

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 535/VINELAND RD FROM US 192 TO NORTH OF WORLD CENTER DR

District: FDOT District 5

County:

ETDM Number: 14325

Financial Management Number: 437174-2-22-01

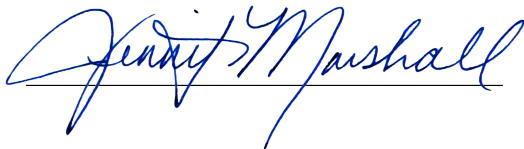
Federal-Aid Project Number: N/A

Project Manager: David Graeber

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink that reads "Jenny Marshall". The signature is written in a cursive style and is positioned above a horizontal line.

November 15, 2024

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 07/15/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Florida Department of Transportation, District 5 (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the widening of SR 535 from four to six lanes from US 192 in Osceola County to just north of World Center Drive (SR 536) in Orange County, approximately 2.35 miles as shown in **Figure 1-1**. SR 535 is known as Vineland Road in Osceola County and Kissimmee-Vineland Road in Orange County.

Within the study limits, State Road (SR) 535 is a four-lane divided minor arterial facility that runs generally in a north south direction with an existing posted speed that varies from 45 to 50 miles per hour (mph) (**Figure 1-1**). Bicycle and pedestrian facilities are provided intermittently throughout the study limits. There are three bridges over SR 535 within the study limits. Two of the existing bridges (#750474 and #750475) serve eastbound and westbound SR 417 and one of the existing bridges (#924161) serves both eastbound and westbound Osceola Parkway. The existing drainage system collects roadway stormwater runoff in ditches and conveys the roadway stormwater runoff to treatment ponds via roadside ditches. The proposed improvements include widening SR 535 from four to six lanes, constructing intersection improvements, providing drainage treatment and providing shared use paths along both sides of the roadway. The existing bridges will not be modified. The typical section for the Preferred Alternative is provided in **Figure 1-2**.



Figure 1-1 Project Location Map

Description of Preferred Alternative

The Preferred Alternative consists of inside widening from four to six lanes with a shared use path along both sides and intersection improvements. The preferred alternative is shown on **Figure 1-2**.

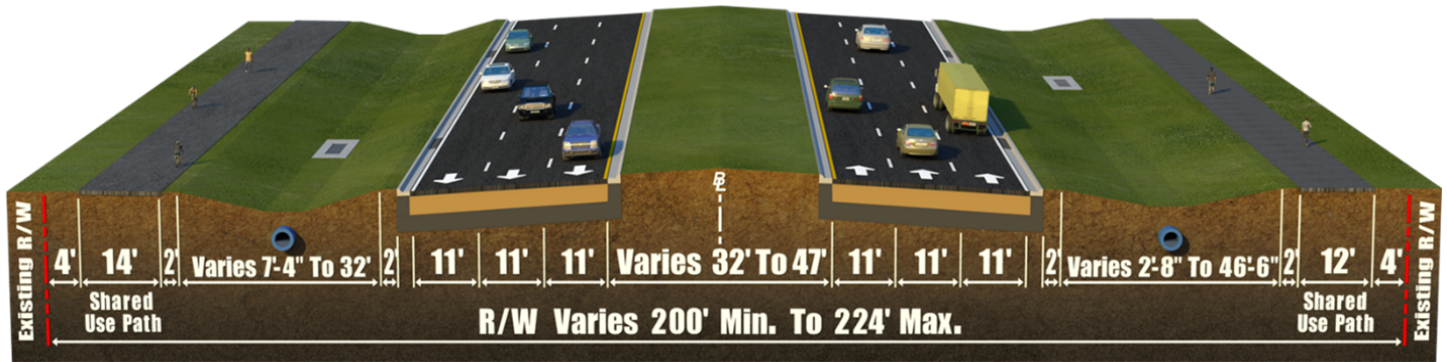


Figure 1-2 Preferred Alternative Typical Section

The Preferred Alternative has a design speed of 45 mph and consists of full reconstruction with the additional lanes constructed towards the median. The typical section consists of three (3) 11-foot travel lanes in each direction separated by a 32-foot to 47-foot median with a 14-foot shared use path on the west side and a 12-foot shared use path on the east side of the roadway except under the Osceola Parkway Bridge where the shared use path is constrained to 12-foot in width on both sides of the roadway. The Preferred Alternative typical section will generally be constructed within the existing right-of-way width of 200-feet to 224-feet. Swales with ditch bottom inlets in conjunction with flume inlets at the curb line will be provided for drainage conveyance. Stormwater attenuation and floodplain compensation will be provided.

SR 535 roadway improvements would not require extending or reconstructing the existing bridges over SR 535 including the one bridge carrying Osceola Parkway traffic over SR 535 (#924161) and two bridges carrying SR 417 over SR 535 (#750474 and #750475) as all improvements will fit under the existing structures (see **Figure 1-3** and **Figure 1-4**).

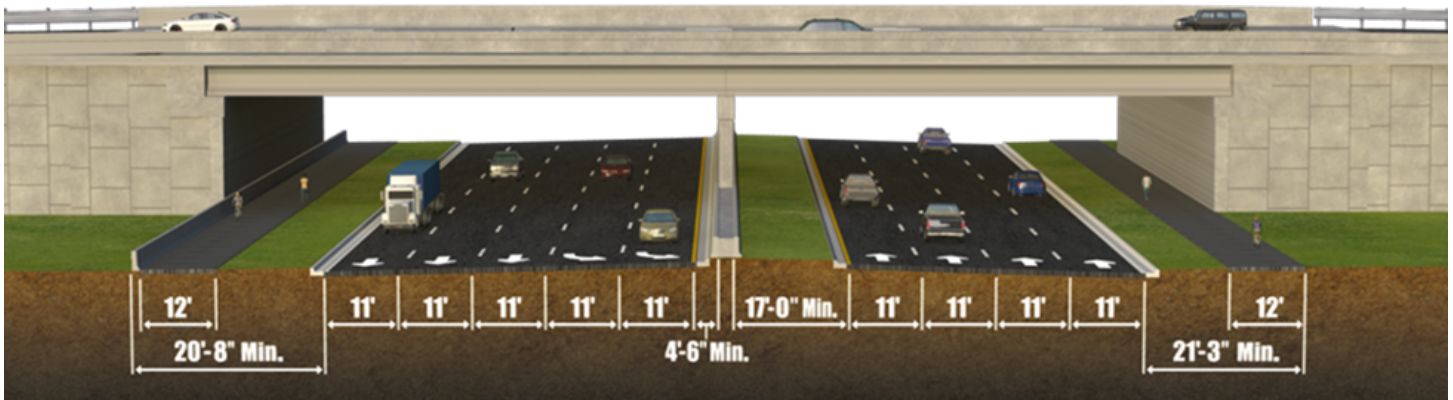


Figure 1-3 Osceola Parkway over SR 535

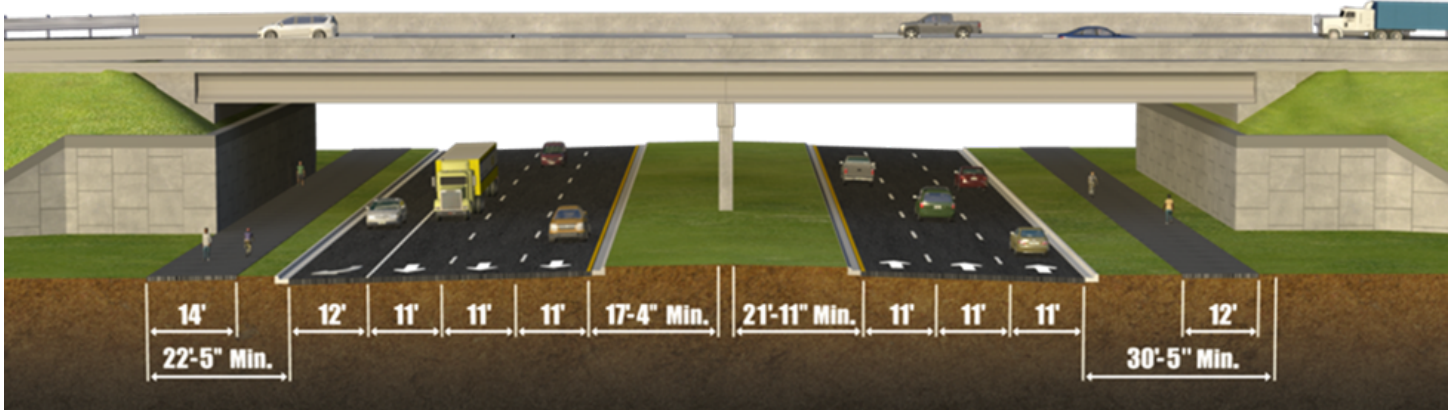


Figure 1-4 SR 417 Over SR 535

Intersection Improvements

The Preferred Alternative will also implement intersection improvements including the following innovative intersection concepts.

- Polynesian Isle Boulevard Partial Median U-Turn (PMUT): Implementation of the PMUT involves the removal of northbound and southbound direct left turn movements from SR 535 to Polynesian Isle Boulevard and the addition of signalized U-turns at the existing median openings located just north and south of the intersection along SR 535 to accommodate vehicles wishing to travel east or west on Polynesian Isle Boulevard.
- International Drive Partial Displaced Left Turn (PDLT): Implementation of the PDLT involves the removal of direct eastbound and westbound left turns from International Drive at SR 535 with the displaced left turns installed on both legs of International Drive. The northbound and southbound left turn movements for SR 535 continue to take place at the main intersection.
- SR 536 (World Center Drive) PDLT: Implementation of the PDLT involves the removal and replacement of direct northbound and southbound left turns from SR 535 at SR 536 with the displaced left turns installed on both legs of SR 535. The eastbound and westbound left turn movements for the SR 536/World Center Drive continue to take place at the main intersection.

Drainage

There are 4 basins in the existing and proposed condition, and all basins drain to permitted stormwater systems in the existing condition (see **Table 1-1**). Where feasible, stormwater management facilities have been recommended within existing FDOT right-of-way. Below is a summary of the preferred pond alternatives (see **Figure 1-5**).

Table 1-1 Preferred Pond Alternatives				
Basin	Preferred Alternative	Ponds	Type	R/W Req'd.
1	1A	Exist. Pond 1-1	Wet	0.0
2	2A	Exist. Pond 2-1 and Pond 2-2	Wet	3.0
3	3A	Exist. Pond 3-1 and Pond 3-2	Wet	3.5
4	4A	Exist. Pond 4-1	Wet	0.0

An analysis of floodplain impacts and Floodplain Compensation (FPC) alternatives was performed. Project improvements will impact the 100-year floodplain as a result of longitudinal impacts and transverse impacts. The Preferred FPC Alternative and anticipated right-of-way needs associated with the Preferred Alternative are provided in **Table 1-2**.

Table 1-2 Preferred FPC Site			
Name	Floodplain Impacts (ac-ft)	Floodplain compensation Volume Provided (ac-ft)	Estimated Pond R/W Req'd. (including access) (ac)
FPC-1	8.89	14.45	4.3



Figure 1-5 Preferred Alternative Ponds

Right-of-way

SR 535 has an existing right-of-way of 200 to 224 feet which accommodates the roadway typical section for the Preferred Alternative. Approximately 0.7 acres of right-of-way acquisition is required to construct improvements at the SR 535/International Drive and SR 535/World Center Drive (SR 536) intersections. Approximately 10.8 acres of right-of-way acquisition are associated with the required stormwater and floodplain compensation ponds. The Preferred Alternative will impact a total of 8 parcels.

1.2 Purpose and Need

The purpose of the project is to accommodate future projected traffic demand and improve safety, and is based on the following needs:

Transportation Demand

In the existing condition, the section of SR 535 from US 192 to Kyngs Heath Road operates at a Level of Service (LOS) D with an Annual Average Daily Traffic (AADT) of 28,300; the section from Kyngs Heath Road to Poinciana Boulevard operates at LOS D with an AADT of 26,900; the section from Poinciana Boulevard to Polynesian Isle Boulevard operates at LOS D with an AADT of 46,800; the section from Polynesian Isle Boulevard to World Center Drive operates at LOS D with an AADT of 44,300.

Based on the approved Orange County and Osceola County Comprehensive Plan's future land-uses that are included in the Central Florida Regional Planning Model (CFRPM) version 7.0, in the future year (2045) No-Build condition, the section of SR 535 from US 192 and Kyngs Heath Road is projected to operate at LOS F with an AADT of 42,000; the section from Kyngs Heath Road to Poinciana Boulevard is projected to operate at LOS E with an AADT of 40,000; the

section from Poinciana Boulevard to Polynesian Isle Boulevard is projected to operate at LOS F with an AADT of 69,000; the section from Polynesian Isle Boulevard to World Center Drive is projected to operate at LOS F with an AADT of 66,000.

Safety

A total of 981 crashes were reported on SR 535 from US 192 to Lake Bryan Beach Boulevard in the five-year period from 2014 through 2018. Of those reported crashes, 463 (47%) resulted in injury and four (4) resulted in a fatality. The most frequent crash type was rear end with 605 (62%) total crashes, indicating congestion. Sideswipe crashes were the second highest with 106 (11%), followed by left-turn with 93 (9%) total crashes. Of the 981 crashes, 602 (61%) crashes occurred during daylight conditions. The crash rates along this segment of SR 535 exceed the FDOT statewide averages for similar facilities.

Project Status

The project is within the jurisdiction of MetroPlan Orlando. The MetroPlan Orlando 2045 Cost Feasible Plans (CFP) includes the widening of SR 535 from US 192 in Osceola County to SR 536 in Orange County in years 2031 to 2035 (construction). The SR 535 improvements are funded for design in the FDOT 2024-2029 Five-Year Work Program and MetroPlan Orlando 2023-2028 Transportation Improvement Program (TIP). This project was screened in the Efficient Transportation Decision Making (ETDM) system as ETDM #14325.

1.3 Planning Consistency

The project is within the jurisdiction of MetroPlan Orlando. The MetroPlan Orlando 2045 Cost Feasible Plan (CFP)(see attached page) includes widening of SR 535 from US 192 in Osceola County to SR 536 in Orange County in years 2031 to 2035 (construction). The SR 535 improvements are funded for design in the FDOT 2024-2029 Five-Year Work Program and MetroPlan Orlando 2023-2028 Transportation Improvement Program (TIP)(see attached pages). This project was screened in the Efficient Transportation Decision Making (ETDM) system as ETDM #14325.

Currently Adopted L RTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	5,240,000	2025-2026	
STIP	Y	5,240,000	2026	Approved STIP is attached
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

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

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

The Sociocultural Data Report (SDR) from the FDOT Efficient Transportation Decision Making (ETDM) system was used along with census data to evaluate potential social impacts. The most recent available data in the SDR shows the 2010 median household income in the project area was \$41,375. The median household income in Orange County was \$50,138 and in Osceola County was \$46,328. According to the SDR, eight percent of the population in the project area is considered low-income because their annual income is below the poverty level. This is less than Orange County (13.42 percent) or Osceola County (13.25 percent). The study area contains Limited English Proficiency populations and according to the SDR, 8.72 percent of the population in the project area speaks English not well or not at all. The most recent available data show that the project area in 2010 was 51.43 percent minority, which is less than Orange County (55.48 percent) and Osceola County (62.04 percent).

There were no special cases identified on this project such as handicapped or disabled displacements that warrant special assistance. The project is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or transit-dependent groups. No relocations are proposed under the Preferred Alternative. Due to the limited area of additional right-of-way and no residential relocations, no significant impacts are anticipated to community cohesion, community characteristics, special community designation, safety/emergency response, demographics, and community goals and quality of life.

Based on the analysis of census and SDR data and the results of field inspections and public involvement efforts, it was determined that the Preferred Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations and is in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. Based on public engagement activities, no controversy is anticipated for the project. For all the reasons outlined above, it was determined that the project will have no substantial impact on Social resources.

3.2 Economic

During the PD&E Study, a review of potential impacts to commerce and the tax base was conducted. The study determined that there would be no relocations or displacements under the Preferred Alternative, so no significant negative economic impacts are anticipated. The project may enhance the local economy by improving the transportation system and enhancing connectivity to/from major employment centers and tourist attractions.

3.3 Land Use Changes

Land use cover descriptions provided for both uplands and wetlands are classified utilizing the *Florida Land Use Cover and Forms Classifications System* (FLUCCS) designations (see attached land use map). In addition to existing FDOT right-of-way, the roadway impacts under the Preferred Alternative would impact 0.12 acre of Commercial and Services lands (FLUCCS 1400), 0.11 acre of Pine Flatwoods (FLUCCS 4110) and an additional 0.48 acre mapped as Roads and Highways (FLUCCS 8140).

Pond impacts under the Preferred Alternative would total 24.39 acres and would occur to areas mapped as Medium Density Under Construction, (FLUCCS 1290, 3.81 acre), Multiple Dwelling Units, High Rise (FLUCCS 1340, 0.73 acre), Commercial and Services (FLUCCS 1400, 3.38 acre), Golf Course (FLUCCS 1820, 2.38 acre), Upland Shrub and Brushlands (FLUCCS 3200, 2.72 acre), Pine Flatwoods (FLUCCS 4110, 4.44 acre), Reservoirs (FLUCCS 5300, 2.59 acre), and Roads and Highways (FLUCCS 8140, 4.34 acre).

