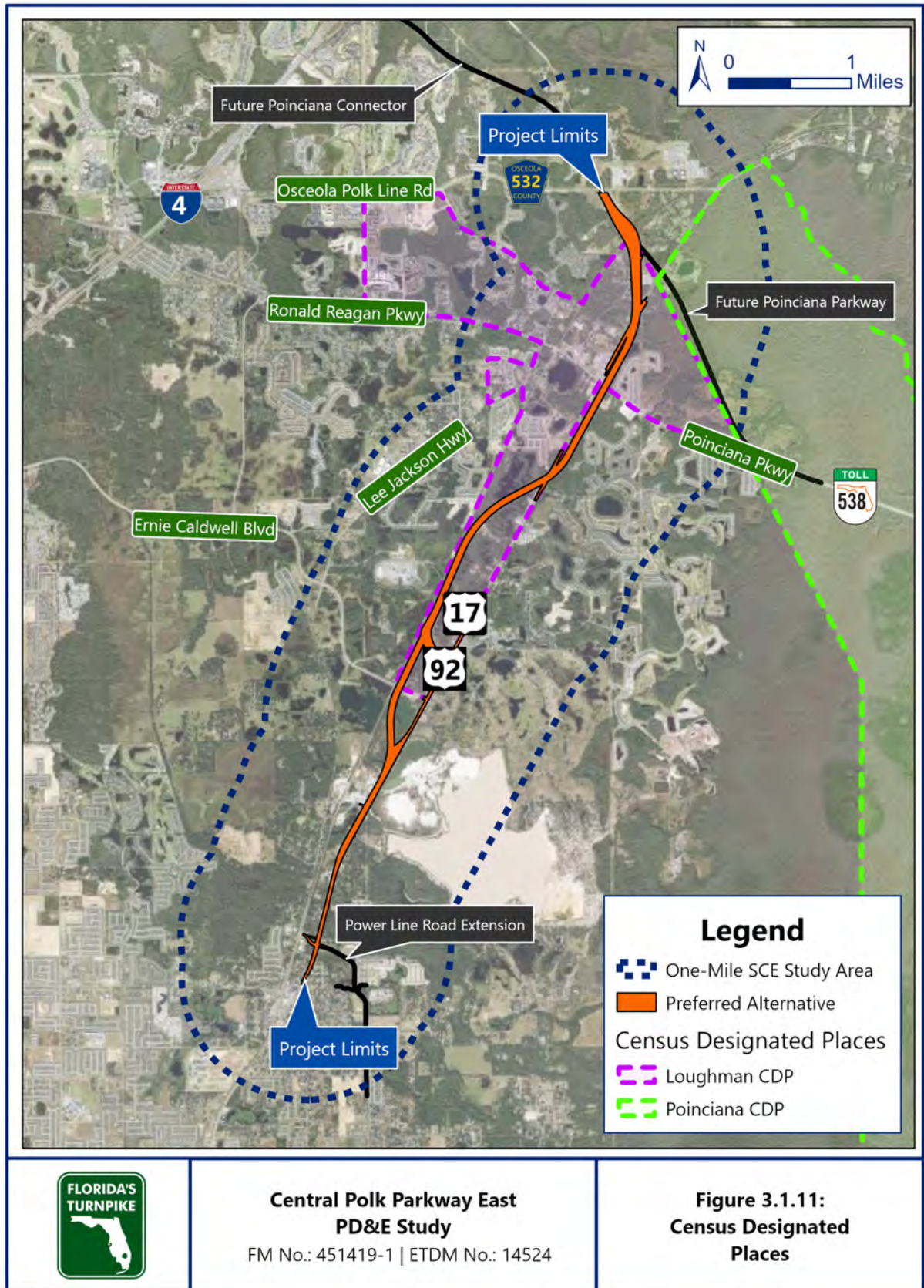


Figure 3.1.11: Census Designated Places

3.2 Economic

Social and economic demands will continue to increase as population increases in Polk and Osceola Counties. The University of Florida's BEBR projects that the population in Polk County is estimated to grow from 797,616 (2023) to 1,103,386 (2050), an increase of approximately 38%. Osceola County is also projected to experience population growth from 439,225 (2023) to 694,969 (2050), an increase of approximately 58%. Population in the City of Davenport is expected to grow from 9,043 (2020) to 41,835 (2050), an increase of approximately 363%.

Traffic volumes will continue to rise with population growth. Consequently, a long-term mobility option is needed that will not only serve current traffic volumes but will also accommodate the population and employment growth expected between 2023 and 2050. Without any improvements, residents and businesses in the surrounding areas will face additional congestion, leading to lost productivity, increased fuel consumption, and increased air and noise pollution, all of which contribute to a decreased quality of life for the area's residents.

US 17/92 and US 27 provide north-south access and provide a connection between Polk and Osceola County serving residents, commuters, tourists, employers, businesses, and freight travel. The proposed project will improve these connections to major east-west and north-south transportation corridors and the regional activity centers including Haines City, Davenport, the Orlando Metropolitan area, tourist destinations such as Winter Haven's Legoland, and freight generators like the Winter Haven CSX Intermodal Logistics Center (ILC). The addition of CPP East will accommodate the potential tourism growth throughout Florida as well as relieve congestion by distributing traffic and enhancing mobility in Polk County.

The Preferred Alternative impacts a total of 199 parcels for a total of 215.3 acres. Thirty-eight residential relocations, five commercial relocations, and two utility relocations are anticipated as a result of the Preferred Alternative.

The tax base impacts were estimated using data from the Polk and Osceola County property appraisers. A relocation assumed the parcel value would be changed to zero and an impact assumed the percentage of the value the parcel is worth. It is estimated that this project will impact \$10,758,351.80 of the tax base as a result of the Preferred Alternative. Property acquisition provides an opportunity to redevelop businesses currently located along the project corridor and support additional development, which could result in a higher tax base in the future. Therefore, minor adverse, but not significant tax base impacts, are expected as a result of the business relocations for this project.

Business access will be maintained with the proposed improvements. Right in / right out access will remain for all businesses along the corridor. Where CPP East and US 17/92 are co-located, some businesses may not have full access and vehicles destined for those businesses may have to travel further upstream to perform a U-turn to access the desired business.

3.3 Land Use Changes

Existing Land Use

The study area is in portions of the City of Davenport, Loughman (a CDP), and unincorporated areas of Polk County, with scattered homes, neighborhoods, and new developments in the surrounding area. According to the 2022 parcel data, residential is the largest land use type within the study area (30%). Agricultural (20.5%), acreage not zoned for agriculture (15.2%), and public/semi-public (8.6%) make up the next largest land use types. Figure 3.3.1 shows the existing land use map for the project corridor.

Future Land Use

Figure 3.3.2 shows the future land use map for the project corridor based on the data from the Central Florida Regional Planning Council. The future land use is primarily residential (50.4%) with low and medium density being the most common. The next most common land use types are conservation (13.2%), and commercial (10.4%). A number of developments are planned within the SCE Study Area, including a large portion of the Sand Mine property east of US 17/92 which is slated for residential development with over 1,000 units. The project is not anticipated to result in changes in land use or growth patterns in the study area or surrounding communities. The proposed project will support the developments that are already under construction, proposed, or planned along the corridor.

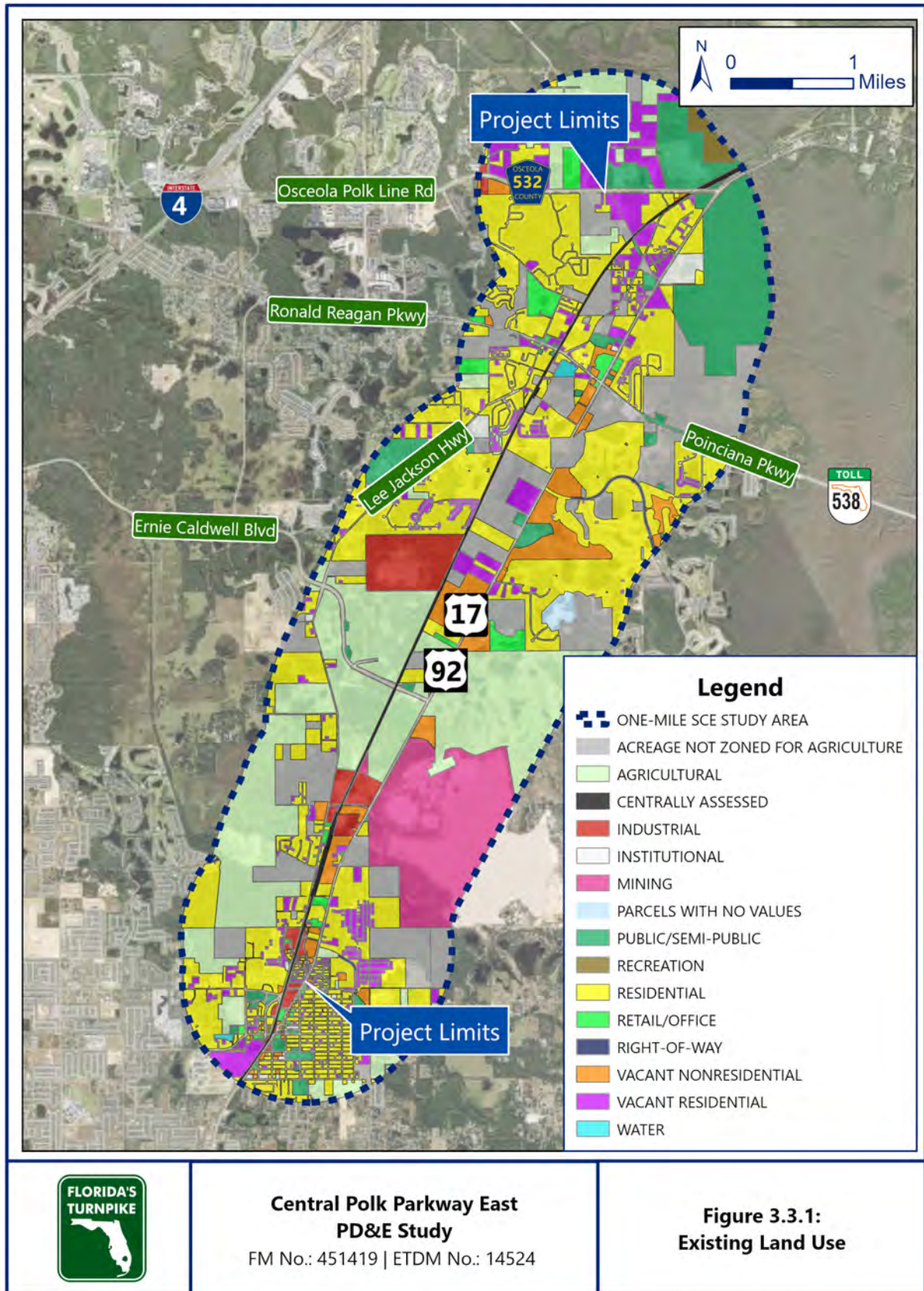


Figure 3.3.1: Existing Land Use

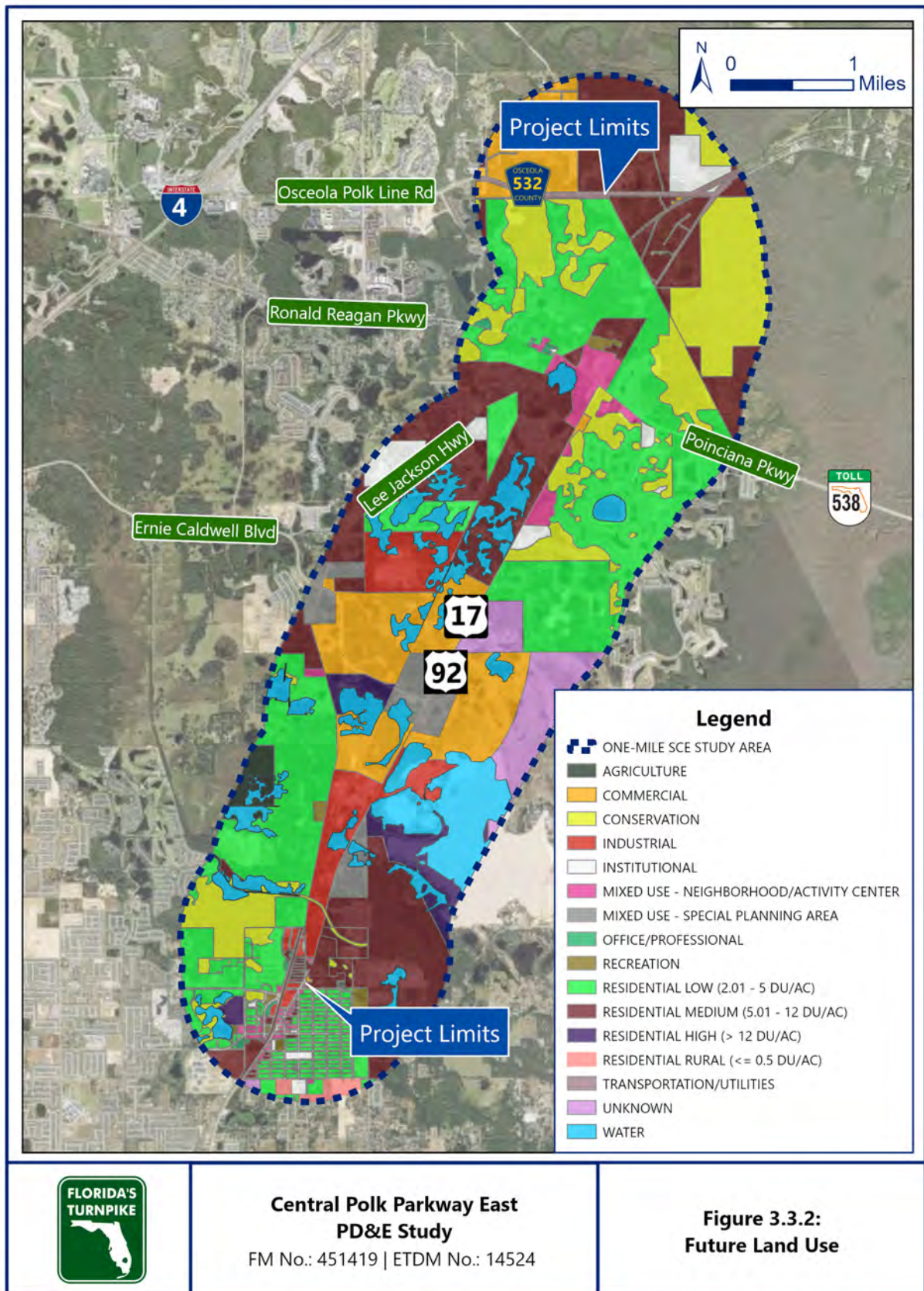


Figure 3.3.2: Future Land Use

3.4 Mobility

The Preferred Alternative will provide enhanced pedestrian / bicycle mobility. A 12-foot shared use path is proposed on both sides of the roadway from the southern project limit to Lem Carnes Road, then the path continues on only the east side until Ernie Caldwell Boulevard. Shared use paths are also proposed on both sides of US 17/92 north of Ronald Reagan Parkway before tying into the US 17/92 improvements near the future Poinciana Connector. This project will result in enhanced intermodal connectivity. The addition of shared use paths will facilitate the movement of pedestrians and bicyclists from the residential areas to the non-residential areas along the corridor.

The existing traffic congestion along US 17/92 results in user delays that will continue to worsen if no improvements are implemented. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by providing a four-lane high-speed tolled facility that will ultimately tie into the future Poinciana Connector. This results in an enhancement of the overall roadway network in Central Florida and improves the connectivity for regional traffic movement. Properties with access to US 17/92 today will retain access with the proposed improvements. Driveway connections will be refined during the final design phase of the project.

Public transit within Polk County is provided by Citrus Connection. Although no transit routes are located within the SCE study area, there are five transit routes that cross over US 17/92 or US 27, the closest route being the Winter Haven / Haines line ending in Haines City. The proposed improvement will not impact the operations of the transit routes near the SCE study area and will not preclude future transit service in the US 17/92 corridor if desired.

Non-motorist access to businesses and community focal points will improve as a result of the pedestrian and bicycle improvements associated with this project. Access for transportation disadvantaged persons will also be improved with the addition of Americans with Disabilities Act compliant (ADA) shared use paths along the proposed roadway for portions of the Preferred Alternative. The capacity improvements will also enhance emergency evacuation, first responder response time, and safety.

3.5 Aesthetic Effects

The project corridor is a typical rural area with minimal aesthetic features inside the SCE study area. The Preferred Alternative will result in minor impacts to the existing viewshed for 1.4 miles as the alignment shifts to the west of US 17/92 and follows along the CSX Railroad on a new roadway corridor. The elevated bridges proposed for the Preferred Alternative are anticipated to impact viewshed at the following locations:

- Lem Carnes Road;
- CSX railroad spur;
- North of Caffney Road over wetlands;
- South of Ernie Caldwell Boulevard over wetlands;
- North of Sunny Acres Road over wetlands;
- South of Aviana over wetlands;
- US 17/92 near Providence Boulevard;
- Ronald Reagan Parkway;
- South of the Loughman substation over Vista Mar pond;

- US 17/92 south of Parker Road;
- Parker Road;
- Old Kissimmee Road; and
- CSX railroad and the future Poinciana Connector.

There are sections of trees within the existing US 17/92 right-of-way that provide some viewshed buffer between the road and the existing neighborhoods on US 17/92. The proposed improvements for the Preferred Alternative may require removal and/or relocation of the trees located in the existing right-of-way. Noise walls will be evaluated and may provide a visual buffer between the roadway and the neighborhoods along the corridor. Final aesthetics will be determined during the final design phase including the type, height, and locations of any noise walls.

More information about the noise analysis and recommendations is located in Section 6.1 of this report and the Noise Study Report (NSR), available in the project file.

3.6 Relocation Potential

The Preferred Alternative impacts a total of 199 parcels for a total of 215.3 acres for the roadway. Thirty-eight residential relocations, five business relocations, and two utility parcel relocations are anticipated as a result of this project. Table 3.6.1 lists the relocations required for the Preferred Alternative and Figure 3.6.1 shows the anticipated relocations for the Preferred Alternative.

A Conceptual Stage Relocation Plan (CSRP) was prepared for the Preferred Alternative and provides details regarding the anticipated relocations and is available in the project file.

