

U.S. 17/92

Project Development & Environment (PD&E) Study

From Ivy Mist Lane to Avenue A
Financial Project Identification (FPID) No.: 437200-1
Osceola County

Alternatives Public Information Meeting

October 12, 2021



Florida Department of
Transportation (FDOT)



The Florida Department of Transportation, FDOT, welcomes you to the alternatives public information meeting for the U.S. 17-92 (seventeen-ninety-two) Project Development and Environment Study, in Osceola County, Florida. Financial Project ID Number 437200-1.

The slide features the FDOT logo in the top left corner and a speaker icon in the bottom left corner. The title "About Your Comments and Questions" is centered at the top. Below the title are three columns, each with an icon and a text box:

- Column 1:** Icon of three books. Text: "All comments and questions are part of the **public meeting record**."
- Column 2:** Icon of an envelope with an @ symbol. Text: "Please submit your comments and questions by October 22, 2021"
- Column 3:** Icon of a right-pointing triangle. Text: "This presentation is posted on the project web page"

A small number "7" is located in the bottom right corner of the slide frame.

- We encourage your input and feedback about this project.
- All public comments and questions are part of the public meeting record and every method for providing public comments and questions carries equal weight.
- While comments and questions will be accepted at any time, those submitted by October 22, 2021, 10 days after the public meeting, will become part of the project’s public meeting record.
- All comments and questions will be responded to in writing following the meeting.
- This public meeting is being recorded.
- This presentation is posted on the project web page.



Public Comments and Questions

- In-person
 - Submit Comment Form
- Virtually
 - GoTo Webinar: Type your comment/question in the **question box**
 - Online at the project website cflroads.com/project/437200-1
- By email to FDOT Project Manager
- By U.S. mail to FDOT Project Manager
- By phone at (386) 943 5392

Project Manager Contact Information

Lorena Cucek
719 South Woodland
Boulevard, MS 501
DeLand, FL 32720
Lorena.Cucek@dot.state.fl.us
(386) 943 5392

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- For those in attendance at the in-person location, you may speak to our project staff on the floor or complete a printed Comment Form and return to project staff.
- If you are participating online, you may submit written questions or comments in the Question box on the GoToWebinar Control Panel. Responses will be provided via email after the meeting.
- Written comments may also be submitted on the project website at cflroads.com/project/437200-1 [**spell out**].
- You may also email your comments and questions to the project manager directly to

Lorena.cucek@dot.state.fl.us [spell out].

- You may mail written comments and questions to project manager, Lorena Cucek, FDOT, 719 South Woodland Boulevard, Mail Station 501 DeLand, Florida 32720.
- You may also call the project manager at 386-943-5392 to provide verbal comments following the public meeting.

The contact information is also available on the public meeting notification that you may have received by mail.



Title VI of the Civil Rights Act of 1964

Title VI Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Jennifer Smith
District Five Title VI Coordinator
719 South Woodland Boulevard
DeLand, Florida 32720
386-943-5367
Jennifer.Smith2@dot.state.fl.us

Jacqueline Paramore
State Title VI Coordinator
605 Suwannee Street, Mail Station 65
Tallahassee, Florida 32399-0450
850-414-4753
Jacqueline.Paramore@dot.state.fl.us



All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

The Florida Department of Transportation is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

- Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
- Persons wishing to express their concerns about Title VI may do so by contacting Jennifer Smith, District Five Title VI Coordinator by mail at 719 South Woodland Boulevard DeLand, Florida 32720, by phone at 386-943-5367, or email at

jennifer.smith2@dot.state.fl.us. You may also contact Jacqueline Paramore, State Title VI Coordinator by mail at 605 Suwannee Street, Mail Station 65 Tallahassee, Florida, 32399-0450, by phone at 850-414-4753 or email at

jacqueline.paramore@dot.state.fl.us

This information is shown on a sign at the in-person location, on the project website, and in the meeting notifications.

The slide features a dark blue vertical bar on the left with the FDOT logo at the top and a speaker icon at the bottom. The main content area is white with the title "Public Notice" in bold black text. Below the title is a 2x3 grid of icons, each with a corresponding label in blue text: an open book for "Florida Administrative Register", a mailbox for "Property owner/tenant letters", an envelope with an @ symbol for "Email to project contacts list", a laptop with a globe for "Department/project webpage", a newspaper for "Newspapers", and the Facebook and Twitter logos for "Social media". A small number "10" is in the bottom right corner of the slide.