The project is compatible and consistent with the planned land uses documented in the Orange County Comprehensive Plan and the Osceola Comprehensive Plan. No farmland impacts are anticipated. No secondary development or similar changes in land use are anticipated as a result of the proposed project. For these reasons, no significant impacts to land use are anticipated.

3.4 Mobility

The project is anticipated to enhance mobility through additional roadway capacity and connectivity with sidewalks and shared-use paths. The sidewalks and shared use paths will provide mobility options besides vehicles and will be available to elderly, young, disabled and low-income individuals.

3.5 Aesthetic Effects

During this PD&E Study, a review of the potential viewshed, and compatibility issues was conducted. The Preferred Alternative follows an existing roadway corridor and would not introduce any unnatural or unusual elements into the surrounding viewshed. Because of the urban nature of the area and the location along a major transportation corridor with similar infrastructure at roadway interchanges, these impacts will not change the character of the viewshed and are compatible with the intended use of these transportation corridors.

3.6 Relocation Potential

SR 535 has an existing right-of-way of 200 to 224 feet which accommodates the roadway typical section for the Preferred Alternative. Approximately 0.7 acres of right-of-way acquisition is required to construct improvements at the SR 535/International Drive and SR 535/World Center Drive (SR 536) intersections. Approximately 10.8 acres of right-of-way acquisition are associated with the required stormwater and floodplain compensation ponds.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Through coordination with the Natural Resources Conservation Service, it has been determined that no farmlands as defined by 7 CFR Part 658 are located in the project vicinity.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

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 these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 06/03/2024. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The defined archaeological APE includes the existing right-of-way where improvements are proposed. The architectural history APE included the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way or no more than 100 meters (328 feet) from the right-of-way line. Where ponds are proposed, the APE was defined to include the proposed pond footprints in addition to a 30.5-meter (100-foot) buffer of each pond. Archaeological survey was conducted within the Archaeological APE and architectural survey was conducted within the Architectural History APE. The "APE" refers to the combined archaeological APE and architectural history APE.

The archaeological survey included the excavation of eight shovel tests and nine "no-dig" points; due to heavy modern development and buried utilities within the archaeological APE, most of the corridor was limited to pedestrian survey and surface inspection. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE.

The architectural history survey resulted in the identification and evaluation of one newly recorded historic building at 8350 Lake Bryan Beach Boulevard (8OR11944). Resource 8OR11944 was determined ineligible for the NRHP. The survey also recorded a new segment of the Florida Midland Railroad, a previously recorded resource in Orange and Osceola counties. It is recorded in Orange County as Resource 8OR10235 and in Osceola County as Resource 8OS02541. The SHPO previously evaluated recorded segments of 8OR10235 and 8OS02541 outside the current APE as ineligible for the NRHP. Based on the results of the current architectural history survey and SHPO linear resource guidelines, the segment of 8OR10235/8OS0254 within the APE lacks significance and was determined ineligible for listing in the NRHP. The SHPO concurred with these determinations on 06/03/2024; the concurrence letter is attached.

No historic properties were identified within the APE. No further work is required. For these reasons, no significant impacts to historic resources are anticipated.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

4.3 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.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

The northwest quadrant of the intersection of SR 535 and International Drive includes an Orange County drainage easement as well as a South Florida Water Management District (SFWMD) conservation easement. Available mapping data shows overlaps between these easements and right-of-way for International Drive. It is anticipated that the Preferred Alternative may impact up to approximately 0.09 acre of SFWMD Conservation Easement. The area that is under SFWMD conservation easement is privately owned (Parcel number 34-24-28-0000-00-018) and is not under public recreational use. There are no parking areas or public access points, and no Management Plan or other documents describing recreational use were identified. There are no state-owned lands subject to review and approval by the Acquisition and Restoration Council.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 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.

Other applicable federal laws protecting wildlife and habitat include the Bald and Golden Eagle Protection Act (16 U.S.C.668-668d) (BGEPA) and Migratory Bird Treaty Act (MBTA). Applicable state laws include Chapter 5B-40 and Chapter 68A-27, Florida Administrative Code (FAC).

A Natural Resources Evaluation was developed for this project. Federal and state listed species with potential to occur in the project corridor were identified through research and coordination with US Fish and Wildlife Service (USFWS), and the Florida Fish and Wildlife Conservation Commission (FWC) and information on each species is provided in the table below. Based on technical assistance with USFWS North Florida Ecological Services Field office on November 29, 2022 and USFWS South Florida Ecological Field Services office on November 21, 2022, it was determined that suitable habitat for sand and blue tail mole skinks and Audubon's crested caracara were unlikely to exist within the project limits and surveys would not be required. Effect determinations were made using USFWS effect determination keys for wood stork and Eastern indigo snake. To avoid potential impacts to Eastern indigo snakes, the USFWS Standard Protection measures will be implemented. For other species the proposed project activities along with the presence and quality of suitable habitat, historical records of occurrence, and field inspections were used to develop effect determinations. A species occurrence and habitats map is attached. No listed species were observed during field investigations. There is no Critical Habitat present within the project area. No adverse impacts are anticipated to any listed species from the Preferred Alternative.

Common Name	Scientific Name	Federal Status	State Status	Critical Habitat in Project Area	Effect Determination
Fauna Species					
Audubon's crested caracara	<i>Polyborus plancus audubonii</i>	FT	-	None	No Effect
Blue-tail mole skink	<i>Eumeces egregius lividus</i>	FT	-	None	No Effect
Eastern black rail	<i>Laterallus jamaicensis ssp. jamaicensis</i>	FT	-	None	No Effect
Eastern indigo snake	<i>Drymarchon corais couperi</i>	FT	-	None	NLAA
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	FE	-	None	No Effect
Florida burrowing owl	<i>Athene cunicularia</i>	-	ST	None	NAEA
Florida grasshopper sparrow	<i>Ammodramus savannarum floridanus</i>	FE	-	None	No Effect
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	-	ST	None	NAEA
Florida sandhill crane	<i>Grus canadensis pratensis</i>	-	ST	None	NAEA
Florida sand skink	<i>Neoseps reynoldsi</i>	FT	-	None	No Effect
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	FT	-	None	No Effect
Gopher tortoise	<i>Gopherus polyphemus</i>	-	ST	None	NAEA
Little blue heron	<i>Egretta caerulea</i>	-	ST	None	NAEA

Red-cockaded woodpecker	<i>Picooides borealis</i>	FT	-	None	No Effect
Roseate spoonbill	<i>Platalea ajaja</i>	-	ST	None	NAEA
Southeastern American kestrel	<i>Falco sparverius paulus</i>	-	ST	None	NAEA
Tricolored heron	<i>Egretta tricolor</i>	-	ST	None	NAEA
Wood stork	<i>Mycteria americana</i>	FT	-	None	No Effect
Flora Species					
Beautiful pawpaw	<i>Deeringothamnus pulchellus</i>	FE	-	None	No Effect
Britton's beargrass	<i>Nolina brittoniana</i>	FE	-	None	No Effect
Florida greeneyes	<i>Berlandiera subacaulis</i>	FT	-	None	No Effect
Gray's beaksedge	<i>Rhynchospora grayi</i>	FT	-	None	No Effect
Lewton's polygala	<i>Polygala lewtonii</i>	FE	-	None	No Effect

Notes: FE = Federally Endangered, FT = Federally Threatened; ST = State Threatened, NLAA = Not Likely to Adversely Affect, MANLAA = May Effect, Likely to Adversely Effect, NAEA = No Adverse Effect Anticipated

Audubon's Crested Caracara (Threatened- Federal)

Audubon's crested caracara is a non-migratory subspecies that occurs in Florida and is isolated from other crested caracara populations in the southwestern U.S., Mexico, and Central America. The project occurs within the USFWS consultation area for caracara. Audubon's crested caracara range throughout central Florida and typically inhabited dry and wet prairies with scattered cabbage palms (*Sabal palmetto*). They are also known to inhabit lightly wooded areas as well as improved and unimproved pastures (USFWS 2014a).

Audubon's crested caracara nest in the winter and early spring, with peak nesting in January and February. They often feed on carrion and will forage on the ground for insects, turtles, snakes, frogs, or fish. Audubon's crested caracara are primarily threatened by habitat loss through urbanization and conversion to agriculture.

The project occurs within the USFWS consultation area for this species. Correspondence with USFWS is provided in **Appendix A** of the Natural Resources Evaluation. Potential caracara nesting habitat was initially evaluated in accordance with the methods described in *Survey Protocol for Finding Caracara Nests (USFWS 2004)*, *Recommended Management Practices and Survey Protocols for Audubon's Crested Caracara (Caracara cheriway audubonii) in Florida* (Morrison 2001), and *USFWS Crested Caracara Survey Protocol - Additional Guidance (USFWS 2015)*. Additional field inspections to evaluate habitat suitability for Audubon's crested caracara are documented in a Technical Memorandum that was submitted to both the North Florida and South Florida USFWS Ecological Services Field Offices and is an appendix in the Natural Resources Evaluation report. Those USFWS offices provided technical assistance, stating that no suitable nesting habitat for Audubon's crested caracara would be impacted by the proposed project. For this reason, no nesting surveys were performed for caracara and a determination of **No Effect** is made for this species due to a lack of suitable habitat.

Blue-Tail Mole Skink and Sand Skink (Threatened- Federal)

Blue-tail mole skinks and sand skinks occur in scrub and sandhill habitats along the Lake Wales Ridge region of central Florida. They are typically found above 82 feet elevation and association with certain soil types (USFWS 2021). Blue-tail mole skink and sand skink populations are primarily threatened by habitat loss from development and agriculture, and habitat degradation due to lack of appropriate habitat management (USFWS 2021).

The project area contains areas mapped as potentially suitable habitat for blue-tail mole skinks following guidance by USFWS. Those areas occur within the range of blue tailed mole skinks, at appropriate elevations, and in appropriate soil types. A map showing those potentially suitable skink habitat areas is attached. There were no documented occurrences

of blue-tail mole skink or sand skink in the project study area, and none were detected during field investigations.

Field inspections to evaluate habitat suitability for sand and blue-tail mole skinks are documented in the Technical Memorandum included in the Natural Resources Evaluation report as **Appendix A**. This Technical Memorandum was submitted to both the North Florida and South Florida USFWS Ecological Services Field Offices. Those USFWS offices each returned the attached letters, stating that no suitable habitat for sand or blue-tailed mole skinks would be impacted by the proposed project. For this reason, no cover-board surveys were performed and a determination of **No Effect** is made for these species due to a lack of suitable habitat.

Eastern Black Rail (Threatened- Federal)

The eastern black rail is a secretive marsh bird species, and the smallest rail in North America. It inhabits salt, brackish, and freshwater wetlands in the eastern United States. Black rails are wetland dependent and marsh and emergent vegetation on moist to saturated soils interspersed with or adjacent to shallow water. Dense vegetative cover that conceals but allows movement is required; however, when shrub or densities become too high habitat quality is reduced. Black rails forage on a variety of small aquatic and terrestrial invertebrates and seeds.

Wetlands that may form potential habitat for eastern black rail in the project area are mapped by SFWMD as Mixed Wetland Hardwoods (FLUCCS 6170), Cypress (FLUCCS 6210), Cypress - Mixed Hardwoods (FLUCCS 6216), and Wetland Forested Mixed (FLUCCS 6300). However, shrub densities within these areas is so high that the habitat is unsuitable for black rails. There are no documented occurrences of black rails in the project study area, and none were detected during field investigations. The proposed project would not directly impact any wetlands. For these reasons, a determination of **No Effect** is made for this species.

Eastern Indigo Snake (Threatened- Federal)

Habitat loss is the primary threat to eastern indigo snakes. In central, south central, and coastal Florida, the eastern indigo snake inhabits hammocks, coastal scrub, dry glades, palmetto flats, prairie, brushy riparian areas, canal corridors, and wet fields.

Vegetated lands in the project area contain potential habitat for eastern indigo snakes including those mapped by SFWMD as Cypress Mixed Hardwoods (FLUCCS 6216), Pine Flatwoods (FLUCCS 4140), Upland Shrub and Brushland (FLUCCS 3200), and Wetland Forested Mixed (FLUCCS 6300). No gopher tortoise burrows or other refugia that are occasionally inhabited by eastern indigo snakes were found in the project corridor. Because the project area lies within the North Florida and South Florida Ecological Services Offices (ESOs), both the North and South *Eastern Indigo Snake Programmatic Effect Determination Key* (USFWS 2013, 2017) were followed in evaluating potential impacts from the proposed project and are provided below.

North Florida ESO Eastern Indigo Snake Programmatic Effect Determination Key

1. Project is not located in open water or salt marsh.....go to B
2. Permit will be conditioned for use of the Service's *Standard Protection Measures for the Eastern Indigo Snake* during site preparation and project construction.....go to C
3. There are no gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities.....NLAA

South Florida ESO Eastern Indigo Snake Programmatic Effect Determination Key

1. Project is not located in open water or salt marsh.....go to B

2. Permit will be conditioned for use of the Service's most current guidance for Standard Protection Measures for the Eastern Indigo Snake during site preparation and project construction.....go to C
3. The project will impact less than 25 acres of eastern indigo snake habitat (e.g., sandhill, scrub, pine flatwoods, pine rocklands, scrubby flatwoods, high pine, dry prairie, coastal prairie, mangrove swamps, tropical hardwood hammocks, hydric hammocks, edges of freshwater marshes, agricultural fields [including sugar cane fields and active, inactive, or abandoned citrus groves], and coastal dunes.....go to D
4. The project has no known holes, cavities, active or inactive gopher tortoise burrows, or other underground refugia where a snake could be buried, trapped, and/or injured during project activities.....NLAA

No gopher tortoise burrows were detected during field surveys by an FWC authorized gopher tortoise agent. However, transect surveys of the entire project corridor were not performed. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction. For these reasons, a determination of **Not Likely to Adversely Affect** is made for eastern indigo snake.

Everglade Snail Kite (Endangered- Federal)

The Everglade snail kite is a medium-sized raptor with a distinguishing slender, curved bill used to prey on apple snails (*Pomacea paludosa*). The range of the species is restricted to watersheds in the central and southern part of Florida. Snail kite nesting and foraging habitat consists of freshwater marshes and shallow edges of natural and manmade lakes. Survival of the species is closely linked to the abundance of apple snails. Water quality and hydrology has experienced degradation as a result of urban development and agricultural activities, thus leading to a decline in snail abundance. Regulation of water stages in lakes and canals is particularly important to maintain vegetative communities that support their preferred food source.

The project occurs in the USFWS consultation area for this species. No marsh habitats or lake edges with emergent vegetation occur in the project area, no suitable habitat for Everglade snail kites is present. No Everglade snail kites were detected during field surveys and none are known to nest in the project area. Due to a lack of suitable habitat, a determination of **No Effect** is made for this species.

Florida Grasshopper Sparrow (Endangered- Federal)

Florida grasshopper sparrows inhabit dry open prairies that consist of bunch grasses, low shrubs, and saw palmetto. These habitat types are found in south-central Florida where there are poorly drained grasslands that have a history of frequent fires (USFWS 2008). Declines in Florida grasshopper sparrow populations are mainly attributed to habitat loss through conversion to agriculture and habitat degradation through fire suppression (USFWS 2008).

This project occurs in the USFWS consultation area for Florida grasshopper sparrow. The project area contain a habitat type mapped by SFWMD (Upland Shrub and Brushland, FLUCCS 3200) that can form potential habitat for grasshopper sparrows. However, this habitat in the project area lacks the disturbance or fire needed to maintain habitat suitability and is becoming filled with woody vegetation in excess of 20 feet tall. No grasshopper sparrows were detected during field surveys and none are known to occur in the vicinity of the project. Due to a lack of suitable habitat, a determination of **No Effect** is made for this species.

Florida Scrub-Jay (Threatened- Federal)

Florida scrub-jays generally inhabit sandpine scrub, scrubby flatwoods, oak scrub, and coastal scrub habitats of peninsular Florida where the canopy is less than ten feet tall. These habitat types require well-drained sandy soils and

occur along the coastlines, ridges, and dry portions of the central Florida peninsula (USFWS 2014d). Florida scrub-jay populations continue to show decreasing trends, predominantly due to habitat loss from development and habitat degradation through fire suppression (USFWS 2014d).

This project occurs in the USFWS consultation area for Florida scrub-jays but the project area lacks vegetation typical of suitable scrub-jay habitat. The project area contains areas mapped as Upland Shrub and Brushland (FLUCCS 3200), but these areas lack the regular disturbance regime of fire and do not have shrub/scrub vegetative structural characteristics of suitable Florida scrub-jay habitat. No Florida scrub-jays were identified during field surveys. The closest observed scrub-jay occurrence is approximately 9.5 miles west of the project corridor and was observed on May 28, 2017. For these reasons, a determination of **No Effect** is made for Florida scrub-jay.

Red-Cockaded Woodpecker (Threatened - Federal)

The red-cockaded woodpecker is a small woodpecker approximately 7 inches long. They were once common throughout longleaf pine ecosystems, but populations began to decline due to habitat loss caused by tree farming, urbanization, and conversion to agriculture. They live in mature pine forests and are the only woodpecker species to excavate cavities exclusively in living pine trees, generally those over 80 years old (USFWS 2016).

This project occurs in the USFWS consultation area for the red-cockaded woodpecker. Habitat loss remains the main threat to this species. No old growth, mature forests occur in the project area and no indications of red-cockaded woodpeckers or nest trees were detected during field investigations. There are no records of red-cockaded woodpeckers in the vicinity of the project.