Parcel ID Number	Property Description	Site Address
272703721000007030	STORES, ONE STORY	811 HWY 17 92 N DAVENPORT, FL 33837
272634000000012020	MIXED USE - STORE AND OFFICE OR STORE AND RESIDENTIAL COMBINATION	1615 US HIGHWAY 17/92 DAVENPORT, FL 33837
272634710700001020	LIGHT MANUFACTURING, SMALL EQUIPMENT MANUFACTURING PLANTS, SMALL MACHINE SHOPS, INSTRUMENT MANUFACTURING, PRINTING PLANTS	1825 HWY 17 92 N DAVENPORT, FL 33837
272634710700001090	LIGHT MANUFACTURING, SMALL EQUIPMENT MANUFACTURING PLANTS, SMALL MACHINE SHOPS, INSTRUMENT MANUFACTURING, PRINTING PLANTS	1925 HWY 17 92 N DAVENPORT, FL 33837
272613704000000460	VACANT RESIDENTIAL	3617 US HIGHWAY 17/92 N DAVENPORT, FL 33836
272612702500006161	UTILITY, GAS AND ELECTRICITY, TELEPHONE AND TELEGRAPH, LOCALLY ASSESSED RAILROADS, WATER AND SEWER SERVICE, PIPELINES, CANALS, RADIO/TELEVISION COMMUNICATION	6026 N HIGHWAY 17/92 DAVENPORT, FL 33837
272634000000024000	MULTI-FAMILY - 10 UNITS OR MORE	1111 US HIGHWAY 17/92 N DAVENPORT, FL 33837
272634000000024000	PARKING LOTS (COMMERCIAL OR PATRON), MOBILE HOME PARKS	1215 US HIGHWAY 17/92 N DAVENPORT, FL 33837
272634000000021000	SINGLE FAMILY	1434 US HIGHWAY 17 92 N DAVENPORT, FL 33837
272634000000012000	MULTI-FAMILY - FEWER THAN 10 UNITS	1525 US HIGHWAY 17 92 N DAVENPORT, FL 33837
272634000000012240	SINGLE FAMILY	1539 HWY 17 92 N DAVENPORT, FL 33837
272634000000012250	SINGLE FAMILY	1605 HWY 17 92 N DAVENPORT, FL 33837
272623000000024070	MULTI-FAMILY - FEWER THAN 10 UNITS	3401 HIGHWAY 17/92 N DAVENPORT, FL 33837
272612702500006100	STORES, ONE STORY	6110 US HIGHWAY 17/92 DAVENPORT, FL 33858

272612702500006080	STORES, ONE STORY	6118 US HIGHWAY 17/92 DAVENPORT, FL 33858
272612702500006061	SINGLE FAMILY	6302 US HIGHWAY 17 92 N DAVENPORT, FL 33896
272612702500006050	SINGLE FAMILY	6312 HWY 17 92 N DAVENPORT, FL 33896
272612702500003070	SINGLE FAMILY	6500 HWY 17 92 N DAVENPORT, FL 33896
272612702500003050	SINGLE FAMILY	6506 US HIGHWAY 17 92 N DAVENPORT, FL 33896
282606000000044170	SINGLE FAMILY	6715 EAST AVE DAVENPORT, FL 33896
282606000000044040	SINGLE FAMILY	131 PARKER RD DAVENPORT, FL 33896
282606000000044030	MULTI-FAMILY - FEWER THAN 10 UNITS	205 PARKER RD DAVENPORT, FL 33896
282606932800006093	VACANT RESIDENTIAL	EAST AVE DAVENPORT, FL 33896
282606932800006081	MOBILE HOMES	6805 EAST AVE DAVENPORT, FL 33896
282606932800006083	MOBILE HOMES	6812 EAST AVE DAVENPORT, FL 33896
282606932800006082	MOBILE HOMES	6823 EAST AVE DAVENPORT, FL 33896
282606932800006101	SINGLE FAMILY	6824 EAST AVE DAVENPORT, FL 33896
282606932800006011	SINGLE FAMILY	103 CENTER ST DAVENPORT, FL 33896
282606932800006030	SINGLE FAMILY	121 CENTER ST DAVENPORT, FL 33896
282606932800001041	SINGLE FAMILY	120 CENTER ST DAVENPORT, FL 33896
282606932800001043	SINGLE FAMILY	6814 OLD KISSIMMEE RD DAVENPORT, FL 33896
282606932800001042	MULTI-FAMILY - FEWER THAN 10 UNITS	6820 OLD KISSIMMEE RD DAVENPORT, FL 33896
282606932800001000	MOBILE HOMES	6910 OLD KISSIMMEE RD DAVENPORT, FL 33896
272623000000042000	SINGLE FAMILY	232 SCHOFIELD LN DAVENPORT, FL 33837
272613704000000311	VACANT RESIDENTIAL	4141 N US HIGHWAY 17/92 N DAVENPORT, FL 33837
272613704000000221	SINGLE FAMILY	235 WYNELL DR DAVENPORT, FL 33837
272613704000000601	SINGLE FAMILY	240 WYNELL DR DAVENPORT, FL 33837
282606000000034000	MOBILE HOMES	7225 OLD KISSIMMEE RD DAVENPORT, FL 33896

Note:

Parcel ID: 272634000000024000 - Assumes five relocations (five residences in one parcel)

Parcel ID: 272623000000024070 - Assumes three relocations (three residences in one parcel)

Parcel ID: 272634000000021000 - Assumes two relocations (two residences in one parcel)

Table 3.6.1: Anticipated Relocations

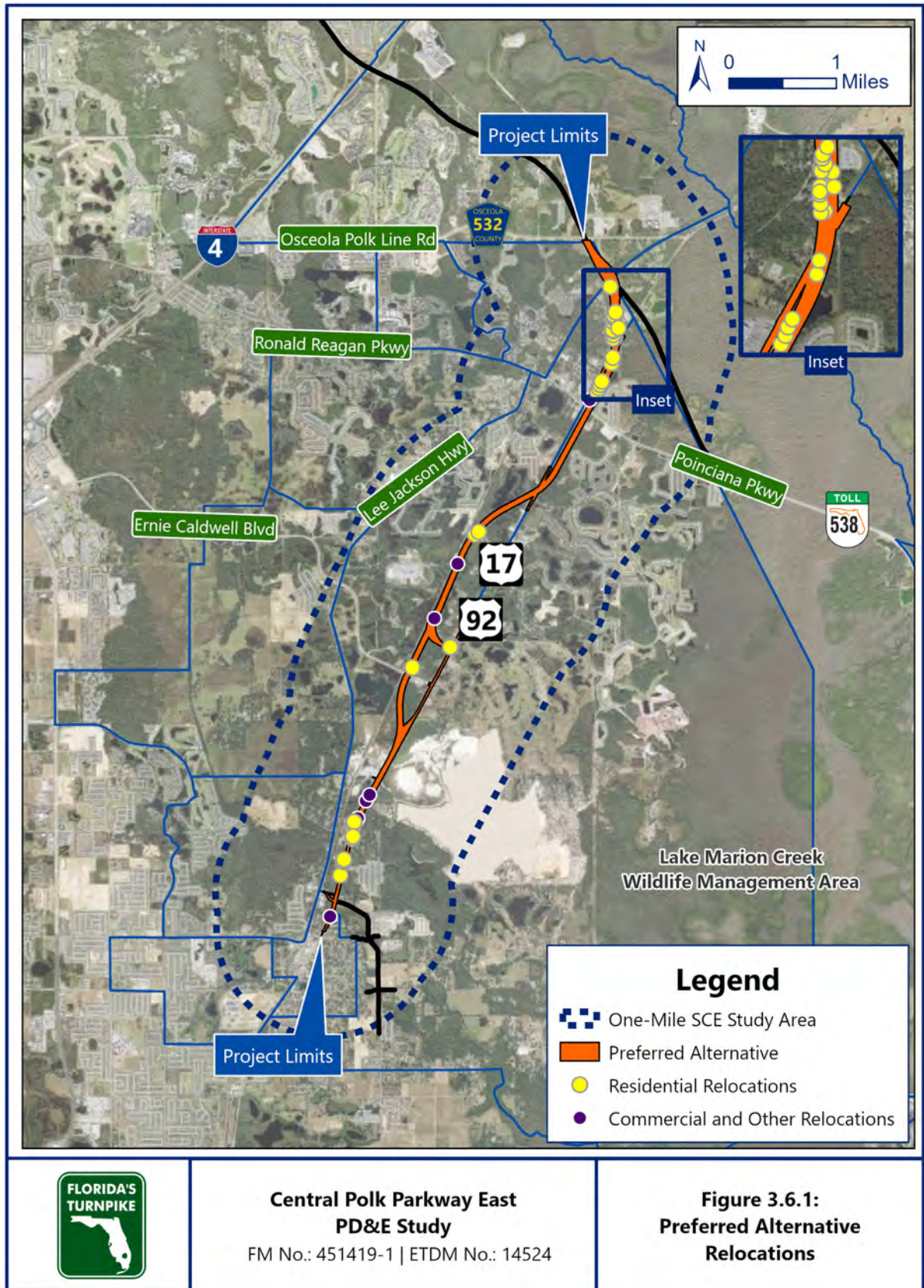


Figure 3.6.1: Preferred Alternative Relocations

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, 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.

DRAFT

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.

A CRAS was prepared for the Preferred Alternative in accordance with Chapter 267, *Florida Statutes (F.S.)* and Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the FDOT, the Advisory Council on Historic Preservation (ACHP), and the Florida SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (Programmatic Agreement, effective September 27, 2023). This assessment meets the standards embodied in the FDOT PD&E Manual, the FDOT Cultural Resource Management Handbook (2025), and the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and *Cultural Resource Management Handbook* (2025).

The objective of the CRAS was to identify and evaluate archaeological sites and historic resources with the project APE. According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting.

The survey for archaeological sites typically focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities, as well as areas where ownership will be transferred. The development of the archaeological APE also considered the character of the area containing the project corridor and the nature of the improvements planned within the existing and proposed right-of-way. Therefore, the archaeological APE for this CRAS consisted of the footprint of the existing and proposed right-of-way that contains the majority of the proposed improvements as well as the footprint of a small driveway tie-in located at 115 Lem Carnes Road.

The development of the historic resources APE also considered the nature of the improvements and the current conditions within and surrounding the project corridor. To account for the proposed widening of the existing facility, the historic resources APE consisted of the footprint of all existing and proposed right-of-way, the small driveway tie-in, and a buffer of 200 feet from each of these elements. To account for the construction of new facilities where none currently exist, the historic resources APE also expanded 250 feet out from the proposed right-of-way containing the new alignment. Lastly, in areas where second- or third-level bridges are being widened or newly proposed, the historic resources APE expanded out 200 feet and 250 feet respectively from the edge of the footprint of these elevated improvement types.

Archaeological Survey

A review of the Florida Master Site File (FMSF) identified eight previously recorded archaeological sites (8PO3968, 8PO5373, 8PO5382, 8PO6826, 8PO7704, 8PO7711, 8PO7712, and 8PO7756) within or directly adjacent to the archaeological APE. SHPO has previously concurred that these sites are National Register-ineligible. They were not relocated during the current survey. The archaeological survey included the excavation of 116 standard shovel tests as

well as pedestrian survey and controlled surface collection. One historic period archaeological site, the Petteway Camp (8PO10798), was identified within the archaeological APE, consisting of a large surface scatter and twelve shovel tests that contained historic artifacts. The Petteway Camp (8PO10798) represents an early 20th century domestic site that is likely a residential component associated with the National Register-eligible Petteway Turpentine Still Site (8PO5381) located outside of the archaeological APE to the west. The Petteway Camp may also have an association with the Everglades Cypress sawmill and Zora Neale Hurston. The Petteway Camp has a diverse artifact assemblage with temporally diagnostic artifacts and likely represents a rare site type. Currently there is insufficient information to determine the National Register eligibility of the site. Additional investigations are recommended to assess the potential for undisturbed subsurface features or deposits and determine the integrity of the site to evaluate its eligibility for listing in the National Register.

Historic Resources Survey

The historic resources survey resulted in the identification of 142 historic resources within the APE, consisting of 33 extant previously recorded resources and 109 newly recorded resources. The 33 previously recorded resources consist of four linear resources and 29 structures. The current survey also confirmed the demolition of 12 previously recorded resources which were formerly located within the APE.

Two of the linear resources, Old Kissimmee Road/Old Tampa Highway (8PO7154/8OS2567) and the South Florida Railroad (8PO7219/8OS2540) traverse both counties in the APE and thus have two FMSF numbers, but each has only been counted once in the resource totals. The northernmost portion of Old Kissimmee Road/Old Tampa Highway (8PO7154/8OS2567) within the APE was recorded in 2019. SHPO evaluated that there was insufficient information to determine National Register eligibility at that time. The segment of Old Kissimmee Road/Old Tampa Highway (8PO7154/8OS2567) within the current APE is considered National Register-eligible under Criterion A in the area of Transportation as a section of the Dixie Highway system which exhibits integrity of alignment, width, and setting. Portions of the South Florida Railroad (8PO7219/8OS2540) near the north end and the center of the APE were recorded in 2009 and 2019. In 2009, the segments were determined insufficient information by SHPO, but the northernmost segment was recorded again in 2019 and was determined eligible by SHPO under Criterion A for its role in transportation, commerce, and the phosphate mining industry and under Criterion B for its association with Henry Plant. The newly recorded segments of the South Florida Railroad (8PO7219/8OS2540) are considered eligible under the same criteria. A segment of US 17/92 (8PO8622) at the north end of the APE was determined ineligible by SHPO in 2021 due to modern paving, signage, and signalization, widening for turn lanes, and intermittent adjacent non-historic development. Another segment of the roadway was recorded at the southern end of the APE in 2023 and although the specific segment was considered ineligible, it was evaluated as insufficient information because it was a small segment of the whole roadway. The newly recorded segments of US 17/92 (8PO8622) exhibit the same modifications as other segments that were determined ineligible and are also considered National Register-ineligible. A segment of Horse Creek Canal (8PO9456) west of the current APE was determined ineligible by SHPO in 2023 because the canal lacks significant engineering or historical associations. The newly recorded segment is similarly considered National Register-ineligible.

Of the 29 extant previously recorded structures, 23 have been determined ineligible by SHPO due to common architectural styles, modifications, and lack of historic associations. Four of the previously recorded buildings (8PO5179; 8PO5180; 8PO5192; and 8PO7124) were not evaluated by SHPO when they were recorded in 1994 and 1996. The four buildings exhibit common styles of architecture and exhibit modifications, but they are considered eligible as contributing structures to the newly identified Historic Jamestown Resource Group. Two additional previously recorded resources, 8PO7718 and 8PO9381, were determined individually ineligible by SHPO in 2021 and 2022, but they are considered eligible as contributing to the Historic Loughman Resource Group and the Historic Jamestown Resource Group, respectively.

FMSF forms were updated for the six previously recorded resources within the two newly identified potential resource groups (8PO5179, 8PO5180, 8PO5192, 8PO7124, 8PO7157, 8PO9381), for the resources which exhibited physical changes since last recorded, and for the resources that were evaluated by SHPO more than 10 years ago.

The 109 newly recorded resources consist of six resource groups, 101 structures, and two railroad spurs. The newly recorded resource groups consist of the Holly Hill Fruit Products packing complex, two mobile home parks, one historic auto/motor court, the Woodland Auto Court, the Historic Loughman Resource Group, and the Historic Jamestown Resource Group. The mobile home parks (8PO10794 and 8PO10796) exhibit common overall designs of this resource type in Central Florida, lack unique features in layout, landscaping, and communal spaces, and lack historical associations; the two parks are considered ineligible for inclusion in the National Register. The individual mobile homes within the mobile home parks are considered National Register-ineligible due to their lack of historical associations, common styles, and modifications.

The Holly Hill Fruit Products complex is considered National Register-eligible under Criterion A in the areas of Agriculture and Industry due to its association with the region's agricultural economy and in the area of Community Planning and Development due to its role in the development of Davenport. One newly recorded structure within the APE is considered eligible as a contributing resource to the complex, 8PO10691.

The Woodland Auto Court (8PO10795) is considered National Register-eligible under Criterion A in the area of Tourism for its association with the growth of automobile-oriented tourist industry in Florida in the early 20th century and under Criterion C in Architecture as an example of a surviving pre-World War II motor court in Florida. Its Frame Vernacular structures exhibiting a high degree of integrity of materials, design, and setting. Six newly recorded structures are considered contributing resources within the Woodland Auto Court, 8PO10725-8PO10730.

The two newly recorded railroad spurs (8PO10800 and 8PO10801), which were constructed between 1952 and 1958, are considered National Register-eligible as contributing to the National Register-eligible South Florida Railroad (8PO7219/8OS2540).

Two newly identified resource groups, Historic Loughman Resource Group (8PO10792) and Historic Jamestown Resource Group (8PO10799), are historic African-American areas that are both considered National Register-eligible under Criterion A in the area of African-American history. Based on the original 1923 plat, the Historic Jamestown Resource Group is associated with the Holy Hill Fruit Products Company and thus is also National Register-eligible under Criterion A in the areas of Agriculture and Industry. There are 17 newly recorded resources and five previously recorded resources within the APE and the boundaries of the Historic Jamestown Resource Group; these 22 buildings are considered eligible as contributing structures. There are no non-contributing historic structures within the APE. The Historic Loughman Resource Group is also eligible under Criterion B due to its association with notable author and anthropologist Zora Neale Hurston, who published a book of stories collected from Loughman called *Mules and Men* in 1935 and a 1944 play based on the area called *Polk County*. There are 22 newly recorded structures and one previously recorded structure within the APE and the boundaries of Historic Loughman Resource Group, and these 23 structures are considered eligible as contributing structures. There are no non-contributing historic structures within the APE. The Old Kissimmee Road/Old Tampa Highway (8PO7154) is an individually eligible roadway segment that also contributes to the potential district because it was the main thoroughfare from the workers' housing to the company town and sawmill.

The remaining 55 newly identified structures identified by the current survey exhibit typical architectural styles found in Central Florida and many exhibit alterations. Historical research and field survey did not reveal any significant

associations. Therefore, they are considered ineligible for listing on the National Register. FMSF forms were prepared for all newly identified historic resources and are included in Appendix A of the CRAS.

Based on the results of this CRAS and the presence of National Register-eligible historic properties within the historic resources APE, a Determination of Effects Case Study will be prepared and provided to the SHPO/FDHR for review.

Figure 4.1.1 shows the recorded historic sites and linear resources.

