

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17

District: FDOT District 1

County: Polk County

ETDM Number: 5873

Financial Management Number: 440273-1-22-01

Federal-Aid Project Number: D119-048-B

Project Manager: David C. Turley

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

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

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Florida Department of Transportation

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

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

On 10/02/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

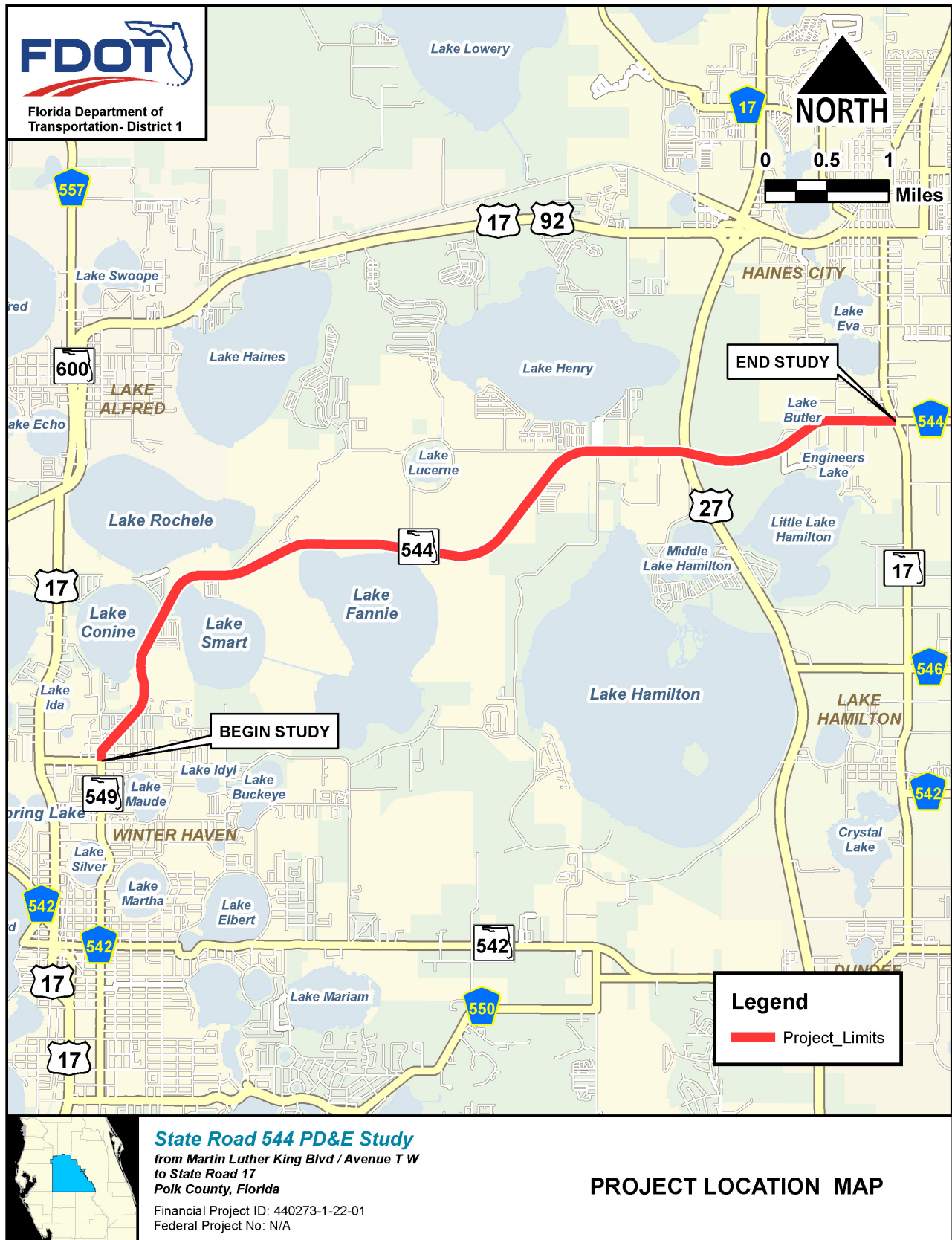
This project involves capacity and multi-modal improvements to SR 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17 in Polk County, a length of 7.96 miles. The project location map is provided as **Figure 1**. The project corridor traverses three jurisdictions: the City of Winter Haven, Polk County, and Haines City. SR 544 (Lucerne Park Road) plays an important role in the regional network by providing east-west access for a growing area of east-central Polk County. It links two north-south principal arterials of Polk County (US 17 and US 27), US 27 being part of Florida's Strategic Intermodal System (SIS) and connects the cities of Winter Haven and Haines City, the second and third most populated cities within Polk County, respectively.

SR 544 (Lucerne Park Road) is classified as a two-lane urban minor arterial from Martin Luther King Boulevard to US 27 and as an urban collector from US 27 to SR 17. The roadway features two twelve-foot travel lanes with center and right turn lanes dispersed throughout the length of the corridor. The roadway also features an open drainage system; however, curbs and gutters exist from Martin Luther King Boulevard to Avenue Y and from La Vista Drive to SR 17 and in other areas where sidewalks are present.

Paved shoulders are present for the majority of the corridor and marked bicycle lanes exist on both sides of the roadway from 0.10 mile west of Brenton Manor Avenue to 0.2 mile east of US 27. The posted speed limit along the corridor ranges from 35 miles per hour to 55 miles per hour. Citrus Connection Route #60 (Winter Haven Northeast) operates along the eastern portion of the project corridor. Existing right-of-way along SR 544 (Lucerne Park Road) ranges from 50 feet to 84 feet from Martin Luther King Boulevard to Avenue Y, 90 feet to 163 feet from Avenue Y to La Vista Drive, and 64 feet to 66 feet from La Vista Drive to SR 17.

In addition to widening from two to four lanes, the proposed improvements may include paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path to provide safe bicycle and pedestrian mobility and meet objectives of the Polk Transportation Planning Organization (TPO) in transforming this corridor into a Complete Street. Additional right-of-way may be required depending on the proposed improvements and specific right-of-way requirements will be determined during this Project Development and Environment (PD&E) Study.

Figure 1: Project Location Map



SR 544 from Martin Luther King Boulevard to Avenue Y through Florence Villa is an urban roadway with two 12-foot travel lanes, 4-foot paved shoulders, type F curb and gutter, and 6-foot sidewalks on both sides of the road at the back of curb.

From Avenue Y to La Vista, SR 544 is a rural section with an open drainage system. The roadway has two 12-foot lanes, and 5-foot paved shoulders. There is no sidewalk in this section.

From La Vista Drive to SR 17, SR 544 transitions to a four-lane undivided urban section. It consists of four 12-foot travel lanes, type F curb and gutter, and 5-foot sidewalk on the west side of the roadway only.

SR 544 features center and right turn lanes dispersed throughout the length of the corridor at intersections. Existing roadway typical sections are depicted in the following **Figures 2, 3, and 4**.

Figure 2 Existing Typical Section- Martin Luther King Boulevard to Avenue Y

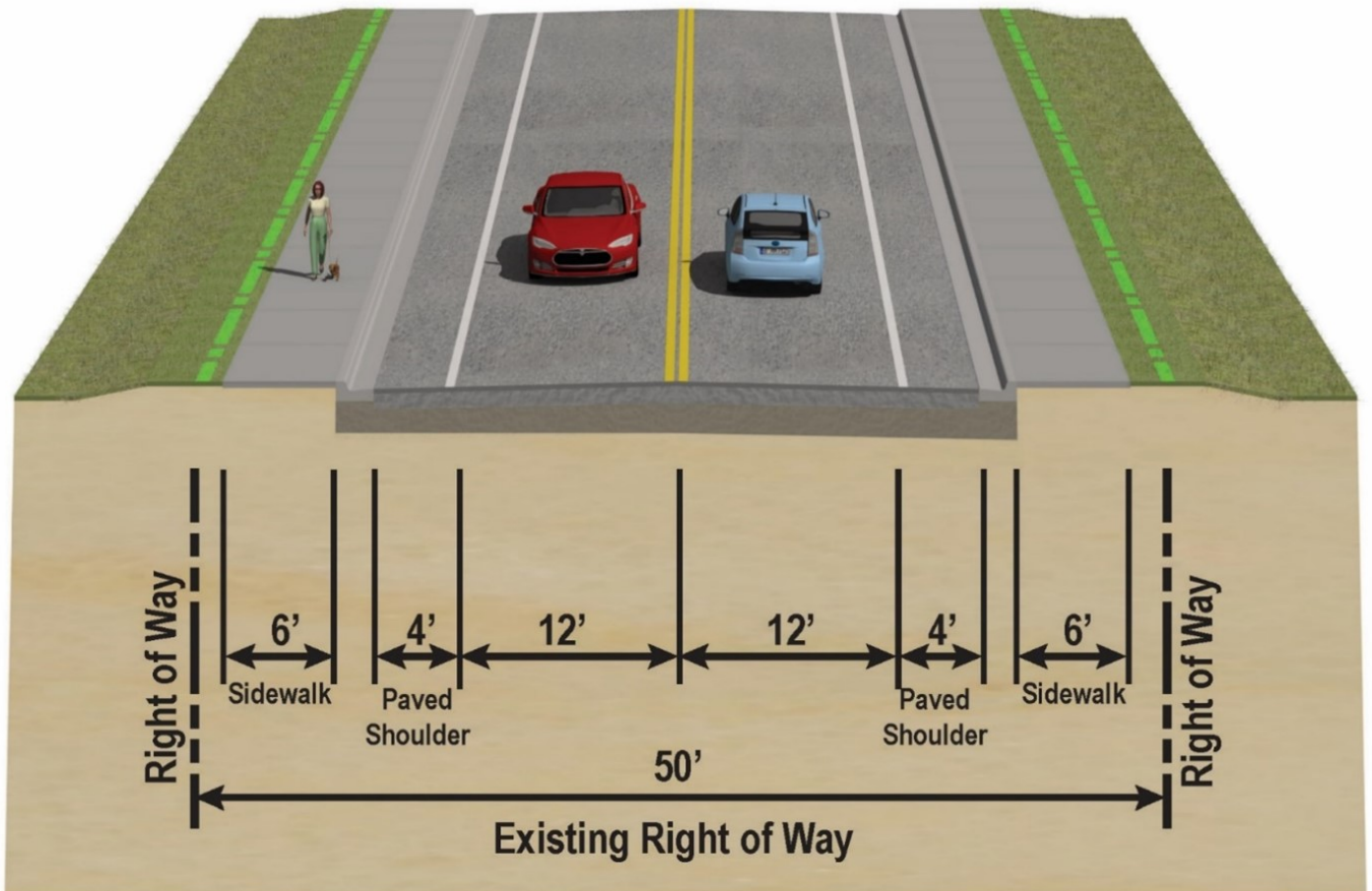


Figure 3 Existing Typical Section - Avenue Y to La Vista Drive

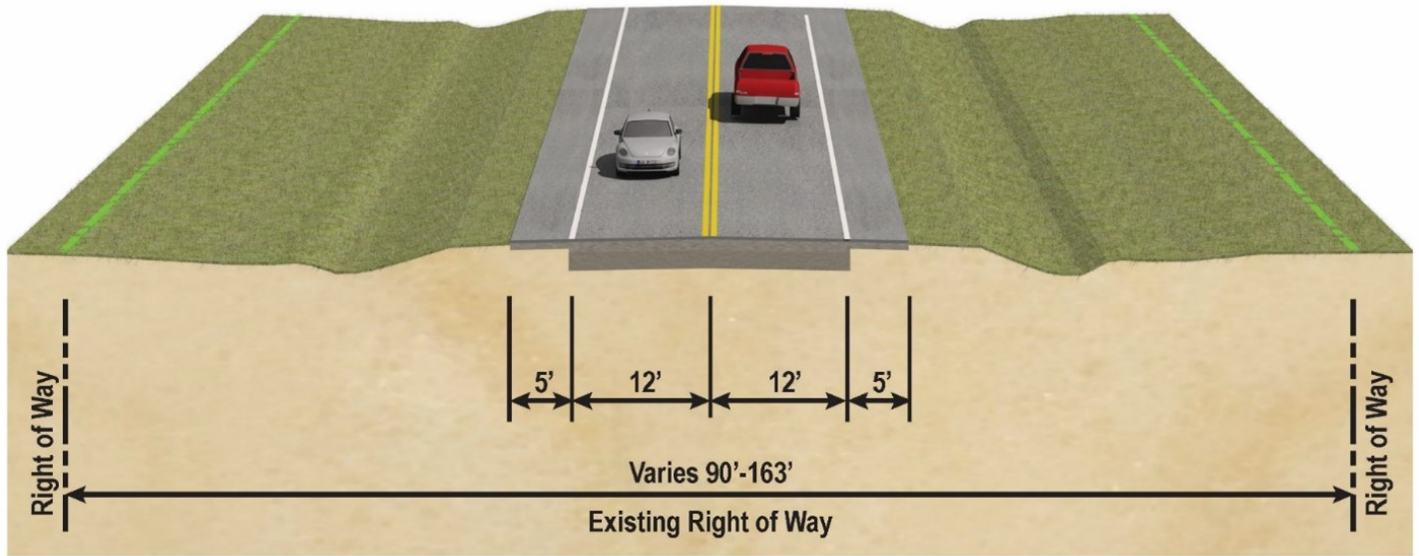
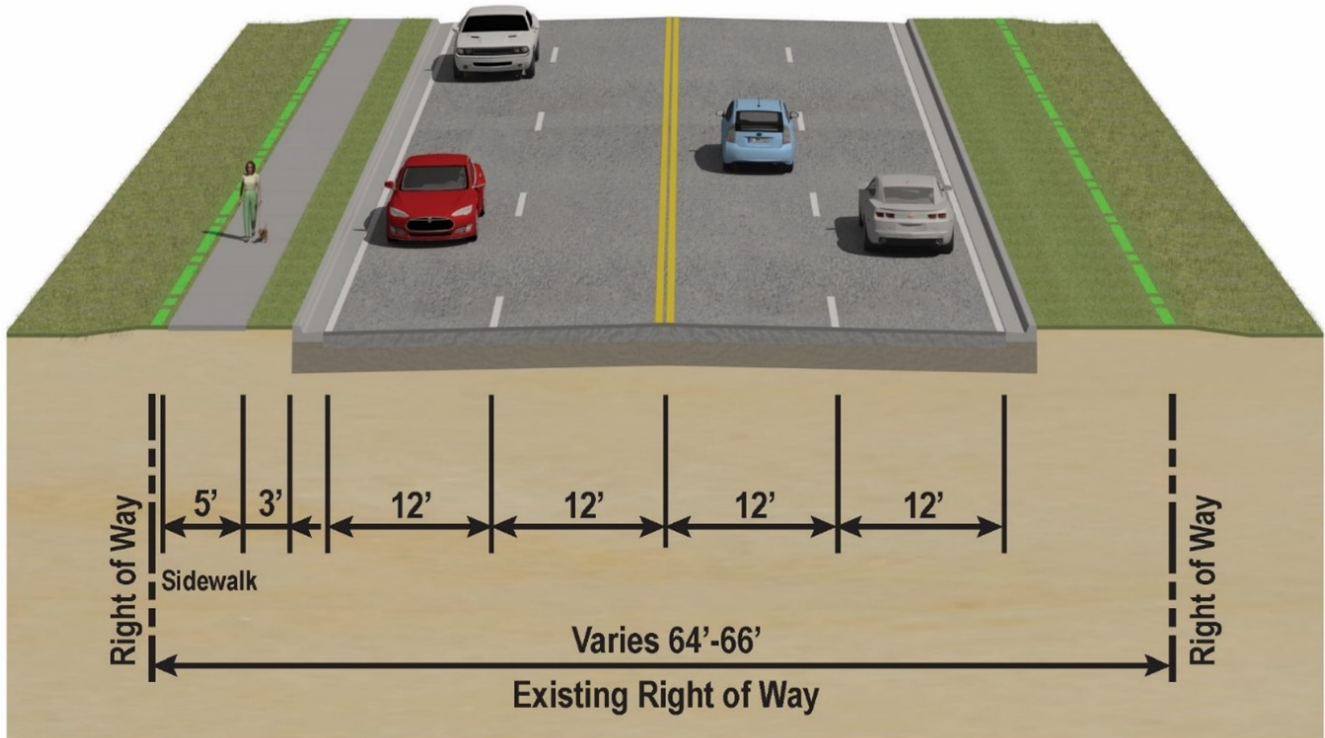


Figure 4 Existing Typical Section - La Vista Drive to SR 17



In order to meet the Purpose and Need for the project, four-lane roadway typical sections were developed and discussed with FDOT District One's Planning Studio. It was decided that due to the high speeds along SR 544 (Lucerne Park Road), herein referred to as SR 544, on-road bicycle lanes would not be considered. Therefore, a single 4-lane divided roadway typical section was developed for a majority of the project that includes 12-foot-wide outside travel lanes and 11-foot-wide

inside travel lanes separated by a 22-foot raised median as well as 10-foot shared use paths along both sides of the road. However, due to constrained right-of-way conditions and potential impacts to existing residences and businesses, additional typical sections were considered at each end of the project corridor.

Below is a summary of the roadway improvements considered for each evaluation segment and the intersection improvements considered for the nine study intersections.

Segment 1 - Martin Luther King Boulevard to North of Avenue Y

Four alternative typical sections were considered through this historic minority neighborhood including a two-lane urban typical, a three-lane urban typical, a four-lane undivided rural typical and a five-lane urban typical section. Due to impacts to dozens of residences, churches and businesses associated with the four lane and five lane typical sections, they were eliminated from consideration and this section of SR 544 is considered constrained by the Polk Transportation Planning Organization. The two-lane and three-lane typicals that were considered include an 8-foot-wide sidewalk along the north side of the roadway, a 10-foot-wide shared-use-path on the south side and raised median refuge areas at the mid-block crosswalk locations. These options were presented to the Florence Villa community at two separate neighborhood meetings and there was support for both alternatives.

Segments 2 through 7 - North of Avenue Y to LaVista Drive

For a majority of the corridor, from Avenue Y to LaVista Drive, the four-lane divided typical section described earlier was considered. Additional right-of-way would be needed to accommodate this typical section in most areas, so alternatives included widening to the north side of the road and to the south side of the road. Consideration in the comparison of north side vs. south side widening was given for planned development, publicly owned parks and recreation areas, and a proposed Duke Energy transmission line that will be constructed adjacent to the SR 544 right-of-way in a new easement that Duke Energy is in the process of acquiring.

Segment 8 - LaVista Drive to SR 17

The proposed four-lane divided typical section was considered in Segment 8 and alignments evaluated widening to the north, to the south, and centered widening. However, due to the large number of residential relocations that would result from any of these three options, two additional alternatives were considered. The first one considered maintaining the existing four-lane undivided roadway and adding 8-foot-wide sidewalks along each side of the road. The other option considered a four-lane divided roadway with a reduced median width and 8-foot-wide sidewalks located at the back of curb on both sides of the road.

Intersections

Nine project intersections were evaluated using FDOT's Intersection Control Evaluation (ICE) process.

Martin Luther King Boulevard intersection

The proposed improvements at the Martin Luther King Boulevard intersection include maintaining the existing traffic signal but adding a new southbound right turn lane at the intersection.

Avenue Y intersection

Several alternatives were considered for the Avenue Y intersection including a traffic signal and several roundabouts, including two mini-roundabout alternatives.

Old Lucerne Park Road (west end)

Intersection improvement options at the Old Lucerne Park Road (west end) included a traffic signal and a roundabout. However, due to residential impacts and access issues to some residences in the northwest and northeast quadrants, a

concept to realign Old Lucerne Park Road (west end) to align with Vista Del Lago Drive was considered. Both a traffic signal and roundabout were considered for this new intersection.

Lucerne Loop Road intersection

Both a traffic signal and a roundabout were considered for this intersection.

Old Lucerne Park Road (east end)

Several alternatives were considered for the intersection of Old Lucerne Park Road with SR 544. In addition to the skew of Old Lucerne Park Road at the intersection, new developments are planned on the south side of SR 544 across from the intersection and in the northwest quadrant of the intersection. Both a traffic signal and roundabout were evaluated at this intersection.

Lake Hamilton Drive intersection

Several alternatives were considered for this intersection, but a traffic signal was considered as the only viable alternative. This option includes realigning the two internal roads for the developments on the north side of SR 544 so that they would intersect SR 544 at a single location for the north leg of the intersection. Also, the ICE process identified the signalized thru-cut option as a viable alternative.

Brenton Manor Avenue intersection

Because of the proximity of this intersection to the US 27 intersection with SR 544 and the two options that were found to be viable at the US 27 intersection, the intersection type at Brenton Manor Avenue is tied to the concepts considered at US 27. Both a roundabout (paired with the single point urban interchange at US 27) and a traffic signal (paired with the northwest quadrant roadway concept at US 27) were evaluated.

US 27 intersection

Two concepts were found to be viable for consideration at the US 27 intersection with SR 544. These include a quadrant roadway in the northwest quadrant of the intersection that would include an intersection at Brenton Manor Avenue (traffic signal) and a new intersection at US 27. The other viable option is a single point urban interchange.

SR 17 intersection

The only concept identified for the SR 17 intersection was a traffic signal. Only improvements on the west leg of the intersection would be involved.

Description of Preferred Alternative

Below is a summary of the preferred alternative for each roadway segment and intersection.

Segment 1 - Martin Luther King Boulevard to North of Avenue Y

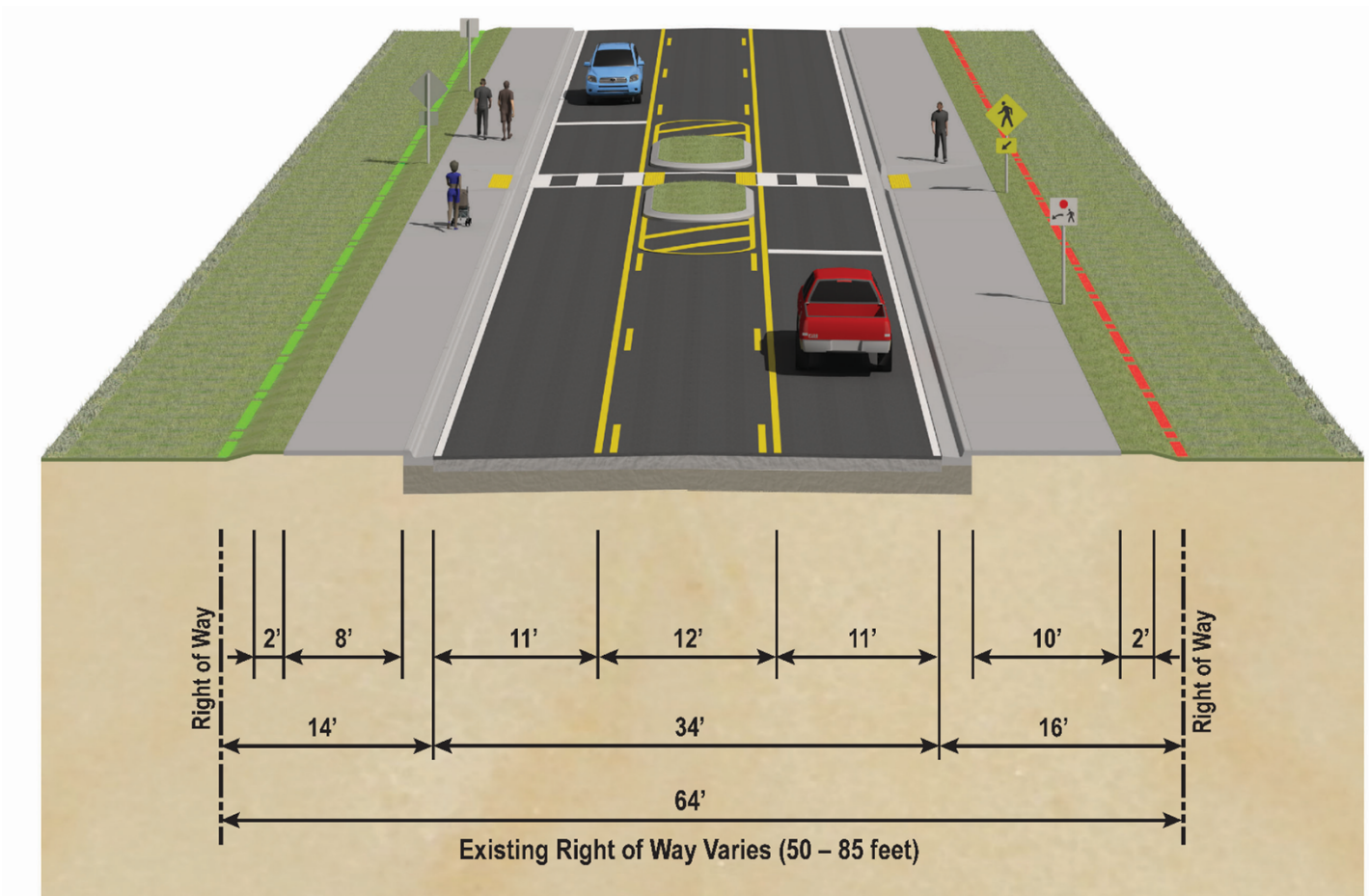
The preferred typical section in Segment 1 is the three-lane typical section with a best fit alignment. It is slightly wider and will have minor right-of-way impacts (no residential relocations) than the two-lane alternative but will provide additional safety and capacity for turning vehicles with the center turn lane. **Figure 5** illustrates this typical section.

The preferred improvement at the Martin Luther King Boulevard intersection is to maintain the existing traffic signal but add a new southbound right turn lane at the intersection. Improvements also include realigning the 1st Street NW intersection with SR 544 farther away from the Martin Luther King Boulevard intersection.

The mini-roundabout with the 90-foot inscribed diameter is recommended at Avenue Y. This concept will minimize impacts to the residences, businesses and church located at this intersection while providing an opportunity for an entrance

feature to the historic Florence Villa neighborhood and speed control for vehicles entering the neighborhood.

Figure 5 Segment 1 Preferred Typical Section



Segment 2 - North of Avenue Y to East of Lake Conine Canal

The four-lane divided roadway is proposed with widening to the south side of the road. This alignment is recommended to avoid impacts to the Lake Conine Wetland Restoration Area and due to the proximity of the road to Lake Conine and wetlands along the lake. **Figure 6** illustrates the proposed four-lane divided roadway typical section for Segments 2 through 7.

Segment 3 - East of Lake Conine Canal to East of Old Lucerne Park Road (west end)

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to existing residential developments on the south side of SR 544 and due to the proximity of the road to Lake Smart and wetlands along the lake.

The preferred concept at the Old Lucerne Park Road (west end) intersection is to realign Old Lucerne Park Road (west end) to align with Vista Del Lago Drive and to provide a roundabout at the intersection. The roundabout will help with speed control along SR 544 and improve safety when compared to the traffic signal option.

Segment 4 - East of Old Lucerne Park Road (west end) to East of Lucerne Loop Road

The four-lane divided roadway is proposed with centered widening. The existing road right-of-way can accommodate the proposed four-lane divided roadway in this segment.

The preferred improvement at the Lucerne Loop Road intersection is the roundabout. It will help with speed control along SR 544 and improve safety when compared to the traffic signal option.