The project is within the USFWS consultation area for red-cockaded woodpecker, but the project corridor does not contain suitable habitat. For this reason, and because none were detected during field investigations, a determination of **No Effect** is made for this species.

Wood Stork (Threatened - Federal)

The main threat to wood storks stems from the loss, fragmentation, and modification of habitat, typically through urban encroachment and alterations of hydrology (USFWS 2014c). Wood stork have experienced a decline in the area and quality of breeding and foraging habitats range wide.

Wood storks can occur in a variety of wetland habitats, including freshwater marshes, stock ponds, shallow, seasonally flooded roadside and agricultural ditches, narrow tidal creeks, managed impoundments, and depressions in cypress heads and swamp sloughs. Wood storks require shallow water 5 to 15 inches deep for foraging. Because of their foraging method of wading and feeling for prey with their open bill, wood storks forage most effectively in areas of open shallow water lacking dense vegetation. Wood storks form nesting colonies in medium to tall trees that are isolated and protected by open water.

For this region of Florida, the USFWS has defined a wood stork Core Foraging Area (CFA) as being within 18.6 miles of a wood stork nesting colony. The project occurs within the CFA of the Lake Russell, Gatorland, Eagle Nest Park, and Lawne Lake wood stork nesting colonies. The Lake Russell colony is located approximately 14.81 miles south of the project corridor. The Gatorland colony is approximately 4.84 miles east of the project corridor. The Eagle Nest Park colony is approximately 11.26 miles north of the project corridor. The Lawne Lake colony is approximately 14.52 miles north of the project corridor.

Determinations of wood stork Suitable Foraging Habitat (SFH) follow the definitions described in the USFWS *Habitat Management Guidelines for the Wood Stork in the Southeast Region* (USFWS 1990) and the USFWS Wood Stork Effect

Determination Keys from USFWS.

No wetlands exist in the project corridor, where direct impacts would occur under the Preferred Alternative. Direct impacts are anticipated to OSWs including roadside swales and ditches as well as to two areas mapped by SFWMD as Reservoirs (FLUCCS 5300). One of those areas is south of International Drive and west of SR 535 and the other area is east of SR 535 and north of Osceola Parkway. Those areas are both manmade stormwater ponds and do not support the foraging depths and prey concentrations typical of SFH. Roadside swales and ditches are manmade areas that capture stormwater but do not support prey, are not seasonally flooded, and are not considered SFH. No isolated, open water areas are present that could form potential nesting habitat.

Because the project area lies within the North Florida and South Florida Ecological Services Offices (ESOs), both the South and North and Central Peninsular Florida *Wood Stork Programmatic Effect Determination Key* (USFWS 2010, 2008) were followed in evaluating potential impacts from the proposed project and are provided below.

South Florida ESO Wood Stork Programmatic Effect Determination Key

- 1. Project does not affect SFH.....*No Effect*

Central and North Florida ESO Wood Stork Programmatic Effect Determination Key

- 1. Project more than 2,500 feet from a colony site.....*go to B*
- 2. Project does not affect suitable foraging habitat (SFH).....*No Effect*

Because SFH is not present and therefore will not be impacted by the project, a determination of **No Effect** is made for the wood stork.

Beautiful Pawpaw (Endangered-Federal)

Beautiful pawpaw is a long-lived diminutive shrub species found in central and southern Florida. It occurs naturally in mesic flatwoods with an open canopy of slash or longleaf pine. However, beautiful pawpaw requires prescribed fire in order to maintain open ground cover.

Potential habitat for beautiful pawpaw in the project area includes areas mapped by SFWMD as Pine Flatwoods (FLUCCS 4110). However, since this area does experience a regular fire or disturbance regime, it is extremely low quality potential habitat. Historic records indicate this species has been documented in Orange County, but the most recent observation was August 8, 1988. No beautiful pawpaw were detected during field surveys and none are known to have occurred in the project corridor. For these reasons, a determination of **No Effect** is made for beautiful pawpaw.

Britton's Beargrass (Endangered- Federal)

Britton's beargrass is a perennial herbaceous plant species with a moderate to long life span. It occurs principally on five of the central peninsular ridges (Mount Dora, Orlando, Lake Wales, Lake Henry, and Winter Haven) from Marion County south through Highlands County. Britton's beargrass is a habitat generalist and occurs in multiple xeric upland communities, including scrub and sandhill.

Potential habitat for Britton's beargrass in the project area includes areas mapped by SFWMD as Open Land (FLUCCS 1900), Upland Shrub and Brushland (FLUCCS 3200), and Pine Flatwoods (FLUCCS 4110). However, since these areas do not experience fire or a regular disturbance regime, they are extremely low quality potential habitat. Historic records indicate this species has been documented on private land in Orange and Osceola Counties. The most recent observation was in the mid-1990s. No signs of Britton's beargrass was detected during field surveys and none are known to have occurred in the project area. For these reasons, a determination of **No Effect** is made for Britton's beargrass.

Florida Greeneyes (Threatened- Federal)

Florida greeneyes is a perennial herbaceous wildflower endemic to Florida. They are solitary and terminal with flowers consisting of vibrant yellow ray florets. Their native range includes the eastern panhandle of Florida, and north and central peninsular Florida. It occurs naturally in sandhills, dry pine flatwoods, and mixed upland forests, as well as along dry roadsides and in ruderal areas.

Potential habitat for Florida greeneyes in the project area includes areas mapped by SFWMD as Pine Flatwoods (FLUCCS 4110), Upland Shrub and Brushland (FLUCCS 3200), Disturbed Land (FLUCCS 7400), and along Roads and Highways (FLUCCS 8140). Historic records indicate this species has been found in Orange and Osceola Counties, and the most recent observation was May 5, 2013 when a voucher was collected at the edge of flatwoods in the Econlockhatchee Sandhills Conservation Area, which is approximately 26 miles northeast of the project corridor. No Florida greeneyes were detected during field surveys and none are known to have occurred in the project area. For these reasons, a determination of **No Effect** is made for Florida greeneyes.

Gray's Beaksedge (Threatened- Federal)

Gray's beaksedge is a perennial graminoid endemic to the Southeast US and West Indies. It is grass-like in appearance with inflorescences consisting of spiked clusters. It occurs naturally in sandy pinelands and sandhills.

Potential habitat for Gray's beaksedge in the project area includes areas mapped by SFWMD as Pine Flatwoods (FLUCCS 4110). Historic records indicate this species has been recorded in Orange and Osceola Counties, and the most recent observation was May 11, 2001 when a voucher was collected in longleaf pine sandhills approximately 21.6 miles north of the project. No Gray's beaksedge were detected during field surveys and none are known to have occurred in the project area. For these reasons, a determination of **No Effect** is made for Gray's beaksedge.

Lewton's Polygala (Endangered- Federal)

Lewton's polygala is a federally-endangered plant species that inhabits sandhills, scrub, scrubby flatwoods, and their transition zones. Potential suitable habitat for Lewton's polygala occurs within the project area mapped by SFWMD as Pine Flatwoods (FLUCCS 4110). This habitat is relatively low quality because it lacks sandhill or scrubby vegetation and is becoming dominated by mature pine trees. Historic records indicate this species has been recorded in Orange and Osceola Counties, but few remaining populations are known to persist. Lewton's polygala was not detected during field surveys and none are known to have occurred in the project area. For these reasons, a determination of **No Effect** is made for Lewton's polygala.

Papery Whitlow-Wort (Threatened- Federal)

The papery whitlow-wort is a short-lived, dioecious herbaceous plant species that forms mats with its branches radiating horizontally from a central taproot. Papery whitlow-wort is endemic to central Florida and primarily inhabits sand pine scrub and rosemary scrub.

Potential suitable habitat for papery whitlow-wort is not present within the project area. Historic records indicate this species has been recorded in Orange and Osceola Counties but few known populations persist. Papery whitlow-wort was not detected during field surveys and none are known to have occurred in the project area. Because of a lack of potential habitat and sightings, a determination of **No Effect** is made for papery whitlow-wort.

Scrub Plum (Endangered- Federal)

Scrub plum is a long-lived, heavily branched shrub species native to ancient ridges in central Florida. Suitable habitat for scrub plum includes fire-maintained rosemary and oak scrub, xeric scrubby flatwoods, longleaf pine sandhills, and turkey

oak sandhills mainly on the Lake Wales Ridge.

Potential habitat for scrub plum includes areas mapped by SFWMD as Pine Flatwoods (FLUCCS 4110) and Upland Shrub and Brushland (FLUCCS 3200). These habitats are relatively low quality because they are not truly scrub or sandhill typical of scrub plum habitat and they lack fire. No scrub plum were detected during field surveys and there are no records of scrub plum occurring in the project area. For these reasons, a determination of **No Effect** is made for scrub plum.

State Protected Species in the Project Area

Florida Black Bear

Florida black bears are large, omnivorous mammals that occur throughout Florida. They were removed from the state list of threatened species in 2012 but continue to be protected under Florida Administrative Code (FAC) 68A-4.001(4), -4.004, -4.009, -9010, and -12.004. The project is located within the "common" range of the black bear as mapped by FWC. The nearest documented occurrence of a Florida black bear reported by FWC was in 2019, approximately 600 feet west of the project at the southern project terminus. In 2010 a juvenile black bear was captured in the residential area west of SR 535 and south of International Drive. Potential habitat occurs in vegetated portions of the project area, and Florida black bears are also known to visit residential neighborhoods near more natural habitats.

FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).

Florida Burrowing Owl (Threatened- Florida)

The Florida burrowing owl occurs throughout the state, although it is patchily distributed. Some human activities, such as land clearing and draining of wetlands, have increased their range in Florida but have exposed owls to additional threats. They traditionally inhabited native prairies and now can be found in pastures, agricultural fields, golf courses, airports, and vacant lots.

Potential habitat for Florida burrowing owl includes areas mapped by SFWMD as Golf Course (FLUCCS 1820), Open Land (FLUCCS 1900), and Upland Shrub and Brushland (FLUCCS 3200). Any open land within the project area could be potential habitat; however, burrowing owl colonies are typically conspicuous and well documented. No burrowing owls were identified in the project area during records research or field surveys. For these reasons, a determination of **No Adverse Effect Anticipated** is made for Florida burrowing owl.

Florida Pine Snake (Threatened- Florida)

Florida pine snakes are one of the largest snakes in Eastern North America reaching lengths up to 84 inches. Their range includes southwest South Carolina, west to Mobile Bay in Alabama, and south Florida, excluding the Everglades. The primary threats to Florida pine snakes are habitat loss due to conversion of pine communities to agriculture, pine plantations, and urban development. They inhabit areas that feature well-drained sandy soils with a moderate to open canopy.

Potential habitat occurs throughout the project area in areas mapped by SFWMD as Pine Flatwoods (FLUCCS 4110), Upland Shrub and Brushland (FLUCCS 3200), and Open Land (FLUCCS 1900). No pine snakes were identified in the project area during records research or field surveys. For these reasons, a determination of **No Adverse Effect Anticipated** is made for Florida pine snake.

Florida Sandhill Crane (Threatened- Florida)

Florida sandhill cranes, a subspecies of sandhill crane, have a range that includes Florida and as far north as the Okefenokee Swamp in Georgia. Florida sandhill cranes are non-migratory and usually nest over freshwater ponds and marshes, where they typically lay two eggs. Young Florida sandhill cranes are able to leave the nest within 24 hours of hatching and become independent after ten months (Nesbitt 1996). Florida sandhill cranes inhabit freshwater marshes, prairies, and pastures throughout the state. The drainage of wetlands and conversion of prairies to agriculture are the primary threats to Florida sandhill cranes. Their former range included parts of coastal Texas, Alabama, and Louisiana, but habitat loss and overhunting greatly diminished the populations in the 20th century and their range shrank to its current area (FWC 2022c). The most recent Biological Status Review of Florida Sandhill Cranes, from 2011, indicates continuing population declines from 1974 to 2003.

Potential foraging habitat for Florida sandhill cranes occurs throughout the project area in areas mapped by SFWMD as Reservoirs (FLUCCS 5300), Lakes (FLUCCS 5200), Mixed Wetlands Hardwoods (FLUCCS 6170), Cypress (FLUCCS 6210), Cypress - Mixed Hardwoods (FLUCCS 6216), and Wetland Forested Mixed (FLUCCS 6300). No sandhill cranes were identified in the project area during records research or field surveys. Sandhill cranes are highly mobile and likely to relocate a short distance away if disturbed by construction. For these reasons, a determination of **No Adverse Effect Anticipated** is made for Florida sandhill crane.

Little Blue Heron (Threatened- Florida)

Little blue herons occur along the entire eastern and Gulf coasts of the U.S. as well as throughout the Mississippi River Valley, southern California, and into central and South America. The threats to little blue heron are poorly understood (FWC 2022f) but likely include coastal development, disturbance at foraging and breeding sites, environmental issues, degradation of feeding habitat, reduced prey availability, and predators. Other threats may include exposure to pesticides, toxins, and infection by parasites (FWC 2022f, Rodgers et al. 1995). According to the Biological Status Report published in 2011, little blue heron populations increased gradually throughout the 20th Century until the 1990's, when a slow but steady decline was observed.

Little blue herons inhabit a variety of aquatic environments including fresh, salt, and brackish water systems like swamps, estuaries, ponds, lakes, and rivers (Rodgers et al. 1995). Their nests are typically built in trees and shrubs on islands, emergent vegetation, or in dense thickets near water. Potential foraging habitat in the project area occurs in areas mapped by SFWMD as Wetland Forested Mixed (FLUCCS 6300), Cypress (FLUCCS 6210), and Cypress Mixed Hardwoods (FLUCCS 6216). It is unlikely potential nesting occurs in the project area due to lack of water bodies within the project area. No little blue herons were identified in the project area during records research or field surveys, and no wetlands would be impacted by the project. For these reasons, a determination of **No Adverse Effect Anticipated** is made for little blue heron.

Roseate Spoonbill (Threatened- Florida)

Roseate spoonbills can be found in coastal areas of Central America, the Caribbean, and the Gulf of Mexico as well as South America east of the Andes Mountains. Nesting habitats include coastal mangroves and dredge spoil islands and they often nest near other wading bird species (FNAI 2001). The primary historical threat to roseate spoonbills was hunting for their feathers; however, this practice was prohibited, allowing populations to rebound (FWC 2022g). Current threats include reduced prey availability and general habitat degradation or loss, pesticide exposure, and illegal shooting.

The project corridor does not contain flats, tidal areas, or large expanses of shallow water typical of potential foraging habitat. Because of a lack of suitable habitat, a determination of **No Adverse Effect Anticipated** is made for roseate

spoonbill.

Southeastern American Kestrel (Threatened- Florida)

Southeastern American kestrels inhabit open woodlands, sandhill, and fire-maintained savannah pine habitats; however, they will also use alternative habitats such as pastures and open fields. The Southeastern subspecies is non-migratory and found throughout peninsular Florida. They nest in cavities excavated by woodpeckers and other natural processes that create holes in dead, standing longleaf pine trees. Primary threats to Southeastern American kestrel populations are the loss of feeding and nesting habitat through development of residential areas, removal of trees in agriculture fields, and suppression of fire (FWC 2022b).

Potential habitat occurs through the project area in locations mapped by SFWMD as Open Land (FLUCCS 1900), Pine Flatwoods (FLUCCS 4110), and Disturbed Land (FLUCCS 7400). Nesting surveys were not performed, but no kestrels were detected during general field surveys and no potential nesting cavities were observed. The project is not anticipated to impact any mature forest or areas with abundant standing dead trees. For these reasons, a determination of **No Adverse Effect Anticipated** is made for southeastern American kestrel.

Tricolored Heron (Threatened- Florida)

Tricolored herons range from Massachusetts south throughout the Gulf coast, and as far south as northern Brazil. They also inhabit the Pacific coast from Baja California to Ecuador. Nests are typically found on protected islands or in trees overhanging water. Tricolored herons are permanent residents in Florida and are most common in south and central Florida regions. They inhabit fresh and saltwater marshes, estuaries, mangrove swamps, lagoons, and river deltas (Frederick 1997). According to the Biological Status Review published in 2011, tricolored heron population trends are difficult to detect because of high variability between survey years, though a significant decline was documented across the 1970's and 1980's.

The major threat facing tricolored heron populations is loss of habitat through development and draining of wetlands. Other threats include pesticides and pollutants (Rodgers, 1997), Spalding et al. 1997), alterations to the hydrology of foraging areas, reduced prey abundance, and oil spill impacts to critical breeding, foraging, and roosting sites (FWC 2022i). No marsh or similar open, aquatic habitat that might be suitable for foraging occur in the project area. The forested wetlands are generally too overgrown to be suitable for tricolor heron. No potential nesting habitat occurs in the project area. For these reasons, a determination of **No Adverse Effect Anticipated** is made for tricolored heron.

Gopher Tortoise (Threatened- Florida)

The gopher tortoise is a state-threatened species that inhabits xeric and mesic forests, fields, and disturbed areas. The project area was preliminarily surveyed for gopher tortoise burrows during field inspections. No gopher tortoise burrows were found. Suitable habitat for gopher tortoises within the project area occurs in areas mapped as pine flatwoods. However, the probability of occurrence is low due to the quality and amount of available suitable habitat. The construction of the project is not anticipated to impact any potentially occupied gopher tortoise burrows. If any are observed during the design and permitting phases of this project, a formal survey and relocation will be carried out in accordance with FWC guidelines. Therefore, a determination of **No Adverse Effect Anticipated** is made for gopher tortoise.