- This public meeting was advertised in the Florida Administrative Register, on FDOT’s public notices website, in the Osceola News-Gazette and El Osceola Star newspapers and on the project web page.
- In addition, adjacent property owners, interested individuals, and elected and appointed officials, and government agencies were also notified about this public meeting.



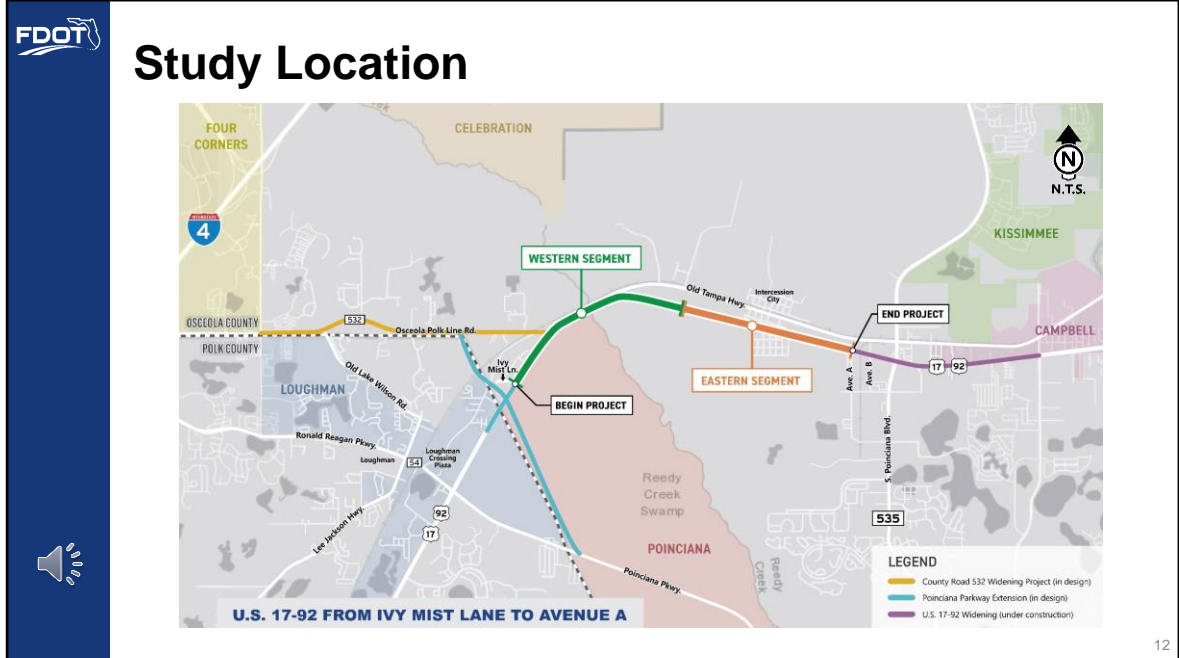
NEPA Assignment

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 Title 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.



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FDOT is currently evaluating alternatives to widen U.S. 17-92 from the current two-lane roadway to a four-lane divided roadway, from Ivy Mist Lane to Avenue A, in Osceola County.

This project is located between two ongoing projects. The project west of Ivy Mist Lane is the Poinciana Parkway Extension being completed by Central Florida Expressway Authority or CFX. The Poinciana Parkway Extension, currently in design and planned to go to construction in 2022, will include a diverging diamond interchange with US 17-92 just southwest of Ivy Mist Lane.

The project east of Avenue A is the US 17-92 widening project which is widening from 2 to 4 lanes from Avenue A to Ham Brown Road. The US 17-92 widening project is currently under construction and anticipated to be completed in Spring of 2022.

Also adjacent to this project is the County Road 532 widening from Old Lake Wilson Road to US 17-92. The County Road 532 widening project is currently in design and anticipated to be completed by summer of 2022.

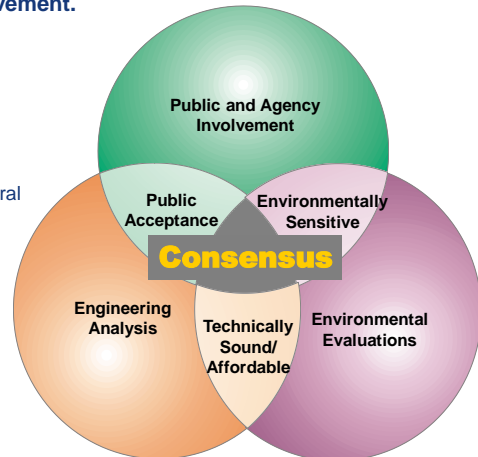


What is a PD&E Study?