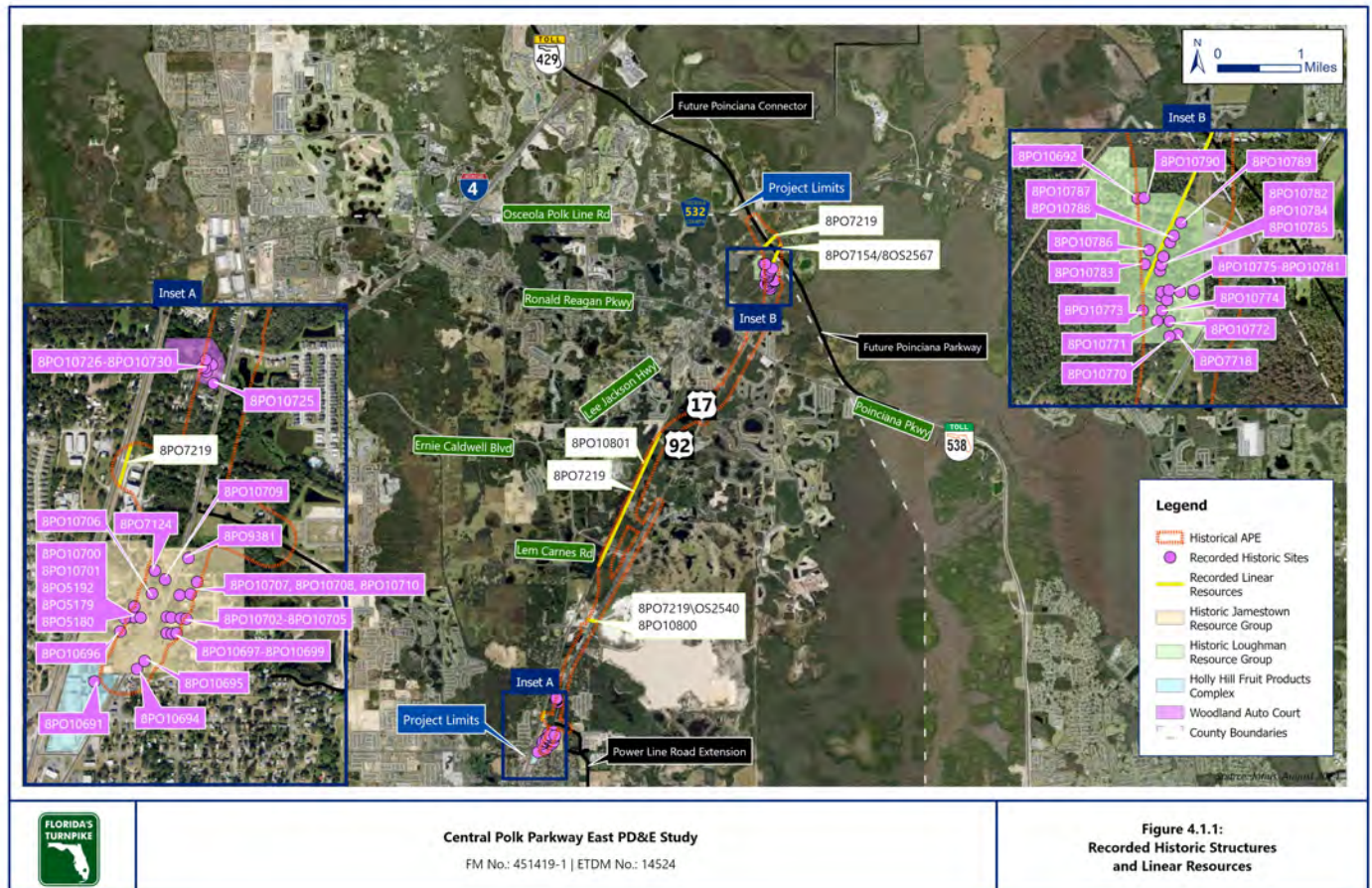


Figure 4.1.1: Recorded Historic Structures and Linear Resources

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

There are no state-owned lands in the project area subject to review by the Acquisition and Restoration Council.

As described in Section 3.1, the Jamestown Park would be impacted by the proposed project. Jamestown Park currently features a basketball court, a playground, multiple pavilions, picnic tables, and miniature grills. Approximately 0.07 acres

of additional right-of-way are required from the Jamestown Park property, which directly impacts the basketball court amenity. Coordination with the City will occur during future phases regarding impacts to the park. No impacts to the other Jamestown Park amenities are anticipated as a result of this project.

One trail crosses the Preferred Alternative footprint, the Bill Johnston Memorial Pathway to Ronald Regan Parkway Connector, also known as the Old Tampa Highway Trail. The trail is classified as a paved hiking trail and includes a portion of brick roadway. The Preferred Alternative will overpass the trail near the CSX railroad and future Poinciana Connector. No impacts to the trail are anticipated as a result of this project.

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.

Formal wetland boundaries were not determined as part of this study and will be completed during the design and permitting phases of this project.

Wetland and surface waters within the study area were field verified by project scientists between January 17th and 27th, 2025. Preliminary wetland and surface water boundaries were determined, and habitat quality was assessed. There are numerous freshwater wetlands and surface waters within and adjacent to the project right of way. Wetland functional assessments were performed using the Uniform Mitigation Assessment Method (UMAM) and all wetlands were classified according to the Florida Land Use Classification, Forms, and Covers (FLUCFCS) code subcategories.

There are several ditches, ponds, and lakes within and adjacent to the study area. All surface waters are freshwater, and none are considered Essential Fish Habitat or provide access to any marine or estuarine species. These surface waters can provide habitat for aquatic species such as fish, alligators, and turtles, as well as birds. Wet areas that are inundated by two to 15 inches of water could provide suitable foraging habitat for wood storks and wading birds when surface water is present.

Wetlands and surface water impacts within the Preferred Alternative are listed in Table 5.1.1 and shown in Figure 5.1.1.

Wetland/Surface Water Identification	FLUCFCS	Impact Area (Acres)
W51, W63	610	0.46
W46, W49, W51, W52, W57, W61, W63	615	38.33
W40	621	0.64
W3, W9, W16	630	14.62
W48, W50, W54, W62	640	3.25
W2, W4, W11, W21, W25, W27, W41, W47, W62, W64, W66	641	16.02
Total Acres		73.32

Table 5.1.1: Wetland and Other Surface Water Impacts

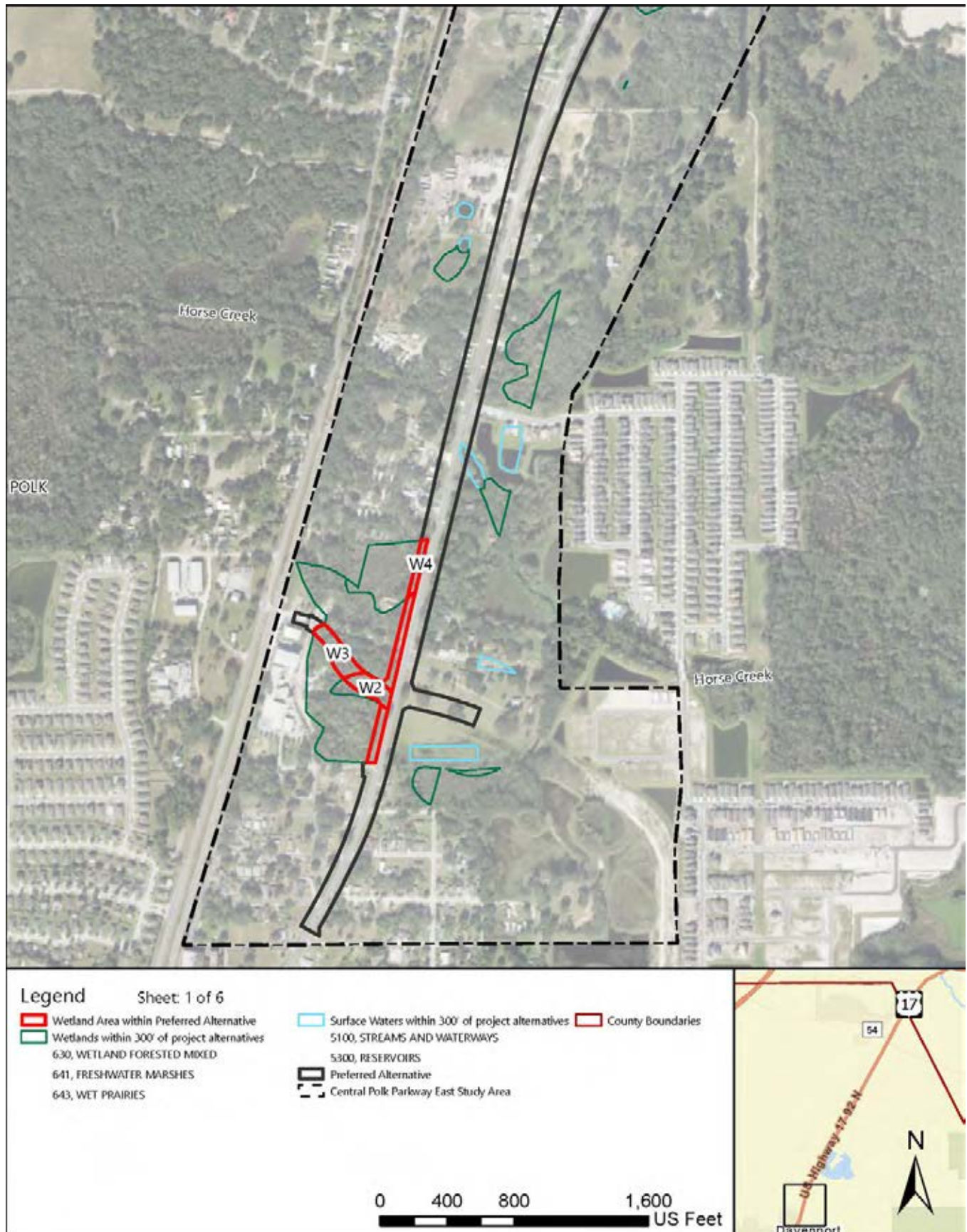


Figure 5.1.1: Wetlands (Sheet 1 of 6)

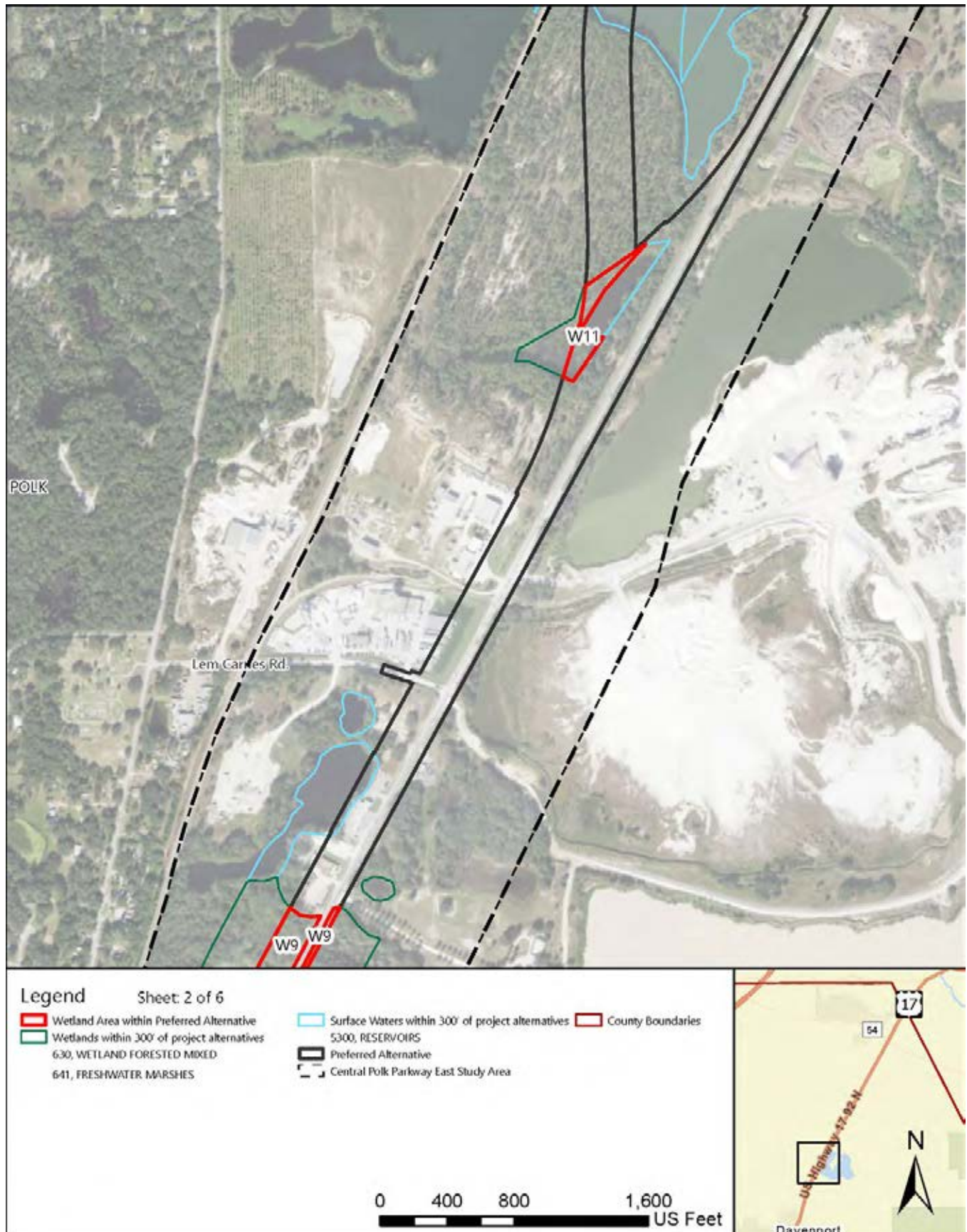


Figure 5.1.1: Wetlands (Sheet 2 of 6)

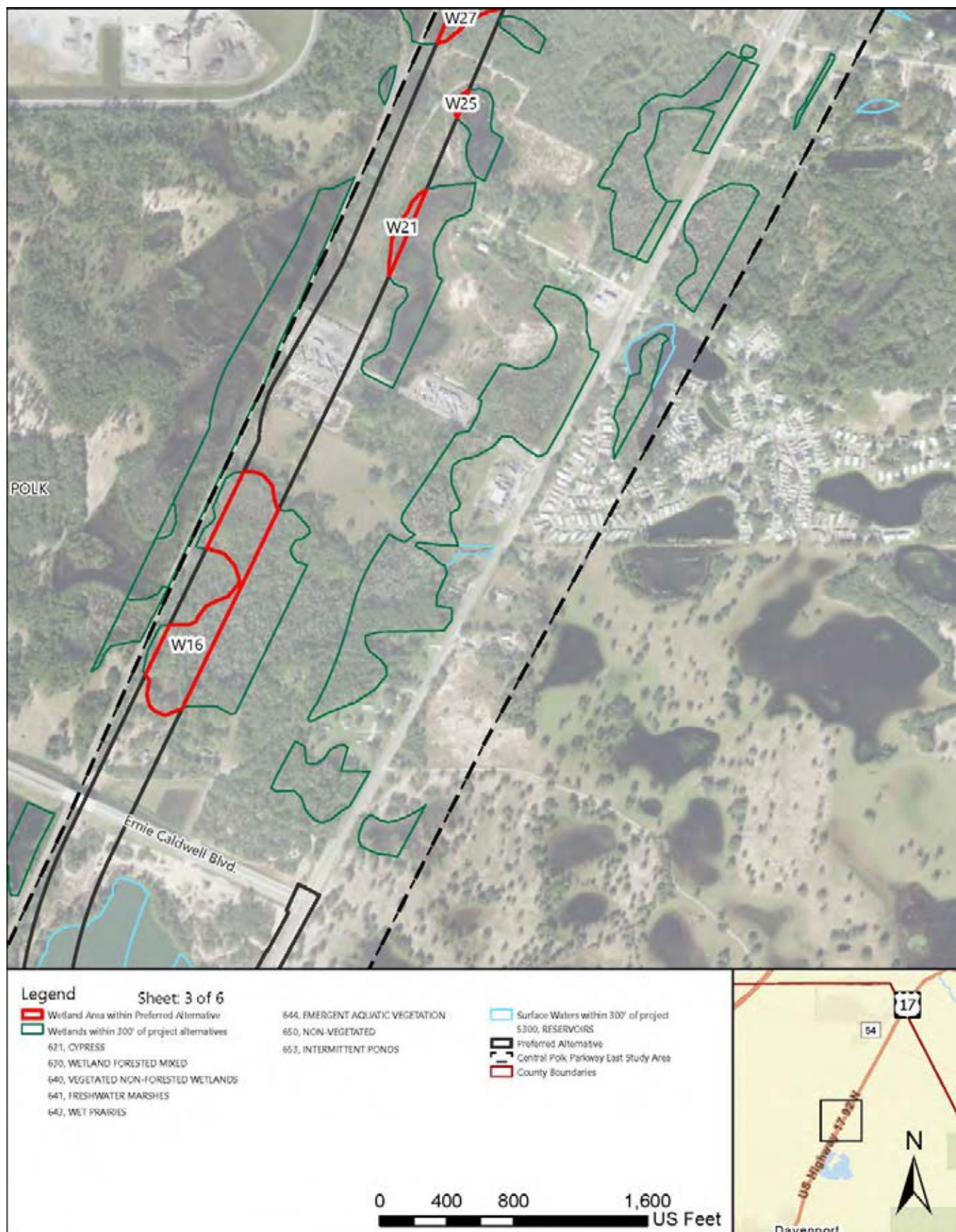


Figure 5.1.1: Wetlands (Sheet 3 of 6)

