

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

NEPTUNE RD. FROM PARTIN SETTLEMENT RD. TO US 192

District: FDOT District 5

County: Osceola County

ETDM Number: 14402

Financial Management Number: 445415-1-00-00

Federal-Aid Project Number: N/A

Project Manager: Karen Snyder

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



January 15, 2021

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 07/16/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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**Partin Settlement Rd**

**Begin Project**

**Brown Chapel Rd**

**Old Cane Rd**

**Neptune Road**

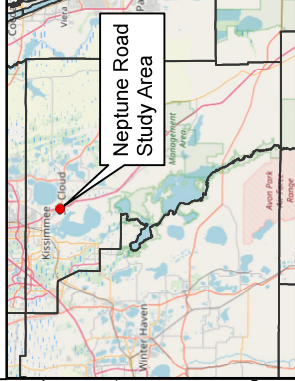
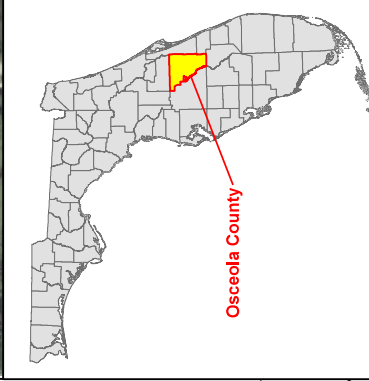
**End Project**

192

192

FLORIDA'S FUTURE

FLORIDA'S FUTURE



Location Map  
Neptune Road from Partin Settlement Road to US 192  
Project Development & Environment Study  
FPID: 445415-1  
Osceola County, Florida



## 1. Project Information

### 1.1 Project Description

This project involves a 3.9-mile segment of Neptune Road extending from Partin Settlement Road to US 192 in Osceola County. The section east of the St. Cloud canal (approximately 1.1 miles in length) is within the City of St. Cloud. From Partin Settlement Road to Old Canoe Creek Road, approximately 3.4 miles, the proposed project improves the existing 2-lane roadway to a 4-lane, divided roadway with a curbed median, with bicycle and pedestrian facilities (i.e., bike lanes, shared use path(s), and/or sidewalks). From Old Canoe Creek Road to US 192, approximately 0.5 miles, the project widens the existing 2-lane roadway to 4-lanes with sidewalks. Bridge structures are to be replaced and stormwater management facilities will be evaluated.

Alternatives considered included Alternative 1 and 2 for the section from Partin Settlement Road to Old Canoe Creek Road and Alternatives A and B for the section from Old Canoe Creek Road to US 192. After considering the alternatives analysis and the Stakeholder involvement, the Preferred Alternative was identified as Alternative 1B (a combination of Alternative 1 which widens to the north west of Old Canoe Creek Road; with Alternative B which includes a 5-lane section east of Old Canoe Creek Road), with modifications to reduce impacts. The changes to Alternative 1 involved revisions to the plans between Partin Settlement Road and the Partin Canal to reduce impacts to adjacent parcels. This involved tying into the existing path on the south side of Neptune Road, west of the Partin Canal to avoid impacting adjacent parcels, and reducing the landscape buffer to avoid impacting the Chevron parcel. The changes to Alternative B involved eliminating the two-way left turn lane in the vicinity of Franklin Street to minimize right-of-way impacts to the shopping center on the north side of Neptune Road.

### 1.2 Purpose and Need

#### Purpose

The purpose of the project is to address capacity and safety issues along the 3.9-mile segment of Neptune Road.

#### Need

The need for the project is based on capacity and safety.

#### Capacity

The 2018 annual average daily traffic (AADT) volume on Neptune Road, between Partin Settlement Road and Old Canoe Creek Road was 25,000 resulting in a volume to capacity (V/C) ratio of 1.41, which indicates level of service (LOS) F operating conditions. The 2045 traffic volumes on Neptune Road between Partin Settlement Road and US 192 are projected to range between 14,000 and 32,000 AADT, resulting in LOS F for the entire corridor with V/C ratios ranging from 1.04 to 1.93.

#### Safety

A total of 195 crashes were reported for the five-year period (January 1st, 2013 through December 31st, 2017), including three fatal crashes and 109 injury crashes, which resulted in three fatalities and 187 injuries. The number of reported crashes per year nearly doubled over the five-year period:

- 28 crashes in 2013

- 22 crashes in 2014
- 33 crashes in 2015
- 57 crashes in 2016
- 55 crashes in 2017

A crash type analysis was conducted and the predominant crash type along the corridor was the rear-end crash (47.7 percent). Approximately 49 percent of the rear-end collisions occurred at-fault in the westbound direction and 30 percent occurred at-fault in the eastbound direction. Rear-end crashes occurred along the entire length of the corridor but were most concentrated along the sections in the vicinity of Ames Haven Road, as well as at the Commerce Center Drive and Stroupe Road intersections. The next most common crash types were left-turn crashes (14.4 percent) and run-off-the-road (ROTR) crashes (13.3 percent). Left-turn crashes were most concentrated at the intersection of Neptune Road at Stroupe Road, and ROTR crashes were most concentrated along the section of Neptune Road near Ames Haven Road.

### 1.3 Planning Consistency

Currently Adopted L RTP- CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	3,228,000	2020	PD&E is being completed to meet potential future federal-aid eligibility. PD&E Study is funded with local funding and expected to finish mid-2020. Design for project is fully funded with local funding. If future federal or state funding becomes available, TIP will be amended to reflect this.
STIP	N			PD&E is being completed to meet potential future federal-aid eligibility. PD&E Study is funded with local funding and expected to finish mid-2020. Design for project is fully funded with local funding. If future federal or state funding becomes available, STIP will be amended to include future phases.
<b>R/W</b>				
TIP	Y	19,759,000	2020-2022	ROW for project is fully funded with local funding. If future federal or state funding becomes available, TIP will be amended to reflect this.
STIP	N			ROW for project is fully funded with local funding. If future federal or state funding becomes available, STIP will be amended to include future phases.
<b>Construction</b>				
TIP	Y	40,751,000	2022-2023	Construction for project is fully funded with local funding. If future federal or state funding becomes available, TIP will be amended to reflect this.
STIP	N			Construction for project is fully funded with local funding. If future federal or state funding becomes available, STIP will be amended to include future phases.

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Cultural Resources</b>				
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>5. Natural Resources</b>				
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"/>
<b>6. Physical Resources</b>				
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 referenced attachment(s).

### 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

Osceola County is one of the fastest growing counties in Florida. To accommodate this growth, traffic operations on existing roadways will need to be addressed. This project proposes to improve the overall traffic operations of the existing highway network, improve mobility, and enhance safety, which will help support growth in the area. Based on the analysis conducted during the PD&E Study, the proposed project would enhance multimodal connectivity and provide a safer environment for bicyclists and pedestrians.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI states that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap or family status, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state or local government.

According to the Sociocultural Data Report for the project, utilizing the 2017 American Community Survey (ACS), there is a total population of 1,012 and a minority population of 58.99% for Census Block Groups 120970429002, 120970431001, 120970432041, and 120970432031. Race and Ethnicity is characterized as follows: White Alone (73.62%), Black or African American Alone (9.68%), Native Hawaiian and Other Pacific Islander Alone (0%), Asian Alone (4.55%), American Indian or Alaska Native Alone (0.20%), Some Other Race Alone (8.20%), Claimed 2 or More Races (3.85%), Hispanic or Latino of Any Race (45.26%), and Not Hispanic or Latino (54.74%). For comparison, Osceola County is 74.40% White, 51.60% Hispanic, and 65.83% Minority.

The 2017 ACS data indicate the median household income is \$41,502 and 15.89% of the households are below the poverty level. For comparison, Osceola County has a median household income of \$47,343 and 16.70% of households are below the poverty level. Lastly, the 2017 ACS data indicate that for individuals aged 5 and over, 6.09% speak English Not Well or Not at All.

Implementing the Preferred Alternative does not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. This project is not expected to have any adverse or disproportionate impacts on minority or low-income households.

It is anticipated that the project improvements will have minimal impact to community cohesiveness. Therefore, this project complies with Executive Order 12898, Environmental Justice, issued on February 11, 1994.



### **3.2 Economic**

The project proposes to improve access to the NeoCity development, which is a future 500-acre technology district and economic resource. The County's East of Lake Toho Conceptual Master Plan is another economic resource that proposes to develop commercial and office space in the area. In addition, the overall population of Osceola County is projected to increase by 92% by 2045. This project proposes to support the projected growth of Osceola County and subsequent economic growth by improving the existing transportation infrastructure. Consequently, traffic operations and safety will also be improved.

Lastly, this project will not result in any business relocations, therefore the local economy/tax base will not be negatively affected by this project. Therefore, it is expected that this project will enhance the economy of the local community.

### **3.3 Land Use Changes**

Future land use (FLU) was determined based on a review of Osceola Counties' Future Land Use GIS data. The study area is partially developed with residential and commercial land uses. However, there are some agriculture land uses remaining within the study area. The FLU shows these agriculture areas as either mixed use or low density residential. The population in Osceola County, specifically in Kissimmee and surrounding communities, is growing which is indicative on the FLU maps. The widening of the existing roadway is not expected to change land use substantially in the area.

Two housing developments with access to this portion of Neptune Road are currently under construction. These developments are part of the larger East of Lake Toho Conceptual Master Plan, which is a multi-use development that proposes to add 33,400 dwelling units, approximately two million square feet of commercial development, and approximately three million square feet of office space to the area. To support this current and future development, it will be necessary to improve traffic operations as this project proposes. Much of the study area is located within the County's East of Lake Toho Conceptual Master Plan and there are two DRIs under construction adjacent to Neptune Road.

### **3.4 Mobility**

The project proposes improving the connections between downtown Kissimmee, downtown St. Cloud, and NeoCity by extending the existing multi-modal section to create a uniform system linkage. The proposed project would therefore enhance multimodal connectivity and provide a safer environment for cyclists and pedestrians while providing a system linkage between communities. Access to various recreational resources will be improved as well, including access to the Neptune Road Pathway and Neptune Middle School. The proposed improvements will enhance mobility. The inclusion of bicycle lanes and sidewalks will improve pedestrian and bicycle safety and connectivity for the communities of St. Cloud, downtown Kissimmee, and NeoCity.

### **3.5 Aesthetic Effects**

There are trees in the median just west of Old Canoe Creek Road and low-level bushes and shrubs in the medians east and west of Old Canoe Creek Road. Landscaping within the medians is maintained by the County. Changes to the landscaping within the median will be addressed during design. Other than the median treatments and lighting, there are no aesthetic features (i.e., landscaping) provided along Neptune Road. However, future landscaping will be considered with the proposed improvements.

### **3.6 Relocation Potential**

A Conceptual Stage Relocation Plan (CSRP, August 2019) was created to evaluate potential relocations from this project and is available as technical material in the file. From Partin Settlement Road to west of G and H Drive, the additional ROW for the Preferred Alternative will be acquired primarily on the north side of the existing roadway. From G and H Drive to Canal C-31, additional ROW will be acquired from both the north and south sides of the road to avoid relocating KUA power transmission poles. From Canal C-31 to Old Canoe Creek Road, the additional ROW will be acquired primarily on the south side of the existing roadway.

The Preferred Alternative will require ROW from 61 residential parcels and 11 non-residential parcels. Of the existing residences, nine are expected to require relocation. Of the existing non-residential buildings, none are expected to require relocation. Since there are 151 homes available for relocatees, the use of replacement housing as last resort is not anticipated for this project.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### **3.7 Farmland Resources**

There are approximately 9.3 acres of Farmlands of Unique Importance within the preferred alternative and the preferred pond sites. However, a majority of these farmlands are already converted to other uses such as transportation and institutional. Additionally, these areas are no longer being farmed. The roadway widening is occurring along an already existing roadway and the pond sites selected are expanding existing pond sites. Therefore, although there are areas classified as farmlands within the study area, none of these areas will be converted. A Farmland Conversion Impact Rating was sent to the Natural Resources Conservation Service (NRCS) for concurrence December 2, 2019. NRCS concurrence was received on February 6, 2020 and is attached to the document.

## 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 some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A CRAS was completed in October 2019 and is available as technical material in the file. The Area of Potential Effects (APE) was defined to include the existing and proposed Neptune Road right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way, or a distance of no more than 328 feet (100 meters) from the maximum ROW line. The archaeological survey was conducted within the existing and the proposed ROW. The historic structure survey was conducted within the entire APE.

The architectural survey resulted in the identification and evaluation of 40 historic resources within the Neptune Road APE, including two previously recorded resources and 38 newly recorded resources. The previously recorded resources include one historic canal (8OS02752) and one historic railway (8OS02822). The newly recorded resources include one historic mobile home park (8OS02983); two historic canals (8OS02981 and 8OS02982); three historic bridges (8OS02942-8OS02944); and 32 historic structures (8OS02945-8OS02976).

One resource within the Neptune Road APE is National Register of Historic Places (NRHP)-eligible. A segment of the St. Cloud Canal (8OS02752) was determined NRHP-eligible by the Florida State Historic Preservation Officer (SHPO) on April 24, 2014 (SEARCH 2014). That segment of the St. Cloud Canal (8OS02752) is considered significant under Criterion A for its association with land reclamation activities in Osceola County, which helped spur the development of the county, and Criterion C as an example of a nineteenth-century canal. Based on the historic context and the results of the present survey, it was recommended that the segment of the St. Cloud Canal (8OS02752) within the Neptune Road APE eligible as contributing to the overall NRHP-eligible St. Cloud Canal (8OS02752). Based upon a review of the current plans, the proposed work will not involve rerouting of the canal, disruption of the canal, widening or loss of width or the severing of the canal from other waterways. While the proposed project will acquire 0.3 acres within the St. Cloud Canal right-of way, none of the proposed improvements will diminish the integrity of the St. Cloud Canal (8OS02752) or its ability to express the characteristics that make it eligible for listing in the NRHP. As such, the proposed improvements will have no adverse effect on 8OS02752. No further architectural work is recommended.

A portion of the St. Cloud and Sugar Belt Railway (8OS02822) was determined ineligible for the NRHP by SHPO on September 4, 2015 (Dickinson and Wayne 2015). The section of the St. Cloud and Sugar Belt Railway (8OS02822) within the Neptune Road APE is thought to remain ineligible for the NRHP due to a lack of historic integrity. The remaining 38 historic resources within the Neptune Road APE are recommended ineligible due to a lack of historic significance.



The archaeological survey consisted of a thorough pedestrian survey within the current and proposed project right-of-way, which included the excavation of 39 subsurface tests. Ground disturbance resulting from buried utilities and drainage features prevented subsurface archaeological testing throughout much of the APE. Of the 39 excavated shovel tests, nine were positive for cultural material, resulting in the documentation of one new archaeological site, 8OS02984. Site 8OS02984 is recommended ineligible for the NRHP based on the level of disturbance and the unremarkable nature of the artifact assemblage.

Based on the results of the CRAS, SHPO concurred that the proposed improvements to Neptune Road will have no adverse effect on any cultural resources listed or eligible for listing in the NRHP on December 20, 2019. The concurrence letter from SHPO is attached.

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

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

There are three Section 4(f) resources within the study area: Partin Triangle Park and Boat Ramp, Neptune Road Pathway, and Neptune Middle School Sports Fields.

A Determination of Applicability was completed for the Partin Triangle Park and Boat Ramp. The Preferred Alternative will not require acquisition of right-of-way from the park and therefore, does not impact any of the facilities within the park. Access will be enhanced with the inclusion of the dedicated left turn lane and the reconstruction of the right turn lane and the construction of multi-use paths on both sides of Neptune Road. The park will remain open during construction. Therefore, it was recommended that the appropriate type of Section 4(f) documentation for this property is No Use and was approved by OEM on 05/19/20.

An exception was requested for the Neptune Road Pathway because the Pathway meets the criteria for an exception under 23 CFR Part 774 for the following reasons: the pathway occupies an existing transportation facility right-of-way without limitation to any specific location within that right-of-way and the continuity of the Pathway will be maintained with the Neptune Road widening project. The Section 4(f) approval for the requested exception was obtained by OEM on 05/19/20.

A Determination of Applicability was completed for the Neptune Middle School Sports Fields. The Preferred Alternative will require some right-of-way from Neptune Middle School, however the alternative will not impact any of the facilities within the Sports Fields. Dedicated left and right turn lanes are proposed that will enhance access to this facility. The Sports Fields will remain open during construction. Therefore, it was recommended that the appropriate type of Section 4(f) documentation for this property is *de minimis* and concurrence with this recommendation was received from OEM. Approval of the *de minimis* will occur in conjunction with approval of the PD&E Study.

Letters from the Official with Jurisdiction (OWJ), Osceola County, are included as attachments in the appendix with all the other Section 4(f) documentation for this project.

### **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.

## 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.

A protected species and habitat assessment was conducted, and the results are summarized in the *Natural Resource Evaluation Report* (July 2020) and is provided as technical material in file.

The following table summarizes the likelihood of occurrence for state and federally listed species based on the assessment of potential habitat and/or actual observance of the species. Species were given a 'Low' likelihood of occurrence if they were not observed during field surveys and/or have no or limited suitable habitat within the study area. Species were given a 'Medium' likelihood of occurrence if they were not observed during field surveys, but suitable habitat exists within the study area. Species were given a 'High' likelihood of occurrence if they were observed during field surveys and/or if there is suitable habitat throughout the study area.

#### Listed Species Likelihood of Occurrence

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
<b>MAMMALS</b>				
Florida Panther	<i>Puma concolor coryi</i>	E	FE	Low
Florida Bonneted Bat	<i>Eumops floridanus</i>	E	FE	Medium
Florida Black Bear	<i>Ursus americanus floridanus</i>	NL*	NL*	Low
<b>Southern Fox Squirrel</b>	<b><i>Sciurus niger niger</i></b>	<b>NL**</b>	<b>NL**</b>	<b>High</b>
<b>BIRDS</b>				
Audubon's Crested Caracara	<i>Polyborus plancus audubonii</i>	T	FT	Low
Florida Scrub-Jay	<i>Aphelocoma coerulescens</i>	T	FT	Low
Red-cockaded Woodpecker	<i>Picoides borealis</i>	E	FE	Low
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	E	FE	Low
Wood Stork	<i>Mycteria americana</i>	T	FT	High
Florida Burrowing Owl	<i>Athene cunicularia floridana</i>	NL	ST	Low
<b>Florida Sandhill Crane</b>	<b><i>Grus canadensis pratensis</i></b>	<b>NL</b>	<b>ST</b>	<b>High</b>
<b>Southeastern American kestrel</b>	<b><i>Falco sparverius paulus</i></b>	<b>NL</b>	<b>ST</b>	<b>High</b>
Tricolored Heron	<i>Egretta tricolor</i>	NL	ST	Medium

<b>Little Blue Heron</b>	<b><i>Egretta caerulea</i></b>	<b>NL</b>	<b>ST</b>	<b>High</b>
Roseate Spoonbill	<i>Platalea ajaja</i>	NL	ST	Medium
<b>Bald Eagle</b>	<b><i>Haliaeetus leucocephalus</i></b>	<b>NL***</b>	<b>NL***</b>	<b>High</b>
<b>REPTILES</b>				
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	T	FT	Low
Florida Pine Snake	<i>Pituophis melanoleucus mugitus</i>	NL	ST	Low
Gopher Tortoise	<i>Gopherus polyphemus</i>	C	ST	Low
<b>PLANTS</b>				
Beautiful Pawpaw	<i>Deeringothamnus pulchellus</i>	E	SE	Low
Britton's Beargrass	<i>Nolina brittoniana</i>	E	SE	Low
Florida Blazing Star	<i>Liatis ohlingerae</i>	E	SE	Low
Florida Bonamia	<i>Bonamia grandiflora</i>	T	SE	Low
Lewton's Polygala	<i>Polygala lewtonii</i>	E	SE	Low
Paper-like Nailwort	<i>Paronychia chartacea ssp. chartacea</i>	T	SE	Low
Pygmy Fringe Tree	<i>Chionanthus pygmaeus</i>	E	SE	Low
Scrub Buckwheat	<i>Eriogonum longifolium var. gnaphalifolium</i>	T	SE	Low
Scrub Lupine	<i>Lupinus aridorum</i>	E	SE	Low
Short-leaved Rosemary	<i>Conradina brevifolia</i>	E	SE	Low
Sandlace	<i>Polygonella myriophylla</i>	E	SE	Low
Carter's Mustard	<i>Warea carteri</i>	E	SE	Low
Wide-leaf Warea	<i>Warea amplexifolia</i>	E	FE	Low
Ashe's Savory	<i>Calamintha ashei</i>	NL	ST	Low
Celestial Lily	<i>Nemastylis floridana</i>	NL	SE	Low
Cutthroat Grass	<i>Panicum abscissum</i>	NL	SE	Low
Florida Beargrass	<i>Nolina atopocarpa</i>	NL	ST	Low
Florida Spiny-pod	<i>Matelea floridana</i>	NL	SE	Low
Giant Orchid	<i>Pteroglossaspis ecristata</i>	NL	ST	Low
Hartwrightia	<i>Hartwrightia floridana</i>	NL	ST	Low
Many-flowered Grass-pink	<i>Calopogon multiflorus</i>	NL	ST	Low
Nodding Pinweed	<i>Lechea cernua</i>	NL	ST	Low
Pinewoods Bluestem	<i>Andropogon arctatus</i>	NL	ST	Low
Sand Butterfly Pea	<i>Centrosema arenicola</i>	NL	SE	Low
Scrub Bluestem	<i>Schizachyrium niveum</i>	NL	SE	Low
Star Anise	<i>Illicium parviflorum</i>	NL	SE	Low
Yellow Fringeless Orchid	<i>Platanthera integra</i>	NL	SE	Low

Based on *Florida's Endangered and Threatened Species* updated December 2018 available on <http://myfwc.com/wildlifehabitats/imperiled/> and 5B-40.0055 Florida Administrative Code (FAC) Regulated Plant Index.

Federal Status: E = Endangered; T = Threatened; C = Candidate Species; NL = Not Listed

State Status: FE = Federally Endangered; FT = Federally Threatened; FT(S/A) = Federally Threatened due to Similarity of Appearance. ST= State Threatened; SE = State Endangered; SSC = Species of Special Concern.

Note: Coordination is not required with FWC for federally listed species.

**Bold** = observed during field reconnaissance

\* The Florida black bear is still protected under Florida Black Bear Conservation Rule 68A-4.009 (F.A.C.) and the FWC Florida Black Bear Management Plan.

\*\*The fox squirrel is still protected under Regulations Relating to the Taking of Mammals 68A-29.002 (F.A.C.).

\*\*\* The Bald eagle is still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act and FWC Management Plan regulations.

Habitat mapping, gopher tortoise surveys, and plant surveys were conducted on November 30, 2019 and February 19, 2019. Additionally, observations of flora and fauna or indicators of wildlife within the corridor were noted such as tracks, burrows, scat, calls (avian), and evidence of foraging activities, in addition to actual observations of plants and animals. Crested caracara surveys were conducted January 2019 through April 2019. The results of the crested caracara surveys are summarized in the *Crested Caracara Report* dated May 2019. A Florida bonneted bat acoustic and roost survey was conducted from May to June 2020 and the results are summarized in the Florida Bonneted Bat Acoustic Survey Report dated July 2020. Both the crested caracara and Florida bonneted bat reports are available in the file.

Twenty-one (21) federally-listed species and twenty-two (22) state-listed species were evaluated to determine if the proposed project will affect these species. The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat and no documented occurrences for the following species within the study area: Florida scrub-jay, red-cockaded woodpecker, Everglade snail kite, Lake Wales Ridge plants - beautiful pawpaw, Britton's beargrass, Florida blazing star, Florida bonamia, Lewton's polygala, Paper-like nailwort, pygmy fringe tree, scrub buckwheat, scrub lupine, short-leaved rosemary, sandlace, Carter's mustard, and wide-leaf warea. Therefore, the project will have "no effect" on these species.

There are four (4) federally protected species that have the potential to occur within the project area. These species, and their associated effects determinations, are discussed below:

**Crested caracara** - Suitable habitat was documented within the study area during the November 30, 2018 site visit. Based on this site visit, three survey stations were established within the study area. Crested caracara surveys were conducted January through April 2019. Suitable habitats for the crested caracara within the project study area were surveyed in accordance with the USFWS Crested Caracara Survey Protocol (USFWS, 2016). No caracaras were observed during the survey. However, due to the presence of suitable habitat, this project qualifies for a **may affect, not likely to adversely affect** determination.

**Florida bonneted bat** - The project study area is within the USFWS consultation area for the Florida bonneted bat and based on coordination with USFWS an acoustic and roost survey was conducted from May to June 2020. Within the project study area suitable foraging and roosting habitat for this species were surveyed in accordance with the USFWS Florida Bonneted Bat Consultation Guidelines (October 2019). No Florida bonneted bats were detected during the survey;

therefore, this project qualifies for a **no effect** determination.

**Eastern indigo snake** - Habitat for this species is limited within the study area and no indigo snakes were observed during field reconnaissance. Additionally, no gopher tortoise burrows were observed within the study area. Agency coordination with USFWS indicated no records that the indigo snake occurs on or within several miles of the project site and that there is a lack of credible information that would show this species reasonably occurs on or near the project site. The *Standard Protection Measures for the Eastern Indigo Snake* will be implemented during construction to minimize potential impacts to this snake. Based on this information and coordination, this project qualifies for a **no effect** determination.

**Wood stork** - Minimal foraging habitat for this species in the shallow surface waters and stormwater ponds is present but no nesting habitat or wood storks were observed. The project will impact greater than 0.50 acres of suitable foraging habitat (SFH) and is within the core foraging area of a colony site. Mitigation will be provided for lost SFH by creation of stormwater ponds. Using this information, along with the *South Florida Wood Stork Effect Determination Key (May 2010)* it was determined that this project qualifies for a **may affect, not likely to adversely affect** determination. The path to the effect determination is provided in Appendix J of the NRE (located in technical materials), page 396 of the pdf.

The affect determinations for the federally listed species above was concurred with by USFWS on July 31, 2020 and is provided as an attachment in the file.

The project study area also potentially contains eight (8) state protected species including the Florida burrowing owl, Florida sandhill crane, southeastern American kestrel, tricolored heron, little blue heron, roseate spoonbill, Florida pine snake and gopher tortoise and 11 plants. A no effect or no adverse effect is anticipated with any of these state protected plant or animals. The following table shows the anticipated effects determinations based on field surveys and literature and database reviews.

#### Species Effect Determinations

Species	Effect Determination
<b>FEDERALLY-LISTED SPECIES</b>	
Florida Panther	No effect
Florida Bonneted Bat	No effect
Audubon's Crested Caracara	Not likely to adversely affect
Florida Scrub-Jay	No effect
Red-cockaded Woodpecker	No effect
Everglade Snail Kite	No effect
Wood Stork	Not likely to adversely affect
Eastern Indigo Snake	No effect
Beautiful Pawpaw	No effect
Britton's Beargrass	No effect
Scrub Blazing Star	No effect
Florida Bonamia	No effect
Lewton's Polygala	No effect
Paper-like Nailwort	No effect

Pygmy Fringe Tree	No effect
Scrub Buckwheat	No effect
Scrub Lupine	No effect
Short-leaved Rosemary	No effect
Sandlace	No effect
Carter's Mustard	No effect
Wide-leaf Warea	No effect
<b>STATE-LISTED SPECIES</b>	
Florida Burrowing Owl	No adverse effect anticipated
Florida Sandhill Crane	No adverse effect anticipated
Southeastern American Kestrel	No adverse effect anticipated
Tricolored Heron	No adverse effect anticipated
Little Blue Heron	No adverse effect anticipated
Roseate Spoonbill	No adverse effect anticipated
Florida Pine Snake	No effect anticipated
Gopher Tortoise	No adverse effect anticipated
Ashe's Savory	No adverse effect anticipated
Celestial Lily	No adverse effect anticipated
Cutthroat Grass	No adverse effect anticipated
Florida Beargrass	No effect anticipated
Florida Spiny-pod	No adverse effect anticipated
Giant Orchid	No effect anticipated
Hartwrightia	No effect anticipated
Many-flowered Grass-pink	No effect anticipated
Nodding Pinweed	No effect anticipated
Pinewoods Bluestem	No effect anticipated
Sand Butterfly Pea	No effect anticipated
Scrub Bluestem	No effect anticipated
Star Anise	No adverse effect anticipated
Yellow Fringeless Orchid	No adverse effect anticipated

The Florida black bear and bald eagle are not listed as endangered or threatened but are protected under other laws. 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 which may act as an attractant for the Florida black bear, and report nuisance bears to the FWC Wildlife Alert hotline. No adverse effects to the Florida black bear are anticipated. Two bald eagle nests (Nest OS084 and OS169) are located within the project area. For OS084, the Preferred Alternative will encroach slightly upon the 330-foot buffer, but not the 100-foot buffer. An adult bald eagle was observed within this nest during field reconnaissance. The nest is on the south edge of a group of live oaks and slash pines, which provide a vegetative buffer between the nest and Neptune Road. Outside of this vegetative buffer, the nest is surrounded by Neptune Road, Old Canoe Creek Road and a residential neighborhood. Therefore, it is reasonable to assume that the eagles have acclimated to the presence of existing roadway infrastructure and people. A bald eagle survey will be completed during design and permitting to determine current status of the nests. Further coordination will occur with USFWS if warranted.

## 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.

A wetland evaluation was conducted, and the results are summarized in the Natural Resource Evaluation (NRE) (dated January 2020). Based on this evaluation, 12 wetlands and nine surface waters were documented within the study area. The following two tables summarize the direct and secondary impacts to surface waters and wetlands for the Preferred Alternative.