A Project Development and Environment (PD&E) study determines the location and conceptual design of the preferred roadway improvements and the associated social, economic, and environmental effects of the improvement.

Three main components of a PD&E Study:

- **Engineering Analysis**
 - Define and evaluate alternatives including no-build alternative
- **Environmental Evaluations**
 - Evaluate potential impacts to the social, cultural, natural and physical environments
- **Public Involvement**
 - Inform and involve interested parties
 - Seek public input

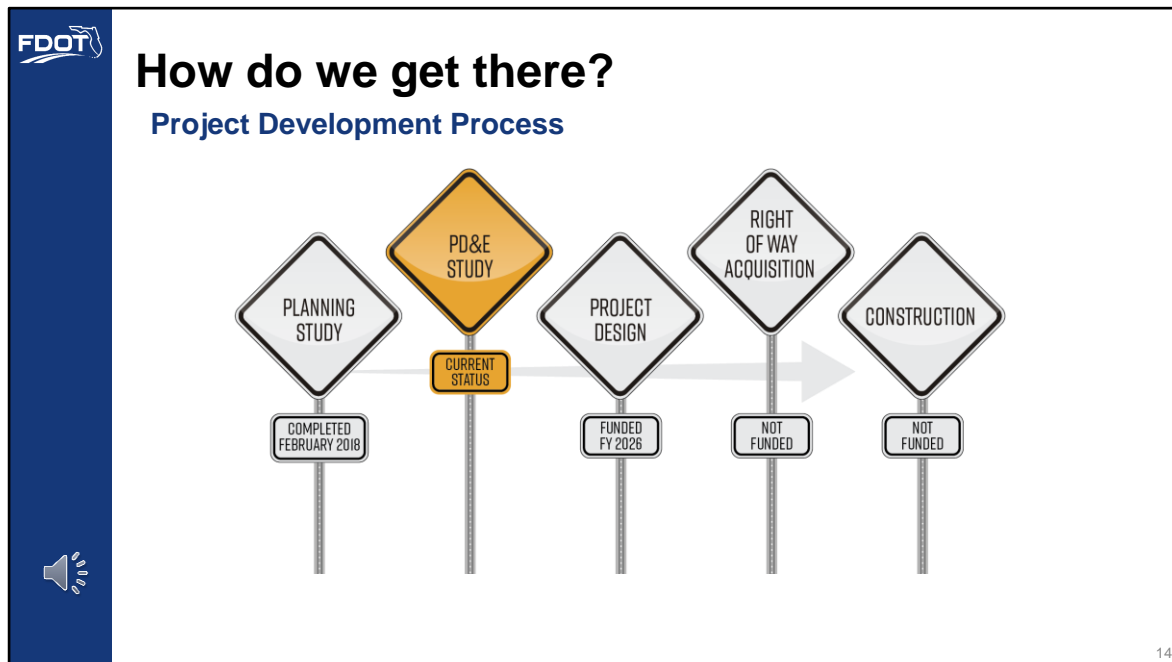


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A Project Development and Environment Study or PD&E study determines the location and conceptual design of the preferred roadway improvements and the associated social, economic, and environmental effects of the improvement.

A PD&E Study has three main components; an engineering analysis which includes defining and evaluating alternatives (including a no-build alternative), environmental evaluations which evaluate potential impacts to the social, cultural and physical environments and a public involvement component to inform and involve all interested parties in the development of the

planned transportation project and to seek public input. This process is mandated by the National Environmental Policy Act (or NEPA “neepa”) and Florida law. It represents a combined effort by technical professionals who analyze information and document the best alternative for a community’s transportation needs.



The Project Development process consists of five steps, including long-range planning to identify the project need, PD&E study, project design, right of way acquisition and construction.

The PD&E study is the second phase of the Project Development process where an engineering and environmentally feasible alternative that meets the community's transportation needs is determined. The location and conceptual design of improvements are identified, and environmental and social impacts are assessed.



Purpose and Need

Purpose

The purpose of this project is to satisfy future travel demand needs and improve safety conditions for this regionally significant arterial roadway.