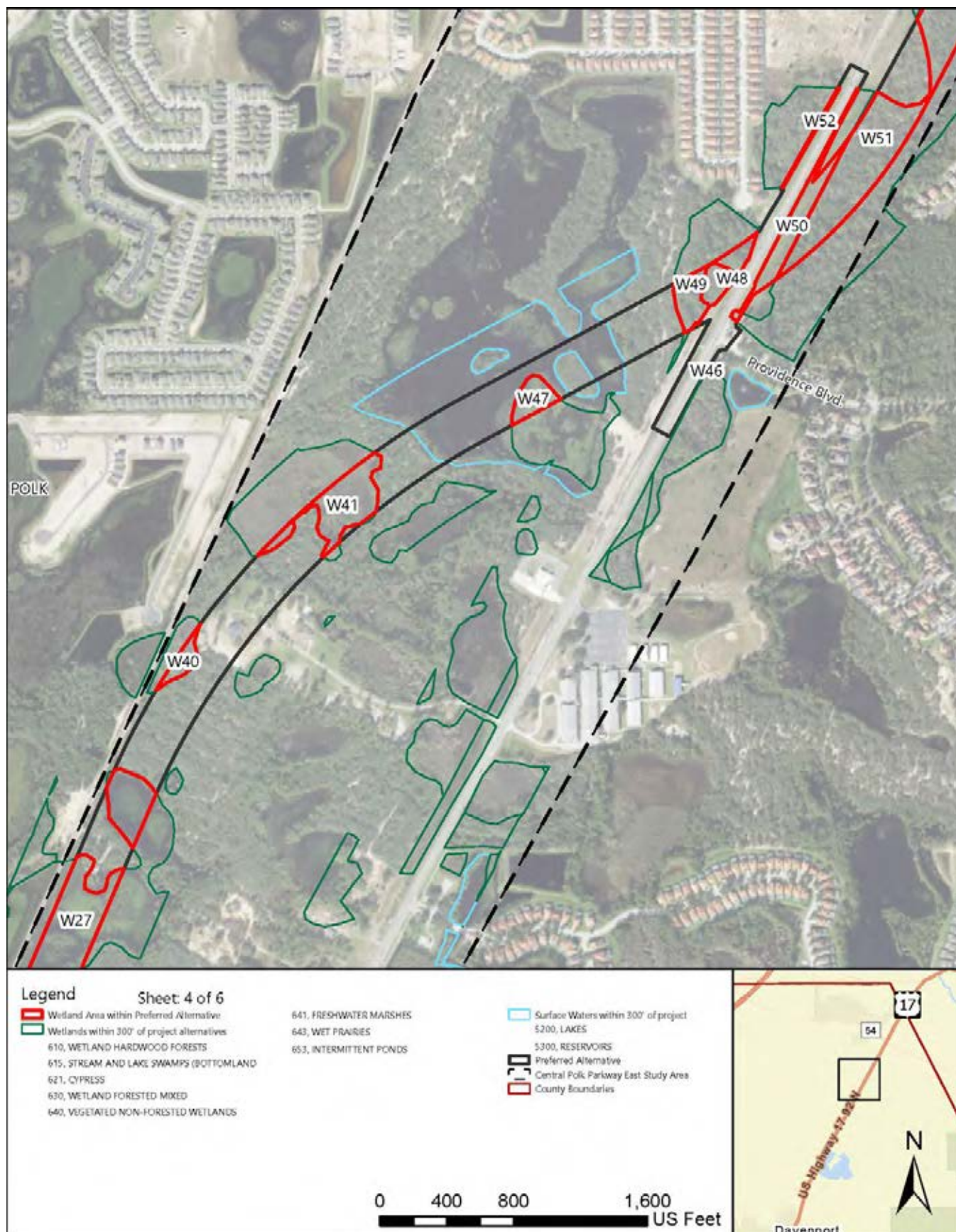


Figure 5.1.1: Wetlands (Sheet 4 of 6)

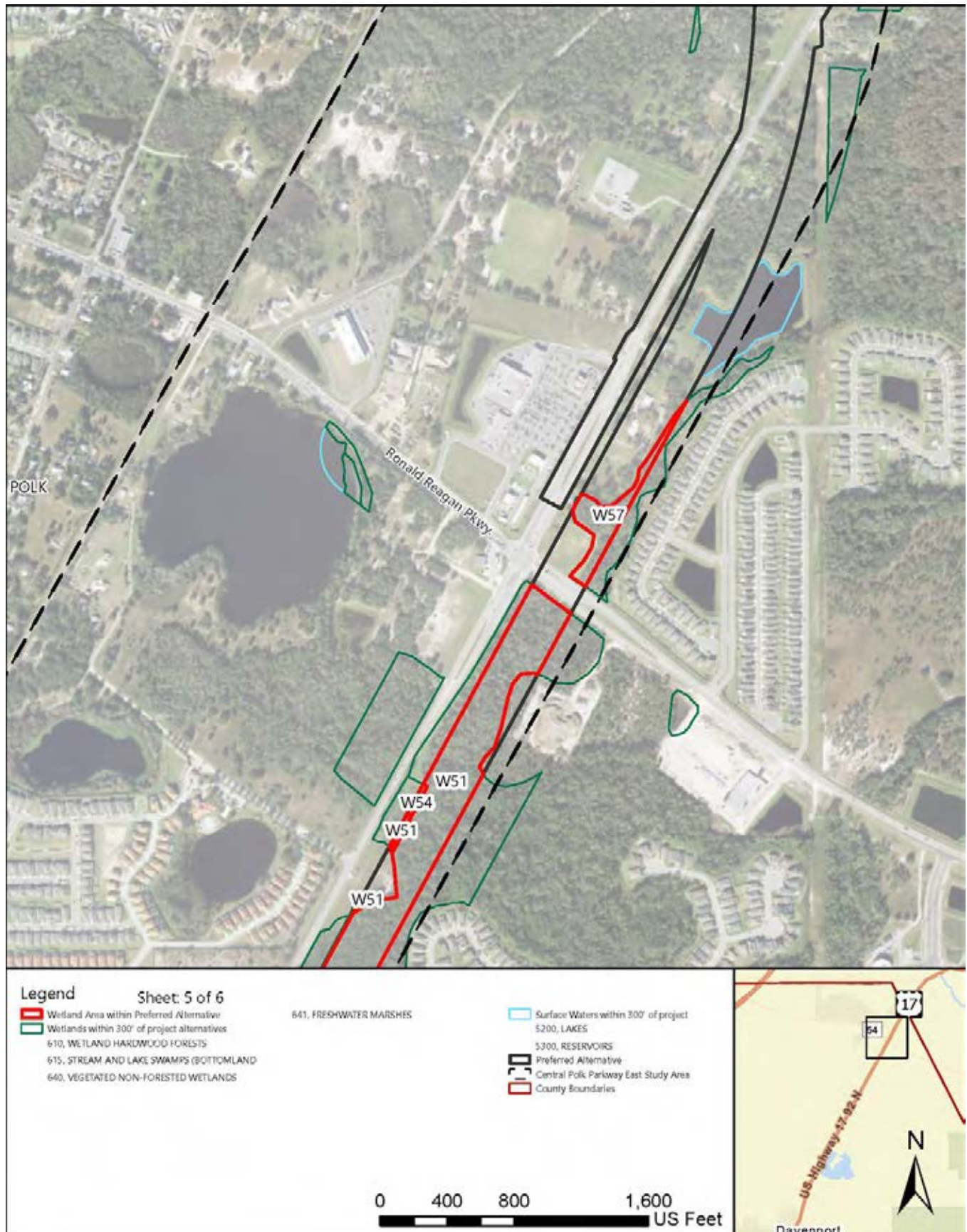


Figure 5.1.1: Wetlands (Sheet 5 of 6)

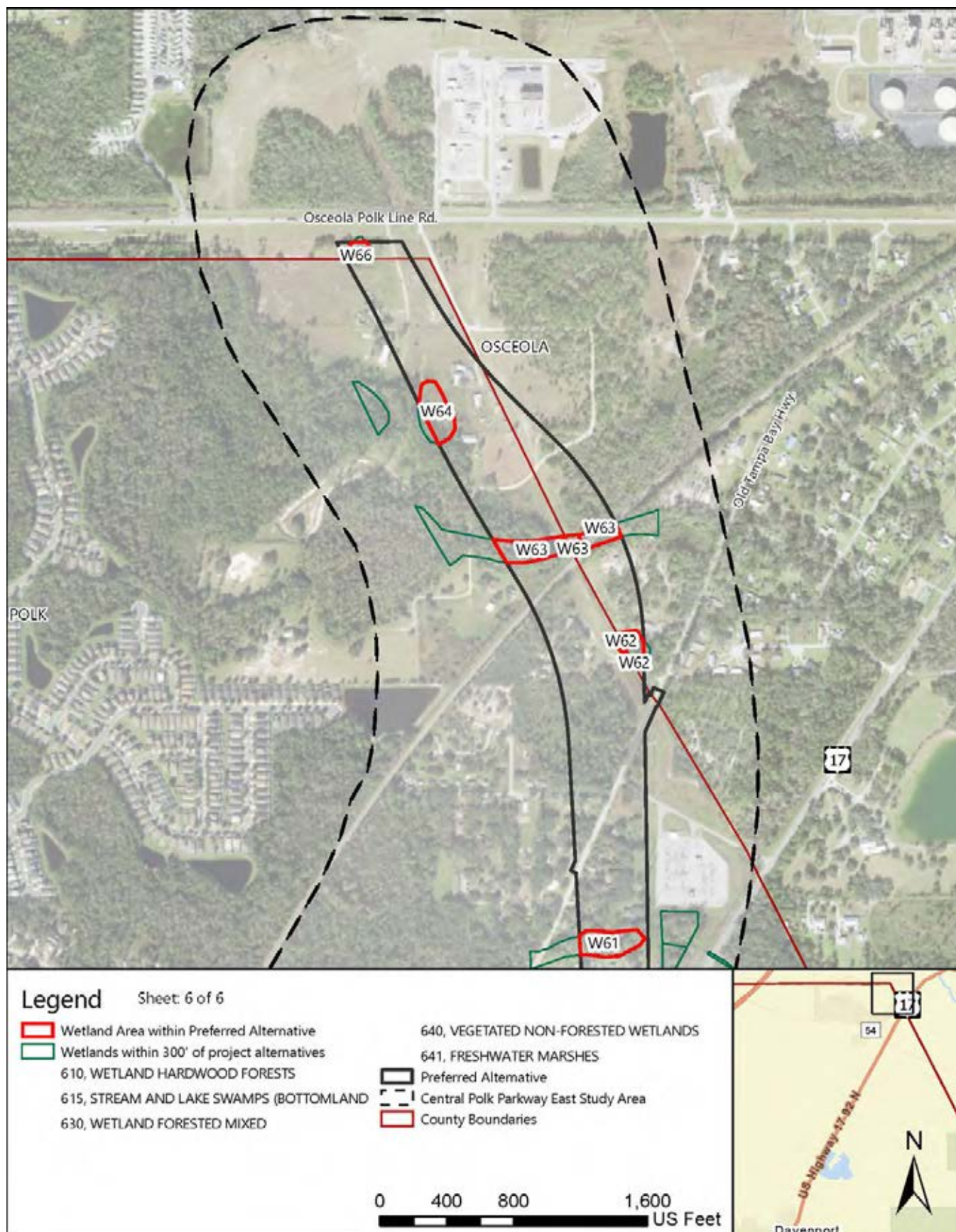


Figure 5.1.1: Wetlands (Sheet 6 of 6)

Avoidance and Minimization

Avoidance and minimization measures include utilizing existing roadway fill areas for bridge approaches and roadway widening, and siting stormwater treatment facilities outside of wetland areas to the extent feasible. Additionally, proposed impacts will be minimized by adjusting slopes where safely possible and stormwater treatment locations will avoid wetlands when practicable. Surficial runoff from additional impervious areas will be treated to prevent increased water quality degradation as a result of the proposed transportation improvements.

Due to the incorporation of stormwater treatment facilities, the proposed project will not result in the degradation of water quality in the wetlands and other surface waters of the study area. Additionally, sedimentation and erosion control measures (i.e., silt fences, turbidity barriers) will be implemented during construction to minimize soil exposure and siltation into the water column, further reducing adverse impacts to wetlands and other surface waters.

There are no practical avoidance alternatives to the construction of the proposed project design within wetland areas. Wetland impacts will be further refined during future project phases and minimization/avoidance measures will be implemented to the extent practicable as discussed above.

Indirect and Cumulative Effects

Indirect Effects are reasonably foreseeable effects that occur as a result of an action but occur later in time or are removed from the action location. Indirect impacts resulting from construction of the Preferred Alternative include secondary wetland and surface water impacts in the proposed study area. These impacts are anticipated to be minor because they are already associated with the existing roadways. Habitats along the edge of the existing roadways were disturbed when these areas were constructed and have since experienced constant disturbance from right-of-way maintenance and exposure to nuisance/exotic species. This "edge effect" will remain with the construction of the proposed project but would migrate to the new transitional area between remaining wetlands and new construction. Therefore, these disturbed edges are not expected to increase in areas where the roadways already exist.

Cumulative Effects result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. The Enterprise will minimize direct and indirect impacts to the extent practicable to reduce potential contribution to the cumulative effects. Unavoidable impacts to wetland function and value will be offset at an approved mitigation bank within the service area and drainage basin of the impacts.

Uniform Mitigation Assessment Method

The UMAM was established to fulfill the mandate of subsection 373.414(18), F.S., which requires the establishment of a uniform mitigation assessment method to determine the amount of mitigation needed to offset adverse impacts to wetlands and other surface waters and to award and deduct mitigation bank credits. Functional loss was calculated by wetland and natural other surface water habitat type using the UMAM. Table 5.1.2 provides a summary of the UMAM evaluation for wetland anticipated to be impacted by the Preferred Alternative. Construction of the project results in an estimated loss of 35.00 UMAM functional units.

Roadway Improvements	FLUCFCS	Impact Area (Acres)	Location & Landscape Support		Water Environment		Community Structure		Score (sum/30)	UMAM Functional Loss
Wetland/Surface Water Identification			Current	With Impact	Current			With Impact	Current	With Impact
W51, W63	610	0.46	5	0	6	0	6	0	0.57	0.26
W46, W49, W51, W52, W57, W61, W63	615	38.33	4	0	3	0	5	0	0.40	15.33
W40	621	0.64	5	0	4	0	6	0	0.50	0.32
W3, W9, W16	630	14.62	5	0	6	0	6	0	0.57	8.28
W48, W50, W54, W62	640	3.25	6	0	6	0	4	0	0.53	1.73
W2, W4, W11, W21, W25, W27, W41, W47, W62, W64, W66	641	16.02	6	0	6	0	5	0	0.57	9.08
Subtotal		73.32								35.00
Current - Existing condition of wetland or surface water area										
With Impact - Projected condition after proposed roadway improvements are implemented										

Table 5.1.2: Wetland Impacts and UMAM Score

There are no practical avoidance alternatives to the construction of the proposed project design within wetland areas. Wetland impacts will be further refined during future project phases and minimization/avoidance measures will be implemented to the extent practicable as discussed above.

Compensatory mitigation for this project will be provided using mitigation banks and other mitigation options to satisfy state and federal requirements. Compensatory mitigation will be provided pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. In accordance with EO 11990.

The project falls within the Kissimmee Ridge watershed. Four mitigation banks are listed as having available credits within this watershed: Reedy Creek Mitigation Bank, Kissimmee Ridge Mitigation Bank, Lake Livingston Mitigation Bank, and Crooked Lake Mitigation Bank.

5.2 Aquatic Preserves and Outstanding FL Waters

There are no aquatic preserves or Outstanding Florida Waters (OFW) in the project area.

5.3 Water Resources

The SEIR is anticipated to be signed and approved prior to June 28, 2026. Because of this, the design of the project will be grandfathered into the presumptive water quality criteria that were applicable prior to June 28, 2024.

A Water Quality Impact Evaluation (WQIE) Checklist was completed for the project and is available in the project file. The results confirm that the project discharges to Horse Creek and Reedy Creek. The project also alters the drainage system. Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.

Historic drainage patterns are anticipated to be maintained for both on-site and offsite stormwater runoff. The outfall location of each basin will also remain the same as it is in the existing condition. Offsite areas discharging stormwater runoff into the right-of-way will be maintained separately from onsite stormwater discharge.

With respect to existing treatment credits, US 17/92 is an older road and beyond the permit issued for the improvements at Ernie Caldwell Boulevard which incorporated a short section of US 17/92, there is not any permit information specifically associated with the road. Therefore, it was assumed that there are no existing treatment credits that can be used to offset the treatment needs for the proposed corridor. In the area where the Preferred Alternative splits from US 17/92, it was also assumed that no treatment credits would be available. In the areas where the CPP East alignment is co-located with US 17/92, there was only one area where existing treatment facilities associated with adjacent businesses or neighborhoods would be impacted by the improvements. This area is adjacent to Basin 200 and is discussed in more detail in the Pond Siting Report (PSR).

The proposed basin boundaries were set based on high points along the CPP East alignment and at the proposed right-of-way line. The volumetric analysis developed to size each pond generally maintained peak stages within each pond below the existing travel lane and included approximately one-foot of freeboard to the top of bank. Table 5.3.1 present treatment volumes required, and treatment volumes provided for each basin. Table 5.3.2 shows the preferred pond alternatives with sizing and preliminary costs. Figure 5.3.1 shows the preferred pond locations.

Sub-Basin	Required Treatment (ac-ft)	Provided Treatment (ac-ft)	Wet/Dry
Basin 100	1.86	1.86	Wet
Basin 200	1.49	1.49	Wet
Basin 300	0.39	0.39	Dry
Basin 350A	0.51	0.51	Wet
Basin 350B	0.81	0.81	Wet
Basin 400A	0.33	0.33	Dry
Basin 400B	0.76	0.76	Wet
Basin 450	0.60	0.60	Wet
Basin 500	2.05	2.05	Wet
Basin 600	2.13	2.13	Wet
Basin 700	2.49	2.49	Wet
Basin 800A	0.79	0.79	Wet
Basin 800B	0.93	0.93	Wet
Basin 900	0.85	0.85	Wet
Basin 1000	0.39	0.39	Wet

Table 5.3.1: Water Quality Treatment Summary

Sub-Basin	Preferred Pond Alternative	Property Size Required (ac.)	Additional Easement Area (ac.)	Pond Cost
Basin 100	Alternative A	6.41	-	\$7,418,348
Basin 200	Alternative A	4.05	-	\$792,542
Basin 300	Alternative A	2.78	-	\$1,008,727
Basin 350A	Alternative B	2.54	-	\$778,499
Basin 350B	Alternative C	3.96	-	\$2,206,792
Basin 400A	Alternative C	3.05	-	\$831,170
Basin 400B	Alternative C	3.36	-	\$1,286,170
Basin 450	Alternative B	1.91	-	\$306,600
Basin 500	Alternative C	5.48	0.28	\$1,827,668
Basin 600	Alternative A	8.73	-	\$3,749,754
Basin 700	Alternative C	7.33	-	\$7,023,564
Basin 800A	Alternative B	1.56	-	\$1,840,570
Basin 800B	Alternative A	3.84	-	\$2,911,254
Basin 900	Alternative A	3.42	-	\$2,240,088
Basin 1000	Alternative B	3.41	0.55	\$2,240,088
Total		61.83	0.83	\$37,165,280

Table 5.3.2: Preferred Pond Alternatives

There are two existing stormwater management features that will be impacted as part of the design. Within Basin 200, an existing pond associated with a CEMEX ready mix and block commercial facility will be eliminated by the proposed improvements. Within Basin 400B, the northern tip of one of the Ernie Caldwell Boulevard permitted stormwater ponds will be impacted by the proposed improvements. The impacts to the pond and associated property adjacent to Basin 200 were not specifically evaluated as part of this analysis because it is unclear if the entire parcel will be taken as part of the proposed improvements. The impacts to the existing pond associated with recent Ernie Caldwell Boulevard improvements were considered minor and any lost volume can likely be restored through reshaping or minor excavation. The only other stormwater pond close to the alignment is a permitted pond associated with the Vista Mar subdivision east of the CPP alignment within Basin 800A. The CPP East alignment proposes to bridge this pond, so impacts are not anticipated.