Segment 5 - East of Lucerne Loop Road to East of Lake Hamilton Canal

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to the Lake Region Lakes Management District boat ramp on the south side of the road and also to avoid impacts to the proposed Duke Energy transmission easement/poles on the south side of the road.

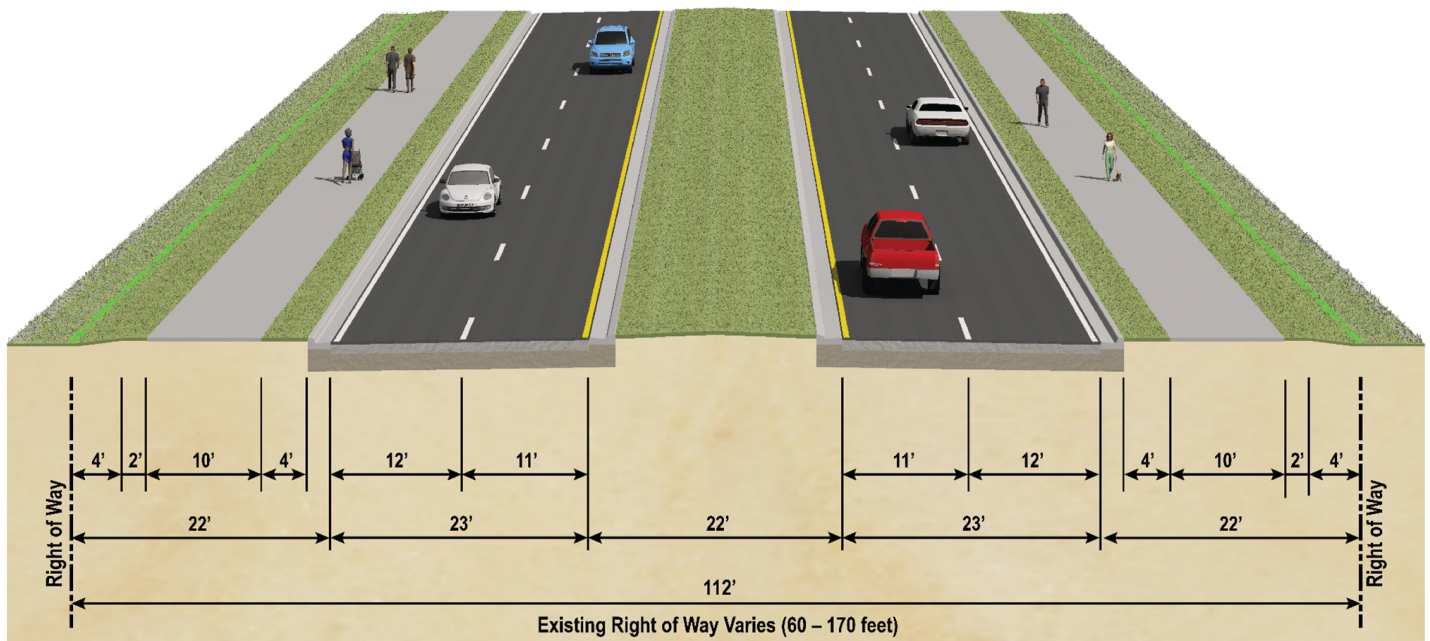
The preferred improvement at the Old Lucerne Park Road (east end) intersection is the roundabout. It will help with speed control SR 544 and increase safety when compared to the traffic signal option at this skewed intersection.

Segment 6 - East of Lake Hamilton Canal to West of Brenton Manor Avenue

The four-lane divided roadway is proposed with widening to the north side of the road. This alignment is recommended to avoid impacts to the Duke Energy transmission easement/poles and existing commercial development on the south side of the road.

The signalized thru-cut alternative is recommended at the Lake Hamilton Drive intersection. This option includes realigning the two internal roads for the developments on the north side of SR 544 so that they intersect SR 544 in a single location (north leg of the intersection).

Figure 6 Segment 2 through Segment 7 Preferred Typical Section



Segment 7 - West of Brenton Manor Avenue to LaVista Drive

The four-lane divided roadway is proposed with widening to the north side of the road west of US 27 and to the south side of the road east of US 27. This alignment is recommended to avoid impacts to Duke Energy transmission easement/poles that switch from the south side of the road to the north side of the road through the US 27 intersection.

The preferred intersection improvement at Brenton Manor Avenue is the roundabout. This intersection concept is paired with the recommended single point urban interchange at US 27.

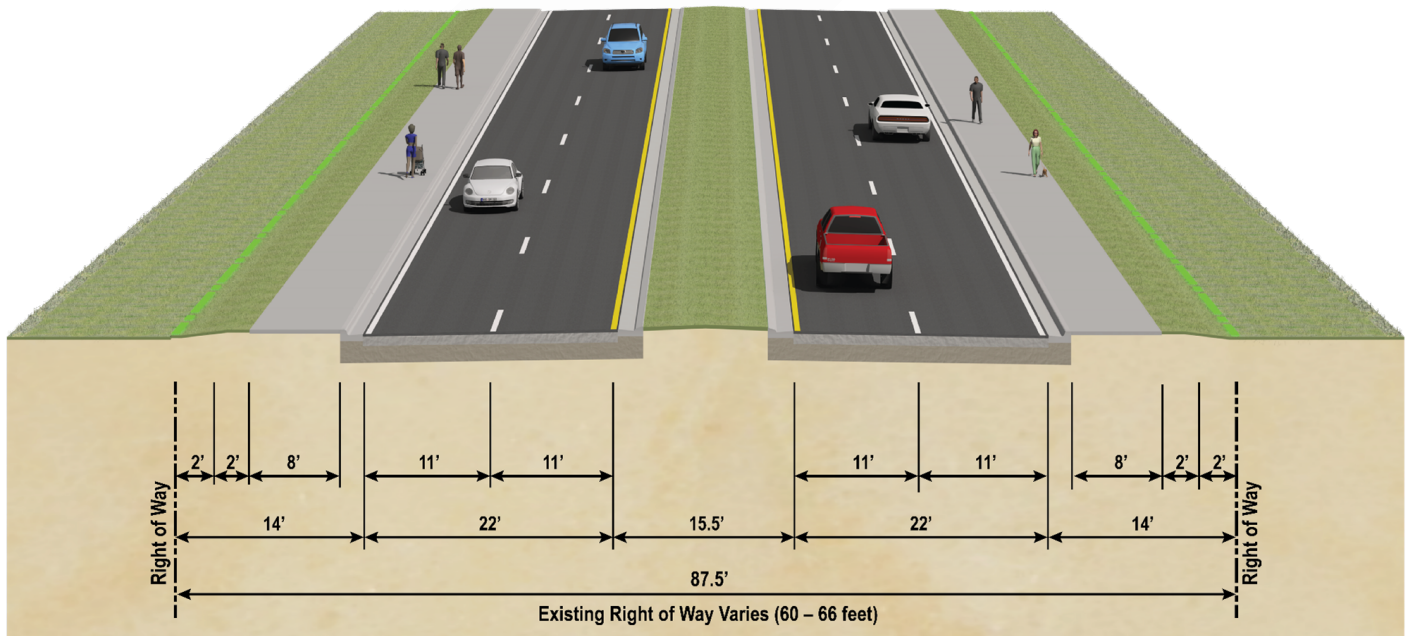
The single point urban interchange is the recommended improvement at the US 27 intersection due to the lower predicted life cycle crash costs with this concept compared to the northwest quadrant roadway with three signalized intersections.

Segment 8 - LaVista Drive to SR 17

The reduced four-lane divided roadway is proposed with centered widening through this segment. This alignment is recommended to minimize residential relocations through this segment of the project but provide access control with the raised median. **Figure 7** illustrates this typical section.

The preferred concept for the SR 17 intersection is a traffic signal with only improvements to the west leg of the intersection.

Figure 7 Segment 8 Preferred Typical Section



1.2 Purpose and Need

The purpose of this project is to address roadway capacity deficiency along SR 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17 in Polk County to accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include enhancing mobility options and multi-modal access

as well as supporting local economic development initiatives. The need for the project is based on the following criteria:

CAPACITY/TRANSPORTATION DEMAND: Improve Operational Conditions and Accommodate Projected Travel Demand

This project is anticipated to improve traffic operations along SR 544 (Lucerne Park Road) by increasing operational capacity to meet the projected travel demand as a result of Polk County population and employment growth and increased regional travel in the corridor.

The project segment occurs within two of the eight Polk County planning areas [Central Planning Area and East Planning Area] as depicted in Momentum 2040 [the Polk Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP)]. Of the eight planning areas, the East Planning Area is expected to experience the highest increase in population growth between 2010 and 2040 with a 29% increase in single-family dwelling units and a 34% increase in multi-family dwelling units. The Central Planning Area is anticipated to experience the second highest increase in single family dwelling units (25% increase) during the same time period. Accordingly, the Central Planning Area will experience the highest increase in employment growth between 2010 and 2040 with a 42% increase in industrial employment, 34% increase in commercial employment, and a 32% increase in service employment. Likewise, the East Planning Area will experience the second highest increase in commercial employment (26% increase) and the third highest increase in service employment (21% increase) during the same time period. Countywide employment is expected to increase by 79% between 2010 and 2040. Growth within the project area may be attributed to the numerous developments that have been approved and continue to be approved by the City of Haines City.

The greater SR 544 corridor serves commuters of the area as it provides access to regional transportation facilities [including US 92, US 17, US 27, and SR 17] as well as residential and commercial hubs within central Polk County. The project segment of SR 544 (Lucerne Park Road) specifically facilitates local commuter traffic between the population and employment centers of Winter Haven and Haines City. Identified as a Secondary Freight Network Highway Corridor by the Polk TPO, SR 544 additionally serves as a freight distribution route as it connects to a Strategic Intermodal System (SIS) Highway Corridor [US 27], Regional Freight Network Highway Corridors as designated by the Polk TPO [US 92, US 27, and SR 17], and another designated Polk TPO Secondary Freight Network Highway Corridor [US 17]. Truck traffic composes between 7.0% and 9.9 % of the total daily traffic present along the project segment of SR 544 (Lucerne Park Road). As such, this roadway plays an important role in facilitating truck traffic and the distribution of goods to both local and regional destinations.

While the roadway currently operates at an acceptable Level of Service (LOS), conditions are anticipated to deteriorate below established standards if no improvements occur by 2040 as the roadway lacks the capacity to accommodate the projected travel demand. With the proposed improvement, the corridor is expected to continue to operate at acceptable LOS or improved LOS.

MODAL INTERRELATIONSHIPS: Enhance Mobility Options and Multi-Modal Access

Notable pedestrian and bicycle traffic in the corridor was observed in the field despite the fact that sidewalks and bicycle lanes are intermittent and disconnected along the corridor. In addition, a large transit dependent population is present, composed primarily of minority and low-income populations as well as housing units with no vehicle available. Compared to the demographic characteristics for Polk County, the project analysis area [which consists of United States census block groups within a 500-foot buffer surrounding the project] contains a significantly higher minority population percentage [20.1% higher], a higher percentage of housing units with no vehicle available [1.2% higher], and a notably lower median family income [\$11,246 less]. This indicates a population with a higher propensity to walk, bike, or take

transit to access essential services. The need for multi-modal options within the corridor is critical as growth in the area has created a latent demand for increased bicycle and pedestrian activity.

It should be noted that a portion of the project segment [from Ave T to Old Lucerne Park Road] is identified by the Polk TPO as a Future Complete Streets Corridor. A Complete Street is defined as a corridor that is designed to provide safe access and travel for all users [pedestrians, bicyclists, motorists, and transit riders] of all ages and abilities. Some of the treatments proposed as part of the Future Complete Streets Corridor have been applied to a section immediately south/adjacent to the project corridor [from Ave T to Ave O] and to the westernmost/southernmost section of the project segment [Ave T to Ave Y]. These treatments included the reconstruction of driveways to meet Americans with Disabilities Act (ADA) standards, the addition of pedestrian street lighting, and the construction of crosswalks on intersecting minor streets. New or enhanced sidewalks, landscaping, enhanced bus stops, improved signage, as well as a shared use path [Old Dixie Trail - ETDM Project #14328] are some of the additional improvements being considered/evaluated along the project corridor.

Overall, the proposed project is anticipated to meet the mobility needs of the area by alleviating future congestion on the corridor, providing multimodal travel options, and improving east-west access within east-central Polk County. The proposed bicycle and pedestrian facilities are to enhance multi-modal access and connections between community points of interest and to the regional trail network.

SOCIAL DEMANDS AND ECONOMIC DEVELOPMENT: Support Economic Development

One Florida Opportunity Zone [formerly titled Florida Enterprise Zone] borders the northern portion of the project corridor from Old Lucerne Park Road to US 27. This program provides tax incentives for investments in low-income communities. In addition, the easternmost/northernmost section of the project corridor occurs within the Haines City Community Redevelopment Area. Further, the westernmost/ southernmost section of the project [Ave T to Ware Ave] occurs within the Florence Villa Community Redevelopment Area; the Winter Haven Community Redevelopment Agency fosters and promotes community redevelopment activities within this designated district of the City of Winter Haven. Community Redevelopment Areas are recognized as special districts under Florida Statute created to encourage investment within the district through a series of strategic and timely public investments; activities that occur within them are detailed in customized redevelopment plans and include: infrastructure improvements, streetscaping or beautification treatments, affordable housing, recreation and park facility improvements, economic development/redevelopment strategies, transportation improvements, and neighborhood enhancement.

The enhanced roadway operational conditions resulting from the project along with the bicycle and pedestrian facilities proposed for the corridor are intended to provide infrastructure to support commerce and customers as well as modal options to serve the Florida Opportunity Zone and other communities along the corridor. It will also renew the aesthetic appeal of the surrounding area, thereby stimulating economic growth/revitalization and investment in the adjacent communities. As such, the project aligns with the economic development initiatives of the proximate, local communities.

1.3 Planning Consistency

Currently Adopted L RTP-CFP	COMMENTS
Yes	Currently listed in the Polk 2045 Cost Feasible Projects (Funded through construction)

	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$1,234,000	2024/25	Design is funded for SR 544 from Martin Luther King Blvd to Lucerne Loop Rd. Design for SR 544 from Lucerne Loop Rd. to SR 17 is listed as TPO Priority #1 under Restoration of Deferred Projects with funding from various sources for FY 2025/26 or sooner.
STIP	Y	\$904,999	2024	Design is funded for SR 544 from MLK Blvd to Ave Y
R/W				
TIP	Y	\$4,346,365	2026/27	ROW funding for SR 544 from MLK Blvd to Ave Y is identified in the 2023/24 Adopted TIP
STIP	Y	\$4,346,365	2026/27	ROW is funded for SR 544 from MLK Blvd to Ave Y
Construction				
TIP	Y	\$7,315,533	>2027	Construction is funded for SR 544 from MLK Blvd to Ave Y
STIP	Y	\$7,315,533	>2027	Construction is funded for SR 544 from MLK Blvd to Ave Y

2. Environmental Analysis Summary

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

USCG Permit

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

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

3. Social and Economic

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

3.1 Social

This section of Lucerne Park Road is 8-miles in length and traverses three jurisdictions: the City of Winter Haven, Polk County and Haines City. The southern end of the corridor bisects the historic Florence Villa community. This community is redeveloping; and, the area is now a thriving bedroom community serving Greater Central Florida. Moreover, acres upon acres of land, once citrus groves, are now being transformed into vibrant suburban communities. Lucerne Park Road is at the center of this change - providing a critical link between Winter Haven, US 27, Haines City and I-4. In addition, the 4-laning of Lucerne Park Road is included in the Polk TPO's Cost Feasible Highway Network.

Information was gathered through the Sociocultural Data Report (SDR), based on a quarter-mile buffer of the project limits using American Community Survey (ACS) data from 2018-2022. Based on a quarter-mile buffer of the project area, the total population is 4,639 people in 1,703 households.

Race and Ethnicity was characterized as follows within the buffered area: White (39%), Black or African American (33.48%), Asian (0.97%), Some Other Race (9.42%), Claimed 2 or More Races (17.09%), and Hispanic or Latino of Any Race (33.11%).

Data from the 2018-2022 ACS revealed that the age ranges 5-17 (13.34%), 50-64 (16.71%) and 65 and over (22.10%) within the buffered area accounted for the majority of the age distribution.

The 2018-2022 ACS data indicated that the median household income is \$51,133 and approximately 15.74% of households are below the poverty level. The median household income in Polk County (\$60,901) is approximately 20% higher than the buffered project area. According to the same ACS report, of the 1,703 households surveyed in the buffered area, 87 households are identified as Spanish Limited English Proficiency (LEP), 7 households are Indo-European LEP, and 1 household was identified as Asian and Pacific Island LEP.

Implementing the Preferred Alternative does not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Proposed multi-modal facilities are consistent with objectives outlined in the Polk TPO and the complete street features promote transportation equity and community cohesion. A summary of public involvement activities is provided in Section 9 of this report and a copy of the SDR is attached.

3.2 Economic

According to the SDR, Polk County's population increased from 405,382 in 1990 to 736,229 in 2022. The Polk County population is expected to grow from 817,800 in 2025 to 1,070,900 in 2050 based on projections from the University of Florida, Bureau of Economic and Business Research (BEBR, 2022), considering medium growth.

The easternmost/northernmost section of the project corridor occurs within the Haines City Community Redevelopment Area (CRA), the westernmost/southernmost section of the project occurs within the Florence Villa CRA, and the project is

also within the Winter Haven CRA. Enhancements to the roadway and the addition of multi-modal facilities are consistent with the goals and objectives outlined in the CRA's.

There are six potential business relocations, and one potential residential displacement associated with the improvements to SR 544. It is anticipated that there will be short-term disruption of economic activity during the construction phase of the project.

3.3 Land Use Changes

The existing land use along SR 544 within the project limits includes crop land (12.77% or 74.87 acres), medium density residential (2 to 5 dwelling units per acres, 12.31% of the study area or 72.19 acres), open land (8.79% or 51.55 acres) and wetland forested mixed (7.89% or 46.25 acres). The remaining land uses include single family residential, institutional, natural land (wetlands, lakes and ponds), and commercial developments.

The Polk County 2030 Future Land Use (FLU) Map identifies areas along the corridor as Residential Suburban, Community Activity Center, and Residential Low (RL-4). The City of Winter Haven 2025 FLU Map identifies the Florence Villa area to the west of the project limits as Primary Activity Center and Traditional Neighborhood. Traveling east along the corridor to SR 17, there are Recreation/Open Space, Residential Low Density, Conservation, Industrial, Institutional and Commercial land uses.

Proposed improvements are consistent with local agency goals and objectives. It is anticipated that the project will not change existing land use patterns in the study area or induce any secondary development. Existing and Future Land Use Maps are attached.

3.4 Mobility

The Preferred Alternative on SR 544 from Martin Luther King Boulevard to North of Avenue Y is an undivided two-lane roadway with a center turn lane. From Avenue Y to SR 17, the Preferred Alternative is a four-lane, divided roadway. This is identified as Build Alternative No. 2 in the SR 544 Traffic Analysis Report (January 2021).

The opening year (2025) Preferred Build Alternative for the two-lane divided typical section for SR 544 between Martin Luther King Boulevard and Avenue Y is projected to operate at Level of Service (LOS) E in both travel directions during both peak hours. The four-lane divided typical section between Avenue Y and SR 17 is projected to operate at LOS B or better in both travel directions during both peak hours.

The opening year (2025) No-Build Alternative is expected to operate at a LOS E for the peak travel direction during the a.m. peak hour except for SR 544 from the west end of Old Lucerne Park Road to Lucerne Lake Road, which is projected to operate at LOS D during the a.m. peak hour. Seven of the eleven two-lane undivided segments are also projected to operate at LOS E for the off-peak travel direction. The 55-mph segment located east of US 27 is projected to operate at LOS D for both the peak and off-peak travel directions. Seven of the eleven two-lane undivided segments are also projected to operate at LOS E for the off-peak travel direction. The four-lane undivided segment between Peninsular Drive and SR 17 is projected to operate at LOS A for both travel directions during both peak hours.

The design year (2045) Preferred Build Alternative for the two-lane divided typical section for SR 544 between Martin Luther King Boulevard and Avenue Y is projected to operate at LOS E in both travel directions during both peak hours.

The four-lane divided typical section between Avenue Y and SR 17 is projected to operate at LOS D or better in both travel directions during both peak hours and a majority of this portion of SR 544 is projected to operate at LOS C or better.

The design year (2045) No-Build Alternative is expected to operate at a LOS E for both travel directions during both peak hours. The four-lane undivided segment between Peninsular Drive and SR 17 is projected to operate at LOS B for both travel directions during both peak hours.

The SDR noted approximately 153 (9%) housing units within a quarter mile of the project limits consist of occupied housing units with no vehicles. Additionally, 254 (10.13%) of the population between age 20 to 64 years old have a disability. Proposed improvements will enhance the mobility of underprivileged communities in the project area by providing multimodal travel options and improving east-west access within east-central Polk County. The proposed bicycle and pedestrian facilities will enhance multi-modal access and connections between community points of interest and to the regional trail network creating a safer environment for all users.

3.5 Aesthetic Effects

In the existing condition, SR 544 is generally a two-lane undivided roadway from Martin Luther King Boulevard to SR 17 in Polk County. The existing land use within the project area is primarily crop land (12.77% or 74.87 acres), medium density residential (2 to 5 dwelling units per acres, 12.31% of the study area or 72.19 acres), open land (8.79% or 51.55 acres) and wetland forested mixed (7.89% or 46.25 acres). The remaining land uses include single family residential, institutional, natural land (wetlands, lakes and ponds), and commercial developments.

There are no scenic views or vistas located on or near the project limits.

The Preferred Alternative includes the addition of a bike lane, shared-use path, and sidewalk. A grassed median is also proposed for a portion of the limits. The addition of greenery and bicycle and pedestrian facilities are anticipated to improve the overall appearance of the roadway and add to the community character. A mini roundabout is being proposed at the entrance to the Florence Villa neighborhood to encourage traffic calming and create a gateway entrance to the historic neighborhood. Additional aesthetic features, such as lighting and landscaping will be evaluated during the design phase.

3.6 Relocation Potential

The improvements to SR 544 could result in six potential business relocations and one potential residential relocation. The Preferred Alternative, consisting of segments 1 through 8, is anticipated to require an additional approximately 26 acres on 164 parcels of land. **Tables 1 and 2** outline the potential business and residential relocations.

Table 1 Potential Residential Relocations

Owner Name	Physical Address	Owner Address	Home Type	Bed/Bath	Square Foot	Year built	Market Value*
CONTRERAS DAGSY M	100 Lakeside Ranch, Winter Haven, FL 33881	100 Lakeside Ranch, Winter Haven, FL 33881	Manufactured	2/2	1,176	1972	\$138,800

Table 2 Potential Business Relocations

Resource Type	Name	Physical Address	Owner Address	Sq. Ft.	Year Built
Business	Electro Tax	105 Martin Luther King Blvd. NW, Winter Haven, FL 33881	105 Martin Luther King Blvd. NW, Winter Haven, FL 33881	2,970	1960
Business	Maxine's Barber and Style Shop	2106 1st Street N, Winter Haven, FL 33881	2106 1st Street N, Winter Haven, FL 33881	1,232	1935
Business	Chevron Gas Station	2100 1st St N, Winter Haven, FL 33881	2000 Ponce De Leon Blvd, STE 600, Coral Gables, FL 33134	3,000	2005
Detached Garage	Fairview Village HOA	7001 Fairview Village Cir, Winter Haven, FL 33881	7025 Fairview Village Cir, Winter Haven, FL 33881	N/A	1990
Business	Rugs Outlet	32879 WHY 27, Haines City, FL 33844	3300 N 29th Ave, STE 101, Hollywood, FL 33020	1,500	1965
Business	Perfume Paris	32959 HWY 27, Haines City, FL 33844	735 Eagle Lake Loop Rd, Eagle Lake, FL 33839	4,647	1981

There are approximately 46-68 homes for sale that meet similar criteria as the one potential relocation proposed within the 33881 zip code where the residential relocation for this project is located. Therefore, the use of replacement housing of last resort is not anticipated for this project.

Business relocations include a tax service office, barber shop, gas station, rug outlet, perfume store, and an HOA storage facility. A Conceptual Stage Relocation Plan (CSRP) was prepared (September 2023) and is provided in the project file. Relocation resources will be made available to all relocatees without discrimination.

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

3.7 Farmland Resources

The project area consists of mostly residential and commercial land uses. An NRCS-CPA-106 Farmland Conversion Impact Rating Form was approved by the NRCS on May 22, 2023 and is provided in the project file. It was determined that a total of 9.8 acres of Farmlands are anticipated to be converted by the proposed improvements. Avoidance, minimization, and/or mitigation measures will be implemented where possible.

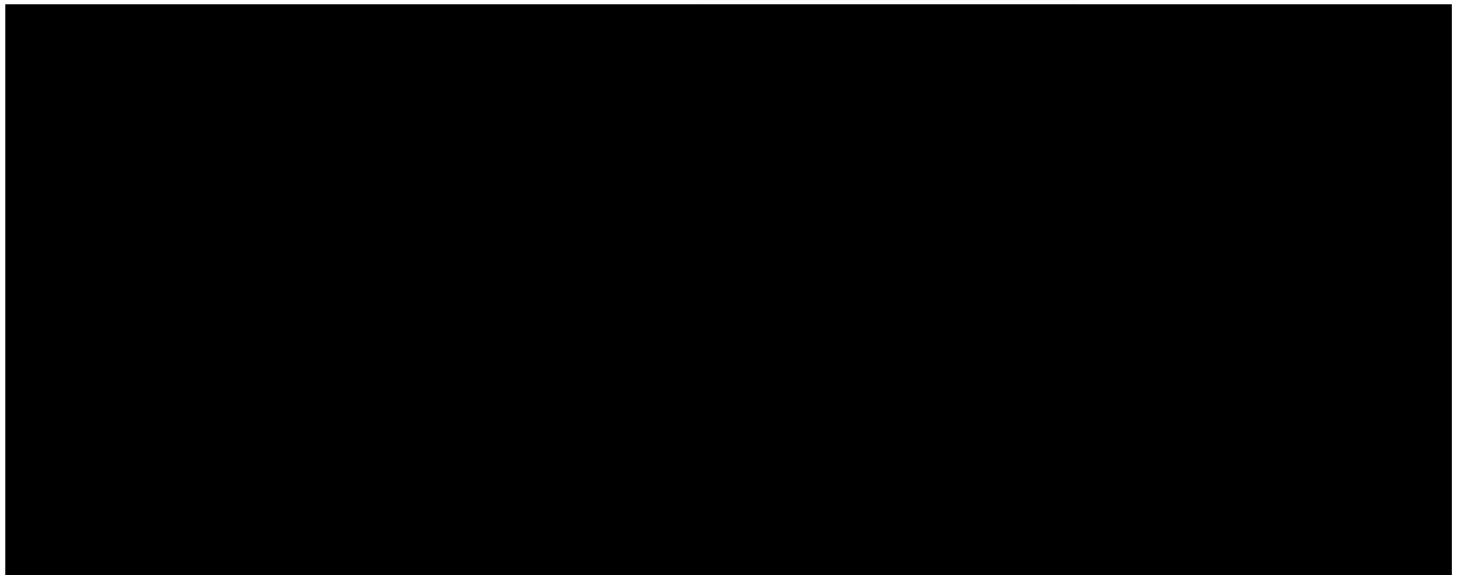
4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A Cultural Resource Assessment Survey (CRAS) (July 2023) and a CRAS Addendum (November 2024) were prepared to locate and identify any cultural resources within the project Area of Potential Effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP).