### Summary of Direct Wetland Impacts

<b>SW/WL</b>		
<b>Number</b>	<b>FLUCFCS</b>	<b>Preferred Alt</b>
<b>SW 2</b>	510	0.14
<b>SW 3</b>	510	1.57
<b>SW 6</b>	534	0.88
<b>SW 7</b>	510	0.12
<b>SW 9</b>	510	0.04
<b>SW 10</b>	510	0.01
<b>SW 11</b>	510	0.01
<b>SW 13</b>	510	0.04
<b>Total Surface Water Impacts</b>	<b>2.81</b>	
<b>WL1</b>	641	0.12
<b>WL4</b>	643	0.23
<b>WL5</b>	643	0.21
<b>WL6</b>	617	0.13
<b>WL7</b>	641	0.15
<b>WL8</b>	617	0.04
<b>WL9</b>	641	0.16
<b>WL11</b>	641	0.05
<b>WL12</b>	617	0.09
<b>WL17</b>	617	0.85
<b>Total Wetland Impacts</b>	<b>2.03</b>	
<b>Grand Total Surface Water and Wetland Impacts</b>	<b>4.84</b>	



Secondary Wetland Impacts

<b>WL Number</b>	<b>Preferred Alt</b>
<b>WL1</b>	0.42
<b>WL2</b>	0.11
<b>WL4</b>	0.45
<b>WL5</b>	0.26
<b>WL6</b>	0.12
<b>WL7</b>	0.24
<b>WL8</b>	0.06
<b>WL9</b>	0.23
<b>WL11</b>	0.07
<b>WL12</b>	0.06
<b>WL15</b>	0.27
<b>WL17</b>	0.39
<b>Total Secondary Wetland Impacts</b>	<b>2.68</b>

A summary of the functional loss for the Preferred Alternative is shown in the table below.

Potential Wetland Functional Loss

Alternative	FLUCFCS	Wetland Number	Direct Impacts (Acres)	UMAM Composite Score	Potential Functional Loss	Sum of Potential Functional Loss by Habitat Type
<b>Preferred Alt</b>	617	WL-6, WL-8, WL-12	0.26	0.57	0.15	Forested: 0.58
	617	WL-17	0.86	0.50	0.43	
	641	WL-1	0.12	0.50	0.06	Herbaceous: 0.41
	641	WL-7, WL-9, WL-11	0.36	0.57	0.21	
	643	WL-4	0.23	0.27	0.06	
	643	WL-5	0.21	0.37	0.08	

After review of the project's potential impacts to wetlands and in accordance with EO 11990, it has been determined that the proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practical alternative to construction in wetlands as the project is the widening of an already existing roadway, and measures have been taken to minimize harm to wetlands along the project corridor. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV. Chapter 373, F.S. and 33 U.S.C. s. 1344.

The final design of the project will avoid and minimize impacts to wetlands/wildlife and habitat to the greatest extent practicable and appropriate mitigation options will be provided for unavoidable impacts. Wetland mitigation credits will be

purchased from a mitigation bank that is permitted by SFWMD and US Army Corps of Engineers (USACE) to service the Lake Tohopekaliga Drainage Basin. Reedy Creek Mitigation Bank and Florida Mitigation Bank service the project area and both have wetland credits available for purchase.

### 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.

The project area is located within FEMA flood zones AE, AE (floodway), and A. Impacts to flood zones by alternative are shown in the following table.

Flood Zone Area Impacts

Alternative	Flood Zone Area (Acres)		
	Zone AE	Zone AE (Floodway)	Zone A
<b>Preferred Alt</b>	0.69	0.10	10.32
There are areas where, based on the mapping, the road itself is mapped in the A and AE zones. But depending on the actual surveyed elevation, the road and adjacent shoulders may have been built above the flood elevation. For purposes of this review, the acreage is shown based on the mapped FEMA-FIRM floodplain.			

There are two (2) crossings of regulatory floodways. These are the crossings of Peghorn Slough and the C-31 Canal. This project will remain consistent with FEMA's National Flood Insurance Program as it will follow the requirements of the program by providing a "No Rise" certification and analysis. This will be performed during the design phase to verify the proposed crossings do not cause a rise in the floodway elevations. Please refer to Section 5 of the Locations Hydraulics Report (LHR) located in the technical materials section for further detail.

Areas within Zone A typically cannot be confirmed based on FEMA recognized data; however, the Bass Slough Drainage Study included modeling efforts that verify these areas. This study is provided in the technical material section.

There is one (1) location where the proposed roadway widening will encroach into the 100-year floodplain. This area is designated as Zone A which are areas of 100-year flooding where the flood elevation has not been federally established. Roadway improvements within this segment will include elevating the roadway section to a level at, or above, the existing roadway resulting in impacts to the storage capacity of the floodplain. This can be categorized as a transverse encroachment. Flood elevations, although not federally regulated, have been identified by a local flood study and overtopping of the existing road is not anticipated in the 100-year 24 hour storm event. This project is not anticipated to have any impact on the base flood elevation, or the likelihood of flood risk. The LHR is provided as a technical material.

The project is proposed to compensate for the encroachment within the 100-year floodplain within the proposed stormwater management facilities. This compensation will be provided by either the dynamic approach within the pond

itself or by the "cup for cup" approach outside of the pond. The Pond Siting Report (PSR) is provided as technical material in file and describes that a 20% pond size contingency is needed to account for "cup for cup" compensation or dynamic storage.

The floodplain impacts associated with the roadway widening are minimal. These encroachments can be better quantified during the design process. The volumetric impact, even if left uncompensated, would have a negligible impact on flood stages. It is important to note that compensating storage will be provided for these impacts. The risk associated with the encroachments are therefore minimal. The focal point regarding floodplain impacts are associated with the floodway crossings and these crossings will be designed to demonstrate "no net rise" in the floodway. The risk of installing new crossings is low due to the design constraint of providing "no net rise" in the floodway.

## **5.5 Sole Source Aquifer**

### **Biscayne Aquifer**

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer Streamflow and Recharge Source Zone which includes portions of Osceola County extending south towards the Everglades. The proposed roadway will have a curb and gutter stormwater collection system. Stormwater captured by the proposed inlets will be conveyed, by closed storm sewer pipes, to one or more of the potential pond sites. Captured stormwater will receive treatment and attenuation by the wet detention pond before discharging to the adjacent stormwater outfall. The proposed stormwater facilities will meet all SFWMD criteria, therefore, water quality impacts to downstream receiving waters are not anticipated to occur. A sole source aquifer checklist was sent to the U.S. Environmental Protection Agency (EPA) for concurrence on December 20, 2019. EPA concurrence was received on January 22, 2020 (see attachment).

## **5.6 Water Resources**

The study area lies within the jurisdiction of SFWMD and specifically within Waterbody Identification Number 3173B (Kissimmee River). All projects located within the jurisdiction of the SFWMD are required to meet state water quality standard set forth in Chapter 62-302, Florida Administrative Code (FAC). The approach to meet water quality standards is to provide treatment for the increase in impervious area and restore or replace existing treatment facilities impacted by this project. Stormwater runoff from Neptune Road is generally intercepted to roadside swales and conveyed to the nearest outfall location. Neptune Road has four (4) outfall locations within the limits of this project. These locations are the Partin Canal, Fish Lake Ditch, St. Cloud Canal (C-31), and Peg Horn Slough. Each of these four outfalls convey stormwater to an eventual destination of Lake Tohopekaliga.

This project discharges to surface or ground water and will alter the drainage system and a Water Quality Impact Evaluation Checklist (WQIE) was completed on November 8, 2019 and is provided in the file as technical material. The proposed roadway will have a curb and gutter stormwater collection system and stormwater captured by the proposed inlets will be conveyed, by closed storm sewer pipes to potential pond sites. Captured stormwater will receive treatment and attenuation by the wet detention pond before discharging to the adjacent stormwater outfall. The receiving water is Lake Tohopekaliga and is within the South Florida Water Management District. Additionally, the Biscayne Sole Source Aquifer is located within the project limits and a Sole Source Aquifer Checklist was completed for this project and is attached in the attachment section along with the concurrence letter from EPA.

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

### **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**

There are no Coastal Barrier Resources in the project area.

## 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.

A Noise Study Report (NSR) was completed and included as technical material in file for the proposed project. This project is considered a Type I project as defined in 23 CFR 772 because the road is being improved from a 2-lane to a 4-lane road, adding through-lane capacity. Predicted noise levels were produced using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5. A total of 210 receptor points were identified and evaluated for potential traffic noise related impacts for the existing, future no-build, and future build conditions.

The noise sensitive areas evaluated are representative of 361 noise sensitive sites. The results of the analysis indicate that existing (2019) exterior traffic noise levels are predicted to range from 52.1 dB(A) to 69.7 dB(A) at the 361 evaluated noise sensitive sites adjacent to Neptune Road. Future year (2045) no-build alternative exterior traffic noise levels are predicted to range from 53.1 dB(A) to 75.7 dB(A). The maximum increase at any noise sensitive site in the future build condition is 6.7 dB(A). This means that no noise sensitive sites are expected to experience a substantial increase in traffic noise compared to existing conditions.

In addition to residences (NAC B), Title 23 Code of Federal Regulations Part 772 specifies other Activity Categories addressing non-residential noise sensitive sites. Within the project limits, two impacts are predicted at non-residential noise sensitive sites. Noise barriers were evaluated for these impacted locations; however, the noise barriers were not able to provide a benefit to the impacted non-residential noise sensitive sites.

Noise levels at 66 residences are predicted to approach or exceed the NAC (i.e., 66 dB(A) for Activity Category B) established by the FHWA for the Build condition. Noise barriers were evaluated for the impacted residential noise sensitive sites. Noise barriers were determined to be a potentially cost reasonable noise abatement measure in one location, the Battaglia Townhomes in CNE WB07. Because a standard single barrier system in this location would require the relocation of up to 5 transmission power poles, a two-barrier system was analyzed that would leave all the transmission power poles in their current locations. This two-barrier system is predicted to provide a 7 dB(A) benefit to one or more receptor and a 5 dB(A) benefit to two or more impacted receptors. This potential noise barrier system at the Battaglia Townhomes may be considered feasible and reasonable, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;

- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the county; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

## 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.

Temporary air quality impacts due to construction activities are possible due to emissions from construction equipment and dust from excavation and hauling activities. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* as directed by the FDOT Project Manager. The proposed project is anticipated to decrease congestion which is also anticipated to decrease idling time for vehicles which may have an overall positive benefit to air quality in the project area.

## 6.3 Contamination

The *Contamination Screening Evaluation Report (CSER)*, dated November 2019, prepared for this project identified and evaluated known or potential contamination sites, identified recommendations concerning these sites, and described possible impacts to the proposed project. The CSER is located in the technical material file section.

A total of 24 sites were assigned Contamination Risk Potential Ratings. A "Low Risk" rating was assigned to 21 of the sites and three sites were assigned a rating of "Medium Risk." There were no High-risk sites identified within the proposed project right-of-way for any alternative considered in the study. The Preferred Alternative may impact 21 low and three medium risk sites. The table below identified each site and its risk potential.

Site No.	Site Name	Site Address	Risk Potential
1	Parkway Water Treatment Plant	2107 Partin Settlement Road	Low
2	Chevron on Neptune Road	2017 Neptune Road	Medium
3	Cleaners Express Inc	1407 Westminster Way	Low
4	Neptune Middle School	2727 Neptune Road	Low
5	Partin Triangle Park	2830 Neptune Road	Low
6	Crown Castle - W. St. Cloud Orl087-813141	5101 Neptune Road	Low
7	St. Cloud City - Police Department	4700 Neptune Road	Low
8	Avatar Car Wash - St. Cloud	4607 Neptune Road	Low
9	Pinch-A-Penny	4507 Old Canoe Creek Road	Low

10	Tractor Supply Company #506	4267 13th Street	Low
11	Porky's Comedy Club & Dinner Theater	4251/4253 13th Street	Low
12	Jimmy Bear's BBQ/Oak Park Cleaners	4247/4249 13th Street	Low
13	Physical Therapy	4237 13th Street	Low
14	Family Dentistry	4301 Neptune Road	Low
15	Mizu Asian Food Market	4045 13th Street	Low
16	Living Well Chiropractic	4041 13th Street	Low
17	Mattress One/Verizon	3701-3707 13th Street	Low
18	Acupuncture-massage-weight loss-pain mgt-herbs	4119 Neptune Road	Low
19	CVS Pharmacy #3139	3555 13th Street	Low
20	Tire Kingdom #6216	3551 13th Street	Low
21	Urgent Walk-in Clinic/Sports Medicine	3501/3503 13th Street	Low
22	Gerber Collision & Glass	3550 13th Street	Low
23	Agricultural Property	Neptune Road west of Canoe Creek Road	Medium
24	Kissimmee to St. Cloud Rail Line	Neptune Road	Medium

A total of 10 stormwater pond sites were also evaluated in the CSER. Ponds 1B, 2B, 2C, 3A, 3B, 4A, and 5 have been assigned as a "Low Risk". Ponds 1A, 2A and 4B have been assigned a "Medium Risk."

For sites ranked no or low, no additional work is recommended. These facilities are located at a distance that would not be expected to present contamination involvement to the project. Should the facility's permitting or regulatory status change between now and the time acquisitions are initiated, additional screening should be conducted.

Level II Impact to Construction Assessments (Level II Assessments) will be performed during design as follows:

- Site No. 2, a Chevron gas station on the southeast corner of the Neptune Road and Partin Settlement Road intersection should be evaluated for petroleum concerns,
- The drainage conveyance near the historical railroad alignment, Site 24, in Pond 1A should be sampled for arsenic, and
- The former and current agricultural land uses, Site 23, at Ponds 2A and 4B should be sampled for arsenic, pesticide, and herbicide constituents.

If dewatering is necessary during construction, a SFWMD Water Use Permit may be required. The contractor would be held responsible for ensuring compliance with any necessary dewatering permit(s). Any dewatering operations near potentially contaminated areas shall be limited to low-flow and short-term. The contractor shall implement appropriate measures to preclude the migration of potentially contaminated ground water into the project area. Additionally, dewatering will be from the surficial aquifer and infiltration basins should be used to direct this dewatering discharge back into the same surficial aquifer from which it was pumped from. If there were space limitations and an infiltration basin of sufficient size could not be constructed, then some dewatering discharge may be directed to local water ways at rates they can handle and at cleanliness levels established by the state. This will be reviewed and permitted through SFWMD.

To adequately reduce or properly mitigate for potential impacts to the Sole Source Aquifer from dewatering operations, proper implementation of BMPs found in the U.S. Bureau of Reclamation Engineering Geology Field Manual, Chapter 20 Water Control are required. Any soil excavations and/or dewatering effluent generated during construction will be handled appropriately using BMPs to preclude the potential migration of contaminants within the project corridor. In addition, any

construction activities conducted within a potentially contaminated area must protect the health of workers and the public.

Resolution of problems regarding contamination will be coordinated by FDOT with appropriate regulatory agencies and action will be taken, where applicable. Further coordination with the regulatory agencies, and possibly field surveys involving monitoring wells, soil borings and other site-specific methods, can identify potential contamination issues so that avoidance, minimization, and remediation measures can be taken.

## 6.4 Utilities and Railroads

There are no railroad crossings within the project limits.

A total of 14 utility providers were identified through coordination with Sunshine 811 as having utilities within the project area. The table below provides a list of the utility providers from that coordination.

### Existing Utility Providers

<b>Utility Agency/Owner</b>
AT&T Corporation (buried fiber)
Florida Public Utilities (distribution gas)
City of St. Cloud (water/wastewater/reuse)
Charter Communications (CATV/phone/fiber)
Florida Gas Transmission (30", 24" & 20" trans. pipeline)
TOHO Water Authority (water/wastewater/reuse)
CenturyLink (phone/fiber)
Osceola County Traffic (fiber/traffic)
Summit Broadband (phone/fiber)
KUA-Electric (distribution electric)
KUA-Transmission (transmission electric)
OUC-Electric (distribution electric)
OUC-Transmission (transmission electric)



AT&T Distribution (phone)
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In accordance with Part 2, Chapter 21 of the PD&E Manual, the utility providers listed in the table have been notified of the proposed improvements and provided concept plans to identify the location of their utilities within the project area.

Based on information from existing right-of-way maps, several utilities are located in easements along the project. Utility providers that have facilities identified in easements include Florida Gas Transmission, Orlando Utilities Commission distribution and transmission, KUA distribution and transmission, and communication facilities under-built on the existing power poles.

## 6.5 Construction

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

Construction activities for the proposed improvements would have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

Noise and vibration impacts would be from the heavy equipment movement and the driving of piles for boardwalks and bridge crossings. The contractor shall adhere to the most current version of the FDOT *Standard Specifications for Road and Bridge Construction* in order to minimize or eliminate potential construction noise and vibration impacts. The FDOT Standard Specifications contain the following requirements for construction noise and vibration control:

- The contractor shall operate only factory recommended exhaust mufflers on internal combustion engines;
- Back up alarm noise from heavy equipment and trucks shall be minimized by requiring the contractor to operate in forward passes or in a figure eight pattern when dumping, spreading, or compacting material;
- Adequate equipment maintenance procedures shall be used to ensure the elimination of unnecessary noise caused by loose body parts on all construction equipment;
- Excessive tailgate banging by haul trucks shall be prohibited;
- All stationary equipment shall be screened from noise-sensitive receptor sites if the equipment is to operate beyond normal working hours. If feasible, the equipment shall be screened during normal working hours to reduce noise impacts; and
- When feasible, the contractor shall establish haul routes to direct vehicles away from developed areas and ensure that noise from hauling operations is kept to a minimum.

Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the appropriate FDOT Environmental Specialist, shall investigate additional methods of controlling these impacts.

Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and using Best Management Practices (BMPs). Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with NPDES permit requirements.

Maintenance of Traffic and Sequence of Construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of lane closings and other construction related activities, which could excessively inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance.

A sign providing the name, address, and telephone number of a Department contact person will be displayed on site to assist the public in obtaining immediate answers to questions about project activity.

Access to all businesses, recreational facilities, and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times, and to comply with the BMPs of FDOT. Also, present traffic movements will be maintained at all times. No locations will require temporary roads or bridges.

The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on haul roads (if used), in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the *FDOT's Standard Specifications for Road and Bridge Construction*, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report January 2021.

## 8. Permits

The following environmental permits are anticipated for this project:

### **Federal Permit(s)**

USACE Section 10 or Section 404 Permit  
USACE Section 408 Permit

### **Status**

To be acquired  
To be acquired

### **State Permit(s)**

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

### **Status**

To be acquired  
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

An Alternatives Meeting was held in the Commission Chambers of the Osceola County Administrative Building on April 11, 2019. A newspaper advertisement was placed in the Osceola News-Gazette on April 4, 2019. A news release was distributed to major media outlets on April 4, 2019 and an ad was also placed in the FAR on March 28, 2019.

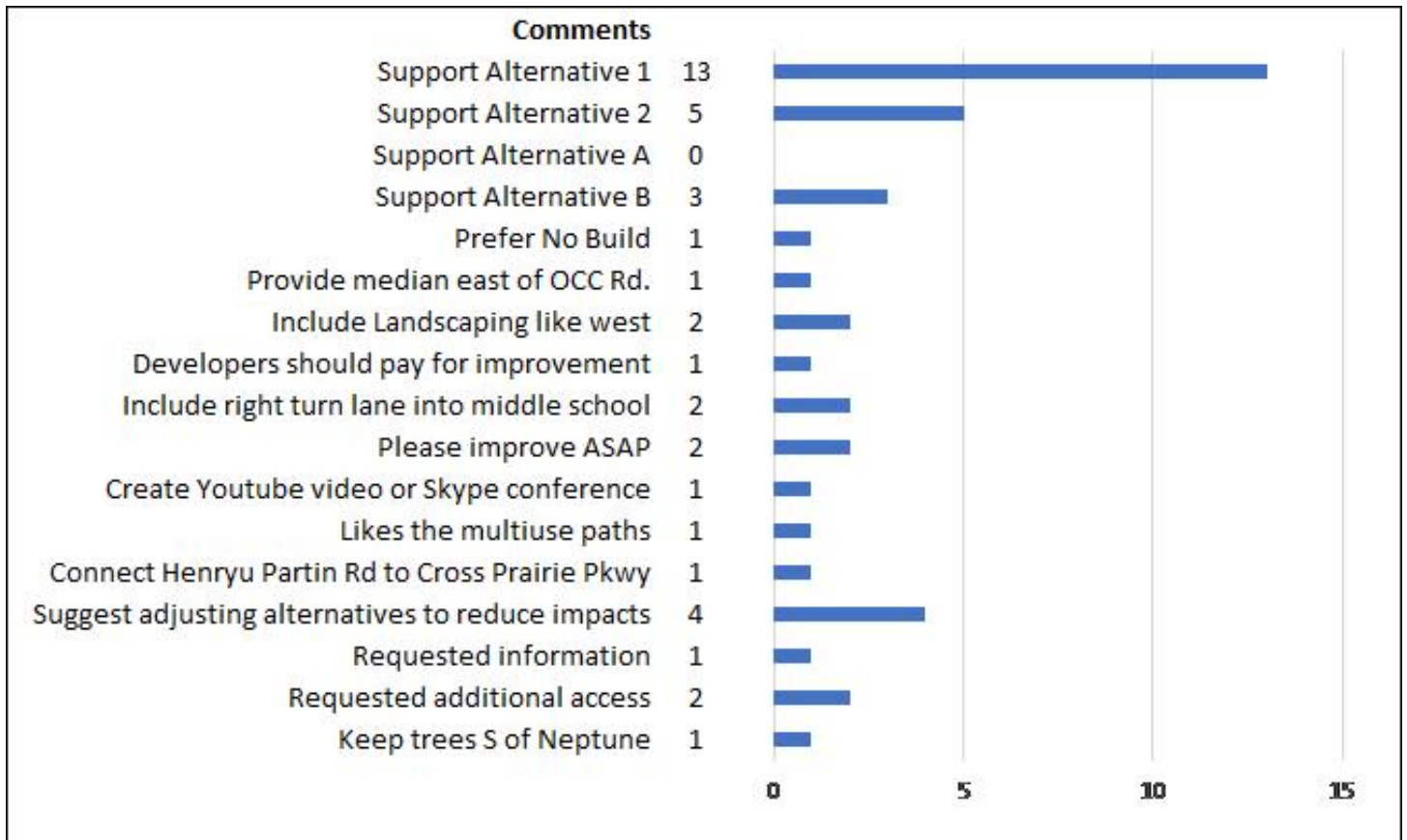
A Public Involvement Plan (PIP) was created and is in the file as technical material.

Public meeting invitation letters were sent on March 15, 2019, by email to 22 elected officials and their aides, as well as to 86 local, regional, state, and federal agency contacts. An additional 1,253 meeting invitation letters were mailed to property owners and tenants within the corridor on March 15, 2019. Meeting information was also posted on the study webpage.

Sixty-nine (69) people signed in at the Alternatives Meeting. A total of 29 written and emailed comments were received as of April 21, 2019, the end of the public meeting comment period.

The following exhibit summarizes the comments received. The sum of comments is more than 29 as some people commented on multiple items. For the segment from Partin Settlement Road to Old Canoe Creek Road, 13 people support Alternative 1 (north widening) with five supporting Alternative 2 (south). For the segment from Old Canoe Creek Road to US 192, no one supported Alternative A (4-lane) and three people supported Alternative B (5-lane). Two people prefer the No-Build Alternative. Four people suggested adjusting the alternatives to reduce impacts, two people support extensive landscaping, two people requested the improvement be constructed as soon as possible, and two people requested additional access to their property.

Comments Received from Alternatives Meeting



**Date of Public Hearing:** 09/24/2020

**Summary of Public Hearing**

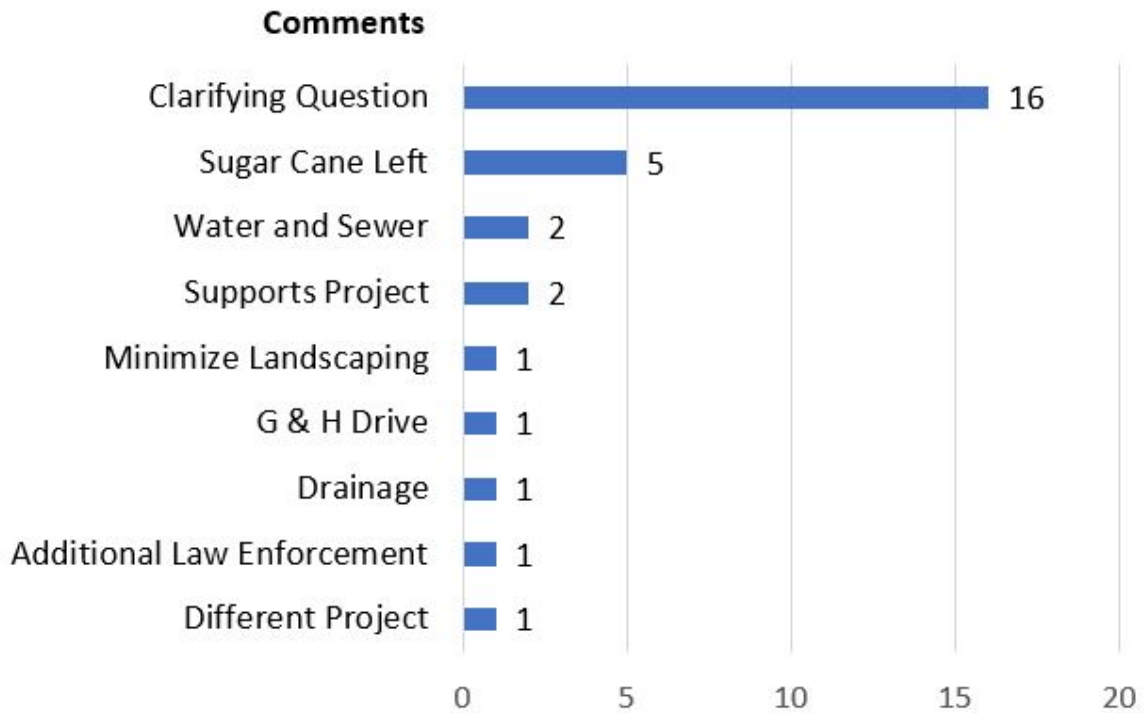
This project meets the definition of major transportation improvement pursuant to Section 339.155(5), F.S. A hybrid (combining virtual and face-to-face) Public Hearing was held on September 24, 2020. Participants had the option to attend in person at the Osceola Heritage Park Events Center, online via a simultaneous Microsoft Teams meeting, or via telephone. A newspaper advertisement was placed in the Osceola News-Gazette on September 3, 2020 and on September 17, 2020. A news release was distributed to major media outlets on September 9, 2020. An ad was also placed in the FAR on September 16, 2020.

Public Hearing invitation letters were sent on October 28, 2020, by email to 19 elected officials and their aides, as well as to 103 local, regional, state, and federal agency contacts. 1,237 meeting invitation letters were mailed to property owners and tenants within the corridor on September 3, 2020. An additional 51 invitation letters were emailed to interested parties who had previously provided comments on the project. Meeting information was also posted on the study webpage.

In total, 114 people attended the Public Hearing (32 in person, 76 online, and 6 by telephone). A total of 29 written, emailed, and spoken comments were received as of October 8, 2020, the end of the public meeting comment period.

The following exhibit summarizes the comments received. The sum of comments is more than 29 as some people commented on multiple items. Sixteen people asked clarifying questions, five people commented on project impacts to the left-turn at Sugar Cane Drive, two people commented on water and sewer impacts, and two people mentioned their support of the project.

Comments Received from Public Hearing



As a result of comments received regarding the proposed restrictions of some turning movements, Osceola County will further evaluate access management concerns for the project during the design phase.

## 10. Commitments Summary

1. The *USFWS Standard Protection Measures for the Eastern Indigo Snake* during construction will be implemented.
2. Eagle nest monitoring will take place during design and permitting to determine the current location and status of the two nests documented along the corridor. Coordination with USFWS Migratory Bird Division will occur following the updated survey, when the current condition of the nests is known.
3. Pre-construction surveys for Florida sandhill crane, southeastern American kestrel, Florida burrowing owl, and gopher tortoises will be conducted and impacts, if any, coordinated with the FWC.
4. Consistent with the FWC Black Bear Management Plan, garbage and food debris will be properly removed during construction to eliminate possible sources of food that could encourage and attract bears. Nuisance bears will be reported to the FWC at the Wildlife Alert Hotline at 1-888-404-3922.
5. The project limits are within the designated boundaries of the Biscayne Sole Source Aquifer. Potential impacts to this resource will be reduced or properly mitigated through management practices.