Figure 5.3.1: Preferred Ponds

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 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Polk and Osceola Counties were reviewed to determine the extent of the FEMA floodplains within project limits. There are no regulatory floodways within this corridor.

The proposed roadway improvements will require culvert extensions, replacement of aging structures, and installation of new culverts and ditches. Several culverts are proposed for replacement because they do not meet the minimum size requirement specified in the latest FDOT Drainage Manual (Box Culvert Precast 3' x 3'). For the new culverts, sizing was based on the dimensions of an existing nearby culvert along the same flow path.

The anticipated floodplain impacts associated with the proposed co-located alignment with shared use path and new alignment were evaluated to determine potential effects on the 100-year floodplains and the required compensation volumes. The precise impact volume will be assessed during the design phase, once survey data, geotechnical information, and proposed cross sections become available.

Floodplain impacts will be mitigated by floodplain compensation sites using an incremental stage, "cup-for-cup" analysis. The expected encroachment amounts are included in Table 5.5.1.

The project will affect the 100-year floodplain through both longitudinal and transverse impacts. Longitudinal impacts stem from filling activities within floodplain zones resulting from roadway improvements, while transverse impacts arise from the extension of existing cross-drains. Longitudinal encroachments may be minimized using guardrails and retaining walls to reduce fill within sensitive areas. When possible, three floodplain compensation alternatives were proposed for each encroachment location.

Floodplain encroachments were evaluated between the seasonal high groundwater elevation and the 100-year Base Flood Elevation (BFE). For areas mapped as FEMA Zone A, where no BFE is established, approximate elevations were derived using available LiDAR data. In the vicinity of the City of Davenport, Southwest Florida Water Management District (SWFWMD) floodplain limits were used in lieu of FEMA data where applicable, as these limits are based on more recent LiDAR datasets and are considered more accurate. In these locations, the SWFWMD floodplain limits extend beyond the current FEMA effective floodplain boundaries; therefore, the larger of the two extents was used for analysis.

Location	Nature of Impact	Side	FP Zone	BFE (ft)	FEMA 100-yr Floodplain Elevation (ft)	Preferred FPC Area (ac)	Encroach. Amount (ac-ft)	Type of Encroach.
1	Power Line Rd.	LT	A	111.5	-	1.38	3.08	L, T
2	CD-102	LT	A	109.0	-	0.17	0.09	T
3	Horse Creek	LT/RT	A	109.0	-	0.96	1.69	T
4	CD-103	LT/RT	A	109.0	-	1.90	1.48	T
5	CD-104	LT	A	109.0	-	1.34	0.78	T
6	CD-105	LT	A	119.0	-	-	5.10	T
7	RR1	LT/RT	A	110.0	-	6.38	4.87	T
8	CD-402	LT	A	110.0	-	-	2.96	T
9	CD-451SB CD-451NB	LT/RT	A	110.5	-	3.72	5.12	T
10	SB Exit Ramp 1	LT	AE	111.6	111.6	0.66	0.68	T
11	SB Exit Ramp 2	LT	A	110.0	-	0.54	0.32	L
12	Sunny Acres Rd	RT	AE	110.5	110.5	0.91	0.79	L
13	CD-601	LT/RT	A	106.5	-	2.18	4.48	T
14	CD-110	LT	A	104.5	-	1.95	6.53	T
15	CPPE - US17/92	LT/RT	AE	96.9	96.9	4.20	6.01	L
16	CD-701	LT/RT	AE	90.4	90.4	2.37	3.17	L, T
17	To I-4 ramps	LT/RT	AE	67.0	-	-	-*	L, T
18	CD-901	LT/RT	A	82.5	-	2.54	4.09	T
19	Old Kissimmee Rd.	LT/RT	A	84.5	-	1.43	0.85	T
20	CD-1001	LT/RT	AE	79.0	79.0	0.86	0.90	T
Type of Encroachment - T: Transverse, L: Longitudinal * BFE is lower than terrain (based on LiDAR information). This location must be analyzed in detail during the design phase.								

Table 5.5.1: Mainline Floodplain Encroachment Areas

The Preferred Alternative affects a total of 20 floodplain areas-14 in Zone A and six in Zone AE- with the largest encroachments occurring in the following locations:

- East and west of the intersection of the new alignment with US 17/92 near Providence Boulevard
- West side of the Preferred Alternative, just south of Lem Carnes Road
- New alignment between Deer Run Drive (access road to cell tower) and Wynell Drive
- Access ramps between US 17/92 and the Preferred Alternative, approximately 2,000 feet north of Ernie Caldwell Boulevard

The eastern portion of the study area offers limited opportunities for floodplain compensation because much of the land is already within the floodplain. As a result, coordination with SWFWMD and local floodplain administrators will be required to determine applicable requirements and to identify feasible mitigation measures and floodplain modeling strategies along the corridor.

No major impacts on base flood elevations or flood risk are expected during the construction of the Preferred Alternative.

More information about the floodplains can be found in the Location Hydraulics Report (LHR), available in the project file.

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 study area does not fall within USFWS-designated critical habitat (CH) for any species. The study area falls within the USFWS Consultation Areas of the Florida scrub-jay (*Aphelocoma coerulescens*), crested caracara (*Caracara plancus*), red-cockaded woodpecker (*Picoides borealis*), Florida bonneted bat (*Eumops floridanus*), wood stork (*Mycteria americana*), sand skink (*Neoseps reynoldsi*), blue-tailed mole skink (*Eumeces egregius lividus*), and the Everglade snail kite (*Rostrhamus sociabilis plumbeus*). The Polk County Soil Survey, Osceola County Soil Survey, recent aerial imagery (2022), Cooperative Land Cover (CLC), SFWMD and SWFWMD land use/land cover mapping have been reviewed to determine habitat types occurring within and adjacent to the project corridor.

Based on desktop research and field reviews, tables of potentially occurring protected fauna and flora were developed. Further research for protected flora was conducted to determine the flowering season and form, in order to effectively schedule field efforts. Field reviews consisted of vehicular surveys and general pedestrian surveys through natural areas and altered habitats with the potential to support protected species. In the absence of physical evidence of a protected species, evaluation of the appropriate habitat was conducted to determine the likelihood of a species being present. Appropriate habitat within 500 feet of the study area was visually scanned for evidence of listed species as well as general wildlife. The primary land use along the corridor is low density residential, with commercial areas established throughout, and several large wetland areas. Upland areas tend to be small, disturbed, and separated by development.

Conservation Lands

The project team reviewed Florida State Owned Land and Record Information System (FLSOLARIS), Land Inventory Tracking System (LITS) GIS database (October 2024). There is one state-owned parcel (Osceola County 06-26-28-0000-0030-0000) owned by the SFWMD. This parcel is located east of US 17/92 at the Osceola/Polk County line. This parcel is part of the Upper Reedy Creek Management Area and is located at the eastern edge of the study area, but is not located within the proposed right of way and this parcel would not be affected by the Preferred Alternative.

The Lake Wales Ridge (LWR) is the remnant of an ancient dune that runs north and south through Florida's peninsula. The Lake Wales Ridge Ecosystem Florida Forever project consists of separate sites along the ridge, which are intended to be a part of a system of managed areas that conserve the character, biodiversity and ecosystem processes of the ancient scrubs. The 2024 Florida Forever Plan has identified essential parcels remaining to acquire located west of US 27. There are no target parcels located within 2.5 miles of the CPP East project area.

The Lake Wales Ridge National Wildlife Refuge (NWR) manages lands on both the Lake Wales and Winter Haven ridges of the Central Florida highlands. The NWR manages the Snell Creek unit, which is approximately three miles east of the CPP East project area.

Federally Listed Species

Table 5.6.1 lists the federally listed wildlife and plant species known to occur within Polk and Osceola Counties that could potentially occur near the study area based on potential availability of suitable habitat and known ranges.

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Effect Determination	Comments
Avian						
<i>Caracara plancus</i>	Crested caracara	T	Within R/W	Low	May affect, but not likely to adversely affect	Suboptimal foraging habitat is present and potential nesting habitat limited.
<i>Laterallus jamaicensis ssp. Jamaicensis</i>	Eastern black rail	T	Within R/W	Moderate	May affect, but not likely to adversely affect	Suitable habitat is present.
<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	E	Within R/W	Moderate	May affect, but not likely to adversely affect	Suitable habitat is present.
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	Within R/W	Low	May affect, but not likely to adversely affect	Suboptimal habitat is present.
<i>Picoides borealis</i>	Red- cockaded woodpecker	T	Within R/W	Low	May affect, but not likely to adversely affect	Suboptimal foraging habitat is present
<i>Mycteria americana</i>	Wood stork	T	Within R/W	Moderate	May affect, but not likely to adversely affect	Suitable habitat is present.
Insect						
<i>Danaus plexippus</i>	Monarch butterfly	C	Within R/W	Moderate	--	Suitable habitat is present.
Mammals						
<i>Eumops floridanus</i>	Florida bonneted bat	E	Within R/W	Low	May affect, but not likely to adversely affect	Suboptimal foraging habitat is present and potential nesting habitat limited.
<i>Perimyotis subflavus*</i>	Tri-colored bat	E	Within R/W	Moderate	May affect, but not likely to adversely affect	Suboptimal foraging and nesting habitat is present.
Reptiles						
<i>Alligator mississippiensis</i>	American alligator	T (S/A)	Within R/W	Moderate	No effect	Suitable habitat is present.
<i>Eumeces egregius lividus</i>	Blue-tailed mole skink	T	Within R/W	Moderate	May affect	Suitable habitat is present.
<i>Drymarchon couperi</i>	Eastern indigo snake	T	Within R/W	Moderate	May affect, but not likely to adversely affect	Suitable habitat is present.
<i>Neoseps reynoldsi</i>	Sand skink	T	Within R/W	Moderate	May affect	Suitable habitat is present.
Plants						

<i>Crotalaria avonensis</i>	Avon Park harebells	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Nolina brittoniana</i>	Britton's beargrass	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Warea carteri</i>	Carter's mustard	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Ziziphus celata</i>	Florida Ziziphus	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Hypericum cumulicola</i>	Highlands scrub hypericum	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Polygala lewtonii</i>	Lewton's Polygala	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Paronychia chartacea</i>	Papery Whitlow-wort	T	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Clitoria fragrans</i>	Pigeon wings	T	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Chionathus pygmaeus</i>	Pygmy fringe-tree	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Polygonella myriophylla</i>	Sandlace	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Liatris ohlingerae</i>	Scrub blazingstar	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i>	Scrub buckwheat	T	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Dicerandra frutescens</i>	Scrub mint	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Conradina brevifolia</i>	Short-leaved Rosemary	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
<i>Polygonella basiramia</i>	Wireweed	E	Within R/W	Low	No effect	None observed. Suboptimal habitat is present.
Ranking: E - endangered, T - threatened, C - candidate, T (S/A) - threatened by Similarity of Appearance, * - Proposed species for federal listing as Endangered						

Table 5.6.1: Federally Listed Species with the Potential to Occur

Crested Caracara

The crested caracara (*Caracara plancus*) is listed as Threatened by the USFWS and Federally designated Threatened by the FWC. Pursuant to USFWS guidelines, if a Project Area falls within the crested caracara consultation area and contains potential habitat (i.e., dry or wet prairies, pastureland, or lightly wooded areas) the USFWS presumes the habitat is occupied and activities in that area may affect the crested caracara. This species primarily nests in isolated cabbage palms or clumps of cabbage palms in a foraging territory and generally use the same nest in consecutive nesting seasons.

The project corridor lies within the USFWS crested caracara consultation area and the hardwood - coniferous mixed (FLUCFCS 434) communities in the project corridor are considered potential nest habitat and the pastureland (FLUCFCS 210) communities are considered potential foraging habitat, as defined by the USFWS. While species occurrences have been documented in Polk and Osceola counties, potential habitats within the project corridor do not include a significant

number of potential nesting trees (cabbage palms) within the pastureland communities. No crested caracara observations were documented during field reviews conducted between January 17th and 27th, 2025. No nesting surveys for the crested caracara were conducted. Additional surveys following USFWS protocols are anticipated during the design phase of any project segments that have potential nesting habitat within 4,920 feet. Crested caracaras are highly mobile and any foraging individuals are likely to relocate away from construction activities to other nearby and accessible habitats. Therefore, it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the crested caracara. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination.

Eastern Black Rail

The Eastern black rail (*Laterallus jamaicensis jamaicensis*) is listed as Threatened by the USFWS and Federally designated Threatened by the FWC. Black rails inhabit a variety of wetland habitats including salt, brackish, and freshwater marshes with dense vegetative cover. Along portions of the Gulf Coast of Florida, Eastern black rails can be found in higher elevations of wetland zones that contain shrubby vegetation. When shrubby vegetation becomes too dense, the habitat becomes less suitable for the species.

Existing habitat types that could potentially support the Eastern black rail along the project corridor are FLUCFCS codes 640 (vegetated non-forested wetlands) and 641 (freshwater marshes). The existing habitats are low quality that contain overgrowth of invasive species that create undesirable conditions, and no Eastern black rails were observed during the field reviews. Therefore, it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the Eastern Black Rail and surveys for this species are recommended during the design phase. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination.

Everglade Snail Kite

The project falls within the consultation area of the snail kite (*Rostrhamus sociabilis*), a federally listed Endangered species. Everglade snail kite habitat consists of freshwater marshes and the shallow vegetated edges of lakes (natural and man-made) where apple snails can be found. Suitable foraging habitat for the Everglade snail kite is typically a combination of low marsh with an interdigitated matrix of shallow open water, which is relatively clear and calm. Everglade snail kites require foraging areas that are relatively clear and open in order to visually search for apple snails. Therefore, dense growth of herbaceous or woody vegetation is not conducive to efficient foraging.

The closest observation of this species has been located eight miles east of the study area along Lake Tohopekaliga. Suitable habitat exists within the study area in the FLUCFCS code 520 (lakes) and 530 (reservoirs) communities. However, no individuals were observed during field reviews nor were any apple snail shells observed. Therefore, it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the Everglade snail kite. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination. Currently, no species-specific surveys are anticipated to be required.

Florida Scrub-jay

The project falls within the consultation area of the federally listed Threatened Florida scrub-jay (*Aphelocoma coerulescens*), and potential habitat is documented to occur within the study area. The closest historical observation was located seven miles southwest in 1992-1993. The ideal habitat conditions for scrub-jays consist of xeric areas dominated by scrub oaks growing on excessively well-drained sandy soils. In these habitats, bare sand patches are dominant, with sparse groundcover consisting of various short grasses and shrubs. Sand pines are typically scattered with less than 10% cover and high-intensity fires maintain the habitat. Florida scrub-jays may also live in less desirable areas like pine flatwoods, oak-dominated communities, or orange groves that are not well maintained. Existing habitat types that could potentially support the scrub-jay along the project corridor are FLUCFCS codes 320 (shrub and brushland), 411 (pine

flatwoods), and 434 (upland hardwood - coniferous mix).

Suitable habitat for scrub-jays exists in the project corridor. However, these areas that provide potential habitat along the corridor are disturbed by fire suppression and either agricultural land use or surrounding urban land use. Therefore, bare sand patches are sparse (ground cover is more continuous), scrub oaks in some areas are dense with significant underbrush, and pines are denser than 10% cover. Since likelihood of scrub-jay presence within the study area is low, it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the Florida scrub-jay. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination.

Red-cockaded Woodpecker

The red-cockaded woodpecker (*Picoides borealis*) is listed as Endangered by the USFWS and Federally designated Endangered by the FWC. Red-cockaded woodpeckers occupy mature, open pine forests consisting of either longleaf pine from 80 to 120 years old, or loblolly pine from 70 to 100 years old. Cooperative breeding groups need about 200 acres of forest for foraging. Suitable foraging habitat includes pine forests that have a low density of small pines, no hardwood, or pine mid-story, and usually have abundant native grasses and forbs as groundcover.

The northern portion of the project corridor falls inside of the USFWS consultation area for the red-cockaded woodpecker. Suitable habitat is present in the study area in the FLUCFCS code 410 (upland coniferous forest) and 411 (pine flatwoods) communities. Habitat conditions are poor due to fire suppression and high tree densities. The likelihood of red-cockaded woodpecker presence within the study area is considered low; it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the red-cockaded woodpecker. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination. Currently, no species-specific surveys are anticipated to be required.

Wood Stork

The project is within the 15-mile Core Foraging Area (CFA) of two wood stork (*Mycteria americana*) nesting colonies (Gatorland and Lake Russell). This federally listed Threatened wading bird prefers freshwater and estuarine habitats for nesting, roosting, and foraging. Typical foraging sites for the wood stork include freshwater marshes and ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs. Because of their specialized feeding behavior, wood storks forage most effectively in shallow-water areas (2-15 inches of water). During the design and permitting phase of this project, a Wood Stork Foraging Analysis will be conducted to determine the amount of biomass lost from surface water and wetland impacts in accordance with USFWS methodology. Impacts to wetlands within the study area will be mitigated for within the CFA of one or more of the affected rookeries or at a regional mitigation bank that has been approved by the USFWS or pursuant to Section 373.4137, F.S. Based on the implementation and Wood Stork Determination of Effect Key (A>B>C>D>E "MANLAA"), it has been determined that the project it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the the wood stork.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is a candidate species for federal listing under the Endangered Species Act throughout the United States. Monarchs can be found throughout Florida with a preferred habitat that includes wildflowers and specifically milkweeds.

Monarch butterflies were not detected during field surveys, but they are highly mobile and potential exists for monarch butterflies to occupy vegetated areas within the project limits. If the Monarch butterfly is listed by USFWS as Threatened or Endangered and the project may affect the species, the Enterprise will request technical assistance with the USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

Florida Bonneted Bat

The Florida bonneted bat (*Eumops floridanus*) is listed as Endangered by the USFWS and Federally designated Endangered by the FWC. Habitat requirements are forests, wetlands, and other natural habitats. The USFWS reports that the species may be present in residential and urban areas. The USFWS defines roosting habitat to include forests and other areas with large or mature trees or areas with suitable roost structures. Natural roosting structure primarily includes mature or large live or dead trees, tree snags, and trees with cavities, hollows, or crevices. Foraging habitat includes open fresh water and permanent or seasonal freshwater wetlands, wetland and upland forests, and wetland and upland scrub.

The east side of the project corridor falls inside the USFWS consultation area for the Florida bonneted bat. The FLUCFCS code 420 (upland hardwood forests) and 434 (upland hardwood - coniferous mix) communities in the study area are considered potential Florida bonneted bat roosting habitat as defined by USFWS. The Florida Bonneted Bat Consultation Guidelines published by the USFWS on October 22, 2019, and updated in 2024, includes a consultation key to assist in avoiding and minimizing potential negative effects to roosting and foraging habitats. The consultation key indicates that a full acoustic/roost survey will be required since the proposed project falls within the consultation area, potential roosting habitat exists in the Project Area, and the project footprint is greater than five acres in size.

