

STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.

District: Florida's Turnpike Enterprise

County: Osceola County, Orange County

ETDM Number: 14446

Financial Management Number: 446164-1-22-01

Project Manager: Michael Leo

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

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

Date:

District Secretary or Designee

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) is evaluating improvements to the Western Beltway/State Road (SR) 429 from north of Interstate 4 (I-4) in Osceola County (Milepost 1) to the Seidel Road interchange (Milepost 11) in Orange County, a distance of approximately 10 miles. The Western Beltway (SR 429) is part of a limited-access, tolled beltway around Orlando, and is part of the overall Florida's Turnpike system of tolled expressways. The existing typical section for SR 429 from I-4 to Seidel Road is a four-lane divided expressway located within approximately 300 feet of right of way (ROW). The typical section includes 10-foot paved outside shoulders and four-foot inside paved shoulders on the mainline as well as guardrail in the median. Improvements being evaluated include widening from two to four lanes in each direction, incorporating interchange modifications and safety improvements along SR 429, adding or upgrading Intelligent Transportation Systems (ITS), and adding a potential new interchange location at Livingston Road. An adjacent project, the Poinciana Parkway Extension Connector PD&E Study (Financial Project Identification Number [FPID] 446581-1) from County Road (CR) 532 to north of the I-4/SR 429 interchange will also evaluate improvements along SR 429 from the I-4 interchange to north of Sinclair Road. If Poinciana Parkway Extension Connector moves forward, the widening of Western Beltway (SR 429) will match that project north of Sinclair Road. However, in order to maintain independent utility, should the Poinciana Parkway Extension Connector not move forward, the Western Beltway widening would continue south of Sinclair Road to the I-4 interchange. **Figure 1** shows the Project Location Map and study limits.

An engineering analysis was conducted to evaluate existing and future conditions, develop alternatives for the proposed improvements, and provide a comparison between the Build Alternative and the No-Build Alternative. The following sections describe the alternatives analyzed during this PD&E study. FDOT selected the Build Alternative as the Preferred Alternative because it best meets the project's purpose and need while balancing impacts and costs. For a detailed alternatives evaluation matrix including impacts and costs, see the Preliminary Engineering Report.

Build Alternative (Preferred Alternative) - The Build Alternative includes widening the Western Beltway (SR 429) from four (4) lanes to eight (8) lanes from the I-4 / SR 429 interchange to Seidel Road. The proposed mainline typical section is shown in **Figure 2**. Both inside and outside widening will be required. Widening to the inside will result in a 26-foot median with 12-foot paved shoulders and a 2-foot concrete barrier wall. The typical section fits within the existing right of way, but some additional right of way will be required for ponds and at interchanges.

The Build Alternative also includes the following improvements:

- Operational improvements at the existing interchanges;
- Conversion of toll plazas to electronic toll sites;
- New traffic signal at the Sinclair Road interchange northbound on-ramp;
- New T-ramp interchange at the extension of Livingston Road; and
- New traffic signals at each Seidel Road interchange ramp terminal.

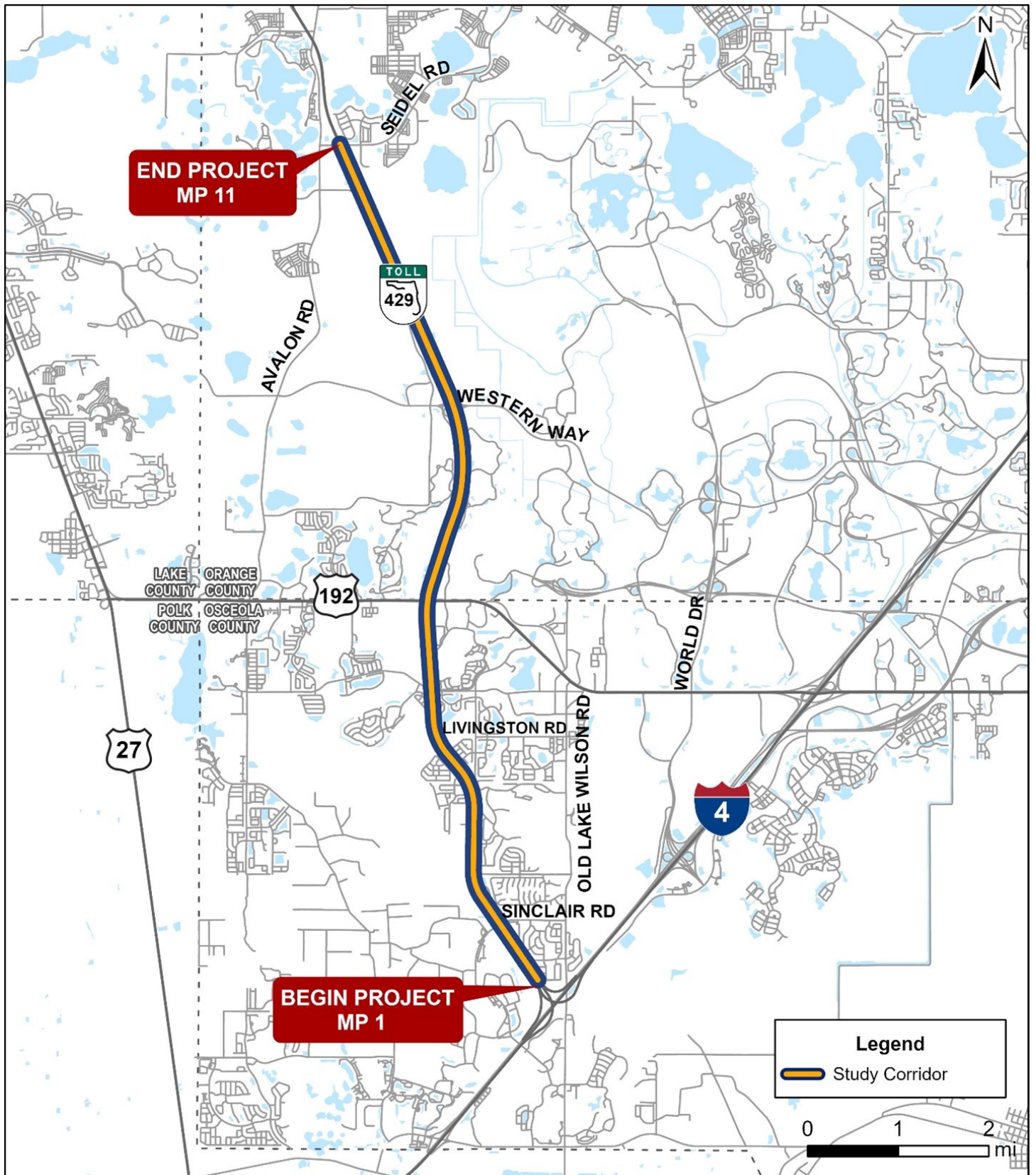


Figure 1: Project Location Map

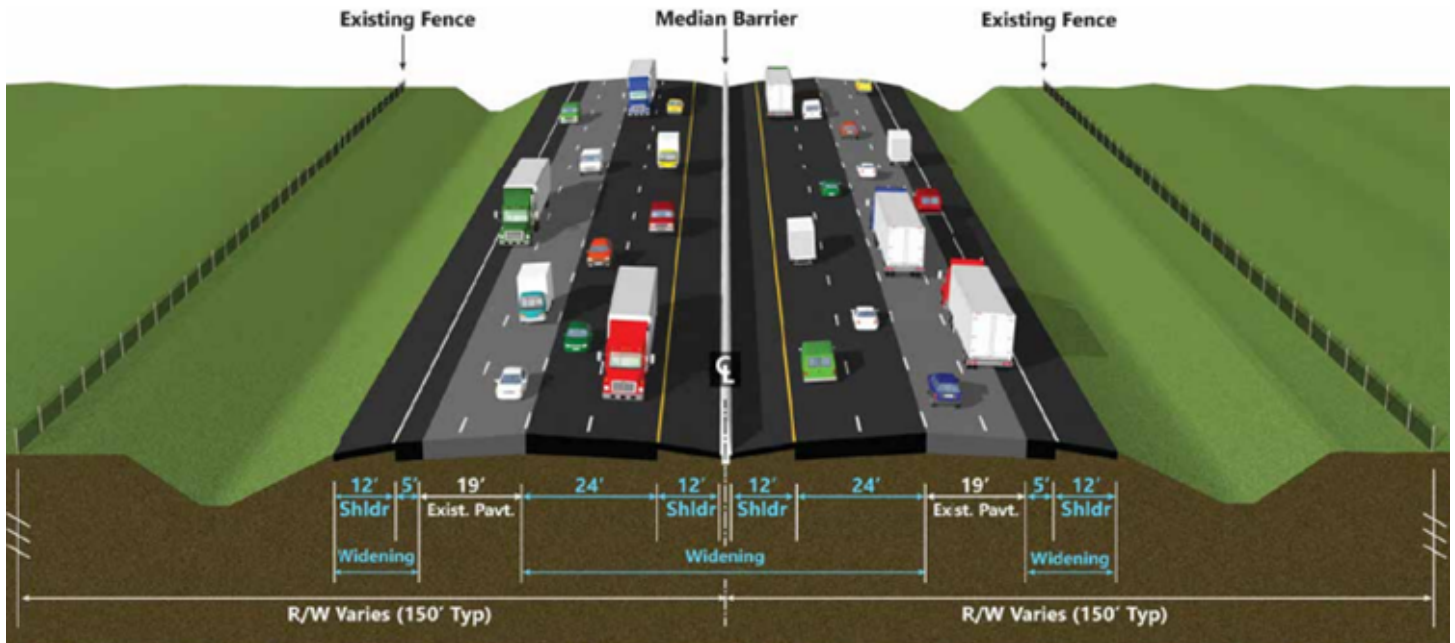


Figure 2: Build Alternative Typical Section

No-Build Alternative - The No-Build Alternative assumed that the existing four (4) mainline lanes would remain on the Western Beltway (SR 429) through the design year 2050. It provides a benchmark for comparative purposes with the Build Alternatives. The No-Build traffic analysis indicates that by the Year 2030, SR 429 as a four-lane facility will operate below the Level of Service (LOS) target, resulting in increased traffic congestion and emergency response/evacuation times. The No-Build Alternative minimizes right of way (ROW), construction costs, and environmental impacts, but provides no benefits to mobility or safety. The No-Build Alternative remains a viable alternative throughout the analysis and evaluation process.

1.2 Purpose and Need

The purpose of the project is to increase capacity on SR 429 from north of I-4 to Seidel Road and at the interchanges within the study limits to accommodate future traffic demand, enhance safety, improve travel time reliability, and enhance emergency evacuation.

The need for this project is to improve future traffic operations. The proposed improvements will improve the travel time reliability, enhance safety, and improve emergency response and evacuation times.

Project Status

The MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan (CFP) includes the widening of SR 429 from I-4 to Seidel Road (MTP ID# 1019) as a partially funded project. Future phases of the project are not currently included in the MetroPlan Orlando Transportation Improvement Program (TIP) or the FDOT State Transportation Improvement Program (STIP). No federal funding is being used to complete this project. Additional coordination will take place during the PD&E Study to ensure consistency.

Capacity

The No-Build traffic analysis indicates that SR 429 will not meet the level of service (LOS) target (LOS D) by 2030 within the project limits. The traffic analysis shows a need for three travel lanes in each direction throughout the project limits by

2030. By Design Year 2050, Annual Average Daily Traffic (AADT) on the segment of SR 429 from north of I-4 to Seidel Road will increase substantially and ranges from 96,400 to 128,800 daily trips leading to additional congestion and degradation of LOS. North of US 192, eight travel lanes are needed by 2045. South of US 192, eight lanes are needed by 2050.