## 11. Technical Materials

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

Conceptual Stage Relocation Plan  
Cultural Resources Assessment Survey (CRAS)  
Attachment C - WQIE  
Sole Source Aquifer Coordination Letter  
Natural Resources Evaluation (NRE)  
1- Bass Slough Stormwater Management Plan  
2 - Bass Slough Stormwater Management Plan  
3 - Bass Slough Stormwater Management Plan  
4 - Bass Slough Stormwater Management Plan  
6 - Bass Slough Stormwater Management Plan  
5 - Bass Slough Stormwater Management Plan  
Neptune Road PD&E - NSR\_February 2020  
Contamination Screening Evaluation Report (CSER)  
Location Hydraulics Report  
Pond Siting Report  
Preliminary Engineering Report January 2021  
Public Involvement Plan

## **Attachments**

### **Project Information**

Neptune Road Project Location Map

### **Planning Consistency**

Project Plan Consistency Documentation

Project Plan Consistency Documentation

Project Plan Consistency District Letters and Certifications FY2021

LRTP pg 15 Estimated Cost

### **Social and Economic**

Neptune Farmlands Form and Memo

Supporting Documentation Specific to Social Resources

### **Cultural Resources**

SHPO Concurrence Letter

### **Natural Resources**

Sole Source Aquifer Coordination Letter

USFWS Species Concurrence Letter

### **Public Involvement**

Public Hearing Certification and Transcript

## **Planning Consistency Appendix**

### **Contents:**

Project Plan Consistency Documentation

Project Plan Consistency Documentation

Project Plan Consistency District Letters and Certifications FY2021

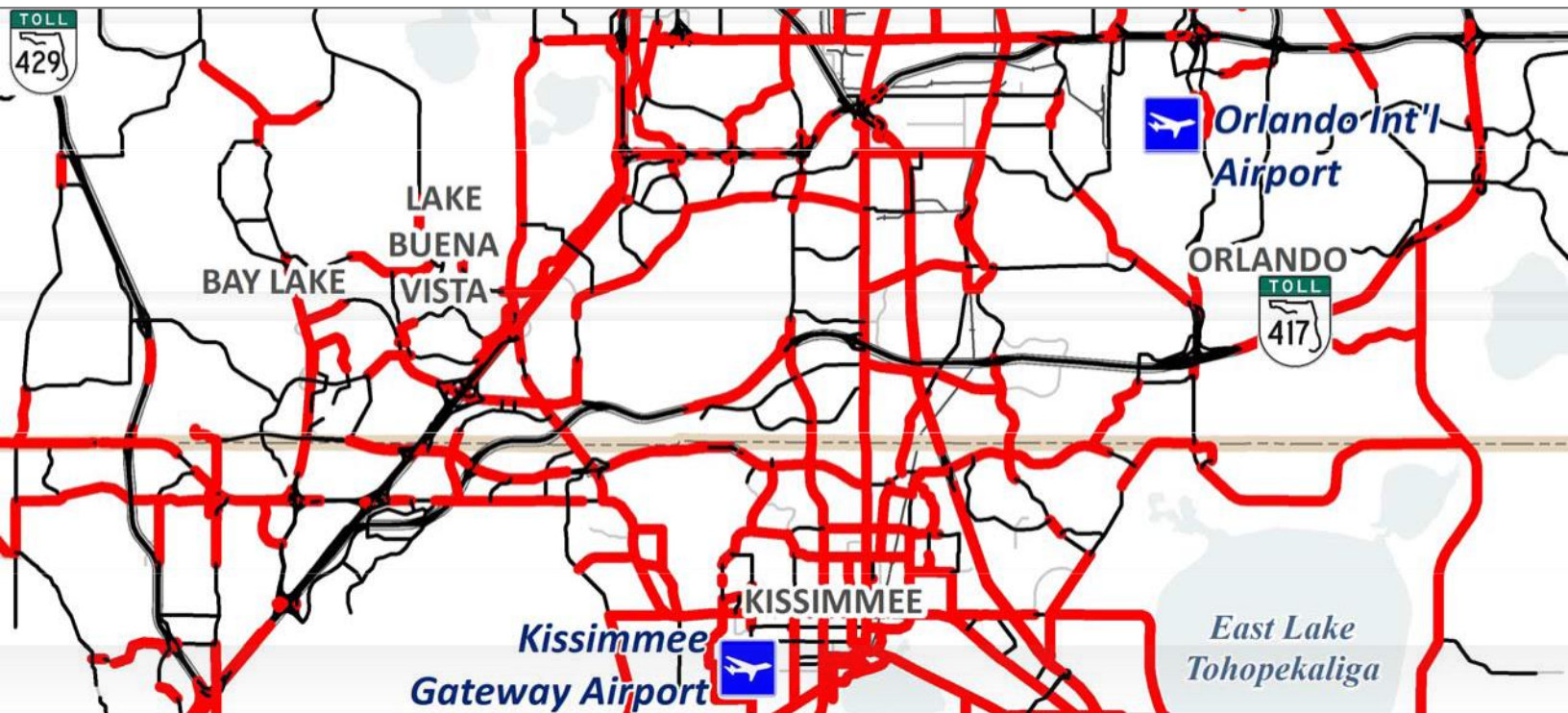
LRTP pg 15 Estimated Cost



## 2040 Long Range Transportation Plan

# Technical Report 3: Plan Development & Cost Feasible Projects

Adopted - January 2016  
Updated - December 2019



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Roadway	From	To	Improvement	Phase(s)	Funded by
Kennedy Boulevard	Keller Road	Wymore Road	Widen to 4 Lanes	-	-
Lake Margaret Drive	Bumby Avenue	Semorran Boulevard	Widen to 4 Lanes	-	-
North-South Road	Osceola County Line	Wewahootee Road	Widen to 4 Lanes	-	-
Nova Road (CR 532)	Osceola County Line	SR 520	Widen to 4 Lanes	-	-
Orange Avenue	Osceola County Line	Town Center Boulevard	Widen to 4 Lanes	-	-
Orange Avenue	Taft-Vineland Road	Landstreet Road	Widen to 6 Lanes	-	-
Orange Avenue	Landstreet Road	SR 482	Widen to 6 Lanes	-	-
Palm Parkway/Turkey Lake Road	SR 535	Central Florida Parkway	Widen to 6 Lanes	-	-
Sand Lake Road	Apopka-Vineland Road	Turkey Lake Road	Widen to 6 Lanes	-	-
Silver Star Road	Mercy Drive	SR 441 (Orange Blossom Trail)	Widen to 4 Lanes	-	-
Tradeport Drive	Earhart Drive	SR 528 (BeachLine Expressway)	Widen to 6 Lanes	-	-
West Lake Butler Road	Winter Garden-Vineland Road	McKinnon Road	Widen to 4 Lanes	-	-
Dean Road ***	University Blvd	Orange/Seminole Line	Widen to 4 Lanes	-	-
Richard T Crotty Parkway ***	SR 436	Dean Road	New 4-Lane Road	R	-
Texas Avenue ***	Oak Ridge Road	Holden Avenue	Widen to 4 Lanes	R	-
Augusta National Drive ***	SR 15	Bent Pine Dr.	New 2 Lane Road	D,R	-
Pres Barack Obama Parkway ***	Metrowest Blvd.	Old Winter Garden Rd	New 4 Lane Road & New 2 Lane Extension	D,R	-
Boone Ave Extension ***	Anderson Street	Sylvia Lane	New 2 Lane Road	D,R	-
Hazeltine National Drive ***	Goldenrod Road	Narcoossee Road	New 4 Lane Road	D,R	-
Terry Ave ***	Washington Street	Colonial Drive	New 2 Lane Road	D,R	-

\* Transportation Improvement Program (TIP 2016-2020)  
 \*\* Refer to Prioritized Project List (PPL)  
 \*\*\* Refer to FY14/15 - FY18/19 Transportation Improvement Program (TIP)  
 P = Project Development & Engineering (PD&E), D = Design, R = Right of Way (ROW), C = Construction  
 Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3

Roadway	From	To	Improvement	Phase(s)	Funded by
Oak St	Central Ave	US 192	Widen to 4 Lanes	D,R,C	2020*
Neptune Rd	Old Canoe Creek Rd	US 192	Widen to 4 Lanes	D,R,C	2020*
Hoagland Blvd **	500' W of Pleasant Hill Blvd	John Young Pkwy	Widen to 6 Lanes	D,R,C	2020*
CR 530 (Simpson Rd)	Osceola Pkwy	Boggy Creek E/ Orange Co	Widen to 4 Lanes	R,C	2020*
Hoagland Blvd **	5th St	500' W of Pleasant Hill Blvd	Widen to 4 Lanes	D,R,C	2020*
Canoe Creek Rd (CR 523)	17th St	US 192	Widen to 4 Lanes	P,D,R,C	2020*
Neptune Rd	Partin Settlement Rd	Henry Partin Rd	Widen to 4 Lanes	D,R,C	2020*

Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3

TABLE 10: OSCEOLA COUNTY PROJECTS (Continued)

TABLE 10: OSCEOLA COUNTY PROJECTS (Continued)					
Neptune Rd	Henry Partin Rd	Old Canoe Creek Rd	Widen to 4 Lanes	D,R,C	2020*
CR 530 (Simpson Rd)	Buenaventura Blvd	Osceola Pkwy	Widen to 6 Lanes	R,C	2020*
Old Canoe Creek Rd	Canoe Creek Rd (CR 523)	Kissimmee Park Rd	Widen to 4 Lanes	D,R,C	2020*
Poinciana Blvd	Old Tampa Hwy	Oren Brown Rd	Widen to 4 Lanes	R,C	2020*
Central Ave	US 192	Donegan Ave	Widen to 4 Lanes	R,C	2020*
Orange Ave	Osceola Pkwy	Orange Co. Line	Widen to 4 Lanes	R,C	2020*
Westside Blvd	Bella Citta Blvd.	Florence Villa Grove Rd	Widen to 4 Lanes	D,R,C	2020*
Carroll St	John Young Pkwy	US 441 (Orange Blossom Tr)	Widen to 4 Lanes	P,D,R,C	2020*
Carroll St	US 441 (Orange Blossom Tr)	Old Dixie Hwy	Widen to 4 Lanes	P,D,R,C	2020*
Carroll St	Old Dixie Hwy	Michigan Ave	Widen to 4 Lanes	P,D,R,C	2020*
Carroll St	Columbia Ave	John Young Pkwy	Widen to 4 Lanes	D,R,C	2025
Dyer Blvd	Donegan Ave	Carroll St	Widen to 4 Lanes	R,C	2025
Dyer Blvd	Carroll St	Osceola Pkwy	Widen to 6 Lanes	C	2025
Bill Beck Blvd	Boggy Creek Rd	Orange Ave	Widen to 2 Lanes	P,D,R,C	2025
Michigan Ave	Mill Slough Rd	Carroll St	Widen to 6 Lanes	P,D,R,C	2025
Michigan Ave	Carroll St	Mill Run Blvd	Widen to 4 Lanes	P,D,R,C	2025
Reaves Rd/Mac Overstreet Rd	Pleasant Hill Rd	Lake Toho	Widen to 4 Lanes	P,D,C	2025
Shady Lane	Partin Settlement Rd	US 192	Widen to 4 Lanes	P,D,R,C	2025
Sinclair Rd	Tradition Blvd	Bella Citta Blvd	Widen to 4 Lanes	D,R,C	2025
Dyer Blvd	Martin Luther King Jr. Blvd	US 192/Vine St	Widen to 4 Lanes	P,D,R,C	2025
Old Pleasant Hill Rd	Amiens Way	Old Pleasant Hill Rd	Widen to 4 Lanes	P,R,C	2025
Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	Widen to 4 Lanes	D,C	2025
Donegan Ave	John Young Pkwy	US 441	Widen to 6 Lanes	P,D,R,C	2025
Donegan Ave	US 441 (Orange Blossom Tr)	Michigan Ave	Widen to 4 Lanes	P,D,R,C	2025
Buenaventura Blvd	Osceola Parkway	Florida Pkwy	Widen to 6 Lanes	P,D,R,C	2025
CR 545 (Old Lake Wilson Rd)	Sinclair Rd	CR 532 (Osceola-Polk Line Rd)	Widen to 4 Lanes	P,D,R,C	2025
Martin Luther King Jr. Blvd	Thacker Ave	John Young Pkwy	Widen to 4 Lanes	P,D,R,C	2025
Thacker Ave	Flora Blvd	Osceola Pkwy	Widen to 4 Lanes	D,R,C	2025
Hoagland Blvd	Columbia Ave	US 192	Widen to 4 Lanes	P,D,R,C	2025
Hickory Tree Rd (CR 534)	US 192	Deer Run Rd	Widen to 4 Lanes	P,D,R,C	2025
Old Vineland Rd	US 192	US 192	Widen to 4 Lanes	P,D,C	2025
Hickory Tree Rd (CR 534)	Deer Run Rd	US 192	Widen to 4 Lanes	P,D,R,C	2025
Reaves Rd	Poinciana Blvd	Ham Brown Rd	Widen to 4 Lanes	D,R,C	2025
Reaves Rd	Ham Brown Rd	Pleasant Hill Rd	Widen to 4 Lanes	D,R,C	2025
Reaves Rd	Marigold Ave	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2025

Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3

Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	Widen to 4 Lanes	P,D,R,C	2025
Martin Luther King Jr. Blvd	Dyer Blvd	Thacker Ave	Widen to 4 Lanes	C	2025
8th Ave	Pine Tree Dr	Deer Run Rd	Widen to 4 Lanes	P,D,R,C	2025
Buenaventura Blvd	Florida Pkwy	Simpson Rd	Widen to 6 Lanes	P,D,R,C	2025
Canoe Creek Rd (CR 523)	Lake Cypress Rd	Deer Run Rd	Widen to 4 Lanes	P,D,R,C	2025
Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd (CR 523)	Widen to 4 Lanes	P,D,R,C	2025
Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	Nolte Rd	Widen to 4 Lanes	P,D,R,C	2025
Canoe Creek Rd (CR 523)	Nolte Rd	17th St	Widen to 4 Lanes	P,D,R,C	2025
Champions Gate Blvd	Polk County Line	Interstate 4	Widen to 6 Lanes	P,D,R,C	2025
Country Club Rd	Polk County Line	Doverplum Ave	Widen to 4 Lanes	P,D,R,C	2025
CR 530 (Boggy Creek Rd)	Boggy Creek E/Orange Co Line	Narcoossee Rd	Widen to 4 Lanes	P,D,R,C	2025
CR 530 (Fortune Rd)	US 192	Simpson Rd	Widen to 6 Lanes	P,D,R,C	2030
CR 530 (Simpson Rd)	Fortune Rd	Buenaventura Blvd	Widen to 6 Lanes	P,D,R,C	2030
CR 532 (Osceola-Polk Line Rd)	Interstate 4	Old Lake Wilson Rd (CR 545)	Widen to 6 Lanes	P,D,R,C	2030
CR 532 (Osceola-Polk Line Rd)	Old Lake Wilson Rd (CR 545)	US 17-92	Widen to 4 Lanes	P,D,R,C	2030
CR 545 (Old Lake Wilson Rd)	Westgate Blvd	Sinclair Rd	Widen to 6 Lanes	P,D,R,C	2030
Cypress Pkwy (CR 580)	Marigold Ave	Doverplum Ave	Widen to 6 Lanes	P,D,R,C	2030
Cypress Pkwy (CR 580)	Doverplum Ave	Old Pleasant Hill Rd	Widen to 6 Lanes	P,D,R,C	2030
Deer Run Rd <sup>1</sup>	Canoe Creek Rd (CR 523)	Hickory Tree Rd	Widen to 4 Lanes	P,D,R,C	2030
<sup>1</sup> Hunting Lodge Rd from Turnpike/Canoe Creek Road to Hickory Tree Road, May be improved instead.					
Donegan Ave	Thacker Ave	John Young Pkwy	Widen to 4 Lanes	P,D,R,C	2030
Doverplum Ave	Koa St	Cypress Pkwy	Widen to 4 Lanes	P,D,R,C	2030
Doverplum Ave	Cypress Pkwy	Old Pleasant Hill Rd	Widen to 4 Lanes	P,D,R,C	2030
Dyer Blvd	US 192/Vine St	Donegan Ave	Widen to 4 Lanes	P,D,R,C	2030
Entry Point Blvd	Funie Steed Rd	US 192	Widen to 4 Lanes	P,D,R,C	2030
Fanny Bass Pond Rd	Toho Parkway	Friar's Cove Road	Widen to 4 Lanes	P,D,R,C	2030
Fortune Rd	Simpson Rd	Lakeshore Blvd E	Widen to 4 Lanes	P,D,R,C	2030
Funie Steed Rd	Westside Blvd	Entry Point Blvd	Widen to 4 Lanes	P,D,R,C	2030
Funie Steed Rd	Entry Point Blvd	Old Lake Wilson Rd (CR 545)	Widen to 4 Lanes	P,D,R,C	2030
Garden St	Old Dixie Hwy	Michigan Ave	Widen to 4 Lanes	P,D,R,C	2030
Ham Brown Rd	Reaves Rd	Old Tampa Hwy	Widen to 4 Lanes	P,D,R,C	2030
Happy Trails	Goodman Rd	Sinclair Rd	Widen to 4 Lanes	P,D,R,C	2030
Keystone Ave	Cecil Whaley Road	Clay Whaley Road	Widen to 4 Lanes	P,D,R,C	2030
Kissimmee Park Road	Clay Whaley Rd	Old Canoe Creek Rd	Widen to 4 Lanes	P,D,R,C	2030
Koa St	Rhododendron Ave	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2030
Lakeshore Blvd	Partin Settlement Rd	Mississippi Ave	Widen to 4 Lanes	P,D,R,C	2030
Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3					

TABLE 10: OSCEOLA COUNTY PROJECTS (Continued)

TABLE 10: OSCEOLA COUNTY PROJECTS (Continued)					
Lakeshore Blvd	Fortune Rd	Remington Blvd	Widen to 4 Lanes	P,D,R,C	2030
Lakeshore Blvd	Remington Blvd	Partin Settlement Rd	Widen to 4 Lanes	P,D,R,C	2030
Lakeview Parkway	Southport Connector	Southlake Blvd	Widen to 4 Lanes	P,D,R,C	2030
Landstar Blvd	Orange County Line	Osceola Parkway	Widen to 6 Lanes	P,D,R,C	2030
Laurel Road Bridge	San Lorenzo Road	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2030
Marigold Ave	Bourne Rd	Cypress Pkwy	Widen to 4 Lanes	P,D,R,C	2030
Michigan Ave	Mill Run Blvd	Osceola Pkwy	Widen to 6 Lanes	P,D,R,C	2030
Michigan Ave (St. Cloud)	US 192	Creek Woods Dr	Widen to 4 Lanes	P,D,R,C	2030
Mill Slough Rd	Michigan Ave	Bill Beck Blvd.	Widen to 4 Lanes	P,D,R,C	2030
Narcoossee Rd	US 192	Orange County Line	Widen to 6 Lanes	P,D,R,C	2030
Nolte Rd	Hickory Tree Rd	Nova Rd (CR 532)	Widen to 4 Lanes	P,D,R,C	2030
Nova Rd (CR 532)	US 192	Pine Grove Rd	Widen to 4 Lanes	P,D,R,C	2030
Nova Rd (CR 532)	Pine Grove Rd	Eden Dr	Widen to 4 Lanes	P,D,R,C	2030
Nova Rd (CR 532)	Eden Dr	Deer Park Rd	Widen to 4 Lanes	P,D,R,C	2030
Nova Rd (CR 532)	Deer Park Rd	Orange County Line	Widen to 4 Lanes	P,D,R,C	2040
Nova Road	Alligator Lake Rd	US 192	Widen to 4 Lanes	P,D,R,C	2040
Old Canoe Creek Rd	Kissimmee Park Rd	Neptune Rd	Widen to 6 Lanes	P,D,R,C	2040
Old Canoe Creek Rd	Neptune Rd	US 192	Widen to 6 Lanes	P,D,R,C	2040
Old Dixie Hwy	Donegan Ave	Osceola Pkwy	Widen to 4 Lanes	P,D,R,C	2040
Old Hickory Tree Rd	US 192	Nolte Rd	Widen to 4 Lanes	P,D,R,C	2040
Old Tampa Hwy	US 17/92	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2040
Old Tampa Hwy	Poinciana Blvd	Pleasant Hill Rd	Widen to 4 Lanes	P,D,R,C	2040
Oren Brown Rd	Poinciana Blvd	US 192	Widen to 4 Lanes	P,D,R,C	2040
Oren Brown Ext	US 192	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2040
Osceola Pkwy	Interstate 4	SR 417	Widen to 8 Lanes	P,D,R,C	2040
Osceola Pkwy	John Young Pkwy	US 441 (Orange Blossom Tr)	Widen to 6 Lanes	P,D,R,C	2040
Osceola Pkwy	Buenaventura Blvd	Boggy Creek Rd	Widen to 6 Lanes	P,D,R,C	2040
Partin Settlement Rd	Neptune Rd	US 192	Widen to 4 Lanes	P,D,R,C	2040
Partin Settlement Rd	US 192	Lakeshore Blvd	Widen to 4 Lanes	P,D,R,C	2040
Pine Tree Dr	Canoe Creek Rd	Hickory Tree Rd	Widen to 4 Lanes	P,D,R,C	2040
Pleasant Hill Rd	Poinciana Blvd	Reaves Rd	Widen to 6 Lanes	P,D,R,C	2040
Pleasant Hill Rd	Reaves Rd	US 17-92	Widen to 6 Lanes	P,D,R,C	2040
Princess Way	Seven Dwarfs Ln	Old Vineland Rd	Widen to 4 Lanes	P,D,R,C	2040
Quail Roost Rd	Rambler Ave	Canoe Creek Rd (CR 523)	Widen to 4 Lanes	P,D,R,C	2040
Rhododendron Ave	Polk County Line	Koa St	Widen to 4 Lanes	P,D,R,C	2040
Rummell Rd	Narcoossee Rd	Mississippi Ave	Widen to 4 Lanes	P,D,R,C	2040
Rummell Rd	Mississippi Ave	Nova Road	Widen to 4 Lanes	P,D,R,C	2040
Seven Dwarfs Ln	US 192	Princess Way	Widen to 4 Lanes	P,D,R,C	2040
Sherberth Rd	US 192	Orange County Line	Widen to 4 Lanes	P,D,R,C	2040

Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3



Roadway	From	To	Improvement	Phase(s)	Funded by
Simpson Rd	Fortune Rd	US 192	Widen to 4 Lanes	P,D,R,C	2040
Southport Rd	Pleasant Hill Rd	Hunt Rd	Widen to 4 Lanes	P,D,R,C	2040
Stewart Ave	Broadway	Mabbette St	Widen to 4 Lanes	P,D,R,C	2040
Tenque Ave	Orange County Line	Nova Road	Widen to 4 Lanes	P,D,R,C	2040
Thacker Ave	Donegan Ave	Flora Blvd	Widen to 6 Lanes	P,D,R,C	2040
Toho Parkway	US 192	Southport Connector	Widen to 4 Lanes	P,D,R,C	2040
Vineland Rd (SR 535)	US 192	Orange County Line	Widen to 6 Lanes	P,D,R,C	2040
US 17-92	Old Tampa Hwy	Poinciana Blvd	Widen to 4 Lanes	P,D,R,C	2040
US 17-92	Ham Brown Rd	Pleasant Hill Rd	Widen to 6 Lanes	P,D,R,C	2040
US 17/92 **	Pleasant Hill Rd	Portage St	Widen to 6 Lanes	P,D,R,C	2040
US 192	Nova Rd (CR 532)	Pine Grove Rd	Widen to 6 Lanes	P,D,R,C	2040
US 441	W Columbia Ave	Carroll St	CSS Improvements	P,D,R,C	2040
US 441	US 192	W Columbia Ave	CSS Improvements	P,D,R,C	2040
US 441	Carroll St	Osceola Pkwy	CSS Improvements	P,D,R,C	2040
US 441	Osceola Pkwy	Orange Co. Line	CSS Improvements	P,D,R,C	2040
Fortune Road Ext. ***	Neptune Road	US 192/US441	New 2 Lane Road	D,R,C	2040
TNR Access Road ***	US 441	End of Property	New 2 Lane Road	D,R,C	2040

\* Transportation Improvement Program (TIP 2016-2020)  
 \*\* Refer to Prioritized Project List (PPL)  
 \*\*\* Refer to FY14/15 - FY18/19 Transportation Improvement Program (TIP)  
 P = Project Development & Engineering (PD&E), D = Design, R = Right of Way (ROW), C = Construction  
 Note: For detailed information related to the estimated cost for each project phase, see page 15 of this Technical Report #3

Roadway	From	To	Improvement	Phase(s)	Funded by
R 426/CR 419	Pine Ave	Avenue B	Widen to 4 Lanes	R, C	2020*
CR 419 **	Avenue B	W of Lockwood Blvd	Widen to 4 Lanes	D,R,C	2020*
SR 419	SR 434	Edgemon Ave	Widen to 4 Lanes	P,D,R,C	2020*
New Oxford Road ***	SR 436	US 17/92	Widen to 4 Lanes & Roadway Extension	C	2020*
SR 419	Edgemon Ave	US 17-92	Widen to 4 Lanes	P,D,R,C	2025
SR 434	CR 427/Ronald Reagan Pkwy	Rangeline Rd	Widen to 6 Lanes	D,R,C	2025
SR 434	SR 417	Mitchell Hammock Rd	Widen to 4 Lanes	P,D,R,C	2025
SR 436	US 17-92	Wilshire Dr	Widen to 8 Lanes	P,D,R,C	2025
CR 46A (HE Thomas Jr. Pkwy)	Orange Blvd (CR 431)	Rinehart Rd	Widen to 6 Lanes	R,C	2030
Rinehart Rd	W Lake Mary Blvd	CR 46A	Widen to 6 Lanes	C	2030
SR 426	Orange Co. Line/Old Howell Branch Rd	Tuskawilla Rd	Widen to 6 Lanes	P,D,R,C	2030
US 17-92	Lake Mary Blvd	SR 417 (Greeneway)	Widen to 6 Lanes	P,D,R,C	2030
SR 414	Orange Co. Line	SR 434/Forest City Rd Ramps	Widen to 6 Lanes	P,D,R,C	2030
SR 434	Wekiva Springs Rd/Montgomery Rd	SR 436	Widen to 6 Lanes	P,D,R,C	2040

**FY 2019/20 - 2023/24**  
**Orlando Urban Area**  
**Transportation Improvement Program**



metroplan orlando  
A REGIONAL TRANSPORTATION PARTNERSHIP

Adopted July 10, 2019  
*(Updated December 2019)*

**MetroPlan Orlando**  
**Transportation Improvement Program**  
**Locally Funded Highway Projects**  
**Osceola County**

Project Number	Project Name or Designation	Project Description				2040 L RTP Reference	Historic Cost Prior to 2019/20 (\$000's)	Project Status and Cost (\$000's)						Funding Sources	Project Phases	Estimated Future Cost After 2023/24 (\$000's)	Total Project Cost (\$000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2019/20	2020/21	2021/22	2022/23	2023/24						
92041	Old Pleasant Hill Rd. Extension	Amiens Rd.	Old Pleasant Rd.	0.40	New 2-Lane Road	Tech. Rep. 3 page 36	0	0	0	0	0	450	MFWZ	PD&E	157	607	Osceola Co.	
92042	Simpson Rd. Phase I (fka Boggy Creek Rd.)	Osceola Pkwy.	Simpson Rd./Boggy Creek Rd.	1.00	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 35	6,271	0	350	318	0	0	MFEZ	PE	0	6,939	Osceola Co.	
92043	Simpson Rd. Phase II (fka Boggy Creek Rd.)	Hilliard Isle Rd.	Myers Rd.	1.30	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 35	680	0	0	0	0	1,350	MFEZ	PE/ROW/CST	2,695	4,725	Osceola Co.	
92070	Canoe Creek Rd.	Deer Run Rd.	US 192	4.70	Widen to 4 Lanes sidewalks & bike lanes	Tech. Rep. 3 page 35 & 36	0	0	0	0	0	4,900	MFEZ	PD&E/PE/ROW/CST	5,000	9,900	Osceola Co.	
92079	Carroll St.	John Young Pkwy.	Michigan Ave.	1.51	Widen to 5 Lanes sidewalks	Tech. Rep. 3 page 35	3,901	0	0	6,729	0	0	SPCF	PD&E/PE/ROW/CST	0	10,630	Osceola Co.	
92096	Thacker Ave. Extension	Flora Ridge Blvd.	Osceola Pkwy.	0.80	New 4 Lane Road sidewalks & bike lanes	Tech. Rep. 3 page 36	0	0	0	0	0	915	MFWZ	PE/ROW/CST	9,170	10,085	Osceola Co.	
92071	Neptune Rd. Phase II	Partin Settlement Rd.	Neptune Middle School Eastern Driveway	2.30	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 35	3,660	2,550	7,246	5,900	8,000	20,153	MFWZ	PE/ROW/CST	0	47,509	Osceola Co.	
92072	Neptune Rd. Phase III	Neptune Middle School Eastern Driveway	Old Canoe Creek Rd.	1.20	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 35	1,818	1,352	500	640	900	11,205	MFEZ	PE/ROW/CST	0	17,257	Osceola Co.	
92097	Neptune Rd. Phase IV	Old Canoe Creek Rd.	E US 192	0.50	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 35	922	500	0	745	2,067	5,616	MFEZ	PE/ROW/CST	0	9,850	Osceola Co.	
92073	Old Canoe Creek Rd.	Kissimmee Park Rd.	Canoe Creek Rd.	2.10	Widen to 4 Lanes sidewalks	Tech. Rep. 3 page 35	0	0	0	0	0	2,100	MFEZ	PE/ROW/CST	0	2,100	Osceola Co.	
92098	Osceola Pkwy. Phase I (east bound)	Thacker Ave	Orange Blossom Tr.	1.40	Add new east bound Lane	Tech. Rep. 3 page 38	0	0	0	0	0	175	MFWZ	CST	1,798	1,973	Osceola Co.	
92085	Osceola Pkwy. Phase II (east bound)	Toll Plaza	Thacker Ave.	1.00	Add new east bound Lane	Tech. Rep. 3 page 38	0	0	0	0	0	175	MFWZ	CST	1,713	1,888	Osceola Co.	
92099	Osceola Pkwy. Phase III (west bound)	Toll Plaza	Greenwald Way	1.40	Add new west bound Lane	Tech. Rep. 3 page 38	0	0	0	0	0	175	MFWZ	CST	1,798	1,973	Osceola Co.	
92100	Osceola Pkwy. Phase IV (west bound)	John Young Pkwy.	Orange Blossom Tr.	1.20	Add new west bound lane	Tech. Rep. 3 page 38	0	0	0	0	0	175	MFWZ	CST	1,713	1,888	Osceola Co.	
92075	Simpson Rd. Phase III.	US 192/441	Fortune Rd.	0.43	Widen to 4 Lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 38	820	0	0	0	0	440	MFWZ	PE/ROW/CST	4,175	6,095	Osceola Co.	
92033	Sinclair Rd.	Goodman Rd.	Tradition Blvd.	1.60	New 4 Lane Road sidewalks & bike lanes	Tech. Rep. 3 page 36	0	0	0	0	0	900	MFWZ	PE/ROW/CST	3,750	4,650	Osceola Co.	
92102	Reaves Rd.	Poinciana Blvd.	Pleasant Hill Rd.	1.80	Widen to 4 lanes sidewalk/bike lane/multi-use trail	Tech. Rep. 3 page 36	0	0	0	0	0	2,000	MFWZ	PE/ROW/CST	830	2,830	Osceola Co.	

Note: All projects include sidewalks and non-designated bike lanes.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

August 18, 2020

Mr. Jamie Christian  
Division Administrator  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

**Re: Approval of FY 2020-21 through FY 2023-24 Transportation Improvement Programs**

Dear Mr. Christian:

The Department has completed the review of the Transportation Improvement Programs for Florida's 27 Metropolitan Planning Organizations and has concluded that all are consistent with federal and state law. Although federal law requires a four-year Transportation Improvement Program, Metropolitan Planning Organizations in Florida, per 339.175(8)(c)(1), Florida Statute, are required to develop and approve a five-year Transportation Improvement Program.

Through the authority delegated by the Governor, I hereby approve the Transportation Improvement Programs for the Metropolitan Planning Organizations in Florida. These Transportation Improvement Programs will be effective upon the joint approval of the 2020 State Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration. Per Title 23 450.218(b), Code of Federal Regulations, all locally funded projects contained in the Transportation Improvement Programs are incorporated by reference into the State Transportation Improvement Program.

The required Florida Department of Transportation District Secretary certifications are included as attachments, as well as the additional required certification documents. If the Department can be of further assistance in providing additional information, please contact Mr. Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning at 850-414-4901.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kevin J. Thibault", is written over a faint, larger version of the signature.