Non-Listed Species

Monarch Butterfly (*Danaus plexippus*) - Candidate Species

The monarch butterfly is a candidate species for federal listing under the ESA throughout the United States. The Service found that listing the monarch butterfly as an endangered or threatened species is warranted but precluded by higher priority actions. Candidate species are plants and animals whose status is being currently reviewed to determine whether

it warrants listing under the ESA. Candidate species receive no statutory protection under the ESA. USFWS encourages cooperative conservation efforts for these species because they are species that may warrant future protection under the ESA. Monarchs can be found throughout Florida (and the United States) with a preferred habitat that includes wildflowers and specifically milkweeds.

There are no known designated wildflower areas within the project area. However there is potential for wildflowers and the monarch butterfly to occupy the open pastures within the project limits along SR 535.

If the Monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

Tricolored Bat

The tricolored bat is a proposed species for federal listing. Suitable roosting and foraging habitat was observed in the project corridor in areas mapped as Pine Flatwoods and Upland Shrub and Brushland. The proposed project will impact suitable roosting and foraging habitat through the removal of approximately 7.27 acres of areas mapped as Pine Flatwoods and Upland Shrub and Brushland. Tricolored Bat has a "moderate" likelihood of presence. If the Tricolored bat is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

5.2 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.

The USFWS National Wetlands Inventory (NWI) map (see attached) included mapped wetland areas within the footprint of the Preferred Alternative. Based on field surveys, it was determined that wetlands shown on the NWI maps, located within the footprint of the Preferred Alternative have been developed and are no longer wetlands. There would be no direct, indirect, or cumulative impacts to wetlands or natural surface waters under the Preferred Alternative, so no mitigation is anticipated. Impacts would occur to manmade stormwater features such as existing ponds and swales that are considered Other Surface Waters. These other surface water impacts would not occur to natural surface waters and would not require mitigation. The FDOT Standard Specifications for Road and Bridge Construction will be implemented to avoid and minimize impacts during construction. Coordination regarding drainage and surface water impacts occurred with the SFWMD during a meeting held on November 16, 2022. For the above reasons, no impacts to wetlands are anticipated.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

A Pond Siting Report and Location Hydraulics Report were prepared to document the drainage and hydrology analysis for this project and are included in the project file. The Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRMs) for the study area. The relevant FIRM panel numbers are 12095C0585F and 12095C0605F for Orange County, Florida dated September 25, 2009, and 12097C0055G for Osceola County, Florida dated June 18, 2013. There are no regulatory floodways within the project limits.

There are no floodplains in the vicinity of the project within the Osceola County limits (see attached maps). There is a floodplain located on the west side of SR 535 between the Osceola/Orange County line and SR 536 within the Osceola County limits, which is designated as Zone A (no base flood elevations determined). The floodplain through this area is traversed by International Drive and SR 417, which creates 3 distinct sections, although the floodplains are hydrologically connected. The preferred alternative results in a total of 8.89 ac-ft of floodplains impacts.

Since the three impact locations are hydrologically connected and within close proximity of each other, it was determined that the impacts from the three locations could be combined for developing compensation options. Equivalent storage was checked to ensure impacts at the lower elevations could be accommodated at each floodplain compensation site. Five alternative FPC sites were developed as part of this analysis. All of the alternative FPC sites that were analyzed can provide sufficient storage to mitigate and offset floodplain impacts. Based on this analysis FPC Site 1 was selected as the preferred alternative and will provide 14.45 ac-ft of floodplain compensation.

The floodplain is located in a low density, urbanized area, and the encroachments are classified as "minimal". Minimal encroachments on a floodplain occur when there is a floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying FDOT drainage design standards and following the SFWMD procedures to achieve the results that will not increase or significantly change the flood elevations and/or limits. This project will make every effort to minimize the floodplain impacts resulting from the placement of fill. The maximum allowable roadway embankment slope will be used within the floodplain area to minimize the floodplain impacts, and floodplain compensation will be utilized in the stormwater ponds and roadside ditches where possible.

There is no change in flood "risk" associated with this project. The encroachments will not have a significant potential for interruption or termination of transportation facilities needed for emergency vehicles or used as an evacuation route. In addition, no significant adverse impacts on natural and beneficial floodplain values are anticipated and no significant impacts to highway users are expected. For the above reasons, no significant impacts to floodplains are anticipated.

5.5 Sole Source Aquifer

Biscayne Aquifer

The Biscayne Sole Source Aquifer underlies the project area and coordination occurred with the US Environmental Protection Agency (USEPA) through their online Sole Source Aquifer portal (attached) and a Sole Source Aquifer Checklist was completed. The USEPA determined the project is not expected to cause a significant impact to the Aquifer or its recharge zone. Documentation of the USEPA determination dated March 4, 2024 is attached.

5.6 Water Resources

A Water Quality Impact Evaluation, Location Hydraulics Report, and a Pond Siting Report were completed for the proposed project and are included in the project file. The project spans parts of Orange and Osceola Counties and their associated MS4 systems and ultimately discharges into Shingle Creek. The Biscayne Sole Source Aquifer underlies the project. Higher levels of stormwater treatment are required because of the Okeechobee Basin Management Area Plan. FDOT Standard Best Management Practices for Road and Bridge Construction will be implemented to avoid and minimize downstream impacts, particularly from sedimentation and erosion. No impacts to wetlands or natural surface waters are anticipated.

A SFWMD Environmental Resource Permit is anticipated for modifications to an existing drainage system and for increases in permeable cover. Nutrient loading calculations are not required for discharges to Shingle Creek due to the type of nutrient impairment (macrophytes), but net improvement for total phosphorus is required. A Florida Department of Environmental Protection (FDEP) National Pollution Discharge Elimination System Permit will also be required. A Stormwater Runoff Control Concept will be developed during the design phase. No changes are proposed to the pre-development outfall locations.

Wet detention ponds will provide the required water quality treatment and attenuation for the project improvements (see Figure 1-5). There are 4 basins in the existing and proposed condition, and all basins drain to permitted stormwater systems in the existing condition. Where feasible, stormwater management facilities have been recommended within existing FDOT right-of-way. Below is a summary of the preferred pond alternatives:

Basin 1: Alternative 1A is the Preferred Alternative for Basin 1. Alternative 1A consists of an existing wet detention pond (identified as Existing Pond 1-1) within FDOT right-of-way to provide the required water quality treatment and attenuation volumes.

Basin 2: Alternative 2A is the Preferred Alternative for Basin 2. Alternative 2A consists of 2 ponds, one existing wet detention pond within existing FDOT right-of-way (identified as Existing Pond 2-1) interconnected with a second wet detention pond (identified as Pond 2-2) to provide the required water quality treatment and attenuation volumes. Since there is insufficient area within the existing FDOT right-of-way to provide a stormwater management alternative to meet water quality treatment and attenuation requirements, Pond Alternative 2A will require acquisition of right-of-way.

Basin 3: Alternative 3A is the Preferred Alternative for Basin 3. Alternative 3A consists of 2 ponds, one existing wet detention pond within existing FDOT right-of-way (identified as Existing Pond 3-1) interconnected with a second wet detention pond (identified as Pond 3-2) to provide the required water quality treatment and attenuation volumes. Since there is insufficient area within the existing FDOT right-of-way to provide a stormwater management alternative to meet water quality treatment and attenuation requirements, Pond Alternative 3A will require acquisition of right-of-way.

Basin 4: Alternative 4A is the Preferred Alternative for Basin 4. Alternative 4A consists of an existing wet detention pond (identified as Existing Pond 4-1) within existing Orange County right-of-way to provide the required water quality treatment and attenuation volumes.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

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

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these 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.

This is a Type 1 Project pursuant to 23 CFR 772 and Section 335.17, F.S. A Noise Study Report (NSR) was prepared following the FHWA and FDOT procedures and FDOT Traffic Noise Modeling and Analysis Practitioners Handbook (dated December 1, 2018) and is located in the project file.

Traffic noise levels were predicted along the project corridor for the Existing Conditions, No Build, and the Preferred Alternative. Throughout the project corridor, 32 single-family homes (Category B/Residential Areas), four (4) hotels, five (5) restaurants with exterior use (Category E/Outdoor Use Areas), and one (1) non-residential/special use sites consisting of the Hawks Landing Golf Course (Category C/Recreational Area) were designated as noise sensitive sites. Existing condition (2020) predicted noise levels for the entire project range from 54.3 dB(A) to 67.8 dB(A). Under the No-Build Alternative (2045), traffic noise levels are predicted to range from 55.5 dB(A) to 68.9 dB(A). Under the Preferred Alternative (2045), traffic noise levels are predicted to range from 56.0 dB(A) to 69.2 dB(A). The highest traffic noise level increase between the Existing Condition and the Preferred Alternative is 2.7 dB(A). Therefore, traffic noise levels throughout the project corridor are not expected to substantially increase above the existing conditions.

For the Preferred Alternative, noise levels are predicted to exceed NAC at one location within the Hawks Landing Golf Course, a special-use site. Noise abatement was evaluated for the impacted area of the Hawks Landing Golf Course using the special-use methodology. Based on this analysis, noise barriers, although acoustically feasible were determined not to be cost reasonable.

More detailed information and maps are in the NSR, located in the project file.

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.

For the reasons outlined above, it was determined that the project will have no significant impact on air quality.

6.3 Contamination

A Contamination Screening Evaluation Report was prepared to evaluate the potential risk to the project from contamination and is located in the project file. Regulatory databases and field investigations were conducted to identify sites for evaluation. Sites were identified within applicable buffers of the project, including landfills, Comprehensive Environmental Response, Compensation, and Liability Act sites (CERCLA, also known as Superfund), and National Priorities List (NPL) sites within one half-mile of the project, petroleum contamination, drycleaners, and non-petroleum contamination within 500 feet of the project, and non-landfill solid waste sites within 1,000 feet of the project.

A total of 22 sites of potential contamination risk were identified, including 1 High Risk, 8 Medium Risk, and 13 Low Risk sites (see attached map and **Table 6-1**). Level II Contamination Assessment investigations will be conducted where proposed dewatering or subsurface work (e.g., pole foundations, drainage features, soil excavation, etc.) would occur at or adjacent to any sites rated High or Medium Risk. If dewatering is necessary during construction, a FDEP Dewatering Permit will be required. The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). A dewatering plan will be necessary to avoid potential contamination plume exacerbation. All permits will be obtained in accordance with Federal, state, and local laws and regulations.

Table 6-1 Contamination				
Site No.	Facility Name	Address	Facility ID (FDEP/RCRA)	Risk Rating
1	7-Eleven Food Store #27584	2975 Vineland Rd	8944621, Discharge ID: 9311	Medium
2	Shell-Southbridge #285	3148 Vineland Rd	9063981, Discharge ID: 59807	Medium
3	RMA	3490 Polynesian Isle Blvd	8945275, Discharge ID: 59075	Low
4	Central FL Pipeline-Release	Hwy 535 & Polynesian Isle Blvd	9800541, Discharge ID: 50141	Low
5	7-Eleven Food Store #29775	8250 World Center Dr	9201333, Discharge ID: 57943	High
6	Progress Energy SARAP Lake Bryan Substation	8350 Lake Bryan Beach Blvd	122410, ERIC ID: ERIC_12781	Low
7	Daneta LLC	13725 SR 535	9808007, Discharge ID: 60792	Low
8	Speedway #6434	3270 Vineland Rd	9803008	Medium
9	Publix Super Market #351	2915 Vineland Rd	9810287	Low
10	Embassy Suites Orlando-LK Buena Vista South	4955 Kyngs Heath Rd	9813192	Low
11	W Kissimmee Central Office	3080 Vineland Rd	8627084	Low

12	Wawa Food Market #5116	3140 Vineland Rd	9813385	Medium
13	Murphy USA #7190	3256 Vineland Rd	9807115	Medium
14	Publix Super Market #1607	3221 Vineland Rd	9815653	Low
15	Racetrac #2305	15570 Apopka Vineland Rd	9813548	Medium
16	Orange Co Utility - PS SW #3597	14344 Hwy 535	9401271	Low
17	Wal-Mart Supercenter #5420	3250 Vineland Rd	9807198	Low
18	Rebel #861	7900 World Center Dr	9808444	Medium
19	Hawkeye Heli-Tours LLC	5071 W Irlo Bronson Hwy	9814492	Low
20	Sun Inn and Suites	5020 W Irlo Bronson Hwy	94990	Low
21	Orlando World Center Marriott	8701 World Center Drive	8627488	Low
22	Florida Midland Railroad	Along east side of SR 535	N/A	Medium

6.4 Utilities and Railroads

No railroads are present and no involvement with railroads is anticipated. A Utilities Assessment Package was prepared for the project to provide a preliminary evaluation of potential impacts to utilities and is located in the project file. Details regarding the utility owners, contact names and locations may be found in the Utilities Assessment Package and the Preliminary Engineering Report. Additional conflicts may be identified during the Design phase due to proposed drainage, lighting, signals, foundations, or any other future design changes that are not included in the Preferred Alternative. Subsurface Utility Engineering for vertical and horizontal information will provide the necessary data to make decisions regarding relocations for potential utility conflicts.

Table 6-2 Existing Utilities

Utility Agency/Owner	Facility Type
AT&T Distribution	Communications
Charter Communications	Communications
Comcast	Communications
Duke Energy	Electric
Florida Gas Transmission	Gas
Kinder-Morgan (Central Florida Pipeline, LLC)	Fuel
Kissimmee Utility Authority	Electric
Lumen (Centurylink)	Communications
Orange County Utilities	Water/Sewer
Osceola County	Irrigation
Orlando Utilities Commission	Electric

Summit Broadband	Communications
TECO People's Gas Systems	Gas
TOHO Water Authority	Water/Sewer
Uniti Fiber	Communications
Verizon/ MCI	Communications

For all the reasons outlined above, it was determined that the project will have no significant impact on utilities or railroads.

6.5 Construction

During the construction phase, the project will comply with the FDOT Standard Specifications to Road and Bridge Construction to avoid and minimize impacts. This may include measures such as silt fences or silt stops to avoid erosion and sedimentation. Construction phase impacts are anticipated to be short-term in duration and localized around the site of construction. A National Pollution Discharge Elimination System Permit will be required for construction.

Based on the existing land use within the limits of this project, the construction of the proposed roadway improvements will have temporary noise and vibration impacts. Construction noise sensitive sites include all sites detailed in the NSR. Vibration-sensitive sites on the project include residences. During the construction phase of the Preferred Alternative, short-term noise and vibration may be generated by stationary and mobile construction equipment. The construction noise and vibration will be temporary at any location and controlled by adherence to the most recent edition of the *FDOT Standard Specifications for Road and Bridge Construction*.

The project will have no significant impacts from construction.

7. Engineering Analysis Support

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

8. Permits

The following environmental permits are anticipated for this project:

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired
To be acquired

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

Public involvement activities were integrated into the PD&E study process providing the opportunity for property owners, residents, businesses, government entities and agencies to share their concerns and ideas with the FDOT. A Public Involvement Plan (PIP) was developed and was carried out as an integral part of the project and provides an overview of the outreach approach for the PD&E Study. The purpose of the PIP was to guide the public outreach process in establishing and maintaining communication with the public throughout the study and incorporating public input during the alternative evaluation. The PIP was signed on May 4, 2020.

Public involvement activities began when the project started in the Spring of 2020 and have continued throughout the study process. All input received served as valuable information that was taken into consideration for the refinement of the alternatives and the development of the Preferred Alternative. Representatives from the FDOT were available at each meeting to discuss the project and answer questions.

An Advance Notification Package was prepared and sent to the Florida State Clearinghouse on May 9, 2019, where it was then distributed to the appropriate state agencies for review. The Advance Notification was also distributed to appropriate non-state agencies and tribal nations. In addition, a Programming Screen Summary Report was published on July 3, 2019 and re-published on May 6, 2024. The purpose of this report is to summarize the results of the Environmental Technical Advisory Team Programming Screen review of the project; providing details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase of this project.

A key aspect of the PIP for this project included meetings with interested parties other than the Federal and State environmental, permit and review agencies. These include representatives of public agencies and project stakeholders. A Project Visioning Team was formed during the Corridor Planning Study. This group was expanded for the PD&E Study and a Community Advisory Group (CAG) was formed. The CAG included participation from the following groups: Orange County, Osceola County, MetroPlan Orlando, LYNX, East Central Florida Regional Council, FDOT District 5, International Drive Resort Area Chamber of Commerce, Kissimmee-Osceola County Chamber of Commerce.

An Informational Kick-Off Newsletter was sent to adjacent property owners within 300 feet of the study corridor, elected officials, agencies, and interested parties in November 2020, in lieu of a Kick-Off Meeting. The Newsletter was printed in English and Spanish. In addition, the Newsletter was hand delivered to 140 businesses along SR 535, and 30 copies were left at the Celebration Public Library in Osceola County and 30 copies left at the Southwest Public Library in Orange County.

A Hybrid Alternatives Public Information Meeting (APIM) was held on August 11, 2022 at Embassy Suites - Lake Buena Vista South and online via GoToWebinar. This meeting provided an opportunity for property owners, residents, businesses, elected officials, stakeholders and other interested parties to view project alternatives and ask questions of the study team and provide comments. Public meeting notices were sent via mail to elected officials, agencies, stakeholders, and property owners. The notices were provided in English and Spanish. Newsletters were hand delivered to local businesses along the SR 535 corridor as well as 30 copies left at the Celebration Public Library and Southwest Public Library in Osceola and Orange Counties. The meeting was announced on the FDOT project website and as a

Press Release, advertised in the Orlando Sentinel (Orange and Osceola Editions) in English and in the El Sentinel in Spanish, as well as the Florida Administrative Register.