Need

- Projected traffic is expected to exceed capacity for a two-lane roadway
- There are currently no pedestrian or bicycle accommodations present along the study corridor

Local Plans

Local plans that this project is included in:

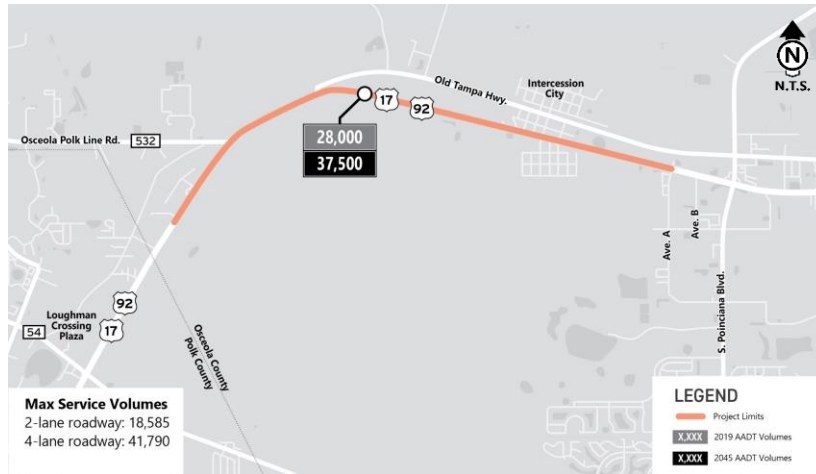
- Osceola County Comprehensive Plan to provide a multimodal facility by 2040
- MetroPlan Orlando's Priority #4 on State Highway System list



The purpose of this project is to satisfy future travel demand needs and improve safety conditions for this regionally significant arterial roadway. The need for the project is based on projected traffic expected to exceed capacity for the existing two-lane roadway and the current lack of pedestrian and bicycle accommodations along the entire study corridor.

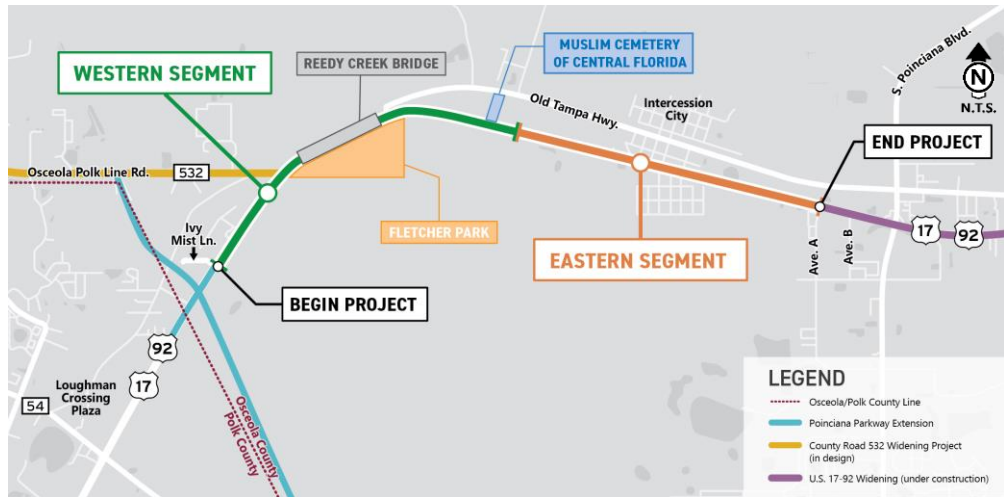
This project is consistent with Osceola County's Comprehensive Plan to provide a multimodal facility by 2040 and is included in MetroPlan Orlando's State Highway System list as priority #4.

Anticipated Traffic Projections – Existing (2019) & Future No-Build (2045)



The maximum volume a two-lane roadway can service is 18,585 vehicles per day. Both the existing traffic, with 28,000 average vehicles per day and the no build 2045 projected 37,500 average vehicles per day along US 17/92 exceed the two-lane roadway max service volume.

Alignment Alternatives



This project is considering widening U.S. 17-92 from two to four lanes from Ivy Mist Lane to Avenue A. There are several alternatives that are identified for this project. However, the proposed typical sections will be consistent between all alternatives. The difference in alternatives is within the alignment of the roadway. Therefore, these alternatives will be called Alignment Alternatives. The Alignment Alternatives will be identified in two segments.