Kevin J. Thibault, P.E., Secretary  
Florida Department of Transportation

MR:mr

[www.fdot.gov](http://www.fdot.gov)

Mr. Jamie Christian

August 18, 2020

Page 2 of 2

**Attachments**

Certification of Projects for Federal Fiscal Year 2021

Certification for Grants, Loans and Cooperative Agreements

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-  
Primary Covered Transactions


cc: Karen Brunelle, Florida Division, FHWA  
Courtney Drummond, Assistant Secretary for Engineering and Operations, FDOT  
Stacy Miller, Assistant Secretary for Finance and Administration, FDOT  
Huiwei Shen, Chief Planner, FDOT  
FDOT District Directors of Intermodal Systems Development  
Cynthia Lorenzo, Manager, Federal Aid Management Office, FDOT  
Carl Mikyska, Executive Director, MPOAC

**FLORIDA DEPARTMENT OF TRANSPORTATION  
CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE  
AGREEMENTS  
FROM OCTOBER 1, 2020 TO SEPTEMBER 30, 2021**

The undersigned certifies, to the best of his knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, or a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

**CERTIFIED BY:**

  
\_\_\_\_\_  
Kevin J. Thibault, P.E., Secretary  
Florida Department of Transportation

  
\_\_\_\_\_  
Date

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS – PRIMARY COVERED TRANSACTIONS**

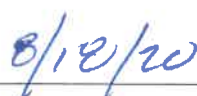
1. The Florida Department of Transportation certifies to the best of its knowledge and belief, that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) Has not within a three-year period preceding this proposal been convicted of or has had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph (1b) of this certification;
  - (d) Has not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.
2. Where the Florida Department of Transportation is unable to certify to any of the statements in this certification, an explanation is attached.
3. By submitting this certification, the Florida Department of Transportation agrees that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from a covered transaction, unless authorized by the Federal Highway Administration.
4. By submitting this certification, the Florida Department of Transportation agrees that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transaction” in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

**CERTIFIED BY:**



---

Kevin J. Thibault, P.E., Secretary  
Florida Department of Transportation



---

Date




**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN THIBAUT, P.E.  
SECRETARY

**MEMORANDUM**

DATE: July 27, 2020  
TO: District Secretaries  
FROM: Kevin J. Thibault, P.E.   
Secretary  
SUBJECT: Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.330, the Department must certify that the Annual Plan of Projects, which is to be submitted to the Federal Highway Administration (FHWA) in September, and as programmed in the Five-Year Work Program, has been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan). To ensure that FHWA has this documentation by their fiscal year end, the attached certification memo must be signed and returned to the Office of Policy Planning by **August 3, 2020**.

The Department must certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation\* with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation\* with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation\* and/or consultation\* with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation\* with the affected local officials.

Please take the necessary steps to provide the attached certification to Mark Reichert, Administrator for Metropolitan Planning, MS 28, by the August deadline.

\*Definitions: 23 C.F.R. §450.104 defines the terms "consultation" and "cooperation" as follows:



**District Secretaries**

**July 27, 2020**

**Page 2 of 2**

- Consultation means that one or more parties confers with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.
- Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Attachment**

**cc: Huiwei Shen, Chief Planner  
Stacy Miller, Assistant Secretary, Finance and Administration  
Courtney Drummond, P.E., Assistant Secretary, Engineering and Operations**



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**KEVIN THIBAUT, P.E.**  
SECRETARY

**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** L. K. Nandam, P.E., District One Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

A handwritten signature in black ink, appearing to read "L. K. Nandam", followed by the date "7/31/20". The signature is written in a cursive, somewhat stylized font.

L. K. Nandam, P.E., District One Secretary



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN THIBAUT, P.E.  
SECRETARY


**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** Greg Evans, P.E., District Two Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23, USC are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

  
\_\_\_\_\_  
Greg Evans, P.E., District Two Secretary

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**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**KEVIN THIBAUT, P.E.**  
SECRETARY

**MEMORANDUM**

**DATE:** August 7, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** Phillip Gainer, P.E., District Three Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

A handwritten signature in black ink, appearing to read "Phillip Gainer", is written over a horizontal line.

Phillip Gainer, P.E., District Three Secretary

[www.fdot.gov](http://www.fdot.gov)



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

**KEVIN J. THIBAUT, P.E.**  
SECRETARY

**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** Gerry O'Reilly, P.E., District Four Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

DS  
SB

DocuSigned by:  
**Gerry O'Reilly** 7/29/2020 | 10:34 AM EDT  
135C31EECBB44E3  
Gerry O'Reilly, P.E., District Four Secretary

*Improve Safety, Enhance Mobility, Inspire Innovation*  
www.fdot.gov



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

719 South Woodland Blvd.  
DeLand, FL 32720

**KEVIN THIBAUT, P.E.**  
SECRETARY


**MEMORANDUM**

**DATE:** August 7, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** Jared W. Perdue, P.E., District Five Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.



\_\_\_\_\_  
Jared W. Perdue, P.E., District Five Secretary



**Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**KEVIN THIBAUT, P.E.**  
SECRETARY

**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** James Wolfe, P.E., District Six Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

A handwritten signature in black ink, appearing to read "James Wolfe", is written over a horizontal line.

James Wolfe, P.E., District Six Secretary

[www.fdot.gov](http://www.fdot.gov)



**Florida Department of Transportation**

**RON DESANTIS  
GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**KEVIN THIBAUT, P.E.  
SECRETARY**

**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** David Gwynn, P.E., District Seven Secretary  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

A handwritten signature in black ink, appearing to read "David Gwynn", is written over a horizontal line.

David Gwynn, P.E., District Seven Secretary





**Florida Department of Transportation**

**RON DESANTIS  
GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**KEVIN THIBAUT, P.E.  
SECRETARY**

**MEMORANDUM**

**DATE:** July 28, 2020  
**TO:** Mark Reichert, Administrator for Metropolitan Planning  
**FROM:** Nicola Liquori, Executive Director, Florida's Turnpike Enterprise  
**SUBJECT:** Certification of Projects for Federal Fiscal Year 2021

In accordance with Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Section 450.326, I certify that the projects in this District's Five-Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. the Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation, pursuant to Title 23 USC, are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the MPOs and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

A handwritten signature in cursive script, reading "Nicola Liquori", is written over a horizontal line.

Nicola Liquori, Executive Director, Florida's Turnpike Enterprise

[www.fdot.gov](http://www.fdot.gov)

### 3.1.5 Roadway Cost Estimate Methodology

Some roadway projects have been studied in depth and detailed cost estimates prepared. Such estimates were used when available. In all other cases, roadway cost estimates were calculated using information provided by the Florida Department of Transportation (FDOT), District Five. The costs are based on average unit costs per centerline mile by facility and improvement type, using Long Range Estimates (LRE) as identified by FDOT in June 2013. As directed by FDOT, all roadway capacity projects were assumed to have the same associated cost as construction of a new roadway facility with the same number of lanes and capacity. In developing cost estimates for all phases of a project, standard percentage-based contingencies are used for estimating PD&E/Design (46%) and Right of Way acquisition (19%) based on construction cost.

**TABLE 5: RURAL ROADWAY UNIT COST PER MILE**

Capacity Improvement	PD&E/ Design	Right of Way	Construction	Unit Cost (Per Mile)
0-2	\$1,708,327	\$705,613	\$3,713,755	\$6,127,695
2-3	\$1,402,519	\$579,301	\$3,048,955	\$5,030,776
2-4	\$1,870,026	\$772,402	\$4,065,273	\$6,707,701
4-6	\$1,736,310	\$717,171	\$3,774,587	\$6,228,068
6-8	\$1,967,327	\$812,592	\$4,276,798	\$7,056,717
8-10	\$1,955,189	\$807,578	\$4,250,411	\$7,013,178

**TABLE 6: URBAN ROADWAY UNIT COST PER MILE**

Capacity Improvement	PD&E/ Design	Right of Way	Construction	Unit Cost (Per Mile)
0-4	\$2,592,170	\$1,070,679	\$5,635,152	\$9,298,001
2-6	\$2,837,527	\$1,172,022	\$6,168,537	\$10,178,086
4-8	\$2,634,630	\$1,088,217	\$5,727,457	\$9,450,304
6-10	\$2,985,170	\$1,233,005	\$6,489,499	\$10,707,673
0-6	\$2,946,038	\$1,216,842	\$6,404,431	\$10,567,311
2-8	\$3,224,890	\$1,332,020	\$7,010,631	\$11,567,541
4-10	\$2,994,295	\$1,236,774	\$6,509,337	\$10,740,406

## **Social and Economic Appendix**

### Contents:

Neptune Farmlands Form and Memo

Supporting Documentation Specific to Social Resources

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project	5. Federal Agency Involved
2. Type of Project	6. County and State

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

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

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

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

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

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

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

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

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

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Neptune Road Prime Farmlands Scoring Criteria Assumptions Memo

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

Evaluation Assumptions:

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

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

Greater than 90% ----- 15 points

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

Less than 20% ----- 0 points

*Assumption:  $[(\text{Area of Non-Urban Land}) / (\text{Total Area of Buffer})] \times 100\% = \% \text{ of Non-Urban Land}$ . The surrounding land use within 1.0 mile is mixed with residential, commercial and services, wetlands and surface waters, and some agricultural land. Approximately 2,792 acres of 6,513 total acres (approximately 43%) would be considered non-urban land, therefore 6 points was assigned.*

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

Greater than 90% ----- 10 points

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

Less than 20% ----- 0 points

*Assumption:  $[(\text{Perimeter Bordering Non-Urban Land}) / (\text{Perimeter of Proposed ROW})] \times 100\% = \text{Perimeter in Non-Urban Use}$ . Approximately 15,436 linear feet of the perimeter borders non-urban land. The total perimeter border is approximately 42,126 linear feet. Therefore, approximately 37% of the perimeter borders non-urban land. A score of 3 was assigned.*

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

Greater than 90% ----- 20 points

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

Less than 20% ----- 0 points

*Assumption: Surrounding FLUCCS Codes are 211 (improved pastures), 245 (floriculture), and 261 (fallow crop land). Neptune Road is already an existing roadway and therefore a majority of the site is already roadway. Therefore, from site visit, less than 20% of the site is being farmed.*

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

Site is protected ----- 20 points

Site is not protected ----- 0 points

*Assumption: Site is not protected.*

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

As large or larger ----- 10 points

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

*Assumption: Average farm size for Osceola County provided by NRCS in Part II of Form AD-1006 = 1499 acres. No farms are being impacted by the proposed project = 0 points.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Assumption: The site does not contain any on-farm investments = 0 points.*

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

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

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

*Assumption: The proposed use of the site is the same as the existing use, therefore the project is fully compatible and will not contribute to the eventual conversion of surrounding farmland to non-agricultural use.*



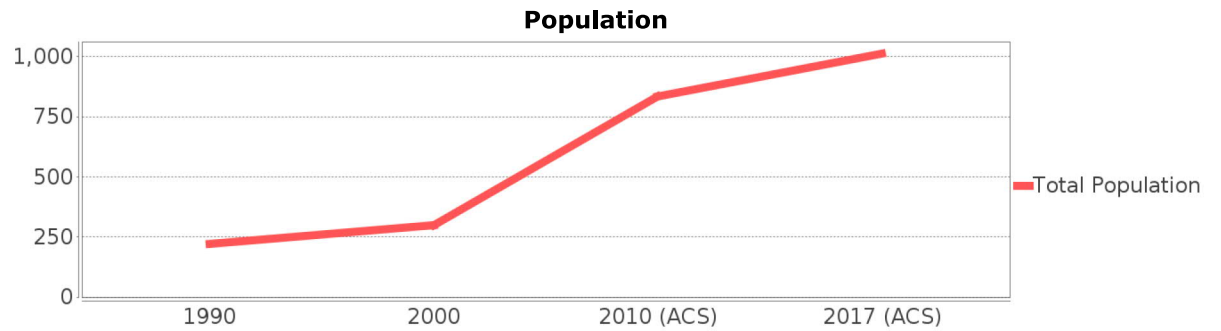
# Sociocultural Data Report

## ETDM #14402 - Alternative #1

**Area:** 0.779 square miles  
**Jurisdiction(s):** Cities: St. Cloud  
 Counties: Osceola

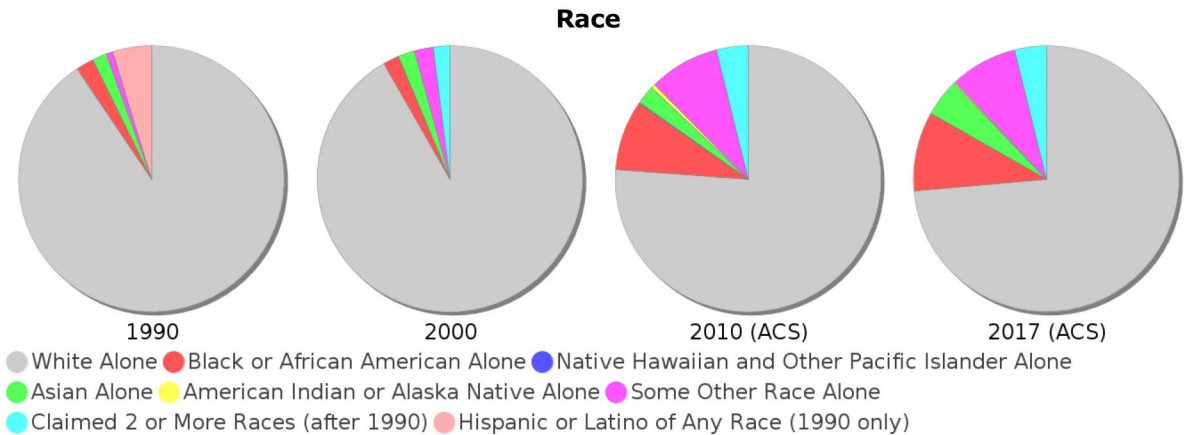
### General Population Trends

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total Population	223	301	833	1,012
Total Households	75	108	312	321
Average Persons per Acre	0.52	0.92	3.37	4.15
Average Persons per Household	3.04	2.61	2.50	2.97
Average Persons per Family	3.02	3.10	3.00	3.81
Males	107	147	391	461
Females	116	154	442	551

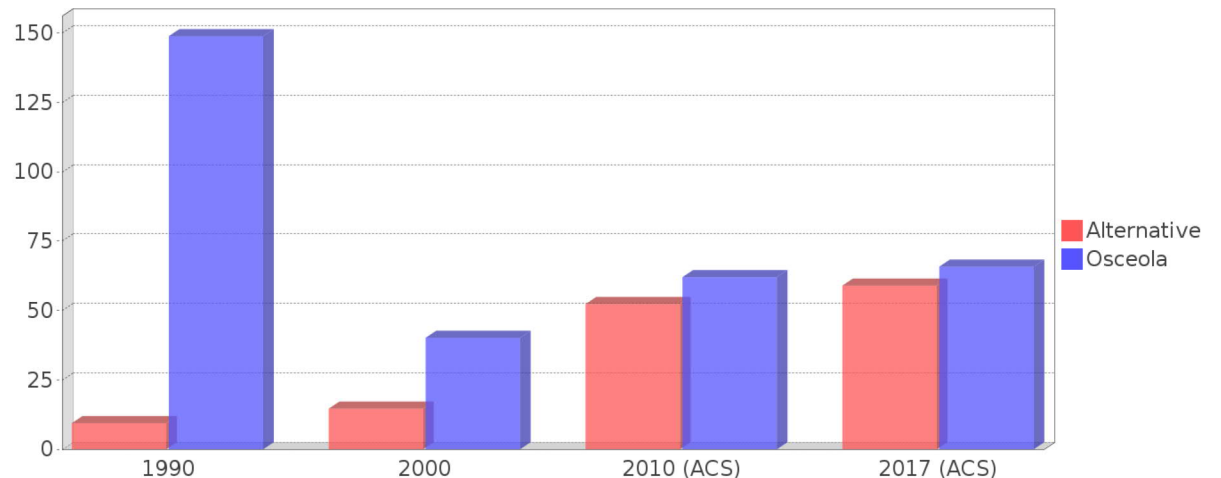


### Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2017 (ACS)
White Alone	211 (94.62%)	276 (91.69%)	635 (76.23%)	745 (73.62%)
Black or African American Alone	5 (2.24%)	6 (1.99%)	71 (8.52%)	98 (9.68%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	1 (0.12%)	0 (0.00%)
Asian Alone	4 (1.79%)	6 (1.99%)	19 (2.28%)	46 (4.55%)
American Indian or Alaska Native Alone	0 (0.00%)	0 (0.00%)	4 (0.48%)	2 (0.20%)
Some Other Race Alone	2 (0.90%)	7 (2.33%)	72 (8.64%)	83 (8.20%)
Claimed 2 or More Races	NA (NA)	6 (1.99%)	32 (3.84%)	39 (3.85%)
Hispanic or Latino of Any Race	11 (4.93%)	31 (10.30%)	352 (42.26%)	458 (45.26%)
Not Hispanic or Latino	212 (95.07%)	270 (89.70%)	481 (57.74%)	554 (54.74%)
Minority	21 (9.42%)	44 (14.62%)	436 (52.34%)	597 (58.99%)



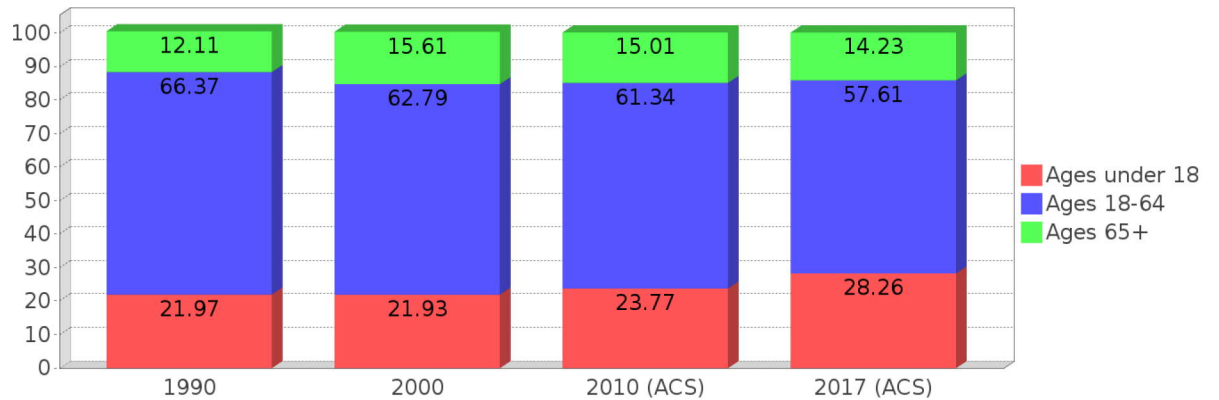
### Minority Percentage Population



### Age Trends

Description	1990	2000	2010 (ACS)	2017 (ACS)
Under Age 5	5.83%	3.99%	6.72%	7.61%
Ages 5-17	16.14%	17.94%	17.05%	20.65%
Ages 18-21	11.21%	5.98%	6.12%	2.87%
Ages 22-29	8.97%	6.64%	12.73%	15.42%
Ages 30-39	13.90%	13.62%	12.73%	14.82%
Ages 40-49	15.70%	17.28%	13.09%	9.19%
Ages 50-64	16.59%	19.27%	16.69%	15.32%
Age 65 and Over	12.11%	15.61%	15.01%	14.23%
-Ages 65-74	8.07%	8.64%	7.68%	7.51%
-Ages 75-84	3.14%	4.98%	5.16%	4.35%
-Age 85 and Over	0.90%	1.66%	2.16%	2.37%
Median Age	NA	40	44	39

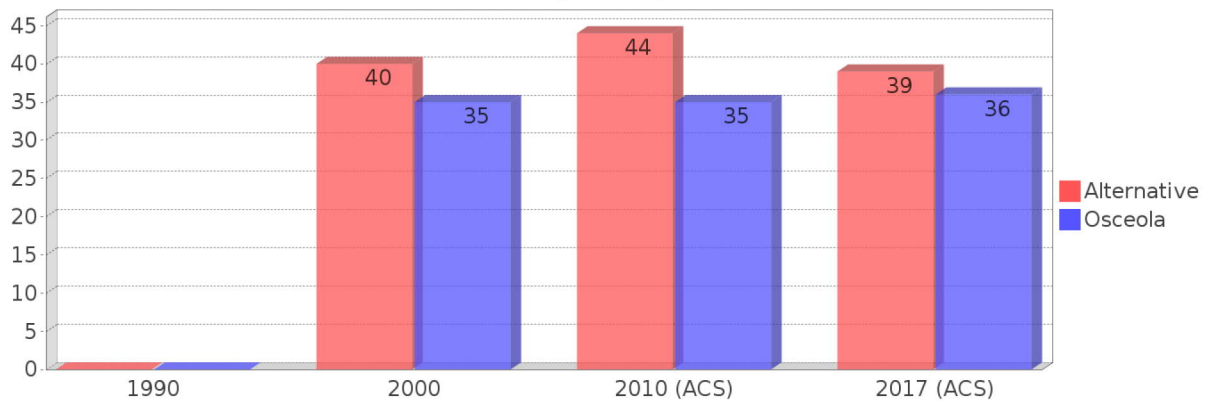
Percentage Population by Age Group



### Income Trends

Description	1990	2000	2010 (ACS)	2017 (ACS)
Median Household Income	\$40,167	\$42,072	\$41,656	\$41,502
Median Family Income	\$45,146	\$48,798	\$47,734	\$48,821
Population below Poverty Level	2.69%	3.32%	16.69%	13.83%
Households below Poverty Level	4.00%	3.70%	15.06%	15.89%
Households with Public Assistance Income	1.33%	0.93%	2.24%	2.49%

Median Age Comparison

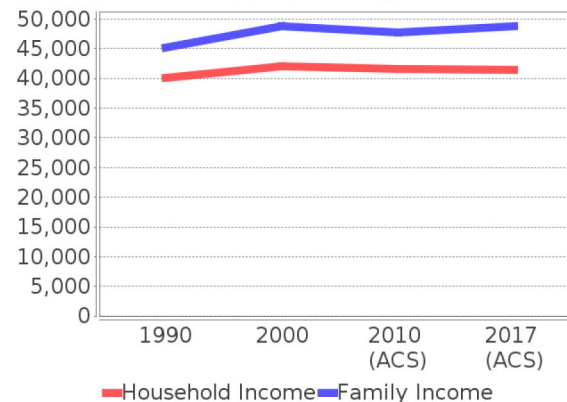


### Disability Trends

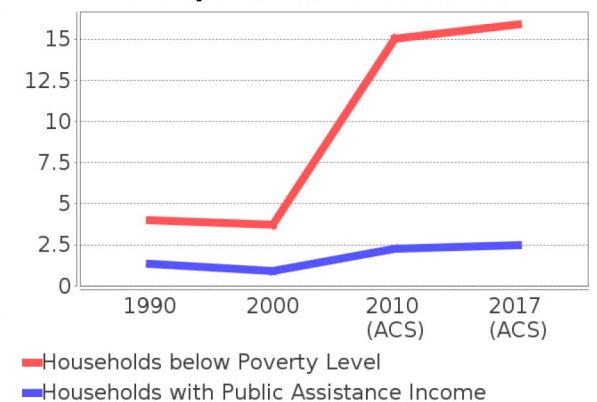
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2017 (ACS)
Population 16 To 64 Years with a disability	7 (3.93%)	32 (11.55%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	64 (11.29%)

Income Trends



Poverty and Public Assistance



### Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Less than 9th Grade	7 (4.90%)	8 (3.79%)	25 (4.85%)	13 (2.02%)
9th to 12th Grade, No Diploma	14 (9.79%)	28 (13.27%)	29 (5.63%)	45 (7.01%)
High School Graduate or Higher	123 (86.01%)	175 (82.94%)	461 (89.51%)	584 (90.97%)
Bachelor's Degree or Higher	29 (20.28%)	49 (23.22%)	99 (19.22%)	164 (25.55%)

### Language Trends

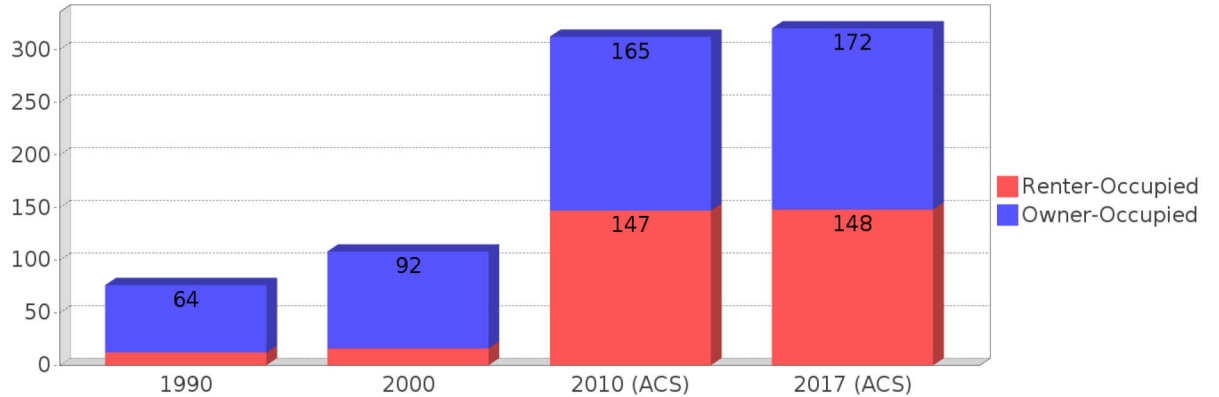
Age 5 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Speaks English Well	3 (1.44%)	8 (2.77%)	66 (8.88%)	58 (6.20%)
Speaks English Not Well	NA (NA)	4 (1.38%)	32 (4.31%)	42 (4.49%)
Speaks English Not at All	NA (NA)	1 (0.35%)	9 (1.21%)	15 (1.60%)
Speaks English Not Well or Not at All	1 (0.48%)	5 (1.73%)	41 (5.52%)	57 (6.09%)

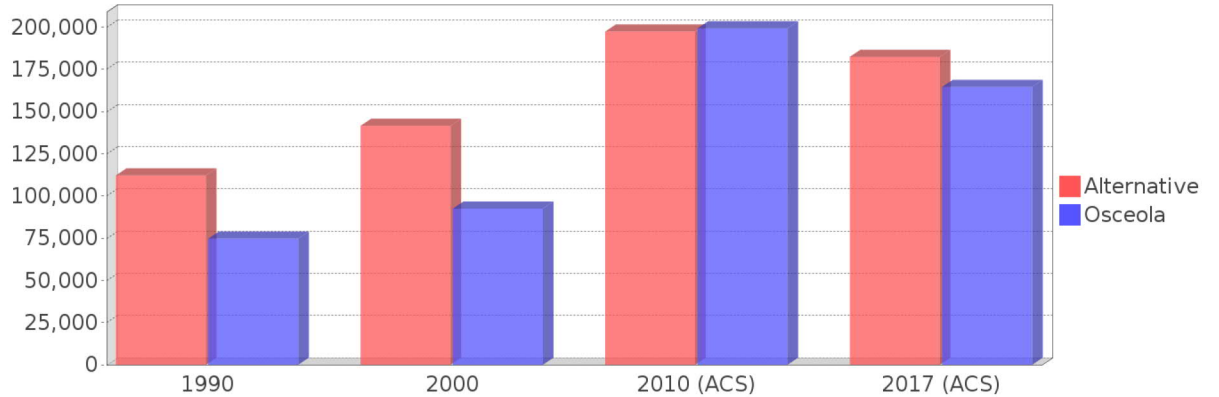
### Housing Trends

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total	90	117	381	393
Units per Acre	0.25	0.33	1.12	1.16
Single-Family Units	61	89	181	222
Multi-Family Units	7	13	140	141
Mobile Home Units	7	14	43	30
Owner-Occupied Units	64	92	165	172
Renter-Occupied Units	12	16	147	148
Vacant Units	14	9	69	72
Median Housing Value	\$112,150	\$141,500	\$197,300	\$182,350
Occupied Housing Units w/No Vehicle	1 (1.32%)	3 (2.78%)	14 (4.49%)	27 (8.41%)

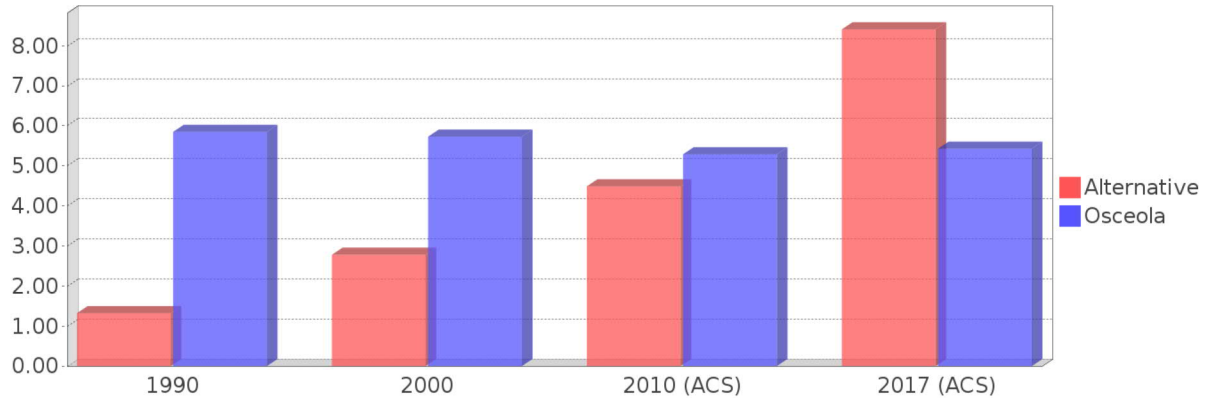
Housing Tenure



Median Housing Value Comparison

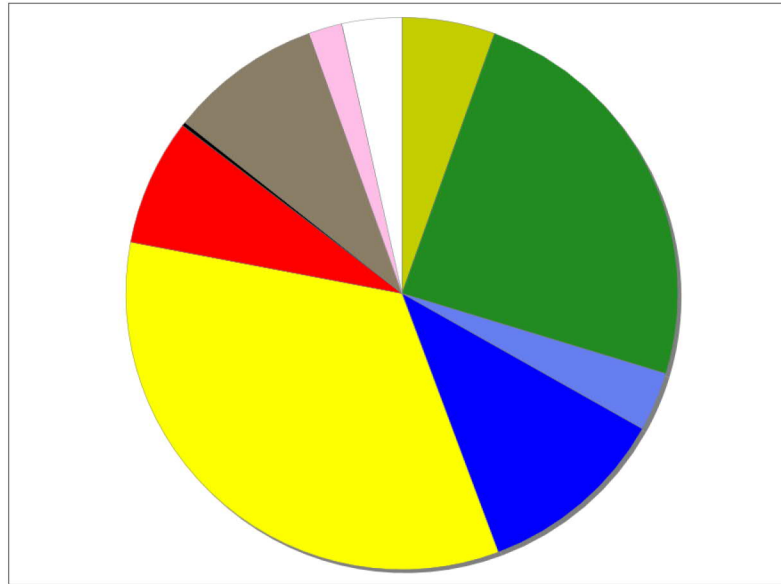


Occupied Units With No Vehicles Available



**Existing Land Use**

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	22	4.41%
Agricultural	98	19.66%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	14	2.81%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	45	9.03%
Recreation	0	0.00%
Residential	136	27.28%
Retail/Office	30	6.02%
Row	1	0.20%
Vacant Residential	36	7.22%
Vacant Nonresidential	8	1.60%
Water	0	0.00%
Parcels With No Values	14	2.81%



- Acreage Not Zoned For Agriculture
- Agricultural
- Centrally Assessed
- Industrial
- Institutional
- Mining
- Other
- Public/Semi-Public
- Recreation
- Residential
- Retail/Office
- Row
- Vacant Residential
- Vacant Nonresidential
- Water
- Parcels With No Values

**Location Maps**

No Map available

No Map available

## Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

### Community and Fraternal Centers

Facility Name	Address	Zip Code
KNIGHTS OF COLUMBUS 6624 - ST CLOUD KISSIMMEE	2000 NEPTUNE RD	34744

### Law Enforcement Facilities

Facility Name	Address	Zip Code
ST CLOUD POLICE DEPARTMENT	4700 NEPTUNE RD	34769

### Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
PARTIN TRIANGLE PARK	2830 NEPTUNE RD	34744

### Religious Centers

Facility Name	Address	Zip Code
IGLESIA BAUTISTA RESURRECCION	2534 NEPTUNE RD	34744
FAITH BAPTIST CHURCH	1990 NEPTUNE ROAD	34744

### Public and Private Schools

Facility Name	Address	Zip Code
HANSEL & GRETEL LEARNING CENTER	4513 NEPTUNE RD	34769
ESTHER'S SCHOOL KISSIMMEE	1990 NEPTUNE RD	34744
NEPTUNE MIDDLE SCHOOL	2727 NEPTUNE RD	34744

### Group Care Facilities

Facility Name	Address	Zip Code
NEPTUNE MIDDLE SCHOOL	2727 NEPTUNE ROAD	34744
ESTHER'S SCHOOL KISSIMMEE	522 SIMPSON ROAD	34744
ROYAL GARDENS OF ST. CLOUD INC.	4511 NEPTUNE ROAD	34769
ELITE GARDEN LLC D/B/A PALAMAR HOUSE	4319 NEPTUNE ROAD	34769
FAITH COMMUNITY CHURCH / CENTRAL POINTE HIGH SCHOOL	1990 NEPTUNE ROAD	34744



## Block Groups

The following Census Block Groups were used to calculate demographics for this report.