Historical/Architectural field survey resulted in the identification of 108 historic resources within the APE. This includes 100 newly identified historic resources, seven extant previously recorded historic resources, and an unrecorded segment of the Peace Creek Drainage Canal. These 108 historic resources include: 98 buildings constructed between ca. 1895 and 1977, three building complex resource groups, one historic district, one designed historic landscape, three linear resources, and two bridges. Furthermore, the field survey revealed that two previously recorded historic resources are no longer extant. SHPO concurrence was received on August 21, 2023 and is provided in the project folder.

In addition, the Florence Citrus Growers Association Historic District (8PO09983) was newly identified during the survey. As a result, a CRAS Addendum (December 2024) was also prepared that included additional historic context in order to determine the eligibility of the District. The CRAS evaluated a Colonial Revival style building located at 2208 Peninsular Drive (8PO03077), a Craftsman style building located at 128 Scenic Highway (8PO03079), the Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095), and

the Florence Citrus Growers Association Historic District (8PO09983) with 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007 - 8PO10012, 8PO10014, 8PO10015).

The FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the 17 historic properties determined eligible or that appear eligible for listing in the NRHP located within the project APE. Based on the proposed undertaking, the findings presented here indicate that the Preferred Alternative within the study Segments 1 and 8 will have **No Adverse Effect** to the Colonial Revival style building (8PO03077), the Craftsman style building (8PO03079), the Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095), and the Florence Citrus Growers Association Historic District (8PO09983) with 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007 - 8PO10012, 8PO10014, 8PO10015). No historic properties are located within Segments 2 through 7 from north of Avenue Y to LaVista Drive.

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

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

Seven Section 4(f) resources are present along SR 544 within the project limits. Table 3 lists information on each resource.

Table 3 Section 4(f) Resources

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Lake Conine Boat Ramp and Fishing Pier	Public Parks and Recreation Areas	Park/Rec Area	The Lake Region Lakes Management District	Exception/Exemption	Determination 10-03-2024
Lake Conine Recreation Area	Public Parks and Recreation Areas	Park/Rec Area	City of Winter Haven Natural Resources	No Use	Determination 05-07-2024
Lake Fannie Boat Ramp and Fishing Pier	Public Parks and Recreation Areas	Park/Rec Area	The Lake Region Lakes Management District	No Use	Determination 05-07-2024
Florence Citrus Growers Association Historic District (8PO09983)	Historic District	Historic Site	State Historic Preservation Officer (SHPO)	de minimis	Concurrence Pending
2208 Peninsular Drive (8PO03077)	Single Family Residence	Historic Site	State Historic Preservation Officer (SHPO)	de minimis	Concurrence Pending

128 Scenic Highway (8PO03079)	Single Family Residence	Historic Site	State Historic Preservation Officer (SHPO)	de minimis	Concurrence Pending
Alta Vista Elementary School (8PO10093)	Elementary School	Historic Site	State Historic Preservation Officer (SHPO)	de minimis	Concurrence Pending

It was determined that there will be no acquisition of land from the Lake Fannie Boat Ramp and Pier or the Lake Conine Recreation Area. There will be no occupation of the resources on a temporary or permanent basis, and no proximity impacts to the resources. While no impacts to the resources are anticipated, FDOT is required to document the Section 4(f) Resource and suggests a No Use designation. This means that while this property exists adjacent to the project area, the proposed project has no use of the property within the meaning of Section 4(f). Coordination and concurrence with both OWJ's is included in the project file.

Due to the proposed roadway improvements to SR 544, the grade of the road will need to be raised approximately one to two feet based on limited existing LiDAR information, which will require that the existing driveway/access road into the Lake Conine Boat Ramp and Pier be regraded to connect to the proposed roadway improvements. No additional R/W will be acquired due to this improvement; however, a temporary construction easement (TCE) will be required in order to reconstruct the existing driveway to tie to existing grades. Access will be maintained during construction. The reconstruction of the driveway/access road will align with the proposed roadway widening and will not require a change in ownership of the land. Construction activities will have a temporary impact on the resource. The Temporary Traffic Control Plans (TTCP) will include details and notes stating that access to the boat ramp is to be maintained during construction. A Section 4(f) Exemption was submitted to the Lake Region Lakes Management District and approved on October 6, 2023.

A determination of de minimis was given for the Colonial Revival style building located at 2208 Peninsular Drive (8PO03077), a Craftsman style building located at 128 Scenic Highway (8PO03079), the Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095), and the Florence Citrus Growers Association Historic District (8PO09983) with 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007 - 8PO10012, 8PO10014, 8PO10015). A concurrence letter of these findings was submitted to the SHPO and approved on December 10, 2024.

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

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

4.4 Recreational Areas and Protected Lands

Recreational Areas and Protected Lands located within the project limits are outlined in Section 4.2 Section 4(f) of the USDOT Act of 1966, as amended.

5. Natural Resources

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

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resources Evaluation (NRE) was prepared (November 2023) for this study and is provided in the project file. Ecologists familiar with Florida's protected species and natural habitats conducted general field surveys and species-specific surveys from October 2019 through December 2022 as part of the Study. The field surveys were performed utilizing pedestrian surveys conducted during daylight hours over multiple seasons to document the presence or evidence of protected species utilizing the study area. Species-specific surveys included the Audubon's crested caracara, Everglade snail kite, Florida bonneted bat, sand skink and blue-tailed mole skink. The species-specific surveys were conducted in accordance with the survey protocols outlined by the USFWS. Species-specific survey methodologies were submitted to USFWS for approval before the surveys were conducted. The ecologists also documented habitat types and predominant plant species, including general wetland limits, during the field reviews. A map with listed species occurrences and habitat within the SR 544 Study Area is attached.

A total of 55 protected species have the potential to occur in the SR 544 Study Area, according to the information obtained during the preliminary data collection. These include the 13 avian, 4 mammal, 5 reptile, and 33 plant species shown on the table below. Ecologists determined a species' potential occurrence in the study area based on its habitat preferences and distributions, existing site conditions, historical data, and field survey results. The likelihood of occurrence was rated as no, low, moderate, high, or observed. Definitions for the likelihood of occurrence are provided below:

- No - Species with a no likelihood of occurrence are those species that are known to occur in Polk County but have specialized habitat requirements that do not occur in the project area.
- Low - Species with a low likelihood of occurrence are those species that are known to occur in Polk County, limited habitat occurs within the project site, but there are no known adjacent populations, limited dispersal abilities, and the species has not been observed or documented within the site.
- Moderate - Species with a moderate likelihood of occurrence are those species that are known to occur in Polk County, for which suitable habitat occurs within the project site, but there are no positive indications to verify presence, and the species has not been observed in or documented within the site.
- High - Species with a high likelihood of occurrence are those species that are known to occur in Polk County, are suspected in the project area based on the existence of suitable habitat within the project site, are known to occur adjacent to the site, or have been previously documented in the project vicinity.
- Observed - the species has been observed during this evaluation.

Table 4 Effects Determinations for Protected Species

Scientific Name	Common Name	Status	Effect Determination
Birds			
<i>Ammodramus savannarum floridanus</i>	Florida Grasshopper Sparrow	FE	NO EFFECT
<i>Aphelocoma coerulescens</i>	Florida Scrub-jay	FT	NO EFFECT

<i>Athene cunicularia floridana</i>	Burrowing Owl	ST	NAEA
<i>Egretta caerulea</i>	Little Blue Heron	ST	NAEA
<i>Egretta tricolor</i>	Tricolored Heron	ST	NAEA
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	ST	NAEA
<i>Grus canadensis pratensis</i>	Florida Sandhill Crane	ST	NAEA
<i>Haliaeetus leucocephalus</i>	Bald Eagle	BGEPA/MGTA	--
<i>Laterallus jamaicensis jamaicensis</i>	Eastern Black Rail	FT	MANLAA
<i>Mycteria americana</i>	Wood Stork	FT	MANLAA
<i>Platalea ajaja</i>	Roseate Spoonbill	ST	NAEA
<i>Polyborus plancus audubonii</i>	Audubon's Crested Caracara	FT	MANLAA
<i>Rostrhamus sociabilis plumbeus</i>	Everglade Snail Kite	FE	MANLAA
Mammals			
<i>Eumops floridanus</i>	Florida Bonneted Bat	FE	NO EFFECT
<i>Perimyotis subflavus</i>	Tricolored Bat	C	--
<i>Ursus americanus floridanus</i>	Florida Black Bear	M	--
Reptiles			
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	FT	MANLAA
<i>Eumeces egregious lividus</i>	Blue-tailed Mole Skink	FT	MALAA
<i>Gopherus polyphemus</i>	Gopher Tortoise	ST	NAEA
<i>Pituophis melanoleucus mugitis</i>	Florida Pine Snake	ST	NAEA
<i>Neoseps reynoldsi</i>	Sand Skink	FT	MALAA
Plants			
<i>Bonamia grandiflora</i>	Florida Bonamia	FT/SE	NO EFFECT
<i>Calamintha ashei</i>	Ashe's Savory	ST	NAEA
<i>Calopogon mutliflorus</i>	Many-flowered Grass-pink	ST	NAEA
<i>Carex chapmanni</i>	Chapman's sedge	ST	NAEA
<i>Centosema Arenicola</i>	Sand Butterfly Pea	SE	NAEA
<i>Chionanthus pygmaeus</i>	Pygmy Fringe-tree	FE	NO EFFECT
<i>Clitoria fragrans</i>	Pigeon Wings	FT/SE	NO EFFECT
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	ST	NAEA
<i>Coleataenia abscissa</i>	Cutthroatgrass	SE	NAEA
<i>Conradia brevifolia</i>	Short-leaved Rosemary	FE	NO EFFECT
<i>Crotalaria avonensis</i>	Avon Park Harebells	FE	NO EFFECT
<i>Dicerandra frutescens</i>	Scrub Mint	FE	NO EFFECT
<i>Eriogonum longifolium</i>	Scrub Buckwheat	FT/SE	NO EFFECT
<i>Hartwrightia floridana</i>	Hartwrightia	ST	NAEA
Plants (continued)			
<i>Hypericum cumulicola</i>	Highlands Scrub Hypericum	FE	NO EFFECT
<i>Illicium parviflorum</i>	Star Anise	SE	NAEA
<i>Lechea cernua</i>	Nodding Pinweed	ST	NAEA
<i>Liatris ohlingerae</i>	Florida Blazing Star	FE	NO EFFECT
<i>Lupinus aridorum</i>	Scrub Lupine	FE	NO EFFECT
<i>Matelea floridana</i>	Florida Spiny-pod	SE	NAEA

<i>Nemasyllis floridana</i>	Celestial Lily	SE	NAEA
<i>Nolina atopocarpa</i>	Florida Beargrass	ST	NAEA
<i>Nolina brittoniana</i>	Britton's Beargrass	FE	NO EFFECT
<i>Paronychia chartacea</i>	Papery Witlow-wort	FT/SE	NO EFFECT
<i>Polygala lewtonii</i>	Lewton's Polygala	FE	NO EFFECT
<i>Polygonella basiramia</i>	Wireweed (Florida Jointweed)	FE	NO EFFECT
<i>Polygonella myriophylla</i>	Sandlace (Small's Jointweed)	FE	NO EFFECT
<i>Prunus geniculate</i>	Scrub Plum	FE	NO EFFECT
<i>Pteroglossaspis ecristata</i>	Giant Orchid	ST	NAEA
<i>Salix floridana</i>	Florida Willow	SE	NAEA
<i>Warea amplexifolia</i>	Clasping Warea	FE	NO EFFECT
<i>Warea carteri</i>	Carter's Mustard (Cater's Warea)	FE	NO EFFECT
<i>Ziziphus celata</i>	Florida Ziziphus	FE	NO EFFECT
<p>MALAA = May Affect, Likely to Adversely Affect MANLAA = May Affect, Not Likely to Adversely Affect NAEA = No Adverse Effect Anticipated NEA = No Effect Anticipated FE = Federally Endangered FT = Federally Threatened SE = State Endangered ST = State Threatened M = Managed C = Candidate BGEPA = Bald and Golden Eagle Protection Act MGTA = Migratory Bird Treaty Act</p>			

Federally Listed Species and Designated Critical Habitat

- Audubon's Crested Caracara

The entire study area occurs within the USFWS Audubon's crested caracara Consultation Area (CA). It is a resident, non-migratory species in Florida that prefers grasslands and pastures in the south-central region of the state, particularly in Glades, Desoto, Highlands, Okeechobee, and Osceola Counties. Historically, caracara have inhabited dry or wet prairies with scattered cabbage palms (*Sabal palmetto*) and occasionally used lightly wooded areas next to those prairies. Many of those areas were converted and frequently replaced by pastures with non-native sod-forming grasses that still support caracaras. The caracara is classified as threatened due to habitat loss and population decline.

Species-specific caracara surveys were conducted in accordance with the caracara survey methodology developed by Morrison (2001), supplemental information established by the USFWS (2004), and additional survey guidance prepared by the USFWS (2015, 2016). A survey was conducted January through March 2020, but was halted due to the Covid-19 pandemic. The survey was repeated January through April 2021. Prior to the start of the 2020 survey, ecologists conducted site visits to determine the best vantage points to observe caracara activity along the corridor and up to 1,500 meters from the project boundary. Based on the preliminary field analysis, an *Audubon's Crested Caracara Survey Methodology* memorandum for the SR 544 PD&E Study was submitted to and approved by the USFWS on October 9, 2019 (**Appendix D of the NRE**). Surveys were conducted by qualified ecologists at least 15 minutes prior to sunrise for at least three hours per survey block. Ecologists spent the entire three-hour survey session observing and recording caracara activity with the assistance of binoculars and a Nikon PROSTAFF 5 scope with 16-48 power. A total of five survey sessions were conducted for each survey block from January 7 through March 5, 2020. No caracara were observed during the 2020 survey.

The subsequent caracara survey conducted January through April 2021 consisted of nine survey sessions conducted in accordance with the approved methodology obtained October 9, 2019. The 2021 caracara survey was conducted utilizing

the same protocol as the 2020 survey detailed above. No caracara were observed during the 2021 caracara survey. Survey maps depicting the overall project area, survey blocks, and 1,500-meter buffer; data sheets; caracara activity maps; and photographs are included in **Appendix E of the NRE**.

No Audubon's crested caracara were observed during the 2020 and 2021 caracara surveys. According to FNAI's Biodiversity Matrix Query Report (FNAI) and eBird, no individuals have been documented within the study area. As a result, the proposed project "**may affect, but is not likely to adversely affect**" the Audubon's crested caracara.

Eastern Black Rail

The eastern black rail is listed by the USFWS as threatened due to habitat loss, destruction, and modification; sea level rise and tidal flooding; and incompatible land management. They are wetland-dependent birds and are primarily associated with herbaceous, persistent emergent plant cover. They require dense overhead perennial herbaceous cover with underlying moist to saturated soils with or adjacent to very shallow water.

Suitable habitat for the eastern black rail was observed within the study area. No eastern black rails were observed during the field reviews. Based on the best available information, there is no evidence that the eastern black rail occurs within the project area. According FNAI and eBird, no individuals have been documented in the project area. As part of this project, wetland impacts will be mitigated to prevent loss of wetland functions and values. Based on this information, the proposed project "**may affect, but is not likely to adversely affect**" the eastern black rail.

Eastern Indigo Snake

The eastern indigo snake is a large, stout-bodied, shiny black snake with a red throat and chin. The eastern indigo snake is listed by the USFWS as threatened due to over-collecting for the pet trade as well as habitat loss and fragmentation and is widely distributed throughout central and south Florida. They occur in a broad range of habitats, from scrub and sandhill to wet prairies and mangrove swamps. Indigo snakes are most closely associated with habitats occupied by gopher tortoises whose burrows provide refugia from cold or desiccating conditions.

Suitable habitat for the indigo snake was observed within the study area. No indigo snakes were observed during the field reviews. Suitable habitat for the gopher tortoise was also observed within the study area with one direct observation of a gopher tortoise burrow. A 100% gopher tortoise survey was not conducted during this PD&E Study but will be required before construction activities commence. To address any potential effects to the eastern indigo snake, all potentially occupied gopher tortoise burrows within the limits of construction will be excavated and the Standard Protection Measures for the Indigo Snake (USFWS 2013; **Appendix F of the NRE**) will be implemented during construction activities. According to the *Eastern Indigo Snake Effect Determination Key (Appendix G of the NRE)*, the proposed project will result in the following sequential determination: A>B>C>D>E = "**may affect, but is not likely to adversely affect**" the eastern indigo snake.

Everglade Snail Kite

The entire study area occurs within the USFWS Everglade snail kite CA. The Everglade snail kite is a medium-sized hawk, with a slender and very hooked beak. The Everglade snail kite is classified as endangered due to a very small population and increasingly limited amount of fresh marsh with sufficient water to ensure an adequate supply of snails. It is a non-migratory subspecies only found in Florida, particularly near large watersheds (e.g., Everglades, Lake Okeechobee) and the shallow vegetated edges of lakes that support apple snails, the primary component of the snail kite's diet. Foraging habitat can be described as being relatively shallow vegetated wetland systems, often in either expansive marsh systems or within the littoral zones of lakes. Ideal vegetation within these areas includes bulrushes, spike rushes, and maidencane as these create ideal habitat for the apple snail. Suitable nesting habitat for the snail kite

almost always occurs over open water (0.2-1.3 meters deep) and greater than 150 meters from uplands. Vegetation in nesting habitat can include native and exotic species of both trees and shrubs, including but not limited to willow (*Salix* spp.), cypress (*Taxodium* spp.), melaleuca (*Melaleuca quinquenervia*), sweetbay (*Magnolia virginiana*), Brazilian pepper (*Schinus terebinthifolia*), button bush (*Cephalanthus occidentalis*), and elderberry (*Sambucus nigra*). Nesting can also occur in herbaceous vegetation consisting of bulrush (*Scirpus* spp.) and cattail (*Typha* spp.).

Suitable foraging and nesting habitat for the snail kite was observed within the project corridor. Ecologists conducted species-specific surveys for the presence of snail kites in these habitats during the 2020 and 2021 survey season in accordance with the USFWS Snail Kite Survey Guidelines. Prior to the start of the 2020 survey, ecologists conducted site visits to determine the best vantage points to observe snail activity along the corridor. Based on the preliminary field analysis, an *Everglade Snail Kite Survey Methodology for the SR 544 PD&E Study* memorandum was developed and submitted to the USFWS on January 8, 2020, and subsequently approved on January 14, 2020 (**Appendix D of the NRE**). Due to the linear nature of the project and suitable snail kite habitat occurring within the lake shorelines near the adjacent SR 544 right-of-way, nine (9) observation stations were established along the roadway corridor and proposed pond sites. A buffer of 300-meters was utilized in order to accommodate both the roadway and potential pond site locations. A total of three survey events were conducted at each observation location. The visual surveys were conducted in January 2020, February 2020, and April 2021. No Everglade snail kites were observed during the surveys. Survey maps, data sheets, and photographs are included in **Appendix H of the NRE**.

No Everglade snail kites were observed during the 2020 or 2021 species-specific surveys. No evidence of snail kite nesting within the project area was observed. As a result, the proposed project **"may affect, but is not likely to adversely affect"** the Everglade snail kite.

Florida Bonneted Bat

The entire study area is within USFWS Florida bonneted bat CA. The Florida bonneted bat is classified as endangered due habitat loss, degradation, and modification, as well as other manmade and natural factors including a small population size with few colonies, restricted range, slow reproductivity, and low fecundity. It has short glossy fur consisting of bicolored hairs and large broad ears that project over the eyes and are joined at the midline of the head. The Florida bonneted bat is a subtropical species that does not hibernate and is active year-round. Habitat consists of foraging areas and roosting sites, including artificial structures. Foraging habitat consists of relatively open areas that provide sources of prey and drinking water, including open fresh water, permanent or seasonal freshwater wetlands, wetland and upland forests, wetland and upland shrub, and agricultural areas. In urban areas, suitable foraging can be found at golf courses, parking lots, and parks. Potential roosting habitat includes forests and other areas with tall, mature trees or other areas with suitable roost structures, including utility poles and artificial structures. This includes habitat in which suitable structural features for breeding and sheltering are present. Roosting habitat contains one or more of the following structures: tree snags, and trees with cavities, hollows, deformities, decay, crevices, or loose bark. The project corridor is located between residential development as well as open fields, upland and wetland habitats, and open water associated with the Winter Haven Chain of Lakes. There is proposed Critical Habitat for this species; however, the proposed project is not within the Critical Habitat.

Two full acoustic and roost surveys were conducted in 2020/2021 and 2022 to determine Florida bonneted bat activity within the study corridor. The survey methodologies were submitted and approved by the USFWS prior to the commencement of the surveys (**Appendix D of the NRE**). The acoustic and roost surveys were conducted by qualified ecologists with the required acoustic survey course training and experience. The 2020/2021 acoustic survey was conducted from November 16, 2020, through January 3, 2021. The 100% roost survey was conducted in December 2020. Due to the addition of a quadrant roadway alternative and updated pond site locations, a supplemental acoustic and roost

survey was conducted in October 2022. The results of the surveys showed no Florida bonneted bat activity within the study area. *The Florida Bonneted Bat Survey Report* and *Supplemental Florida Bonneted Bat Survey Report* can be found in **Appendix I of the NRE**.

Based on the results of the acoustic and roost surveys, no evidence of roosting or foraging by the Florida bonneted bat within the project corridor was detected. The USFWS Florida Bonneted Bat Consultation Key (**Appendix J of the NRE**) was used and resulted in the following pathway: 1a>2a>3b>6b = "**no effect**". Due to the absence of FBB activity and the USFWS Florida Bonneted Bat Consultation Key, this project is anticipated to have "**no effect**" on the Florida bonneted bat.

Florida Grasshopper Sparrow

The entire study area occurs within the USFWS Florida grasshopper sparrow CA. The Florida grasshopper sparrow was listed as endangered because of habitat loss and degradation resulting from conversion of native vegetation to improved pasture and agriculture. It is a subspecies of grasshopper sparrow that is endemic to the dry prairie region of central and south Florida. This subspecies is extremely habitat specific and relies on fire every two or three years to maintain its habitat. The primary habitat consists of large (>50 hectares), treeless (less than one tree per acre), and relatively poorly drained prairies dominated by saw palmetto and dwarf oaks. It is known to occur only in Highlands, Okeechobee, Osceola, and Polk counties.

The project corridor does not contain large, treeless prairie habitats required by the grasshopper sparrow. No suitable habitat and no individuals were observed during the field reviews. Due to the lack of suitable habitat, the proposed project will have "**no effect**" on the Florida grasshopper sparrow.

Florida Scrub-Jay

The entire study area occurs within the USFWS Florida scrub-jay CA. The scrub-jay is classified as threatened due to habitat loss, degradation, and fragmentation. They are restricted to xeric scrub habitats with optimal habitat consisting of fire-dominated, low-growing oak scrub found on well-drained sandy soils with patches of bare sandy soil.

The study area includes a mix of residential, commercial, and agricultural lands that do not contain the xeric scrub habitats required by the Florida scrub-jay. According to FNAI, eBird, and FWC's statewide occurrence data, there are no documented occurrences within the study area. No individuals or suitable scrub-jay habitat was observed within the project area. Due to the lack of suitable habitat, the proposed project will have "**no effect**" for the Florida scrub-jay.

Sand Skink and Blue-tailed Mole Skink

The entire study area occurs within the USFWS sand skink and blue-tailed mole skink CAs. These species are highly adapted to life in sand, spending most of their time "swimming" through loose sand in search of food, shelter, and mates. They are rarely seen above ground. Their motion leaves sinusoidal ("S"-shaped) tracks in the soil surface that can be identified through visual pedestrian surveys. Both the sand skink and the blue-tailed mole skink are classified as threatened due to habitat loss, degradation, and fragmentation.

The geographic range of these skinks is limited to sandy ridges and ancient dunes of the Central Highlands, particularly the Lakes Wales Ridge, the Winter Haven Ridge, and the Mount Dora Ridge. These areas contain excessively drained, well-drained, and moderately well-drained sandy soils that usually support scrub habitats like sand pine scrub, xeric oak scrub, rosemary scrub, and scrubby flatwoods; high pine habitats like sandhills, longleaf pine-turkey oak, turkey oak barrens, and xeric hammock; and managed lands, such as citrus groves, pine plantations and pastures. Skinks prefer habitats with open canopies, scattered shrubby vegetation, and patches of bare sand. According to criteria defined by the

USFWS, suitable habitat is considered to be "skink soils" located within the CA at elevations at or above 82 feet above sea level. Specific soil series referred to as "skink soils" are identified in the *Peninsular Florida Species Conservation Guidelines for Sand and Blue-tailed Mole Skink (Appendix K of the NRE)*.

Portions of the study area contain suitable skink habitat based on the location, soil types, and elevation criteria in the *Peninsular Florida Species Conservation Guidelines for Sand and Blue-tailed Mole Skink (Appendix K of the NRE)*. A soils investigation was conducted in order to identify areas within the project that are suitable for skinks. A Skink Soils Investigation Report was developed and included in **Appendix L of the NRE**. As a result of this investigation, four areas of potential suitable soils were identified and a skink coverboard survey was performed within these areas in March through April 2021. Survey blocks were established using the maximum typical section widths for both north and south alignments. UWSFWS coordination regarding the sand skink survey is included in **Appendix D of the NRE**. Coverboards were installed within each block at a minimum of 40 coverboards per acre. Areas of exposed soil were visually inspected via pedestrian transects for evidence of skink activity. Survey maps, data sheets, and photographs are included in **Appendix M of the NRE**. No skink tracks or evidence of skink activity was observed during the coverboard and pedestrian surveys.

The proposed pond and FPC sites were not surveyed during the March 2021 coverboard surveys. These areas contain suitable habitat for skinks based on location, soil types, and elevation criteria. Skink presence is assumed and therefore the project "**may affect and is likely to adversely affect**" sand and blue-tailed mole skinks unless there is a negative survey or conservation measures and/or mitigation to offset impacts. FDOT commits to conduct a skink coverboard survey in suitable habitats during the design phase of the project. FDOT will consult with the USFWS once the survey is completed, and the results are known. If skinks are determined to be present and mitigation is required, mitigation for unavoidable impacts to occupied skink habitat will be provided through the purchase of credits from an USFWS-approved conservation bank.

Tricolored Bat

The tricolored bat is a candidate species for federal listing. It is Florida's smallest bat and distinguished by its unique tricolored fur and pink forearms that contrast their black wings. This wide-ranging species is found throughout the central and eastern United States, and portions of Canada, Mexico, and Central America. Typically hibernating in caves and mines during the winter, tricolored bats in the southern U.S. have an increased utilization of culverts as hibernacula, with shorter hibernation durations and increased winter activity. The tricolored bat is mostly associated with forested habitats and requires habitat suitable for roosting, foraging, and commuting between winter and summer habitats. Roosting singly or in small groups, the tricolored bat prefers to roost in caves, tree foliage, tree cavities, Spanish moss, and man-made structures such as buildings and culverts. They form summer colonies in forested habitats, utilizing cavities, bark, and foliage. The maternity season in Florida is May - June. They forage most commonly over watercourses and along forest edges.