No records exist of the Florida bonneted bat occurring in the project area and none were detected during field surveys. The USFWS Effect Determination Key for this species requires field surveys that were beyond the scope of this PD&E Study. A survey will be conducted for the Florida bonneted bat within the limits of construction activities that are within the Florida bonneted bat consultation area. If any signs of the Florida bonneted bat are observed (e.g., tree cavities, new potential man-made roosting habitat), the Enterprise will initiate technical assistance with the USFWS regarding the most updated survey protocols for the Florida bonneted bat. Following technical assistance with the USFWS, it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the Florida bonneted bat.

Tricolored Bat

The tricolored bat (*Perimyotis subflavus*) is one of the smallest bats native to North America and utilizes trees in forested habitats and structures such as bridges and culverts for roosting. The tricolored bat is a proposed species for federal listing. Due to impacts to suitable habitat, the anticipated effect determination is *May Affect, Not Likely to Adversely Affect* the tricolored bat. As the timeline for construction is better defined, the Enterprise will adhere to the applicable commitment for the tricolored bat below:

- (a) Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit)
- (b) Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.

* (i) If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for two years. Negative results for acoustic surveys are valid for five years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in #4, may be required if updated detections are reported, and may result in

reinitiation of consultation with USFWS.

* (ii) If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

American Alligator

The American alligator (*Alligator mississippiensis*) is listed as Threatened by the USFWS due to similarity of appearance to the American crocodile (*Crocodylus acutus*) and Federally designated Threatened due to similarity of appearance by the FWC. This species inhabits swampy areas, rivers, streams, lakes, and ponds.

No American alligators were observed on-site; however, marginal habitat is present. Alligators are highly mobile, and it is likely that they would leave areas of disturbance or if habitat impacts occur. It is anticipated that the Project will have *No Effect* on the American alligator.

Sand and Blue-tailed Mole Skink

The project falls within the consultation area of the federally listed Threatened sand skink (*Neoseps reynoldsi*) and blue-tailed mole skink (*Eumeces egregious lividus*). These species require habitat that contains sandy soils (USFWS has identified 28 soils that could support the species) and an elevation above 82 feet NAVD. Many areas within the suitable habitat contain extensive rooted vegetation or are otherwise disturbed such that there is no potential to support skinks. Preferred skink habitat is dominated by xeric vegetation such as oak-dominated scrub, turkey oak barrens, high pine, and xeric hammocks. Skinks typically occur in habitats that contain a mosaic of open sandy patches interspersed with forbs, shrubs, and trees.

Potential habitat exists throughout the corridor, where suitable soil type and elevation overlap. They are generally the same areas as the potential scrub-jay habitat areas, plus the addition of several areas of residential and commercial development. An updated evaluation and consultation between the Enterprise and USFWS will occur and agency coordination is expected. This project *May Affect* the sand skink and blue-tailed mole skink and surveys for these species are recommended during the design phase.

Eastern Indigo Snake

The Eastern indigo snake (*Drymarchon couperi*), federally listed as Threatened, inhabits pine flatwoods, hardwood forests, moist hammocks, and areas that surround cypress swamps. This species could occur in many habitat types throughout the corridor but is often found in habitats containing gopher tortoises. Therefore, it is more likely to be found in the upland locations. The FWC Rare Snake Sightings GIS database was reviewed for Eastern indigo snake sightings. No sightings have been documented within the study area. The Enterprise will implement the Standard Protection Measures for the Eastern Indigo Snake and based on the Eastern Indigo Snake Determination of Effect Key (A>B>C>D>E "MANLAA"), it has been determined that the project it is anticipated that the project *May Affect, Not Likely to Adversely Affect* the Eastern indigo snake. The Enterprise will initiate technical assistance with the USFWS to confirm this effect determination.

Federally Protected Plants

All plants listed in Table 5.6.1 are known to require the conditions of high pine and/or scrub habitat types. While these habitats are not present along the corridor, these species could potentially be found in the communities identified by FLUCFCS codes 320, 411, and 434. In addition, certain areas mapped as FLUCFCS codes 190 (open land), 210 (cropland and pastureland), 310 (herbaceous), and 330 (mixed rangeland), have a low likelihood of supporting the

species. No federally protected plant species were observed during the field review.

State Listed Species

Table 5.6.2 lists the state protected wildlife and plant species known to occur within Polk and Osceola Counties that could potentially occur near the study area based on potential availability of suitable habitat and known ranges.

Species	Common Name	FWC Status	Potential for Occurrence	Comments	Effect Determination
Avian					
<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	Moderate	No known presence nearby but could occur in open upland areas.	NAEA
<i>Egretta caerulea</i>	Little Blue Heron	T	Moderate	Prefers wetlands/surface waters.	NAEA
<i>Egretta tricolor</i>	Tricolored Heron	T	Moderate	Prefers wetlands/surface waters.	NAEA
<i>Falcosparverius paulus</i>	Southeastern American kestrel	T	Moderate	Several disturbed uplands and open areas present that could provide habitat.	NAEA
<i>Grus canadensis pratensis</i>	Florida sandhill crane	T	Moderate	Foraging habitat varies among many habitat types; prefers sparse canopy or open land.	NAEA
<i>Platalea ajaja</i>	Roseate Spoonbill	T	Moderate	Prefers wetlands/surface waters.	NAEA
Reptiles					
<i>Gopherus polyphemus</i>	Gopher tortoise	T	High	Burrows observed within and adjacent to R/W.	NAEA
<i>Lampropeltis extenuata</i>	Short-tailed snake	T	Low	Potential habitat limited to FLUCFCS codes 411 and 421.	NAEA
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	Low	Prefers pine-dominated uplands (such as FLUCFCS codes 411 and 441)	NAEA
Plants					
<i>Agrimonia incisa</i>	Incised groove-bur	T	Low	Potential habitat limited to FLUCFCS codes 411 and 420.	NAEA
<i>Arnoglossum diversifolium</i>	Variable- leaved Indian- plantain	T	Low	Potential habitat includes sandhill.	NAEA

<i>Calamintha ashei</i>	Ashe's savory	T	Low	Potential habitat limited to FLUCFCS codes 411 and 420.	NAEA
<i>Calopogon multiflorus</i>	Many- flowered grass-pink	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Carex chapmanii</i>	Chapman's sedge	T	Moderate	Potential habitat includes wetlands.	NAEA
<i>Centrosema arenicola</i>	Sand butterfly pea	E	Low	Potential habitat limited to FLUCFCS codes 411 and 420.	NAEA
<i>Coelorachis tuberculosa</i>	Piedmont jointgrass	T	Moderate	Potential habitat includes wetlands.	NAEA
<i>Hartwrightia floridana</i>	Hartwrightia	T	Moderate	Potential habitat includes wetlands.	NAEA
<i>Illicium parviflorum</i>	Star anise	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Lecheacernua</i>	Nodding pinweed	T	Low	Potential habitat limited to FLUCFCS codes 411 and 420.	NAEA
<i>Litsea aestivalis</i>	Pondspice	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Matelea floridana</i>	Florida spiny- pod	E	Low	Potential habitat includes uplands.	NAEA
<i>Nemastylis floridana</i>	Celestial lily	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Nolina atopocarpa</i>	Florida beargrass	T	Low	Potential habitat includes uplands.	NAEA
<i>Panicum abscissum</i>	Cutthroat grass	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Paronychia chartacea</i>	Paper-like nailwort	E	Moderate	Previously documented near southern boundary of study area.	NAEA
<i>Pteroglossaspis ecristata</i>	Giant orchid	T	Low	Potential habitat limited to FLUCFCS codes 411 and 420.	NAEA
<i>Salix floridana</i>	Florida willow	E	Moderate	Potential habitat includes wetlands.	NAEA
<i>Schizachyrium niveum</i>	Scrub bluestem	E	Low	Potential habitat limited to FLUCFCS 411 and 420.	NAEA

Ranking: E - endangered, T - threatened, NAEA= No Adverse Effect Anticipated

Sources:

(1) FWC - Florida Fish and Wildlife Conservation Commission, Florida's Threatened and Endangered Species List, Updated December 2022.

<https://myfwc.com/media/1945/threatened-endangered-species.pdf> accessed February 2025

(2) FDACS - Florida Department of Agriculture and Consumer Services, Florida's Endangered, Threatened, and Commercially exploited Species

<https://www.fnai.org/BiodiversityMatrix/index.html> accessed February 2025

Note: In accordance with Florida Administrative Code (FAC) Title 68A-27.0012, Procedures for Listing and Removing Species from Florida's Endangered and Threatened Species List, federally endangered or threatened species under the Endangered Species Act will be listed by the FWC by their federal designation.

Table 5.6.2: State Listed Species with the Potential to Occur

Florida Burrowing Owl

The Florida burrowing owl (*Athene cunicularia floridana*) is state-listed as Threatened and is known to inhabit open upland prairies in Florida that have very little understory vegetation. Burrowing owls may also use golf courses, airports, pastures, agriculture fields, and vacant lots. Although no burrows were observed that appeared to be indicative of burrowing owl presence, potentially suitable habitat exists within the study area. The Enterprise will initiate technical assistance during the project's design phase to determine the need and extent for pre-construction surveys pursuant to the FWC Imperiled Species Management Plan and Permitting Guidelines for the Florida burrowing owl. If burrowing owls are found, technical assistance with the FWC will establish avoidance, minimization, and permitting options. With the implementation of these measures, it has been determined that the project will have *No Adverse Effect Anticipated* on the Florida burrowing owl.

Wading Birds

State-protected wading birds with potential to occur in the study area include the little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), and roseate spoonbill (*Platalea ajaja*). These birds are state-listed as Threatened and prefer shallow wet areas for foraging. A rookery was documented in 1999 and is located approximately 1.4-miles north of the project limits. No wading bird rookeries have been documented or observed within the study area, but there are several areas that could provide suitable foraging habitat; these areas include wetlands and the shallow edges of surface waters.

All wetland impacts will be mitigated to prevent a net loss of wetland functions and values. Based on the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the little blue heron, tricolored heron, and roseate spoonbill.

Southeastern American Kestrel

The southeastern American kestrel (*Falco sparverius paulus*), a state-listed Threatened nonmigratory subspecies of kestrel, favors open pine savannahs, sandhills, dry flatwoods, prairies, fields, and pastures. Several of these habitat types exist within the study area. This species typically nests in cavities created by woodpeckers in large dead trees. No individuals were observed during field reviews, and there are no records of occurrences near the project limits.

The Enterprise will initiate technical assistance during the project's design phase to determine the need and extent for pre-construction surveys pursuant to the FWC Imperiled Species Management Plan and Permitting Guidelines for the southeastern American kestrel. If southeastern American kestrel nests are found, technical assistance with the FWC will establish avoidance, minimization, and permitting options. With the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the southeastern American kestrel.

Florida Sandhill Crane

The Florida sandhill crane (*Grus canadensis pratensis*) is a state-listed Threatened non-migratory bird that prefers freshwater marshes, prairies, and pastures for breeding but can be found foraging in almost any habitat type. Several wetland communities within the corridor offer foraging habitat and potential nesting habitat for this species. The Enterprise will survey areas of suitable nesting habitat prior to construction if construction activities take place during the nesting season (January through July) and will initiate technical assistance with the FWC if active nests are identified within 400 feet of the project's construction limits. With the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the Florida sandhill crane.

Gopher Tortoise

The gopher tortoise (*Gopherus polyphemus*) is a state-listed Threatened species. Gopher tortoises prefer well-drained, sandy soils found in habitats such as longleaf pine sandhills, xeric oak hammocks, scrub, pine flatwoods, dry prairies, and coastal dunes. They are also found in a variety of disturbed habitats including pastures and urban areas. Active gopher tortoise burrows were observed during the field reviews and several upland communities within the study area are considered suitable habitat.

The FWC Gopher Tortoise Permitting Guidelines will be implemented for gopher tortoise burrows found within 25 feet of the limits of construction. Pursuant to the guidelines, development activity on a project must avoid impacts to potentially occupied gopher tortoise burrows by 25 feet in all directions from the mouth of all burrows.

The Enterprise will secure an FWC Gopher Tortoise Relocation Permit to relocate the tortoises and associated commensal species if the gopher tortoise burrows cannot be avoided. With the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the gopher tortoise.

Short-tailed Snake

The short-tailed snake (*Lampropeltis extenuata*) is a state-listed Threatened species that can primarily be found burrowed in sandy soils, particularly longleaf pine and xeric oak sandhills, but may also be found in scrub and xeric hammock habitats. Sub-optimal habitats exist within the corridor.

The Enterprise will survey the Preferred Alternative for gopher tortoise burrows prior to construction and will initiate technical assistance with the FWC to secure a Gopher Tortoise Relocation Permit to relocate gopher tortoises and associated commensal species, such as the short-tailed snake, prior to construction. With the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the short-tailed snake.

Florida Pine Snake

The Florida pine snake (*Pituophis melanoleucus mugitus*) is a state-listed Threatened species that inhabits areas that feature well-drained sandy soils with a moderate to open canopy. Such habitats exist within the corridor, specifically areas coded as FLUCFCS codes 410, 411, 420, and 434. The pine snake often coexists with pocket gophers and gopher tortoises.

The Enterprise will survey the Preferred Alternative for gopher tortoise burrows prior to construction and will initiate technical assistance with the FWC to secure a Gopher Tortoise Relocation Permit to relocate gopher tortoises and associated commensal species, such as the Florida pine snake, prior to construction. With the implementation of these measures, it has been determined that the proposed project will have *No Adverse Effect Anticipated* on the Florida pine

snake.

State Protected Plants

The plants listed in Table 5.6.2 are classified below according to preferred habitat type. No state protected plants have been documented within the study area. Some appropriate habitat exists within the project area for all of these species. However, the existing right of way is generally not conducive to supporting these listed plants given regular maintenance activities including mowing and nuisance/exotic species management. Per Florida Statutes Title 35 Section 581.185, the FDACS is to be notified prior to highway construction that may affect state-listed species, to allow for the coordination and preservation of any plants on the regulated plant index, such as via seed harvesting or relocation.

Wetland Plants - State-listed plants that favor wetland habitat types include the following species:

- Many-flowered grass-pink (*Calopogon multiflorus*)
- Chapman's sedge (*Carex chapmanii*)
- Piedmont jointgrass (*Coelorachis tuberculosa*)
- Hartwrightia (*Hartwrightia floridana*)
- Star anise (*Illicium parviflorum*)
- Pondspice (*Litsea aestivalis*)
- Celestial lily (*Nemastylis floridana*)
- Cutthroat grass (*Panicum abscissum*)
- Florida willow (*Salix floridana*)

These plants have the potential to occur in wetlands and the edges of surface waters. These habitat types include FLUCFCS codes 617 (mixed wetland hardwood), 630 (wetland forested mixed), 631 (wetland shrub), 641 (freshwater marsh), 643 (wet prairies), 644 (emergent aquatic vegetation), 520 (lakes), and 530 (reservoirs); these wetlands and surface waters can be found scattered throughout the project corridor. However, no individuals were observed during field reviews. Given that wetland communities are protected by state and federal regulations, land management activities in wetlands tend to be of more limited scope as compared to upland areas. Therefore, the potential for these wetland-dependent state-listed species to occur in the project corridor was deemed to be higher than that of the following state-listed species that depend on upland conditions.

High Pine and Scrub Plants - State-listed plants that favor high pine and scrub habitat types, such as sandhill, scrubby flatwoods, scrub, oak scrub, and pine flatwoods, include the following species:

- Variable-leaved Indian-plantain (*Arnoglossum diversifolium*)
- Incised groove-bur (*Agrimonia incisa*)
- Ashe's savory (*Calamintha ashei*)
- Sand butterfly pea (*Centrosema arenicola*)
- Nodding pinweed (*Lechea cernua*)
- Paper nailwort (*Paronychia chartacea*)
- Giant orchid (*Pteroglossaspis ecristata*)
- Scrub bluestem (*Schizachyrium niveum*)

These species have the potential to occur in high pine and scrub habitat types (FLUCFCS code 411), as well as certain disturbed areas (FLUCFCS code 210). No individuals were observed, and upland areas are subject to routine maintenance including mowing, nuisance/exotic vegetation control, and other land management activities that can preclude establishment of native plant communities. To summarize potential involvement with state-listed plant species, there are several areas along the corridor that could provide habitat. As needed, during the design and permitting phases

of this project, the Enterprise will conduct a general plant survey and if any protected plant species are found within 25 feet of construction limits, coordination will occur with the FDACS to secure any necessary permits. In an effort to mitigate impacts to protected plant species within the study area, the Enterprise will coordinate with the FDACS prior to construction for possible relocation of protected plants. Therefore, the project will have no effect anticipated on state listed plant species that occur in uplands and *No Adverse Effect Anticipated* on state listed plant species that occur in wetlands.

Managed and Protected Species

Table 5.6.3 lists the managed and protected species known to occur within Polk County and Osceola County that could potentially occur near the study area based on potential availability of suitable habitat and known ranges.

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Comments
Avian					
<i>Haliaeetus leucocephalus</i>	Bald eagle	N	Within R/W	Low	No nests within 660-feet of existing R/W; new nests could occur in tall trees or structures.
<i>Pandion haliaetus</i>	Osprey	N	Within R/W	Moderate	No nests observed.
Mammals					
<i>Ursus americanus floridanus</i> *	Florida black bear	N	Within R/W	Moderate	Known to occur within the project footprint.
<i>Myotis spp.</i>	Bat species	N	Within R/W	Low	No evidence under bridges; limited other structures to provide habitat.
Ranking: N - none Sources: (1) USFWS - U.S. Fish and Wildlife Service status, Official lists of Threatened and Endangered species, 50 CFR 17.11 (2) FWC - Florida Fish and Wildlife Conservation Commission, Florida's Threatened and Endangered Species List, Updated June 2021. https://myfwc.com/media/1945/threatened-endangered-species.pdf accessed February 2020 FWC Notations: *The Florida black bear is no longer listed as threatened, however is still protected under the FWC Florida Black Bear Management Plan. Note: In accordance with Florida Administrative Code (FAC) Title 68A-27.0012, Procedures for Listing and Removing Species from Florida's Endangered and Threatened Species List, federally endangered or threatened species under the Endangered Species Act will be listed by the FWC by their federal designation.					

Table 5.6.3: Managed and Protected Species with the Potential to Occur

Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) is protected by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Habitat for this species includes estuaries, lakes, and reservoirs, near which they build nests in tall trees or other structures. No bald eagle nests have been documented within 660 feet of the study area and no bald eagle nests were observed during the field reviews. Three bald eagle nests have been documented within one mile of the project area; PO184, PO172, and PO172a. Each of these documented nests are located more than 1,000 feet east of the project area.