The US 192 interchange also has operational deficiencies. Long queues have been observed at the southbound off-ramp during the evening commute. The queues sporadically extend to the SR 429 mainline, impacting traffic flow and creating a safety concern. The intersections on US 192 adjacent to the SR 429 interchange operate at LOS F in the design year. The LOS failure along US 192 impacts the interchange operations and increases the ramp queues. To relieve congestion at the US 192 interchange, a new interchange is proposed at an extension of Livingston Road. The proposed Livingston Road interchange will reduce traffic demand along US 192 and the interchange ramps. The traffic volume on the US 192 ramps is anticipated to decrease by 22 percent with a reliever interchange at Livingston Road. With the addition of the Livingston Road interchange, traffic operations along US 192 are expected to improve.

Transportation Demand

The Florida's Turnpike Enterprise Florida Traffic Trends Report, July 2019, indicates that traffic volumes on the segment of SR 429 from I-4 to Seidel Road has experienced a 12.5% annual growth rate between 2008 and 2018. Travel forecasts show that traffic on SR 429 is expected to increase at an average yearly rate of about six percent between 2020 and 2030 and four percent between 2030 and 2050. As a result, the existing four lane capacity on SR 429 will soon be exceeded (in 2035), triggering a need for additional capacity.

Social Demand and Economic Development

SR 429 serves north-south trips on the west side of the Orlando metro area and provides access to Disney World attractions around the study area. Currently, traffic backs up on SR 429 in the southbound direction towards I-4 during the evening commute. The extensive residential and commercial development in the corridor is expected to continue, and congestion on SR 429 is expected to increase. In order to support the projected economic development and viability in the region, capacity improvements to SR 429 are needed.

Safety

Between 2014 and 2018, there were 161 crashes on SR 429 between the I-4 ramps and Seidel Road interchanges. Another 41 crashes were reported on the SR 429 ramps in the five year analysis period. A higher concentration of crashes was reported in the merge/diverge areas, particularly at US 192 and I-4 interchanges. Actual crash rates were computed and compared with average crash rates for similar facilities within Orange and Osceola Counties to assess the safety condition within the study area. Critical crash rates and safety ratios were also estimated. The critical crash rate is based on the average crash rate for a similar facility adjusted by vehicle exposure and a probability constant. The safety ratio represents the actual crash rate divided by the critical crash rate. If a segment has an actual crash rate higher than the critical crash rate (i.e., safety ratio > 1.0), it may have a safety deficiency. The analysis shows that the SR 429 mainline, interchange ramps, and intersections within the study area had actual crash rates lower than the critical crash rates (i.e., safety ratio < 1.0), from 2014 through 2018. Even though the safety ratios are below 1.0 and do not reveal a safety deficiency in the study area, it is important to note that some of the locations had a significantly high number of crashes, such as the US 192 ramps, the ramp terminal, and adjacent intersections. This interchange and the arterial experience severe congestion during peak periods, primarily in the evening. The highest safety ratio (0.46) is reported for the SR 429 mainline, followed by the US 192 ramps (0.40), and the US 192 and SR 429 ramp terminal intersections (0.37).

The SR 429 corridor is a major transportation facility within the region and a primary emergency evacuation route. Improving capacity of the mainline and interchanges will reduce congestion in the corridor. Capacity improvements would reduce emergency response times, as well as evacuation and recovery times.

1.3 Planning Consistency

The MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan (CFP) includes the widening of SR 429 from I-4 to Seidel Road (MTP ID# 1019) as a partially funded project. The MetroPlan's 2045 MTP CFP was adopted on December 9, 2020 and revised on March 9, 2022. Future phases of this project will need to be added to the MetroPlan Orlando Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) State Transportation Improvement Program (STIP). This project is being completed without federal funding. Planning Consistency documentation is located in the Attachments section.

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2. Environmental Analysis Summary

Issues/Resources	Substantial Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 6(f) of the Land and Water Conservation Fund Act of 1965	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Aquatic Preserves and Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

3. Social and Economic

3.1 Social

As the proposed Build Alternative would be constructed mostly within the existing ROW, direct impacts to existing community features are not anticipated. For indirect impacts, a study area within 500 feet of the Western Beltway (SR 429) study corridor was examined.

Based on the *Sociocultural Effects Evaluation* (SCE) completed for this project, the proposed improvements will not cause disproportionately high and adverse effects on any low-income, disadvantage, minority, or other special populations in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. The widening of the Western Beltway (SR 429) from North of I-4 / SR 429 Interchange to Seidel Road is not anticipated to subdivide neighborhoods or separate residences from key community facilities. The SCE included an analysis of whether the proposed improvements would affect community cohesion, access to community services and community features, environmental justice and civil rights, land use changes, mobility, ROW, and relocations.

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other Federal and State of Florida nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude the participation in, or subject to discriminate anyone based on race, color, national origin, age, sex, religion, disability, or family status.

Demographics

An analysis of potential Environmental Justice (EJ) populations was conducted through a review of publicly available census data for the six (6) census block groups that overlap the study area. The following EJ populations were evaluated within the study area: minority, elderly (age 65 and over), limited English proficiency (LEP), and low-income. The analysis included a comparison of each census block group with Orange County and Osceola County averages as summarized in

Table 1 below and shown in **Figure 3** through **6**.

- Minority Populations: Study area below the county-wide averages
- Elderly (Age 65 and older) Populations: One census block group in Orange County and one census block group in Osceola County are above the county-wide averages
- Low-Income Populations: Study area below the county-wide averages
- Limited English Proficiency (LEP) Populations: One census block group in Osceola County is above the county-wide average
- Low-Income Populations: Study area below the county-wide averages

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

Geography	Census Block Group	2020 Population	Minority (%)	Elderly (%)	2020 Total Households	Limited English Speaking Proficiency (%)	Below Poverty Level (%)
Orange County, Total	-	1,373,784	57.2%	11.9%	468,075	8.0%	13.5%
Census Tract 171.11	Block Group 1	8,869	28.1%	13.5%	3,315	2.5%	7.1%
Osceola County, Total	-	363,666	66.5%	13.1%	109,642	12.5%	13.2%
Census Tract 408.05	Block Group 1	1,379	38.2%	3.5%	513	9.2%	13.1%
Census Tract 408.06	Block Group 1	1,464	32.3%	19.7%	556	17.8%	2.5%
Census Tract 408.11	Block Group 1	2,173	47.2%	6.0%	912	3.8%	9.9%
	Block Group 2	2,069	51.2%	12.3%	724	3.5%	1.9%
Census Tract 408.12	Block Group 2	2,417	28.1%	10.1%	1,033	2.2%	12.5%