### 1990 Census Block Groups

120970404002, 120970405051, 120970404003, 120970405031

### 2000 Census Block Groups

120970429001, 120970431001, 120970429002, 120970432001

### 2010 Census Block Groups

120970431001, 120970432031, 120970432041, 120970429002

### Census Block Groups

120970432041, 120970429002, 120970431001, 120970432031

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## Data Sources

### Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

### Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

### Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2013-2017. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

### About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: <http://mcdc.missouri.edu/pub/data/acs/Readme.shtml>) The U.S. Census Bureau provides help with this process:

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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2013-2017 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2017, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2017 ACS data; 2) The 2017 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2017 ACS data; 2) The 2017 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

Age Trends median age for 1990 is not available.

### **Land Use Data**

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

### **Community Facilities Data**

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.

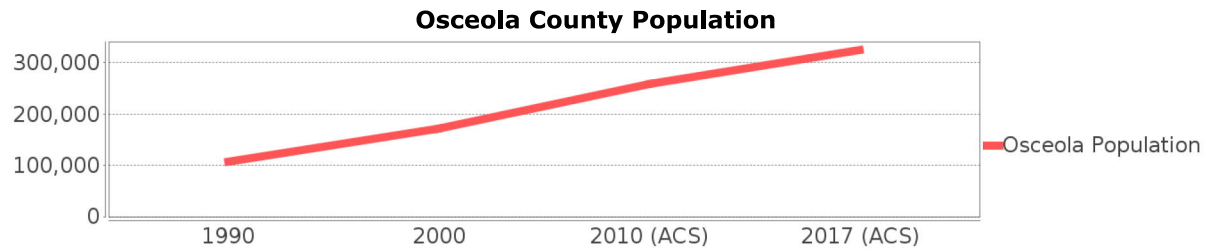
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities



## Osceola County Demographic Profile

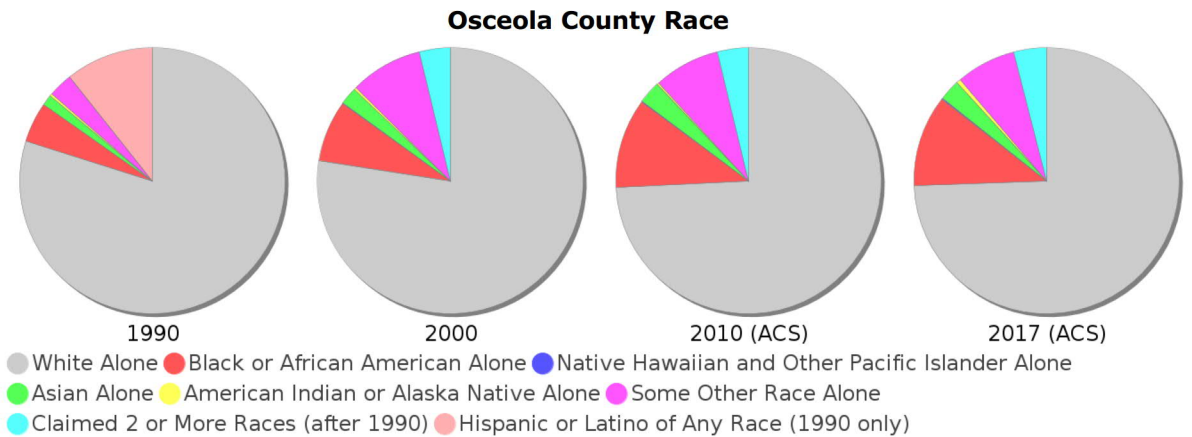
### General Population Trends - Osceola

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total Population	107,728	172,493	258,531	325,168
Total Households	39,150	60,977	92,526	96,250
Average Persons per Acre	0.112	0.179	0.268	0.337
Average Persons per Household	2.752	2.79	3.00	3.36
Average Persons per Family	3.152	3.296	3.233	3.995
Males	52,716	85,185	126,812	160,216
Females	55,012	87,308	131,719	164,952



### Race and Ethnicity Trends - Osceola

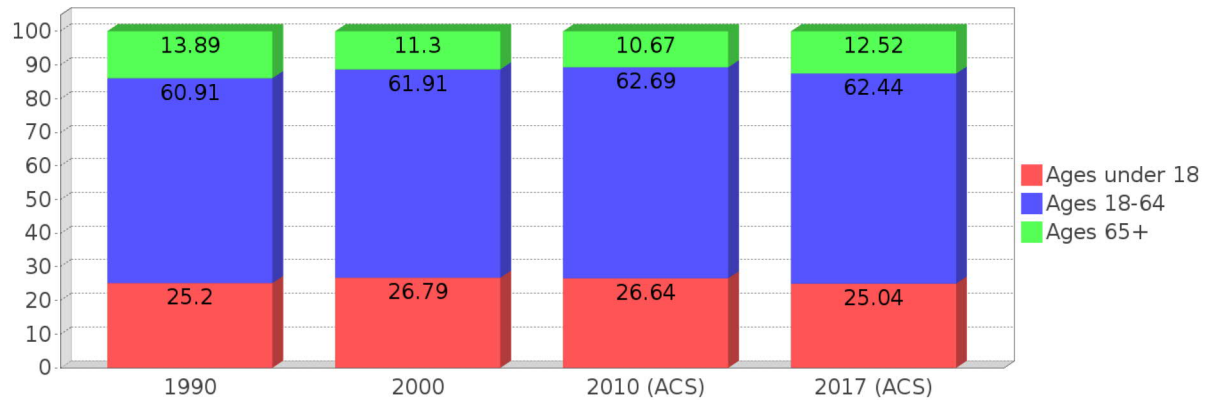
Description	1990	2000	2010 (ACS)	2017 (ACS)
White Alone	96,231 (89.33%)	133,590 (77.45%)	191,793 (74.19%)	241,940 (74.40%)
Black or African American Alone	5,902 (5.48%)	12,873 (7.46%)	28,224 (10.92%)	36,275 (11.16%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	103 (0.06%)	283 (0.11%)	418 (0.13%)
Asian Alone	1,571 (1.46%)	3,642 (2.11%)	7,090 (2.74%)	8,252 (2.54%)
American Indian or Alaska Native Alone	360 (0.33%)	493 (0.29%)	594 (0.23%)	1,573 (0.48%)
Some Other Race Alone	3,598 (3.34%)	15,286 (8.86%)	20,727 (8.02%)	23,691 (7.29%)
Claimed 2 or More Races	(NA)	6,506 (3.77%)	9,820 (3.80%)	13,019 (4.00%)
Hispanic or Latino of Any Race	12,866 (11.94%)	50,742 (29.42%)	112,439 (43.49%)	167,797 (51.60%)
Not Hispanic or Latino	94,862 (88.06%)	121,751 (70.58%)	146,092 (56.51%)	157,371 (48.40%)
Minority	160,393 (148.89%)	69,306 (40.18%)	160,393 (62.04%)	214,056 (65.83%)



### Age Trends - Osceola

Description	1990	2000	2010 (ACS)	2017 (ACS)
Under Age 5	7.34%	6.65%	6.87%	6.47%
Ages 5-17	17.86%	20.14%	19.77%	18.57%
Ages 18-21	5.74%	4.99%	5.73%	5.33%
Ages 22-29	12.81%	11.16%	10.65%	11.45%
Ages 30-39	16.19%	16.18%	14.33%	13.83%
Ages 40-49	12.71%	14.88%	15.16%	14.43%
Ages 50-64	13.45%	14.70%	16.81%	17.41%
Age 65 and Over	13.89%	11.30%	10.67%	12.52%
-Ages 65-74	8.33%	6.38%	6.33%	7.68%
-Ages 75-84	4.19%	3.75%	3.37%	3.37%
-Age 85 and Over	1.38%	1.17%	0.97%	1.47%
Median Age	NA	35	35	36

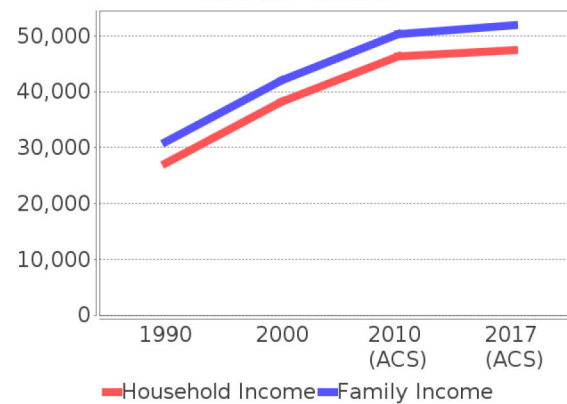
Percentage Population by Age Group - Osceola



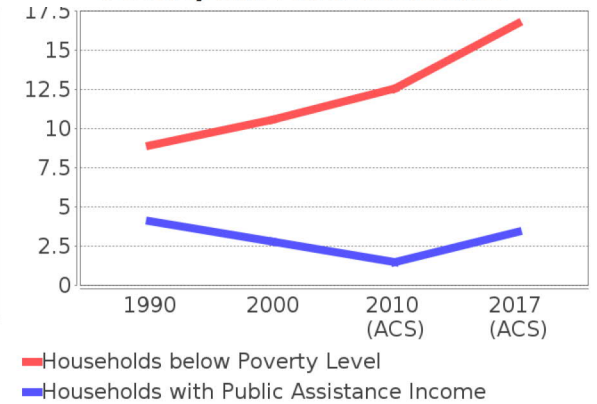
### Income Trends - Osceola

Description	1990	2000	2010 (ACS)	2017 (ACS)
Median Household Income	\$27,260	\$38,214	\$46,328	\$47,343
Median Family Income	\$31,006	\$42,061	\$50,203	\$51,905
Population below Poverty Level	9.39%	11.52%	13.25%	17.79%
Households below Poverty Level	8.91%	10.59%	12.57%	16.70%
Households with Public Assistance Income	4.11%	2.78%	1.47%	3.39%

Income Trends



Poverty and Public Assistance



### Disability Trends - Osceola

See the Data Sources section below for an explanation about the differences in disability data among the various years.

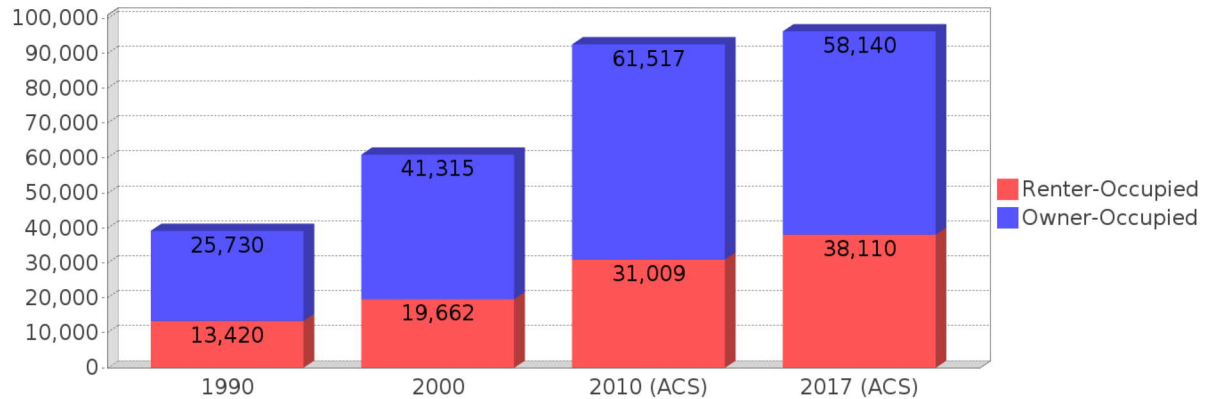
Description	1990	2000	2010 (ACS)	2017 (ACS)
Population 16 To 64 Years with a disability	5,763 (7.01%)	24,744 (15.56%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	25,071 (12.95%)

### Educational Attainment Trends - Osceola

Age 25 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Less than 9th Grade	6,200 (8.83%)	6,810 (6.16%)	10,668 (6.48%)	11,540 (5.43%)
9th to 12th Grade, No Diploma	12,307 (17.52%)	16,285 (14.72%)	15,080 (9.16%)	18,148 (8.54%)
High School Graduate or Higher	51,737 (73.65%)	87,512 (79.12%)	138,898 (84.36%)	182,879 (86.03%)
Bachelor's Degree or Higher	7,873 (11.21%)	17,416 (15.75%)	30,086 (18.27%)	40,391 (19.00%)

### Housing Tenure - Osceola



### Language Trends - Osceola

Age 5 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Speaks English Well	3,735 (3.74%)	12,514 (7.77%)	22,965 (9.54%)	26,583 (8.74%)
Speaks English Not Well	NA	7,938 (4.93%)	16,582 (6.89%)	19,000 (6.25%)
Speaks English Not at All	NA	2,437 (1.51%)	5,376 (2.23%)	10,432 (3.43%)
Speaks English Not Well or Not at All	2,530 (2.54%)	10,375 (6.44%)	21,958 (9.12%)	29,432 (9.68%)

### Housing Trends - Osceola

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total	47,959	72,293	122,823	139,796
Units per Acre	0.05	0.075	0.127	0.145
Single-Family Units	23,390	46,340	79,778	91,896
Multi-Family Units	7,666	14,477	29,807	36,640
Mobile Home Units	7,802	10,989	12,794	11,154
Owner-Occupied Units	25,730	41,315	61,517	58,140
Renter-Occupied Units	13,420	19,662	31,009	38,110
Vacant Units	8,809	11,316	30,297	43,546
Median Housing Value	\$74,700	\$92,500	\$199,200	\$164,500
Occupied Housing Units w/No Vehicle	2,291 (5.85%)	3,492 (5.73%)	4,897 (5.29%)	5,229 (5.43%)

## County Data Sources

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source:

<https://www.census.gov/people/disability/methodology/acs.html>

<https://www.census.gov/population/www/cen2000/90vs00/index.html>

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## Metadata



- Community and Fraternal Centers [https://etdmpub.fl.a-etat.org/metadata/gc\\_communitycenter.htm](https://etdmpub.fl.a-etat.org/metadata/gc_communitycenter.htm)
- Correctional Facilities in Florida [https://etdmpub.fl.a-etat.org/metadata/gc\\_correctional.htm](https://etdmpub.fl.a-etat.org/metadata/gc_correctional.htm)
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- Local, State, and Federal Government Buildings in Florida [https://etdmpub.fl.a-etat.org/metadata/gc\\_govbuild.htm](https://etdmpub.fl.a-etat.org/metadata/gc_govbuild.htm)
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- Religious Centers [https://etdmpub.fl.a-etat.org/metadata/gc\\_religion.htm](https://etdmpub.fl.a-etat.org/metadata/gc_religion.htm)
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- Veteran Organizations and Facilities [https://etdmpub.fl.a-etat.org/metadata/gc\\_veterans.htm](https://etdmpub.fl.a-etat.org/metadata/gc_veterans.htm)
- Generalized Land Use - Florida DOT District 5 [https://etdmpub.fl.a-etat.org/metadata/d5\\_lu\\_gen.htm](https://etdmpub.fl.a-etat.org/metadata/d5_lu_gen.htm)
- Census Block Groups in Florida [https://etdmpub.fl.a-etat.org/metadata/e2\\_cenacs\\_cci.htm](https://etdmpub.fl.a-etat.org/metadata/e2_cenacs_cci.htm)
- 1990 Census Block Groups in Florida [https://etdmpub.fl.a-etat.org/metadata/e2\\_cenblkgrp\\_1990\\_cci.htm](https://etdmpub.fl.a-etat.org/metadata/e2_cenblkgrp_1990_cci.htm)
- 2000 Census Block Groups in Florida [https://etdmpub.fl.a-etat.org/metadata/e2\\_cenblkgrp\\_2000\\_cci.htm](https://etdmpub.fl.a-etat.org/metadata/e2_cenblkgrp_2000_cci.htm)
- 2010 Census Block Groups in Florida [https://etdmpub.fl.a-etat.org/metadata/e2\\_cenblkgrp\\_2010\\_cci.htm](https://etdmpub.fl.a-etat.org/metadata/e2_cenblkgrp_2010_cci.htm)

## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter



Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

KEVIN J. THIBAUT, P.E.  
SECRETARY

October 14, 2019

Timothy A. Parsons, Ph.D.,  
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: Dr. Adrienne Daggett, Transportation Compliance Review Program

RE: **Cultural Resource Assessment Survey**  
Neptune Road PD&E Study from Partin Settlement Road to US 192  
Osceola County, Florida  
Financial Management No.: 445415-1  
EDTM No.: 14402

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2019 OCT 16 P 1:41

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Neptune Road Project Development and Environment (PD&E) Study from Partin Settlement Road to US 192 Osceola County, Florida*. This report presents the findings of a CRAS conducted in support of proposed improvements to Neptune Road in Osceola County, Florida. The Osceola County Department of Transportation and Transit in conjunction with the FDOT, District 5, is proposing improvements to a 3.9-mile (6.3 kilometer) segment of Neptune Road from Partin Settlement Road to US Highway 192. The proposed improvements include widening the existing two-lane roadway to a four-lane divided roadway with a curbed median and premium bicycle and pedestrian facilities (i.e., bike lanes, multiuse path(s), and/or sidewalks) from Partin Settlement Road to Old Canoe Creek Road. From Old Canoe Creek Road to US 192, the project widens the existing two-lane roadway to four lanes with sidewalks. In addition, bridge structures are to be replaced and stormwater management facilities will be evaluated for the entire project corridor.

The project Area of Potential Effect (APE) was defined to include the existing and proposed right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way, or a distance of no more than 328 feet (100 meters) from the maximum right-of-way line. The archaeological survey was conducted within the existing and proposed right-of-way. The historic structure survey was conducted within the entire APE.

Dr. Parsons, SHPO

October 14, 2019

Page 2

FM# 445415-1

This CRAS was conducted in accordance 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 January 2019), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *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).

The archaeological survey included pedestrian reconnaissance and the excavation of 39 subsurface tests. Of the 39 excavated shovel tests, nine were positive for cultural material, resulting in the documentation of one new archaeological site, 8OS02984. Site 8OS02984 is recommended ineligible for the National Register of Historic Places (NRHP) based on the level of disturbance and the unremarkable nature of the artifact assemblage.

as expressed in the APE.

The architectural survey resulted in the identification and evaluation of 40 historic resources within the Neptune Road APE, including two previously recorded resources and 38 newly recorded resources. The previously recorded resources include one historic canal (8OS02752) and one historic railway (8OS02822). The newly recorded resources include one historic mobile home park (8OS02983); two historic canals (8OS02981 and 8OS02982); three historic bridges (8OS02942-8OS02944); and 32 historic structures (8OS02945-8OS02976).

One resource within the Neptune Road APE is NRHP-eligible. A segment of the St. Cloud Canal (8OS02752) was determined NRHP-eligible by the Florida State Historic Preservation Officer (SHPO) on April 24, 2014. That segment of the St. Cloud Canal (8OS02752) is considered significant under Criterion A for its association with land reclamation activities in Osceola County, which helped spur the development of the county, and Criterion C as an example of a nineteenth-century canal. Furthermore, the District recommends the portion of the St. Cloud Canal (8OS02752) within the Neptune Road APE locally significant under Criterion B for its association with Hamilton Disston, an important figure in Osceola County history. Based on the historic context and the results of the present survey, the District recommends that the segment of the St. Cloud Canal (8OS02752) within the Neptune Road APE eligible as contributing to the overall NRHP-eligible St. Cloud Canal (8OS02752). A portion of the St. Cloud and Sugar Belt Railway (8OS02822) was determined ineligible for the NRHP by SHPO on September 4, 2015. It is the opinion of the District that the section of the St. Cloud and Sugar Belt Railway (8OS02822) within the Neptune Road APE remains ineligible for the NRHP due to a lack of historic integrity. The remaining 38 historic resources within the Neptune Road APE are recommended ineligible due to a lack of historic significance.

Based upon a review of the current plans, the proposed work will not involve rerouting of the canal, disruption of the canal, widening or loss of width or the severing of the canal from other waterways. While the proposed project will acquire 0.3 acres within the St. Cloud Canal right-of-way, none of the proposed improvements will diminish the integrity of the St. Cloud Canal




Dr. Parsons, SHPO  
October 14, 2019  
Page 3  
FM# 445415-1

(8OS02752) or its ability to express the characteristics that make it eligible for listing in the NRHP.

Based on the results of the CRAS, it is the opinion of the District that the proposed improvements to Neptune Road will have no adverse effect on 8OS02752 or any other resources listed or eligible for listing in the NRHP. 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) 943-5411.

Sincerely,

*for*   
William G. Walsh  
Environmental Manager  
FDOT, District Five

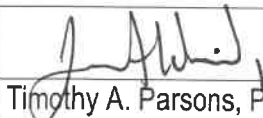
The Florida Division of Historical Resources finds the attached Cultural Resource Assessment Report complete and sufficient and  concurs /  does not concur with the determinations of historic significance provided in this cover letter and  does /  does not find applicable the determinations of effects provided in this cover letter for SHPO/FDHR Project File Number

2019-6049

FDHR Comments:

*Site 8052984 remains unevaluated as it*

*has not been delineated outside the current APE.*

*for*  Deputy SHPO  
Timothy A. Parsons, PhD, Director

12/20/2019  
Date

Florida Division of Historical Resources

Section 4(f) Resources

Florida Department of Transportation

NEPTUNE RD. FROM PARTIN SETTLEMENT RD. TO US 192

District: FDOT District 5

County: Osceola County

ETDM Number: 14402

Financial Management Number: 445415-1-00-00

Federal-Aid Project Number: N/A

Project Manager: Karen Snyder

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

## Table of Contents

Summary and Approval .....	1
Partin Triangle Park .....	2
Neptune Road Pathway .....	3
Neptune Middle School Sports Fields .....	4
Resource Attachments .....	6

## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Partin Triangle Park	Public Parks and Recreation Areas	Park/Rec Area	Osceola County	No Use	Determination 05-19-2020
Neptune Road Pathway	Public Parks and Recreation Areas	Park/Rec Area	Osceola County	Exception/Exemption	Determination 05-19-2020
Neptune Middle School Sports Fields	Public Parks and Recreation Areas	Park/Rec Area	Osceola County	<i>de minimis</i>	Concurrence 11-10-2020



January 15, 2021

Director of the Office of Environmental Management  
Florida Department of Transportation

## Partin Triangle Park

**Facility Type:** Public Parks and Recreation Areas

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 2830 Neptune Rd, Kissimmee, FL, 34744, USA

Latitude: 28.25310 Longitude: -81.32952

**Description of Property:**

Partin Triangle Park is located at 2830 Neptune Road, Kissimmee, FL 34744 and is an approximately 5-acre neighborhood park owned and managed by Osceola County Parks and Recreation. Amenities include racquetball courts, tennis courts, a dog park, boat ramp, playgrounds, picnic pavilions, grills, restrooms and an opportunity for airboat rides. There is also a trailhead for the Neptune Road Pathway. The attachment provides a map of the park and its associated amenities with relationship to the proposed roadway improvements.

**Owner/Official with Jurisdiction:** Osceola County

**Relationship Between the Property and the Project**

Partin Triangle Neighborhood Park & Boat Ramp (Partin Triangle Park), is a neighborhood park located to the south of Neptune Road and abutting the C-31 Canal. The proposed roadway widening will not acquire any right-of-way from the park property. A dedicated left turn lane is proposed, which will enhance access to the park. The existing right turn lane into the park will be reconstructed with the widening. The existing driveway and internal circulation will not be modified within the park property. Access to the park will be maintained for the duration of the proposed project.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 05-19-2020

## Neptune Road Pathway

**Facility Type:** Public Parks and Recreation Areas

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 34744, Kissimmee, FL, USA

Latitude: 28.30856 Longitude: -81.39739

**Description of Property:**

Neptune Road Pathway, formerly the Bill Johnston Memorial Pathway, begins at the Kissimmee Lakefront at Lakeshore Drive and Ruby Street and continues on to Old Canoe Creek Road. Thus, the pathway extends most of the length of the project area. The pathway is managed by the Osceola County Parks and Recreation and connects several important community facilities, including Neptune Middle School and Sports Fields, Partin Triangle Neighborhood Park and Boat Ramp, Kissimmee Lakefront Park, and Brinson Park. The attachment provides a map of the Neptune Road Pathway within the PD&E study area.

**Owner/Official with Jurisdiction:** Osceola County

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23 CFR 774.13(f)(1-4).

**Exception/Exemption Justification:**

The Neptune Road Pathway meets the criteria for and exception under 23 CFR Part 774 for the following reasons. The Pathway occupies an existing transportation facility right-of-way without limitation to any specific location within that right-of-way and the continuity of the Pathway will be maintained by incorporating the Neptune Road Pathway into the proposed roadway as part of the widening project.

**OEM SME Determination Date:** 05-19-2020

## Neptune Middle School Sports Fields

**Facility Type:** Public Parks and Recreation Areas

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 2727 Neptune Rd, Kissimmee, FL, 34744, USA

Latitude: 28.25792 Longitude: -81.33507

**Description of Property:**

Neptune Middle School Sports Fields are located at 2727 Neptune Road, Kissimmee, FL 34744 and are approximately 8.5-acres owned by the Osceola County School District, but managed by the Osceola County Parks and Recreation through a cooperative agreement. The Neptune Middle School Sports Fields are considered a multiple use land holding under 23 CFR 774.11(d). Amenities include baseball/softball field, soccer fields, multipurpose fields, parking, and restrooms. None of the amenities are immediately adjacent to the roadway. Although not within the sports fields, the Neptune Road Pathway is adjacent along the north side of Neptune Road. The attached map shows the locations of the amenities and facilities.

**Owner/Official with Jurisdiction:** Osceola County

**Recommended Outcome:** *de minimis*

**Yes No**

- Was there coordination with the Official(s) with Jurisdiction to identify an opportunity for a *de minimis* finding?
- Was the OWJ informed by the District of FDOT s intent to pursue a *de minimis* approval option?
- Was the OWJ informed in writing that their concurrence with a no adverse effect finding to the activities, features or attributes which qualify the property for protection may result in FDOT making a *de minimis* approval under Section 4(f)?
- Did the OWJ concur that the proposed project, including any enhancement, mitigation and minimization of harm measures, will result in no adverse effects to the activities features or attributes of the property?

**Basis on Which the Determination was Made**

Alternatives were considered for the widening of the existing Neptune Road, and the proposed impact to the property results in the minimum amount of R/W needed to construct the improvements.

The minor R/W required (0.46 acres) is R/W within the mowed grass area of the Sports Fields parcel which is contiguous with the existing Neptune Road R/W and adjacent to an existing stormwater pond. There is an existing fence adjacent to the road and pond that will be replaced, and access to the fields will be maintained throughout construction. The R/W required does not impact any of the amenities or facilities of the Sports Fields parcel. The use of the property, though permanent, will not result in activities that would affect the park facilities or interfere with public use.

**Public Involvement Activities:**

A Virtual Public Hearing was held on September 24, 2020 with information given through the presentation on the 4(f) resource and opportunity for public comments. See attachment showing the project on the Osceola County's website (<https://www.improveneptuneroad.com/>), which shows the 4(f) resource slide referenced and the opportunity for comment.

The Public Hearing comment period ended on October 8, 2020, and no comments were received regarding the sports fields.