An updated survey will be completed during the final design and permitting phase of the project to evaluate the status of the currently documented nests and to identify potential new nests within 660 feet of the study area. If new nests are identified in the study area, work within 660 feet of nests will adhere to the criteria outlined by the USFWS, and the Enterprise will coordinate with USFWS should active nests be identified within 330 feet of proposed work.

Osprey

The osprey (*Pandion haliaetus*) is protected by the MBTA. Habitat for this species includes estuaries, lakes, and reservoirs, near which they build nests in trees or other structures. No osprey nests were observed during the field reviews. Since a permit is not required for the removal of inactive nests, any required nest removal can be scheduled to occur during times of non-nesting.

Florida Black Bear

Florida black bear (*Ursus americanus floridanus*) is no longer listed as a threatened species by the FWC. While it was removed from the state list of protected species in August 2012, it is still protected through the Florida Administrative Code 68A-4.009 Florida Black Bear Conservation. The project occurs within the primary range of the Ocala population within the South-Central Bear Management Unit, and bears are considered abundant in the study area. In total, two nuisance reports of Florida black bears occurred within the study area in 2023. A review of the Wildlife Incident Management System (WIMS) database maintained by the FWC (July 2025) noted no black bear road mortality within the project area. Although suitable habitat occurs in pockets surrounding the study area, this project is not anticipated to result in an increase in the chance for road-associated mortalities given the existing developed nature of the transportation corridor.

Bat Species

All bat species are protected in Florida per chapter 68A of the Florida Administrative Code. The following bat species are known to occur in the region: the Mexican free-tail (*Tadarida brasiliensis*), tri-colored (*Perimyotis subflavus*), evening (*Nycticeius humeralis*), big brown (*Eptesicus fuscus*), northern yellow (*Dasypterus intermedius*), and Rafinesque's big-eared (*Corynorhinus rafinesquii*). Bats utilize structures such as bridges as well as cavities in trees for roosting habitat. The eastern part of the study area falls within the consultation area for the Florida bonneted bat (*Eumops floridanus*), a federally endangered species, and potential habitat occurs on the study area. An updated evaluation and technical assistance with the USFWS will occur during the design phase of this project and agency coordination is expected. This project *May Affect* the Florida bonneted bat and surveys for these species are recommended during the design phase.

Wildlife Crossings

Roads have been documented to create both direct and indirect deleterious effects to wildlife by creating a barrier to movement and fragmenting natural habitats. As a result, the FDOT has prepared wildlife crossing guidelines (2023) in coordination with the USFWS and FWC to evaluate appropriateness of the inclusion of wildlife crossings for proposed projects on the State Highway System. Evaluation criteria include: a documented science-based need for a crossing supported by the USFWS and/or FWC; wildlife species documented within and using the study area; documented roadkill of species with high conservation value or within a known area where traversing the roadway creates a potential hazard to motorists and/or wildlife; presence within a documented range of the Florida panther and/or Florida black bear; project crossing of Critical Habitat, ecological greenway, or other landscape-level habitat linkage; presence of public conservation lands or lands under perpetual conservation easement necessary to achieve successful use of a crossing feature; compatibility of future land use and development patterns; and project location within area of critical conservation need. Section 259.1055, Florida Statutes, Florida Wildlife Corridor Act, was passed in 2021 to encourage the development of wildlife crossings for the protection of safety of wildlife and the traveling public.

While the study area is within a Florida black bear population range, there have not been any Florida black bear road kills since 2001 along the corridor. There are no documented Florida panther mortalities in this region and the corridor is far north of the Florida panther conservation area. There are Florida Ecological Greenways Network Priorities or Green Links along the corridor; Priority 2 areas cover scattered areas along the full length of the corridor. Conservation lands along the project corridor include a portion of the Upper Lakes Basin Watershed and the Reedy Creek Mitigation Bank near the northeastern limits of the project. There are no locations along the corridor where conservation lands are present on both sides.

The Least-Cost Pathway (LCP) was developed for the USFWS Florida Panther Recovery Implementation Team, Transportation Sub-team (2022) to identify potential pathways and corridors that wildlife species are likely to utilize as a pathway between suitable large habitats (Identifying Least-Cost Paths and Corridors for Florida Panther within South-Central Florida, Summary Report; 2022). The Least Cost Path and Corridor Analysis identified Primary, Secondary, and Tertiary Corridors, based on existing land use. The corridors are intended to serve as links between protected conservation lands. Within the CPP East Project Area, large portions of the project area are covered by Primary and Secondary Corridors. Within the CPP East Project Area, these corridors are intended to link between Disney Preserve/Southport Ranch in the east to the Hilochee Wildlife Management Area (WMA) in the west. In June 2024, the FDOT completed construction of the I-4 at C.R. 557 wildlife crossing within the Hilochee WMA.

Within the Central Polk Parkway East project study area, two Least Cost Pathways (LCPs) were identified, a northern LCP and a southern LCP. Additionally, Horse Creek was identified as a Primary Corridor. Both LCPs and Horse Creek are shown on Figure 5.6.1.

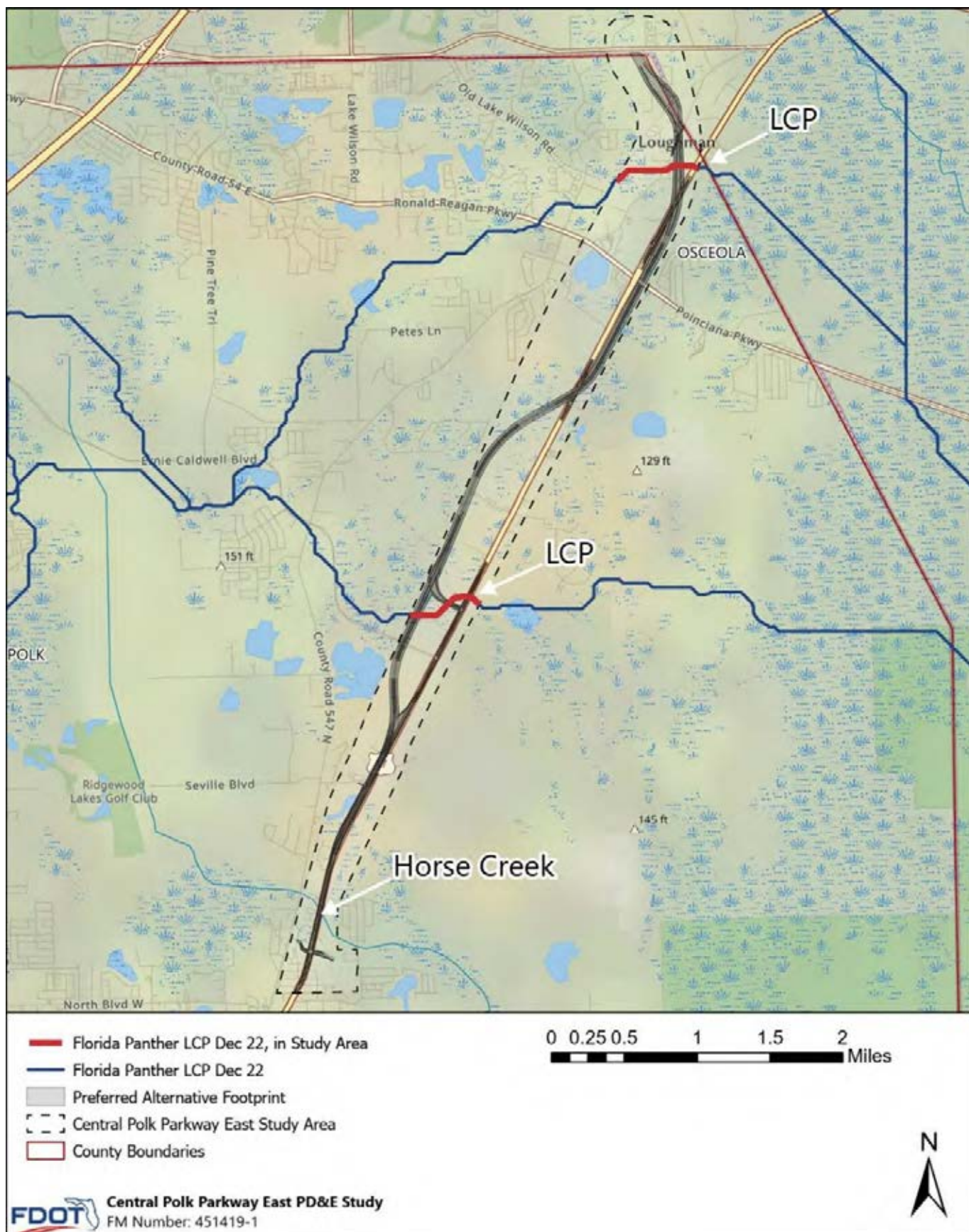


Figure 5.6.1: LCP Locations

The Southern LCP is located within improved pasture owned by Southern Silica. The Polk Future Land Use Map (2030) identifies a significant portion of this crossing located within land designated as the North Ridge Tourism Commercial Center. On October 6, 2025, the City of Davenport established the Sand and Silica Community Development District (CDD) by approval of Ordinance No. 1354. The CDD master plan identifies 1,700 future residential units in close proximity to the LCP. Due to future land use changes, the Southern LCP is not recommended for a wildlife feature.

The Northern LCP is located north of Parker Road. In the future, this LCP would need to cross the future Central Polk Parkway East, U.S. 17/92 and the future Poinciana Parkway, currently under design. The Northern LCP is located close to the planned U.S. 17/92 / Poinciana Parkway Interchange. Due to future land use changes, the Northern LCP is not recommended for a wildlife feature.

Horse Creek traverses US 17/92 near the Shady Oaks community. Horse Creek flows through an existing bridge culvert (160019), which was constructed in 1934. Undeveloped lands located east of US 17/92, the Horse Creek floodplain is under the ownership of the Standard Sand & Silica Company. Polk County's 2030 Future Land Use Map shows that the land east of US 17/92 is a mix of Residential Medium Density and City of Davenport. There is a portion of the Horse Creek floodplain west of US 17/92 which is designated as Preservation in Polk County's 2030 Future Land Use Map, but this area is under private ownership with no recorded conservation easement. There are no portions of the Horse Creek floodplain which are currently under public ownership.

During the replacement of bridge culvert 160019 at Horse Creek, The Enterprise commits to the implementation of wildlife features such bridges with shelves, specially designed culverts, enlarged culverts or drainage culverts and exclusionary devices such as fencing, walls or other barriers, or some combination of these features at Horse Creek.

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.

A Noise Study Report (NSR) was prepared for the proposed project to evaluate future noise impacts and determine potentially feasible and reasonable noise abatement measures to be recommended for further consideration during the design phase.

Within the project limits, noise levels were predicted at 354 noise receptor locations, representing 481 residences and 16 Special Land Use (SLU) sites. Of these sites, noise levels at 159 residences and eight SLU sites are predicted to approach or exceed the Noise Abatement Criteria (NAC) in the design year (2050) for the Preferred Alternative. Additionally, 27 residences and one SLU site are expected to have a substantial noise increase [15 dB(A)] over existing noise conditions. Nine residences are expected to have both a substantial noise increase and noise levels that approach or exceed the NAC.

The project is expected to impact a total of 195 residences and nine SLU sites (with the Equivalent Residential (ER) value of 15.64), when contributing railroad noise is included. Because a noise barrier must benefit a minimum of two impacted noise sensitive sites for a noise barrier to be feasible, noise abatement was not considered for three isolated receptors.

Twelve noise barriers were evaluated for the remaining 183 impacted residences and the nine impacted SLU sites. The results of the noise barrier evaluation conclude that eight of the evaluated noise barriers do not meet the FDOT noise abatement feasibility and/or reasonableness criteria. Refer to the NSR for more detailed description of the locations that were not determined to meet FDOT criteria.

Four noise barrier systems found to be a feasible and/or reasonable method to abate traffic-related noise impacts will provide at least a 5 dB(A) benefit to 97 impacted residences in five common noise environments, as shown in Table 6.1.1.

Statement of Likelihood

The Enterprise is committed to the construction of feasible and reasonable noise abatement measures. Four potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 6.1.1 for more detail on the noise barriers) 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 FTE; and
- Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

During the design phase, a land use review will be performed 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

SEIR is approved by the 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.

Common Noise Environment (CNE)	Number of Impacted Residences & SLU Equivalent Residences [ERs] ¹	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft)	Preliminary Noise Barrier Length (ft) ²	Preliminary Noise Barrier Location	Preliminary Noise Barrier Cost ³	Number of Residences & ERs Potentially Benefited by a Noise Barrier ⁴		Cost Per Benefited Residence
								Impacted	Total	
NOISE BARRIERS NORTHBOUND SIDE OF US 17/92										
NB03 Kissimmee MH & RV Resort	19	85+20	101+00	22	1,580	ROW ⁵	\$1,390,400	19	43	\$32,335
NOISE BARRIERS SOUTHBOUND SIDE OF US 17/92										
SB02 Horse Creek Village & Shady Oaks	24.09 ⁶	1048+15	1053+80	22	547	ROW ⁵	\$1,640,320	23.00	58.04	\$28,262
		1054+10	1057+00	22	301	ROW ⁵				
		1057+65	1060+50	22	283	ROW ⁵				
		1060+80	1062+10	22	127	ROW ⁵				
		1062+40	1064+15	22	172	ROW ⁵				
		1064+40	1067+20	22	278	ROW ⁵				
		1067+40	1069+00	22	156	ROW ⁵				
SB05 Aviana SB06 Pointe Grand Apts	51	N/A	N/A	22	574	ROW ⁵	\$1,987,040	32	36	\$55,196
		N/A	N/A	22	1,124	ROW ⁵				
		N/A	N/A	22	560	ROW ⁵				
NOISE BARRIERS NORTHBOUND SIDE OF CENTRAL POLK PARKWAY EAST										
NB05 Providence	19	1283+00	1286+00	8	306	ST ⁶	\$1,505,760	19	37	\$40,696
		1286+00	1311+00	14	2,514	SHLDR ⁷				

1. Includes both NAC B and NAC C receptors with predicted noise levels that approach or exceed the NAC.

2. 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. (See FDOT Standard Plans)

3. Unit cost of \$40 per square foot for all barrier segments.

4. Total includes impacted/benefited residences with a predicted noise level that does not approach or exceed 67 dB(A) but are incidentally benefited.

5. ROW - Noise barrier system located within Florida's Turnpike Enterprise or FDOT right of way.

6. ST - Noise barrier system located on CPP East bridge structure or mechanically-stabilized earth (MSE).

7. SHLDR - Noise barrier located on CPP East outside shoulder. Any required tapers in height at a shoulder noise barrier termination would be in addition to the length indicated. (See FDOT Standard Plans)

8. Number of impacts differs from that shown in Appendix B-1. Noise abatement evaluation scenario without the addition of rail noise selected as most beneficial to receptors. Refer to Section 3.8.2 for further explanation.

Note: Potential noise barriers are based on PD&E phase concepts. Future refinements in the project design phase and known constraints such as overhead utilities, drainage, etc., could alter barrier system placement, dimensions, and access. Such changes could render noise barriers no longer constructible or not meet FDOT noise abatement criteria. Assuming barriers are still feasible and reasonable in the design phase, community input may be solicited to confirm support.

Table 6.1.1: Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

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.

The proposed project is located in Osceola and Polk Counties, an area currently designated as being in attainment for particulate matter (2.5 microns in size and 10 microns in size) and carbon monoxide (CO).

The Preferred Alternative was vetted through a CO screening model called CO Florida 2024 that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The FDOT's CO Florida 2024

model uses the latest U.S. EPA approved software to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the current one-and eight-hour NAAQS for CO.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from CO Florida 2024, the highest project related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all NAAQS. Therefore, the Clean Air Act conformity requirements do not apply to the project. Additionally, the project is expected to improve the LOS and reduce delays and congestion on all facilities within the study area.

More information about air quality within the project area is located in the Air Quality Technical Memorandum (AQTM), available in the project file.

6.3 Contamination

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

A site visit was conducted on January 9, 2025 to search for contamination concerns. The site reconnaissance, in conjunction with the desktop review of regulatory sites, provides the necessary information for the assignment of risk ratings corresponding to the degree of contamination concern.

Based on the methodologies performed, 32 contamination sites were identified near the Preferred Alternative which may impact this project. Using the FDOT Risk Ratings, three No Risk sites, 18 Low Risk sites, 10 Medium Risk sites, and one High Risk site were identified. Potential contamination sites adjacent to the Preferred Alternative and their risk rankings are provided in Table 6.3.1.