Suitable roosting and foraging habitat was observed throughout the study corridor. Acoustic and roost surveys were conducted in 2020/2021 and 2022 in accordance with the Florida bonneted bat survey guidelines. While the data analysis and manual vetting focused on low frequency calls and the Florida bonneted bat, the results of the acoustic survey identified the presence of tricolored bats in the study area. Tricolored bats were recorded at 13 of the 16 survey stations; however, activity appears low throughout the corridor with the majority of the stations only recording one call per night, but not each night of the survey. The roost survey focused on cavities and roosts preferred by the Florida bonneted bat; however, no evidence of bat roosting was observed within the study area during the roost survey or general wildlife surveys. Impacts to forested habitats within the project area are minimal, leaving the larger forested communities intact. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is

located within the consultation area, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

Wood Stork

The wood stork is listed by the USFWS as threatened due to the reduction in food base attributed to the loss of suitable foraging habitat (SFH). Wood storks are associated with freshwater and estuarine wetlands that are used for nesting, roosting, and foraging. Nesting typically occurs in medium to tall trees that occur in stands located in swamps or islands surrounded by open water. Because of their specialized feeding behavior, they forage most effectively in shallow water with highly concentrated prey. The USFWS defines suitable foraging habitat as shallow-open water areas that are relatively calm and have a permanent or seasonal water depth between two to fifteen inches. SFH includes freshwater marshes, swamps, lagoons, tidal creeks and pools, ponds, ditches, and flooded pastures.

According to the USFWS South Florida Ecological Service Office, the habitats within 18.6 miles of a wood stork breeding colony are considered to be wood stork Core Foraging Areas (CFAs). The proposed project site is within the CFA of five wood stork colonies: Lake Rosalie, Lake Russell, Lake Somerset, Lone Palm, and Mulberry Northeast. Wood storks were observed flying and foraging within the project area and adjacent habitats during the field reviews. SFH is located throughout the project corridor. The proposed project will impact approximately 10.81 acres of SFH. This acreage was calculated based on direct impacts to herbaceous wetlands and surface waters which provide SFH for wood storks. According to the *South Florida Programmatic Concurrence Key for the Wood Stork* (USFWS 2010) (**Appendix N of the NRE**), the proposed project will result in the following sequential determination: A>B>C>E= "**may affect, but is not likely to adversely affect**" the wood stork. Based on the current design, the project will impact over 5 acres of wetlands, and therefore, a foraging prey base analysis is required. The estimated impacts include all wetlands and surface waters within the existing right-of-way, which will be minimized during design. The final impacts will be calculated during the design phase and any mitigation will adhere to the requirements of the USACE and USFWS Effect Determination Key. FDOT commits to conducting a foraging prey base analysis during design. Mitigation for impacts to wood stork SFH will be provided within the Service area of an USFWS-approved wetland mitigation bank or wood stork conservation bank. According to the currently published mitigation bank ledgers, there are several mitigation banks within the five (5) CFAs with available credits. The options include Boarshead Ranch Mitigation Bank, Bullfrog Bay Mitigation Bank, Florida Mitigation Bank, Hammock Lakes Mitigation Bank, Hilochee Bank, Shingle Creek Mitigation Bank, and Wiggins Prairie Mitigation Bank. No Critical Habitat designated for listed species occurs within the SR 544 study area.

Federally Listed Plants

The Lake Wales Ridge is the remnant of an ancient dune system that runs north and south through Florida's peninsula. The entire study area occurs within the USFWS Lake Wales Ridge Plants CA. According to the Florida Natural Areas Inventory (FNAI) and USFWS, 19 federally listed plants have the potential to occur within the study area. These include the endangered Avon Park harebells, Britton's beargrass, Carter's mustard, clasping warea, Florida ziziphus, Highlands scrub hypericum, Lewton's polygala, pygmy fringe tree, sandlace, scrub blazingstar, scrub lupine, scrub mint, scrub plum, short-leaved rosemary, and wireweed; and the threatened Florida bonamia, scrub pigeon wings, scrub buckwheat, and papery Whitlow-wort. These species are restricted to sandy habitats with specific fire regime requirements. This suite of species share a narrow geographic range on the paleo-dunes of Central Florida, where they occur in xeric scrub and sandhill vegetation and face the same general threats. These species were listed due to habitat destruction, modification, and curtailment of habitat range, primarily as result of development and lack of prescribed fire.

The Lake Wales Ridge Plants are restricted to sandy habitats maintained by periodic fire, such as scrub, high pine, turkey oak barrens, and sandhill. These habitats do not occur within the project area impacted by the Preferred Alternative, including pond sites. The right-of-way is mowed and maintained, minimizing the ability for these species to grow in these

areas. The proposed pond sites do not contain the scrub habitats to support these species. According to FNAI, none of these species have been documented within the project area. No federally listed plants were observed during the field surveys, however FDOT will conduct appropriately timed surveys for listed plant species during design and permitting. Because there is no suitable habitat and no documented occurrences, the proposed project will have **"no effect"** on federally listed plants.

State Listed Species

Through regulation by the FDACS Division of Plant Industry, Florida protects plant species native to the state that are endangered, threatened, or commercially exploited. The Florida Regulated Plant Index includes all plants listed as endangered, threatened, or commercially exploited as defined in Chapter 5B-40.0055, F.A.C. According to the FNAI and FDACS, 14 state protected plant species have the potential to occur in the project area (**Table 2-1**). However, FNAI listed no occurrences of protected plants within the study area. Many of these plant species are endemic to the Lake Wales Ridge or otherwise occur in open sandy habitats maintained by periodic fire, such as sandhill, oak scrub, and scrubby flatwoods and include Ashe's savory (ST), Florida beargrass (ST), Florida spiny-pod (SE), giant orchid (ST), nodding pinweed (ST), and sand butterfly pea (SE). These species are listed due to habitat destruction and modification, primarily as a result of development and fire suppression. The remaining listed plant species include celestial lily (SE), Chapman's sedge (ST), cutthroatgrass (SE), Florida willow (SE), hartwrightia (ST), many-flowered grass-pink (ST), Piedmont jointgrass (ST), and star anise (SE), and require mesic or wetland habitats. These species are listed due to habitat destruction and modification as a result of water quality degradation, hydrologic disturbances, and lack of fire.

The scrub habitats required to support many of these species do not occur within the project area impacted by the Preferred Alternative, including pond sites. Mesic and wetland habitats were observed throughout the corridor. The majority of the areas within or immediately adjacent to the project footprint have been disturbed or developed and the right-of-way is mowed and maintained, minimizing the ability for these species to grow in these areas. No listed plant species were observed during the field surveys. FDOT will conduct appropriately timed surveys for listed plant species during design and permitting. Based on the information provided, **"no adverse effect is anticipated"** for state listed plant species resulting from the proposed project.

Florida Burrowing Owl

The FWC listed the Florida burrowing owl as threatened due to loss of native habitat, dependence on altered habitat, and lack of regulatory protections. The burrowing owl is a non-migratory resident of Florida and maintains home ranges and territories while nesting. Burrowing owls inhabit upland areas that are sparsely vegetated. Natural habitats include dry prairie and sandhill, but they will make use of ruderal areas such as pastures, airports, parks, and road rights-of-way because much of their native habitat has been altered or converted to other uses.

Suitable habitat was observed throughout the study area. No burrowing owls were observed during the general wildlife surveys or species-specific surveys. Burrowing owls usually dig their own burrows but are known to utilize gopher tortoise burrows and armadillo burrows as well. Gopher tortoise and mammal burrows were observed within the study area. Pre-construction surveys will be conducted to adhere to the components of the Imperiled Species Management Plan (ISMP) and permitting guidelines and the necessary FWC coordination and permitting will be required if burrows are found prior to construction; therefore, **"no adverse effect is anticipated"** for the burrowing owl resulting from the proposed project.

Florida Pine Snake

The Florida pine snake is listed by the FWC as threatened due to habitat loss, fragmentation, and degradation to upland habitats from development and fire suppression. They inhabit areas that feature well-drained sandy soils with a moderate to open canopy. Preferred habitats include sandhill and former sandhill, including old fields and pastures, sand pine scrub,

and scrubby flatwoods. The pine snake often coexists with gopher tortoise and pocket gophers, spending the majority of its time underground.

No pine snakes were observed during the field surveys. Suitable habitat was observed within the site. Gopher tortoise, mammal burrows and pocket gopher mounds were observed. All gopher tortoise burrows within the construction limits will be excavated. Current FWC guidelines for the relocation of the Florida pine snake state that any incidentally captured pine snake should be released on-site or allowed to escape unharmed if habitat will remain post-development. Based on existing conservation measures, **"no adverse effect is anticipated"** for the Florida pine snake resulting from the proposed project.

Florida Sandhill Crane

The FWC listed the Florida sandhill crane as threatened due to the loss and degradation to nesting and foraging habitat from development and hydrologic alteration to their potential nesting habitat. The Florida sandhill crane is a heavy-bodied gray bird, with a long neck and long legs. It is widely distributed throughout most of peninsular Florida. Sandhill cranes rely on shallow marshes for roosting and nesting and open upland and wetland habitats for foraging.

Florida sandhill cranes were observed foraging or flying on multiple occasions throughout the study area. The marshes and wet prairies within the study area provide potential nesting habitat for the sandhill crane. While the mainline of the roadway has minimal nesting habitat, some of the proposed pond site locations are within or adjacent to suitable nesting habitat. The pastures and other open uplands, including the roadway right-of-way, provide foraging habitat. Ecologists observed sandhill cranes, including juveniles, foraging in these areas and roadside ditches during numerous field surveys. Pre-construction surveys will be conducted to adhere to the components of the ISMP. Based on this information, **"no adverse effect is anticipated"** for the Florida sandhill crane resulting from the proposed project.

Gopher Tortoise

The gopher tortoise is listed as threatened by the FWC. They occur in the southeastern Coastal Plain from Louisiana to South Carolina; the largest portion of the population is located in Florida. Gopher tortoises require well-drained, sandy soils for burrowing and nest construction, with a generally open canopy and an abundance of herbaceous groundcover, particularly broadleaf grasses, wiregrass (*Aristida stricta*), legumes and fruits for foraging. Gopher tortoises can be found in most types of upland communities including disturbed areas and pastures.

Suitable gopher tortoise habitat was observed throughout the study corridor, including proposed pond sites. Gopher tortoises and gopher tortoise burrows were observed during the field reviews; however, a 100% gopher tortoise survey was not conducted. A relocation permit from FWC will be required if tortoises are present within any permanent or temporary construction area. FDOT will conduct a 100% pre-construction survey for the gopher tortoise in accordance with 68A-27.003 and the current FWC Gopher Tortoise Permitting Guidelines and coordinate with FWC to receive necessary permit authorizations prior to construction. Mitigation contributions for the gopher tortoise will be calculated and provided to FWC during the gopher tortoise relocation permitting process. Based on the information provided above, **"no adverse effect is anticipated"** for the gopher tortoise.

Short-Tailed Snake

The FWC listed the short-tailed snake as threatened because it is a Florida endemic with a restricted geographic range. It inhabits xeric upland habitats that are in great demand for development with approximately 57% of its potential habitat privately owned. The short-tailed snake is endemic to Florida and is only found from the Suwannee River south to Highlands County. Short-tailed snakes are rarely seen above ground as they spend most of the time burrowed in sandy soils. They primarily inhabit areas with well drained sandy soils, particularly longleaf pine and xeric oak habitats, but may also be found in scrub and xeric hammock habitats.

Limited habitat for the short-tailed snake occurs within the study area. No individuals were observed during the field surveys. The project will have minimal impacts to xeric habitats where this cryptic species is found; therefore, "**no adverse effect is anticipated**" for the short-tailed snake.

Southeastern American Kestrel

The southeastern American kestrel is listed by the FWC as threatened due to habitat loss, degradation and fragmentation, as well as lack of regulatory protection. The southeastern American kestrel is the only non-migratory, permanent resident kestrel in Florida. However, the seasonal occurrence of a migratory subspecies of the northern American kestrel (*Falco sparverius sparverius*) occurs from September through March in Florida. Confident identification of southeastern American kestrels can only be made during the portion of the breeding season when migratory species are not present. Preferred habitat consists of fire-maintained sandhill and open pine savannah. They utilize open pine habitats, woodland edges, prairies, pastures, and other agricultural lands. The southeastern American kestrel is a secondary cavity nester, typically nesting in tall trees or utility poles with existing cavities.

Suitable nesting and foraging habitat for kestrels were observed throughout the study area, including proposed pond site locations. Individuals were observed on multiple occasions during field surveys. No active nests were observed. Activities within the 492 feet (150 meter) buffer of an active nest are considered to cause take. Surveys for the Southeastern American Kestrel will be conducted during the nesting season (May through August) in the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Based on this information "**no adverse effect is anticipated**" for the southeastern American kestrel resulting from the proposed project.

Imperiled Wading Birds

Three wading birds have the potential to occur in the study area. These species are the little blue heron, roseate spoonbill, and tricolored heron. All three are listed by the FWC as threatened due to habitat loss and degradation. These species are widely distributed throughout peninsular Florida. Wading birds depend on healthy wetlands and vegetated areas suitable for resting and breeding which are near foraging area. They forage in freshwater, brackish, and saltwater habitats. They tend to nest in multi-species colonies of a variety of woody vegetation types including cypress, willow, maple, black mangrove, and cabbage palm.

Ecologists observed suitable foraging and minimal nesting habitat for wading birds throughout the study area, including proposed pond sites. All three species were observed throughout the study area. These observations include flyovers and foraging in roadside ditches. No nesting activity was observed during the field reviews conducted during nesting season. According to FNAI and the FWC Wading Bird Rookery Database, no active wading bird rookeries are located within the project area. Impacts to wetlands will be mitigated and foraging habitat for these species is abundant adjacent to the project area. Based on the information provided, "**no adverse effect is anticipated**" for wading birds resulting from the proposed project.

Other Protected Species or Habitats

Analysis also noted species that are not state or federally listed but are protected under various other environmental acts.

Bald Eagle

The bald eagle was removed from the ESA in 2007 and Florida's Endangered and Threatened Species list in 2008; however, it remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Bald eagles tend to nest in the tops of very tall trees that provide unobstructed lines of sight to nearby habitats, particularly

lakes and other open waters. Because eagles are piscivorous (fish-eating) raptors, nearly all eagles' nests occur within 1.8 miles of water.

Suitable habitat for the bald eagle was observed throughout the study area. Several bald eagles were observed during the field reviews. According to the FWC's Eagle Nest locator and the Audubon Florida EagleWatch Nest website (EagleWatch), there are seven (7) nests located within one mile of the study area. All the documented nests are located outside the 660-foot eagle nest protection zone except Nest PO149. Nest PO149 was located approximately 95 feet from the existing roadway and nesting activity was observed during multiple field visits. In 2019, the nest tree was observed to be dying and had dropped most of its limbs, with the nest at the top of the tree with little structural support. The nest was still observed to be active. Similar conditions were observed and documented in 2020 and 2021 with increasing evidence of decay. The status of Nest PO149 was active and successful for the 2022 nesting season. Hurricane Ian struck Florida on September 28, 2022. Ecologists conducted a field review on October 10, 2022, and observed the nest had been destroyed. Only a snag remained of the tree and the nest had fallen to the ground. FDOT will conduct an eagle nest survey during design and permitting. Based on the current nest status, it is anticipated that the proposed project will have no impact on the bald eagle since the proposed activities are outside the 660-ft eagle nest protection buffer.

Florida Black Bear

The Florida black bear was removed from Florida's Endangered and Threatened Species list in 2012; however, it remains protected under Chapter 68A-4.009 F.A.C., the Florida Black Bear Conservation Plan. The study area is located in the occasional range of the South Central Bear Management Unit (BMU).

The black bear requires large amounts of space for its home range and a variety of forested habitats, including flatwoods, swamps, scrub oak ridges, bayheads, and hammocks. Self-sustaining populations of bears are generally found on large tracks of contiguous forests with understories of berry producing shrubs or trees. The corridor primarily consists of residential and agricultural land uses with a number of lakes throughout the corridor. Additionally, the project corridor continues to be developed and site clearing and construction was observed during the field reviews. The mobility of bears throughout the study area is limited by the surrounding development and lakes as evidenced by the FWC data. The most current FWC data for the Florida black bear was reviewed and documents only four (4) historical occurrences within a one-mile buffer of the SR 544 roadway. No recent bear activity has been recorded in the corridor. No impacts to the Florida black bear are anticipated as a result of this project based on the lack of suitable habitat, including connectivity to suitable habitat, and bear utilization within the project area.

Strategic Habitat Conservation Areas

Strategic Habitat Conservation Areas (SHCA) are lands in need of protection to maintain natural communities and viable populations of many species that are indicators of the state's biological diversity. In 1994, FWC completed a project entitled *Closing the Gaps in Florida's Wildlife Habitat Conservation System*, which assessed the security of rare and imperiled species on existing conservation lands in Florida. This research identified important habitat areas in Florida with no conservation protection. These SHCA serve as a foundation for conservation planning for species protection through habitat conservation.

FWC designated SHCA occur throughout the study area for the sand skink, snail kite, and Cooper's hawk. No regulatory action is required for impacts to SHCA.

5.2 Wetlands and Other Surface Waters

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

An NRE was prepared (November 2023) for this study and is provided in the project file. Wetlands and other surface waters with the potential to be affected by the proposed project were identified within the study area. Table 5 below provides details identifying each wetland including the wetland number, NWI, FLUCFCS classification, and a brief description.

Table 5 Wetlands and Other Surface Waters in the SR 544 Study Area

WETLAND ID	FLUCFCS	NWI	DESCRIPTION
WL 1	644	PEM1C	Emergent Aquatic Vegetation
WL 2	630	PFO7C/ PSS3B	Wetland Forested Mixed
WL 3	630	PFO7C/ PSS3B	Wetland Forested Mixed
WL 4	630/641/644	PEM1F/PEM1G	Wetland Forested Mixed/Freshwater Marshes/Emergent Aquatic Vegetation
WL 5	630/641/644	PFO6F/PFO7F/PEM1F	Wetland Forested Mixed/Freshwater Marshes/Emergent Aquatic Vegetation
WL 6	630/640/643	PFO7B/PFO1C/PAB4Hx/PSS1F	Wetland Forested Mixed/Freshwater Marshes/Wet Prairies
WL 7	643	PEM1Cd	Wet Prairies
WL 8	615/641	PEM1F	Stream and Lake Swamps/Freshwater Marshes
WL 9	630/641/643	PEM1Cd/PFO2F	Wetland Forested Mixes/Freshwater Marshes/Wet Prairies
WL 10	643	PEM1Cd	Wet Prairies
WL11	653	PEM1F	Intermittent Ponds
WL 12	653	PUBHx	Intermittent Ponds
WL 13	630/641	PFO7B/PEM1F	Wetland Forested Mixed/Freshwater Marshes
WL 14	630	PFO7C/PFO6F	Wetland Forested Mixed
WL 15	641	PFO6F/PSSF	Freshwater Marshes
WL 16	615/641	PEM1C	Freshwater Marshes
WL 17	644	L1UBH	Emergent Aquatic Vegetation
WL 18	618/630	PFO3A	Willow and Elderberry/Wetland Forested Mixed
WL 19	615	PFO1/3C	Stream and Lake Swamps
WL 20	615	PFO1/3C	Stream and Lake Swamps
WL 21	615/644	PFO1/3C/PEM1F/PFO6F/PFO7C	Stream and Lake Swamps/Emergent Aquatic Vegetation
SW 1	510	R5UBFx	Streams and Waterways
SW 2	530	N/A	Reservoirs
SW 3A	510	L1UBHx	Streams and Waterways
SW 3B	510	L1UBHx	Streams and Waterways
SW 4	520	L1UBH	Lakes

SW 5	510	PUBCx	Streams and Waterways
SW 6	520	L1UBH	Lakes
SW 7	510	R5UBFx	Streams and Waterways
SW 8	510	PUBCx	Streams and Waterways
SW 9	510	PUBCx	Streams and Waterways
SW 10A	510	R2UBHx	Streams and Waterways
SW 10B	510	R2UBHx	Streams and Waterways
SW 11	510	PUBCx	Streams and Waterways
SW 12	510	PUBCx	Streams and Waterways
SW 13	510	PUBCx	Streams and Waterways
SW 14	530	PUBCx	Reservoirs
SW 15	530	PUBCx	Reservoirs
SW 16	530	PEM1F	Reservoirs
SW 17A	510	R2UBHx	Streams and Waterways
SW 17B	510	R2UBHx	Streams and Waterways
SW 18	510	R5UBFx	Streams and Waterways
SW 19	510	PUBCx	Streams and Waterways
SW 20	510	PUBCx	Streams and Waterways
SW 21	530	PUBCx	Reservoirs
SW 22	510	R5UBFx	Streams and Waterways
SW 23	510	R5UBFx	Streams and Waterways
SW 24	530	PUBHx	Reservoirs
SW 25	510	R5UBFx	Streams and Waterways
SW 26	510	R5UBFx	Streams and Waterways
SW 27	510	R5UBFx	Streams and Waterways
SW 28	530	PUBHx	Reservoirs
SW 29	510	PUBCx	Streams and Waterways
SW 30	510	PUBCx	Streams and Waterways
SW 31	510	PUBCx	Streams and Waterways
SW 32	520	L1UBH	Lakes
SW 33	510	R5UBH	Streams and Waterways
SW 34	530	PEM1Cx	Reservoirs
SW 35	510	R5UBFx	Streams and Waterways

Wetlands and other surface waters with potential to be affected by the proposed project were identified within the study area. A wetland assessment was performed for wetlands and other surface waters in the SR 544 Study Area. The wetland assessment was conducted in accordance with UMAM, as described in Chapter 62-345, F.A.C. The UMAM is the state-wide methodology for determining the functional value provided by wetlands and other surface waters and the amount of mitigation required to offset adverse impacts to those areas for regulatory permits. The proposed project functional loss as a result of direct and secondary impacts is 6.371 units and 0.668 units, respectively. The total project functional loss is approximately 7.039 units. These values may be refined during the design and permitting phases of the project.

Other surface waters classified as upland cut ditches and permitted reservoirs were not included in the assessment as mitigation will not be required for impacts to these surface waters. Direct impacts to jurisdictional wetlands associated with the Preferred Alternative and preferred pond/floodplain compensation sites are approximately 14.11 acres of direct impacts to wetlands and 2.66 acres of direct impacts to other surface waters. Final direct impacts will be determined during design and permitting and will be assessed accordingly. Secondary impacts were assessed at a distance of 25 feet beyond any direct wetland impacts. The proposed project will result in approximately 10.03 acres of secondary impacts to wetlands. Cumulative impacts can result from incremental but collectively significant impacts within the basin over time. In order to provide reasonable assurances that the project will not cause unacceptable cumulative impacts, mitigation will be provided from within the same drainage basin as the anticipated impacts or the project will utilize a regional mitigation plan pursuant to Section 373.4137, F. S. 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 of Chapter 373, F.S., and 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 study area is located within the Peace River Regulatory Basin. There are multiple mitigation banks within this basin, including the Peace River Mitigation Bank, Horse Creek Mitigation Bank, Boran Ranch Mitigation Bank, and Tippen Bay Wetland Mitigation Bank with forested and herbaceous credits available for both state and federal mitigation, according to the mitigation ledgers available to the public. Multiple banks may be needed to fulfil the mitigation requirements depending on the availability of credits during permitting.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

A Location Hydraulics Report (LHR) was prepared for this study (August 2023) and is provided in the project file. According to the Federal Emergency Management Agency (FEMA), the relevant Flood Insurance Rate Map (FIRM) panel numbers are 12105C0365G, 12105C0355G, 12105C0358G, 1210C0359G, and 12105C380G, dated 12/22/2016.

According to the FEMA FIRMs, portions of the project intersect Zone AE of the 100-year floodplain. These areas are associated with the various lakes in the region and have a 1% probability of flooding every year. Predicted flood water elevations range from 124.2 FT to 132.2 FT NAVD across the project limits, varying by lake. There are no federally regulated floodways within the project limits.

Any floodplain impacts will be mitigated for offsite floodplain compensation sites on a cup for cup basis. From the available data, six Floodplain Impact Areas (FIAs) have been determined based on areas in which the 100-year floodplain lies within the proposed right-of-way.

For five of the FIAs identified, floodplain compensation sites were identified to provide cup for cup compensation. Calculations for these impacts are located in Appendix C of the LHR. In the area of the remaining FIA, designated FIA "X", it was determined that the floodplain shape is outdated and does not reflect real conditions.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

The project traverses three Waterbody IDs (WBIDs) within South West Florida Water Management District (SWFWMD): 1504B Lake Hamilton Drain, 1504 Lake Hamilton Outlet, and 1500A Lake Hamilton Canal. Additionally, the corridor is adjacent to or nearby six WBIDs which ultimately receive runoff from SR 544: 1488U Lake Connie, 1488A Lake Smart, 14882 Lake Fannie, 15041 Lake Hamilton, 15002 Middle Lake Hamilton, and 15102 Lake Butler. According to the current Florida Department of Environmental Protection (FDEP) 303(d) list of impaired water bodies, WBID 1488A Lake Smart is impaired for nutrients. Additionally, Lake Hamilton was recently delisted and now falls under the Lake Hamilton Chain of Lakes Pollutant Reduction Plan. Since the majority of the project outfalls to Lake Hamilton, nutrient loading analysis has been performed for the entirety of the project limits.

There are seventeen existing cross drains underneath SR 544 and one bridge within the project limits allowing for conveyance of offsite and onsite runoff to flow beneath the road toward its historical path. The cross drains include two major conveyances - one 12'x12' concrete box culvert that is traversed by boat traffic and one 26' wide bridge culvert. The size and geometry of all cross drains and bridges have been estimated from the FDOT straight line diagram (dated 8/23/2021), 1-foot LiDAR contours, existing plans, and during field reconnaissance but should be verified during design.

During the design phase, it is recommended that additional best management practices (BMPs) be considered to increase nitrogen removal. Other BMPs include the use of Bio-sorption Activated Media (BAM), pre-treatment swales, or baffle boxes.

This project discharges to surface or ground water and will alter the drainage system. A Water Quality Impact Evaluation Checklist (WQIE) was completed in October 2023 and is provided in the file as technical material. The proposed roadway will have a curb and gutter stormwater collection system. Stormwater captured by the proposed inlets will be conveyed to the proposed offsite detention ponds. The ponds will discharge at or near the same cross drains that carry the roadway runoff in the existing condition, or directly into canals or wetlands where appropriate. The proposed ponds have been sized to achieve the required water quality treatment and water quantity attenuation and serve as a budget tool for right-of-way estimation for the project to the Department.

A Pond Siting Report (PSR) (October 2023) was completed to evaluate potential locations for drainage ponds associated with the proposed roadway improvements. The PSR is included in the project file.