**OEM SME Concurrence Date:** 11-10-2020



## Resource Attachments

### Partin Triangle Park

Partin Triangle Park Features Map

Neptune Road Typical Sections

### Neptune Road Pathway

Neptune Road Pathway Map

Neptune Road Typical Sections

### Neptune Middle School Sports Fields

Map of all Neptune Rd 4f Resources

Neptune Middle School Sports Fields Map\_June 2020

Excerpts and Maps from Osceola Co Parks Master Plan Phase 1\_10-12-15

Neptune Rd Mtg Mins from 4-f Coordination with County

Neptune Middle School 4(f) De minimis Intent letter to OWJ\_9-5-19

Neptune Middle School 4(f) De minimis OWJ concurrence letter\_10-5-2020

Public Hearing info on Osceola Co Website showing Availability for Public Comment

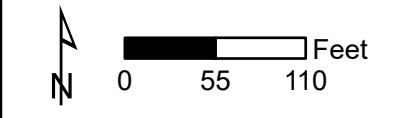
## **Partin Triangle Park**

### Contents:

Partin Triangle Park Features Map

Neptune Road Typical Sections





**Legend**

- Neptune Road Pathway
- Partin Triangle Neighborhood Park and Boat Ramp
- Alt 1 and Alt 2 Proposed ROW

K:\VRB\_Environment\149244410 Neptune PDE Study\ENV\GIS\MXD\Partin Triangle Park Map.mxd

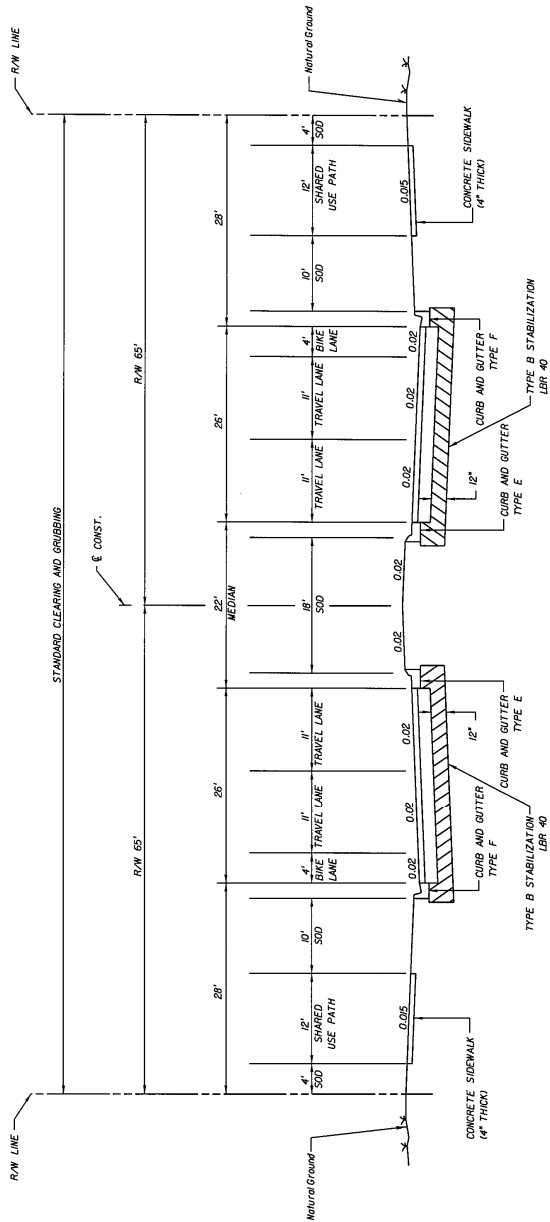
Source: Aerial courtesy of NearMap

**Partin Triangle Neighborhood Park & Boat Ramp Map**  
**Neptune Road from Partin Settlement Road to US 192**  
**Project Development & Environment Study**  
**FPID: 445415-1**  
**Osceola County, Florida**





TYPICAL SECTION NO. 1  
NEPTUNE ROAD



TYPICAL SECTION  
CR 525  
MP 2.9000 TO MP 6.342

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = 26,000  
 ESTIMATED OPENING YEAR = 2025 AADT = 30,000  
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000  
 K = 9% D = 57.9% T (24 HOUR) = 5.11%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- ( ) C1 : NATURAL ( ) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN ( ) C5 : URBAN CENTER
- (X) C3R : RESIDENTIAL ( ) C6 : URBAN CORE
- ( ) N/A : LA FACILITY

FUNCTIONAL CLASSIFICATION

- ( ) INTERSTATE ( ) MAJOR COLL.
- ( ) FREEWAY/EXPWY. ( ) MINOR COLL.
- ( ) PRINCIPAL ARTERIAL ( ) LOCAL
- (X) MINOR ARTERIAL

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- ( ) STATE HIGHWAY SYSTEM
- (X) OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE W/Service Roads
- (X) 3 - RESTRICTIVE W/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE W/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE W/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE W/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

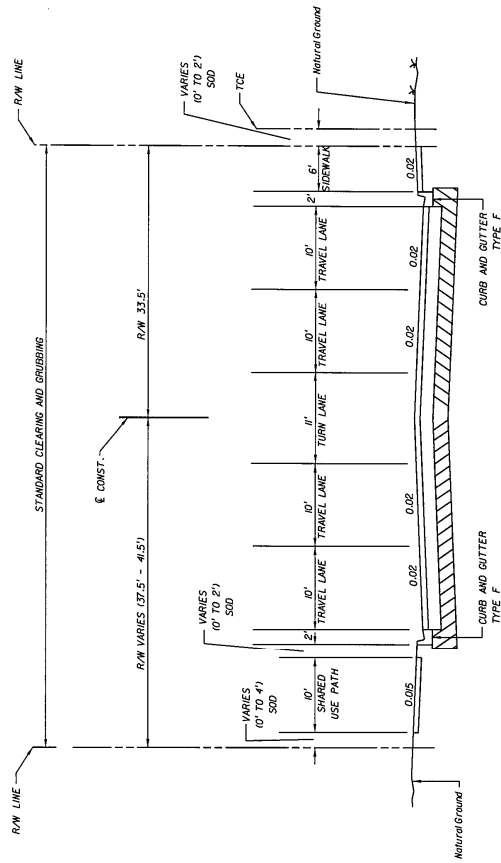
- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

7-FOOT BUFFERED BIKE LANES

FINANCIAL PROJECT ID	445415-1
SHEET NO.	2

**TYPICAL SECTION NO. 2  
NEPTUNE ROAD**



TYPICAL SECTION  
CR 525  
MP 6.342 TO MP 6.879

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 21,000  
 ESTIMATED OPENING YEAR = 2025 AADT = 23,000  
 ESTIMATED DESIGN YEAR = 2045 AADT = 27,000  
 K = 9% D = 57.9% T (24 HOUR) = 5.11%  
 DESIGN SPEED = 35 MPH  
 POSTED SPEED = 35 MPH

**PROJECT CONTROLS**

- CONTEXT CLASSIFICATION**
- ( ) C1 : NATURAL (X) C3C : SUBURBAN COMM.
  - ( ) C2 : RURAL ( ) C4 : URBAN GENERAL
  - ( ) C2T : RURAL TOWN ( ) C5 : URBAN CENTER
  - ( ) C3R : RESIDENTIAL ( ) C6 : URBAN CORE
  - ( ) N/A : LA FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE ( ) MAJOR COLL.
- ( ) FREEWAY/EXPWY. (X) MINOR COLL.
- ( ) PRINCIPAL ARTERIAL ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- ( ) STATE HIGHWAY SYSTEM
- ( ) OFF STATE HIGHWAY SYSTEM
- (X) RRR (ARTERIALS & COLLECTORS)

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE W/Service Roads
- ( ) 3 - RESTRICTIVE W/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE W/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE W/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE W/1320 ft. Signal Spacing
- (X) 7 - BOTH MEDIAN TYPES

**CRITERIA**

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

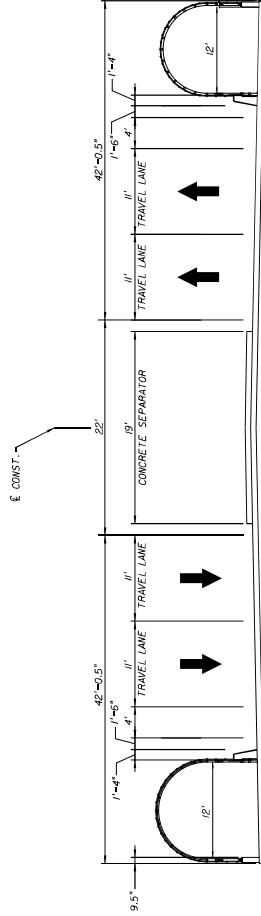
**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

7-FOOT BUFFERED BIKE LANES

FINANCIAL PROJECT ID	445415-1
SHEET NO.	3



TYPICAL SECTION NO. 4  
NEPTUNE ROAD



BRIDGE 924049  
MP 5.656 TO MP 5.672

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = 26,000  
 ESTIMATED OPENING YEAR = 2025 AADT = 30,000  
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000  
 K = 9% D = 57.9% T (24 HOUR) = 5.11%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1 : RURAL
- C2 : RURAL TOWN
- C3 : RESIDENTIAL
- C4 : SUBURBAN COMM.
- C5 : URBAN GENERAL CENTER
- C6 : URBAN CORE
- N/A : LA FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- FREeway/EXpwy.
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLL.
- MINOR COLL.
- LOCAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- STATE HIGHWAY SYSTEM
- OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- 1 - FREEWAY
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- 7 - BOTH MEDIAN TYPES

CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (LA FACILITIES)
- RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

7-FOOT BUFFERED BIKE LANES

FINANCIAL PROJECT ID	445415-1
SHEET NO.	5

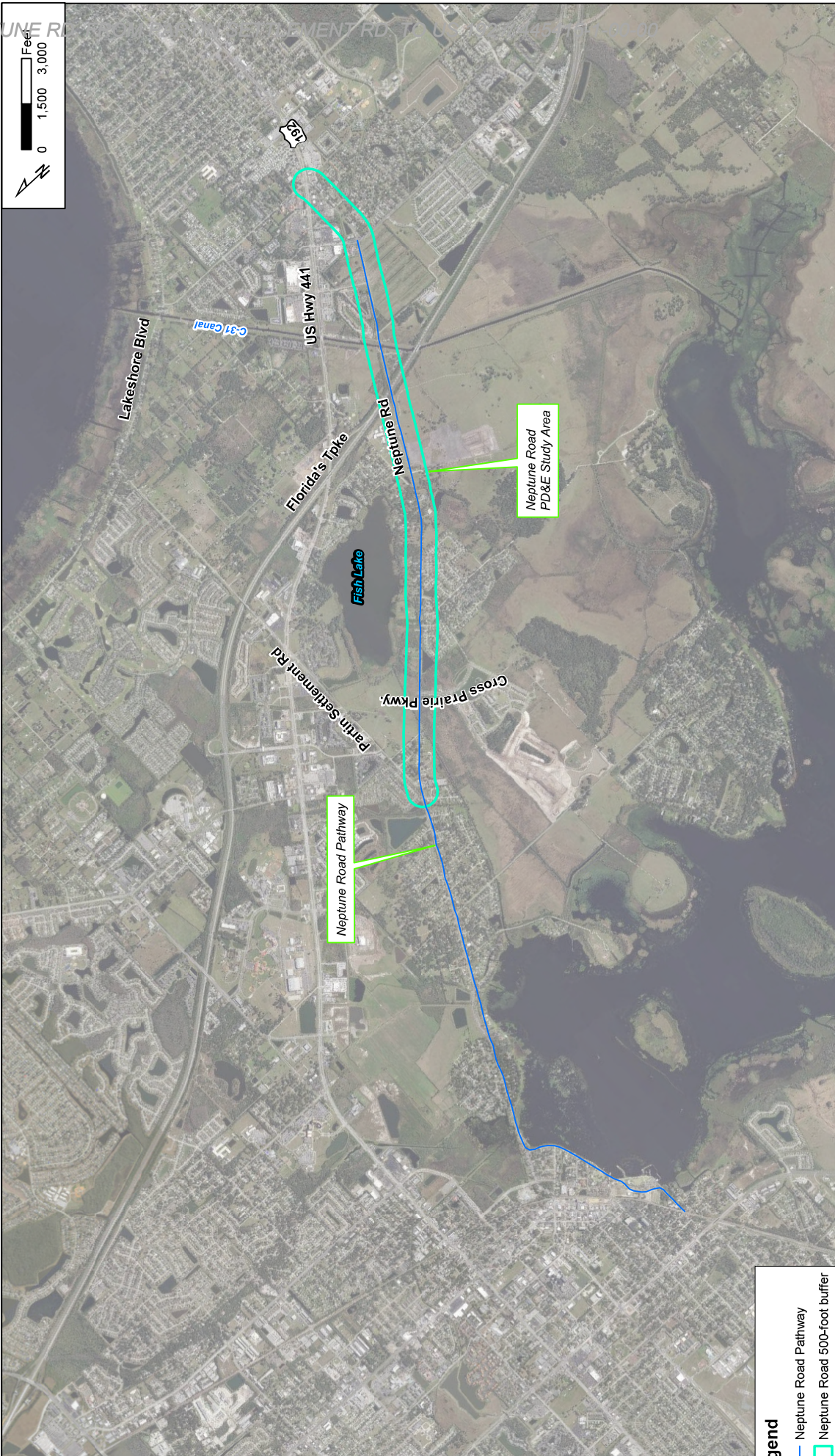
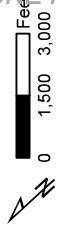
## **Neptune Road Pathway**

### Contents:

Neptune Road Pathway Map

Neptune Road Typical Sections





**Legend**

- Neptune Road Pathway
- Neptune Road 500-foot buffer

Source: SRP



**Neptune Road Pathway Map - Overall**  
**Neptune Road from Partin Settlement Road to US 192**  
**Project Development & Environment Study**  
**FPID: 445415-1**  
**Osceola County, Florida**

MAY 2019

1 inch = 3,000 feet

JOB NUMBER: 14924410

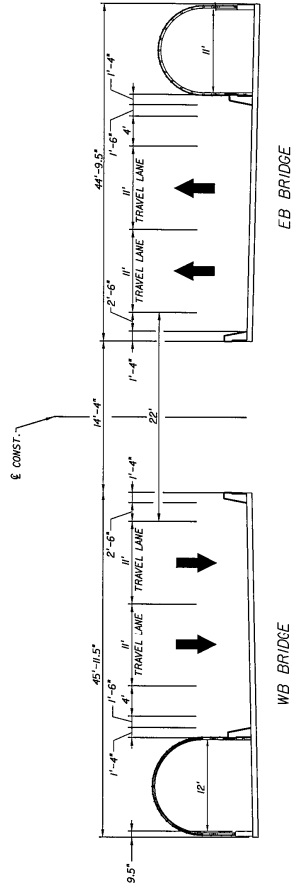
ATTACHMENT 2







TYPICAL SECTION NO. 3  
NEPTUNE ROAD



BRIDGE 920044  
MP 5.355 TO MP 5.417

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = 26,000  
 ESTIMATED OPENING YEAR = 2025 AADT = 30,000  
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000  
 K = 9% D = 57.9% T (24 HOUR) = 5.11%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- ( ) C1 : NATURAL ( ) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN ( ) C5 : URBAN CENTER
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FUNCTIONAL CLASSIFICATION

- ( ) INTERSTATE ( ) MAJOR COLL.
- ( ) FREEWAY/EXPWY. ( ) MINOR COLL.
- ( ) PRINCIPAL ARTERIAL ( ) LOCAL
- (X) MINOR ARTERIAL

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- ( ) STATE HIGHWAY SYSTEM
- (X) OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

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- ( ) 5 - RESTRICTIVE W/440 ft. Connection Spacing
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- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

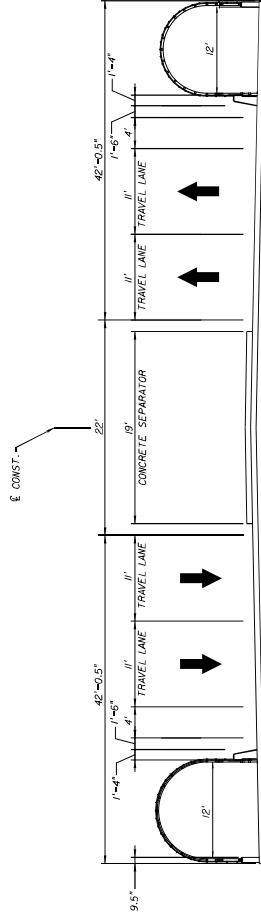
- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS  
RELATED TO TYPICAL SECTION:

7-FOOT BUFFERED BIKE LANES

FINANCIAL PROJECT ID	445415-1
SHEET NO.	4

TYPICAL SECTION NO. 4  
NEPTUNE ROAD



BRIDGE 924049  
MP 5.656 TO MP 5.672

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = 26,000  
 ESTIMATED OPENING YEAR = 2025 AADT = 30,000  
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000  
 K = 9% D = 57.9% T (24 HOUR) = 5.11%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1 : RURAL
- C2 : RURAL
- C3 : SUBURBAN COMM.
- C4 : URBAN GENERAL
- C5 : URBAN CENTER
- C6 : URBAN CORE
- N/A : LA FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- MAJOR COLL.
- FREEWAY/EXPIRY.
- MINOR COLL.
- PRINCIPAL ARTERIAL
- LOCAL
- MINOR ARTERIAL

HIGHWAY SYSTEM

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- STRATEGIC INTERMODAL SYSTEM
- STATE HIGHWAY SYSTEM
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ACCESS CLASSIFICATION

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CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (LA FACILITIES)
- RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

7-FOOT BUFFERED BIKE LANES

FINANCIAL PROJECT ID	445415-1
SHEET NO.	5

## **Neptune Middle School Sports Fields**

### **Contents:**

Map of all Neptune Rd 4f Resources

Neptune Middle School Sports Fields Map\_June 2020

Excerpts and Maps from Osceola Co Parks Master Plan Phase 1\_10-12-15

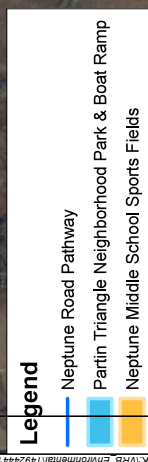
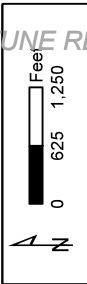
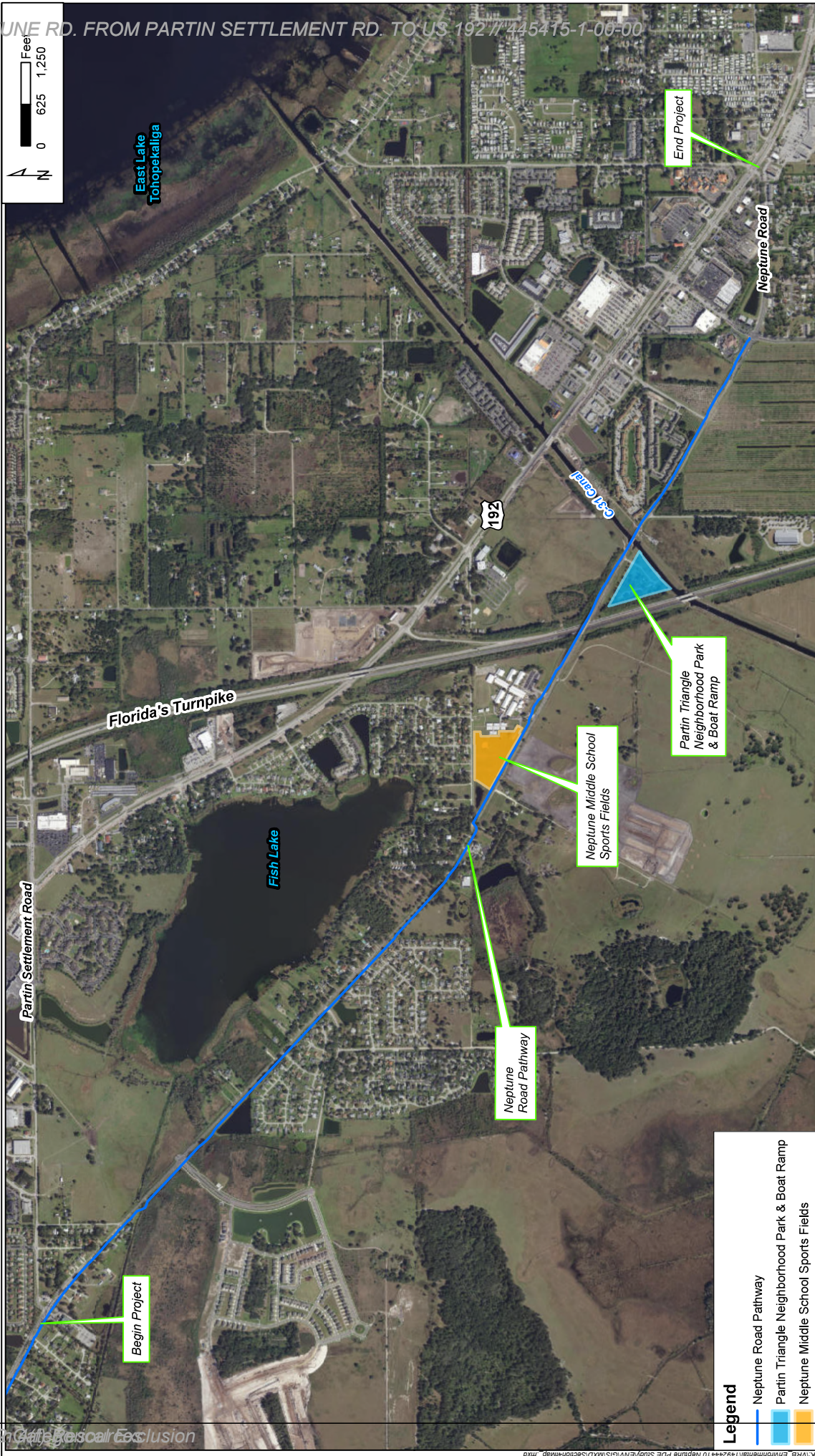
Neptune Rd Mtg Mins from 4-f Coordination with County

Neptune Middle School 4(f) De minimis Intent letter to OWJ\_9-5-19

Neptune Middle School 4(f) De minimis OWJ concurrence letter\_10-5-2020

Public Hearing info on Osceola Co Website showing Availablity for Pubic Comment





Section 4(f) Resources Map  
 Neptune Road from Partin Settlement Road to US 192  
 Project Development & Environment Study  
 FPID: 445415-1  
 Osceola County, Florida



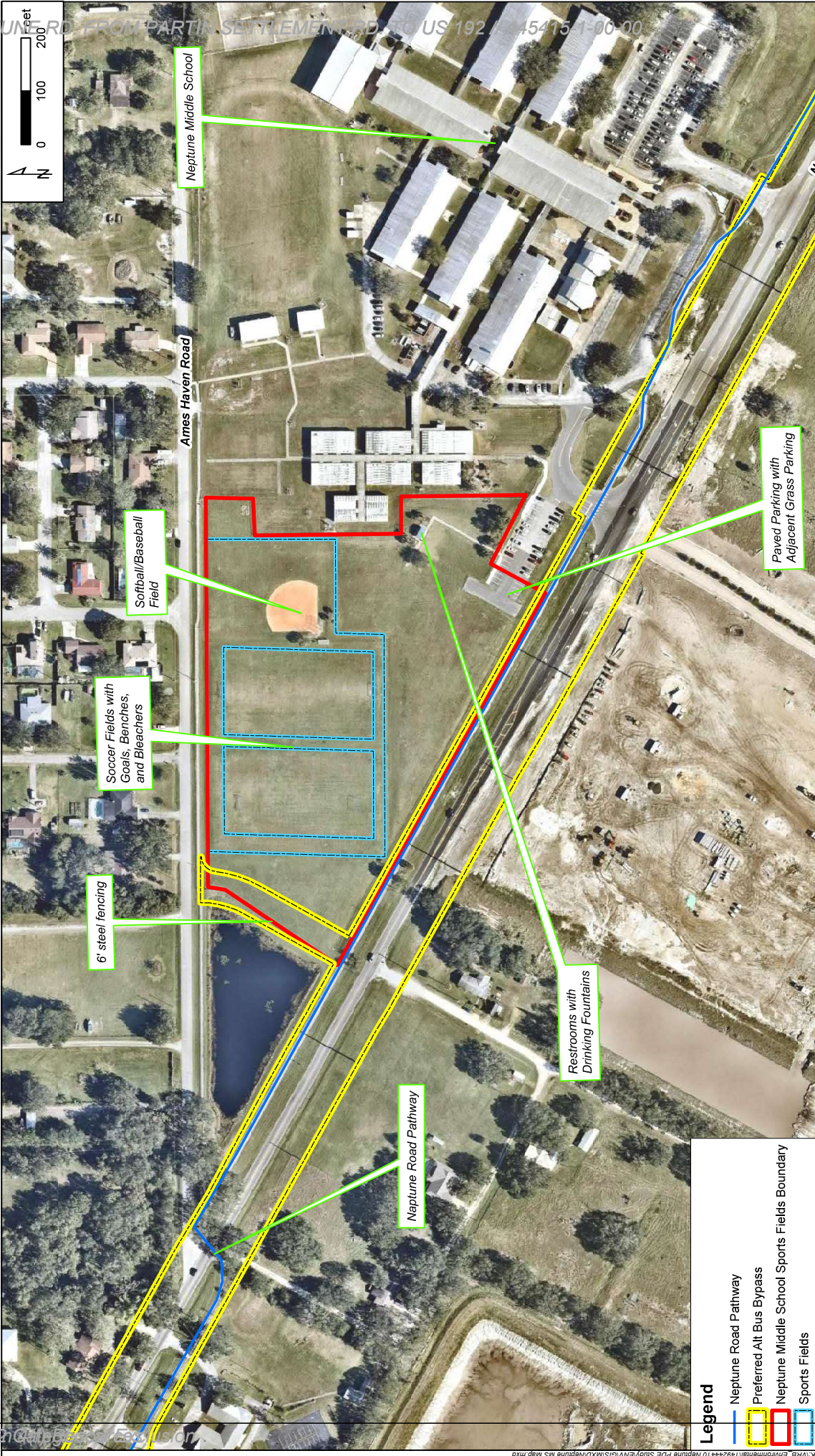
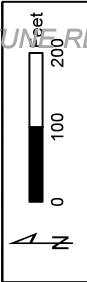
ATTACHMENT 2

JOB NUMBER: 14924410

MAY 2019

1 inch = 1,333 feet





- Legend**
- Neptune Road Pathway
  - Preferred All Bus Bypass
  - Neptune Middle School Sports Fields Boundary
  - Sports Fields

Source: aerial courtesy of MapTime

**Neptune Middle School Sports Fields Map**  
**Neptune Road from Partin Settlement Road to US 192**  
**Project Development & Environment Study**  
**FPID: 445415-1**

Osceola County, Florida

JUNE 2020

JOB NUMBER: 14924410

ATTACHMENT 4



1 inch = 167 feet





# Osceola County Parks Master Plan

Phase I  
October 12, 2015



# Parks Master Plan Phase I

Prepared for:



**David Tomek**

*Administrator Community  
Development*

**Susan Caswell**

*Assistant Administrator  
Community Development*

**Kerry Godwin**

*Director Planning & Design*

**Terry Johnson**

*Parks Manager*

**John Arend**

*Planner II Planning & Design*

**Mary Beth Salisbury**

*Director Community  
Resources*

**Robert Mindick**

*Public Lands Manager*

With the assistance of:



8010 Woodland Center Blvd.  
Suite 1200, Tampa, FL 33614

Phone: 813.882.4373

[www.wadetrim.com](http://www.wadetrim.com)





**Parks Master Plan - Phase I**

*Shared Use Facilities*

## Neptune Middle School

(Athletic Fields)  
(District 4)

<b>Location</b>	2727 Neptune Road, Kissimmee, FL 34744	
<b>Size</b>	11 acres	
<b>Park Category</b>	<i>Shared Use Facility</i>	
<b>Features</b>	Multi-purpose fields (4), soccer fields (2), softball/baseball practice field, benches, bleachers, drinking fountains, restrooms, grass and paved parking with ADA spaces, perimeter fencing, litter receptacles, no lighting	
<b>Rating</b>	<i>Function</i>	4
	<i>Maintenance</i>	3
<b>Comments</b>	Through an agreement with the Osceola County School District, the athletic fields are open for public use after 4 p.m. on weekdays and on weekends. The County maintains the athletic fields.	

Facility	Quantity	Activity	Amenity	Notes
Neepossee Community Center (area included in Park)	1	Food Service	Kitchen	Refrigerator, Microwave, Sink, No Ice Machine, No Warming Facilities
	1		Meeting Space	Accommodates +- 75 People
	1		Screened Porch	
	3	Picnicking	Picnic Tables	8' Wood and Galvanized Tables On Porch
	1		Restrooms	Ladies: 1Wc, 1 Hc Wc Men: 1Hc Wc, 1 Urn
	1		Drinking Fountain	
Neptune Middle School Sports Fields 11.0 Ac.				
	4	Multi-use	Goals	
	2	Soccer	Fields	
		Softball/ Baseball	Practice Field- not reg.	
	3		Benches	
	3		Bleachers	2 Sets @ Softball, 1 Set Soccer 5-Tier , No Cover
	1		Drinking fountains	At Restroom Building
	1		Restrooms	Ladies: 1 Hc Wc Men: 1 Hc Wc
	36		Parking spaces-paved	
	4HC		Parking space- HC paved	
			Parking- grass	Field Opened For Grass Parking
	1		Fence- 6' galv. chainlink	8' Chainlink Behind Softball At Road
	6		Trash cans- green metal	
Oak Island Conservation Area 38.11 Ac.				
Oren Brown Community Park 32 Ac.				
	1		In-field Practice Field	
	1	Soccer/ Football	Field	Musco Control Link
	1	Soccer/ Football	Field	
	3	Softball	Fields	Musco Contol Link
	3		Scoreboards @ softball	
	6		Bleachers	Covered Bleachers At Softball Fields
	5		Bleachers	Uncovered Bleachers At Soccer/Football
	2 sets		Soccer Goals	
	1 set		Soccer Goals	
	3		Covered scorekeeper box	
	3		Covered dugouts	
	1	Food Service	Concession stands	
				Ladies: 2 Wc ,No Hc, Handrails Only Men: 1 Wc, 1 Urn, No Hc, Handrails Only
	1		Restrooms	At Softball Field #2 and #3 Area
	1		Flagpole	At Softball Field #2 and #3 Area
	2		Drinking fountains	At Softball Field #2 and #3 Area
	75+		Parking spaces	No Designated Parking Or Accessible Spaces, Stabilized Base
	1		Picnic Pavilion	

## NEPTUNE ROAD PD&E MEETING SUMMARY

### Section (f) Coordination Meeting

Date: April 2, 2019  
 Location: Osceola County Conference Room #3168  
 Attendees:

Name	Agency/Title	Email Address
Robert Mindick	Osceola County /Director of Parks and Public Lands	<a href="mailto:Robert.Mindick@OSCEOLA.ORG">Robert.Mindick@OSCEOLA.ORG</a>
Joshua DeVries, AICP	Osceola County /Director of Planning/ Sr. Planner	<a href="mailto:Joshua.DeVries@Osceola.org">Joshua.DeVries@Osceola.org</a>
Conroy Jacobs, AICP, MPA	Osceola County Project Manager	<a href="mailto:Conroy.Jacobs@OSCEOLA.ORG">Conroy.Jacobs@OSCEOLA.ORG</a>
Clif Tate, P.E.	Kimley-Horn and Associates, Inc./Project Manager	<a href="mailto:Clif.tate@kimley-horn.com">Clif.tate@kimley-horn.com</a>
Lynn Kiefer	Kimley-Horn/Sr. Environmental Scientist	<a href="mailto:Lynn.kiefer@kimley-horn.com">Lynn.kiefer@kimley-horn.com</a>

The purpose of the meeting was to provide an overview of the current PD&E Study and alternatives being considered and to discuss the potential Section 4(f) resources. Clif Tate began with a brief overview of the project and alternatives and Lynn Kiefer had several questions for Mr. Mindick regarding the resources. There are three potential Section 4(f) resources along the corridor: Partin Triangle Neighborhood Park, Neptune Middle School Ball Fields and the Neptune Road Pathway. A determination of applicability is being prepared as part of the PD&E for FDOT review.