Site Number	Site Name & Address	Database/ Facility ID	Risk Rating
1	Davenport Mechanic & Tire Center, Corp. 414 North US 17/92 Davenport, Florida	SLDWST_NLF: 97705	Low
2	Peter's Property SE Corner of James Street & US 17/92 Davenport, Florida	TANKS: 9102950	Medium
3	Former Flowers Auto Site Part A - 2005 43 East Murphy Street Davenport, Florida	STCERC: 548, 6239, ERIC_6239 Hazardous Waste: FLR000091652	Low
4	Apostolic Church of Jesus 811 North US 17/92 Davenport, Florida	TANKS: 9700313	Medium
5	Ingram Grove Service Inc. US 17 & 92 North Davenport, Florida	TANKS: 8624125	Medium

6	Citrus Enterprises Inc HWY 547 & Palm Street North Davenport, Florida	TANKS: 8623362, 8735428	Low
7	C & F Grocery 1115 North US 17/92 Davenport, Florida	TANKS: 9200845	Low
8	Aaron Sharpnack 1525 US 19/72 North Davenport, Florida	SLDWST_NLF: 100250	Low
9	Cemex - Davenport 100 Lem Carnes Road Davenport, Florida	LUST/TANKS: 8628348 Hazardous waste: SQG_85006	Low
10A	Sitescape Materials 2200 US 17-92 North Davenport, Florida	SLDWST_NLF: 95281	Low
10B	Standard Sand & Silica Company HWY 17-92 N Davenport, Florida	SLDWST_NLF: 95904 MapDirect: 8628349	Low
11	R&S Insulation Corp 3020 US 17-92 North Davenport, Florida	TANKS: 8943784	Medium
12	La Roche Industries, Inc North State Road 547 Davenport, Florida	CERCLIS/SEMSACTV: FLD152746053 MapDirect: 8629190, ERIC_13340 Hazardous waste: FLD032229288	Low
13	Sherry's 5534 North US 17/92 Davenport, Florida	TANKS: 9401953	Low
14	EZ Food Store #1/E-Z Foods #16 5945 US 19/72 North Davenport, Florida	LUST/TANKS: 8736165	Medium
15 / 17	Oakhill Estates CR 54 & 17/92 Loughman, Florida 7-Eleven Store #38539 200 Ronald Reagan Hwy, 6021 US 17/92 North Davenport, Florida	LUST/TANKS: 9046109 LUST/TANKS: 8840378	Medium
16	Loughman Service Center/Hart Storage Facility - Loughman 6004 US 17/92 North Loughman, Florida	LUST/STCERC/ TANKS: 8624326, 9300807	High
18	Publix Super Markets #1686 6075 US 17/92 North Davenport, Florida	TANKS: 9817051	Low
19	Speed Recycling 307 Church Street Davenport, Florida	SLDWST_NLF: 107350	Low
20	RJR Contractor LLC 4 Page Road Davenport, Florida	SLDWST_NLF: 106224	Low

21	Ruth Gotts Property/ Air Props Inc 1825 HWY 17 92 N Davenport, Florida	MapDirect: 9202759 Hazardous waste: FLR000040659	Medium
22	Standard Sand & Silica Co - Flint/ Cemex - Davenport Sand Mine 2200 US HWY 17-92 N Davenport, Florida	MapDirect: 9802324, 8628347	No
23	Maschmeyer-Loughman/ Hubbard Construction Corp - Loughman Facility 3606 HWY 547 N/ 3600 County Road 547 Davenport, Florida	MapDirect: 9819635, 9814074	No
24	Emerald Isle Interior Insulations Property 1701 US Highway 17/92 Davenport, Florida	2011 CSER	No
25	Row Crops No address	Aerial Review	Medium
26	Railroad Corridor No address	Aerial Review	Medium
27	Orange Industrial Services Inc 1925 US Highway 17 92 N Davenport, FL	Hazardous waste: FLR000032649	Low
28	Minshew Woodwork Shop 3735 US HWY 17 92 N Davenport, FL	Hazardous waste: SQG_83954	Low
29	O'Reilly Auto Parts #6679 6305 US Highway 17 92 N Davenport, FL	Hazardous waste: FLR000265751	Low
30	STT - Reunion 6781 Osceola Polk Line Road Davenport, FL	Hazardous waste: FLR000225318	Low
31	Holly Hill Fruit Products Inc 315 HWY 17-92 N Davenport, FL	MapDirect: 9806215 Hazardous waste: FLD004090304	Low
32	SJTGas and Food Inc/ Circle K #7360 404 HWY 17-92 N Davenport, FL	MapDirect: 8623820 Hazardous waste: FLD984252056	Medium

Table 6.3.1: Contamination Sites Risk Ratings

Based on the findings of the CSER, the following sites should be considered for Level II Impact to Construction Assessments in consultation with the District Contamination Impact Coordinator (DCIC) due to the site risk ratings of Medium or High:

- Site 2: Peter's Property
- Site 4: Apostolic Church of Jesus
- Site 5: Ingram Grove Service Inc.
- Site 11: R&S Insulation Corp.
- Site 14: EZ Food Store #1/E-Z Foods #16
- Site 15: Oakhill Estates
- Site 16: Loughman Service Center/Hart Storage Facility - Loughman
- Site 17: 7-Eleven Store #38539
- Site 21: Ruth Gotts Property/Air Props Inc.

- Site 25: Row Crops
- Site 26: Railroad Corridor
- Site 32: SJTGas and Food Inc./Circle K #7360

Evaluation of potential asbestos should be considered for all existing bridge structures prior to renovation or demolition.

A total of 44 stormwater pond alternative locations and 38 floodplain compensation sites were evaluated to address stormwater management. Of those, 19 locations were assigned no risk, 41 locations were assigned a low risk, and 22 locations were assigned a medium risk. The preferred pond and floodplain compensation sites include six no risk sites, 15 low risk sites, and 11 medium risk sites.

The Preferred Alternative was designed to avoid or minimize involvement with known or potential contamination sites, where possible. However, some sites could not be avoided, and minor right-of-way acquisition is required. More information about contamination is located in the CSER, available in the project file.

6.4 Utilities and Railroads

Utilities

Twenty-seven Utility Agency/Owners have been identified through the project corridor. The existing utilities include fiber optic cable, gas, electric, telephone, water, and sewer. Conflicts may occur where roadway widening and turn lanes are proposed. Conflicts will occur where locations of concrete sheet pile walls and retaining walls are proposed. Table 6.4.1 shows the utility conflicts within the project corridor.

Communication has been established with Comcast Cable, Florida Southeast Connection (NextEra Energy Pipeline Services Co.), and Kinder Morgan/Central Florida Pipeline following their initial notification of the project through online outreach. Meetings were held with Florida Southeast Connection on April 17, 2025, and with Comcast Cable on June 11, 2025, to review project status, evaluate potential impacts to existing utility infrastructure, and discuss next steps for data sharing and conflict resolution.

Utility Agency	Utility Type	Anticipated Conflict
CenturyLink	Fiber	Minimal
Charter Communications / Spectrum	Buried Television/Fiber	Minimal
City of Davenport	Water/Sewer	No Facilities
City of Haines City	Water/Sewer	No Facilities
City of Lake Wales	Water/Sewer	No Facilities
Cogent Communications	Fiber	TBD
Comcast Cable	Fiber	Minimal
Duke Energy Distribution	Electric	Major
Duke Energy Fiber	Fiber	Major
Duke Energy Transmission	Electric	Major
Enbridge Sabal Trail Transmission	Gas	TBD
Florida Gas Transmission	Gas	No Facilities
Florida Public Utilities	Gas	TBD

Florida Southeast Connection	Gas	Minimal
Frontier Communications	Fiber	TBD
Gulfstream Natural Gas System	Gas	Minimal
Kinder Morgan/Central Florida Pipeline	Gas	Minimal
Kissimmee Utility Authority (KUA)	Gas	Minimal
Level 3 Communications	Fiber	Minimal
MCI / Verizon Business	Fiber	Minimal
Polk County Utilities	Water/Sewer	Minimal
Summit Broadband	Fiber	Minimal
TECO Peoples Gas	Gas	Minimal
Toho Water Authority	Water	Minimal
Uniti Fiber	Fiber	Minimal
Zayo Group LLC	Fiber	TBD

Table 6.4.1: Utility Conflict Matrix**Railroads**

The Sea Board Coast Line Railroad, owned by CSX, and currently used by freight trains runs parallel on the west side to US 17/92. Coordination with CSX is anticipated, in order to extend the Ernie Caldwell bridge over CPP East.

6.5 Construction

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.

Noise and vibration impacts may be generated by heavy equipment and construction activities such as pile driving and vibratory compaction of embankments. Adherence to local construction noise and/or construction vibration ordinances by the construction contractor will also be required, where applicable.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur but are temporary and short term. Long term visual impacts are not anticipated as the roadway improvements are in consistent with the existing character of the roadway.

Water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs. Erosion and sedimentation will be treated in accordance with the FDEP's National Pollutant Discharge Elimination System Permit and Stormwater Runoff Control Concept (SRCC).

Maintenance of traffic and construction sequencing will be planned to minimize traffic delays during project construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

6.6 Bicycles and Pedestrians

The Preferred Alternative for this PD&E Study includes a 12-foot-wide shared use path on the northbound side of US 17/92 from James Street to Ernie Caldwell Boulevard and from Ronald Reagan Parkway to just south of Parker Road. A 12-foot-wide shared use path is proposed on the southbound side of US 17/92 from West James Street to Lem Carnes Road and from north of the Loughman Crossing shopping plaza to Parker Road. A six-foot-wide sidewalk with four-foot-wide bicycle lane is proposed on the southbound side of US 17/92 adjacent to the Loughman Crossing shopping plaza parcel just north of Ronald Reagan Parkway.

As described in Section 3.1, one trail crosses the Preferred Alternative footprint, the Bill Johnston Memorial Pathway to Ronald Reagan Parkway Connector, also known as the Old Tampa Highway Trail. The trail is classified as a paved hiking trail and includes a portion of brick roadway. The Preferred Alternative will overpass the trail near the CSX railroad and future Poinciana Connector. No impacts to the trail are anticipated as a result of this project.

6.7 Navigation

There are no navigable waterways located within the study area, and therefore, the Preferred Alternative will not impact this resource.

7. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

DRAFT

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. FDOT will implement the following commitments for the tricolored bat:
 - (a) Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit)
 - (b) Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - * (i) If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for two years. Negative results for acoustic surveys are valid for five years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in #4, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - * (ii) If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
2. A survey will be conducted for Audubon's crested caracara and Everglade snail kite, per USFWS protocol during the design phase.
3. A survey will be conducted for the Florida bonneted bat within the limits of construction activities that are within the Florida bonneted bat consultation area. 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 survey protocols for the Florida bonneted bat.
4. If the Monarch butterfly 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.
5. During the replacement of bridge culvert 160019 at Horse Creek, the Enterprise commits to the implementation of wildlife features such as bridges with shelves, specially designed culverts, enlarged culverts or drainage culverts and exclusionary devices such as fencing, walls or other barriers, or some combination of these features at Horse Creek.

6. The Enterprise is committed to the construction of feasible and reasonable noise abatement measures. Four potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 6.1.1 for more detail on the noise barriers) 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 FTE; and
 - Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

During the design phase, a land use review will be performed 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 SEIR is approved by the 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.

10. Approved for Public Availability

Environmental or Project Development Manager

Date:

DRAFT

11. Public Involvement

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

Summary of Activities Other than the Public Hearing

The Comments and Coordination Report, will be available in the project file following the conclusion of the Public Hearing.

Agency Coordination

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

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

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

- FDOT Office of Environmental Management (OEM);
- Florida Department of Agriculture and Consumer Services (FDACS);
- Florida Department of Economic Opportunity (DEO);
- FDEP;
- Florida Department of State (SHPO);
- FWC;
- National Marine Fisheries Service (NMFS);
- National Park Service (NPS);
- NRCS;
- Seminole Tribe of Florida;
- South Florida Water Management District (SFWMD);
- USACE;
- United States Coast Guard (USCG);
- United States Environmental Protection Agency (USEPA);
- USFWS; and
- United States Forest Service (USFS).

The FDOT informs agencies, tribal representatives, elected officials, and other interested stakeholders of a proposed action through the Advance Notification (AN) process. The AN was initiated on April 14, 2023 as ETDM Project 14524. A Programming Screen Summary Report was published on August 1, 2023. The Programming Screen Summary Report includes a list of all agencies and organizations that provided comments.

During the PD&E Study, the Enterprise facilitated coordination with agencies and stakeholders to ensure a cohesive outcome. Table 11.1.1 provides agency coordination that has occurred on this project as of August 2025. Additional agency meetings are planned to occur prior to the Public Hearing tentatively scheduled for December 2025.

Municipality/ Stakeholder	Description of Meeting	Date
City of Haines City	City / County Workshop	09/18/2024
City of Winter Haven	City / County Workshop	09/18/2024
Lake Wales	City / County Workshop	09/18/2024
Polk County	City / County Workshop	09/18/2024
	Project Update - Preliminary Viable Alternatives	03/12/2025
Polk County TPO	City / County Workshop	09/18/2024
	Project Update	01/23/2025
Town of Dundee	City / County Workshop	09/18/2024
Town of Lake Hamilton	City / County Workshop	09/18/2024
Central Florida Expressway Authority	Project Update - Preliminary Viable Alternatives	03/03/2025
City of Davenport	Project Update - Preliminary Viable Alternatives	03/12/2025
FDOT District 1	Project Update - Preliminary Viable Alternatives	03/17/2025
Florida Southeast Connection Pipeline	Discuss Viable Alternatives and Potential Impacts	04/17/2025
Comcast	Discuss Viable Alternatives and Potential Impacts	07/01/2025

Table 11.1.1: Agency and Stakeholder Coordination

Public Kickoff Meeting

A Hybrid Public Kickoff Meeting was held virtually on Tuesday, December 10, 2024, starting at 5:30 p.m., and in-person at the Tom Fellows Community Center on Wednesday, December 11, 2024, from 5:30 p.m. to 7:30 p.m.

Official notification was made by e-mail to 157 elected and other public officials on November 21, 2024. Following release of information to the elected and other officials, notice to 7,781 property owners and occupants within 500 feet of the study limits were notified by U.S. Mail on November 21, 2024. Notification was made by email to interested parties on November 25, 2024. The Public Kickoff Meeting was advertised in advance with a display ad in the Four Corners Sun on Wednesday, November 27, 2024 and in the La Gaceta on Friday, November 29, 2024. A Public Kickoff Meeting notification was placed in the Florida Administrative Register (FAR) November 26, 2024 Edition, Volume 50 / Number 231. A public notice was created December 2, 2024, and posted on the FDOT public notice website in-advance of the meetings. A press release was distributed by FDOT to major local media outlets on December 3, 2024. Social media outreach was conducted with a carousel ad running from December 3, 2024 to December 10, 2024. The campaign aimed to inform the public about the project's purpose, benefits, and upcoming meeting details. The ad reached 6,897 people and generated 1,468 clicks.

The virtual component of the meeting was held on Tuesday, December 10, 2024, using GoToWebinar. The online meeting started at 5:30 p.m. with an open house allowing the viewers to visit the exhibits on the project website. At 6:00 p.m., the Enterprise Project Manager welcomed the viewers, presented the agenda, and made introductions. A pre-recorded project informational video was then presented covering topics such as what a PD&E Study is, the project study area, its purpose and need, the alternatives development process, the importance of community involvement, the project schedule, and how to submit a comment. Following the video, the project manager discussed how to view the online meeting materials. Sixteen previously submitted questions were then presented and answered. Participants could ask

additional questions in the chat box during the online meeting. The meeting ended with the project manager explaining how to submit additional questions for public record and stating that a recording of the meeting will be posted to the project website. Attendance at the virtual meeting was as follows: 42 members of the public, one elected / appointed official, three county / city staff members, and one major stakeholder.

The in-person component of the meeting was held on Wednesday, December 11, 2024, at the Tom Fellows Community Center located at 207 North Boulevard West, Davenport, Florida 33837. This location is locally known and recognized as a meeting location able to accommodate large groups and has been used for other FDOT meetings. Parking was available to accommodate all the attendees, including the disabled. Directional public meeting signs were placed at the major intersecting roads to direct attendees to the meeting location and from the parking lot to the meeting room. The in-person meeting format was open house from 5:30 p.m. to 7:30 p.m. At the in-person meeting, newsletters were provided, and project boards and information were displayed. Project representatives were present to address questions one on one. The layout of the open house meeting included the looping PowerPoint presentation with audio voiceover to serve as an introduction. Meeting materials were posted to the project website prior to the meeting. Comment forms were provided. No requests for ADA accommodations were reported to the Enterprise within seven days prior to the meeting. Attendance at the in-person meeting consisted of 24 members of the public, and four security staff.

The comment period closed on Monday, December 23, 2024. A total of 50 comments were received, 28 prior to the meeting and 22 during and after the meeting. Seventeen comments were submitted online during the registration period, and five comments were submitted at the in-person meeting. Comment themes included: project schedule, construction timeline, right-of-way impacts, noise, property values, and environmental impacts. The comments were generally positive regarding the project improvements.

Alternatives Public Information Meeting

A Hybrid Alternatives Public Information Meeting was held virtually on Monday, April 21, 2025, starting at 5:30 p.m., and in-person at the Tom Fellows Community Center on Tuesday, April 22, 2025, from 5:30 p.m. to 7:30 p.m.

Official notification was made by e-mail to 156 elected and other public officials on March 28, 2025. Following release of information to the elected and other officials, notice to 6,824 property owners and occupants within 500-feet of the study limits were notified by U.S. Mail on April 2, 2025. Notification was made by email to interested parties on April 5, 2025. The Alternatives Public Information Meeting was advertised in advance with a display ad in the Four Corners Sun on Wednesday, April 9, 2025 and Wednesday April 16, 2025, and in the La Gaceta on Friday, April 11, 2025 and Friday, April 18, 2025. An Alternatives Public Information Meeting notification was placed in the FAR April 15, 2025 Edition, Volume 51 / Number 73. A public notice was created April 15, 2025, and posted on the FDOT public notice website in-advance of the meetings. A press release was distributed by FDOT to major local media outlets on April 15, 2025. Social media outreach was conducted with a carousel ad running from April 15, 2025 to May 2, 2025. The campaign aimed to inform the public about the project's purpose, benefits, and upcoming meeting details. The ad reached 56,892 people and generated 2,882 clicks.

The virtual component of the meeting was held on Monday, April 21, 2025, using GoToWebinar. The online meeting started at 5:30 p.m. with an open house allowing the viewers to visit the exhibits on the project website. At 6:00 p.m., the Enterprise Project Manager welcomed the viewers, presented the agenda, and made introductions. A pre-recorded project informational video was then presented covering topics such as what a PD&E Study is, the project study overview, the project purpose and need, the alternatives considered, the importance of community involvement, the project schedule, and how to submit a comment. Following the video, the project manager discussed how to view the online meeting materials. Twenty-three previously submitted questions were then presented and answered. Participants could ask

additional questions in the chat box during the online meeting. The meeting ended with the project manager explaining how to submit additional questions for public record and stating that a recording of the meeting will be posted to the project website. The attendance for the virtual meeting was as follows: 71 members of the public and one county / city staff member.

The in-person component of the meeting was held on Tuesday, April 22, 2025, at the Tom Fellows Community Center located at 207 North Boulevard West, Davenport, Florida 33837. This location is locally known and recognized as a meeting location able to accommodate large groups and has been used for other FDOT meetings. Parking was available to accommodate all the attendees, including the disabled. Directional public meeting signs were placed at the major intersecting roads to direct attendees to the meeting location and from the parking lot to the meeting room. The in-person meeting format was open house from 5:30 p.m. to 7:30 p.m. Project boards and information were displayed at the in-person meeting and project representatives were present to address questions one on one. The layout of the open house meeting included the looping PowerPoint presentation with audio voiceover to serve as an introduction. Meeting materials were posted to the project website prior to the meeting. Comment forms were provided. No requests for Americans with Disabilities Act (ADA) accommodations were reported to the Enterprise within seven days prior to the meeting. Attendance for the in-person meeting consisted of: 79 members of the public, three elected / appointed officials, three county / city staff members, and two security staff.

The comment period closed on Friday, May 2, 2025. A total of 36 comments were received. Eighteen comments were submitted online during the registration period, two were sent via email to the project manager, and 16 were submitted during the in-person meeting. Comment themes included: project schedule, right-of-way impacts, noise, property values, and environmental impacts. Additional questions related to surrounding projects were also received. Three comments were in opposition of the project, one person provided general support of the project, five people responded in direct support of Alternative 1: Co-Located Alternative, and three people responded in direct support for Alternative 2: New Alignment.

Date of Public Hearing: 12/04/2025

Summary of Public Hearing

This section will be updated following the completion of the Public Hearing.

12. Technical Materials

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

Contamination Screening Evaluation Report
Preliminary Engineering Report

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Attachments

None

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