Table 1: Demographic Data Summary

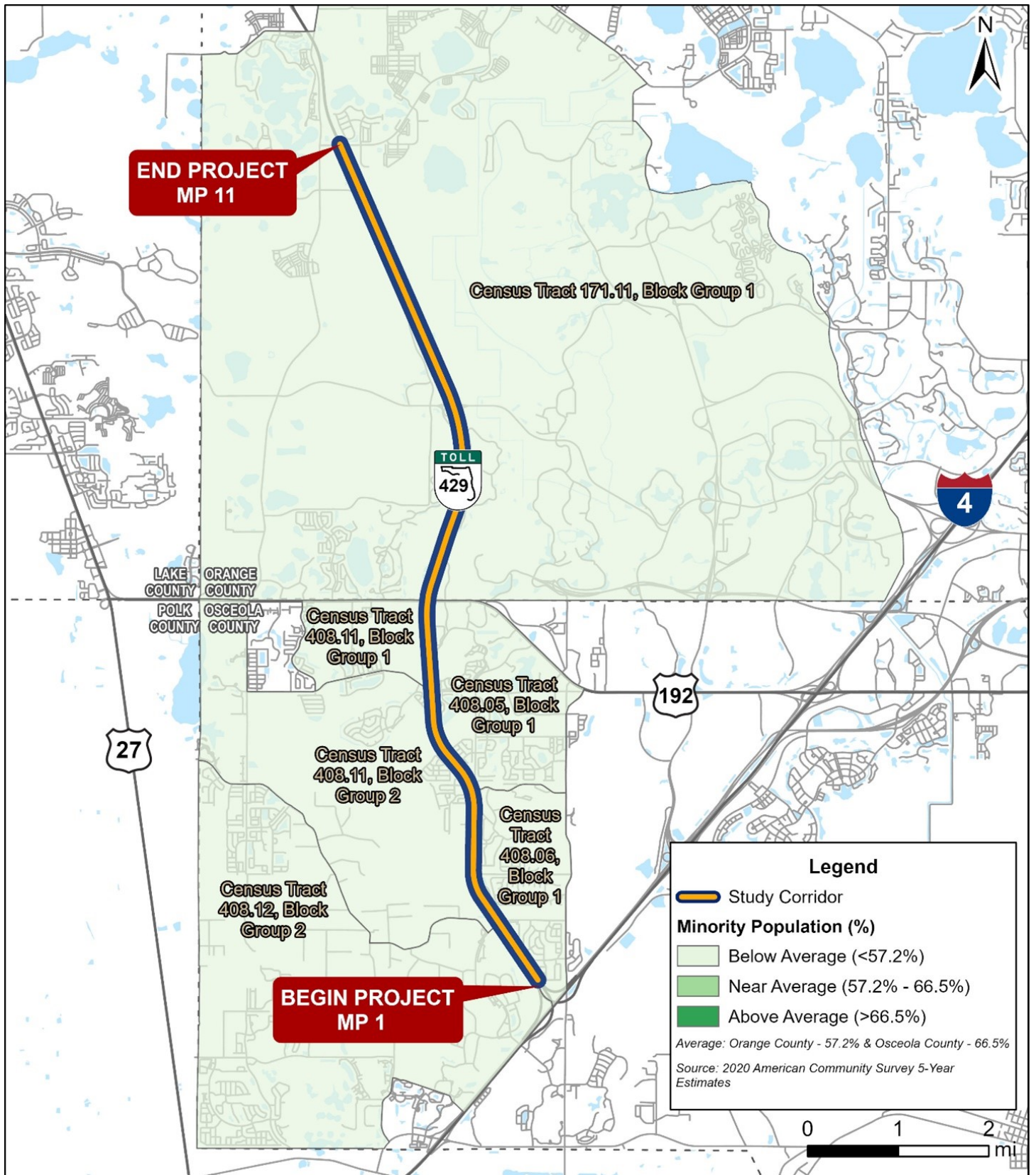


Figure 3: Minority Population Map

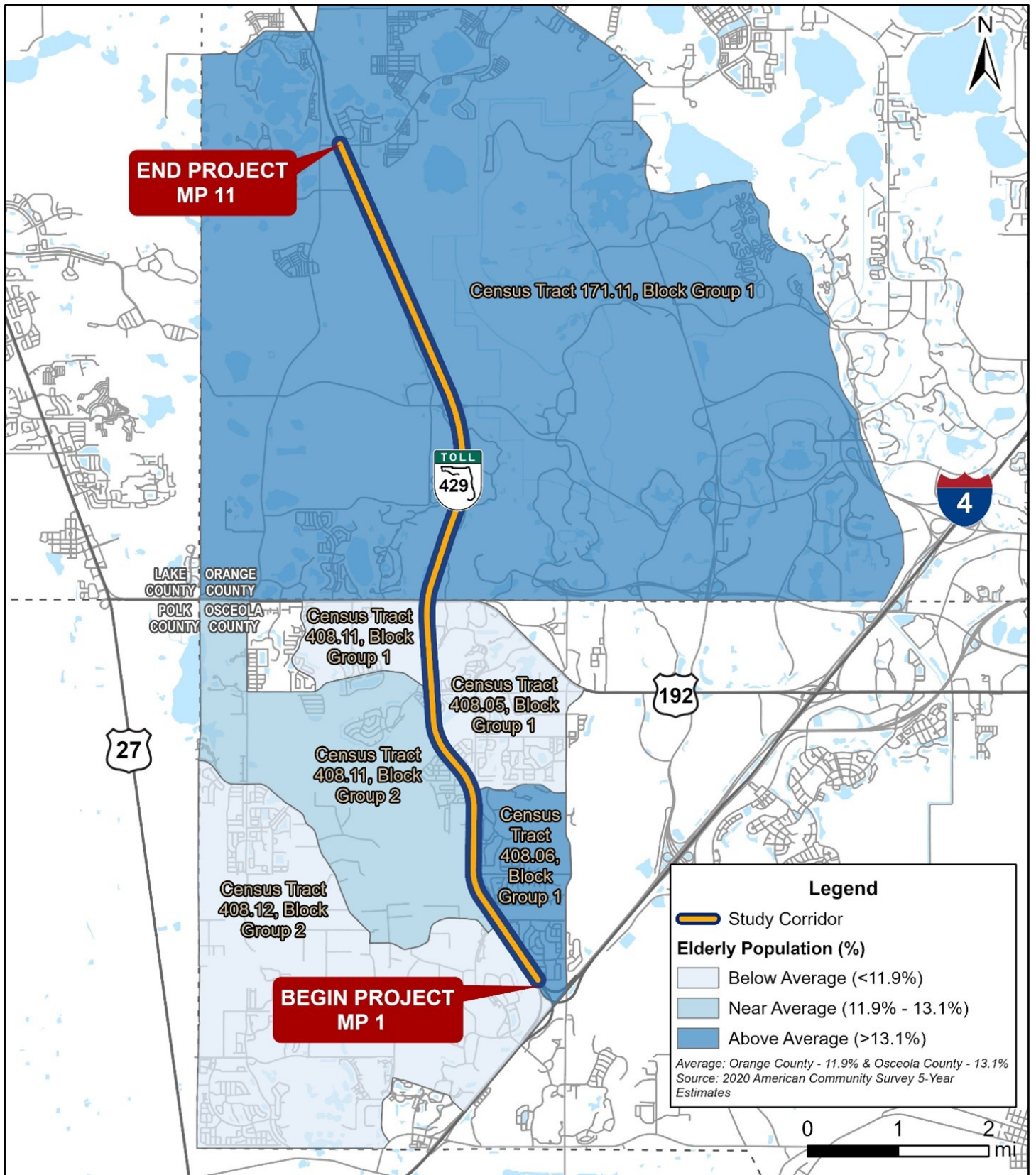


Figure 4: Elderly Population Map

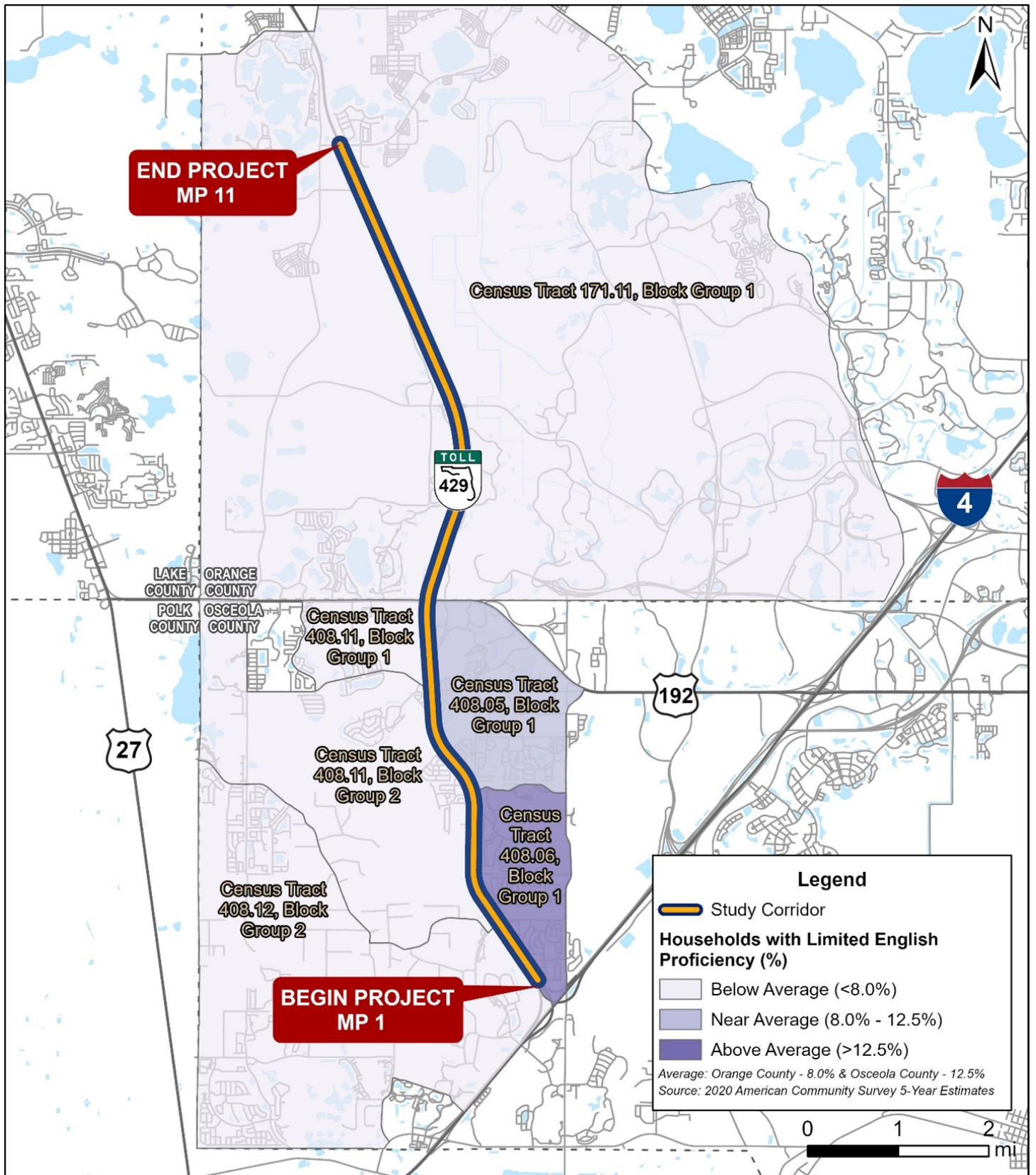


Figure 5: Limited English Proficiency Map

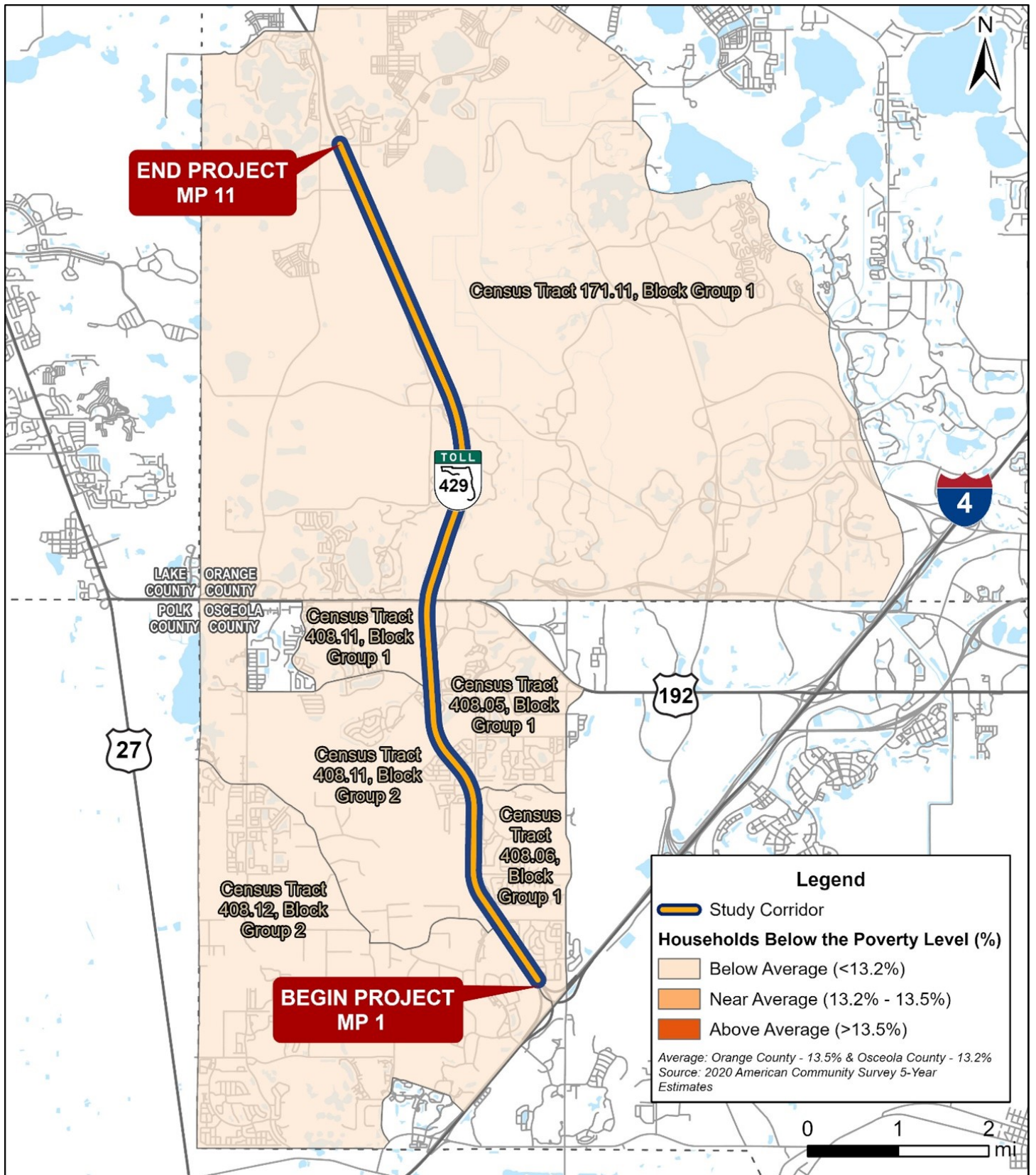


Figure 6: Households Below Poverty Level Map

Community Cohesion

The community focal points within the study area are listed in **Table 2**. These community focus points include a religious facility, healthcare facility, schools, and a fire station as shown in **Figure 7**. There is a potential future fire station "Osceola County Fire Department Station (Reunion 2) (Proposed)" that was identified in the *Sociocultural Data Report*, provided in the SCE Report under separate cover. However, the location of this future fire station is unknown.

Site Name	Location	Description
Water Spring Middle School	10393 Seidel Rd Winter Garden, FL 34787	Orange County Public School that shares a campus with Horizon High School, but is planned to have its own campus
Horizon High School	10393 Seidel Rd Winter Garden, FL 34787	Orange County Public School with approximately 1400 students
Horizon West Church	10393 Seidel Rd Winter Garden, FL 34787	Nondenominational church that holds Sunday Morning Services at the Horizon High School
Orange County Fire Station #32	14932 E Orange Lake Blvd, Kissimmee, FL 34747	Orange County Fire Station that is located within The Town Center at Orange Lake
AdventHealth Centra Care Orange Lake	8201 W Irlo Bronson Memorial Hwy, Kissimmee, FL 34747	Urgent Care Facility in Orange County

Table 2: Community Focal Points

Since the Build Alternative improves an existing limited access roadway, it does not divide or isolate the existing community more than the No-Build Alternative. The proposed new interchange at Livingston Road will serve to shorten trips between the adjacent community and SR 429 and reduce traffic at the US-192 interchange. No adverse impacts to community character or connectivity are anticipated.