The western segment from Ivy Mist Lane to just east of the Muslim Cemetery of Central Florida consists of several connections and constraints including a

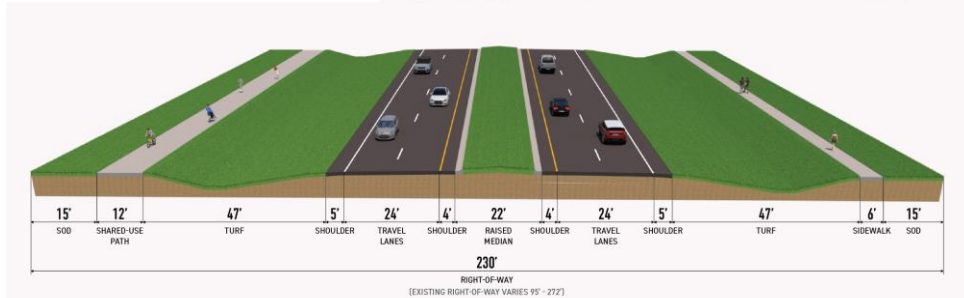
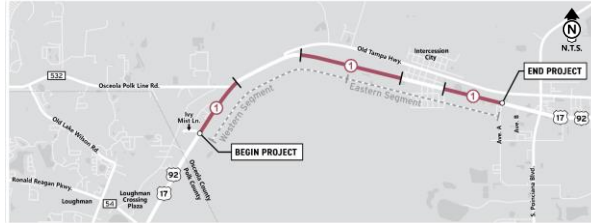
connection to the Poinciana Parkway Extension, a connection to County Road 532, a new and existing bridge over Reedy Creek, avoidance of Fletcher Park, a connection to Old Tampa Highway and avoidance of the Muslim Cemetery of Central Florida. Due to these constraints and connections only one alignment will be evaluated which will consist of the best fit alignment to minimize impacts along the western segment.

The eastern segment from just east of the Muslim Cemetery of Central Florida to Avenue A will provide three alignment alternatives. Each alternative alignment shifts the widening to the north, south or centered along the existing roadway. The detailed concept layouts for each alignment alternative are shown on the public meetings displays and are available on the project website.

Typical Section 1

Widening from 2 to 4 lanes

- Raised median / flush shoulders
- Shared-use path on north side
- Sidewalk on south side
- Speed Limit: 55 mph



There are four typical sections that will be applied along the study corridor. Each of the typical sections and their segments are common among the three alignment alternatives.

Typical section 1 consists of two 12-foot travel lanes in each direction, with flush outside and inside shoulders, and divided by a raised 22-foot median. A 12-foot shared use path will be provided along the north side of the roadway and a 6-foot sidewalk will be provided on the south. In this typical section, the roadside ditches are between the roadway and sidewalk or shared use path, to provide separation from the roadway traffic.

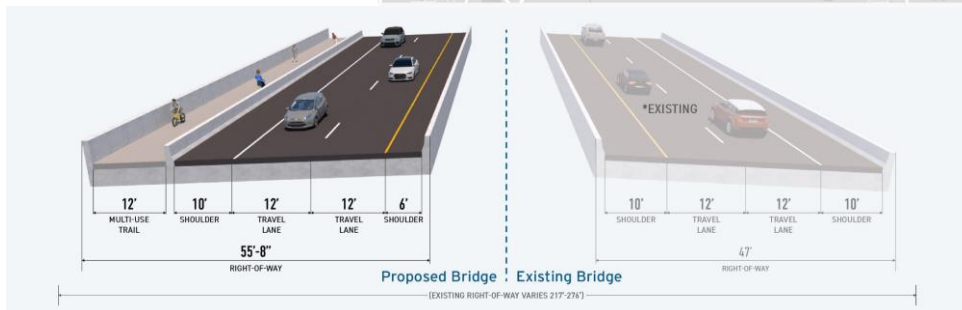
The total right of way required for this typical section is 230-feet wide.

Typical section 1 applies to the study corridor from Ivy Mist Lane to the Reedy Creek Bridge, from Old Tampa Highway to Intercession City, and from Intercession City to Avenue A. It will have a speed limit of 55 mph.

Typical Section 2

Widening from 2 to 4 lanes

- Construct new bridge for westbound traffic
- Include shared-use path on north side
- Restripe existing bridge for eastbound traffic
- Speed Limit: 55 mph



Typical section 2 applies to the study corridor along the Reedy Creek Bridge. For this section, the existing Reedy Creek Bridge will be restriped to provide two 12-foot travel lanes for the eastbound traffic. A new bridge will be constructed north of the existing bridge to provide two 12-foot travel lanes for the westbound traffic and will include a 12-foot shared use path separated from the roadway traffic by a physical barrier. The width of the new Reedy Creek bridge will be approximately 56-feet wide. The speed limit for this typical section will be 55 mph.