Stormwater management for water quality treatment and runoff attenuation will be provided using wet detention and dry retention ponds. The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT Drainage Manual, the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit Applicant's Handbook, Polk County stormwater criteria, and Lake Region Lakes Management District (LRLMD). Proposed pond sites have been identified along the project limits. The analysis estimates right-of-way needs using a volumetric approach which accounts for water quality treatment and water quantity for runoff attenuation. The total pond cost estimate found in this report is a budget tool used by the Department to estimate total acquisition costs associated with each pond site and to budget the appropriate funds for acquisition. Please note that the volumetric analysis of the pond sites was performed with preliminary data, reasonable engineering judgment, and assumptions. Pond sites and

configurations may change during final design as more detailed information on Seasonal High Water Table (SHWT), wetland hydrologic information (as applicable), and a final roadway design profile become available. Potential water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with FDEP's National Pollutant Discharge Elimination System (NPDES) Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP); Individual Environmental Resource Permit (ERP); the latest edition of the FDOT Standard Specification for Road and Bridge Construction; and through the use of Best Management Practices (BMPs) that will be implemented during construction and will be provided following guidelines established in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (July 2013) and FDOT Standards. These include sediment barriers, temporary basins, inlet protection systems, and turbidity barriers. The contractor will also be required to provide an erosion control plan and follow the Stormwater Pollution Prevention Plans (SWPPP) prepared during the design phase of the project.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

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

6. Physical Resources

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

6.1 Highway Traffic Noise

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

A Noise Study Report (NSR) (September 2023) was prepared under separate cover to evaluate the potential impacts of traffic noise on the surrounding community. A copy of the NSR is located in the project file as a technical material. This project is defined as a Type I project. The study was conducted for the project following FDOT procedures that comply with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The evaluation uses methodologies established by the FDOT and documented in the PD&E Manual. The prediction of traffic noise levels with and without the roadway improvements was performed using the FHWA's Traffic Noise Model (TNM-Version 2.5).

Highway traffic noise is predicted to impact a land use for which there is a Noise Abatement Criteria (NAC) when design year traffic noise levels with a roadway improvement approach, meet, or exceed the NAC or when design year levels with an improvement increase substantially when compared to existing levels. FDOT's Noise Policy considers a NAC to be "approached" when a traffic noise level is predicted to be within 1 dB(A) of the NAC and a substantial increase is predicted when future highway traffic noise levels with a roadway improvement increase 15 dB(A) or more when compared to existing levels.

The results of the highway traffic noise analysis indicate that 116 residences, a park, and the outdoor use area of a place of worship would be impacted in the future with the Preferred Alternative. Noise abatement measures were considered for the impacted properties.

Based on the results of the PD&E Study, the following noise barriers are a potentially reasonable and feasible noise abatement measure:

Noise Barrier E1: Winter Ridge Condominiums. The optimal barrier is 453 feet long, and 16 feet tall. It benefits all 12 of the impacted receptors and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$217,440 or \$18,120 per benefited receptor.

Noise Barrier E2: Lake Point Landing and Adjacent Residence. The optimal barrier is 472 feet long and 10 feet tall. It benefits all 10 of the impacted receptors and an additional 6 receptors and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$141,600 or \$8,850 per benefited receptor.

Noise Barrier E4: Lake Smart Estates. The optimal barrier is 755 feet long and 10 feet tall. It benefits all 10 of the impacted receptors and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$226,500 or \$22,650 per benefited receptor.

Noise Barrier E5: Brookhaven Village. The optimal barrier is 992 feet long and 12 feet tall. It benefits all 10 of the impacted receptors, and five additional receptors, and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$357,120 or \$23,808 per benefited receptor.

Noise Barrier W2: Lake Rochelle Estates. The optimal barrier is 567 feet long and 12 feet tall. It benefits all 3 of the impacted receptors, and 3 additional receptors, and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$204,120 or \$34,020 per benefited receptor.

Noise Barrier W3: Lake'n Golf Estates, Fairview Village, and Lakeside Ranch. The optimal barrier is 1,455 feet long and 12 feet tall. It benefits 13 of the 16 impacted receptors, and 8 additional receptors, and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$523,800 or \$24,943 per benefited receptor.

Noise Barrier W4: Residences from Pomona Street to 5th Street South. The optimal barrier is 876 feet long and 14 feet tall. It benefits 4 of the 11 impacted receptors, and 6 additional receptors, and meets the NRDG of achieving a 7 dB(A) reduction for at least one of the benefited receptors. The barrier costs a total of \$367,920 or \$36,792 per benefited receptor.

Final recommendations on the construction of abatement measures will be determined during the project's design phase and through the public involvement process. Construction of the roadway improvements is not expected to have a substantial noise or vibration impact. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that application of the FDOT Standard Plans for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

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

This project is not expected to create adverse impacts on air quality. The project area is located within an Air Quality Attainment Area so criteria pollutants under National Ambient Air Quality Standards are considered to be at acceptable levels. The project is not located within a USEPA designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants specified by the USEPA in National Ambient Air Quality Standards.

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 the FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Level I Contamination Screening Evaluation Report (CSER) (September 2023) was prepared for this project and is a part of the project file. The CSER identified and evaluated known or potential contamination sites, identified recommendations concerning these sites, and described possible impacts to the proposed project. In accordance with the PD&E Manual, each potential contamination site was assigned a contamination risk rating (CRR) of No, Low, Medium, or High. Upon completion of the CSER, 39 potential contamination sites were investigated. Three of these sites were ranked High, six were ranked as Medium and 30 sites were ranked as Low/No for potential contamination concerns. Sites ranked Medium or High are as follows:

Medium sites:

- Facility ID 9807255 - CastelGas LLC/Pronto Station LLC (Winter Haven Chevron) - 101 Avenue T NE
- Facility ID 8945035 - BP #610 Twin Brothers Food Mart - 2433 Lucerne Park Road
- Facility ID 8735196 - RaceTrac #2343/Star Enterprise/Texaco - 32886 Hwy 27
- Facility ID ERIC_13415/FLR000098426 - Washington Garage - 2101 1ST Street N
- Facility ID (not available) - Bridge No. 160021 between Brentwood Dr and Lake Hamilton Dr, and Bridge No. 106147 east of US Hwy 27
- Facility ID (not available) - Adjacent Agricultural Lands - numerous locations

High sites:

Facility ID 8840952 - Big M Mart - 128 Avenue T NE

Facility ID 8628429 - Marathon-Lucerne #136 - 32940 US Hwy 27

- Facility ID 8624284 - Giant Oil #121 - 5900 Lucerne Park Road

For the sites rated "No" for potential contamination, no further action is planned. These sites/facilities have been evaluated and determined not to have any potential environmental risk to the study area at this time.

For sites rated "Low" for potential contamination, no further action is required at this time. These sites/facilities have potential to impact the study area but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change an additional assessment of the facilities would be conducted.

For those locations with a risk rating of "Medium" or "High", the Project Manager and the District Contamination Impact Coordinator will coordinate on further actions that must be taken to best address the contamination issue. This may include determining if the FDEP/FDOT Memorandum of Understanding (MOU) applies to any sites, conducting Level II activities or recommending Level III or remedial activities, notes on the plans, design modifications and/or special provisions prior to or during construction.

After a review of all available information, indications are found that identify known soil and groundwater contamination. Construction activities may require dewatering. Dewatering operations must obtain an NPDES Generic Permit for Discharge of Groundwater. Dewatering operations seeking coverage under the NPDES Generic Permit for Stormwater Discharges from Large and Small Construction Activities under subsection 62-621.300(4), F.A.C., are not required to obtain separate coverage under subsection 62-621.300(2), F.A.C.

Contamination issues must be screened within 500 feet of the dewatering area before applying for a permit application. Any pollutants of concern (i.e., contamination) present in groundwater at the dewatering site at concentrations equal to or exceeding the surface water criteria under subsection 62-302.530 F.A.C must be remediated; otherwise, the dewatering operation will not qualify for a permit under subsection 62-621.300(2), F.A.C. Therefore, dewatering operations in areas identified with contamination issues require treatment of effluent to limits and requirements specified in the NPDES Generic Permit.

6.4 Utilities and Railroads

A Utilities Assessment Package (UAP) was prepared (August 2023) and is a part of the project file. All of the utility providers and operators were contacted in December 5, 2019 and were provided aerial maps of the project for review. Based on the aerial maps, utility agency owners (UAO)s were asked to assist in locating and identifying their existing and planned facilities within the area of study. Through mark-ups and/or verbal descriptions, most utility providers or operators provided information on the location and type of existing facilities and information on the planned facilities anticipated in the future. At the time of utility contact efforts, none of the UAOs indicated any future planned facilities or upgrades to existing facilities within the project limits. Table 6 lists a description of the existing facilities.

Table 6 Existing Utilities

Company	Description
Century Link Winter Garden	<ul style="list-style-type: none"> Buried fiber optic along the south of SR 544 at US 27 and crosses to the north of SR 544 0.25 miles east of US 27 to Peninsular Drive where the fiber crosses back to the south of SR 544 and continues until SR 17.
Century Link / Level 3 Communications	<ul style="list-style-type: none"> (3) 1.25-inch HDPE conduit buried facilities cross SR 544 on the south side of Martin Luther King Boulevard and on the west side of US 27 Highway.
City of Haines City	<ul style="list-style-type: none"> 16" WM on east of US 27 Hwy turns east along the north side of SR 544 from US 27 to just west of Circle Four Drive. 10" WM runs down the north side of Scenis Drive. From Scenis Drive to 5th Street S there is a 10" water main along the north side of SR 544. From 5th Street S to SR 17 Hwy there is a 6" water main along the north side of SR 544. 4" FM along the south side of SR 544 from just west of Circle Four Drive to La Vista Drive. 6" WM runs on the west side of La Vista Drive. Gravity sewer turns into a 4" FM that runs on the east of La Vista Drive. 6" WM runs on the west side of Circle Four Drive. 2" WM and Gravity sewer runs down the east side of Myrtle Ave, turns down the south side of SR 544 to Peninsular Drive. 8" FM from Peninsular Drive to 5th Street S. 6" WM on the west and 8" FM on the east of 5th Street S Gravity Sewer from Crest Dr to SR 17 Hwy along the south of SR 544.

City of Winter Haven Utilities	<ul style="list-style-type: none"> • Gravity sewer along the south side of SR 544 from 1st Street North to Ware Avenue NE. The gravity sewer picks up again at 4th Street NE to Avenue Y NE. • Gravity sewer is present along the north side of SR 544 at Winter Haven Boulevard for 520 feet. • Gravity sewer is present along the north side of SR 544 from Lucerne Loop Road NE for 830 feet. • Gravity sewer is present on the north side of SR 544 from Jacaranda Avenue to the Family dollar at Old Lucerne Park Road. • Gravity sewer runs around the RaceTrac at the south west corner of SR 544 and US 27. • 6 inch water main runs along the north side of SR 544 from Martin Luther King Drive to Avenue Y NE • At second street north, a 14" main begins on the south of SR 544 until the Winter Haven Fire Department Station 2 where the main transitions to 16 inches. • At Lucerne Loop Road NE, the 16" WM transitions to a 12" WM on the south side of SR 544 until US 27 • At Lucerne Loop Road NE the water main is 12 inches until Centerstate Bank, where the main is 8 inches until the main ends at SR 27. • 8 inch water main on the north side of SR 544 from Old Lucerne Park Road for 400 feet. • 16 inch force main along the north of SR 544 from Martin Luther King Boulevard to Avenue V. • A 20 inch force main runs along the north side of SR 544 from Avenue Y NE to Old Lucerne Park Road, where the main transitions to 12 inches and ends at Jacaranda Avenue. • An 8 inch force main starts along the north side of SR 544 from Old Lucerne Park Road to just west of Hideaway Lane, where the force main transitions to 10 inches and ends at US 27. • A 2 inch force main starts at Unnamed Street and ends just west of US 27 • 20 inch reuse runs along the south of SR 544 from Avenue Y to the Lakeside Landings Development. • City Fiber runs from Avenue Y to US 27 on the north side of SR 544.
Duke Energy Distribution	<ul style="list-style-type: none"> • 12.4 kV 3 phase overhead electric lines along SR 544 from Old Lucerne Park Road to SR 17.
Duke Energy Transmission	<ul style="list-style-type: none"> • Osprey transmission line proposed on south side of SR 544
Florida Public Utilities	<ul style="list-style-type: none"> • No Response
Frontier Communications	<ul style="list-style-type: none"> • Buried fiber lines west of SR 544 from Martine Luther King Boulevard and on both sides of SR 544 from Maxine's Barber Shop to 0.25 miles past Lakeside Landings neighborhood entrance, where the north side of the fiber ends. The north side of SR 544 has buried fiber again at Old Lucerne Park Road, and fiber on both sides of SR 544 continue until the southern fiber ends at US 27. • At US 27, the buried fiber line on the north side of SR 544 continues and the buried fiber line on the south side of SR 544 ends • At Lake Hamilton Drive, the buried fiber line crosses SR 544 from the north to south side until Crest Drive where buried fiber continues on the north and south side of SR 544 until the end of the project area.
Spectrum	No Response
Sprint	<ul style="list-style-type: none"> • 4-2 inch buried fiber optic conduits along the south side of SR 544 from US 27 for 950 feet, where the line crosses to the north side of SR 544 and remains until crossing back to the south side of SR 544 just west of SR 17.
Tampa Electric Company	<ul style="list-style-type: none"> • Overhead feeder along the north side of SR 544 from Martin Luther King Drive to Old Lucerne Park Road. • From Old Lucerne Park Road to just west of US 27 there is overhead non-feeder along the south side of SR 544.

There are no railroads present within the study area.

6.5 Construction

Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impact. If sensitive land uses develop adjacent to the roadway prior to construction, increased potential for noise or vibration impacts could occur. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts. Construction activities may cause minor short-term air quality effects in the form of dust from earthwork and unpaved roads and smoke from open burning. These effects will be minimized by adherence to all state and local regulations and to the latest edition of the FDOT Standard Specifications for Road and Bridge Construction.

Short-term construction related noise, vibration and wetland impacts will be minimized through the use of Best Management Practices (BMPs) and by adherence to FDOT's most current edition of Standard Specifications for Road and Bridge Construction. These specifications include BMP measures such as the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits.

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

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

Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction. A NPDES construction permit is required for this project.



7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 440273-1_Draft Preliminary Engineering Report (PER) Displayed for Public Hearing.

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

Public involvement activities were integrated into the PD&E study process providing the opportunity for property owners, residents, businesses, government entities and agencies to share their ideas and concerns with the study team. In addition to the project webpage hosted on swfroads.com, <https://www.swfroads.com/project/440273-1>, the Lakeland Ledger, and Florida Administrative Registrar were used to notify the public of the project and public meetings. Newsletters were also emailed and mailed to elected officials, property owners, appointed government staff and project stakeholders.

Public Involvement Plan

A Public Involvement Plan (PIP) was developed and approved in October 2019. The purpose of the PIP was to guide the public outreach process in establishing and maintaining communication with the public throughout the study and incorporating public input during the roadway improvement evaluations. A copy of the PIP can be found in the project file.

Project Kick-Off Notification

A project kick-off notification letter was sent to elected and appointed officials, federal and state agencies, regional organizations, Native American Tribes, communities and stakeholders, and property owners within 300-feet of each side of the study corridor. The project kick-off newsletter to the elected and appointed officials was an attachment to the project kick-off notification email which was distributed on October 29, 2019. The project kick-off newsletter was mailed to other stakeholders on October 31, 2019.

Alternative Public Meeting

The Alternatives Public Meeting was conducted as a hybrid public meeting. Attendees were given the option to attend an in-person event or to attend virtually via GoToWebinar. The in-person meeting was held at The Rock Church of Winter Haven on Tuesday, February 8, 2022, between 5:30 and 7 pm. Alternatives public meeting notifications were distributed to elected and appointed officials on January 11, 2022, a public meeting notice was posted on swfroads.com and property notifications were mailed on January 14, 2022. An advertisement was placed in the Ledger-News Chief. The advertisement was published on Tuesday, January 25, 2022. In addition to the newspaper advertisement, the public meeting was also noticed in the *Florida Administrative Register* on Friday, January 28, 2022, in Volume 48/19. The workshop hosted 126 members of the public (104 were in person and 22 were online via GoToWebinar), along with project staff in attendance to answer any questions.

The workshop included a narrated presentation, which ran on a loop, that discussed the project's purpose and need, the project alternatives, and the potential impacts associated with the alternatives. Project displays were provided including large format prints of the project aerial, typical sections, a project schedule and a comparative evaluation matrix. Project handouts containing project information were given out to all attendees. Lastly, comment forms were provided for attendees to complete at the workshops or to mail within 10 days after the workshop. The comment period concluded on February 18, 2022, and brought in 70 written comments which were included in the project record. Comments received at the workshop were closely considered while determining the recommended roadway widening alternative.

A summary of the comments received at the Alternatives Public Meeting and their responses are provided in **Table 7**.

Table 7 Comment and Response Table

Comment Topic	General Response
Attention to the east end of the project due to heavy traffic	FDOT's Traffic Operations Group is working to install a traffic signal at this location.
Four-lane roadway preferred	The study is considering a four-lane roadway for a portion of this roadway. The section of SR 544 between Martin Luther King Boulevard is constrained by existing residential development. The Polk Transportation Planning Organization has identified a potential new roadway between Martin Luther King Boulevard and SR 544 that would serve to divert some traffic.
Future traffic volumes	The proposed widening of SR 544 is being considered to accommodate the projected future traffic volumes on SR 544 that will occur even if SR 544 is not widened.
Community concerns	The proposed roadway design will meet all FDOT criteria for sight distance considerations at intersections.
Funding	Funding for the widening of this road will come from the State of Florida through many different avenues and could also include funds from the federal government through the federal gas tax.
Concern over increased noise	The project team is currently performing a Noise Study in order to identify potential locations where noise abatement walls may be feasible. The results of this Noise Study will be presented at the Public Hearing for this project.
Proposed Median Modification	The addition of the raised median as part of the four-lane widening included the development an access management plan that identifies the locations of full and directional median openings. FDOT has criteria for how close the median openings can be safely provided.
Eastbound left turn lane into Lutheran Church	Based on the minimum median opening spacing criteria and that there is a full median opening at SR 17, an eastbound directional median opening is not proposed at the Church. In addition to widening the road to four lanes and adding a median, the no build option is still viable. This option would leave the existing four-lane undivided roadway that exists today.
Traffic light at entrance to Lake Smart Estates	A traffic signal and roundabout are being considered at this intersection in addition to realigning Old Lucerne Park Road where a roundabout would be included. If this option is recommended, a signal or roundabout would not be included at this intersection.
Park ingress/egress	A traffic signal warrant study for the intersection of Jacaranda Avenue at SR 544 is in the process of determining whether a traffic signal is warranted for this location.
Signalized community entrances	The proposed improvement at the entrances to the Fairview and Lakeside Ranch communities includes bringing the access roads to both developments to a single intersection with SR 544 at Lake Hamilton Drive and the installation of a traffic signal. Left turn lanes are proposed in both directions at the Lakeside Ranch intersection with SR 544.

Brookehaven Village access	The proposed improvements include a full median opening at Jacaranda Avenue which will allow full access to vehicles entering or leaving Brookhaven Village. The traffic study completed for this project did not show the need for a traffic signal at Brookhaven Village, therefore, the proposed improvements do not include a traffic signal at this location. FDOT has initiated the process to conduct a traffic signal warrant study for the intersection of Jacaranda Avenue at SR 544 to determine whether a traffic signal is warranted for this location.
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Public Hearing

To be completed after the public hearing.

Stakeholder Coordination Meetings

Prior to the Alternatives Public Meeting, the project team held stakeholder coordination meetings with the City of Winter Haven, the Florence Villa neighborhood, and the Polk TPO.

Date of Public Hearing: 01/30/2025

Summary of Public Hearing

to be updated following public hearing

10. Commitments Summary

1. To be completed following the public hearing

11. Technical Materials

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

SR 544_CSRP_2023-08-24

440273-1_Sociocultural Data Report

440273-1_Cultural Resources Assessment Survey (CRAS) July 2023

440273-1_Cultural Resources Assessment Survey (CRAS) Addendum November 2024

440273-1_Pond Siting Report

440273-1_Location Hydraulics Report

440273-1_Water Quality Impact Evaluation (WQIE)

440273-1_Natural Resources Evaluation (NRE)

440273-1_Uilities Assessment Package (UAP)

440273-1_Contamination Screening Evaluation Report (CSER)

440273-1_Noise Study Report (NSR)

440273-1_Draft Preliminary Engineering Report (PER) Displayed for Public Hearing

Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Final Form NRCS-CPA-106 SR 544_NRCS Completed

440273-1_Sociocultural Data Report

Land Use Map

Cultural Resources

440273-1_SHPO Concurrence Letter August 2023

440273-1_SHPO Concurrence Letter November 2024

Section 4(f) Report

Natural Resources

Fig_5_FEMA_Floodplains

Wetlands Map

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

Project Description: SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17 L RTP 4-8 County: POLK Type of Work: PD&E/EMO STUDY Project Length: 7.966MI									
Item Number: 440273 1									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
P D & E / MANAGED BY FDOT									
Fund Code:	TOTAL OUTSIDE YEARS	1,846,494							1,846,494
Item: 440273 1 Totals		1,846,494							1,846,494
Project Description: SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y L RTP 4-10 County: POLK Type of Work: ADD LANES & RECONSTRUCT Project Length: 0.482MI									
Item Number: 440273 4									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	5,000							5,000
	SU-STP, URBAN AREAS > 200K	899,999							899,999
Phase: PRELIMINARY ENGINEERING Totals		904,999							904,999
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			186,000	186,000				372,000
	SU-STP, URBAN AREAS > 200K				1,766,982				1,766,982
	TRIP-TRANS REGIONAL INCENTIVE PROGM			2,207,383					2,207,383
Phase: RIGHT OF WAY Totals				2,393,383	1,952,982				4,346,365
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS						100,000		100,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE						3,536,319		3,536,319
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						532,130		532,130
	SU-STP, URBAN AREAS > 200K						1,393,743		1,393,743
	TRWR-2015 SB2514A-TRAN REG INCT PRG						1,853,341		1,853,341
Phase: CONSTRUCTION Totals							7,315,533		7,315,533
Item: 440273 4 Totals			904,999	2,393,383	1,952,982		7,415,533		12,666,897
Project Totals		1,846,494	904,999	2,393,383	1,952,982		7,415,533		14,513,391
Project Description: CENTRAL LAKE LAND SIGNAL PRIORITIZATION AT VARIOUS LOCATIONS L RTP 1-4, 2-3 County: POLK Type of Work: ITS COMMUNICATION SYSTEM Project Length: 7.751MI									
Item Number: 440319 1									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
CONSTRUCTION / MANAGED BY CITY OF LAKE LAND									
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)	401,906							401,906
Item: 440319 1 Totals		401,906							401,906
Project Totals		401,906							401,906
Project Description: TENOROC TRL SEGMENT 1 - LAKE CRAGO DR SR 33 AT OLD COMBEE ROAD L RTP 4-9 County: POLK Type of Work: BIKE PATH/TRAIL Project Length: 0.000									
Item Number: 440358 1									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
P D & E / MANAGED BY FDOT									
Fund Code:	TOTAL OUTSIDE YEARS	501,001							501,001
Item: 440358 1 Totals		501,001							501,001
Project Totals		501,001							501,001
Project Description: SR 33 (LAKE LAND HILLS BLVD) FROM PARKVIEW PLACE TO GRANADA ST L RTP 1-4, 2-3 County: POLK Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT. Project Length: 1.130MI									
Item Number: 440444 1									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	31,434							31,434
	DS-STATE PRIMARY HIGHWAYS & PTO	36,449							36,449
	SA-STP, ANY AREA	1,425,979							1,425,979
	SU-STP, URBAN AREAS > 200K	771,033							771,033
Phase: PRELIMINARY ENGINEERING Totals		2,264,895							2,264,895
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS		1,100,000						1,100,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		7,187,254						7,187,254
	ACPR-AC - PROTECT GRANT PGM		2,270,197						2,270,197
	DDR-DISTRICT DEDICATED REVENUE	6,894							6,894
	DS-STATE PRIMARY HIGHWAYS & PTO	1,943							1,943
	LF-LOCAL FUNDS		1,056,540						1,056,540
	SA-STP, ANY AREA		2,636,871						2,636,871
	SU-STP, URBAN AREAS > 200K		5,505,076						5,505,076
	TALT-TRANSPORTATION ALTS- ANY AREA		717,146						717,146
Phase: CONSTRUCTION Totals		8,837	19,373,084						19,381,921
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	SU-STP, URBAN AREAS > 200K		80,000						80,000
Item: 440444 1 Totals		2,273,732	20,553,084						22,826,816
Project Totals		2,273,732	20,553,084						22,826,816
Project Description: FORT FRASER TRAIL EX FROM SR 540(WINTER LAKE RD) TO GLENDALE ST L RTP 4-9 County: POLK Type of Work: BIKE PATH/TRAIL Project Length: 0.940MI									
Item Number: 440603 1									
District: 01									
Phase / Responsible Agency									
Fiscal Year									
P D & E / MANAGED BY FDOT									
Fund Code:	TOTAL OUTSIDE YEARS								
Item: 440603 1 Totals									
Project Totals									

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:440273 4 PROJECT DESCRIPTION:SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y *NON-SIS*
DISTRICT:01 COUNTY:POLK PROJECT LENGTH: .482MI TYPE OF WORK:ADD LANES & RECONSTRUCT

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	0	5,000	0	0	0	0	5,000
SU	0	899,999	0	0	0	0	899,999
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	0	0	0	186,000	186,000	0	372,000
SU	0	0	0	0	1,766,982	0	1,766,982
TRIP	0	0	0	2,207,383	0	0	2,207,383
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
LF	0	0	0	0	0	100,000	100,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	0	0	3,536,319	3,536,319
DIH	0	0	0	0	0	532,130	532,130
SU	0	0	0	0	0	1,393,743	1,393,743
TRWR	0	0	0	0	0	1,853,341	1,853,341
TOTAL <N/A>	0	904,999	0	2,393,383	1,952,982	7,415,533	12,666,897
TOTAL 440273 4	0	904,999	0	2,393,383	1,952,982	7,415,533	12,666,897
TOTAL Project:	1,831,402	920,091	0	2,393,383	1,952,982	7,415,533	14,513,391

ITEM NUMBER:440274 1 PROJECT DESCRIPTION:SR 659 (COMBEE RD) FROM US 98 TO NORTH CRYSTAL LAKE DRIVE *NON-SIS*
DISTRICT:01 COUNTY:POLK PROJECT LENGTH: 1.360MI TYPE OF WORK:PD&E/EMO STUDY

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	23,637	0	0	0	0	0	23,637
DS	136,027	0	0	0	0	0	136,027
TOTAL <N/A>	159,664	0	0	0	0	0	159,664



Tables 4-5 through 4-8 list the projects by tier, corresponding to the previous maps. Additional project details are included in Appendix C and Appendix D.