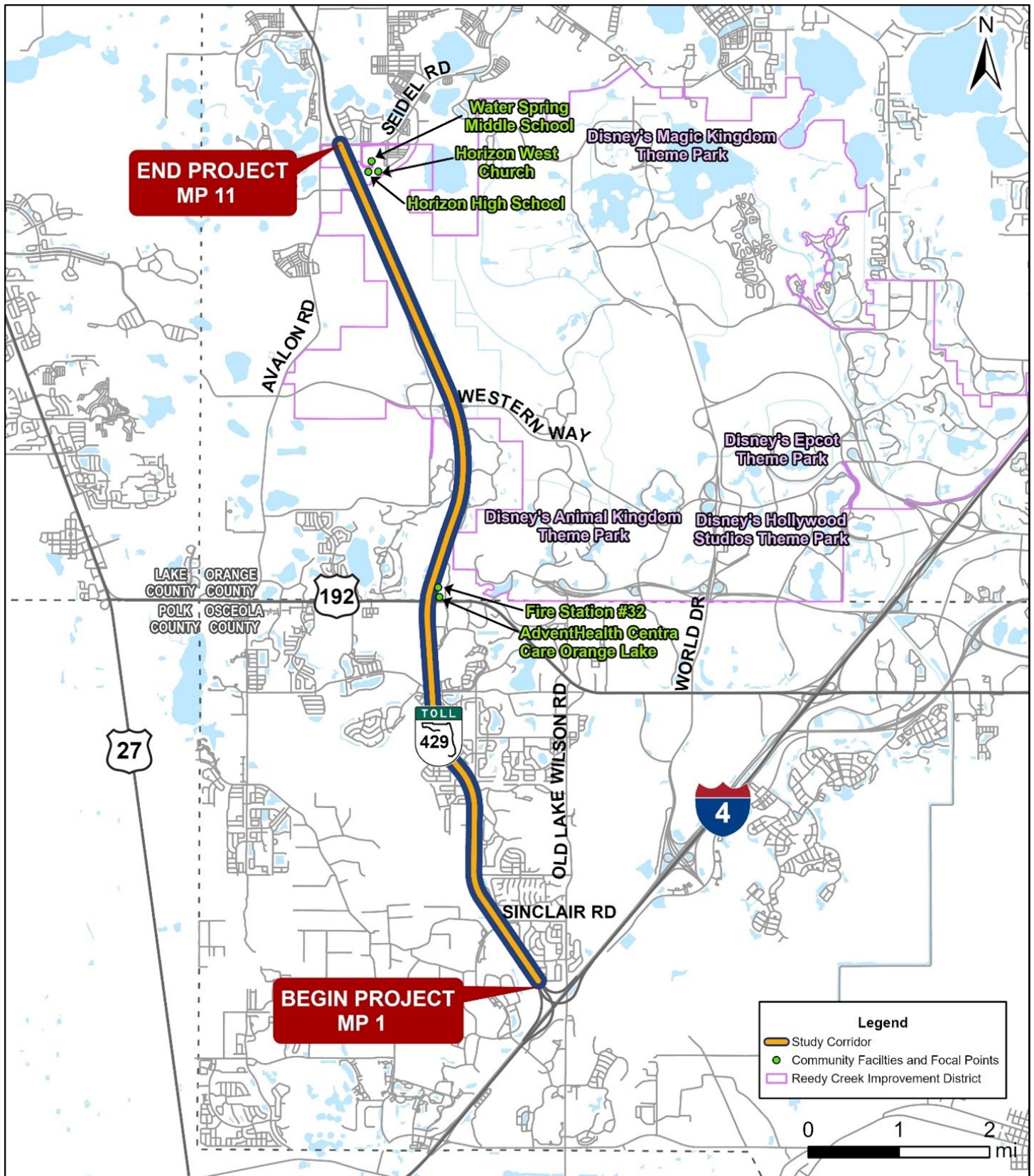


Figure 7: Community Characteristics Map

3.2 Economic

Extensive residential and commercial development in the corridor is expected to continue, and congestion on the Western Beltway (SR 429) is expected to increase. In order to meet the existing and future traffic demands in the region, capacity improvements to SR 429 are needed. Residents and workers will face severe congestion in the corridor, so improvements to the Western Beltway are needed to enhance the economic vitality of the Central Florida economy.

There are several stores and shopping centers in the study area. The Rolling Oaks Commons shopping center is anchored by Target and The Town Center at Orange Lake shopping center is anchored by Publix. These are the primary grocery stores for the adjacent community. Many of the residential communities in the study area contain vacation rentals that serve visitors to Disney World and other nearby theme parks. These short-term rental units make inferences about community character more difficult.

Based on the enhancements to mobility and accessibility with the Build Alternative, the project is anticipated to enhance the economic conditions in the adjacent community by reducing traffic congestion and travel times. Impacts to multimodal travel, parking, or businesses are not anticipated. The vacant land impacted by the new interchange would not be available for residential development. This would result in less tax base with the Build Alternative.

Temporary impacts to access during construction should be limited to off-peak hours and mitigated with properly signed detours. The economic effects during construction are temporary and not significant.

3.3 Land Use Changes

The Build Alternative is not anticipated to affect the existing character or use of the surrounding area, except at the proposed new interchange with Livingston Road. The vacant land with a low-density residential land use would need to be changed to transportation use with the Build Alternative. There will not be changes to existing or planned recreational space, nor will changes to adopted future land use plans or growth management policies be required.

3.4 Mobility

SR 429 is a limited access high-speed tolled expressway and that will remain with both the Build and No-Build Alternatives. The study area has limited transit options with only one bus route serving US-192. The project is not anticipated to affect public transit facilities or transit dependent populations. Access to transit would be enhanced by the addition of sidewalks and bicycle lanes along US-192 in the area of the SR 429 interchange.

Connectivity will be enhanced with the Build Alternative. The proposed new interchange with Livingston Road will provide a new expressway connection to the adjacent community and reduce traffic on some adjacent roadways. Existing overpasses, like at Canary Island Drive and Indian Creek Boulevard, would remain.

3.5 Aesthetic Effects

Since the Build Alternative is mostly within existing ROW, major alterations to viewshed and aesthetics are not anticipated. Some viewshed changes are anticipated in the area of the proposed new interchange with Livingston Road. Existing landscape within the ROW do provide some aesthetic enhancement and will likely be impacted by the proposed

roadway widening. The Build Alternative should include new or relocated landscaping to avoid impacting the viewshed of the adjacent community as a best practice. Enhanced architectural features at toll plazas and interchange walls/bridges will also help to support community aesthetics and character and should be retained.

SR 429 is not designated as a Florida Scenic Highway.

3.6 Relocation Potential

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

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4. Cultural Resources

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

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 09/06/2022. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A *Cultural Resources Assessment Survey* (CRAS) was conducted within the study area to locate, identify, and aerially delimit any archaeological sites and historic resources (e.g. structures, buildings, bridges, cemeteries, linear resources, historic districts) within the project's Area of Potential Effect (APE). As defined in 36 CFR Part 800.16(d), and recognized by Chapter 267, F.S., the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The CRAS was prepared in accordance with Part 2, Chapter 8 of the FDOT PD&E Manual and the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. The CRAS documents resources' significance in terms of eligibility criteria for listing in the National Register of Historic Places (NRHP). Surveys were completed in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes* (F.S.), Chapter 1A-46, *Florida Administrative Code* (FAC), and Florida's Coastal Management Program. The results of the CRAS are summarized below.

The archaeological APE consisted of the footprint of the existing and proposed ROW containing the proposed improvements. To account for the proposed widening of the existing SR 429 facility, as well as the potential for elevated ramps and bridges, the historic resources APE consisted of the footprint of all existing and proposed ROW, as well as a buffer of 250 feet out from the footprint of the existing and proposed ROW. A search of the Florida Master Site File Search (FMSF) identified 24 previously conducted cultural resource surveys that contain or partially contain the project APE. Only ten of the 58 previously recorded sites in the FMSF are located within or adjacent to the archaeological APE as summarized in **Table 3**.

FMSF No.	Site Name	Site Type	SHPO National Register Evaluation
8OR3219	Whittenhorse Creek 2	Precontact Artifact Scatter and Habitation Site	Ineligible
8OR4300	Hognose Snake	Precontact Artifact Scatter Consisting of One Lithic Waste Flake and One St. Johns Plain Pottery Sherd	Ineligible
8OR9986	Reedy Creek III	Precontact Lithic Scatter	Ineligible
8OR10241	North of RIBS #1	Precontact Lithic Scatter	Ineligible
8OS49	Davenport Swamp	Reported General Vicinity Location of Lithic Surface Scatter on Interface of Swamp and Former Grove	Not Evaluated
8OS139	World Golf and Tennis V	Precontact Lithic Scatter Consisting of One Lithic Waste Flake and One Biface Fragment (Likely Would Have Been Considered Two Archaeological Occurrences Today)	Ineligible
8OS1777	North Point	Precontact Artifact Scatter with St. Johns Plain Pottery Sherds	Ineligible
8OS1778	Boggy Swamp	Single St. Johns Plain Pottery Sherd	Ineligible
8OS1780	Wetland Site	Precontact Artifact Scatter	Ineligible
8OS1937	Fowler 2	Precontact Artifact Scatter with a St. Johns Plain Pottery Sherd	Ineligible

Table 3: Previously Recorded Archaeological Resources Within or Adjacent to the Archaeological APE

No archaeological sites were newly identified within the archaeological APE during the current CRAS. The majority of the archaeological APE is located within areas of existing road ROW that have been previously surveyed for archaeological resources during the 1996 CRAS of the Western Beltway (SR 429) (ACI 1996: FMSF Manuscript No. 4578) or areas of existing road ROW that have been previously disturbed during the construction of the Western Beltway (SR 429), Sinclair Road, Connector Road, Formosa Gardens Boulevard, W. Irlo Bronson Memorial Highway (US 192), Western Way, and Seidel Road and their co-located drainage facilities and underground facilities.

While subsurface testing was not feasible within much of the APE due to the presence of hardscape, underground utilities, drainage ditches, excavated ponds, wetlands, and standing water, 51 shovel tests were excavated where feasible within newly proposed ROW. One archaeological occurrence, A.O. #1, was identified as a result of subsurface testing. This occurrence consisted of a lone non-diagnostic, utilized, lithic flake recovered from a single shovel test. A.O. #1 was bounded by sets of two shovel tests, all devoid of cultural material, at 12.5 meter intervals in each of the four cardinal directions. No diagnostic artifacts were identified and finds of these type do not meet the minimum criteria for listing in the National Register.

The results of the current survey, as well as past testing conducted within the current APE during previous survey efforts, indicate a low potential for encountering intact archaeological deposits or significant archaeological sites within the archaeological APE. No extant historic resources were identified within the project APE during the background research or historic resources field survey efforts.

Additional information regarding historical and cultural resources is provided in a separate report, titled *Cultural Resource Assessment Survey for Widen Western Beltway (SR 429), from North of the I-4/SR 429 Interchange to Seidel Road*, dated July 2022, under separate cover. The State Historic Preservation Office (SHPO) concurred with these findings on September 6, 2022, included in the Attachments.

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

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

4.3 Recreational Areas and Protected Lands

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

There are no public recreational facilities within the study area. However, there are several recreational facilities within private resorts and golf courses, and athletic fields adjacent to Horizon High School. These facilities are not anticipated to be impacted.

5. Natural Resources

5.1 Wetlands and Other Surface Waters

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

A full description of the wetlands and surface waters within the study boundary is provided in the *Natural Resources Evaluation Report* (NRE) under separate cover. In accordance with EO 11990, FTE has undertaken all actions to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, FTE has determined that there is no practicable alternative to construction impacts occurring in wetlands. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

Potential direct impacts to wetlands and surface waters were assessed for the Build Alternative (**Table 4**). Impacts associated with the Build Alternative total 11.92 acres and include 5.19 acres of wetlands and 6.73 acres of surface waters. Wetlands that are under a conservation easement within the Build Alternative included 1.89 acres.