Typical Section 3

Widening from 2 to 4 lanes

- Raised median
- Curb and gutter
- Shoulders to support higher speeds
- Shared-use path on north side
- Sidewalk on south side
- Speed Limit: 55 mph



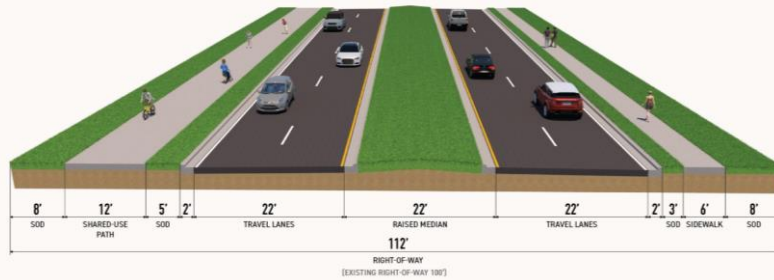
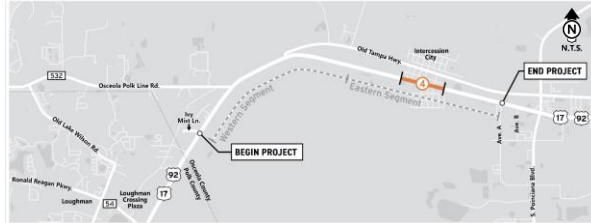
Typical section 3 applies to the study corridor between Reedy Creek Bridge and Old Tampa Highway and consists of two 12-foot travel lanes in each direction, with 4-foot inside paved shoulders and 7-foot outside paved shoulders. The roadway will include curb and gutter and a 22-foot raised median. A 12-foot shared use path will be provided along the north side of the roadway and a 6-foot sidewalk along the south side. The total right of way required for this typical section is approximately 195-feet wide. The speed limit for this typical section will be 55 mph. This smaller section will help minimize impacts to homes and environmentally sensitive areas, as well as facilitate the new alignment of Old Tampa Highway into

US 17-92.

Typical Section 4

Widening from 2 to 4 lanes

- Raised median
- Curb and gutter
- Shared-use path on north side
- Sidewalk on south side
- Speed Limit: 35 mph



Typical section 4 applies to study corridor within Intercession City and consists of two 11-foot travel lanes in each direction with curb and gutter and a 22-foot raised median. A 12-foot shared use path will be provided along the north side of the roadway and a 6-foot sidewalk along the south side. The total right of way for this typical section is approximately 112-feet wide. The speed limit for this typical section will be 35 mph.

Potential Community Enhancements

Considerations for pedestrian crossing and speed management within Intercession City

Potential crossing treatments:

- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Hybrid Beacon (PHB)

Potential speed management practices:

- Lane narrowing
- Landscaping
- Speed feedback signs
- Speed limit pavement markings



Rectangular Rapid Flashing Beacon



Pedestrian Hybrid Beacon

Proposed Midblock Crossing Locations



As part of this project, community enhancements within Intercession City are being considered that provide protected pedestrian crossings and speed management practices. Potential pedestrian crossing treatments include the use of a Rectangular Rapid Flashing Beacon, also known as RRFB, or the use of a Pedestrian Hybrid Beacon, also known as PHB. Potential improvements that encourage speed management include narrower travel lanes, landscaping, speed feedback signs, and speed limit pavement markings. These strategies will be considered as the project moves forward.

Intersection Evaluation

Intersections being evaluated:

- 1 U.S. 17-92 at Osceola Polk Line Road
- 2 U.S. 17-92 at Old Tampa Highway
- 3 U.S. 17-92 at Avenue A

Alternative intersection concepts include:

- Signalization
- Roundabouts
- Other alternatives



For more information regarding each intersection type, please review public meeting displays or visit the project website at: www.cfroads.com (search 437200-1)

We’re evaluating several improvement alternatives for the intersections of Osceola Polk Line Road, Old Tampa Highway, and Avenue A. Intersection concepts include signalization, roundabouts and other alternatives. Additional information regarding the various intersection concepts being considered are provided on the public meeting displays and are available on the project website.