As individuals signed in at the in-person venue, they received a comment form. Also available were the Project Information Handout, in English and Spanish, and a Newsletter in English and Spanish. The same materials were available to those attending virtually. Individuals could provide their input by submitting a completed comment form at the in-person meeting or by mailing or emailing it at a later date. For those attending virtually, they could type in comments in the "Questions" panel. Responses to the virtually submitted comments were provided after the meeting. At the in-person venue, several project display boards were available for review from 5 p.m. to 7 p.m. in an open house format. Study team members were available to answer questions and have one-on-one conversations with meeting participants. A project video was available for review throughout the meeting. For those attending virtually, the same project materials were available at the project website. Excluding the project team, 11 individuals attended the meeting in person and 5 attended the meeting virtually. A total of twelve written comments were received. One comment form was submitted at the venue, two comments were submitted virtually, and nine emails were received during the comment period. Overall, comments received focused on the need for SR 535 improvements, intersection comments, informational requests and comments on other area projects.

Date of Public Hearing: 06/18/2024

Summary of Public Hearing

A Public Hearing was held on June 18, 2024 (virtual via GoToWebinar) and on June 20, 2024 (inperson) at Embassy Suites - Lake Buena Vista South. The hearing was held to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Both formats began at 5:30 p.m. as an open house with the project presentation starting at 6 p.m. After the presentation, individuals had the opportunity to make verbal comments. Letters were emailed to 38 elected officials on May 20, 2024 and to 122 agencies and 55 stakeholders on May 21, 2024 with a Project Information Handout and Public Hearing Location Map as attachments. A letter, Project Information Handout (English and Spanish), and Project Hearing location Map (English and Spanish) were mailed to 681 property owners and 36 stakeholders on May 22, 2024. A newspaper ad was published twice in the Orlando Sentinel: May 26, 2024 (English and Spanish versions in Orange Extra and Osceola Extra) and June 9, 2024 (English and Spanish versions in Orange Extra and Osceola Extra). The Public Hearing was also advertised in the Florida Administrative Register on June 7, 2024. One hundred eighty-five (185) copies of Newsletter No. 3 (English and Spanish versions) were hand delivered to local businesses in the S.R. 535 corridor on May 29 and 30, 2024. Also, 25 sets of Newsletter No. 3 were left at the Osceola County Public Library - West Osceola Branch and the Orange County Public Library - Southwest Branch. The Public Hearing was also announced on www.cflroads.com/project/437174-2 as well as the FDOT website (www.fdot.gov on District Five's public meetings page). On June 11, 2024 the FDOT Public Information Office emailed a news release to Orange and Osceola Counties media outlets. Draft study documents were available for review from May 28, 2024 (21 days before the public hearing) through July 1, 2024 at the Osceola County Public Library - West Osceola Branch, the Orange County Public Library - Southwest Branch, and on the study website at www.cflroads.com/project/431774-2.

The Public Hearing virtual format started at 5:30 p.m. as an open house. A total of 9 people signed in for the Virtual Public Hearing, excluding staff members. During this time, individuals could review and/or download the study documents. In addition, individuals could share questions and comments by typing them in the "Questions Box" in the control panel. The "Questions Box" was also where individuals could type requests to speak during the public comment part of the Public

Hearing. The project presentation began at 6 p.m. Afterwards, attendees were invited to verbally share their comments. In the "Questions Box", one set of comments was submitted along with one question. There were no requests to speak during the public comment part of the public hearing. Responses to those written comments were provided after the Public Hearing.

The Public Hearing in-person format began at 5:30 p.m. as an open house. A total of 3 people signed in for the in-person Public Hearing, excluding staff members. As individuals signed in, they could pick up copies of a comment form, Project Information Handout (English and Spanish), and a Newsletter No. 3 (English and Spanish). Speaker cards were also available for those individuals who wanted to speak during the public comment part of the hearing. Between 5:30 p.m. and 6 p.m., individuals could review the display boards (same ones posted on the study website and at the Virtual Public Hearing). Study team members were available to answer questions and to hold "one-on-one" conversations with the hearing participants. The project presentation began at 6 p.m. Afterwards, attendees were invited to verbally share their comments. No one spoke during the public comment part of the public hearing. Also, no comment forms were submitted at the Public Hearing.

During the Public Hearing comment period (from May 20, 2024 through July 1, 2024), a total of 4 comments were received, two written comments at the virtual Public Hearing, and two comments were emailed. These included two clarification questions and two comments, summarized below:

- Concerns about the changes (signals to U-turns) at the S.R. 535 intersections with Polynesian Isle Boulevard and Poinciana Boulevard; need to have left turns onto S.R. 535 from the Lake Buena Vista Factory Stores and Lake Buena Vista Resort & Spa and the left turn from S.R. 535 into the shopping center on the south side (1)
- Consider creating a median cut for southbound S.R. 535 traffic to allow for a left turn onto a future eastbound on-ramp onto S.R. 417

All comments received were taken into consideration in the development and selection of the Preferred Alternative will be considered further during subsequent project phases. A summary of the meeting including the comments and more information are available in the Comments and Coordination Report. The Public Hearing Transcripts and the Public Hearing Certification Form are attached.

Date of Public Hearing: 06/20/2024

Summary of Public Hearing

The summary of Public Hearing (in-person) that was held on June 20, 2024 is included with the summary for the Public Hearing (virtual) that was held on June 18, 2024.

10. Commitments Summary

1. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
2. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
3. If the tricolored bat (*Perimyotis subflavus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
4. If the Monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Supporting Documentation Specific to Social Resources
Cultural Resources Assessment Survey (CRAS)
Sole Source Aquifer Checklist
Pond Siting Report (PSR)
Natural Resources Evaluation Technical Memorandum
Water Quality Impact Evaluation (WQIE)
Location Hydraulics Report
Contamination Screening Evaluation Report (CSER)
Utilities Assessment Package
Noise Study Report (NSR)
Typical Section Package
Final Preliminary Engineering Report
Project Traffic Analysis Report
Public Involvement Plan
Comments and Coordination Report

Attachments

Planning Consistency

2045 MTP Cost Feasible Plan
FY25-FY29 TIP
STIP

Social and Economic

NRCS Coordination Documentation
Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)
Land Use Maps

Cultural Resources

SHPO Concurrence Letter

Natural Resources

EPA Sole Source Aquifer Concurrence (Section 1424[e] of the Safe Drinking Water Act)
Species and Habitat Map
Floodplains Map
Wetlands Map

Physical Resources

Potential Contamination Site Map
Noise Map

Public Involvement

Public Hearing Certification Documentation
Public Hearing Transcript (Virtual) 6-18-24
Public Hearing Transcript (In Person) 6-20-24

Planning Consistency Appendix

Contents:

2045 MTP Cost Feasible Plan

FY25-FY29 TIP

STIP

Imp ID	Locality	Project Name/Block	Project Description	Project Phase	Total Project Cost (\$ Mil)	Outgoing FY19/2020		Funds Allocated to 2019/2020		Funds Allocated to 2020/2021		Funds Allocated to 2021/2022	
						Phase	VOY. Fy	Phase	VOY. Fy	Phase	VOY. Fy	Phase	VOY. Fy
2000	Regional	Regional 1840-ventilation/flow and 2nd/3rd floor	Offices, retail, and other uses including 1840-113, 1840-114, 1840-115, and 1840-116. Includes retail, offices, and other uses. Includes retail, offices, and other uses. Includes retail, offices, and other uses.	Standards	2.00								
2200	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									
2211	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									
2220	Omaha	US 1697 - 16th Street From: 16th Street to 16th Street	US 1697 - 16th Street	POU									
2224	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									
2005	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									
2206	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									
2228	Omaha	3550r Colonnade From: 3550r Colonnade to 3550r Colonnade	3550r Colonnade	POU									

PN	Project Name	From	To	Work Description	TIP Section #	Change
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State Highway Projects - Osceola County

412403-7	SR 600 (US 17/92) John Young Pkwy	at Pleasant Hill Rd	-	Intersection Improvement	Section 5	ROW funding deferred to FY 2025/26, 2026/27, and 2027/28. PE funding added in FY 2026/27; OSB funding added in FY 2027/28
437200-2	US 17/92	My Mid Lane	Avenue 4	Add Lanes & Re construct	Section 5	PE funding deferred to FY 2026/27
442415-2	Neptune Rd	S of King Crest Rd	EUS 192	Widen to 4 Lanes	N/A	Construction underway, all funding from FY 2023/24 allocated
442415-3	Neptune Rd	Parlin Settlement Rd	S of King Crest Rd	Widen to 4 Lanes	N/A	Construction underway, all funding from FY 2023/24 allocated

State Highway Projects - Seminole County

240200-3	SR 407 Wekiva Pkwy	W of Center Rd	I-4	Widen to 6 Lanes	Section 5	Project complete
240200-4	SR 429/46 (Wekiva Pkwy)	Orange Blvd	W of I-4	New Road Construction	Section 5	Project complete
436679-1	SR 12/600/ US 17/92	N of Lake Mary Blvd	N of Airport Blvd	Continuous Right Turn Lanes	N/A	Construction underway, all funding allocable

State Highway Projects - Districtwide

437174-2	SR 535/Vineyard Rd	US 192	N of World Center Dr	PO&E/EMO Study	Section 5	No changes
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Turnpike Projects - Orange County

436663-1	San d Lake Rd / Turnpike Interchange (SR 482/ SR 91) (MP 257)	-	-	Interchange (New)	Section 6	CST funding deferred to FY 2026/27
435754-1	Pond's Turnpike (SR 91)	SR 50 Clermont (MP 272)	Orange/Lake Co Line (MP 274)	Add Lanes & Re construct	Section 6	CST funding added in FY 2024/25
438547-2	Chando South Ullinole Interchange - Phase I	-	-	Interchange Justification/Modification	Section 6	ROW funding deferred to FY 2025/26. EMV funding advanced to FY 2026/27; CST funding increased in FY 2027/28
440006-1	PO&E/Widen Turnpike (SR 91)	S of Sand Lake Rd (MP 257)	S of SR 408 MP 263	PO&E/EMO Study	Section 6	No changes
440979-1	New Beachline Bypass Interchange	SR 91	Voltaire Dr	Interchange (New)	Section 6	PE funding increased in FY 2026/27; EMV, ROW, RRU funding deferred outside of the 3 years of the TIP; CST funding added outside of the 3 years of the TIP
440980-1	New Interchange on Turnpike Mainline (SR 91)	Tally Inland Rd (MP 253)	-	Interchange (New)	Section 6	EMV funding advanced to FY 2025/26; ROW funding advanced to FY 2024/25; RRU funding deferred to FY 2025/26; CST funding added to FY 2026/27

FP#: 452912-1 MTP Ref.: P2 17 Project Name: SR 434 Managed by: FDOT Location: Frame McCulloch Rd (Orange Co Line) Route: The N of Clonts St Length: 3.17 miles									
Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost	
DIH	PE	\$ 37	-	-	-	-	-	\$ 37	
DS	PE	\$ 738	-	-	-	-	-	\$ 738	
DDR	CST	-	-	\$ 527	-	-	-	\$ 527	
DIH	CST	-	-	\$ 98	-	-	-	\$ 98	
DS	CST	-	-	\$ 1,048	-	-	-	\$ 1,048	
		\$ 773	\$ -	\$ 11,068	\$ -	\$ -	\$ -	\$ 11,841	

FP#: 453500-1 MTP Ref.: P2 160; ID # 4013 Project Name: Mitchell Hammock Rd Managed by: Colco Location: Frame SR 426/Broadway St Route: The Lockwood Blvd Length: 2.85 miles									
Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost	
SU	PE	\$ -	\$ -	\$ -	\$ -	\$ 408	-	\$ 408	

Systemwide

FP#: 457174-2 MTP Ref.: P2 31; ID # 2252 Project Name: SR 235/Vineyard Rd Managed by: FDOT Location: Frame US 192 Route: The N of World Center Dr Length: 2.25									
Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost	
DIH	PE	\$ -	\$ 50	-	-	-	-	\$ 50	
SA	PE	\$ -	\$ 5,190	-	-	-	-	\$ 5,190	
		\$ -	\$ 5,240	\$ -	\$ -	\$ -	\$ -	\$ 5,240	

PAGE 161
AS-OF DATE: 07/01/2023

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 07/05/2023
TIME RUN: 10:36:10
MBSSTIP-1

HIGHWAYS

ITEM NUMBER: 43T136 1 PROJECT DESCRIPTION: DISTRICTWIDE ROUTINE BRIDGE MAINTENANCE PUSHBUTTON *NON-SIS*
DISTRICT: 05 COUNTY: DIST/ST-WIDE PROJECT LENGTH: .000 TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: 5N/4,2							
PHASE: CONSTRUCTION /	RESPONSIBLE AGENCY:	MANAGED BY	FOOT				
BRP	188,043	0	0	0	0	0	188,043
D1H	914	109,483	0	0	0	0	110,398
DS	380	0	0	0	0	0	380
TOTAL 5N/4,2	189,338	109,483	0	0	0	0	898,821
TOTAL 43T136 1	189,338	109,483	0	0	0	0	898,821
TOTAL Project:	189,338	109,483	0	0	0	0	898,821

ITEM NUMBER: 43T174 2 PROJECT DESCRIPTION: SR 535/VINELAND RD FROM US 192 TO NORTH OF WORLD CENTER DR *NON-SIS*
DISTRICT: 05 COUNTY: DIST/ST-WIDE PROJECT LENGTH: 2.24TMI

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: 5N/4,2							
PHASE: P D & E /	RESPONSIBLE AGENCY:	MANAGED BY	FOOT				
DDR	1,659,764	0	0	0	0	0	1,659,764
D1H	85,914	3,180	0	0	0	0	89,094
DS	223,449	0	0	0	0	0	223,449
LFP	335,563	0	0	0	0	0	335,563
PHASE: PRELIMINARY ENGINEERING /	RESPONSIBLE AGENCY:	MANAGED BY	FOOT				
DDR	0	0	0	5,190,000	0	0	5,190,000
D1H	0	0	0	50,000	0	0	50,000
TOTAL 5N/4,2	2,304,690	3,180	0	5,240,000	0	0	7,547,870
TOTAL 43T174 2	2,304,690	3,180	0	5,240,000	0	0	7,547,870
TOTAL Project:	2,304,690	3,180	0	5,240,000	0	0	7,547,870

Social and Economic Appendix

Contents:

NRC S Coordination Documentation

Farmland Conversion Impact Rating Form (NRCS-GPA-106 or Form AD 1006)

Land Use Maps



United States Department of Agriculture

May 1, 2024

Rob Myers
Environmental Manager
Metric Engineering
13405 Panama City Beach Pkwy
Suite E
Panama City Beach, Florida-32407

Subject: NRCS Farmland Protection Policy Review

Dear Rob Myers:

The following guidance is provided for your information.

The Natural Resources Conservation Service (NRCS) has reviewed the: FDOT SR 535 Project

The Agriculture and Food Act of 1981, (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549, is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

Farmland already in urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as urbanized area (UA) on the Census Bureau Map, or as urban area mapped with a tint overprint on the United States Geological Survey (USGS) topographical maps, or as urban-built-up on the United States Department of Agriculture (USDA) Important Farmland Maps.

Based on the information provided for the area of interest located in Osceola and Orange county FL. The area in question meets one or more of the above criteria for Non-Farmland. No farmland area will be affected or converted according to the Code of Federal Regulation 7CFR 658, Farmland Protection Policy Act, Section 658-2; and the 2020 Census Bureau Maps. You are exempt from filling the AD1006 at this time. Use this letter and the enclosed map as proof of exemption

If you have any questions concerning the soils or interpretations for this project please email me, Willie.Nelson@usda.gov. Any future projects, please refer me as the point of contact.

[NRCS - Farmland Protection Policy Act Website:](#)
[Farmland Protection Policy Act | Natural Resources Conservation Service \(usda.gov\)](#)

Sincerely,

Willie Nelson
Resource Soil Scientist
USDA NRCS Florida

Natural Resources Conservation Service, Florida
2145 West Jefferson St, Quincy, FL 32351
Voice: 904-756-0173

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

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

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

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

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

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

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Corridor Assessment (From Part VI above or a local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			

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

5 Reason For Selection

Signature of Person Completing this Part _____ DATE _____

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

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
Tallahassee, FL 32320

JARROLD W. FROSTEN, P.E.
SECRETARY

April 23, 2024

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

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
SR 535 Improvements from US 192 to
North of World Center Drive PD&E Study
Orange and Osceola Counties, Florida
Financial Management No.: 437174-2

Dear Ms. Lofane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the SR 535 Improvements from US 192 to North of World Center Drive PD&E Study, Orange and Osceola Counties, Florida*. This report presents the findings of a CRAS conducted in support of the Project Development and Environment study for the proposed improvements to State Road (SR) 535 (Vineland Road) from US 192 to north of World Center Drive in Orange and Osceola Counties, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing improvements to SR 535 from West Irlo Bronson Memorial Highway (US 192) to north of World Center Drive. These include six-lane widening, intersection improvements, lighting and signage updates, grade-separated interchanges, and the construction of retention ponds. No additional right-of-way is proposed. This project is federally funded.