#### General Comments

- As part of the alternatives discussion, Clif discussed the location of the multi-use trail and the impacts that would occur. The proposed improvements, though, would enhance the multi-modal capacity of the road by reconstructing the existing multi-use trail (which travels on the north side of the road from Canoe Creek Road before crossing to the south side of the road near Ames Haven Road) and adding another multi-use trail on the other side of Neptune Road. Much of existing and planned residential development occurs south of the road. It was noted that during field reviews, the team has noted many bicyclists and pedestrians using the trail. It was acknowledged that the new trail constructed on the south side of the road will also enhance access to the Partin Triangle Neighborhood Park. Mr. Mindick commented that the children from Neptune Middle School often walk from school to the Park after school.
- Alternative 1 widens the road primarily to the north and Alternative 2 widens the road primarily to the south. There are some variations on the typical section for different segments of the roadway and this was explained.
- Mr. Mindick confirmed that the Osceola County Parks Master Plan Phase I dated October 12, 2015 is a good source for information on the amenities of the park and middle school fields.
- A draft Statement of Significance letter was provided and discussed. A digital copy of the letter would be provided to Mr. Mindick for use in drafting a response as to the significance of the resources. It was discussed that each of these resources are important to the community and provide a variety of recreational activities.

### Neptune Road Pathway

- This trail is referenced under several different names in literature – Bill Johnston Memorial Pathway, Neptune Road Pathway, Old Canoe Creek Connector Trail, and Neptune Recreational Pathway. The official name is Neptune Road Pathway. It is noted that the trail is still signed Bill Johnston Memorial Pathway because the county has not yet revised the signage.
- The literature and some maps show this trail as part of the Florida Scenic Trail and a map from the Florida Trails GIS data was discussed. Mr. Mindick confirmed that this trail is in the corridor of interest but is not part of the Florida Scenic Trail. The location of the Florida Scenic Trail is subject to change. It is not expected that this segment of trail will ever be part of the Florida Scenic Trail. Dale Allan with Florida Greenways and Trails Foundation would have information on the status of the Florida Trail.

### Partin Triangle Neighborhood Park

- Access: A dedicated left turn lane is proposed, but the existing right turn lane is not proposed in the current concept. Mr. Mindick requested consideration to include the right turn lane. However, it is likely that the volumes do not meet warrants for a dedicated right turn. Mr. Mindick mentioned that the maintenance vehicles are generally towing a trailer and there have been several accidents when the maintenance vehicle slows to turn into a facility. This will be considered further.
- Usage: There are no formal visitation records for the park, but this park has numerous amenities and is one of the most popular neighborhood parks. In summer time usage is higher particularly with kids. Week days usage is generally greater in the morning and early evening. Weekend usage is all day. Mr. Mindick mentioned that this park is unique as it draws people from a broader area including both Kissimmee and St. Cloud.
- Ownership: Most of the park where the amenities have been constructed is owned by the County. There are parcels along the C-31 canal that are privately owned, but still considered part of the park. The County is working with the owners to clean up all the ownerships/agreements.
- The proposed improvements do not require right-of-way from the park or impact any park amenities.
- Mr. Mindick asked about construction staging as the County would discourage staging of construction equipment in the park. A commitment will be added to the PD&E that prohibits construction staging in the park.
- Due to pending annexations, it is anticipated that the City of St. Cloud will take over maintenance of this park, but there is no time certain when this could occur.
- To the County's knowledge, the park was not acquired with or improved with funds from the Land and Water Conservation Act (Section 6(f)). Susan Gosslin or Rick Baird would be the contact for the boat ramp area.
- Planned improvements: Contact Susan Gosslin or Rick Baird regarding any planned improvements to the boat ramp area. There are no current planned improvements for the remainder of the park.
- Hours of Operation: Confirmed park is open to the public during daylight hours seven days a week.
- There are no special events held at the park.
- SFWMD can access the canal through the park, but they have access north of the park from SFWMD canal right-of-way.

- Unusual circumstances that limit or enhance the value of the resource were discussed. It was confirmed that the number of amenities and the water access enhances the value of this park and the size (approximately 5 acres) is a limitation.

#### Neptune Middle School Ballfields

- The ball fields are owned by the Osceola County School District but managed through an agreement with the County Parks and Recreation Department. Mr. Mindick indicated that Jeff Ball, School District should have a copy of agreement. It was discussed that Josh could reach out to Mr. Ball for a copy.
- The limits of the property managed by Parks and Recreation was discussed. They manage the open soccer, multipurpose and baseball/softball fields and the restroom. They do not manage the lake at the northwest end of the school property.
- The proposed improvements require right-of-way from the school property, but there are no impacts to the sports fields, parking, restrooms or access.
- Access: The current access to the school will be maintained.
- Visitation: Visitation records are not kept for the fields.
- The Parks and Recreation Department does not hold any special events. The school may hold events.
- Hours of Operation: after 4 p.m. weekdays and on weekends.
- There are no planned improvements for the ball fields.

**This summary serves to document this meeting. If anyone wishes to modify or append to this account, please contact Lynn Kiefer either by phone at 772-794-4075 or by email at [lynn.kiefer@kimley-horn.com](mailto:lynn.kiefer@kimley-horn.com).**

cc: Attendees  
Fred Burkett, P.E. Kimley-Horn  
Amanda Black, Kimley-Horn  
Tori Bacheler, Kimley-Horn



# Transportation & Transit Department



November 15, 2019

Mr. Robert Mindick  
Osceola County Director of Parks and Public Lands  
Osceola County Government  
1 Courthouse Square, Suite 1100  
Kissimmee, FL 34741

**Tawny Olore, PE**  
Executive Director

Subject: Neptune Middle School – Intent to Pursue a Section 4(f) *de minimis*  
Impact Determination  
Neptune Road Project Development & Environment Study  
From Partin Settlement Road to US 192  
FM Number: 445415-1  
ETDM Number: 14402  
County: Osceola

**Joshua DeVries, AICP**  
Transportation Planning

Dear Mr. Mindick:

**Kathy Lee, PE**  
Traffic Engineering

As we have discussed previously, the widening of Neptune Road from Partin Settlement Road to US 192 will require right-of-way (R/W) along the frontage of the Neptune Middle School within the approximately 11-acre Neptune Middle School Sports Fields parcel. The widening requires approximately 0.79 acres or approximately 7% of the Sports Fields parcel. This impact does not impact the parking, restrooms or existing baseball, soccer or multi-use fields. The impacts occur only to the existing fence and mowed grass areas adjacent to the existing Neptune Road. As discussed, access will remain open to this area throughout construction and the fencing will be replaced.

**Todd Hudson, PE**  
Transportation Engineering

**Rene LaPorte**  
Construction

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. Section 4(f) pertains to the protection of public resource lands such as parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance. The use of a Section 4(f) resource may not be approved unless it is first determined that the use of the property will have *de minimis* impact on the property, per 23 CFR 774.3. Once it has been determined that no feasible and prudent avoidance alternative exists, minimization efforts to reduce the impact to a Section 4(f) property should be pursued.

**Gary Yeager**  
Traffic Operations

The Osceola County project team has evaluated alternatives for widening Neptune Road that minimizes impacts on the natural, physical, social and cultural environment. The minor R/W acquisition is the minimum needed to construct the proposed improvements. Coordination on potential impacts occurred during our April 2, 2019 meeting to discuss the project and during subsequent informal meetings throughout the PD&E Study. Based on this coordination, it has been determined that the project improvements will have no impact to the existing activities, features, and attributes of the Neptune Middle School Sports Fields, and will not interfere with the primary functions of the park. Though this is a permanent impact, this impact does not contain activities, features, or attributes (e.g., ball fields, picnic areas, parking, restrooms, multi-use fields, etc.) enjoyed by the community. Also, there will



be no material alteration or effect on its current or future use, as the impacted portion of the park is located adjacent to the existing roadway where there are no existing or planned facilities.

Based on the assessment conducted during this study, the Florida Department of Transportation's Office of Environmental Management (OEM) intends to make a determination that the impact to the park property is *de minimis*. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying the park, recreation area, or refuge for protection under Section 4(f). In order for the FDOT's OEM to make a final Section 4(f) *de minimis* finding, written concurrence is required from the official with jurisdiction over the impacted resource that the project (including all measures to mitigate and minimize harm) will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f) [23CFR § 774.5(b)(2) and 23 CFR § 774.17].

To acknowledge that you have been notified of the intent to apply the Section 4(f) *de minimis* finding; and that the 0.79 acre conversion of this approximately 11 acre park property to transportation use is acceptable; and to acknowledge your agreement that the activities, features, and attributes of the park will not be adversely affected, please provide concurrence in the signature block provided below and return the signed copy to me.

If you should have any further questions or comments, please contact me at (407) 742-7813 or Joshua.DeVries@Osceola.org.

Sincerely yours,

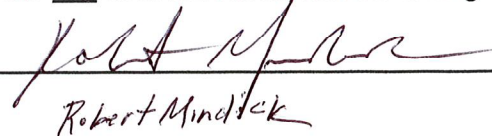


Joshua DeVries, AICP  
Department of Transportation and Transit - Osceola County

cc: Lynn Kiefer, Kimley-Horn and Associates, Inc.  
Conroy Jacobs, AICP, MPA  
Clif Tate, P.E. Kimley-Horn  
David Graeber, P.E., FDOT, D5

Osceola County, Parks and Public Lands

concur/  does not concur with the findings and recommendations contained in this cover letter.

Is/  Date 11/15/19  
Robert Mindick

# Transportation & Transit Department



October 5, 2020

Mr. Robert Mindick  
Osceola County Director of Parks and Public Lands  
Osceola County Government  
1 Courthouse Square, Suite 1100  
Kissimmee, FL 34741

Re: Neptune Middle School – Intent to Pursue a Section 4(f) *de minimis* Impact Determination  
Neptune Road Project Development & Environment Study  
From Partin Settlement Road to US 192  
FM Number: 445415-1  
ETDM Number: 14402  
County: Osceola

**Tawny Olore, PE**  
Executive Director

**Joshua DeVries, AICP**  
Transportation Planning

**Kathy Lee, PE**  
Traffic Operations

**Todd Hudson, PE**  
Transportation Engineering

**Rene LaPorte**  
Construction

**Gary Yeager**  
Traffic Services

Dear Mr. Mindick:

As we have discussed previously, the widening of Neptune Road from Partin Settlement Road to US 192 will require right-of-way (R/W) along the frontage of the Neptune Middle School. The proposed improvements to Neptune Road require approximately 0.17 acres of R/W from the Neptune Middle School Sports Fields Boundary along the existing Neptune Road. Through coordination with the Neptune Middle School, it was determined that the school desires to relocate school bus service from the current signalized connection to Neptune Road in the front of the school, to the back of the school via Ames Haven Road. The school requested that the Neptune Road improvement project include relocating Ames Haven Road to intersect Neptune Road opposite of Breezewood Street, which will provide additional connectivity with the Tohoqua Development. The expectation is that this intersection will become signalized in the future, supporting bus access via Ames Haven Road. To minimize the impacts, the relocation of Ames Haven Road is proposed to be a "T" intersection as illustrated in the attached map. The relocation of Ames Haven Road requires approximately 0.29 acres of R/W from the Neptune Middle School Sports Fields Boundary.

The acquisition of this R/W (total of approximately 0.46 acres) is the minimum necessary to construct the proposed improvements. The total R/W needed represents approximately five percent of the approximately 8.5-acre Neptune Middle School Sports Fields Boundary. The impact is permanent but does not impact any of the existing features, attributes or facilities of the facility (parking, restroom, multi-use field, soccer field, baseball field etc.). The impacts occur only to the existing fence and mowed grass areas adjacent to the existing Neptune Road and adjacent to an existing stormwater pond. As discussed, access will remain open to this area throughout construction and the fencing will be replaced.

## Transportation & Transit Department

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. Section 4(f) pertains to the protection of public resource lands such as parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance. The use of a Section 4(f) resource may not be approved unless it is first determined that the use of the property will have *de minimis* impact on the property, per 23 CFR 774.3. Once it has been determined that no feasible and prudent avoidance alternative exists, minimization efforts to reduce the impact to a Section 4(f) property should be pursued.

The Osceola County project team has evaluated alternatives for widening Neptune Road that minimizes impacts on the natural, physical, social and cultural environment. The minor R/W acquisition is the minimum needed to construct the proposed improvements. Coordination on potential impacts occurred during our April 2, 2019 meeting to discuss the project and during subsequent informal meetings throughout the PD&E Study. Based on this coordination, it has been determined that the project improvements will have no impact to the existing activities, features, and attributes of the Neptune Middle School Sports Fields, and will not interfere with the primary functions of the park. Though this is a permanent impact, this impact does not contain activities, features, or attributes (e.g., ball fields, picnic areas, parking, restrooms, multi-use fields, etc.) enjoyed by the community. Also, there will be no material alteration or effect on its current or future use, as the impacted portion of the park is located adjacent to the existing roadway where there are no existing or planned facilities.

Based on the assessment conducted during this study, the Florida Department of Transportation's Office of Environmental Management (OEM) intends to make a determination that the impact to the park property is *de minimis*. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying the park, recreation area, or refuge for protection under Section 4(f). In order for the FDOT's OEM to make a final Section 4(f) *de minimis* finding, written concurrence is required from the official with jurisdiction over the impacted resource that the project (including all measures to mitigate and minimize harm) will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f) [23CFR § 774.5(b)(2) and 23 CFR § 774.17].

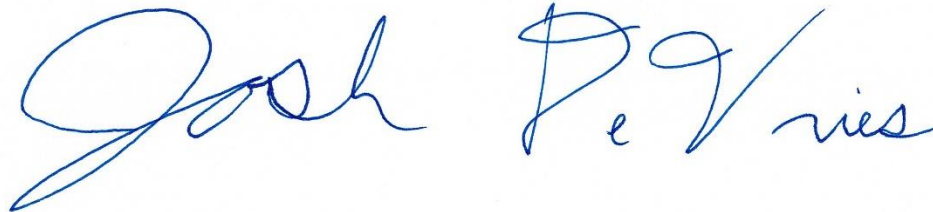
To acknowledge that you have been notified of the intent to apply the Section 4(f) *de minimis* finding; and that the 0.46 acre conversion of this approximately 8.5 acre park property to transportation use is acceptable; and to acknowledge your agreement that the activities, features, and attributes of the park will not be adversely affected, please provide concurrence in the signature block provided below and return the signed copy to me.

### Osceola County

## Transportation & Transit Department

If you should have any further questions or comments, please contact me at (407) 742-7813 or [Joshua.DeVries@Osceola.org](mailto:Joshua.DeVries@Osceola.org).

Sincerely,



Joshua DeVries, AICP  
Department of Transportation and Transit - Osceola County

cc: Sarah Johnson, Kimley-Horn and Associates, Inc.  
Clif Tate, P.E. Kimley-Horn  
David Graeber, P.E., FDOT, D5

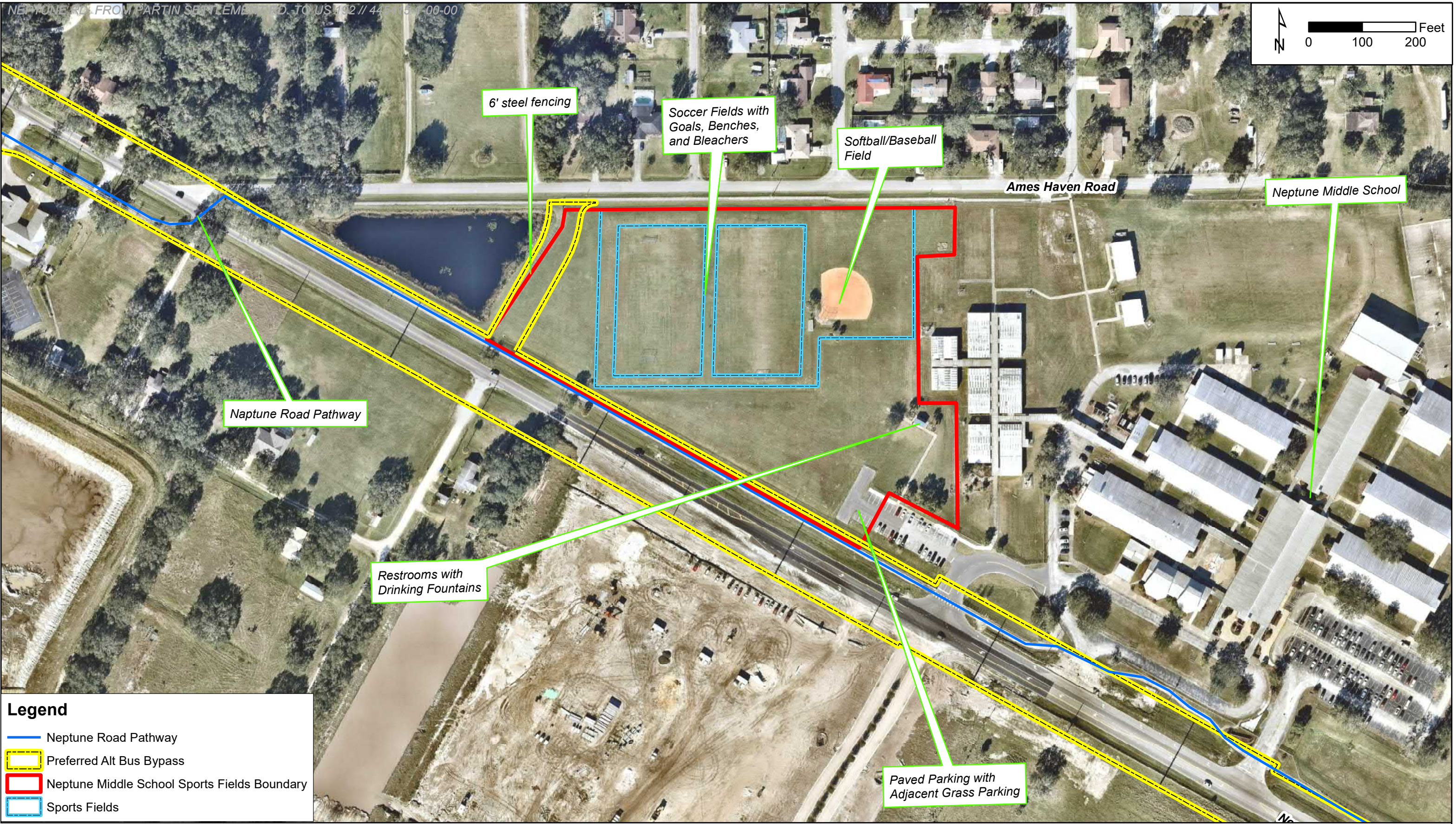
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Osceola County, Parks and Public Lands

X  concur/  does not concur with the findings and recommendations contained in this cover letter.

/s/ Robert Mindick Date 10/5/2020





**Legend**

- Neptune Road Pathway
- Preferred Alt Bus Bypass
- Neptune Middle School Sports Fields Boundary
- Sports Fields

Source: Aerial courtesy of NearMap



**Neptune Middle School Sports Fields Map**  
**Neptune Road from Partin Settlement Road to US 192**  
**Project Development & Environment Study**  
**FPID: 445415-1**  
**Osceola County, Florida**



<https://www.improveneptuneroad.com/>

BOARD MEETINGS
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## Neptune Road Improvements

from Partin Settlement Road to US 192

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## Neptune Road Improvements Public Hearing

For more information visit [www.improveneptuneroad.com](http://www.improveneptuneroad.com)

Section 4(f) – Parks and Recreation

- Neptune Road Pathway
  - Effect is relocation of the trail within the roadway right-of-way
  - Determination is "Exception"
- Partin Triangle Park
  - Effect is no right-of-way is required to construct the recommended preferred alternative
  - Determination is "No-Use"
- Neptune Middle School Sports Fields
  - Effect is 0.48 acres of additional right-of-way will be acquired from the Neptune Middle School Sports Fields parcel
  - Proposed determination is "de minimis Section 4(f)"

© Neptune Road Improvements from Partin Settlement Road to US 192

Agency/Department	Transportation and Transit
Start	September 24, 2020 6:00 pm
End	September 24, 2020 8:00 pm
Location	Telephonic/Osceola Heritage Park Events Center St. Cloud Room, 1901 Chief Osceola Trail, Kissimmee, FL 34744

### Details

**6:00 pm to 6:45 pm** - Open House (in-person only)  
**6:45 pm** - Formal Presentation and Public Comment

Osceola County invites you to a public hearing regarding Neptune Road, from Partin Settlement Road to US 192 on Thursday, September 24, 2020, beginning at 6:00 pm. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

The proposed project improves the existing 2-lane roadway to a 4-lane roadway with bicycle and pedestrian facilities. The public hearing is being held to present information and obtain public input.

Osceola County is offering two ways for the community to participate in the public hearing. Interested persons may join the Virtual Public Hearing (VPH) from a computer, tablet or cell phone. Or, they may participate in person by going to the Osceola Heritage Park Events Center (location above). All participants, regardless of platform they choose, will participate in the same live public hearing.

**Latest Activities**

Volume 3, September 2020 Newsletters Added (English & Español)

Haga Clic Aquí Para el Boletín en Español

**Public Hearing**

Click here to view information about the Virtual Public Hearing held on September 24, 2020

Neptune Rd & Pa...  
View larger map

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### Project Description

Osceola County is evaluating improving a 3.9-mile segment of Neptune Road, from Partin Settlement Road to US 192. This Project Development and Environment (PDE) Study is evaluating various alternative improvements and their impacts to the physical, natural, social, and cultural environments.



The Virtual Public Hearing was held on Thursday, September 24, 2020.

Section 4(f) – Parks and Recreation

- Neptune Road Pathway
  - Effect is relocation of the trail within the roadway right-of-way
  - Determination is "Exception"
- Partin Triangle Park
  - Effect is no right-of-way is required to construct the recommended preferred alternative
  - Determination is "No-Use"
- Neptune Middle School Sports Fields
  - Effect is 0.48 acres of additional right-of-way will be acquired from the Neptune Middle School Sports Fields parcel
  - Proposed determination is "de minimis Section 4(f)"

© Neptune Road Improvements from Partin Settlement Road to US 192

Click here to view information about the Virtual Public Hearing held on September 24, 2020

## **Natural Resources Appendix**

### **Contents:**

Sole Source Aquifer Coordination Letter

USFWS Species Concurrence Letter



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

**JAN 22 2020**

Mr. William G. Walsh  
Environmental Manager  
Florida Department of Transportation, District 5  
1000 North West 111<sup>th</sup> Avenue  
Miami, Florida 33172

Subject: Sole Source Aquifer Review/Concurrence for Neptune Road widening from Partin Settlement Road to US 192.

Dear Mr. Walsh:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) December 20, 2019 request to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

The Neptune Road widening from Partin Settlement Road to US 192 project (Project) has been determined to lie **inside** the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed and/or construction dewatering is undertaken. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
  - a. Section 6 – Control of Materials
  - b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
  - c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. <https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf>

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all



Federal, State, and local government permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.  
<http://www.dep.state.fl.us/swapp/Default.htm>

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or [Rafi.Khurram@epa.gov](mailto:Rafi.Khurram@epa.gov) or Mr. Larry Cole at 404-562-9474 or [Cole.Larry@epa.gov](mailto:Cole.Larry@epa.gov).

Sincerely,



Alanna M. Conley, Chief  
Groundwater, UIC and GIS Section  
Safe Drinking Water Branch  
EPA, Region 4, Atlanta, GA



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

March 25, 2020

Ms. Roxanna Hinzman, Field Office Supervisor  
U. S. Fish and Wildlife Service  
South Florida Ecological Services Office  
1339 20<sup>th</sup> Street  
Vero Beach, FL 32960



U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960  
772-562-3909 Fax 772-562-4288


FWS Log No. 04EF2000-2019-I-1085

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

Attention: Mr. John Wrublik, Fish and Wildlife

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

RE: Request for Section 7 Informal Consult:  
Neptune Road, from Partin Settlement I  
and Environment Study (Osceola Count  
Financial Management No. 445415-1

  
Roxanna Hinzman, Field Supervisor 7/31/2020  
Date

The Osceola County Department of Transportation and Transit, in conjunction with the Florida Department of Transportation (FDOT), District Five, is conducting a Project Development and Environment (PD&E) Study for the widening of Neptune Road, from Partin Settlement Road to US 192. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. Based upon the individual species effects determinations (described below) that resulted from this evaluation, informal consultation with the U.S. Fish and Wildlife Service (USFWS) for potential impacts is required.

The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat and no documented occurrences for the following species within the study area: Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Picoides borealis*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Lake Wales Ridge plants – beautiful pawpaw (*Deeringothamnus pulchellus*), Britton’s beargrass (*Nolina brittoniana*), Florida blazing star (*Liatris ohlingerae*), Florida bonamia (*Bonamia grandiflora*), Lewton’s polygala (*Polygala lewtonii*), Paper-like nailwort (*Paronychia chartacea ssp. chartacea*), pygmy fringe tree (*Chionanthus pygmaeus*), scrub buckwheat (*Eriogonum longifolium var. gnaphalifolium*), scrub lupine (*Lupinus aridorum*), short-leaved rosemary (*Conradina brevifolia*), sandlace (*Polygonella myriophylla*), Carter’s mustard (*Warea carteri*), and wide-leaf warea (*Warea amplexifolia*).

There are three federally protected species that have the potential to occur within the project area. These species, and their associated effects determinations, are discussed below:

**Crested caracara (*Caracara cheriway*)** - Suitable habitat was documented within the study area during the November 30, 2018 site visit. Based on this site visit, three survey stations were established within the study area. Crested caracara surveys were conducted January through April 2019. Suitable habitats for the crested caracara within the project study area were surveyed



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

July 27, 2020

Ms. Roxanna Hinzman, Field Office Supervisor  
U. S. Fish and Wildlife Service  
South Florida Ecological Services Office  
1339 20<sup>th</sup> Street  
Vero Beach, FL 32960

Attention: Mr. John Wrublik, Fish and Wildlife Biologist

RE: Request for Section 7 Informal Consultation  
Neptune Road, from Partin Settlement Road to US 192, Widening Project Development  
and Environment Study (Osceola County)  
Financial Management No. 445415-1

The Osceola County Department of Transportation and Transit, in conjunction with the Florida Department of Transportation (FDOT), District Five, is conducting a Project Development and Environment (PD&E) Study for the widening of Neptune Road, from Partin Settlement Road to US 192. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess the project for its impacts to wetlands and protected species. Based upon the individual species effects determinations that resulted from this evaluation, informal consultation with the U.S. Fish and Wildlife Service (USFWS) for potential impacts is required.

Informal consultation was originally initiated on March 25, 2020. FDOT received a request for additional information on March 26<sup>th</sup>, 2020. As a result of subsequent discussions with the USFWS, surveys for the Florida bonneted bat and a biomass analysis for wood stork foraging habitat were performed. The amended NRE is now being submitted to continue consultation.

The study area is either partially or wholly within several consultation areas, however, there is no suitable habitat and no documented occurrences for the following species within the study area: Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Picoides borealis*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Lake Wales Ridge plants – beautiful pawpaw (*Deeringothamnus pulchellus*), Britton's beargrass (*Nolina brittoniana*), Florida blazing star (*Liatris ohlingerae*), Florida bonamia (*Bonamia grandiflora*), Lewton's polygala (*Polygala lewtonii*), Paper-like nailwort (*Paronychia chartacea ssp. chartacea*), pygmy fringe tree (*Chionanthus pygmaeus*), scrub buckwheat (*Eriogonum longifolium var. gnaphalifolium*), scrub lupine (*Lupinus aridorum*), short-leaved rosemary (*Conradina brevifolia*), sandlace (*Polygonella myriophylla*), Carter's mustard (*Warea carteri*), and wide-leaf warea (*Warea amplexifolia*).

There are four federally protected species that have the potential to occur within the project area.

These species, and their associated effects determinations, are discussed below:

**Crested caracara (*Caracara cheriway*)** - Suitable habitat was documented within the study area during the November 30, 2018 site visit. Based on this site visit, three survey stations were established within the study area. Crested caracara surveys were conducted January through April 2019. Suitable habitats for the crested caracara within the project study area were surveyed in accordance with the USFWS Crested Caracara Survey Protocol (USFWS, 2016). No caracaras were observed during the survey. However, due to the presence of suitable habitat, this project qualifies for a *may affect, not likely to adversely affect* determination.

**Eastern indigo snake (*Drymarchon couperi*)** - Habitat for this species is limited within the study area and no indigo snakes were observed during field reconnaissance. Additionally, no gopher tortoise burrows were observed within the study area. Much of the project is taking place within previously disturbed right-of-way and no alternative will have more than 25 acres of impact to eastern indigo snake habitat. Additionally, the *Standard Protection Measures for the Eastern Indigo Snake* will be implemented during construction to minimize potential impacts to this snake. Therefore, according to the *Eastern Indigo Snake Programmatic Effect Determination Key (South Florida) – Revised July 2017*, this project qualifies for a *may affect, not likely to adversely affect* determination.