Potential Pond Locations



Four drainage basins have been identified for the corridor. Drainage ponds are needed to accommodate and treat additional stormwater runoff. Several pond locations are being considered; however, only one pond will be selected for each drainage basin.

Floodplain compensation areas are also being considered to mitigate floodplain impacts anticipated from the project.

An offsite compensation area is also being evaluated on the southeast side of Intercession City. Coordination with adjacent projects is ongoing to

determine the potential for joint use pond locations.

Environmental

Natural

- Wetlands
- Conservation lands
- Listed species
 - Sand skink
 - Bluetail mole skink
 - Florida bonneted bat
 - Crested caracara

Social

- Fletcher Park
- Residents and businesses

Cultural

- Historical sites
- Archaeological sites

Physical

- Noise
- Utilities
- Contamination



FLORIDA DIVISION OF
Historical Resources



Environmental features are also being evaluated to determine if the roadway widening results in significant impacts to the natural, social, cultural, or physical environments.

Evaluation Matrix

Evaluation Criteria	PROJECT ALTERNATIVES			
	No Build	Alternative 1	Alternative 2	Alternative 3
Purpose & Need				
Accommodates Future Traffic Demand	No	Yes	Yes	Yes
Safety Improved	No	Yes	Yes	Yes
Potential Community Impacts				
Number of Parcels Potentially Impacted	0	106	80	79
Potential Relocations	0	36	24	27
Right-of-Way Anticipated to be Required (acres)	0.0	32.0	31.9	32.0
Potential Utility Impacts (Low/Moderate/High)	None	Moderate	Moderate	Moderate
Potential Historic/Archaeological Impacts (Low/Moderate/High)	None	High	High	High
Potential Environmental Impacts				
Wetlands (Acres)	0	18.254	18.292	18.352
Floodplains (Acres)	0	30.393	30.393	30.393
Threatened & Endangered Species (Low/Moderate/High)	None	Moderate	Moderate	Moderate
Contamination Sites (Low/Medium/High)	None	4/7/0	4/7/0	4/7/0
Estimated Project Cost				
Estimated Design Cost ¹	\$ 0	\$ 7M	\$ 7M	\$ 7M
Estimated Right-of-Way Acquisition Cost	\$ 0	\$ 92.20 M	\$ 80.09 M	\$ 82.03 M
Estimated Roadway Construction Cost ²	\$ 0	\$ 61.04 M	\$ 61.04 M	\$ 61.04 M
Total Estimated Costs	\$ 0	\$ 160.24 M	\$ 148.13 M	\$ 150.07 M

¹ Amount reflects FDOT Five Year Work Program 2022-2026 Adopted
² Roadway construction cost developed using FDOT's Long Range Estimates (LRE) tool

Note: Each alignment alternative includes both eastern and western segments

These design concepts (along with the “no build” alternative) were evaluated and the results are shown in the evaluation matrix. There are many similarities between the three alternatives. The primary differences are within the potential right of way impacts and associated right of way acquisition costs.

The number of parcels potentially impacted is highest for Alternative 1 with 106 parcels, compared with Alternatives 2 and 3, with 80 and 79 parcels, respectively. Additionally, the number of potential relocations is highest for Alternative 1 with a potential

for 36 relocations, compared with 24 potential relocations for Alternative 2, and 27 potential relocations for Alternative 3.

The estimated right of way cost for is 92.2 million for Alternative 1, 80.1 million for Alternative 2, and 82 million for Alternative 3.

Please review the detailed evaluation matrix provided on public meeting display and available on the project website.



Study Schedule



LEGEND

- Activity Duration
- Agency Coordination Meetings
- Public Kickoff Newsletter
- Public Alternatives Meeting
- Public Hearing



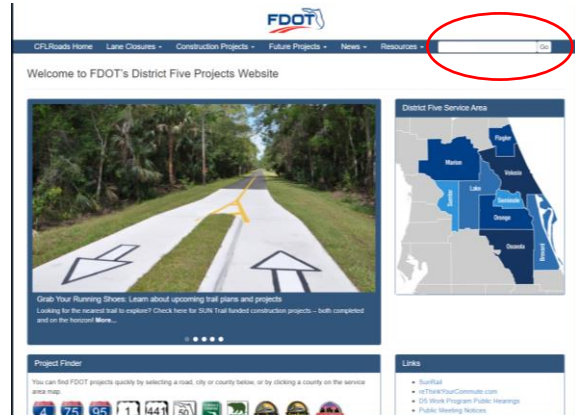
We began this PD&E study in July of 2020 and we expect it to be completed in the summer of 2023. The public hearing is anticipated to be held early spring of 2023.