The project Area of Potential Effect (APE) was defined as the existing right-of-way where improvements are proposed. The architectural history APE included the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way or no more than 100 meters (328 feet) from the right-of-way line. Where ponds are proposed, the APE was defined to include the proposed pond footprints in addition to a 30.5-meter (100-foot) buffer of each pond. The archaeological survey was conducted within the construction footprint (i.e., the proposed pond footprints and existing right-of-way), while the architectural history survey included the entire APE.

www.flot.gov

Ms. Lotanc, SHPO
EM # 437174-2
April 23, 2024
Page 2

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2023), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

The archaeological survey included the excavation of eight shovel tests; the remainder of the APE was limited to pedestrian survey and surface inspection due to the level of modern disturbance. No archaeological sites or archaeological occurrences were recorded, and no further archaeological work is recommended.

The architectural survey resulted in the identification and evaluation of one newly recorded historic building at 8350 Lake Bryan Beach Boulevard (8OR11944). This resource is recommended ineligible for the National Register of Historic Places (NRHP). The survey also recorded a new segment of the Florida Midland Railroad (8OR10235/8OS02541). Other segments of the railroad have been evaluated as ineligible for the NRHP; based on the current survey, the segment within the APE lacks significance and is recommended ineligible for the NRHP.

Based on the results of this study, it is the opinion of the District that no NRHP-listed or eligible cultural resources are within the APE. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.


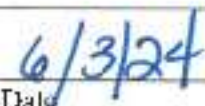
If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5436.

Sincerely,



For: Casey Lyon, M.S.
Environmental Manager
FDOT, District Five

Ms. Lotane, STIPO
PM # 437174-2
April 23, 2024
Page 3

<p>The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and <input checked="" type="checkbox"/> concurs / <input type="checkbox"/> does not concur with the recommendations and findings provided in this cover letter for STIPO/ADHR Project File Number <u>2024-2750</u>. Or, the STIPO finds the attached document contains <u> </u> insufficient information.</p>	
<p>In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, STIPO, and FDOT Regarding Implementation of the Federal Aid Highway Program in Florida, if providing concurrence with a finding of <i>No Historic Properties Affected</i> for a project as a whole, or to <i>No Adverse Effect</i> on a specific historic property, STIPO shall presume that FDOT may pursue a de minimis use of the affected historic property in accordance with Section 4(C) as set forth within 23 CFR 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.</p>	
STIPO Comments:	
	
Ali S. Lotane, Director	Date
Florida Division of Historical Resources	

Natural Resources Appendix

Contents:

EPA Sole Source Aquifer Concurrence (Section 1424(e) of the Safe Drinking Water Act)

Species and Habitat Map

Floodplains Map

Wetlands Map



Sole Source Aquifers for Drinking Water

CONTACT US <https://epa.gov/dwssa/forms/contact-us-about-sole-source-aquifers-drinking-water>

EPA Region 4 Sole Source Aquifer Project Review Form - Section B: Determination of Potential Project Impacts to the Sole Source Aquifer

Welcome to the Environmental Protection Agency (EPA) Region 4's Sole Source Aquifer (SSA) project review form. The EPA SSA Protection Program is authorized by section 1424(e) of the Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300 et. Seq., and 21 U.S.C. 349). Under the SSA Protection Program, EPA reviews proposed projects that will both: 1) be located within the SSA project review area and; 2) receive federal financial assistance. The review area may include the area overlying the SSA, its recharge zone, and source areas of streams that flow into the SSA's recharge zone. The EPA's review is intended to determine any possible contamination to the SSA from submitted projects. Your accurate submission of information will help us determine any possible contamination.

Please complete this form in its entirety and as well as the two-part submission process. Keep the email received at the end of submission process for your records. This email will serve as the official record of the decision and may be required by the federal agency funding your project. Thank you.

Date: March 4, 2024

Project Name: SR 535 PD&E Study

Sole Source Aquifer Name: Biscayne Aquifer (Florida)

Dear David Graeber:

The U.S. Environmental Protection Agency, Region 4, received your request to review the above referenced project to determine its effects on a Sole Source Aquifer (SSA). Pursuant to Section 1424(e) of the Safe Drinking Water Act (Public Law 93-523, 42 U.S.C. § 300 et. seq), no commitment for federal financial

assistance (through a grant, contract, loan guarantee, or otherwise) may be entered into for any project which the EPA determines may contaminate a SSA through a recharge zone so as to create a significant hazard to public health.

The project lies inside the designated boundaries of the SSA listed above, but based on the information provided, **is not expected to cause a significant impact to the Aquifer or its recharge zone**. However, please be advised that this letter is not a permit, whether for the injection of fluids under the SDWA or for any other activity, nor does it constitute a waiver, suspension, or modification of any applicable federal, state, or local laws. All applicable laws, regulations, permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements must therefore still be satisfied and complied with. In particular, EPA Region 4 highlights the following

- All debris from the demolition of existing structures must be properly contained and removed from the project site prior to construction of any new structures.
- All county floodplain management plans and public notification processes must be followed.
- Any applicable contaminant mitigation recommendations outlined by federal and state agency reviews must be complied with.
- All best management practices for erosion and sedimentation control must be followed.
- State and local environmental offices must be contacted to address proper drainage and storm water designs, and to obtain a copy of any local Wellhead Protection Plans.

Please note that the determination that this project will not contaminate a SSA through a recharge zone so as to create a significant hazard to public health is based on the information you have provided to the EPA and that this determination has been made only in regard to the EPA's authority under Section 1424(e) of the Safe Drinking Water Act (Public Law 93-523 42 U.S.C. § 300 et. seq). This determination may no longer be valid if there are any changes to the project that would affect any of the information you have provided to the EPA, and you must notify the EPA Region 4 office as soon as you become aware of such changes.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact R4-SSA@epa.gov, Manuel E. López Sánchez at 404-562-8259 or Mr. Larry Cole at 404-562-9474.

Sincerely,

Sole Source Aquifer Team – EPA Region 4

[< Previous Page](#) [Next Page >](#)

[SSA Home <https://www.epa.gov/dwssa>](https://www.epa.gov/dwssa)

[Basic Information <https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#what_is_ssa>](https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#what_is_ssa)

[Guidance on SSA Designation <https://www.epa.gov/dwssa/guidance-petitioning-sole-source-aquifer-ssa-designation>](https://www.epa.gov/dwssa/guidance-petitioning-sole-source-aquifer-ssa-designation)

Contact Us <<https://epa.gov/dwssa/forms/contact-us-about-sole-source-aquifers-drinking-water>> to ask a question, provide feedback, or report a problem.

LAST UPDATED ON FEBRUARY 12, 2024



Discover.

Accessibility Statement

<<https://epa.gov/accessibility/epa-accessibility-statement>>

Budget & Performance

<<https://epa.gov/planandbudget>>

Contracting

<<https://epa.gov/contracts>>

EPA www Web Snapshot

<<https://epa.gov/utilities/wwwepa.gov-snapshots>>

Grants

<<https://epa.gov/grants>>

No FEAR Act Data

<<https://epa.gov/ocr/whistleblower-protections-epa-and-how-they-relate-non-disclosure-agreements-signed-epa>>

Plain Writing

<<https://epa.gov/web-policies-and-procedures/plain-writing>>

Privacy

<<https://epa.gov/privacy>>

Connect.

Data <<https://epa.gov/data>>

Inspector General

<<https://www.epaig.gov/>>

Jobs <<https://epa.gov/careers>>

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Regulations.gov

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USA.gov

<<https://www.usa.gov/>>

White House

<<https://www.whitehouse.gov/>>

Ask.

Contact EPA

<<https://epa.gov/home/forms/contact-epa>>

EPA Disclaimers

<<https://epa.gov/web-policies-and-procedures/epa-disclaimers>>

Hotlines

<<https://epa.gov/aboutepa/epa-hotlines>>

FOIA Requests

<<https://epa.gov/foia>>

Frequent Questions

<<https://epa.gov/home/frequent-questions-specific-epa-programst opics>>

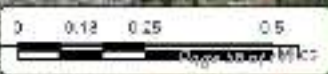
Follow.





Legend

- ▬ PROJECT CORRIDOR
- ▬ PROPOSED PONDS
- MISTLETOE BEAR CALLS (PWC 2004)
- POTENTIAL CARONIA HABITAT
- SPRING SKINK POTENTIAL LINE AT
- ORANGE COUNTY EASEMENTS
- SPRING CORNERWATER WELL EASEMENTS

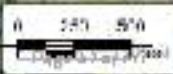




Legend




- PROJECT AREA (500' BUFFER)
- FEMA FLOOD ZONE TYPE (2023)
- A
- AE

Top 2023 Catalogical Data

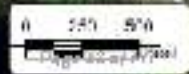




Legend

-  PROJECT AREA (500' BUFFER)
- FEMA FLOOD ZONE TYPE (2023)**
-  A
-  AE

Map by: [unreadable]



Physical Resources Appendix

Contents:

Potential Contamination Site Map

Noise Map



SR 170 W/EL AND RD FROM US 172 TO NORTH OF I-95, CANTON, FL 32609

7: DANETA LLC

16: ORANGE CO UTILITY - PR RW #3809

6: PROGRESS ENERGY SARAP LAKE BRYAN SUBSTATION

5: 7-ELEVEN FOOD STORE #26275

18: REBEL #651

15: RACETRAC #1305

4: CENTRAL FL PIPELINE-RELEASE

14: PUBLIX SUPER MARKET #1607

3: RMA

13: MURPHY USA #7190

17: WAL-MART SUPERCENTER #5428

Legend

- PROPOSED CORRIDOR
- PROPOSED POND
- PROPOSED AREA (500' BUFFER)

CONTAMINATION RISK RATING

- LOW
- MEDIUM
- HIGH

0 250 500 1,000
Feet



Legend

- █ PROJECT CORRIDOR
- █ PROPOSED POINTS
- PROJECT AREA (500' BUFFER)

CONTAMINATION RISK RATING

- LOW
- MEDIUM
- HIGH

C 250 500 1,000
 Feet
 Scale bar showing 0, 250, 500, and 1,000 feet.

15: RACETRAC #2305

1: CENTRAL FL PIPELINE-RELEASE

14: PUBLIX SUPER MARKET #1607

3: RMA

8: SPEEDWAY #6434

17: WAL-MART SUPERCENTER #5420

13: MURPHY USA #7190

2: SHELL SOUTHBRIDGE #285

12: WAWA FOOD MARKET #5116

11: W KISSIMMEE CENTRAL OFFICE

10: EMBASSY SUITES ORLANDO-LK BUENA VISTA SOUTH

1: 7-ELEVEN FOOD STORE #27584

19: HAWKEYE HELI TOURS LLC

9: PUBLIX SUPER MARKET #351



HLGC-2 (C)

BVS-Pool-1 (E)

International Dr

536

HLGC-1 (C)

Vineyard Rd

International Dr

535

417

Vineyard Rd

W-1 (E)

TT-1 (E)

S-1 (E)

MA 1 (E)

W Osceola Parkway

W Osceola Parkway

522

TC-8 (B)

TC-7 (B)

TC-6 (B)

TC-5 (B)

TC-4 (B)

TC-3 (B)

TC-2 (B)

TC-1 (B)

HI-Pool (E)

Irla Bronson Memorial Hwy

ES-1-Pool (E)

SB-1 (E)

192

GLH-1 (E)

LEGEND

- Not Impacted Receptor
- Impacted Receptor
- Study Area
- XX-X Receptor Code
- (X) Noise Activity Category*

*Noise Activity Categories detailed in Table 2-1

Public Involvement Appendix

Contents:

Public Hearing Certification Documentation

Public Hearing Transcript (Virtual) 6-18-24

Public Hearing Transcript (In Person) 6-20-24

FLORENDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING CERTIFICATION

State Road (S.R.) 535

**Project Development and Environment (PD&E) Study
from U.S. 192 to north of World Center Drive (S.R. 536)**

Orange and Osceola County, Florida

Financial Management No.: 437174-2-22-01

I certify that a public hearing was conducted on June 18, 2024 (Virtual) and June 20, 2024 (In-Person), beginning at 5:30 p.m. for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

David Graeber, P.E.
(Name)

11/7/2024
Date

Project Manager
(Title of FDOT Representative)

FDOT S.R. 535 PD&E STUDY
U.S. 192 to North of World Center Drive(S.R. 536)
PUBLIC HEARING

Orange and Osceola Counties
FPID Number: 437174-2

Florida Department of Transportation
719 South Woodland Boulevard
Mail Station 501
DeLand, Florida

June 18, 2024

5:30 p.m.

TRANSCRIPT OF VIDEOCONFERENCE PUBLIC HEARING

Marge Raeder Court Reporter, Inc - 407-774-6611
999 Douglas Avenue - Suite 3307 - Altamonte Springs, FL 32714
MargeRaederCourtReporting@gmail.com

Marge Raeder
COURT REPORTER, INC.
EVERY WORD COUNTS



1 A P P E A R A N C E S:

2 DAVID GRAEBER, PROJECT MANAGER
3 Florida Department of Transportation
4 719 South Woodland Boulevard
5 Mail Station 501
6 DeLand, Florida

5 - - - - -

6 I N D E X

7 OPEN HOUSE 3

8 PRESENTATION 5

9 CERTIFICATE OF REPORTER 25

10 - - - - -

11 A T T A C H M E N T S

12 OPEN HOUSE SLIDES (1 - 5)
13 PRESENTATION SLIDES (1 - 46)

14
15
16
17
18
19
20
21
22
23
24
25

1 TRANSCRIPT OF VIDEOCONFERENCE
2 PROCEEDINGS held on Tuesday, June 18,
3 2024, beginning at 5:30 p.m., and hosted
4 by Florida Department of Transportation,
5 719 South Woodland Boulevard, Mail Station
6 501, DeLand, Florida and reported by Vicky
7 L. Barwick, Court Reporter and Notary Public,
8 State of Florida at Large.

9 - - - - -

10 OPEN HOUSE - 5:30 p.m. to 6:00 p.m.

11 THE PRESENTER: [Slide 1]

12 Welcome to the State Road 535 project
13 development and environment, or PD&E study, public
14 hearing. The study's financial project
15 identification number is 437174-2 and the
16 efficient transportation decision making number is
17 14325.

18 [Slide 2] The three primary components of
19 tonight's hearing are first, the open house,
20 second, a presentation and, third, a formal
21 comment period following the presentation where
22 you will have the opportunity to provide oral
23 statements.

24 This is the open house portion where you are
25 invited to view the project materials and provide

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1 comments in writing.

2 [Slide 3] You may review the project
3 materials and submit your comments or questions by
4 accessing the GoToWebinar control panel. The
5 GoToWebinar control panel should be visible in the
6 upper right corner of your computer screen. If
7 joining GoToWebinar on your mobile device, simply
8 tap the screen to display the same options. The
9 Blue arrows point to where you will find the
10 question box. You can type a comment or question
11 into the question box, then click send to submit
12 your comment or question to staff.

13 The Red arrow points to where you can find
14 handouts, documents and comment forms for this
15 public hearing. Click on the file name to
16 download. You may also visit the project website
17 at www.cflroads.com/project/437174-2 to view the
18 project documents or submit written comments or
19 questions. All questions will be responded to
20 after the hearing.

21 [Slide 4] If you happen to experience a
22 technical issue during this hearing, please type
23 the issue in the questions box on the control
24 panel on GoToWebinar or send an email to
25 Carolyn.Fitzwilliam@dot.state.fl.us.

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1 [Slide 5] You may also call 386/943-5215.
2 Staff will do their best to assist you.

3 At this time, we invite you to review the
4 hearing materials and submit any written questions
5 or comments you may have.

6 The presentation will begin at 6 p.m. and
7 will be followed by a formal comment period. If
8 you wish to make a verbal comment during the
9 formal comment period, you may type, I wish to
10 speak, in the questions box on the control panel
11 at any time.

12 After the presentation, we will call on
13 participants to provide their comments in the
14 order in which the request was received. Thank
15 you.

16 [Whereupon, the previously recorded statement
17 was repeated four times, after which the following
18 transpired:]

19 PRESENTATION - 6:00 p.m.

20 MR. GRAEBER: [Slide 2] Good evening,
21 everyone. Welcome to the public hearing for the
22 State Road 535 PD&E study from U.S. 192 to north
23 of World Center Drive, otherwise known as State
24 Road 536.

25 My name is David Graeber and I'm the project

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1 manager with the Florida Department of
2 Transportation. Thank you for joining us.

3 We would like to recognize any federal,
4 state, county or city officials who may be present
5 tonight. If you'd like to be recognized, please
6 enter your name in the questions box of the
7 control panel. In the meantime, while we give you
8 some time to type your name, we will continue to
9 introduce the project.

10 During this hearing, we will present
11 information on the Department's plan to improve
12 safety in roadway operations along this segment of
13 State Road 535.

14 This hearing is being held to give you the
15 opportunity to provide feedback on the project.
16 We want to hear from you and there are multiple
17 ways that you can submit your questions and
18 comments. All questions and comments will become
19 part of the public hearing record.

20 We do not have any public officials that have
21 acknowledged that they'd like to be recognized, so
22 thank you for attending and we will now begin the
23 presentation.

24 After the presentation, we will begin the
25 formal comment period. Thank you.

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1 THE PRESENTER: [Slide 3] All hearing
2 materials, including the presentation, are
3 available on the project website at
4 www.cflroads.com/project/437174-2.

5 Information is being provided in multiple
6 ways to allow the community to receive information
7 about the project and provide input. This hearing
8 is being conducted virtually through GoToWebinar
9 on Tuesday, June 18th, 2024 and in person on
10 Thursday, June 20th, 2024.