**Wood stork (*Mycteria americana*)** – Minimal foraging habitat for this species in the shallow surface waters and stormwater ponds is present but no nesting habitat or wood storks were observed. The project will impact greater than 0.50 acres of suitable foraging habitat (SFH) and is within the core foraging area of a colony site. Mitigation will be provided for lost SFH by creation of stormwater ponds. Using this information, along with the *South Florida Wood Stork Effect Determination Key (May 2010)* it was determined that this project qualifies for a *may affect, not likely to adversely affect* determination.

**Florida bonneted bat (*Eumops floridanus*)**- Suitable foraging and roosting habitat for this species is located within the project area. Acoustic and roost surveys were performed in accordance with the USFWS established protocol. No bonneted bats were detected by either survey method. Using the effect determination key, sequence 1a-2a-3b-6b, the project was determined to have *no effect* on this species.

We ask that USFWS review the enclosed, revised NRE for this project and provide concurrence with FDOT's determinations for these species. We appreciate the coordination effort and input already provided and look forward to continued consultation on this project. If you have any questions, feel free to contact either David Graeber at (386) 943-5182, [david.graeber@dot.state.fl.us](mailto:david.graeber@dot.state.fl.us) or me at (386) 943-5411, [william.walsh@dot.state.fl.us](mailto:william.walsh@dot.state.fl.us) at your convenience. Thank you for your assistance with this project.

Sincerely,

DocuSigned by:  


31B93B7DE97B485...  
William G. Walsh

Environmental Manager  
FDOT, District Five



## Johnson, Sarah

---

**From:** Chasez, Heather <Heather.Chasez@dot.state.fl.us>  
**Sent:** Monday, January 4, 2021 10:27 AM  
**To:** Johnson, Sarah  
**Subject:** FW: [EXTERNAL] Neptune Road Informal Consultation

**Categories:** External

Please see below

*Heather Chasez*  
Environmental Specialist IV  
Project Compliance Coordinator  
FDOT District Five  
719 S. Woodland Blvd.  
DeLand, FL 32720  
Phone: (386) 943-5393

---

**From:** Wrublik, John <john\_wrublik@fws.gov>  
**Sent:** Monday, January 04, 2021 10:25 AM  
**To:** Chasez, Heather <Heather.Chasez@dot.state.fl.us>  
**Subject:** Re: [EXTERNAL] Neptune Road Informal Consultation

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

Heather,

The concurrence sticker that was attached pertains to any and all federally listed species, so yes it covers the Florida bonneted bat (FBB). For future reference, the FDOT can also obtain concurrence for may affect, not likely to adversely affect determinations with respect to the FBB for future projects, with the use of our FBB consultation key ([https://www.fws.gov/verobeach/ProgrammaticPDFs/20191022\\_letter\\_ServicetoCorps\\_FBB-ProgrammaticKey.pdf](https://www.fws.gov/verobeach/ProgrammaticPDFs/20191022_letter_ServicetoCorps_FBB-ProgrammaticKey.pdf)), provided the project meets the criteria in the key.

John  
John M. Wrublik  
U.S. Fish and Wildlife Service  
1339 20th Street  
Vero Beach, Florida 32960  
Office: (772) 469-4282  
Fax: (772) 562-4288  
email: [John\\_Wrublik@fws.gov](mailto:John_Wrublik@fws.gov)

**NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.**

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**From:** Chasez, Heather <[Heather.Chasez@dot.state.fl.us](mailto:Heather.Chasez@dot.state.fl.us)>  
**Sent:** Monday, January 4, 2021 8:17 AM  
**To:** Wrublik, John <[john\\_wrublik@fws.gov](mailto:john_wrublik@fws.gov)>  
**Cc:** Johnson, Sarah <[sarah.johnson@kimley-horn.com](mailto:sarah.johnson@kimley-horn.com)>  
**Subject:** [EXTERNAL] Neptune Road Informal Consultation

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Hello John,

I hope you had a nice holiday. We noticed today that the concurrence sticker you sent was on the original March transmittal letter, which did not contain the FBB information, instead of the July letter that did contain that species. Can you please verify that the concurrence also pertains to the FBB effect determination?

Thank you,

*Heather Chasez*  
Environmental Specialist IV  
Project Compliance Coordinator  
FDOT District Five  
719 S. Woodland Blvd.  
DeLand, FL 32720  
Phone: (386) 943-5393

## **Public Involvement Appendix**

### **Contents:**

Public Hearing Certification and Transcript

FLORIDA DEPARTMENT OF TRANSPORTATION  
**PUBLIC HEARING CERTIFICATION**

**Neptune Road**

**Project Development and Environment (PD&E) Study**

**from Partin Settlement Road to US 192**

**Osceola County, Florida**

**Financial Management No.: 445415-1**

I certify that a public hearing was conducted on September 24, 2020, beginning at 6:45 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.

Josh P. Vries  
(Name)

11/10/20  
Date

Director of Planning / Senior Planner  
(Title of Osceola County Representative)



**NEPTUNE ROAD IMPROVEMENTS FROM PARTIN SETTLEMENT ROAD TO US 192  
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
PUBLIC HEARING**

**SEPTEMBER 24, 2020, 6:45 p.m.  
Osceola Heritage Park Events Center  
St. Cloud Room  
1901 Chief Osceola Trail  
Kissimmee, FL 34744**

**JOSHUA DEVRIES:** Good evening. The Osceola County Department of Transportation and Transit would like to welcome you to the Public Hearing for Neptune Road PD&E or Project Development and Environment Study.

My name is Joshua DeVries. I am the Project Manager for Osceola County.

The Hybrid Public Hearing with three methods of communication. In addition to the in-person meeting here at Osceola Heritage Park, this meeting is being held in the Teams platform as well as being accessible by phone and is being recorded for future access.

The recording will be available on the project website within seventy-two (72) hours at [ImproveNeptuneRoad.com](http://ImproveNeptuneRoad.com).

All online and phone participants are currently muted. If you experience technical difficulties with audio or video, please send us a message using the “Ask a Question” feature or function located at the bottom of your screen.

You may also type comments in the “Ask a Question” button or by filling out a comment form on the project website.

We do have closed caption available in other languages.

Comments will be solicited from the following – sorry. Comments will be solicited following the presentation.

We will begin with comments from people physically at the hearing. Then we will take comments from people online via phone. Then, people participating by only phone.

Finally, if you are typing in any comments or questions into the chat, please include your name, address and email, as those comments or questions will be read into the record by Staff. When you fill out your Request to Speak form, if a comment was included, your name and written comment will be included in the Public Hearing record. And if you request that your comment be read into the record, this will be done along with those comments received through the virtual chat.

Once comments from people physically at the meeting are complete, those who have called in as part of the virtual phone conversation or phone participation, your online will be unmuted in the order your call was received so you can provide any additional comments you may wish to add to the record.

This meeting - this Public Hearing - is for Financial Management Project Number 445415-1.

This environmental study has been conducted by Osceola County, in coordination with FDOT District 5, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. § 327 and the implementing Memorandum of Understanding (MOU) between FDOT and FHWA signed on December 14, 2016; the FDOT Office of Environmental Management in Tallahassee is the approving authority.

The proposed improvement involves widening Neptune Road and providing bicycle and pedestrian enhancements, from Partin Settlement Road to US 192, in Osceola County. This hearing is being held to provide you with the opportunity to comment on this project.

Here with me tonight are:

- Tawny Olore, Executive Director of Transportation and Transit, who has joined us virtually;
- Clif Tate, the consultant Project Manager; and
- Other representatives of Osceola County and consultant project team.

At this time, I would like to recognize any federal, state, county, or city officials who may be present tonight. Are there any officials who would like to be recognized who are either attending in person or virtually? If so, please raise your hand. If you have joined us virtually and would like to be recognized as a public official at this time, please indicate so using the chat feature.

We do have one. Amanetta Somerville is presenting the EPA Region 4 and that's the only official that I have seen that wants to be recognized. And I appreciate that.

Hopefully you have had a chance to enjoy the open house or have browsed through information about the project online. We will now begin the formal presentation, which will be followed by an opportunity for comments. After we have heard from everyone, you may again review the open house materials.

I will now turn things over to Clif Tate, our presenter.

**CLIF TATE:** The purpose of this Public Hearing is to share information with the general public about the proposed improvement; its conceptual design; all alternatives under study; and the potential beneficial and adverse social, economic, and environmental impacts upon the community.

This Public Hearing also serves as an official forum providing an opportunity for members of the public to express their opinions regarding the project.

There are three primary components to tonight's hearing:

First, the open house, which occurred prior to this presentation where you were invited to view the project displays and to speak directly with the project team and provide your comments in writing;

Second, this presentation, which will explain the project purpose and need, study alternatives, potential impacts, both beneficial and adverse, and proposed methods to mitigate adverse project impacts; and

Third, a formal comment period following this presentation, where you will have the opportunity to provide **verbal** statements at the microphone, over the phone, or you may provide your comments in writing.

This project was developed, and the Public Hearing was advertised consistent with the federal and state requirements shown on this slide.

Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns relative to the Department's or County's compliance with Title VI may do so by contacting Johannis Narvaez, Civil Rights Program Coordinator at Osceola County or Florida's Equal Opportunity Office. Their contact information is also provided in the project brochure and on a sign displayed at this hearing.

There are two location maps on the slide and north is "up" on both maps as indicated by the north arrows.

Starting on the left, the project limits are shown with a red line located between the cities of Kissimmee and St. Cloud (between Lake Toho and East Lake Toho).

Focusing on the aerial map on the right, the project is depicted with an orange line extending from Partin Settlement Road (at the top) to US 192 (at the bottom), a distance of 3.9 miles. Two blue notations indicate the "Begin Project" and "End Project." The study area also includes Florida's Turnpike and other key roads which will be referenced in this presentation and are shown in the aerial include Ames Haven Road and Old Canoe Creek Road.

The purpose and need of the project are justifications, or reasons, for implementing a transportation improvement. In this case, the project would address capacity and safety issues.

Based on 2018 traffic counts, the traffic is 40% more than the roadway capacity. After considering the regional traffic model, historical trends and projected growth in the area, it is anticipated that traffic will increase to 80% over its capacity by the year 2045 if it is not improved.

There were 195 crashes over a 5-year period which included 3 fatalities and 187 injuries. The trend in crashes over this period was increasing, almost doubling over the 5 years.

The improvement is included in the MetroPlan Orlando Long Range Transportation Plan and Transportation Improvement Program.

It is also included in Osceola County's Comprehensive Plan and Capital Improvement Plan.

The PD&E Study Process includes the analysis of engineering, social, and environmental effects of a proposed transportation improvement to support decisions concerning if and how it should be built and the basic design concepts. The purpose of the slide presentation is to:

- describe the study process;
- explain the project and preferred alternative;
- review the benefits and effects of the preferred alternative to the natural, physical, social, and cultural environments; and
- obtain your comments on the preferred alternative.

As part of this PD&E study, the following alternatives have been evaluated:

- A No-Build or No-Action Alternative which does not meet the purpose and need for the project
- Transportation System Management and Operations or TSM&O Alternative which does not meet the purpose and need for the project, and
- Build alternatives which include various options for three segments have been considered

As part of this presentation each alternative will be discussed briefly. If you have questions, please submit them or visit with staff one-on-one after the Public Hearing to better understand the alternatives studied. You can also submit a question online and we will respond after this hearing.

Additional analysis has been completed for the preferred build alternative to understand potential effects. The advantages and disadvantages are also presented including major design features and estimated project cost. Further detail is presented in the Environmental Documents on the project website and available here tonight.

The Preferred Build Alternative includes three segments from Partin Settlement Road to Ames Haven Road, from Ames Haven Road to Old Canoe Creek Road, and from Old Canoe Creek Road to US 192.

The advantages of the No-Build Alternative include no additional impacts, and no additional funding expended.

The No-Build option is always identified as a viable option throughout the PD&E process; however, it does not meet the project's purpose and need, it does not relieve the increasing traffic demands in the area or improve safety. It also does not provide improvements for bicyclists and pedestrians in the corridor.

The build alternatives considered during the PD&E Study are presented next.

Two build alternatives were evaluated for the 1.8-mile section from Partin Settlement Road to Ames Haven Road – Referred to as Alternative 1 and Alternative 2. Both alternatives include a 4-lane divided roadway with a 22-foot median and 11-foot lanes. A 4-foot bicycle lane and a 12-foot shared use path is provided on both sides of the roadway. This represents a significant improvement for shared use modal travel in the corridor. For Alternative 1, widening occurs primarily to the north side of Neptune Road.

Alternative 2 includes the same roadway section elements; however, widening occurs primarily to the south side of Neptune Road. This alternative requires the relocation of power poles to the north side of Neptune Road.

After evaluating the alternatives, the study team identified Alternative 1, with adjustments to reduce impacts, as the preferred alternative for this segment. When compared to Alternative 2, both alternatives have similar environmental impacts. Alternative 1 has fewer relocations, lower construction cost and lower right-of-way cost.

From Ames Haven Road to Old Canoe Creek Road, both Alternatives 1 and 2 are basically the same and represent the preferred build alternative for this section.

For the 1.0-mile section from Ames Haven Road to just east of the Turnpike, the improvement includes widening on both sides of Neptune Road. For the 0.6-mile section from east of the Turnpike to Old Canoe Creek Road, the improvement includes widening to the south side of Neptune Road.

For reasons previously described, Alternative 1 was identified as the preferred alternative for this segment.

Two build alternatives were evaluated for the half-mile section from Old Canoe Creek Road to US 192 – Referenced as Alternative A and Alternative B. Alternative A includes a 4-lane undivided road with 10-foot lanes, a 10-foot shared use path on the north side of the road and a 6-foot sidewalk on the south side of the road. This alternative does not require additional right-of-way. Alternative B includes a 5-lane section with 10-foot lanes and an 11-foot center two-way left turn lane, a 10-foot shared use path on the north side of the road and a 6-foot sidewalk on the south side of the road. This alternative requires additional right-of-way on the north side of Neptune Road.

After evaluating the alternatives, the study team identified Alternative B, with adjustments to reduce impacts, as the preferred alternative for this segment. When compared to Alternative A, Alternative B provides better traffic operation conditions. The preferred alternative is on display at tonight's meeting and it is also displayed on the project website.

Osceola County is establishing an Access Management Classification of 5 for the section of Neptune Road from Partin Settlement Road to Old Canoe Creek Road. This allows for full median openings with a quarter-mile spacing and directional median openings with 660 feet of spacing.

Directional median openings allow for right-in, right-out and left-in movements accessing the side street; however, left turns out from the side street are not permitted.

With implementation of the Preferred Alternative, full median openings would be provided at all existing intersections except for:

- Sugar Creek Lane (sic) would have a directional opening;
- G&H Drive would only have right-in and right-out movements;
- Sunnyside Avenue would only have right-in and right-out movements;
- The Middle School East Drive would only have right-in and right-out movements;

- The St. Cloud Police Station would have full access for emergency vehicles; however, only right-in and right-out movements would be allowed if the Police Station moves to a different location; and,
- The shopping center driveway opposite Franklin Street would only have right-in and right-out movements.

Osceola County is establishing an Access Management Classification of 7 for the section of Neptune Road from Old Canoe Creek Road to US 192. This allows for full median openings with 0.125-mile spacing and directional median openings with 330 feet of spacing. No changes to the existing access is being proposed for this section, including keeping the right-in, right-out only access to the shopping center on the north side of Neptune Road.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Osceola County pursuant to Title 23 United States Code Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (or FHWA) and FDOT.

The objectives of this PD&E Study are to perform engineering, social, and environmental studies of a proposed transportation improvement to support decisions concerning if and how it should be built and the basic design concepts. The evaluation factors included natural, cultural, physical, roadway/traffic, right of way and cost.

Impacts to wetlands were evaluated in the Natural Resources Evaluation prepared for this project.

The proposed build alternatives included impacts to wetlands and surface waters because many of the wetland systems extend to the existing road right-of-way. Wetland impacts were similar among alternatives, at approximately 5 acres.

Flood zones A and AE are within the study area. Impacts to flood zones ranged from approximately 11 to 13 acres. However, the existing Neptune Road is included in the flood zone, therefore, impacts will be lower than reported.

A Natural Resource Evaluation was performed and determined that the proposed project may affect but is not likely to adversely affect the Eastern Indigo Snake, Wood Stork, and Crested Caracara.

The proposed project is not anticipated to affect other wildlife or habitat such as the Burrowing Owl, Sandhill Crane, Southeastern American Kestrel, Florida Bonneted Bat, Gopher Tortoises, water dependent wading birds, or state protected plant species.

Osceola County has made the following commitments to minimize impacts to listed species: The Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction. Eagle nest monitoring and coordination with the US Fish and Wildlife Service will take place during design and permitting. Pre-construction surveys for the Florida Sandhill Crane, Southeastern American Kestrel, Florida Burrowing Owl, and Gopher Tortoises will be conducted and impacts, if any, coordinated with the Florida Fish and Wildlife Conservation Commission. Lastly, garbage and food debris will be properly removed during construction to eliminate possible sources of food that could encourage and attract Florida Black Bears.



The preferred alternative is expected to have no significant impact to social, economic, land use, mobility, aesthetic effects, or farmlands.

Four acres of wetland effects and under 1 acre of floodplain effects. Social and economic categories include a review for consistency with local transportation plans and improvements, identifies potential relocations, and estimates the right-of-way needed. The preferred alternative is consistent with local plans at Osceola County and MetroPlan Orlando.

Public parks, recreation areas, wildlife and waterfowl refuges and historic sites listed or eligible for listing on the National Register of Historic Places are offered special protection by the federal government under Section 4(f) of the 1966 US Department of Transportation Act, as amended.

Impacts to these areas are allowed only if there are no prudent and feasible alternatives. Mitigation may be required for these impacts. Opportunity for public input concerning impacts to Section 4(f) resources is also required.

Three potential Section 4(f) resources occur within the project limits and were evaluated in the Section 4(f) Determination of Applicability prepared for this project. Neptune Road Pathway is an Exception as the continuity of the Pathway is maintained. Partin Triangle Park is No Use as the proposed improvement does not require right-of-way from the park and does not impact any of the facilities within the park.

Osceola County intends to pursue a de minimis impact finding for the Neptune Middle School Sports Fields because the proposed improvements do not impact any of the activities, features or attributes that qualify the property for protection under section 4(f). We request your opinion on the effects of the proposed action on the activities, features, and attributes of the Neptune Middle School Sports Fields. You can provide your opinion through the comment process for this Public Hearing.

A Noise Study was conducted for the proposed project in accordance with the Florida Highway Administration and state regulations and guidance. Criteria for noise abatement and cost reasonableness were used to identify residents impacted by noise and potential noise wall locations. A total of 197 noise sensitive areas were identified and evaluated for potential traffic noise related impacts. No noise sensitive sites are expected to experience a substantial increase in traffic noise compared to existing conditions. However, noise levels at 77 residences are predicted to approach or exceed the Noise Abatement Criteria. A final recommendation on construction of abatement measures will be determined during the final design phase. For clarification on this slide, the last sentence was – however, a noise level of 70 – at 70 residences was predicted to approach or exceed the Noise Abatement Criteria.

An evaluation of potential archaeological or historical – or historic resources within the study area was conducted and was documented in the Cultural Resources Assessment Survey. No eligible archaeological sites were identified in the study area. One historic resource was identified, a section of the St. Cloud Canal, which was determined to be eligible for listing with the National Register of Historic Places. Although the project may require right-of-way from the canal, the project will not involve rerouting of the canal, disruption of the canal, or severing of the canal. Therefore, it was determined the project would have no adverse effect of the St. Cloud Canal. The State Historic Preservation Office concurred with the findings of the Cultural Resources Assessment Survey.

The project is located in an air quality attainment area, Osceola County, so an air quality screening was not prepared. Temporary air quality impacts due to construction activities are possible due to emissions from construction equipment and dust from excavation and hauling activities. However, the proposed project is expected to reduce traffic delay and congestion on all facilities within the study area, which will help decrease vehicle emissions over the long term and improve air quality in the area.

A Contamination Screening Evaluation Report was prepared for the proposed project. A total of 24 potential contamination sites were identified in this analysis. Three sites were assigned a Medium risk rating. There were no High-risk sites identified. There does not appear to be a difference in contamination risk between the build alternatives. During the design phase, a Level II assessment may be completed for four locations within the study area, depending on which stormwater ponds are being permitted during design.

One of the consequences of a transportation project such as this one is the necessary acquisition of right-of-way. On this project, we anticipate the relocation of nine (9) families and zero (0) businesses. The preferred alternative would require approximately 30 acres of right-of-way acquisition. Actual right-of-way needs for this project will be determined during the final design.

If you are required to make any type of move as a result of this Osceola County project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by a relocation specialist who will interview you to find out your needs and replacement site requirements and assist with the relocation process.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the County's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

The Right-of-Way Manager overseeing the relocation program is Sally Myers. She will be happy to answer your questions. Sally, please stand so that anyone who is involved in relocation on this project will know that they need to see you regarding their property. Sally can also be reached via email at [Sally.Myers@Osceola.org](mailto:Sally.Myers@Osceola.org) or by phone at 407-742-0502 at her office or at 863-409-7621 via her cell phone.

Including construction, engineering, utility relocations and right-of-way, the projected cost for the project is approximately \$61,300,000.

There have been various opportunities for the public to provide input on this project. Tonight, we welcome your verbal or written comments that will help us to make this important decision. At the conclusion of this presentation our personnel will distribute speaker cards to those in the audience who have not received one and would like to make a statement. After comments are received from people at this hearing, we will allow people online to provide comments via telephone. Then we will allow people listening by phone an opportunity to provide comments. People online will also have the opportunity to provide comments via typing them in after clicking the "Ask a

Question” button in the bottom right portion of your screen. These comments will be read into the record. You can also submit comments via the project website.

A verbatim transcript will be made of all oral proceedings at this hearing. If you do not wish to speak at the microphone, you may provide your comments in writing at the comment table or online via the project website. Every comment method carries equal weight. Written comments received or postmarked no later than October 8, 2020 will become a part of this public record for this hearing. All written comments should be mailed to the address shown on the slide and in your handout.

The next step is to incorporate your input on this Public Hearing into our decision-making process.

After the comment period closes and your input has been considered, we will revise the study documents.

The Osceola County Board of County Commissioners will then decide on how to proceed with this project. If the project proceeds, the Final PD&E document will be sent to the Florida Department of Transportation Office of Environmental Management which based on the Memorandum of Understanding signed with Federal Highway Administration on December 14, 2016 has approval authority on this project granting location and design concept acceptance.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

**JOSHUA DEVRIES:**

Anyone desiring to make a statement or presentation – or present written views regarding the location; conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. If you are holding a speaker’s card, please give it to a member of the project team. If you have not received a speaker’s card and wish to speak, please raise your hand so you can receive a comment card to fill out.

Written statements may be presented in lieu of or in addition to oral statements. All material – all written material received at this Public Hearing and/or mailed to Joshua DeVries, Director of Planning, Department of Transportation and Transit, Osceola County Government, 1 Courthouse Square, Suite 3100, Kissimmee, FL 34741, postmarked no later than October 8, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Joshua DeVries. Comments may also be emailed to [Joshua.DeVries@Osceola.org](mailto:Joshua.DeVries@Osceola.org).

We will now call upon those who have turned in speaker cards. When you come forward to the podium at the corner (indicating the podium), please state your name and address. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. Please come to the microphone, which is built in the computer, so we will be able to get a complete record of your comments.

Following comments from people at the hearing, we will allow comments from people online and those listening by phone. Please note that all of these comments will be via phone, even those who registered online.

Please note, we will not be responding directly today to questions regarding – or questions made during the formal comment period. Responses will be made in writing and sent directly to you. We will also post answers to questions on the project website. If you have questions - if you have a question or need to clarify something today, you can speak to a team member after the formal comment period is closed. Or, you can email your question to Joshua DeVries at [Joshua.DeVries@Osceola.org](mailto:Joshua.DeVries@Osceola.org).

And I have one comment card. Again, if you have any others, please bring them up. The first one that I have is Flora Nobrega.

**FLORA NOBREGA:** *Okay. (Feedback) I would like to address more like a question. (Feedback) No problem. Okay. No feedback. (Feedback) My question is in regard to my property I have that's on Neptune and Franklin Street. Based on the drawings as listed here there is no driveway access for my road so I would like to know how can we address that so it can be corrected.*

**JOSHUA DEVRIES:** Okay. Any other speaker cards?

**FLORA NOBREGA:** *Thank you.*

**MODERATOR:** Sir, would you like to speak?

**JEFFREY AMES:** *My name is Jeff Ames. I live at 2060 Emperor Drive in Kissimmee. There is no access for left-hand turn out of Cane – Sugar Cane – with the proposal. I am concerned about what that will happen to traffic. Many people from our subdivision go left and I can imagine, especially in the morning, people trying to turn right going down to Henry Partin to make a U-ey and all of that. I'm wondering if consideration could be given at the – at the – it would be the southwest corner of our subdivision where the water treatment – where the water reservoir is. If access to Henry Partin Road could be given there or if connection to Kindred would be available, would it be a possibility to come out at the light. Those are just some comments relative to - I just see lots of accidents happening with U-turns at Henry Partin there for people coming out of our subdivision. Thank you.*

**ALMA VELEZ:** *My name is Alma Velez. I'm on 2399 Neptune Road. And my question is about the impacts of the power lines going on to our property and I'm not sure if it's south or north, pardon me, but the power lines and how that will impact - the construction will impact our power line.*

**JOSHUA DEVRIES:** Do you have any other speaker cards? Do you want to turn off the speakers and then -

We will now allow comments from people online and listening by phone. If you are joining us by computer tonight, and you wish to speak during the public comment period, you will need to call in with your phone. Please be sure to close your computer if you're also watching the presentation on-line to prevent any feedback when you speak.

Brandon, do we have anyone who desires to make a comment?

**KARLA WONG:** Hi Josh, this is Karla. We did have one who had requested to speak that did join by phone; however, she dropped off and I don't see her. We have a couple of just callers listening in. But we don't have any of our specific registered requesters to speak on the phone line at this time.

**MARIANNE ARNEBERG:** Josh, I have several people that would like their comments read into the record.

Okay, we have Mr. Sean Pierce.

*"I understand there is a chance that our ability to turn left on to Neptune from Sugar Cane may be eliminated, which if occurs will create a major safety concern. As the majority of our neighbors do not work in St Cloud, this means we will need to perform U-turns as a regular means of travel out of our neighborhood. Several of us have large trucks and trailers, which will need to be accommodated for, if this is pushed through. This may include an extra turn around lane or speed bumps to slow down oncoming traffic. The simplest solution will be to leave us an ingress lane for all that must turn left to get out. We have also noticed the traffic counters placed on Neptune, but the numbers generated should not be relied on as these have only been in place since the COVID pandemic and do not reflect the true number as traffic has been reduced. We need a way to get out SAFELY!"*

We also have a request to read a comment from Monica Silver Feliciano. Miss Feliciano writes:

*"Since the first letter received at the beginning of 2019, we have been trying to get information about how our home will be affected by this new construction. I have been in contact with Sally Myers trying to get more info regarding our right of way, but we haven't received a letter with that info yet. This is very upsetting, as we continue to receive letters showing you are taking up to my garage door. As a mother of a special needs child I have to prepare my kids for a smooth transition, as they are extremely attached to their space and moving them can cause their pre-existent conditions to worsen. I will greatly appreciate the information. I hope you can find a way to help us to stay in our home."*

And now we have a third comment from Megan Bassett that has to be written to the record.

*"My name is Megan Bassett, and I live in St. Cloud.*

*I feel a synchronized street, also called a super street, could be helpful on this stretch. A synchronized street reduced crashes and delays, while simultaneously allowing for increased traffic volumes!*

*Because left turns are re-directed, it allows for more green time at all intersections. There are fewer and shorter red lights. We know adding intersections causes delays yet adds safety for those turning in and out of neighborhoods. To resolve this conflict between safety, volume, and traffic delays, you should build a super street.*

*This requires only 3 lanes and would accept more volume than a traditional 4-lane road. With less delay and more safety.*

*I am asking two questions and await your answers.*

*First, would you review super streets and confirm or deny to the public that this option would be possible?*

*And secondly, would you publicly follow up in an in-depth manner as to why or why not a superstreet could be built here?"*

**MARIANNE ARNEBERG:** And those are the questions that people have asked to be read into the record.

I have four new questions that have come in on-line - or three questions that have come in on-line. And I will read them as they were received.

Mr. Hartwig asked: *"How will the Fish Lake be affected?"*

Mr. Hartwig also asked: "How will" – Oh, I'm sorry, it was the same thing. *"How will Fish Lake Canal be affected?"*

And Ms. Brent writes: *"Will there be a left-hand turn available onto Neptune Road from Henry Partin Road? If not, will this push an incredible amount of traffic down to Canoe Creek Road?"*

We have a couple more that are coming in.

An anonymous writer asks: *"I have the same concern two others have mentioned regarding left turns out of our subdivision on Sugar Cane and Neptune. U-turns by all our residents multiple times a day will be a safety concern for all residents in our subdivision as well as all traveling on Neptune Road."*

Miss Brent again writes: *"Will there be a left-hand turn available onto Neptune Road from Henry Partin Road? If not, will this push an incredible amount of traffic down to Canoe Creek Road?"*

I think this is the same comment that was published earlier, but thank you, Miss Brent.

And Pastor John Leber of Gateway Baptist Church writes: *"Why are you looking at taking our land at 2601 Partin Settlement Road when all the property across the street from us is owned by the County? Use the County property first."*

And those are the comments that I have received on-line thus far. I don't believe I have - all these questions, again, as Josh said, will be answered on-line within seventy-two (72) hours. We will be responding to folks, especially if you have provided us with your email address.

**JOSHUA DEVRIES:** With that, does anyone else here at the Public Hearing desire to speak? If so, please state your name and address and complete a speaker's card after you've given your statement for the public record.

There are no further questions.

The verbatim transcript of the hearing's verbal proceedings, together with all written materials received as part of the hearing record and all studies, displays, and informational materials provided at the hearing will be made a part of the project decision-making process, and will be made available at the Osceola County Administration offices for public review upon request, pending the opening of the administration offices in response to COVID-19. This information will also be available on the project website.

Thank you for attending the Neptune Road PD&E Study Public Hearing and providing your input into this project. It is now 7:31. I hereby officially close the formal comment period of the Public Hearing for the Neptune Road Project Development and Environment Study, and you may again review the open house materials.



Thank you again and have a good evening.