ID	FLUCFCS Classification	FLUCFCS Description	Build Alternative Impact Acreage
WL 01	630	Wetland Forested Mixed	3.05
WL 01 Conservation Easements	630	Wetland Forested Mixed	1.89
WL 02	641	Freshwater Marshes	0.25
SW 01	530	Reservoir	6.73
Total Wetland Impacts			5.19
Total Surface Water Impacts			6.73
Total Impacts			11.92

Table 4: Proposed Wetland and Surface Water Impacts

Secondary and indirect impacts will be assessed using the Uniform Mitigation Assessment Methodology (UMAM) at the time of permitting to determine functional loss within these systems. The UMAM per Chapter 62-345, F.A.C., is a state and federally approved method used to assess wetlands in the State of Florida. A UMAM analysis was performed to determine an estimate to the functional loss due to wetland impacts from the Build Alternative. Construction of the Build Alternative results in an estimated total of 5.19 acres of wetland impacts and a loss of 4.01 functional units. The UMAM scores and values presented in **Table 5** are subject to agency review and may change during the state and federal permitting process.

Representative Wetlands	FLUCFCS Classification	FLUCFCS Description	UMAM Delta2	Impact Acres	Functional Loss
WL 01	630	Wetland Forested Mixed	-0.67	3.05	2.03
WL Conservation Easements	630	Wetland Forested Mixed	-0.87	1.89	1.64
WL 02	641	Freshwater Marshes	-0.67	0.25	0.17
Total				5.19	3.84

Table 5: Estimated UMAM Functional Loss for Wetlands in the Build Alternative (Direct Impacts)

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements. The project study area is currently located within the service area of the following mitigation banks: Hatchineha Ranch, Kissimmee Ridge, Collany, Southport Ranch, Twin Oaks, Florida, Shingle Creek, Reedy Creek and Split Oak Forest. As of August 2022, federal and/or state credits are available for Southport Ranch, Florida, and Reedy Creek Mitigation Banks. State only credits are currently available through Hatchineha Ranch, Shingle Creek, and Twin Oaks Mitigation Banks. Credit availability for Kissimmee Ridge and Split Oak Forest was not readily accessible. Collany Mitigation Bank has mitigation credits for protected species impacts for sand skink and the Florida scrub-jay.

5.2 Aquatic Preserves and Outstanding FL Waters

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

5.3 Water Resources

This section summarizes the existing and proposed stormwater management facilities found in the *Pond Siting Report*, under separate cover. The land use along the corridor is predominantly residential from the I-4 / SR 429 interchange to Western Way. From Western Way to Seidel Road, the adjacent land is comprised of solar farms and rapid infiltration basins (RIBS) owned by Reedy Creek Improvement District. SR 429 existing stormwater management facilities are located within the infields of the interchanges, as well as "offsite" ponds located adjacent to the roadway corridor. A combination of roadside ditches and closed collection systems convey runoff to the stormwater management facilities for treatment and attenuation (ERP Permit No. 49 - 187636001).

Although project improvements will not discharge directly to any Outstanding Florida Waters, the project is located within the Lake Okeechobee Basin Management Action Plan. The FDEP has defined three (3) Water Body Identifications numbers (WBIDs) that encompass the study area. Of the three WBIDs, WBID 3170K is impaired for Bacteria (Fecal Coliform) and WBID 3170F4 is impaired for Dissolved Oxygen.

There are three drainage connection permits within the project corridor. They are as follows: TP-92-DC-180-18 Sinclair Road Apartments located at MP 1.5; TP-75-DC-130-18 Flamingo Crossings PD located at MP 7.5; and TP-75-DC-010-08 Flamingo Crossings Phase I located at MP 7.

A total of 20 basins were defined within the project study area. There is excess treatment and attenuation provided within the currently permitted stormwater management systems that can be utilized to treat the proposed runoff in most basins. New treatment areas are needed for Basin 2A-2 and Formosa Gardens Boulevard (FGB) Basin B. The anticipated right of way needs associated with the Build Alternative are outlined in **Table 8** and displayed in **Figure 8**.

Basin	Preferred Pond Sites	Anticipated Right of Way Requirements (acres)
2A-2	1	12.04
FGB (Basin B)	3	4.80

Table 8: Preferred Pond Sites and Anticipated Right of Way



Figure 8: Preferred Pond Sites

5.4 Wild and Scenic Rivers

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

5.5 Floodplains

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

This section summarizes the *Location Hydraulic Report (LHR)*, under separate cover. The project contains ten cross drains which convey offsite flows through the project corridor, including those associated with Boggy Creek and Whittenhorse Creek. These two waterways have floodplains associated with them but are not regulatory floodways. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Osceola and Orange Counties were reviewed to determine the extents of the FEMA floodplains within the project limits. The anticipated floodplain impacts due to the proposed roadway widening were estimated to determine the 100-year floodplain encroachment and necessary compensation volumes. The floodplain encroachment areas were quantified based on the FEMA 100-year base flood elevations (BFEs) and the existing ground elevations using 1-foot LiDAR contours. The floodplain impacts may increase during the design phase if modifications to the profile are necessary. **Table 9** provides a summary of the floodplain areas within the project limits and the mainline encroachment areas.

Floodplain / Waterbody Name	FIRM Panel No.	Floodplain Zone	FEMA 100-yr Floodplain Elevation (ft)	Encroachment Amount (ac-ft)
Davenport Creek Swamp	12097C0040G	AE	106.00	3.54
Isolated Wetland	12097C0030G	AE	104.30	-
Boggy Creek	12097C0030G	A	-	0.28
Boggy Creek	12095C0580F	A	-	-
Whittenhorse	12095C0390F	AH	104.00	0.17

Table 9: Floodplain Areas Adjacent to Project

No additional floodplain compensation sites are anticipated as part of the Preferred Alternative. Floodplain encroachments can be mitigated within existing roadside ditches or within the stormwater management facilities. No additional right of way is needed for floodplain compensation.

All proposed structures will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.6 Coastal Barrier Resources

The Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA) are not applicable to this project since there is no federal funding.

5.7 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.

Within the PD&E study area, the potential presence of protected species and/or presence of federally-designated critical habitats was assessed through literature review of the Florida Natural Areas Inventory (FNAI), database searches, and field assessments. Field evaluations of the project study area and adjacent habitats and general wildlife surveys were conducted by project biologists on September 27, 2021 and January 12, 2022.

Per the *Protected Species and Habitat Assessment*, 32 federally-listed species and 26 state-listed species have been reviewed for the potential to occur within the Western Beltway (SR 429) study area. The project is not within any US Fish and Wildlife Service (USFWS) designated critical habitat. An effect determination was made for each of these federal- and state-listed species based on an analysis of the potential impacts of the proposed project on each species. Based on evaluation of collected data and field reviews, the federal- and state-listed species listed in **Table 10**, **Table 11**, and **Table 12** have been reviewed for the potential to occur within or adjacent to the project study area. Of the federally-listed species, it is anticipated there will be no effect on 27 species and may affect, but is not likely to adversely affect 5 species. The project is anticipated to have no effect or no adverse effect on all 26 state-listed species.

The project is located within the USFWS Consultation Areas (CAs) of multiple federally protected species, including crested caracara (*Caracara cheriway*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), red-cockaded woodpecker (*Picoides borealis*), Florida scrub-jay (*Aphelocoma coerulescens*), sand skink (*Plestiodon reynoldsi*), and Lake Wales Ridge plants and within the Core Foraging Area (CFA) of three (3) active wood stork colonies.

The proposed project is not located within or near any coastal resources and will not involve Essential Fish Habitat as none exists within the project study area. This was confirmed by the National Marine Fisheries Service (NMFS) in the ETDM comments. Coordination with USFWS will continue through design and permitting regarding concurrence with the findings in Table 10 - 12 .

Project Impact Determination	Federal Listed Species
"No effect"	Flora
	Avon Park rabbit-bells (<i>Crotalaria avonensis</i>)
	Beautiful pawpaw (<i>Deeringothamnus pulchellus</i>)
	Britton's beargrass (<i>Nolina brittoniana</i>)
	Carter's warea (<i>Warea carteri</i>)
	Clasping warea (<i>Warea amplexifolia</i>)
	Florida blazing star (<i>Liatris ohlingerae</i>)
	Florida bonamia (<i>Bonamia grandiflora</i>)
	Florida jointweed (<i>Polygonella basiramia</i>)
	Garrett's scrub balm (<i>Dicerandra christmanii</i>)
	Highlands scrub hypericum (<i>Hypericum cumulicola</i>)
	Lewton's polygala (<i>Polygala lewtonii</i>)
	Papery nailwort (<i>Paronychia chartacea</i> ssp. <i>Chartacea</i>)
	Perforate reindeer lichen (<i>Cladonia perforata</i>)
	Pygmy fringe tree (<i>Chionanthus pygmaeus</i>)
	Scrub buckwheat (<i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i>)
	Scrub lupine (<i>Lupinus aridorum</i>)
	Scrub mint (<i>Dicerandra frutescens</i>)
	Scrub pigeon-wing (<i>Clitoria fragrans</i>)
	Scrub plum (<i>Prunus geniculata</i>)
	Short-leaved rosemary (<i>Conradina brevifolia</i>)
	Small's jointweed (<i>Polygonella myriophylla</i>)
	Fauna
	Crested caracara (<i>Caracara cheriway</i>)
	Florida grasshopper sparrow (<i>Ammodramus savannarum floridanus</i>)
	Florida scrub-jay (<i>Aphelocoma coerulescens</i>)
Everglade snail kite (<i>Rostrhamus sociabilis</i>)	
Red-cockaded woodpecker (<i>Picoides borealis</i>)	
"May affect, but is not likely to adversely affect"	American alligator (<i>Alligator mississippiensis</i>)
	Blue-tailed mole skink (<i>Plestiodon egregius lividus</i>)
	Sand skink (<i>Plestiodon reynoldsi</i>)
	Eastern indigo snake (<i>Drymarchon couperi</i>)
	Wood stork (<i>Mycteria americana</i>)

Table 10: Federal Protected Species Effect Determinations

Project Impact Determination	State Listed Species
"No effect anticipated"	Flora
	Ashe's savory (<i>Calamintha ashei</i>)
	Celestial lily (<i>Nemastylis floridana</i>)
	Chapman's sedge (<i>Carex chapmanii</i>)
	Cutthroat grass (<i>Panicum abscissum</i>)
	Florida beargrass (<i>Nolina atopocarpa</i>)
	Florida spiny-pod (<i>Matelea floridana</i>)
	Florida willow (<i>Salix floridana</i>)
	Giant orchid (<i>Pteroglossaspis ecristata</i>)
	Hartwrightia (<i>Hartwrightia floridana</i>)
	Incised groove-bur (<i>Agrimonia incisa</i>)
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)
	Nodding pinweed (<i>Lechea cernua</i>)
	Piedmont jointgrass (<i>Coelorachis tuberculosa</i>)
	Pine pinweed (<i>Lechea divaricata</i>)
	Pine-woods bluestem (<i>Andropogon arctatus</i>)
	Sand butterfly pea (<i>Centrosema arenicola</i>)
	Scrub bluestem (<i>Schizachyrium niveum</i>)
	Star anise (<i>Illicium parviflorum</i>)
"No adverse effect anticipated"	Fauna
	Gopher tortoise (<i>Gopherus polyphemus</i>)
	Florida pine snake (<i>Pituophis melanoleucus mugitus</i>)
	Florida burrowing owl (<i>Athene cunicularia floridana</i>)
	Little blue heron (<i>Egretta caerulea</i>)
	Tricolored heron (<i>Egretta tricolor</i>)
	Roseate spoonbill (<i>Platalea ajaja</i>)
	Florida sandhill crane (<i>Grus canadensis pratensis</i>)
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)

Table 11: State Protected Species Effect Determinations

Project Impact Determination	Additional Protected Species
No impacts to primary or secondary buffer zones	Bald eagle (<i>Haliaeetus leucocephalus</i>)

Table 12: Other Species of Concern Effect Determinations

5.8 Essential Fish Habitat (EFH)

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

6. Physical Resources

6.1 Highway Traffic Noise

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

A Noise Study Report (NSR) was prepared for the project and is available under separate cover and is summarized here. The locations of potentially feasible and reasonable noise abatement are provided in the NSR.