11 [Slide 4] For online participants, the
12 GoToWebinar control panel should be visible in the
13 upper right corner of your computer screen. If
14 joining GoToWebinar on your mobile device, simply
15 tap the screen to display the same options.

16 The blue arrows point to where you will find
17 the question box. You can type a comment or
18 question into the question box, then click send to
19 submit your comment or question to staff. The Red
20 arrow points to where you can find handouts,
21 documents and comment forms for this public
22 hearing. Click on the file name to download.

23 [Slide 5] If you happen to experience a
24 technical issue during this hearing, please type
25 the issue in the questions box on the control

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1 panel on GoToWebinar or send an email to
2 Carolyn.Fitzwilliam@dot.state.fl.us. You may also
3 call 386-943-5215. Staff will do their best to
4 assist you.

5 [Slide 6] This public hearing was advertised
6 and is being conducted in accordance with state
7 and federal requirements, including Title VI of
8 the Civil Rights Act of 1964. Public
9 participation is solicited without regard to race,
10 color, national origin, age, sex, religion,
11 disability, or family status.

12 Persons wishing to express their concerns
13 about Title VI may do so by contacting Melissa
14 McKinney, District Five Title Six Coordinator, by
15 mail at 719 South Woodland Boulevard, Mail Station
16 501, DeLand, Florida 32720-6834, by phone at
17 386/943-5077, or email at
18 Melissa.McKinney@dot.state.fl.us.

19 You may also contact Stefan Kulakowski, State
20 Title Six Coordinator, by mail at 605 Suwannee
21 Street, Mail Station 65, Tallahassee, Florida
22 32399-0450, by phone at 850/414-4742, or email at
23 Stefan.Kulakowski@dot.state.fl.us.

24 This information is shown on a sign at the in
25 person location, on the project website and in the

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1 hearing notifications.

2 [Slide 7] The public hearing was advertised
3 in the Florida Administrative Register, on FDOT's
4 public notices website, the project website, and
5 in the local newspaper. In addition, adjacent
6 property owners, interested individuals, elected
7 and appointed officials, and government agencies
8 were also notified about this public hearing.

9 [Slide 8] This public hearing was advertised
10 consistent with the federal and state requirements
11 shown on this slide.

12 [Slide 9] The environmental review,
13 consultation, and other actions required by
14 applicable federal environmental laws for this
15 project are being or have been carried out by FDOT
16 pursuant to 23 United States Code Section 327 and
17 a memorandum of understanding dated May 26, 2022,
18 and executed by the Federal Highway Administration
19 and FDOT.

20 [Slide 10] Project documents are available
21 for viewing from Tuesday, May 28, 2024, through
22 Monday, July 1st, 2024, at the following
23 locations:

24 At the Orange County Public Library,
25 Southwest Branch located at 7255 Della Drive,

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1 Orlando, Florida 32819. The library hours are
2 10:00 a.m. to 7:00 p.m., Monday through Thursday
3 and 10:00 a.m. to 6:00 p.m., Friday and Saturday.
4 This branch is closed on Sunday.

5 And at the Osceola County Public Library West
6 Osceola Branch located at 305 Campus Street,
7 Celebration, Florida 34747. The library hours are
8 9:00 a.m. to 9:00 p.m., Monday through Thursday,
9 9:00 a.m. to 6:00 p.m., on Friday and Saturday,
10 and noon to 6:00 p.m. on Sunday.

11 The project documents are also available on
12 the project website at
13 www.cflroads.com/project/437174-2.

14 [Slide 11] The purpose of tonight's public
15 hearing is to share information with the general
16 public about the proposed improvement, its
17 conceptual design, all alternatives under study,
18 and the potential beneficial and adverse social,
19 economic, and environmental impacts upon the
20 community. The public hearing also serves as an
21 official forum providing an opportunity for
22 members of the public to express their opinions
23 regarding the project.

24 The three primary components of tonight's
25 hearing are, first, the open house, second, a

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1 presentation, third, a formal comment period
2 following the presentation where you will have the
3 opportunity to provide oral statements.

4 [Slide 12] The State Road 535 PD&E study is
5 located within Orange and Osceola Counties. State
6 Road 535 provides an important link for major
7 roadways such as U.S. 192, State Road 417 and
8 Interstate 4, and serves a high volume of traffic.
9 The corridor also provides access to major
10 activity centers such as Lake Buena Vista factory
11 stores, multiple hotels, residential communities,
12 and Walt Disney World, via State Road 536.

13 The limits of this study encompass
14 approximately two and a half miles from U.S. 192
15 on the south to just north of World Center Drive,
16 or State Road 536.

17 [Slide 13] The purpose of this PD&E study is
18 to develop solutions known as alternatives that
19 improve operations along State Road 535,
20 accommodate future traffic demand, and improve
21 safety.

22 The project is needed to improve traffic
23 operations and mobility, reduce congestion, and
24 enhance safety for all modes of travel, including
25 bicycle and pedestrian connectivity.

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1 [Slide 14] A State Road 535 corridor
2 planning study was completed in November 2017.
3 The corridor planning study identified the need
4 for this PD&E study, which includes engineering
5 evaluations, environmental assessments, public
6 engagement, and agency coordination. Subsequent
7 phases include final design and engineering,
8 right-of-way acquisition and construction. Final
9 design and engineering is funded in fiscal year
10 2026. Right-of-way and construction phases are
11 not yet funded.

12 [Slide 15] State Road 535 improvements have
13 been identified in MetroPlan Orlando's
14 Transportation Improvement Program, 2045 Long
15 Range Transportation Plan, and the State
16 Transportation Improvement Plan.

17 [Slide 16] Within the limits of the study,
18 State Road 535 generally has two existing travel
19 lanes in each direction separated by a grass
20 median. The existing right-of-way varies from 190
21 feet to 224 feet in width. The existing posted
22 speed limit varies from 45 miles per hour to 50
23 miles per hour. The State Road 535 PD&E study is
24 evaluating alternatives that include widening of
25 State Road 535 to six lanes, as well as

1 improvements to intersections and bicycle and
2 pedestrian facilities.

3 [Slide 17] Currently, several segments and
4 intersections along State Road 535 are highly
5 congested. This congestion is causing extended
6 delays for motorists that drive the corridor.
7 Turn lane queues at the multiple intersections
8 back up, often to the adjacent intersections.
9 Based on projected population and employment
10 growth, as well as the anticipated future
11 developments adjacent to the study area, the
12 future traffic volumes along State Road 535 are
13 expected to increase by more than 30 percent by
14 the year 2045. Without any corridor improvements,
15 the volumes and delays for motorists are
16 anticipated to increase.

17 [Slide 18] Additionally, all segments along
18 State Road 535 within the project limits currently
19 exceed the statewide average crash rate and nine
20 intersections are included on FDOT's high crash
21 list. This graphic, or heat map, represents the
22 concentration of crashes recorded within the study
23 area in the five-year span from 2014 to 2018. The
24 crash history along the corridor emphasizes the
25 need for this project.

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1 [Slide 19] There are currently gaps in the
2 sidewalks and bicycle facilities along State Road
3 535. Numerous pedestrian and bicycle crashes have
4 occurred along the study corridor within a five
5 year period. Safety and traffic conditions are
6 anticipated to worsen if no improvements are
7 implemented along State Road 535.

8 [Slide 20] A no-build alternative and build
9 alternatives are being considered. The no-build
10 alternative assumes that no improvements would be
11 made to State Road 535 within the limits of this
12 project, which serves as the basis for comparison
13 to the build alternatives. The no-build
14 alternative results in degraded future traffic
15 operations and increased congestion.
16 Additionally, the current bicycle and pedestrian
17 facilities would not be improved. The no-build
18 alternative does not meet the project purpose and
19 need.

20 [Slide 21] The build alternatives include
21 three travel lanes in each direction separated by
22 a grass median. In addition, the build
23 alternatives evaluated inside widening, outside
24 widening, shared use paths, storm water treatment,
25 and intersection improvements.

1 [Slide 22] Based on the evaluation and
2 feedback from the community, the Florida
3 Department of Transportation is recommending
4 widening State Road 535 towards the inside as the
5 preferred alternative. It features curb and
6 gutter, raised median width that varies from 32
7 feet to 47 feet, a 14-foot shared use path on the
8 west side, and a 12-foot shared use path on the
9 east side. In addition, where applicable,
10 drainage swales will be provided between the
11 shared use path and the edge of the outside travel
12 lanes.

13 [Slide 23] In addition to the preferred
14 alternative of widening the roadway to six lanes,
15 intersection improvements were also considered.
16 Some of the intersection improvements that were
17 evaluated include traditional signalized
18 intersections and several innovative intersection
19 types. Innovative intersection types are designed
20 to reduce the number of signalization movements
21 within the primary intersection and provide
22 operational and safety benefits. Some innovative
23 intersection types that were evaluated include
24 displaced left turns, quadrant roads, median u-
25 turns, and loop roads.

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1 [Slide 24] Four primary intersections were
2 evaluated as part of this study; one, Poinciana
3 Boulevard, two, Polynesian Isle Boulevard, three,
4 International Drive, and four, World Center Drive.

5 Next, each intersection will be reviewed in
6 more detail.

7 [Slide 25] The preferred alternative for the
8 Poinciana Boulevard intersection is signal
9 improvements. The signal improvement will provide
10 triple eastbound left turn lanes.

11 [Slide 26] The preferred alternative for the
12 Polynesian Isle Boulevard intersection is the
13 partial median u-turn intersection configuration.

14 [Slide 27] This is an example of the
15 operations of a median u-turn intersection:

16 A median u-turn intersection type removes the
17 left turn movements from the primary intersection
18 and reroutes them to a coordinated signalized u-
19 turn intersection just past the primary
20 intersection. Vehicles then make a u-turn back
21 towards the primary intersection and turn right to
22 continue to their destination.

23 [Slide 28] The preferred alternative for the
24 International Drive intersection is an east/west
25 partial displaced left turn intersection.

1 [Slide 29] This is an example of the
2 operations of a displaced left intersection:

3 A displaced left intersection moves left
4 turning traffic across the opposing through lanes
5 ahead of the primary intersection. Then left
6 turns are made at the same time as the through
7 movements.

8 [Slide 30] The preferred alternative for the
9 World Center Drive, State Road 536, intersection
10 is a north/south partial displacement left turn
11 intersection.

12 [Slide 31] To improve safety and operations,
13 it is recommended to close the existing full
14 median at World Center Drive, State Road 536, just
15 east of State Road 535. All other existing median
16 locations throughout the study corridor will
17 remain the same.

18 [Slide 32] Alternative locations for the
19 project's drainage ponds were evaluated for the
20 entire project length. The preferred pond
21 locations for the proposed State Road 535
22 improvements are shown on the map. Pond sites
23 will continue to be evaluated during the design
24 phase.

25 [Slide 33] The PD&E study evaluates the

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1 potential impacts and benefits to the natural,
2 social and economic, cultural, and physical
3 environments associated with each alternative.
4 Avoidance or minimization of impacts to these
5 features is a key consideration.

6 [Slide 34] A hybrid alternatives public
7 information meeting was held on August 11, 2022 at
8 Embassy Suites, Lake Buena Vista South and online
9 via GoToWebinar. This meeting provided an
10 opportunity for property owners, residents,
11 businesses, elected officials, stakeholders, and
12 other interested parties to view project
13 alternatives before developing a recommended set
14 of improvements and ask questions of the study
15 team and provide comments. Overall, comments
16 focused on the need for State Road 535
17 improvements, intersection comments, informational
18 requests, and comments on other area projects.

19 [Slide 35] The no-build and preferred
20 alternative were evaluated and a summary of the
21 potential benefits and impacts are summarized on
22 this slide.

23 The no-build alternative assumes that no
24 improvements would be made and no direct impacts
25 are anticipated. However, the no-build option

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1 does not address the existing or future needs of
2 the corridor.

3 The build alternative is anticipated to
4 accommodate future traffic demand, improve safety,
5 and enhance bicycle and pedestrian connectivity.

6 Although right-of-way acquisition may be
7 required, no significant impacts are anticipated
8 to the social, cultural, natural and physical
9 environments with the build alternative.

10 [Slide 36] The project will not cause any
11 relocation of families or businesses. All right-
12 of-way acquisition will be conducted in accordance
13 with Florida Statutes 339.09 and 421.55 and also
14 the Federal Uniform Relocation Assistance and Real
15 Property Acquisition Policies Act of 1970,
16 commonly known as the Uniform Act.

17 The right-of-way specialist at the in person
18 hearing is available to talk with you and answer
19 your questions. For those attending virtually,
20 you may reach out to the FDOT project manager, who
21 will direct your request to the appropriate right-
22 of-way specialist.

23 [Slide 37] We are near the end of the PD&E
24 study. After the public hearing and all comments
25 have been received, the study documents will be

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1 finalized and submitted for approval.

2 The next project phase of design is funded
3 for fiscal year 2026, and the project phases of
4 right-of-way acquisition and construction are not
5 funded.

6 [Slide 38] We encourage your input and
7 feedback about this project, and there are
8 multiple ways for you to participate. All public
9 comments and questions are part of the public
10 hearing record, and every method for providing
11 public comments and questions carries equal
12 weight. While comments and questions will be
13 accepted at any time, those submitted by Monday,
14 July 1st, 2024 will become part of the project's
15 public hearing record. All questions will be
16 responded to in writing following the hearing.

17 [Slide 39] To submit a comment or question
18 online, please type the comment or question in the
19 question box on the GoToWebinar control panel.
20 Written comments may also be submitted on the
21 project website at
22 www.cflroads.com/project/437174-2.

23 [Slide 40] You may also contact FDOT project
24 manager David Graeber directly by email at
25 David.Graeber, that is G-r-a-e-b-e-r,

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1 @dot.state.fl.us., or by U.S. Mail at the Florida
2 Department of Transportation, 719 South Woodland
3 Boulevard, Mail Station 501, DeLand, Florida
4 32720-6834. You may also call the project manager
5 at 386/943-5392 to provide verbal comments during
6 normal business hours.

7 The contact information is also available on
8 the public hearing notification that you may have
9 received by mail or email.

10 [Slide 41] To learn more about the project,
11 go to www.cflroads.com., type the project number,
12 437174-2, in the search box at the top right and
13 click go. Then click on the project name.

14 Public hearing materials are posted on the
15 website now.

16 [Slide 42] The next step is to incorporate
17 your input on this public hearing into our
18 decision making process. After the comment period
19 closes and your input has been considered, a
20 decision will be made and the final PD&E document
21 will be approved. The project has and will
22 continue to comply with all applicable state and
23 federal rules and regulations.

24 This concludes the presentation. Thank you
25 for attending this public hearing and providing

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1 your input on this project.

2 MR. GRAEBER: [Slide 43] All right. We will
3 now enter the formal public comment period for
4 this hearing. Anyone who wishes to make a verbal
5 statement regarding the project will now have the
6 opportunity to speak.

7 Please note that tonight's public hearing is
8 being recorded and all questions and comments will
9 become part of the public hearing record and we
10 will respond to all questions in writing after the
11 hearing.

12 [Slide 44] You can request to speak using
13 the GoToWebinar control panel by typing your name
14 and, I wish to speak, in the questions box on the
15 control panel.

16 If you would like to contact the Department
17 after the public hearing, you may also call or
18 email me, David Graeber, the FDOT project manager.

19 [Slide 45] If you have requested to speak,
20 when it's your turn, we will call your name. When
21 the name is called, you will need to unmute the
22 microphone using the GoToWebinar control panel
23 buttons shown on the side. If the microphone
24 button is orange, that means you need to unmute
25 yourself. If the microphone button is green, it

1 means that your microphone is unmuted and you may
2 speak at any time.

3 As you begin to speak, please state your name
4 and address before making your comment. If you
5 represent an organization, a municipality, or
6 other public body, please provide that information
7 as well.

8 To ensure all who wish to speak today are
9 able to, speakers will have a maximum of three
10 minutes to make a statement and the Department
11 will respond to all questions in writing after the
12 hearing.

13 The timer on the screen reflects each
14 speaker's remaining time. Again, we will call
15 each speaker individually when it's your turn.

16 Do we have any persons wishing to make a
17 statement? We'll give you a few minutes to put
18 your name in to the question box.

19 [Slide 46] On behalf of the Florida
20 Department of Transportation, thank you for
21 attending this public hearing and providing your
22 input on this project.

23 If you have comments or questions after the
24 hearing, please submit them by Monday, July 1st,
25 2024.

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It is now 6:28 p.m. and I hereby officially close the virtual component of the public hearing for the State Road 535 PD&E study.

The hearing will continue on Thursday, June 20th, 2024 as an in person format.

Have a great evening. Thank you.

[Whereupon, the foregoing videoconference proceedings were concluded at 6:29 p.m.]

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C E R T I F I C A T E

STATE OF FLORIDA:

COUNTY OF SEMINOLE:

I, Vicky L. Barwick, Court Reporter and Notary Public, State of Florida at Large, do hereby certify that I was authorized to and did report the above and foregoing proceedings at the time and place aforesaid, and that the pages numbered 3 through 24, inclusive, prepared under my direction and supervision, constitute a true, complete and accurate excerpt transcript to the best of my skill and ability.

WITNESS MY HAND this 12th day of July 2024.