Table 4-5: Cost Feasible Projects - Tier 2 (2026 – 2035) and Tier 3 (2036 – 2045) (Funded through construction)

Project Number	Project	From Street	To Street	Miles	Improvement Type
89B	SR 33	OLD COMBEE ROAD	FIRST PARK/UNIVERSITY BLVD	3.75	Widen to 4 Lanes
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	Widen to 4 Lanes
96	US 17/92 (HINSON AVE)	SR 17 (10TH ST)	17TH ST	0.32	Widen to 4 Lanes
64	US 92 (NEW TAMPA HWY)	HILLSBOROUGH CO/L	WABASH AVE	4.26	Widen to 4 Lanes
56A	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING JR BLVD	LUCERNE LOOP RD	3.60	Widen to 4 Lanes
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD	SR 17	4.45	Widen to 4 Lanes
	SR 700 (US 98)	PEACE RIVER-FT MEADE AT BR #0064 (JOHN SINGLETARY BR)	-	-	Bridge
4	US 98 (BARTOW RD)*	N OF EDGEWOOD DR	MAIN STREET	2.93	Operations
	<i>* US 98/Bartow Road, Edgewood Drive to Main Street – Widen 4L to 6L (Edgewood to Sylvester), Transportation Systems Management & Operational Improvements (Sylvester to Main)</i>				
32	EWELL RD	LUNN RD	SR 37	2.02	Widen to 4 Lanes
323	FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	New 2 Lanes
321	HOLLY HILL RD	CR 547 (BAY ST)	RIDGEWOOD LAKES BLVD.	2.56	New 2 Lanes
98B	SR 25 (US 27)	CR 630A	PRESIDENTS DRIVE	5.04	Widen to 6 Lanes
42	I-4	WEST OF US 27	OSCEOLA CO/L	3.65	Widen to 10 Lanes (Express Lanes)
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	New 2 Lanes
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	New 2 Lanes
325	HOLLY HILL RD	PATTERSON ROAD	CR 547 (BAY ST)	1.37	New 2 Lanes
230	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	3.40	Widen to 4 Lanes
324	THOMPSON NURSERY ROAD EXTENSION	US 17	CR 653	5.83	New 4 Lanes
97B	US 17/92	HINSON AVENUE	NORTHEAST POLK RELIEVER	5.00	Widen to 4 Lanes
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	Widen to 6 Lanes
13	US-27 BACKAGE ROAD (WEST)	-	-	1.01	Widen to 4 Lanes
261	POWERLINE ROAD	CR 542	CR 546	1.01	New 2 Lanes
287	BANNON LOOP ROAD (UNPAVED ROAD)	HUGES ROAD EXTENSION	BANNON ISLAND ROAD	0.25	Improved 2/4 Lanes
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	Widen to 4 Lanes
57B	CR 544	SR 17	NORTHEAST POLK RELIEVER	1.54	Widen to 4 Lanes
22	CR 547	US 27	US 17/92/CSX LINE	2.28	Widen to 4 Lanes
305	CREWS LAKE ROAD/E.F. GRIFFIN ROAD CONNECTOR	CREWS LAKE ROAD	E.F. GRIFFIN ROAD	0.83	New 2 Lanes
20	DUNSON RD EXTENSION	DUNSON ROAD TERMINUS EAST	MEADOWS BLVD TERMINUS WEST	0.78	New 2 Lanes
322	FDC GROVE ROAD	US 27	MASSEE RD	2.13	New 2 Lanes
318	GRANDVIEW PARKWAY EXTENSION	GRANDVIEW PARKWAY DEAD END	DUNSON ROAD	0.50	New 4 Lanes

Social and Economic Appendix

Contents:

Final Form NRCS-CPA-106 SR 544_NRCS Completed

440273-1_Sociocultural Data Report

Land Use Map

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

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

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

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

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

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

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

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

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

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

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Sociocultural Data Report (Clipping)

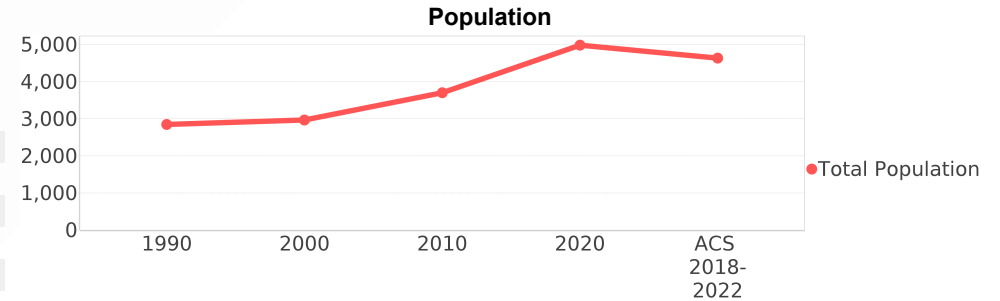
SR 544 - Feature 1

Area: [2](#) 4.185 square miles
Jurisdiction - Cities: [3](#) Winter Haven, Haines City, Lake Alfred
Jurisdiction - Counties: [3](#) Polk



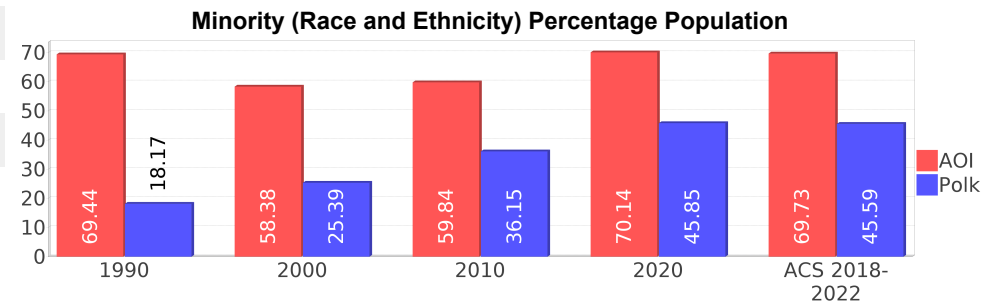
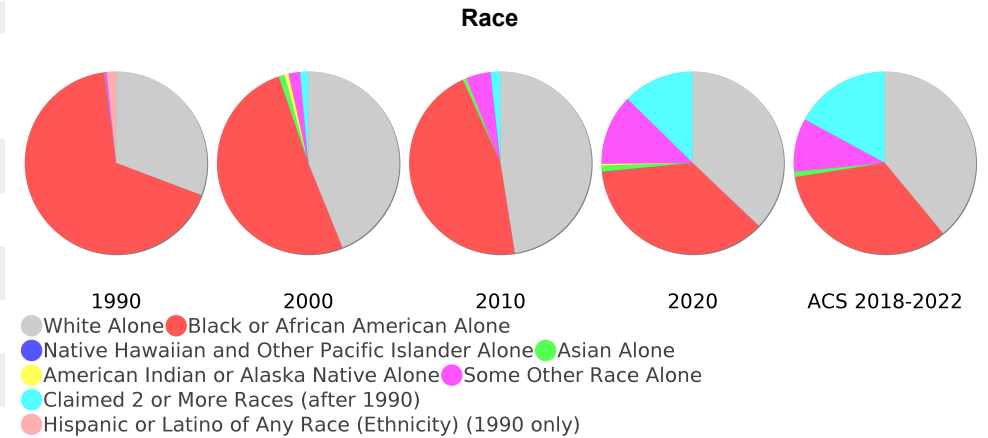
General Population Trends

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total Population	2,850	2,967	3,703	4,987	4,639
Total Households	1,069	1,260	1,526	1,889	1,703
Average Persons per Acre	2.63	2.70	2.92	2.40	2.89
Average Persons per Household	2.56	2.47	2.60	2.65	2.85
Average Persons per Family	3.05	3.08	2.92	3.66	4.15
Males	1,347	1,457	1,735	2,297	2,193
Females	1,502	1,509	1,968	2,689	2,446



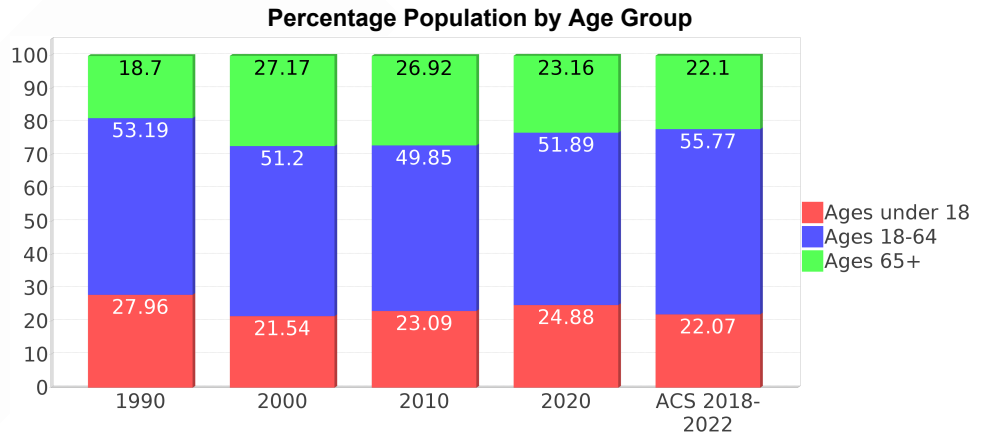
Race and Ethnicity Trends ^{5, 8, 9}

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
White Alone	890 (31.23%)	1,301 (43.85%)	1,757 (47.45%)	1,849 (37.08%)	1,809 (39.00%)
Black or African American Alone	1,943 (68.18%)	1,508 (50.83%)	1,692 (45.69%)	1,810 (36.29%)	1,553 (33.48%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (0.04%)	0 (0.00%)
Asian Alone	2 (0.07%)	31 (1.04%)	19 (0.51%)	52 (1.04%)	45 (0.97%)
American Indian or Alaska Native Alone	1 (0.04%)	22 (0.74%)	5 (0.14%)	17 (0.34%)	0 (0.00%)
Some Other Race Alone	12 (0.42%)	60 (2.02%)	162 (4.37%)	622 (12.47%)	437 (9.42%)
Claimed 2 or More Races	NA (NA)	43 (1.45%)	65 (1.76%)	631 (12.65%)	793 (17.09%)
Hispanic or Latino of Any Race (Ethnicity)	48 (1.68%)	162 (5.46%)	486 (13.12%)	1,534 (30.76%)	1,536 (33.11%)
Not Hispanic or Latino (Ethnicity)	2,802 (98.32%)	2,805 (94.54%)	3,217 (86.88%)	3,453 (69.24%)	3,103 (66.89%)
Minority (Race and Ethnicity)	1,979 (69.44%)	1,732 (58.38%)	2,216 (59.84%)	3,498 (70.14%)	3,235 (69.73%)



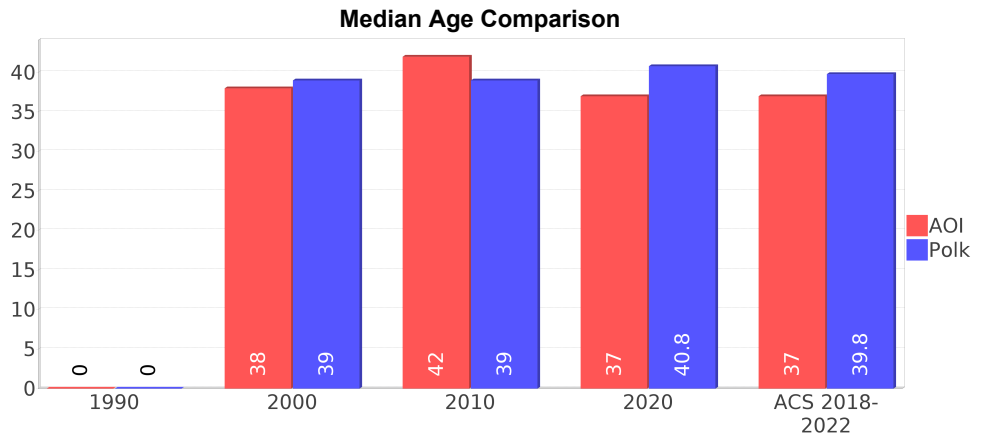
Age Trends ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Under Age 5	8.74%	6.10%	6.99%	5.90%	8.73%
Ages 5-17	19.23%	15.44%	16.10%	18.99%	13.34%
Ages 18-21	4.91%	3.84%	3.86%	4.83%	3.45%
Ages 22-29	10.28%	6.61%	7.97%	7.68%	9.94%
Ages 30-39	12.42%	9.47%	9.42%	11.47%	16.49%
Ages 40-49	9.68%	10.89%	9.42%	10.89%	9.18%
Ages 50-64	15.89%	20.39%	19.17%	17.02%	16.71%
Age 65 and Over	18.70%	27.17%	26.92%	23.16%	22.10%
-Ages 65-74	12.14%	15.23%	14.10%	12.49%	10.41%
-Ages 75-84	5.40%	9.98%	9.69%	8.06%	7.50%
-Age 85 and Over	1.16%	1.89%	3.11%	2.59%	4.16%
Median Age	NA	38	42	37	37



Income Trends ^{12, 13, 5}

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Median Household Income	\$22,919	\$32,000	\$30,772	\$42,891	\$51,133
Median Family Income	\$26,117	\$36,230	\$34,977	\$47,788	\$54,591
Population below Poverty Level	19.05%	18.71%	28.92%	11.25%	14.96%
Households below Poverty Level	18.52%	18.41%	23.92%	10.38%	15.74%
Households with Public Assistance Income	11.51%	5.32%	2.49%	2.75%	3.82%



Disability Trends ¹⁰

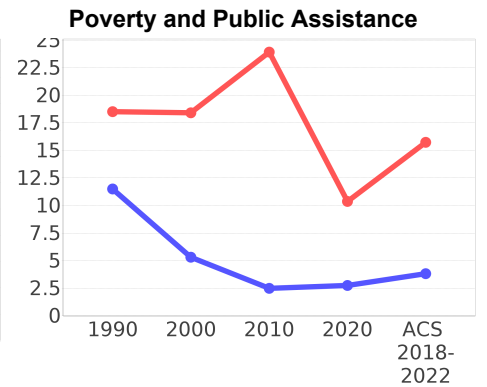
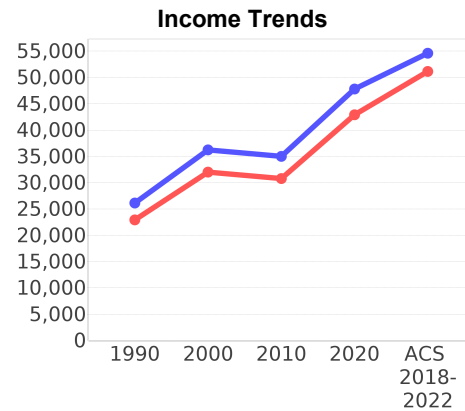
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Population 16 To 64 Years with a disability	165 (7.78%)	474 (17.07%)	(NA)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	341 (18.41%)	254 (10.13%)

Educational Attainment Trends ^{11, 5}

Age 25 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Less than 9th Grade	323 (17.35%)	245 (11.51%)	237 (9.14%)	98 (3.75%)	92 (2.78%)
9th to 12th Grade, No Diploma	475 (25.51%)	435 (20.43%)	280 (10.79%)	170 (6.51%)	232 (7.01%)
High School Graduate or Higher	1,063 (57.09%)	1,448 (68.01%)	2,076 (80.03%)	2,341 (89.66%)	2,985 (90.18%)
Bachelor's Degree or Higher	150 (8.06%)	282 (13.25%)	416 (16.04%)	444 (17.00%)	494 (14.92%)



Language Trends ⁵

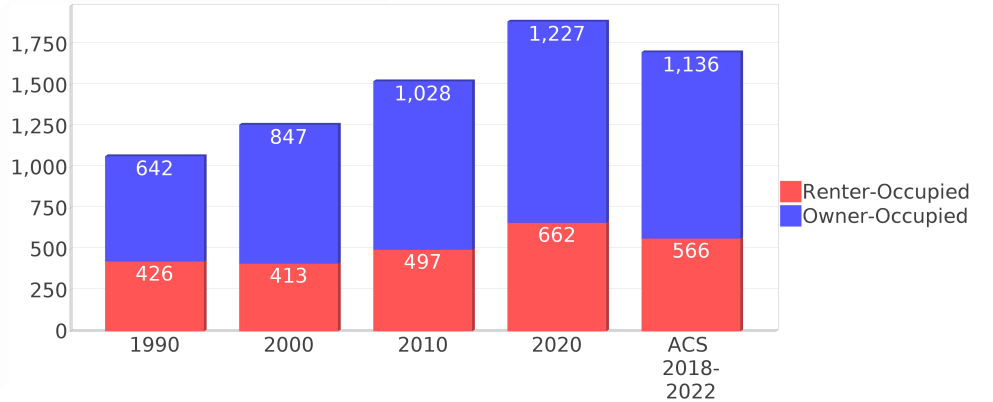
Age 5 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Speaks English Well	27 (1.05%)	57 (2.05%)	141 (4.07%)	162 (4.92%)	274 (6.47%)
Speaks English Not Well	NA (NA)	89 (3.20%)	151 (4.36%)	115 (3.49%)	283 (6.69%)
Speaks English Not at All	NA (NA)	16 (0.57%)	12 (0.35%)	13 (0.39%)	70 (1.65%)
Speaks English Not Well or Not at All	9 (0.35%)	NA (NA)	163 (4.71%)	128 (3.88%)	353 (8.34%)
Speaks English Less than Very Well	NA (NA)	163 (5.85%)	305 (8.81%)	291 (8.83%)	628 (14.84%)

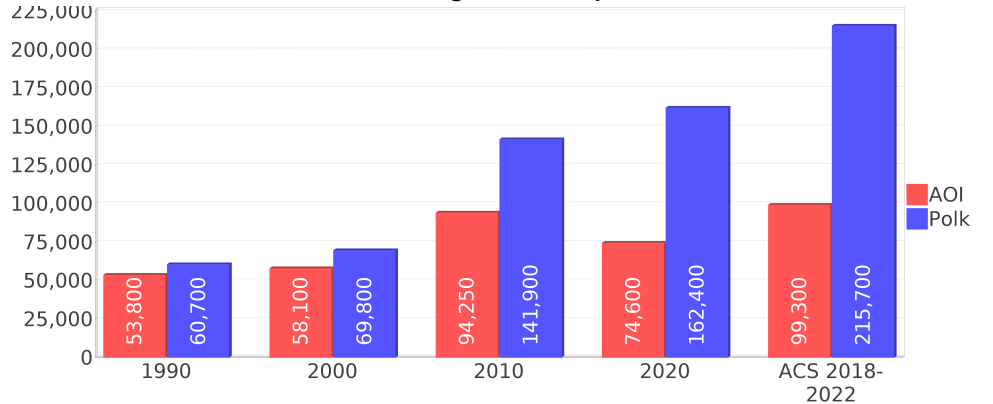
Housing Trends ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total	1,281	1,596	1,854	2,196	2,130
Units per Acre	0.79	0.87	1.05	1.07	1.04
Single-Family Units	579	709	818	1,016	1,238
Multi-Family Units	267	394	472	346	406
Mobile Home Units	206	487	632	490	485
Owner-Occupied Units	642	847	1,028	1,227	1,136
Renter-Occupied Units	426	413	497	662	566
Vacant Units	211	336	328	307	426
Median Housing Value	\$53,800	\$58,100	\$94,250	\$74,600	\$99,300
Occupied Housing Units w/No Vehicle	213 (19.91%)	188 (14.92%)	143 (9.37%)	119 (6.30%)	153 (8.98%)

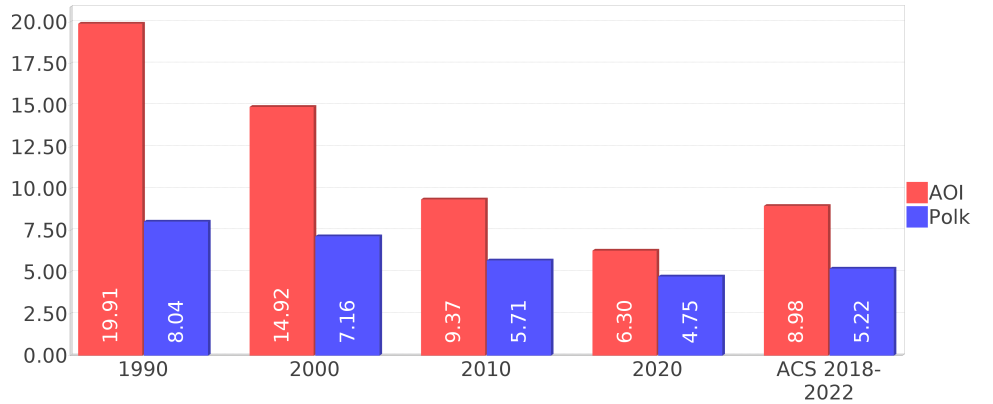
Housing Tenure



Median Housing Value Comparison



Occupied Units With No Vehicles Available



Geographic Mobility

Description	2020 ¹	ACS 2018-2022
Median year householder moved into unit - Total	2014	2015
Median year householder moved into unit - Owner Occupied	2011	2011
Median year householder moved into unit - Renter Occupied	2011	2017
Abroad 1 year ago	24	99
Different house in United States 1 year ago	523	776
Same house 1 year ago	2,965	3,670
Geographical Mobility in the Past Year - Total	3,513	4,547

Computers and Internet

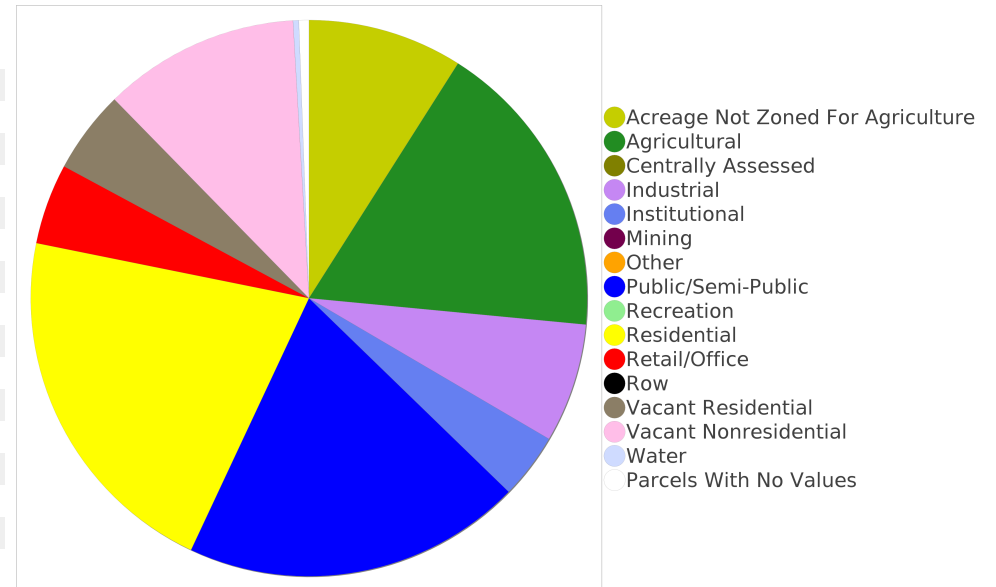
Description	2020 ¹	ACS 2018-2022
Total Households Types of Computers in HH	1,386	1,703
Households with 1 or more device	1,172	1,512
Households with no computer	214	191
Total Households Presence and Types of Internet Subscriptions	1,386	1,703
Households with an internet subscription	1,081	1,350
Households with internet access without a subscription	57	105
Households with no internet access	247	247

Household Languages

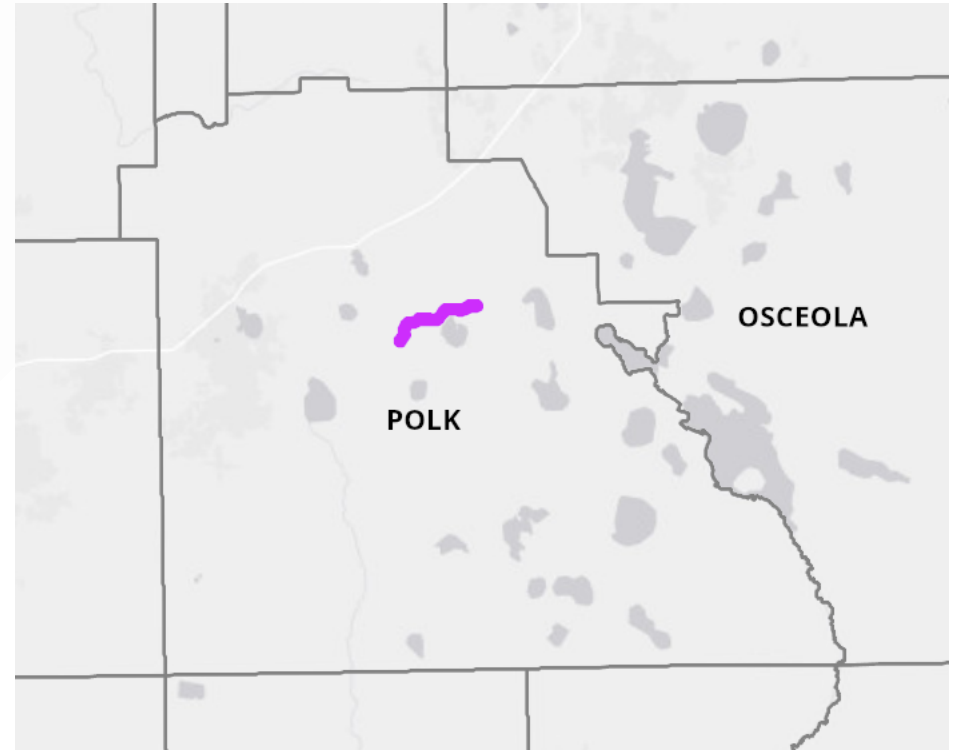
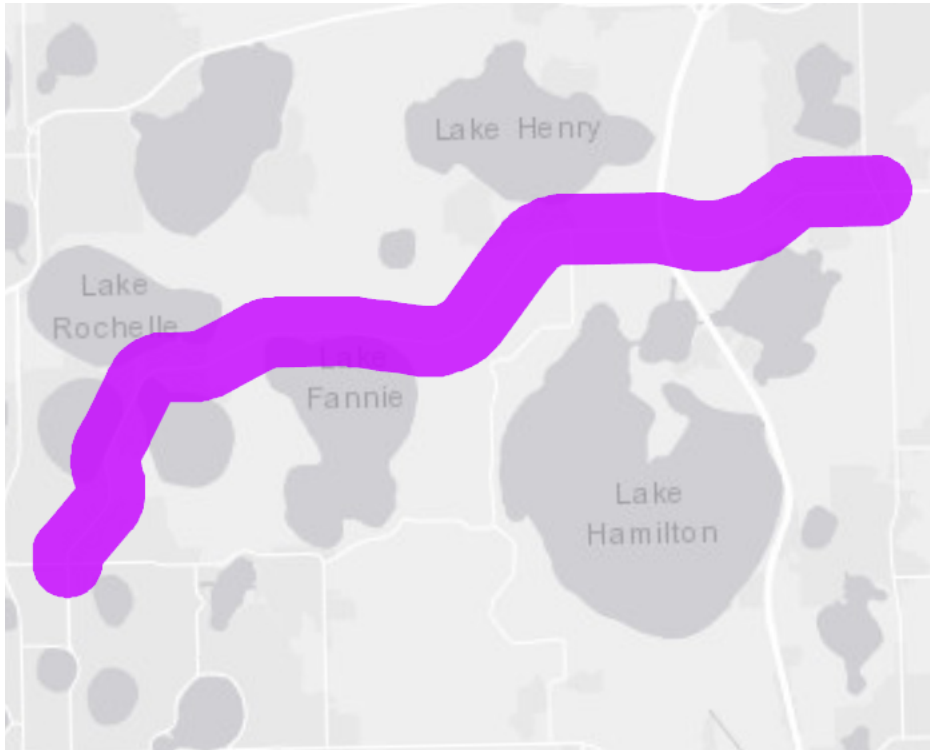
Description	2020 ¹	ACS 2018-2022
Total Households by Household Language	1,386	1,703
Household Not Limited English Speaking Status	1,319	1,606
Spanish: Limited English speaking household	63	87
Indo-European languages: Limited English speaking household	3	7
Asian and Pacific Island languages: Limited English speaking household	0	1
Other languages: Limited English speaking household	0	0