Noise levels were predicted at 970 receptor points, representing 3,493 residences (Noise Abatement Category, [NAC] B), and 203 special use receptor points (NAC Categories C and E). Noise levels at 1,697 residences and 74 special use sites, are predicted to approach or exceed the NAC for the year 2050 Build Alternative. No noise sensitive sites are expected to experience a substantial increase (15 dB(A)) in traffic noise compared to existing conditions.

Noise barriers were evaluated for all impacted sites identified in the noise modeling. The noise barrier analysis performed to date and summarized in the NSR indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 1,346 of the impacted residences, as well as providing a benefit to 517 non-impacted residences. The special use analysis determined that noise abatement was not feasible and reasonable for any of the 74 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas.

The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the \$42,000 per benefited receptor criterion. Nine noise barrier systems are a potentially viable abatement measure at 12 communities along the project limits and will be given further consideration during the design phase of this project. Refer to the NSR for a listing of potential noise walls. Locations of the walls are pictured on aerial maps in the NSR.

FTE is committed to the construction of feasible and reasonable noise abatement measures. Nine potentially feasible and reasonable noise barrier systems have been identified for this project in the NSR contingent upon the following conditions:

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

A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that this State Environmental Impact Report is approved by FTE will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.

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.

The objective of the air quality screening is to determine if project-related motor vehicle emissions will cause, or contribute to, a violation of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, the most prevalent air pollutant emission from motor vehicles. An *Air Quality Technical Memorandum* was prepared per the requirements as outlined in the FDOT PD&E Manual, Part 2, Chapter 19.

Based on the results from the screening model, the highest project-related Carbon Monoxide one-hour and eight-hour levels are not predicted to meet or exceed the one-hour or eight-hour National Ambient Air Quality Standards for this pollutant with either the Build or No Build Alternatives. However, construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and exhaust from construction equipment. These impacts can be minimized by adherence to all applicable State and local regulations in the FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

The Level I *Contamination Screening Evaluation Report* (CSER), dated September 2022, was performed to identify contamination concerns within the project study area along the mainline and drainage sites. The purpose of this evaluation was to assess the risk of encountering petroleum or hazardous substance contaminating soil, groundwater, surface water, or sediment that could adversely affect this project. The evaluation was performed in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual (July 1, 2020).

Based on the results of the contamination screening, Contamination Risk Ratings (CRRs) were assigned to each site. The risk rating system was developed by FDOT and incorporates four levels of risk: No, Low, Medium, and High, with High-risk sites having the most concern. As a result of this evaluation, CRRs were assigned to 23 sites along the mainline and 4 drainage sites as summarized in

Table 13 and Table 14.

The Preferred Alternative was developed to avoid and minimize impacts to identified contamination sites by selecting alternatives that maximize the use of the existing infrastructure, minimizing the need for improvements outside the existing ROW.

Contamination Sites / Facilities		Risk Rating			
Type	Total #	High	Medium	Low	No
Mainline	23	0	6	12	5
Drainage	4	0	2	0	2

Table 13: Summary of Risk Ratings - Mainline and Drainage Sites

Site No.	Site Name	Site Location	Risk Potential
1	Groves/Crops	Within and adjoining east and west of SR 429 ROW	Medium

7	Oak Island/Central Florida Investment	Oak Island Road (Currently Funie Steed Road)	Medium
13	Former Railroad	Near Orange Lake Boulevard	Medium
15	Fischer Parcel 3	Near Hartzog Road and within Western Way Interchange ROW	Medium
16	Fischer Parcel A	Near Hartzog Road and within Western Way Interchange ROW	Medium
21	EDB Groundwater Contamination Zone #48263255	Near Seidel Road Interchange	Medium

Table 14: Medium Risk Contamination Sites

The medium risk contamination sites are also shown in **Figure 9**. For the Locations rated "No" or "Low" for contamination, no further action is required. If deemed appropriate by the Florida Turnpike Enterprise District Contamination Impact Coordinator, Level II testing is recommended for the sites rated Medium. In the event contamination is identified, mitigation will be addressed, as needed. No testing is recommended for one of the two medium risk drainage sites since it was not selected as the preferred drainage site.

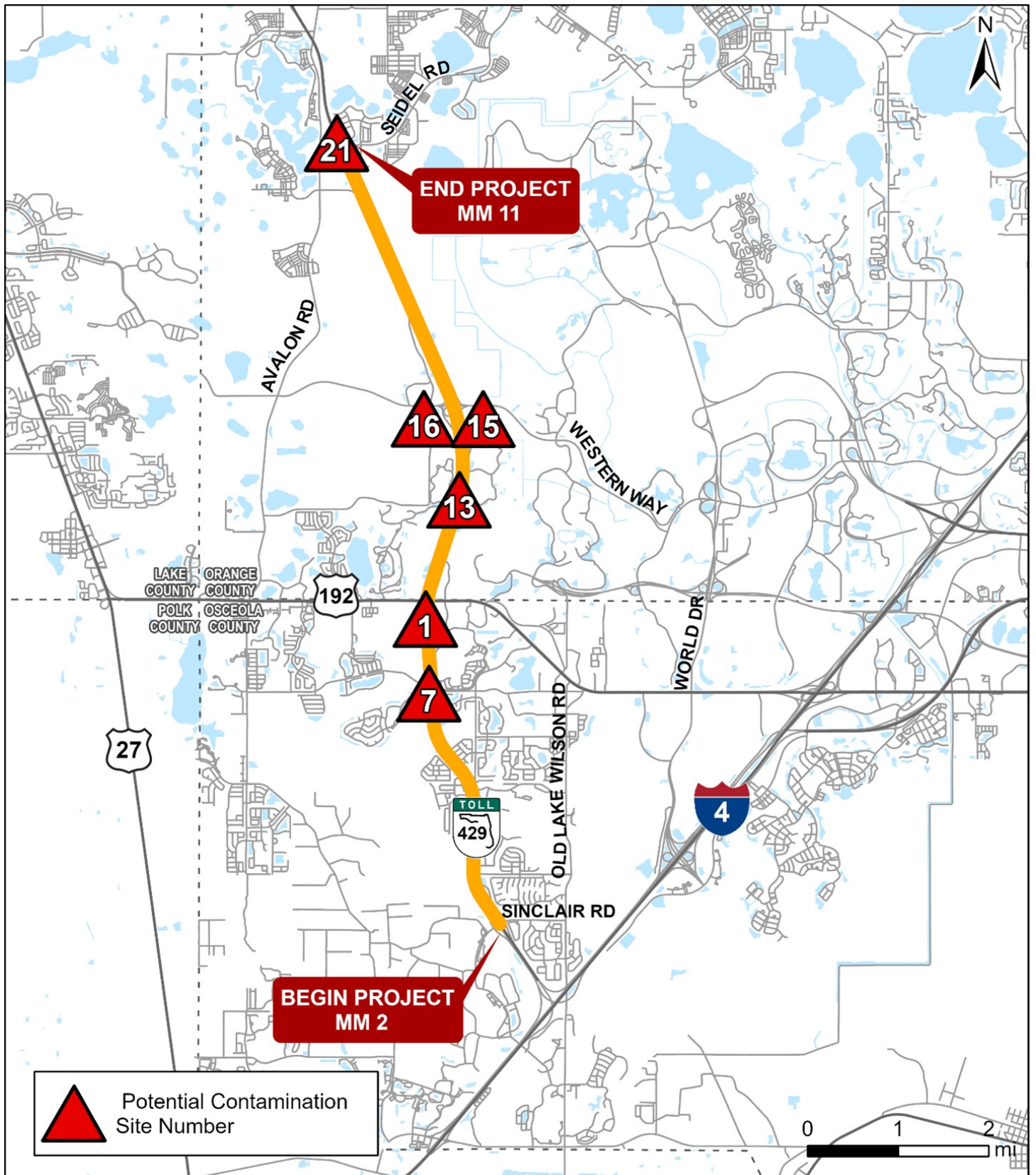


Figure 9: Medium Risk Contamination Sites

6.4 Utilities and Railroads

There are no railroads within the project area.

The *Utility Assessment Report*, dated May 2022, identified the type, location, and ownership of the existing utilities within the limits of the study area, as well as potential impacts with the proposed improvements. All coordination was performed in accordance with the standards outlined in Part 2, Chapter 21 ("Utilities & Railroads") of the FDOT PD&E Manual. The utility information provided below was obtained from field reviews, as-built plan information from previous projects in the area, as well as information provided by the utility companies. Existing utilities confirmed within the study area are summarized below:

- Comcast - underground fiber optic cable
- Duke Energy Distribution - overhead and underground electric
- Duke Energy Transmission - overhead electric
- Osceola County Traffic - underground fiber optic cable
- Sabal Trail Transmission - gas main
- Summit Broadband - underground fiber optic cable
- TECO Peoples Gas - gas main

Duke Energy transmission may be potentially impacted by the Build Alternative with the proposed construction of the Livingston Road interchange.

Based on this analysis, the Build Alternative will impact existing utilities within the study area. However, avoidance or relocations identified during the design phase will minimize impacts to the existing facilities resulting in no substantial impact to utilities.

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 Build Alternative will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The contractor will adhere to the most current version of the FDOT's *Standard Specifications for Road and Bridge Construction* in order to minimize or eliminate potential construction noise and vibration impacts. Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the FDOT, will investigate additional methods of controlling these impacts.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. 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*.

The temporary traffic control will be designed 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 FDOT contact person will be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Temporary erosion control features, as specified in the FDOT's *Standard Specifications for Road and Bridge Construction* Section 104, may include temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

6.6 Bicycles and Pedestrians

SR 429 is a limited-access and high-speed roadway, thus, there are no pedestrian or bicycle facilities located on the corridor. Pedestrian and bicycle facilities on the cross streets within the study area are summarized in **Table 15**.

Cross Street	Pedestrian Facility Type	Bicycle Facility Type
Sinclair Road	5' sidewalks, both sides	None
Connector Road	None	None
Livingston Road	5' sidewalks, both sides	None
Formosa Gardens Boulevard	5' sidewalk on west side, south of Livingston Road 10' shared use path on east side	10' shared use path on east side
US 192	5' sidewalk on south side east of SR 429 interchange	None
Western Way	None	None
Seidel Road	5' sidewalks, both sides	4' bicycle lane, both sides

Table 15: Existing Pedestrian Facilities

The proposed ramp terminal intersections should be designed to be compatible with bicycle and pedestrian accessibility so that SR 429 does not become a barrier between residential areas and businesses/services or a detriment to intermodal connectivity. Additional sidewalks are proposed along US-192 and Western Way, in the area of the SR 429 interchange. Access for transportation disadvantaged populations would not be affected.

6.7 Navigation

There are no navigable waterways within the study area.