Vicky L. Barwick
VICKY L. BARWICK,
Marge Raeder Court Reporter, Inc.
Court Reporter and Notary Public,
State of Florida at Large
Commission Number HH 500124
Expiration April 6, 2028

FDOT S.R. 535 PD&E STUDY
U.S. 192 to North of World Center Drive(S.R. 536)
PUBLIC HEARING

Orange and Osceola Counties
FPID Number: 437174-2

Embassy Suites
Lake Buena Vista South
4955 Kyngs Heath Road
Kissimmee, Florida

June 20, 2024

6:00 p.m.

TRANSCRIPT OF PUBLIC HEARING

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EVERY WORD COUNTS



1 A P P E A R A N C E S:

2 DAVID GRAEBER, PROJECT MANAGER
3 Florida Department of Transportation
4 719 South Woodland Boulevard
5 Mail Station 501
6 DeLand, Florida

5 - - - - -

6 I N D E X

7 OPEN HOUSE 3

8 PRESENTATION 4

9 CERTIFICATE OF REPORTER 21

10 - - - - -

11 A T T A C H M E N T S

12 PRESENTATION SLIDES (2 - 41)

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1 comments.

2 After the presentation, we will begin the
3 formal comment period. All questions and comments
4 will become part of the public hearing record.

5 At this time, we would like to recognize any
6 federal, state, county or city officials who may
7 be present tonight. I don't recognize anyone, but
8 if you're here and you would like to be
9 recognized, let me know.

10 Not seeing anyone, thank you for attending
11 and I will now hand the presentation over to the
12 project team. Thank you.

13 THE PRESENTER: [Slide 3]

14 All hearing materials, including the
15 presentation, are available on the project website
16 at www.cflroads.com/project/437174-2.

17 Information is being provided in multiple
18 ways to allow the community to receive information
19 about the project and provide input.

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22 and in person on Thursday, June 20th, 2024.

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24 and is being conducted in accordance with state
25 and federal requirements, including Title VI of

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1 the Civil Rights Act of 1964. Public
2 participation is solicited without regard to race,
3 color, national origin, age, sex, religion,
4 disability, or family status.

5 Persons wishing to express their concerns
6 about Title VI may do so by contacting Melissa
7 McKinney, District Five Title Six Coordinator, by
8 mail at 719 South Woodland Boulevard, Mail Station
9 501, DeLand, Florida 32720-6834, by phone at
10 386/943-5077, or email at
11 Melissa.McKinney@dot.state.fl.us.

12 You may also contact Stefan Kulakowski, State
13 Title Six Coordinator, by mail at 605 Suwannee
14 Street, Mail Station 65, Tallahassee, Florida
15 32399-0450, by phone at 850/414-4742, or email at
16 Stefan.Kulakowski@dot.state.fl.us.

17 This information is shown on a sign at the in
18 person location, on the project website and in the
19 hearing notifications.

20 [Slide 5] The public hearing was advertised
21 in the Florida Administrative Register, on FDOT's
22 public notices website, the project website, and
23 in the local newspaper. In addition, adjacent
24 property owners, interested individuals, elected
25 and appointed officials and government agencies

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1 were also notified about this public hearing.

2 [Slide 6] This public hearing was advertised
3 consistent with the federal and state requirements
4 shown on this slide.

5 [Slide 7] The environmental review,
6 consultation, and other actions required by
7 applicable federal environmental laws for this
8 project are being or have been carried out by FDOT
9 pursuant to 23 United States Code Section 327 and
10 a memorandum of understanding dated May 26, 2022,
11 and executed by the Federal Highway Administration
12 and FDOT.

13 [Slide 8] Project documents are available
14 for viewing from Tuesday, May 28, 2024, through
15 Monday, July 1st, 2024, at the following
16 locations:

17 At the Orange County Public Library,
18 Southwest Branch located at 7255 Della Drive,
19 Orlando, Florida 32819. The library hours are
20 10:00 a.m. to 7:00 p.m., Monday through Thursday
21 and 10:00 a.m. to 6:00 p.m., Friday and Saturday.
22 This branch is closed on Sunday.

23 And at the Osceola County Public Library West
24 Osceola Branch located at 305 Campus Street,
25 Celebration, Florida 34747. The library hours are

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1 9:00 a.m. to 9:00 p.m. Monday through Thursday,
2 9:00 a.m. to 6:00 p.m. on Friday and Saturday, and
3 noon to 6:00 p.m. on Sunday.

4 The project documents are also available on
5 the project website at
6 www.cflroads.com/project/437174-2.

7 [Slide 9] The purpose of tonight's public
8 hearing is to share information with the general
9 public about the proposed improvement, its
10 conceptual design, all alternatives under study,
11 and the potential beneficial and adverse social,
12 economic, and environmental impacts upon the
13 community. The public hearing also serves as an
14 official forum providing an opportunity for
15 members of the public to express their opinions
16 regarding the project.

17 The three primary components of tonight's
18 hearing are, first, the open house, second, a
19 presentation, third, a formal comment period
20 following the presentation where you will have the
21 opportunity to provide oral statements.

22 [Slide 10] The State Road 535 PD&E study is
23 located within Orange and Osceola Counties. State
24 Road 535 provides an important link for major
25 roadways such as U.S. 192, State Road 417 and

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1 Interstate 4, and serves a high volume of traffic.
2 The corridor also provides access to major
3 activity centers such as Lake Buena Vista factory
4 stores, multiple hotels, residential communities,
5 and Walt Disney World, via State Road 536.

6 The limits of this study encompass
7 approximately two and a half miles from U.S. 192
8 on the south to just north of World Center Drive,
9 or State Road 536.

10 [Slide 11] The purpose of this PD&E study is
11 to develop solutions known as alternatives that
12 improve operations along State Road 535,
13 accommodate future traffic demand, and improve
14 safety.

15 The project is needed to improve traffic
16 operations and mobility, reduce congestion, and
17 enhance safety for all modes of travel, including
18 bicycle and pedestrian connectivity.

19 [Slide 12] A State Road 535 corridor
20 planning study was completed in November 2017.
21 The corridor planning study identified the need
22 for this PD&E study, which includes engineering
23 evaluations, environmental assessments, public
24 engagement, and agency coordination. Subsequent
25 phases include final design and engineering,

1 right-of-way acquisition and construction. Final
2 design and engineering is funded in fiscal year
3 2026. Right-of-way and construction phases are
4 not yet funded.

5 [Slide 13] State Road 535 improvements have
6 been identified in MetroPlan Orlando's
7 Transportation Improvement Program, 2045 Long
8 Range Transportation Plan, and the State
9 Transportation Improvement Plan.

10 [Slide 14] Within the limits of the study,
11 State Road 535 generally has two existing travel
12 lanes in each direction separated by a grass
13 median. The existing right-of-way varies from 190
14 feet to 224 feet in width. The existing posted
15 speed limit varies from 45 miles per hour to 50
16 miles per hour. The State Road 535 PD&E study is
17 evaluating alternatives that include widening of
18 State Road 535 to six lanes, as well as
19 improvements to intersections and bicycle and
20 pedestrian facilities.

21 [Slide 15] Currently, several segments and
22 intersections along State Road 535 are highly
23 congested. This congestion is causing extended
24 delays for motorists that drive the corridor.
25 Turn lane queues at the multiple intersections

1 back up, often to the adjacent intersections.
2 Based on projected population and employment
3 growth, as well as the anticipated future
4 developments adjacent to the study area, the
5 future traffic volumes along State Road 535 are
6 expected to increase by more than 30 percent by
7 the year 2045. Without any corridor improvements,
8 the volumes and delays for motorists are
9 anticipated to increase.

10 [Slide 16] Additionally, all segments along
11 State Road 535 within the project limits currently
12 exceed the statewide average crash rate and nine
13 intersections are included on FDOT's high crash
14 list. This graphic, or heat map, represents the
15 concentration of crashes recorded within the study
16 area in the five year span from 2014 to 2018. The
17 crash history along the corridor emphasizes the
18 need for this project.

19 [Slide 17] There are currently gaps in the
20 sidewalks and bicycle facilities along State Road
21 535. Numerous pedestrian and bicycle crashes have
22 occurred along the study corridor within a five
23 year period. Safety and traffic conditions are
24 anticipated to worsen if no improvements are
25 implemented along State Road 535.

1 [Slide 18] A no-build alternative and build
2 alternatives are being considered.

3 The no-build alternative assumes that no
4 improvements would be made to State Road 535
5 within the limits of this project, which serves as
6 the basis for comparison to the build
7 alternatives. The no-build alternative results in
8 degraded future traffic operations and increased
9 congestion. Additionally, the current bicycle and
10 pedestrian facilities would not be improved. The
11 no-build alternative does not meet the project
12 purpose and need.

13 [Slide 19] The build alternatives include
14 three travel lanes in each direction separated by
15 a grass median. In addition, the build
16 alternatives evaluated inside widening, outside
17 widening, shared use paths, storm water treatment,
18 and intersection improvements.

19 [Slide 20] Based on the evaluation and
20 feedback from the community, the Florida
21 Department of Transportation is recommending
22 widening State Road 535 towards the inside as the
23 preferred alternative.

24 It features curb and gutter, raised median
25 width that varies from 32 feet to 47 feet, a 14

1 foot shared use path on the west side, and a 12
2 foot shared use path on the east side. In
3 addition, where applicable, drainage swales will
4 be provided between the shared use path and the
5 edge of the outside travel lanes.

6 [Slide 21] In addition to the preferred
7 alternative of widening the roadway to six lanes,
8 intersection improvements were also considered.
9 Some of the intersection improvements that were
10 evaluated include traditional signalized
11 intersections and several innovative intersection
12 types. Innovative intersection types are designed
13 to reduce the number of signalization movements
14 within the primary intersection and provide
15 operational and safety benefits. Some innovative
16 intersection types that were evaluated include
17 displaced left turns, quadrant roads, median u-
18 turns, and loop roads.

19 [Slide 22] Four primary intersections were
20 evaluated as part of this study; one, Poinciana
21 Boulevard, two, Polynesian Isle Boulevard, three,
22 International Drive, and four, World Center Drive.

23 Next, each intersection will be reviewed in
24 more detail.

25 [Slide 23] The preferred alternative for the

1 Poinciana Boulevard intersection is signal
2 improvements. The signal improvement will provide
3 triple eastbound left turn lanes.

4 [Slide 24] The preferred alternative for the
5 Polynesian Isle Boulevard intersection is the
6 partial median u-turn intersection configuration.

7 [Slide 25] This is an example of the
8 operations of a median u-turn intersection:

9 A median u-turn intersection type removes the
10 left turn movements from the primary intersection
11 and reroutes them to a coordinated signalized u-
12 turn intersection just past the primary
13 intersection. Vehicles then make a u-turn back
14 towards the primary intersection and turn right to
15 continue to their destination.

16 [Slide 26] The preferred alternative for the
17 International Drive intersection is an east/west
18 partial displaced left turn intersection.

19 [Slide 27] This is an example of the
20 operations of a displaced left intersection:

21 A displaced left intersection moves left
22 turning traffic across the opposing through lanes
23 ahead of the primary intersection. Then left
24 turns are made at the same time as the through
25 movements.

1 [Slide 28] The preferred alternative for the
2 World Center Drive, State Road 536, intersection
3 is a north/south partial displacement left turn
4 intersection.

5 [Slide 29] To improve safety and operations,
6 it is recommended to close the existing full
7 median at World Center Drive, State Road 536, just
8 east of State Road 535. All other existing median
9 locations throughout the study corridor will
10 remain the same.

11 [Slide 30] Alternative locations for the
12 project's drainage ponds were evaluated for the
13 entire project length. The preferred pond
14 locations for the proposed State Road 535
15 improvements are shown on the map. Pond sites
16 will continue to be evaluated during the design
17 phase.

18 [Slide 31] The PD&E study evaluates the
19 potential impacts and benefits to the natural,
20 social and economic, cultural, and physical
21 environments associated with each alternative.
22 Avoidance or minimization of impacts to these
23 features is a key consideration.

24 [Slide 32] A hybrid alternatives public
25 information meeting was held on August 11, 2022 at

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1 Embassy Suites, Lake Buena Vista South and online
2 via Gotowebinar. This meeting provided an
3 opportunity for property owners, residents,
4 businesses, elected officials, stakeholders, and
5 other interested parties to view project
6 alternatives before developing a recommended set
7 of improvements and ask questions of the study
8 team and provide comments. Overall, comments
9 focused on the need for State Road 535
10 improvements, intersection comments, informational
11 requests, and comments on other area projects.

12 [Slide 33] The no-build and preferred
13 alternative were evaluated and a summary of the
14 potential benefits and impacts are summarized on
15 this slide.

16 The no-build alternative assumes that no
17 improvements would be made and no direct impacts
18 are anticipated. However, the no-build option
19 does not address the existing or future needs of
20 the corridor.

21 The build alternative is anticipated to
22 accommodate future traffic demand, improve safety,
23 and enhance bicycle and pedestrian connectivity.

24 Although right-of-way acquisition may be
25 required, no significant impacts are anticipated

1 to the social, cultural, natural and physical
2 environments with the build alternative.

3 [Slide 34] The project will not cause any
4 relocation of families or businesses. All right-
5 of-way acquisition will be conducted in accordance
6 with Florida Statutes 339.09 and 421.55 and also
7 the Federal Uniform Relocation Assistance and Real
8 Property Acquisition Policies Act of 1970,
9 commonly known as the Uniform Act.

10 The right-of-way specialist at the in person
11 hearing is available to talk with you and answer
12 your questions. For those attending virtually,
13 you may reach out to the FDOT project manager, who
14 will direct your request to the appropriate
15 right-of-way specialist.

16 [Slide 35] We are near the end of the PD&E
17 study. After the public hearing and all comments
18 have been received, the study documents will be
19 finalized and submitted for approval.

20 The next project phase of design is funded
21 for fiscal year 2026, and the project phases of
22 right-of-way acquisition and construction are not
23 funded.

24 [Slide 36] We encourage your input and
25 feedback about this project, and there are

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1 multiple ways for you to participate. All public
2 comments and questions are part of the public
3 hearing record, and every method for providing
4 public comments and questions carries equal
5 weight. While comments and questions will be
6 accepted at any time, those submitted by Monday,
7 July 1st, 2024 will become part of the project's
8 public hearing record. All questions will be
9 responded to in writing following the hearing.

10 [Slide 37] You may also contact FDOT project
11 manager David Graeber directly by email at
12 David.Graeber, that is G-r-a-e-b-e-r,
13 @dot.state.fl.us., or by U.S. Mail at the Florida
14 Department of Transportation, 719 South Woodland
15 Boulevard, Mail Station 501, DeLand, Florida
16 32720-6834. You may also call the project manager
17 at 386/943-5392 to provide verbal comments during
18 normal business hours.

19 The contact information is also available on
20 the public hearing notification that you may have
21 received by mail or email.

22 [Slide 38] To learn more about the project,
23 go to www.cflroads.com, type the project number,
24 437174-2, in the search box at the top right and
25 click go. Then click on the project name.

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1 Public hearing materials are posted on the
2 website now.

3 [Slide 39] The next step is to incorporate
4 your input on this public hearing into our
5 decision making process. After the comment period
6 closes and your input has been considered, a
7 decision will be made and the final PD&E document
8 will be approved. The project has and will
9 continue to comply with all applicable state and
10 federal rules and regulations.

11 This concludes the presentation. Thank you
12 for attending this public hearing and providing
13 your input on this project.

14 MR. GRAEBER: [Slide 40]

15 Okay. We will now enter the formal public
16 comment period for the hearing. Anyone who wishes
17 to make a verbal statement regarding the project
18 will now have the opportunity to speak.

19 Please know that tonight's public hearing is
20 being recorded.

21 All questions and comments will become part
22 of the public hearing record and we will respond
23 to all questions in writing after the hearing.

24 [Slide 41] If you have already filled out a
25 speaker card, you may provide your statement on

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1 the microphone when called upon.

2 If you wish to speak but have not already
3 filled out a speaker card, you may request one
4 now. Project team members will hand them out.

5 You may also provide your statement directly
6 to the court reporter at any time.

7 To ensure all who wish to speak today are
8 able to, speakers will have a maximum of three
9 minutes to make a statement and the FDOT will
10 respond to all questions in writing after the
11 hearing.

12 We did not receive any speaker cards. If you
13 would like to speak, if you raise your hand, we
14 will get you a speaker card if you want it.

15 With no speakers requesting to speak, on
16 behalf of the Florida Department of
17 Transportation, thank you for attending this
18 public hearing and providing your input on the
19 project.

20 If you have comments or questions after the
21 hearing, please submit them by Monday, July 1st,
22 2024.

23 It is now 6:25 p.m., and I hereby officially
24 close the public hearing for the State Road 535
25 PD&E study.

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Have a great evening. Thank you for being here.

[Whereupon, the foregoing proceedings were concluded at 6:28 p.m.]

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C E R T I F I C A T E

STATE OF FLORIDA:

COUNTY OF SEMINOLE:

I, Vicky L. Barwick, Court Reporter and Notary Public, State of Florida at Large, do hereby certify that I was authorized to and did report the above and foregoing proceedings at the time and place aforesaid, and that the pages numbered 3 through 20, inclusive, prepared under my direction and supervision, constitute a true, complete and accurate excerpt transcript to the best of my skill and ability.

WITNESS MY HAND this 12th day of July 2024.

Vicky L. Barwick
VICKY L. BARWICK,
Marge Raeder Court Reporter, Inc.
Court Reporter and Notary Public,
State of Florida at Large
Commission Number HH 500124
Expiration April 6, 2028