Existing Land Use ^{15, 56}

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	217	8.10%
Agricultural	422	15.75%
Centrally Assessed	0	0.00%
Industrial	167	6.23%
Institutional	92	3.43%
Mining	<0.5	<0.02%
Other	0	0.00%
Public/Semi-Public	475	17.73%
Recreation	0	0.00%
Residential	511	19.08%
Retail/Office	113	4.22%
Row	<0.5	<0.02%
Vacant Residential	116	4.33%
Vacant Nonresidential	275	10.27%
Water	8	0.30%
Parcels With No Values	14	0.52%



Location Maps



Community Facilities

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

Assisted Rental Housing Units

Facility Name	Address	Zip Code
THE VILLAS AT LAKE SMART	4225 VISTA DEL LAGO DR	33881
PALM PLACE APARTMENTS	2401 2ND ST NW	33881

Community and Fraternal Centers

Facility Name	Address	Zip Code
MASONIC LODGE - SAMPSON 142 F & AM	120 AVENUE R NW	33881
HAVEN COMMUNITY CENTER	1899 2ND ST NW	33881

Cultural Centers

Facility Name	Address	Zip Code
RIDGE CAREER CENTER MEDIA CENTER LIBRARY	7700 SR 544	33881

Fire Department and Rescue Station Facilities

Facility Name	Address	Zip Code
WINTER HAVEN FIRE DEPARTMENT STATION 2 AND 520	4700 LUCERNE PARK RD	33881

Government Buildings

Facility Name	Address	Zip Code
U S POST OFFICE - HAINES CITY	1051 STATE ROAD 544 E	33844

Law Enforcement Facilities

Facility Name	Address	Zip Code
POLK COUNTY SHERIFF'S OFFICE - COMMUNITY POLICING - FLORENCE VILLA	135 AVE Y NE	33881

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
LAKE FANNIE PUBLIC BOAT RAMP	STATE HIGHWAY 544 / LUCERNE PARK ROAD	33881
LAKE CONINE BOAT RAMP	COUNTY ROAD 544	33881
SPORTSMANS PARK	2ND ST NW & AVE V NW	33881
WILFRED SMITH RESOURCE CENTER PARK	135 AVENUE Y NE	33881

Religious Centers

Facility Name	Address	Zip Code
ST JAMES FREEWILL BAPTIST CHURCH	2300 LUCERNE PARK ROAD	33881
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS	2309 9TH ST	33844

Facility Name	Address	Zip Code
ISLAMIC CENTER OF POLK COUNTY	2018 THIRD ST NW	33881
NEW BETHEL MISSIONARY BAPTIST	123 AVENUE Y NORTHEAST	33881
ROCK OF WINTER HAVEN	2901 LUCERNE PARK ROAD	33881
LAMB OF GOD LUTHERAN CHURCH	901 SCENIC HIGHWAY	33844
PENTECOSTAL CHURCH OF GOD	2250 LUCERNE PARK ROAD	33881
ALL NATIONS PENTECOSTAL CHURCH	2490 NE 6TH ST	33880
NEW LIFE DELIVERANCE PRAISE	2101 2ND STREET NORTHEAST	33881
CHURCH OF GOD PENTECOSTAL WAY	2426 4TH ST	33881
BETHEL AME CHURCH	750 AVENUE Y NORTHEAST	33881
NORTHRIDGE CHURCH	2250 STATE ROAD 17 SOUTH	33844
MIRACLE TEMPLE CHURCH OF GOD	2416 LUCERN PARK RD	33880
ST PAUL HOLINESS CHURCH	2520 4TH STREET NORTHEAST	33881
PENTECOSTAL CHURCH OF GOD	2540 LUCERNE PARK ROAD	33881
FRIENDSHIP MISSIONARY BAPT CHURCH	2500 LUCERNE PARK ROAD	33881
FIRST MISSIONARY BAPTIST CHURCH	200 AVENUE R NORTHWEST	33881
FIRST BAPTIST CHURCH	5650 STATE ROAD 544	33881
FIRST PRESBYTERIAN CHURCH	104 SCENIC HIGHWAY	33844
CATHEDRAL OF POWER CHURCH OF GOD	2423 5TH ST NE	33880
HAINES CITY CONGREGATION	902 SCENIC HIGHWAY	33844

Public Schools

Facility Name	Address	Zip Code
RIDGE TECHNICAL ACADEMY	7700 STATE ROAD 544	33881
WINTER HAVEN HEAD START	135 AVENUE Y NE	33881
RIDGE TECHNICAL COLLEGE	7700 STATE ROAD 544	33881
ALTA VISTA ELEMENTARY SCHOOL	801 SCENIC HWY S	33844

Mobile Home Parks

Facility Name	Address	Zip Code
HIDDEN COVE EAST	LUCERN PARK RD	33880
WOODLAND LAKES	1901 HWY 17-92 WEST	33844
LUCERNE LAKESIDE MANUFACTURED HOME COMMUNITY	39 1/2 AZALEA DR	33881
HIDDEN COVE WEST	BOX 1916 LUCERNE PARK RD	33880

Group Care Facilities

Facility Name	Address	Zip Code
RIDGE CAREER CENTER	7700 STATE 544 ROAD	33881
ALTA VISTA ELEMENTARY SCHOOL	801 SCENIC HIGHWAY	33844
WINTER HAVEN TEEN PARENT PROGRAM	7700 STATE ROAD 544 N	33881

Block Groups

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

1990 Census Block Groups

121050128001, 121050127003, 121050128002, 121050136004, 121050141023, 121050127004, 121050136001, 121050136002, 121050127005, 121050136003

2000 Census Block Groups

121050136003, 121050128001, 121050127004, 121050127005, 121050128002, 121050136001, 121050136002, 121050136004, 121050127001, 121050141211

2010 Census Block Groups

121050136002, 121050136004, 121050128041, 121050127004, 121050141211, 121050136003, 121050127003, 121050128032, 121050136001, 121050127001, 121050128043, 121050128021

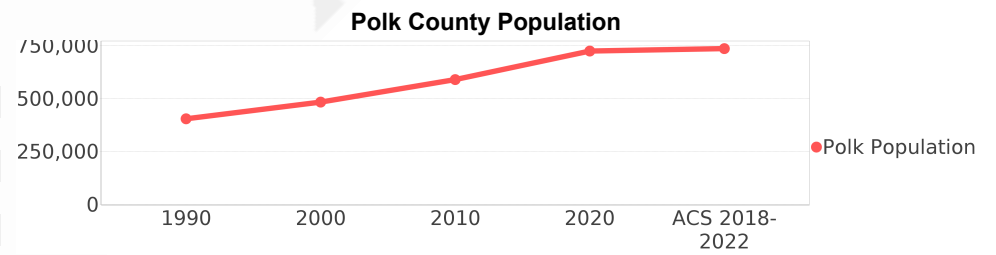
Census Block Groups

121050128021, 121050127011, 121050141211, 121050136022, 121050128032, 121050127021, 121050136011, 121050127012, 121050136021, 121050128042, 121050136012, 121050136023, 121050128041

Polk County Demographic Profile

General Population Trends - Polk ⁵

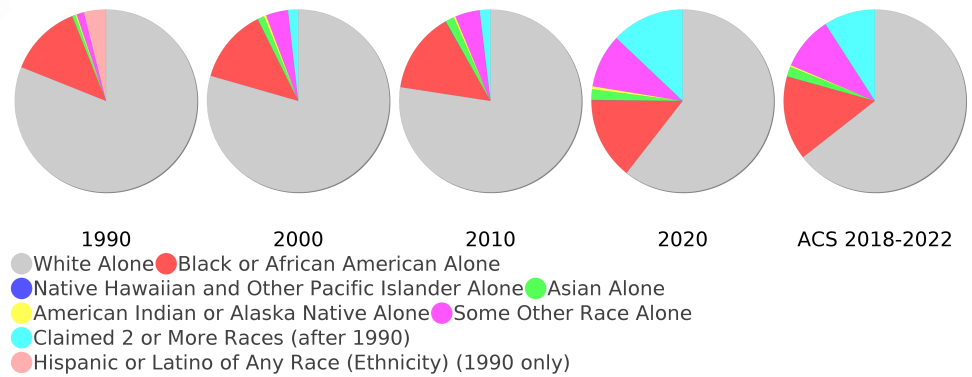
Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total Population	405,382	483,924	590,116	725,046	736,229
Total Households	155,969	187,233	223,689	272,418	264,145
Average Persons per Acre	0.315	0.376	0.458	0.56	0.64
Average Persons per Household	2.599	2.519	3.00	2.60	2.73
Average Persons per Family	3.016	3.05	3.133	3.57	3.37
Males	196,590	237,414	289,679	352,222	363,269
Females	208,792	246,510	300,437	372,824	372,960



Race and Ethnicity Trends - Polk ^{5, 8, 9}

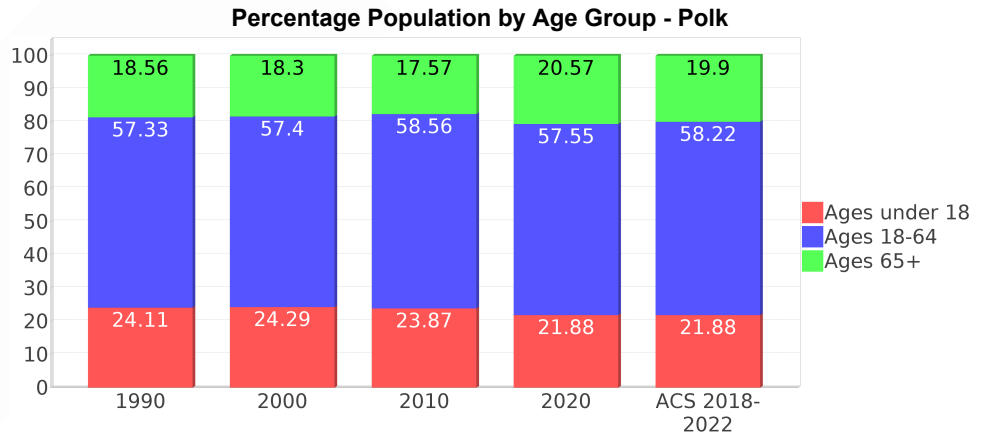
Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
White Alone	341,952 (84.35%)	384,478 (79.45%)	456,933 (77.43%)	439,034 (60.55%)	474,356 (64.43%)
Black or African American Alone	54,385 (13.42%)	63,709 (13.17%)	84,564 (14.33%)	105,533 (14.56%)	109,389 (14.86%)
Native Hawaiian and Other Pacific Islander Alone	57 (0.01%)	159 (0.03%)	348 (0.06%)	463 (0.06%)	302 (0.04%)
Asian Alone	2,429 (0.60%)	5,805 (1.20%)	9,264 (1.57%)	13,514 (1.86%)	12,972 (1.76%)
American Indian or Alaska Native Alone	1,158 (0.29%)	2,172 (0.45%)	2,123 (0.36%)	3,884 (0.54%)	2,190 (0.30%)
Some Other Race Alone	5,401 (1.33%)	18,781 (3.88%)	25,644 (4.35%)	68,847 (9.50%)	69,935 (9.50%)
Claimed 2 or More Races	(NA)	8,820 (1.82%)	11,240 (1.90%)	93,771 (12.93%)	67,085 (9.11%)
Hispanic or Latino of Any Race (Ethnicity)	16,600 (4.09%)	45,650 (9.43%)	97,811 (16.57%)	187,695 (25.89%)	192,804 (26.19%)
Not Hispanic or Latino (Ethnicity)	388,782 (95.91%)	438,274 (90.57%)	492,305 (83.43%)	537,351 (74.11%)	543,425 (73.81%)
Minority (Race and Ethnicity)	73,650 (18.17%)	122,845 (25.39%)	213,326 (36.15%)	332,425 (45.85%)	335,674 (45.59%)

Polk County Race



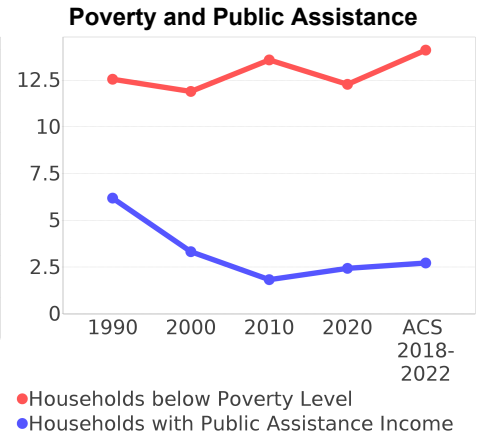
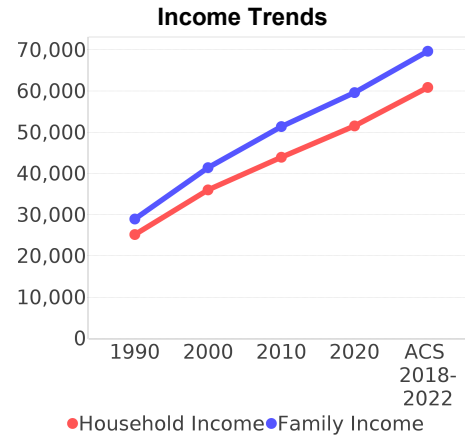
Age Trends - Polk ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Under Age 5	6.96%	6.35%	6.64%	5.36%	5.58%
Ages 5-17	17.15%	17.94%	17.23%	16.52%	16.29%
Ages 18-21	5.35%	4.97%	5.20%	5.13%	5.35%
Ages 22-29	11.11%	9.09%	9.68%	9.53%	10.04%
Ages 30-39	14.29%	13.60%	12.05%	12.39%	12.99%
Ages 40-49	11.65%	13.63%	13.12%	11.57%	11.90%
Ages 50-64	14.94%	16.11%	18.51%	18.94%	17.95%
Age 65 and Over	18.56%	18.30%	17.57%	20.57%	19.90%
-Ages 65-74	11.27%	9.93%	9.73%	11.90%	11.07%
-Ages 75-84	5.84%	6.53%	5.93%	6.63%	6.54%
-Age 85 and Over	1.45%	1.85%	1.91%	2.03%	2.28%
Median Age	NA	39	39	40.8	39.8



Income Trends - Polk ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Median Household Income	\$25,216	\$36,036	\$43,946	\$51,535	\$60,901
Median Family Income	\$28,965	\$41,442	\$51,395	\$59,623	\$69,667
Population below Poverty Level	12.94%	12.94%	15.17%	15.11%	14.82%
Households below Poverty Level	12.54%	11.89%	13.57%	12.27%	14.10%
Households with Public Assistance Income	6.19%	3.32%	1.83%	2.43%	2.72%



Disability Trends - Polk ¹⁰

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

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Population 16 To 64 Years with a disability	23,997 (7.70%)	69,356 (15.61%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	49,067 (12.83%)	47,162 (11.74%)

Educational Attainment Trends - Polk ^{11, 5}

Age 25 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Less than 9th Grade	31,499 (11.61%)	26,554 (8.14%)	26,321 (6.62%)	28,167 (5.74%)	27,325 (5.36%)
9th to 12th Grade, No Diploma	55,338 (20.39%)	55,786 (17.10%)	45,563 (11.46%)	43,256 (8.82%)	39,385 (7.73%)
High School Graduate or Higher	184,574 (68.01%)	243,868 (74.76%)	325,630 (81.92%)	418,991 (85.44%)	442,982 (86.91%)
Bachelor's Degree or Higher	34,888 (12.85%)	48,669 (14.92%)	71,430 (17.97%)	100,965 (20.59%)	109,285 (21.44%)

Language Trends - Polk ⁵

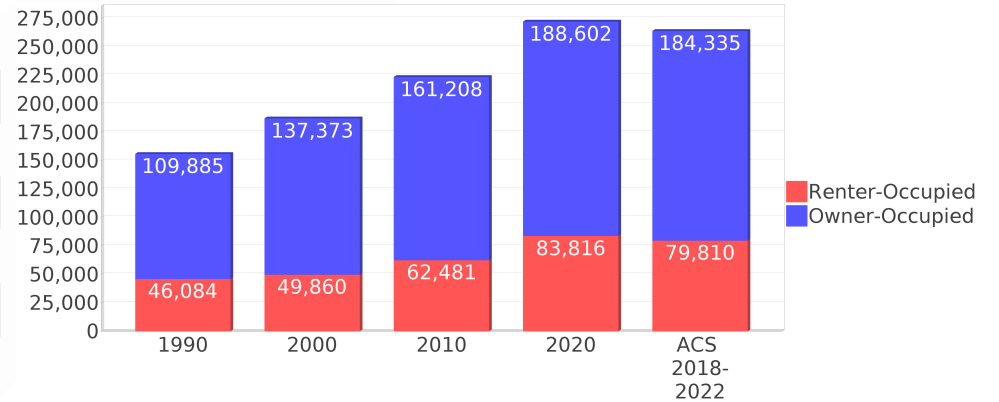
Age 5 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Speaks English Well	5,121 (1.36%)	11,118 (2.45%)	19,850 (3.60%)	25,962 (3.90%)	30,249 (4.35%)
Speaks English Not Well	NA (NA)	9,121 (2.01%)	18,814 (3.41%)	19,270 (2.90%)	23,922 (3.44%)
Speaks English Not at All	NA (NA)	4,309 (0.95%)	8,314 (1.51%)	8,995 (1.35%)	10,327 (1.49%)
Speaks English Not Well or Not at All	3,996 (1.06%)	13,430 (2.96%)	27,128 (4.92%)	28,265 (4.25%)	34,249 (4.93%)
Speaks English Less than Very Well	NA (NA)	24,548 (5.42%)	46,978 (8.53%)	54,227 (8.16%)	64,498 (9.28%)

Housing Trends - Polk ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total	186,225	226,376	277,547	316,381	320,023
Units per Acre	0.145	0.176	0.216	0.25	0.28
Single-Family Units	93,012	126,660	170,158	191,657	206,379
Multi-Family Units	24,543	31,447	39,463	43,515	46,960
Mobile Home Units	37,244	65,235	66,976	64,676	65,545
Owner-Occupied Units	109,885	137,373	161,208	188,602	184,335
Renter-Occupied Units	46,084	49,860	62,481	83,816	79,810
Vacant Units	30,256	39,143	53,858	43,963	55,878
Median Housing Value	\$60,700	\$69,800	\$141,900	\$162,400	\$215,700
Occupied Housing Units w/No Vehicle	12,534 (8.04%)	13,413 (7.16%)	12,764 (5.71%)	12,941 (4.75%)	13,778 (5.22%)
Median year householder moved into unit - Total	NA	NA	NA	2012	2014
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2009	2012
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2017
Abroad 1 year ago	NA	NA	NA	5,533	5,352
Different house in United States 1 year ago	NA	NA	NA	98,262	103,472
Same house 1 year ago	NA	NA	NA	594,427	619,370
Geographical Mobility in the Past Year - Total	NA	NA	NA	698,222	728,194

Housing Tenure - Polk



Data Sources

ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

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

Jurisdiction

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

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and . The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: <https://www.fdot.gov/environment/pubs/sce/sce1.shtm>.

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html>)

(9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: $MINORITY = TOTALPOP - WHITE_NH$ where TOTALPOP is the Total Population and WHITE_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: $MINORITY = B01003_E001 - B03002_E003$. (Note, the WHITE_NH population is not reported separately in this report.)

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

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

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

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

(14) Age trends. The median age for 1990 is not available.

Land Use Data

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

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

County Data Sources

ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

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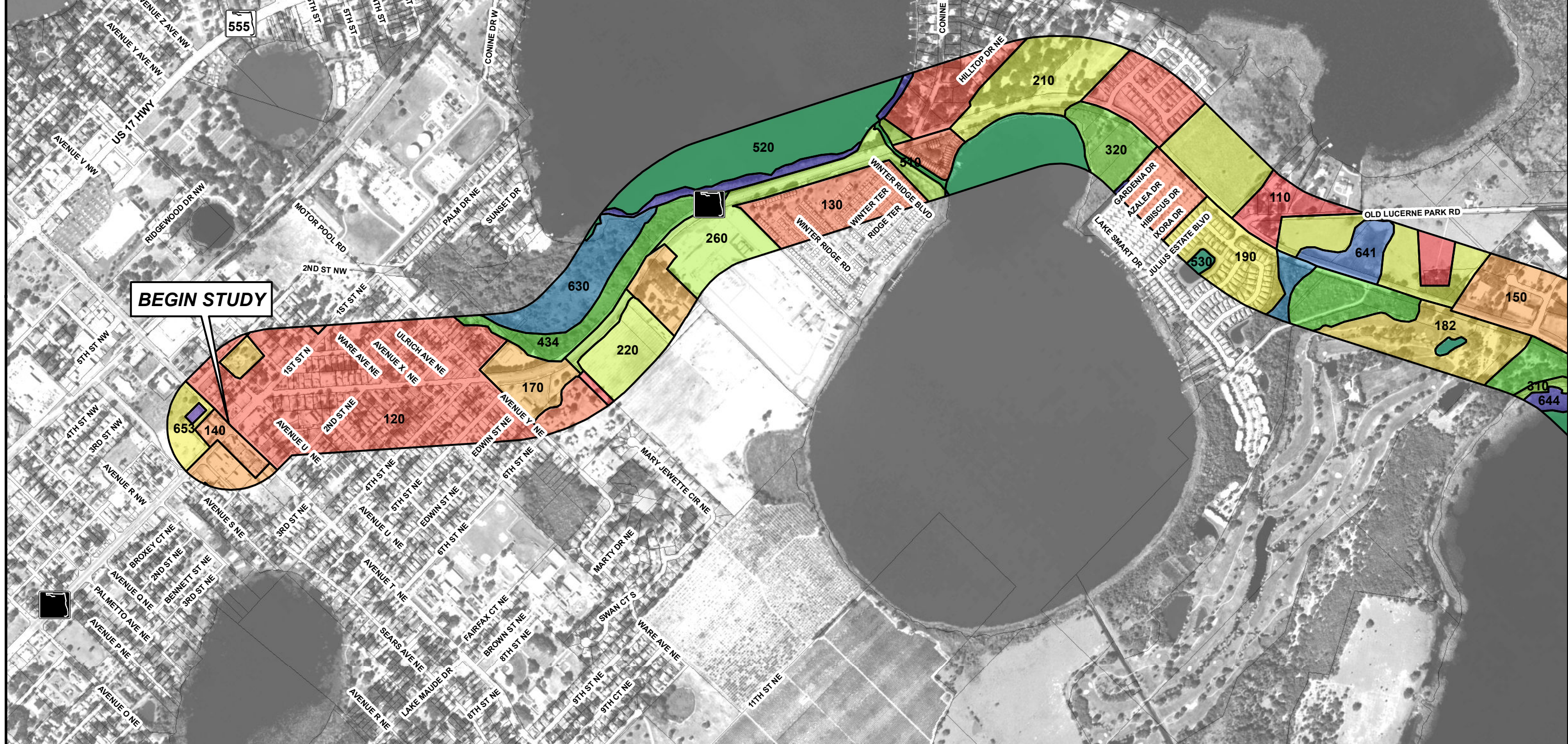
(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

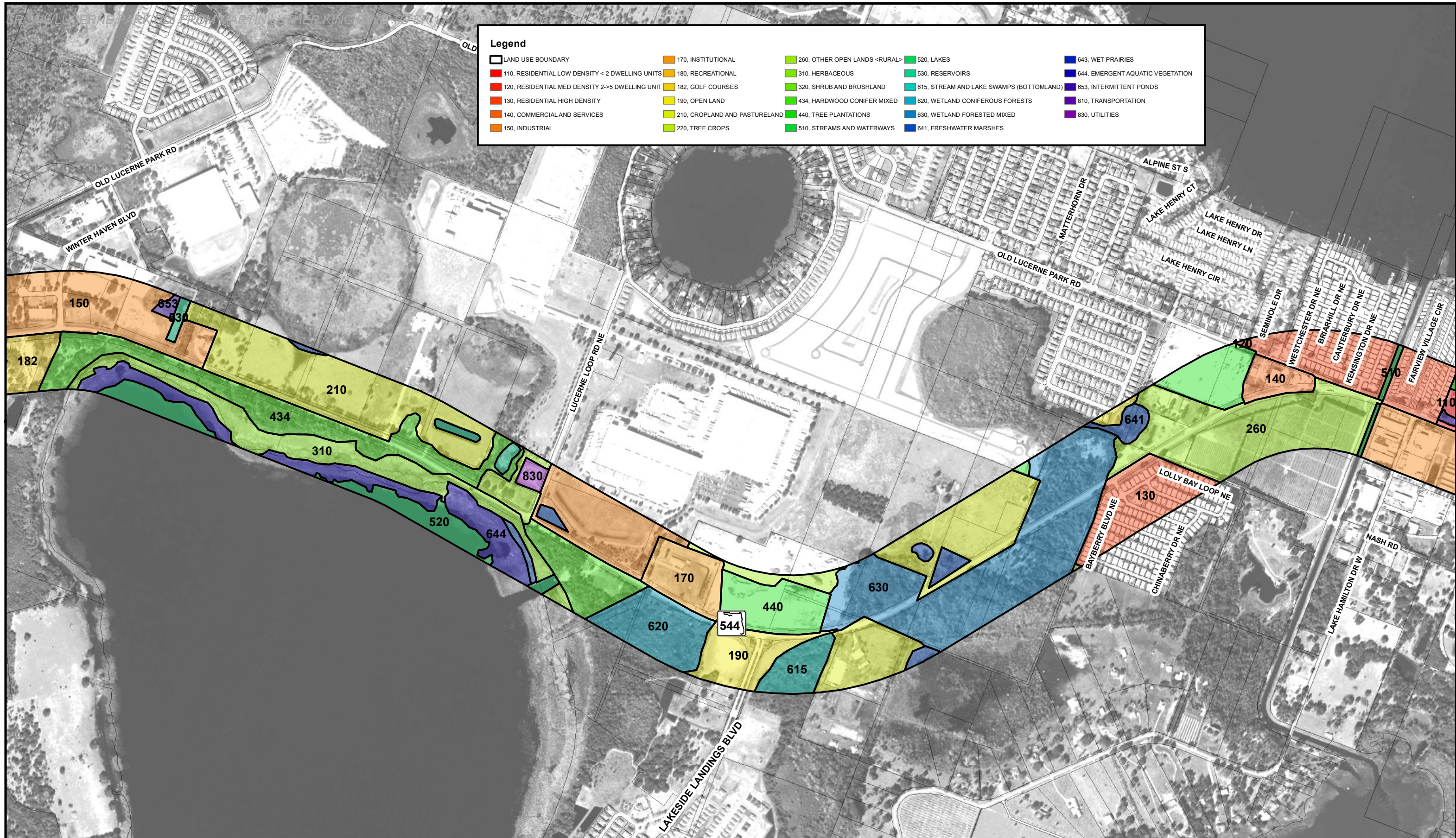
(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- (39) Community and Fraternal Centers https://etdmpub.fl-a-etat.org/meta/gc_communitycenter.xml
- (40) Correctional Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_correctional.xml
- (41) Cultural Centers in Florida https://etdmpub.fl-a-etat.org/meta/gc_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.fl-a-etat.org/meta/gc_govbuild.xml
- (44) Florida Health Care Facilities https://etdmpub.fl-a-etat.org/meta/gc_health.xml
- (45) Hospital Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_lawenforce.xml
- (47) Florida Parks and Recreational Facilities https://etdmpub.fl-a-etat.org/meta/gc_parks.xml
- (48) Religious Centers https://etdmpub.fl-a-etat.org/meta/gc_religion.xml
- (49) Florida Public and Private Schools https://etdmpub.fl-a-etat.org/meta/gc_schools.xml
- (50) Social Service Centers https://etdmpub.fl-a-etat.org/meta/gc_socialservice.xml
- (51) Assisted Rental Housing Units in Florida https://etdmpub.fl-a-etat.org/meta/gc_assisted_housing.xml
- (52) Group Care Facilities <https://etdmpub.fl-a-etat.org/meta/groupcare.xml>
- (53) Mobile Home Parks in Florida https://etdmpub.fl-a-etat.org/meta/gc_mobilehomes.xml
- (54) Migrant Camps in Florida <https://etdmpub.fl-a-etat.org/meta/migrant.xml>
- (55) Veteran Organizations and Facilities https://etdmpub.fl-a-etat.org/meta/gc_veterans.xml
- (56) Generalized Land Use https://etdmpub.fl-a-etat.org/meta/lu_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenacs_cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_1990_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_2000_cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_2010_cci.xml