7. Permits

The following environmental permits are anticipated for this project:

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
FWC Gopher Tortoise Relocation Permit
State 404 Permit

Status

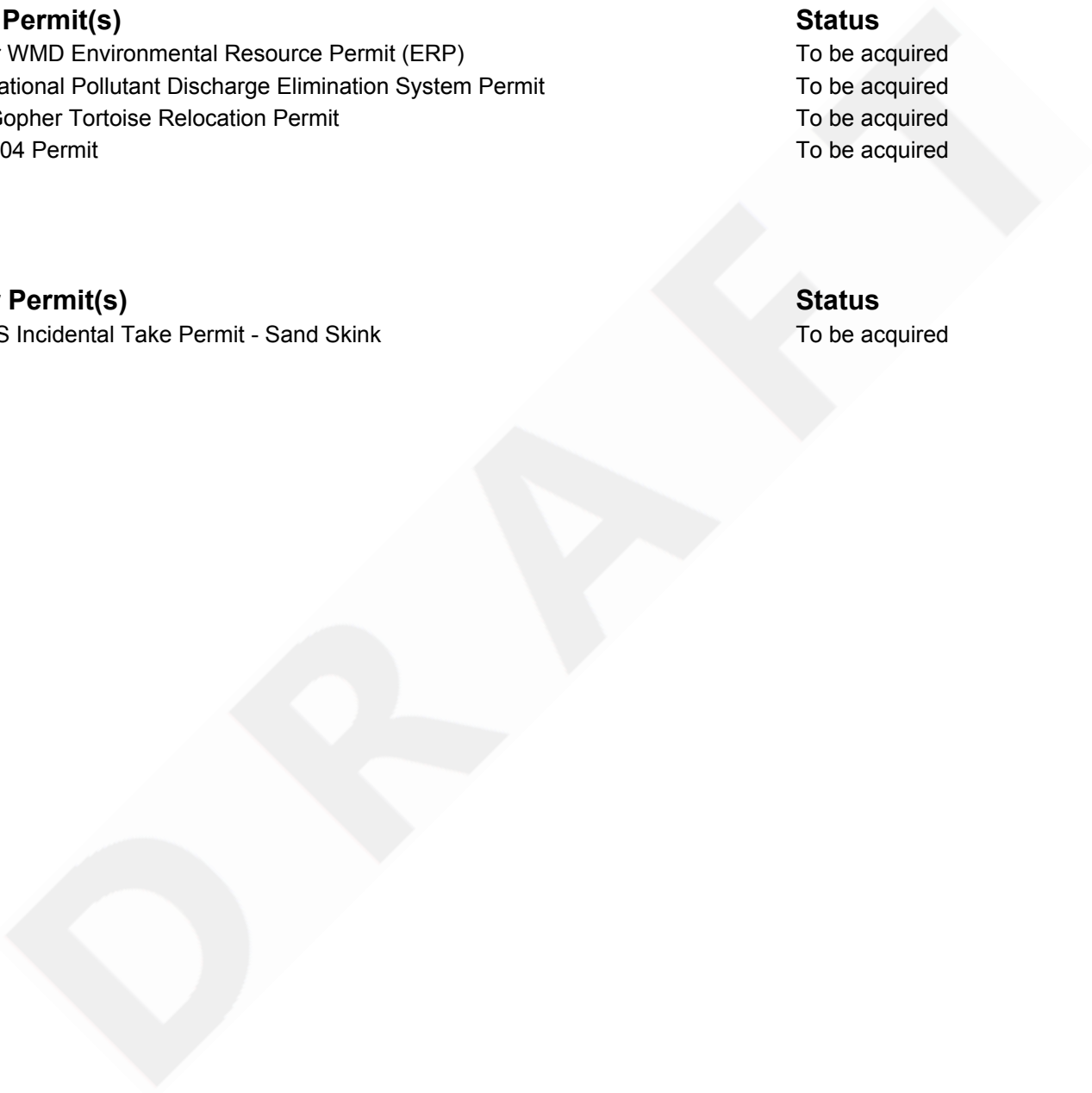
To be acquired
To be acquired
To be acquired
To be acquired

Other Permit(s)

USFWS Incidental Take Permit - Sand Skink

Status

To be acquired



8. Engineering Analysis Support

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

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9. Project Commitments

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

1. The FTE will conduct design-phase coverboard surveys in accordance with the most recent U.S. Fish and Wildlife Service (USFWS) guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink.
2. The most recent version of the USFWS Standard Protection Measure for the Eastern Indigo Snake will be adhered to during construction of the proposed project.
3. FTE is committed to the construction of feasible and reasonable noise abatement measures. Potentially feasible and reasonable noise barrier systems have been identified for this project contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to FTE.
 - Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

10. Approved for Public Availability



Environmental or Project Development Manager

Date: 11/15/2022

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11. Public Involvement

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

Summary of Activities Other than the Public Hearing

A Hybrid Alternatives Public Information Meeting was held in February 2022 and was composed of a Virtual Meeting and an In-Person Meeting. The virtual component was held on Tuesday, February 23, 2022, from 5:30 p.m. until 6:00 p.m., while the in-person component was held on Thursday, February 24, from 5:30 p.m. until 7:30 p.m. at the AdventHealth Nicholson Center.

Date of Public Hearing: 12/06/2022

Summary of Public Hearing

A summary will be added once the Public Hearing is complete.

12. Technical Materials

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

SocioCultural Effects Evaluation
Cultural Resources Assessment Survey
Natural Resources Evaluation
Location Hydraulics Report
Pond Siting Report
Contamination Screening Evaluation Report
Utility Assessment Package
Air Quality Technical Memorandum
Preliminary Engineering Report

DRAFT

Attachments

Planning Consistency

Planning Consistency Information

Cultural Resources

FDHR Concurrence Letter

DRAFT

Planning Consistency Appendix

Contents:

Planning Consistency Information

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MTP ID#	County	Facility Name & Limits	Project Description	Length (miles)	Project Phase	Total Project Cost (2020 \$'s) <i>Shown in Millions</i>	Existing TIP: 2020-2025		Plan Period I: 2026-2030		Plan Period II: 2031-2035		Plan Period III: 2036-2045		Unfunded Needs	
							Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s
1062	Orange	SR 528 / Beachline Expwy From: at John Young Pkwy To:	Interchange Modification	1.00	PD&E			\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 1.40	PE	\$ 1.40		\$ -		\$ -		\$ -		\$ -
					ROW			\$ -		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 8.40		\$ -	CST	\$ 11.09		\$ -		\$ -		\$ -
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1063	Seminole	SR 417 / Seminole Expwy From: Aloma Avenue To: SR 434	Widen to 8 Lanes	6.40	PD&E			\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 2.00	PE	\$ 2.00		\$ -		\$ -		\$ -		\$ -
					ROW			\$ -		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 159.00	CST	\$ 159.00		\$ -		\$ -		\$ -		\$ -
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1019	Orange / Osceola	SR 429 From: I-4 - To: Seidel Rd	Widen to 8 Lanes	9.88	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 25.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 51.25
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 50.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 102.50
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1055	Osceola	Poinciana Pkwy Ext / I-4 Connector From: Poinciana Pkwy - To: I-4	New 4 Lane Expressway	13.00	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 10.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 20.50
					ROW	\$ 50.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 102.50
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 200.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 410.00
					CEI			\$ -		\$ -		\$ -		\$ -	CEI	\$ -
1029	Osceola	SR 91 / Florida's Turnpike From: Osceola / Okeechobee CL - To: SR 60 / Yeehaw Junction	Widen to 6 Lanes	2.82	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 10.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 20.50
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 25.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 51.25
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1030	Osceola	SR 91 / Florida's Turnpike From: SR 60 / Yeehaw Junction - To: CR 525 / Kissimmee Park Rd	Widen to 8 Lanes	46.25	PD&E	\$ 4.00	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -
					PE	\$ 10.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 20.50
					ROW	\$ 100.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 205.00
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 1,200.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 2,460.00
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1036	Orange	SR 91 / Florida's Turnpike From: SR 482 / Sand Lake Rd - To: S of SR 408 / Gotha Rd	Widen to 10 Lanes	7.94	PD&E	\$ 4.00		\$ -	PD&E	\$ 5.28		\$ -		\$ -		\$ -
					PE	\$ 5.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 10.25
					ROW	\$ 100.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 205.00
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 500.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 1,025.00
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -
1009	Orange / Osceola	SR 417 From: Celebration Ave - To: SR 536 / World Center Dr	Widen to 6 Lanes	4.10	PD&E	\$ 4.00		\$ -		\$ -		\$ -		\$ -	PD&E	\$ 8.20
					PE	\$ 4.00		\$ -		\$ -		\$ -		\$ -	PE	\$ 8.20
					ROW	\$ 15.00		\$ -		\$ -		\$ -		\$ -	ROW	\$ 30.75
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 50.00		\$ -		\$ -		\$ -		\$ -	CST	\$ 102.50
					CEI			\$ -		\$ -		\$ -		\$ -		\$ -

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Regionally Significant Highway Projects

Turnpike Projects

<u>Project Number</u>	<u>Project Name</u>	<u>From</u>	<u>To</u>	<u>Work Description</u>	<u>TIP Page #</u>	<u>Changes from FY 2019/20 - 2023/24 TIP</u>
Orange County						
4403142	Colonial Pkwy.	Woodbury Rd.	SR 520	New Road Construction	---①	Project not cost feasible - deleted from TIP
4403151	Colonial Pkwy.	SR 520	SR 528/Beachline Expy.	New Road Construction	---①	Project not cost feasible - deleted from TIP
4440061	Florida's Turnpike	S of Sand Lake Rd.	S of SR 408	PD&E Study	VI-2	No change
4461641	SR 429	I-4	Seidel Rd.	PD&E Study	VI-2	PD&E added for 2021/22
Osceola County						
4114064	Florida's Turnpike	S of Osceola Pkwy.	Orange/Osceola Co. Line	Widen to 8 Lanes	---①	Construction underway
4233742	Florida's Turnpike	SR 70 (St. Lucie Co.)	N of SR 60	PD&E Study	VI-3	PD&E added for 2021/22
4233743	Florida's Turnpike	N of SR 60	Kissimmee Park Rd.	PD&E Study	VI-3	PD&E added for 2022/23
4361941	Florida's Turnpike	US 192/441	Osceola Pkwy.	Widen to 8 Lanes	VI-3	Construction moved from 2021/22 to 2023/24
4412242	Florida's Turnpike	at Kissimmee Park Rd.		Interchange Improvement	VI-3	Construction moved from 2021/22 to 2023/24
4412243	Florida's Turnpike	Kissimmee Park Rd.	US 192	Widen to 8 Lanes	VI-3	ROW funding moved from 2021/22 to beyond 2024/25
4443291	SR 429	at I-4		Add Auxilliary Lane(s)	VI-4	No change
4465811	Poinciana Pkwy. Ext.	CR 532	N of I-4/SR 429 Interchange	PD&E Study	VI-4	PD&E added for 2020/21
Seminole County						
4293353	SR 417	Orange/Seminole Co. Line	Aloma Ave.	Widen to 6 Lanes	---①	Construction underway
4175451	SR 417	Aloma Ave.	SR 434	Widen to 8 Lanes	VI-4	Construction added for 2024/25

① Projects without TIP page numbers were included in the FY 2019/20 -2023/24 TIP but are not included in the FY 2020/21 -2024/25 TIP since they are now under construction or were removed from the new TIP.