For More Information

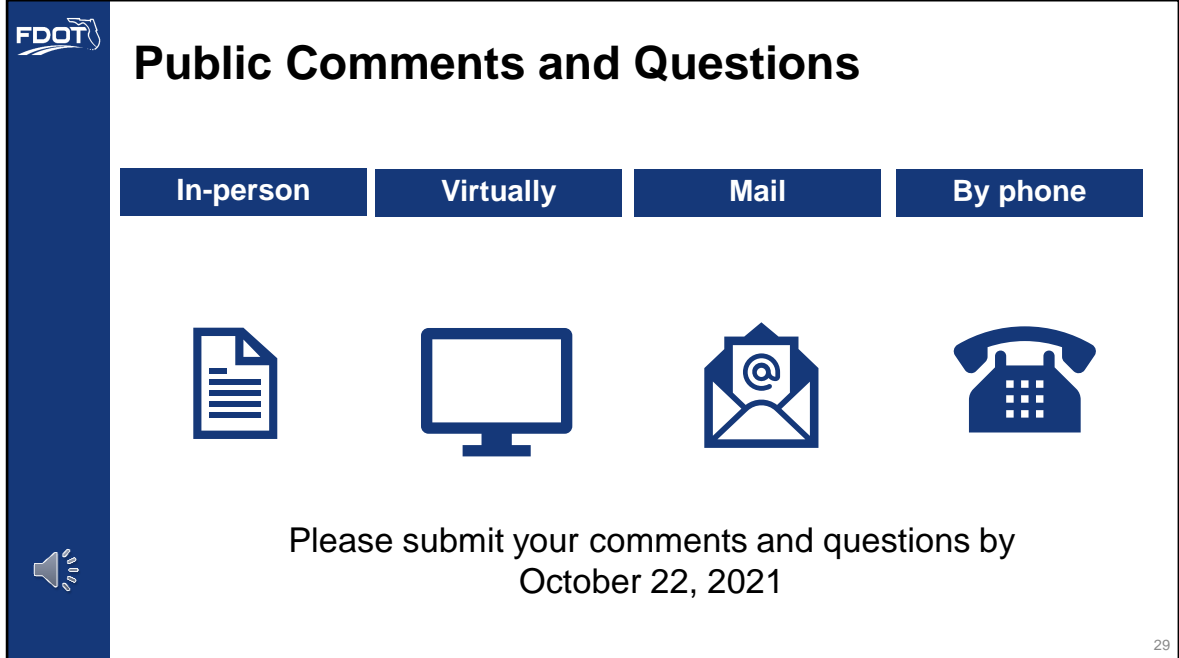
More information is available online:

1. Go to the project website at www.cflroads.com
2. Enter the project number "437200-1" in the search box at the top right
3. Then click "go".



To follow the status of the project, please visit the project page on the FDOT's Central Florida website www.cflroads.com. Type the project number 437200-1 in the search box at the top right corner of the page. Then click on "go."

The recording of this presentation and all materials shown here tonight are currently available on the website.



The slide features the FDOT logo in the top left corner. The main title is "Public Comments and Questions". Below the title are four dark blue buttons with white text: "In-person", "Virtually", "Mail", and "By phone". Under each button is a corresponding white icon: a document for "In-person", a computer monitor for "Virtually", an envelope with an @ symbol for "Mail", and a telephone for "By phone". At the bottom center, the text reads "Please submit your comments and questions by October 22, 2021". A small speaker icon is in the bottom left, and the number "29" is in the bottom right.


Public Comments and Questions

In-person Virtually Mail By phone

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October 22, 2021

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**Project Manager
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 **Thank you for participating.**


Please submit comments and questions by October 22, 2021

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719 S Woodland Blvd, DeLand, FL 32720 

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Cflroads.com/project/437200-1



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On behalf of the Florida Department of Transportation, thank you for attending this public **meeting** and providing your input on this project.

- If you have comments or questions after the meeting, please submit them by October 22, 2021.
- Contact information, a recording of this public meeting, project documents and other exhibits displayed at the public meeting will be posted on the project website at www.cflroads.com. Please remember to type the project number “437200-1” into the search box, then click “go”.

Have a good evening.