MetroPlan Orlando
Transportation Improvement Program
Toll Road Projects - Florida's Turnpike Enterprise
Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description					2040 LRTP Reference	Historic Cost Prior to 2020/21 (\$000's)	Project Status and Cost (\$000's)						Estimated Future Cost After 2024/25 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	
		From	To	Length (Miles)	Work Description	2020/21			2021/22	2022/23	2023/24	2024/25	Funding Sources	Project Phases				
4114061 <i>SIS Project</i>	Florida's Turnpike	Orange/Osceola Co. Line	SR 528/Beachline Expy.	5.77	Widen to 8 Lanes	Tech. Rep. 3 page 40	214,058	400	0	0	0	0	0	PKYI	RRU	0	214,458	FTE
4336631 <i>SIS Project</i>	Florida's Turnpike	at Sand Lake Rd.		1.89	New Interchange	Tech. Rep. 3 page 40	16,685	2,500	69,435	1,840	0	0	0	PKYI PKBD PKYI PKYI	RRU CST CST ENV	0	90,460	FTE
4336632 <i>SIS Project</i>	Florida's Turnpike	Milepost 249.0	Milepost 260.0	11.00	Traffic Control Devices/System	Overview page 10	47	0	150	0	0	0	0	PKYI	ENV	0	197	FTE
4357841 <i>SIS Project</i>	Florida's Turnpike	SR 50	Orange/Lake Co. Line	2.84	Widen to 8 Lanes	Tech. Rep. 3 page 40	3,898	46,946	2,020	0	0	0	0	PKBD	CST	0	52,864	FTE
4385472 <i>SIS Project</i>	SR 528/Beachline Expy.	at Florida's Turnpike		1.98	Interchange Improvement	Tech. Rep. 3 page 40	10,295	0	80	490	558	0	0	PKYI	ROW	567,014	578,437	FTE
4385481 <i>SIS Project</i>	Florida's Turnpike	at SR 429		1.54	Bridge Painting	Overview page 7	334	0	0	0	11,195	0	0	PKYR	CST	0	11,529	FTE
4394572 <i>SIS Project</i>	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Guardrail Improvements	Overview page 7	352	2,428	0	0	0	0	0	PKYR	CST	0	2,780	FTE
4394574 <i>SIS Project</i>	Florida's Turnpike	ramps at SR 408, SR 429 & SR 50		4.39	Resurfacing	Overview page 7	8	4,947	0	0	0	0	0	PKYR	CST	0	4,955	FTE
4394575 <i>SIS Project</i>	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.07	Resurfacing	Overview page 7	2,991	20,514	0	0	0	0	0	PKYR	CST	0	23,505	FTE
4394576 <i>SIS Project</i>	Florida's Turnpike	Milepost 265.3	Milepost 269.4	4.07	Safety Improvements	Overview page 7	302	1,563	0	0	0	0	0	PKYR	CST	0	1,865	FTE
4394577 <i>SIS Project</i>	Florida's Turnpike	off-ramp to SR 429		0.64	Improve Traffic Operations	Overview page 7	6	6,490	0	0	0	0	0	PKYI	CST	0	6,496	FTE
4402901 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Resurfacing	Overview page 7	1,848	0	15,823	0	0	0	0	PKYR	CST	0	17,671	FTE
4402902 <i>SIS Project</i>	SR 429/Western Beltway	Milepost 5.3	Milepost 11.0	5.33	Guardrail Improvements	Overview page 7	309	0	2,263	0	0	0	0	PKYR	CST	0	2,572	FTE
4435681 <i>SIS Project</i>	SR 528	Milepost 30.8	Milepost 35.8	4.96	Overhead Signing	Overview page 7	175	879	0	0	0	0	0	PKYI	CST	0	1,054	FTE
4440061 <i>SIS Project</i>	Florida's Turnpike	S of Sand Lake Rd.	S of SR 408	6.00	Project Development & Environment Study	Tech. Rep. 3 page 40	86	0	4,000	0	0	0	0	PKYI	PD&E	0	4,086	FTE
4461641 <i>SIS Project</i>	SR 429	I-4	Seidel Rd.	9.85	Project Development & Environment Study	2040 LRTP to be amended	0	49	4,000	0	0	0	0	PKYI	CST	0	4,049	FTE
4469051 <i>SIS Project</i>	SR 528	at SR 520		0.30	Lighting Improvements	Overview page 7	70	611	0	0	0	0	0	DS PKYI	CST CST	0	1,463	FTE

Five Year Work Program

Selection Criteria
All in State
2023-2028 AD
Item Number:446164-1

Transportation System Description	District	Length	Type of Work			Item		
Fiscal Year:	2023	2024	2025	2026	2027	2028		
INTRASTATE TURNPIKE	Statewide - Turnpike County ** Turnpike **	9.853	PD&E/EMO STUDY			446164-1		
PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.					SIS			
	Turnpike /PD & E (On-Going)	\$532						
	Turnpike /Construction (On-Going)							

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

[View Contact Information for Office of Work Program and Budget](#)

Application Home: [Work Program](#)
Office Home: [Office of Work Program and Budget](#)

PAGE 4319
AS-OF DATE: 07/01/2021

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 07/02/2021
TIME RUN: 14.00.18
MBRSTIP-1

=====
TURNPIKE
=====

ITEM NUMBER: 446164 1 PROJECT DESCRIPTION: PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD. *SIS*
DISTRICT: 99 COUNTY: TURNPIKE TYPE OF WORK: PD&E/EMO STUDY
PROJECT LENGTH: 9.853MI

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	2,140,709	154,537	0	0	0	0	2,295,246
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	2,682	0	0	0	0	0	2,682
TOTAL <N/A>	2,143,391	154,537	0	0	0	0	2,297,928
TOTAL 446164 1	2,143,391	154,537	0	0	0	0	2,297,928
TOTAL Project:	2,143,391	154,537	0	0	0	0	2,297,928

ITEM NUMBER: 446410 1 PROJECT DESCRIPTION: NEW BACK OFFICE SYSTEM - COMMERCIAL BACK OFFICE *NON-SIS*
DISTRICT: 99 COUNTY: TURNPIKE TYPE OF WORK: TOLL DATA CENTER
PROJECT LENGTH: .000

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	2,778,847	132,381	0	0	0	0	2,911,228
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYO	0	1,000	0	0	0	0	1,000
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
PKYI	2,208,420	45,010,000	0	0	0	0	47,218,420
TOTAL <N/A>	4,987,267	45,143,381	0	0	0	0	50,130,648
TOTAL 446410 1	4,987,267	45,143,381	0	0	0	0	50,130,648
TOTAL Project:	4,987,267	45,143,381	0	0	0	0	50,130,648

Cultural Resources Appendix

Contents:

FDHR Concurrence Letter

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

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

JARED W. PERDUE, P.E.
SECRETARY

August 17, 2022

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

Attn: Transportation Compliance Review Program

RE: **Cultural Resources Assessment Survey Report**
PD&E Study to Widen Western Beltway (SR 429)
From North of the I-4/SR 429 Interchange to Seidel Road
Osceola and Orange Counties, Florida
FPID No: 446164-1-22-01

Dear Ms. Lotane:

At the request of the Florida Turnpike Enterprise (FTE), and in association with RS&H, Janus Research conducted a cultural resources assessment survey (CRAS) for the Project Development and Environment (PD&E) Study to Widen the Western Beltway (SR 429) from north of the I-4 (SR 400)/Western Beltway (SR 429) Interchange to Seidel Road in Osceola and Orange counties (Financial Project ID (FPID) No. 446141-1-22-01). The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effect (APE) and to assess these resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E Manual* (effective July 1, 2020). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators also meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The archaeological APE consisted of the footprint of the existing and proposed right of way (ROW) containing the proposed improvements. The historic resources APE consisted of the footprint of all existing and proposed ROW, as well as a buffer of 250 feet out from the footprint of the existing and proposed ROW.

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

Ms. Alissa S. Lotane

PD&E Study to Widen Western Beltway (SR 429), Osceola and Orange Counties, Florida (446164-1-22-01)

August 17, 2022

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The majority of the archaeological APE is located within areas of existing road ROW that have been previously surveyed for archaeological resources in 1996 by Archaeological Consultants, Inc. (ACI) during *A Cultural Resource Assessment Survey, Western Beltway, Part C, PD&E Re-Evaluation Study, Orange and Osceola Counties, Florida* (Florida Master Site File [FMSF] Manuscript No. 4578) or areas of existing road ROW that have been previously disturbed during the construction of the Western Beltway (SR 429), Sinclair Road, Connector Road, Formosa Gardens Boulevard, W. Irlo Bronson Memorial Highway (US 192), Western Way, and Seidel Road and their co-located drainage facilities and underground utility corridors.

Therefore, based on the combination of the previous survey efforts and the limitations on subsurface testing within the existing ROW resulting from the presence of hardscape, berm, ditching, retention ponds, and underground utility corridors, subsurface testing focused on areas of proposed ROW devoid of these prohibitive features. Pedestrian survey was still conducted within the entirety of the archaeological APE. Historic resources survey efforts also focused on the entire APE, due to the potential for resources to have become newly historic since the previous survey efforts were conducted.

No archaeological sites were newly identified within the archaeological APE as a result of the current survey effort. While subsurface testing was not feasible within much of the APE due to the presence of hardscape, underground utilities, drainage ditches, excavated ponds, wetlands, and standing water, 51 shovel tests were excavated where feasible within newly proposed ROW. One archaeological occurrence, A.O. #1, was identified as a result of the subsurface testing. This occurrence consisted of a lone non-diagnostic, utilized, lithic flake recovered from a single shovel test. A.O. #1 was bounded by sets of two shovel tests, all devoid of cultural material, at 12.5 m-intervals in each of the four cardinal directions. No diagnostic artifacts were identified, and finds of these type do not meet the minimum criteria for listing in the National Register.

The pedestrian survey conducted as part of the current CRAS effort identified no cultural material within the current APE associated with any of the 10 archaeological sites (8OR3219, 8OR4300, 8OR9986, 8OR10241, 8OS49, 8OS139, 8OS1777, 8OS1778, 8OS1780, and 8OS1937) previously recorded within or near the archaeological APE. The portions of 8OR3219, 8OR4300, 8OR9986, 8OS139, 8OS1777, 8OS1778, 8OS1780, and 8OS1937 recorded within existing road ROW have been disturbed by the subsequent construction of the Western Beltway (SR 429), Western Way, and co-located drainage facilities and underground utility corridors. In addition, the closest recorded portion of 8OR10241 is outside of the APE to the north, and now consists of a solar facility. Subsurface testing was not feasible within or adjacent to these sites due to the presence of hardscape, underground utilities, drainage ditching, excavated ponds, existing wetlands, and standing water. No new ROW is proposed within or adjacent to any of these nine sites, and each has previously been determined National Register–ineligible by the State Historic Preservation Officer (SHPO).

Within the APE, the previous areas of higher ground associated with the former groves along which the surface scatter representing 8OS49 was reported in the 1970s, have since been disturbed by the construction of the Western Beltway (SR 429) and its associated ROW. While portions of the proposed ROW to the west of the Western Beltway (SR 429) also contain a portion of the reported location of 8OS49, the majority of it was not accessible as it consists of a large, extant wetland. No evidence of the former scatter (8OS49) was encountered within the APE as a result of the current survey.

Therefore, the results of the current survey, as well as past testing conducted within the current APE during previous survey efforts, indicate a low potential for encountering intact archaeological deposits or significant archaeological sites within the archaeological APE.

Ms. Alissa S. Lotane
PD&E Study to Widen Western Beltway (SR 429), Osceola and Orange Counties, Florida (446164-1-22-01)
August 17, 2022
Page 3 of 3

No extant historic resources were identified within the project APE during the background research or the historic resources field survey efforts.

The CRAS Report is provided for your review and comment. If you have any questions or need assistance, please contact me at 407.264.3301 or via email at Philip.Stein@dot.state.fl.us. Thank you for your continued assistance on FTE projects.

Philip Stein
Environmental Administrator
Florida's Turnpike Enterprise

CC: Douglas Reed, RS&H
Nathan Silva, RS&H
Kathleen S. Hoffman, Janus Research
Lindsay Rothrock, FDOT

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2022-5683. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:

Kelly L. Chase Digitally signed by Kelly L. Chase, DSHPO
DN: cn=Kelly L. Chase, DSHPO, o=ds,
email=kelly.chase@dos.my.florida.com,
c=US
Date: 2022.09.06 10:49:14 -0400
DSHPO

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

9.6.2022

Date