Legend				
LAND USE BOUNDARY	170, INSTITUTIONAL	260, OTHER OPEN LANDS <RURAL>	520, LAKES	643, WET PRAIRIES
110, RESIDENTIAL LOW DENSITY < 2 DWELLING UNITS	180, RECREATIONAL	310, HERBACEOUS	530, RESERVOIRS	644, EMERGENT AQUATIC VEGETATION
120, RESIDENTIAL MED DENSITY 2->5 DWELLING UNIT	182, GOLF COURSES	320, SHRUB AND BRUSHLAND	615, STREAM AND LAKE SWAMPS (BOTTOMLAND)	653, INTERMITTENT PONDS
130, RESIDENTIAL HIGH DENSITY	190, OPEN LAND	434, HARDWOOD CONIFER MIXED	620, WETLAND CONIFEROUS FORESTS	810, TRANSPORTATION
140, COMMERCIAL AND SERVICES	210, CROPLAND AND PASTURELAND	440, TREE PLANTATIONS	630, WETLAND FORESTED MIXED	830, UTILITIES
150, INDUSTRIAL	220, TREE CROPS	510, STREAMS AND WATERWAYS	641, FRESHWATER MARSHES	





Legend		
☐ LAND USE BOUNDARY	170, INSTITUTIONAL	260, OTHER OPEN LANDS <RURAL>
110, RESIDENTIAL LOW DENSITY < 2 DWELLING UNITS	180, RECREATIONAL	310, HERBACEOUS
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		520, LAKES
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Florida Department of Transportation
District 1

State Road 544 PD&E Study
 from Martin Luther King Blvd / Avenue T W
 to State Road 17
 Polk County, Florida
 Financial Project ID: 440273-1-22-01
 Federal Project No: N/A

NORTH

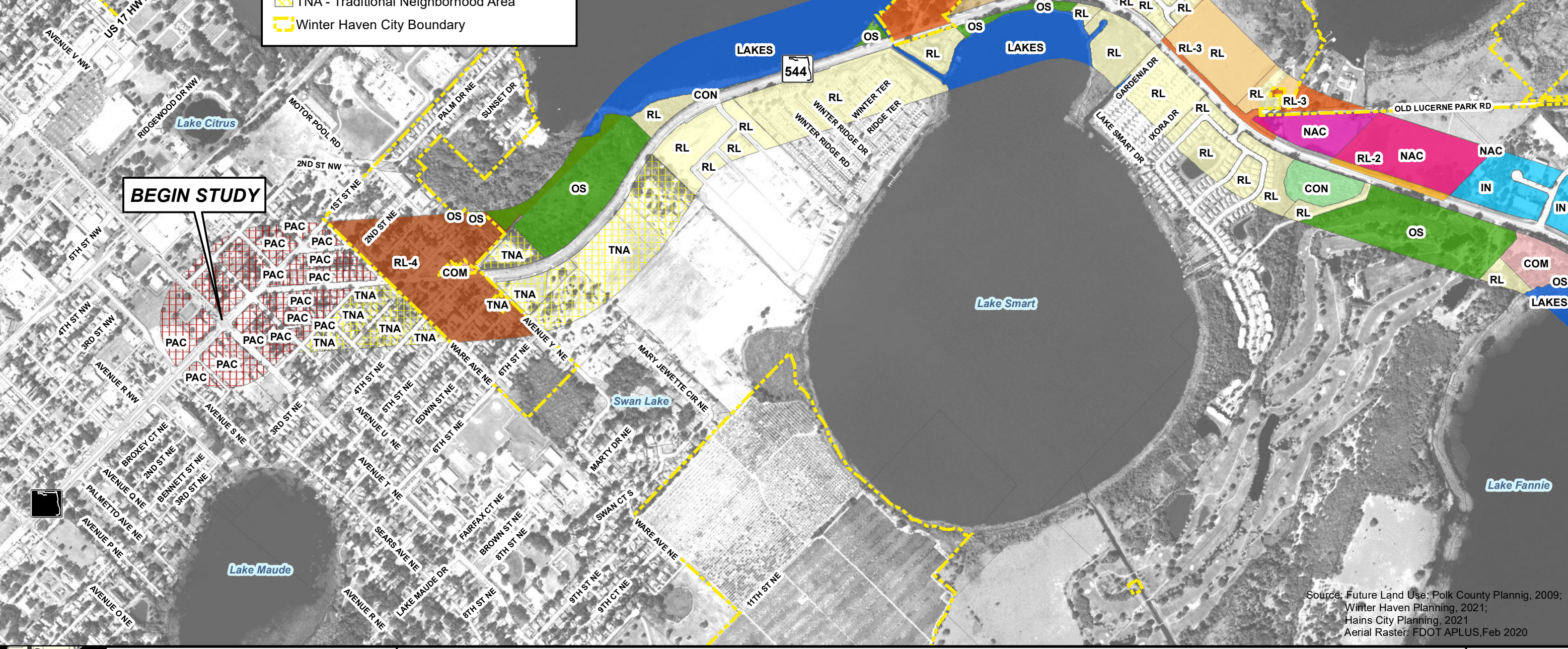
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Feet

EXISTING LAND USE (FLUCCS)

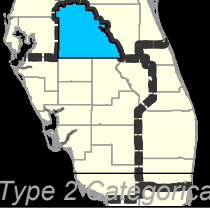
- Polk County - FLU**
- BPC-1 Business Park Center-1
 - BPC-2 Business Park Center-2
 - CAC Community Activity Center
 - Lakes
 - RL-1 Residential Low-1
 - RL-2 Residential Low-2
 - RL-3 Residential Low-3
 - RL-4 Residential Low-4
 - RS Residential Suburban

- Winter Haven - FLU**
- COM - Commercial
 - CON - Conservation
 - GI - Institutional
 - IN - Industrial
 - NAC - Neighborhood Activity Center
 - OS - Recreation/Open Space
 - PAC - Primary Activity Center
 - RAC - Regional Activity Center
 - RL - Residential Low Density (2.01-10 du/ac)
 - TNA - Traditional Neighborhood Area
 - Winter Haven City Boundary

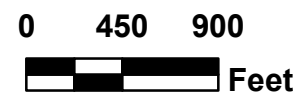
- Haines City - FLU**
- LDR
 - CAC
 - SCH
 - CP
 - RMU
 - Haines City Boundary



Source: Future Land Use: Polk County Planning, 2009;
 Winter Haven Planning, 2021;
 Haines City Planning, 2021
 Aerial Raster: FDOT APLUS, Feb 2020



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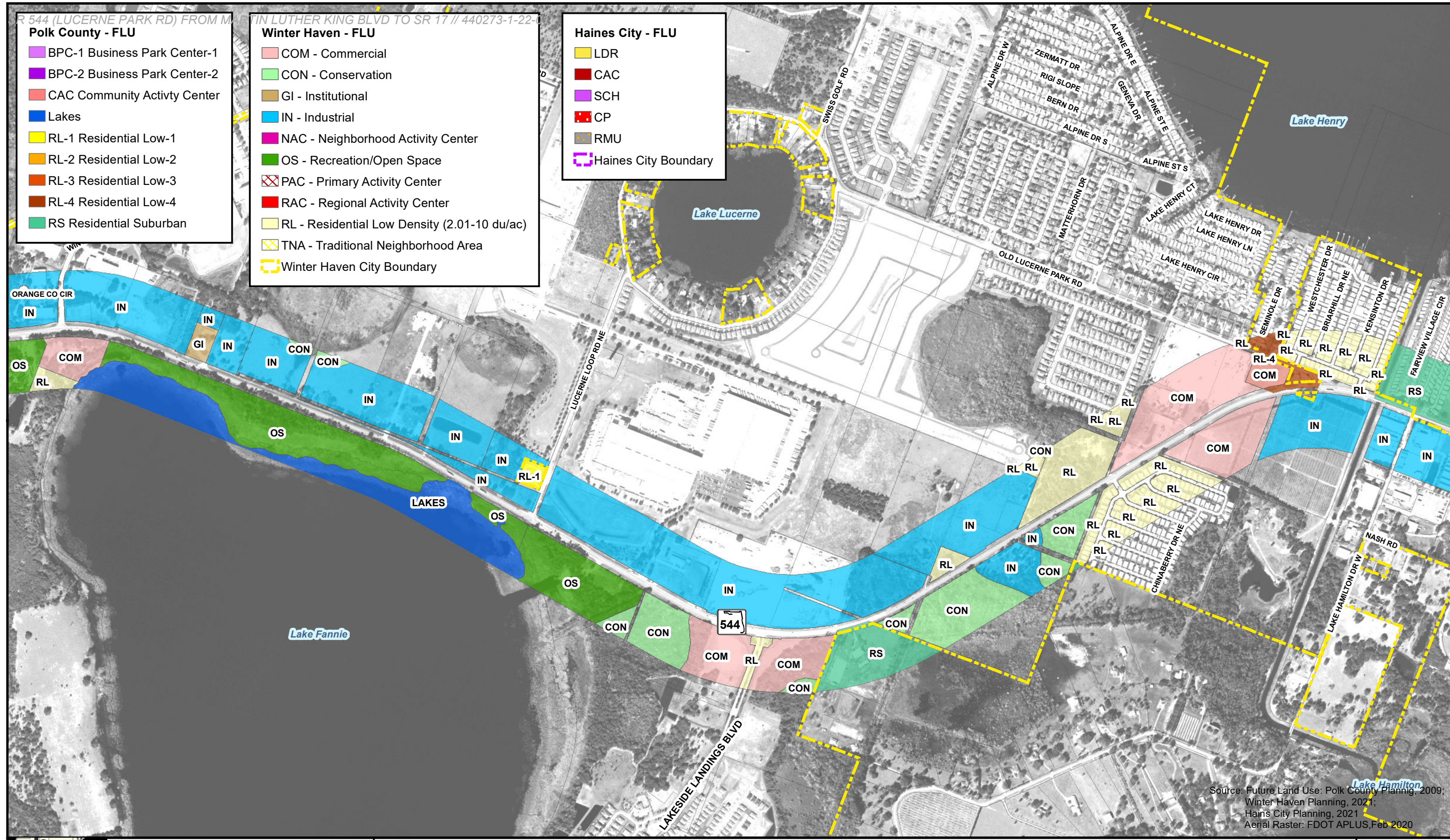
FUTURE LAND USE

Sheet
1 of 3

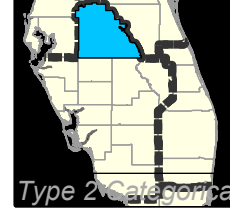
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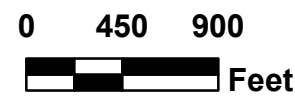
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 Aerial Raster: FDOT APLUS, Feb 2020



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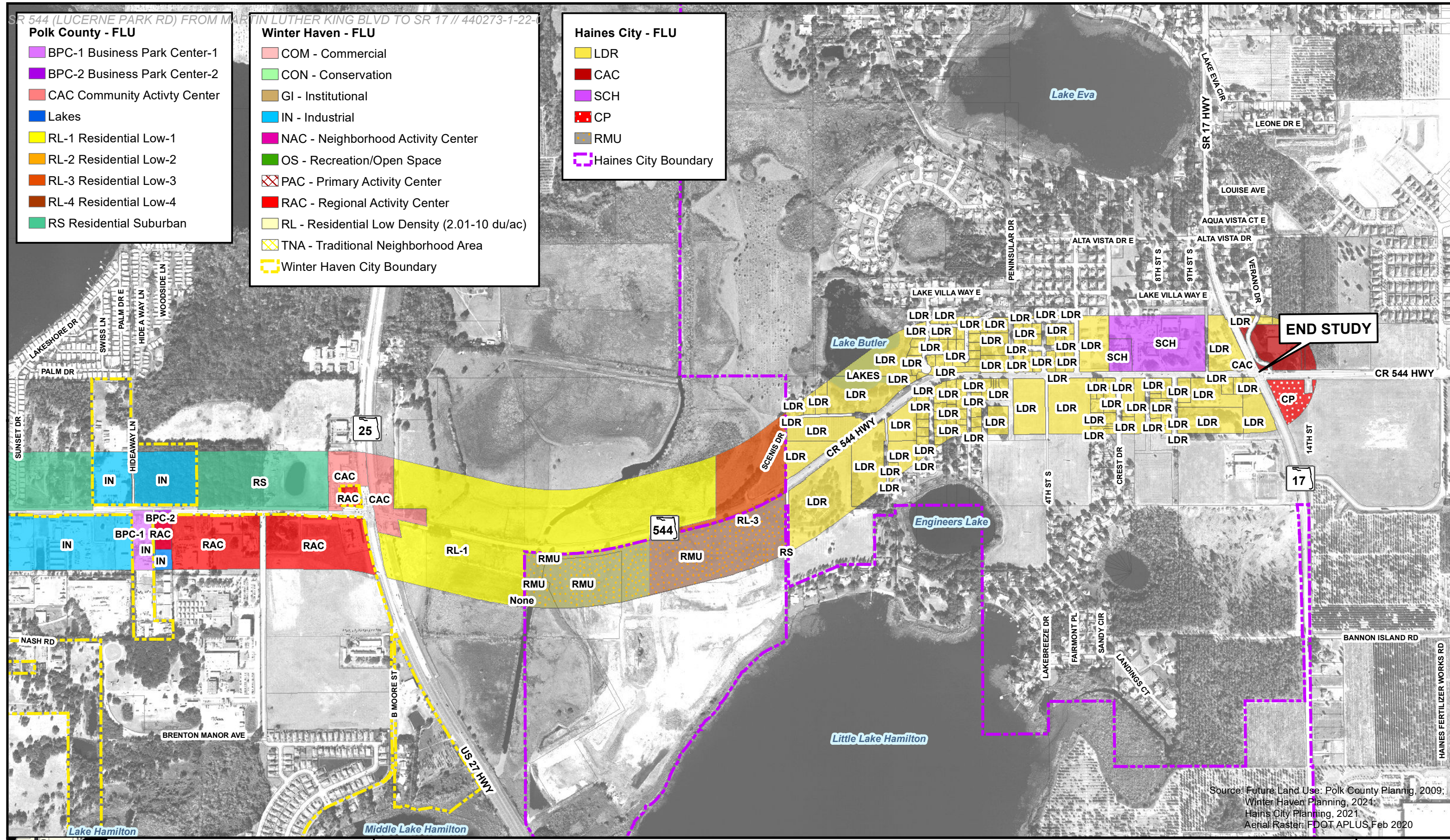
FUTURE LAND USE

**Sheet
2 of 3**

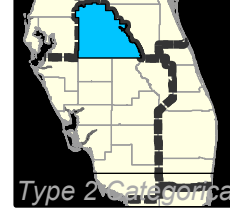
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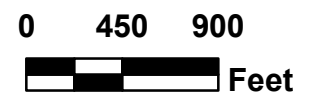
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FUTURE LAND USE

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Cultural Resources Appendix

Contents:

440273-1_ SHPO Concurrence Letter August 2023

440273-1_ SHPO Concurrence Letter November 2024

Section 4(f) Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

August 18, 2023

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

Attn: Mr. Benjamin Stewart, Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey
Project Development & Environment (PD&E) Study
State Road (SR) 544 (Lucerne Park Road) from
Martin Luther King Boulevard to SR 17
Polk County, Florida
Financial Project ID No.: 440273-1-22-01
Federal Aid Project Number: D119-048-B**

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Project Development & Environment (PD&E) Study State Road (SR) 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17, Polk County, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to SR 544. The purpose of this project is to address roadway capacity deficiency along SR 544 (Lucerne Park Road) to accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include enhancing mobility options and multi-modal access as well as supporting local economic development initiatives. The proposed improvements include widening from two to four lanes, paved shoulders/marked bicycle lanes, sidewalks, and pond/swales/Floodplain Compensation (FPC) sites (hereinafter referred to as pond sites). Also, along SR 544, five roundabouts are proposed throughout the project limits at the intersections of Avenue Y NE, Vista Del Lago Drive, Lucerne Loop Road NE, Old Lucerne Park Road, and Benton Manor Avenue. Furthermore, additional right-of-way (ROW) will be required in some areas for the roadway widening and roundabouts. In addition, a single point urban interchange will be constructed at the US 27 intersection.

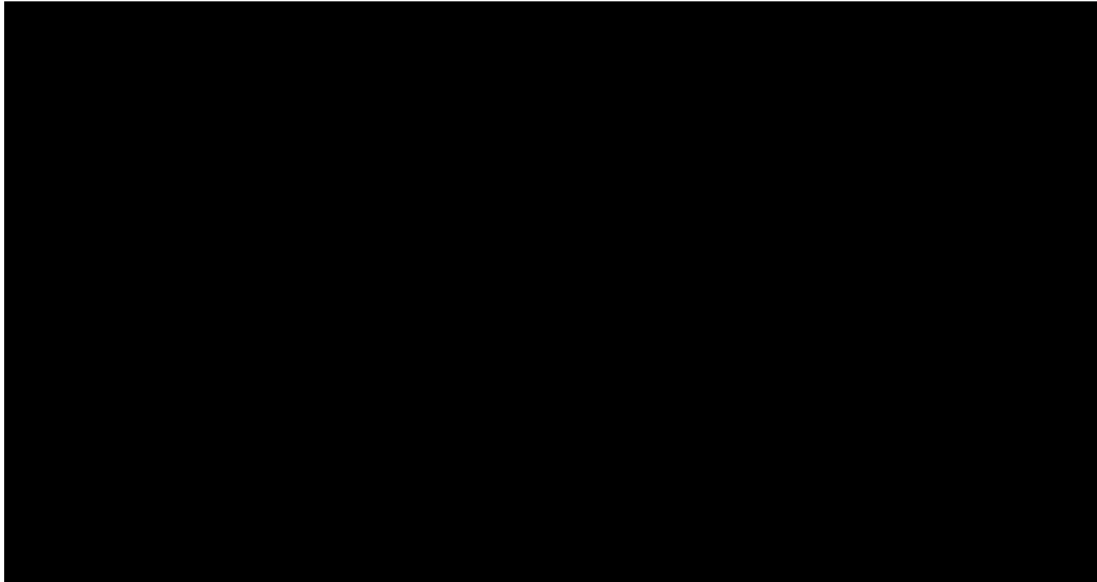
The archaeological APE was defined as the footprint of construction including pond sites. The historical APE includes the footprint of construction and immediately adjacent parcels where resources within 200-feet (ft) of the existing ROW were surveyed. In addition, the historical APE included resources within 100-ft of the proposed pond sites.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural

www.fdot.gov

Ms. Alissa Lotane, Director
SR 544, Polk County
FPID No: 440273-1-22-01
FAP No: D119-048-B
August 18, 2023
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Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.



Historical/architectural background research indicated that nine (9) historic resources (8PO03077, 8PO03079, 8PO03084, 8PO03085, 8PO05399, 8PO08599, 8PO08600, 8PO08601, and 8PO08606) were previously recorded within the APE. These include eight (8) buildings (8PO03077, 8PO03079, 8PO03084, 8PO03085, 8PO05399, 8PO08599, 8PO08600, and 8PO08601) and one (1) bridge (8PO08606). Of these, six buildings (8PO03084, 8PO03085, 8PO05399, 8PO08599, 8PO08600, and 8PO08601) and the bridge (8PO08606) were determined ineligible for listing in the NRHP by the SHPO. One building (8PO03077) has not been evaluated and the SHPO found building (8PO03079) to have insufficient information to make a determination of NRHP eligibility. In addition, an unrecorded segment of the Peace Creek Drainage Canal (8PO05391) is located within Pond 5. Various segments of the Canal (8PO05391) have been previously recorded outside of the APE and were determined ineligible for listing in the NRHP by the SHPO.

Historical/Architectural field survey resulted in the identification of 108 historic resources within the APE. This includes 100 newly identified historic resources (8PO09983, 8PO09999 – 8PO10095, 8PO10132, 8PO10133), seven (7) extant previously recorded historic resources (8PO03077, 8PO03079, 8PO03084, 8PO03085, 8PO08599, 8PO08601, and 8PO08606), and an unrecorded segment of the Peace Creek Drainage Canal (8PO05391). These 108 historic resources include: 98 buildings (8PO03077, 8PO03079, 8PO03084, 8PO03085, 8PO08599, 8PO08601, 8PO09999 – 8PO10055, 8PO10057 – 8PO10060, 8PO10062 – 8PO10064, 8PO10066 – 8PO10068, 8PO10071 – 8PO10086, 8PO10088 – 8PO10092, 8PO10094, 8PO10095, 8PO10132, 8PO10133) constructed between ca. 1895 and 1977, three building complex resource groups (8PO10056, 8PO10070, 8PO10093), one historic district (8PO09983), one designed historic landscape (8PO10065), three linear resources (8PO05391, 8PO10061, 8PO10069), and two bridges (8PO08606 and 8PO10087). Of the seven (7) extant previously recorded historic resources located within the APE, two (8PO03077 and 8PO03079) were updated and re-evaluated

Ms. Alissa Lotane, Director
SR 544, Polk County
FPID No: 440273-1-22-01
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and five (8PO03084, 8PO03085, 8PO08599, 8PO08601, and 8PO08606) were not updated because they were previously evaluated by the SHPO as ineligible for listing in the NRHP and no changes were observed during the field survey. Of these, 104 historic resources are within the mainline corridor APE and three historic resources (8PO05391, 8PO10054, and 8PO10075) are located within the pond site APE. Furthermore, the field survey revealed that two previously recorded historic resources (8PO05399 and 8PO08600) are no longer extant.

Of the 108 extant historic resources identified within the APE, 102 appear ineligible for listing in the NRHP (8PO03084, 8PO03085, 8PO05391, 8PO08599, 8PO08601, 8PO08606, 8PO09999 - 8PO10092; 8PO10132, 8PO10133), five appear eligible (8PO03077, 8PO03079, 8PO10093, 8PO10094, and 8PO10095), and the newly identified historic district (8PO09983) has insufficient information to make a determination. The ineligible resources include 94 buildings (8PO03084, 8PO03085, 8PO08599, 8PO08601, 8PO09999 - 8PO10055, 8PO10057 - 8PO10060, 8PO10062 - 8PO10064, 8PO10066 - 8PO10068, 8PO10071 - 8PO10086, 8PO10088 - 8PO10092, 8PO10132, 8PO10133) constructed between circa (ca.) 1895 and 1977, two building complex resource groups (8PO10056 and 8PO10070), one designed historic landscape (8PO10065), three linear resources (8PO05391, 8PO10061, 8PO10069), and two bridges (FDOT Bridge No. 160021/8PO08606 and FDOT Bridge No. 160147/8PO10087). The buildings are common examples of their respective architectural style that have been altered and lack significant historical associations with persons or events. In addition, four (8PO03084, 8PO03085, 8PO08599, 8PO08601) of these were previously recorded and evaluated by the SHPO as ineligible. The two (2) building complexes, both of which are mobile home parks (8PO10056 and 8PO10070), and one designed historic landscape - a golf course (8PO10065) lack significant features and have no known historic associations with significant persons and/or events. The linear resources are of common design and construction that lack unique design features and characteristics. The concrete slab bridge (8PO08606) was previously recorded and evaluated by the SHPO as ineligible for listing in the NRHP. The newly identified concrete box culvert (8PO10087) does not possess any notable engineering features or design elements that would differentiate it from dozens of similar examples built throughout Florida during the same time period. In addition, background research did not reveal any historic associations with significant persons and/or events; therefore, none appear individually eligible for listing in the NRHP.

In addition, the Florence Citrus Growers Association Historic District (8PO09983) was newly identified during the survey. The proposed historic district within the APE spans approximately 200 ft from either side of SR 544 (Lucerne Park Road) from Martin Luther King Boulevard in the south to 2nd Street NE to the north. This portion of the proposed district is comprised of 29 contributing resources (8PO09999 through 8PO10027) that were constructed between circa (ca.) 1918 - 1974. Six non-contributing resources, as contained within the APE, are located within the historic district, and were not recorded as they are considered non-historic (constructed after 1977). It was beyond the scope of this CRAS to record the entire Florence Citrus Growers Association Historic District (8PO09983) and only historic resources within the current APE were evaluated. For the purposes of this survey, all resources recorded within the APE are considered contributing resources; however, this may be refined following the establishment of a period of significance for the proposed district. None of the contributing resources appear individually eligible for listing in the NRHP. Further in-depth research is needed to determine whether the subdivision was developed for the employees of the Florence Citrus Growers Association and identify a period of significance. As such, there is insufficient information for evaluating the NRHP eligibility of the historic district.

Ms. Alissa Lotane, Director
SR 544, Polk County
FPID No: 440273-1-22-01
FAP No: D119-048-B
August 18, 2023
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A total of five historic resources within the APE appear eligible for listing in the NRHP. Of these, two buildings (8PO03077 and 8PO03079) were previously recorded but 8PO03077 has not been evaluated by the SHPO and 8PO03079 was found to have insufficient information. The Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095) were newly identified. The Colonial Revival style building located at 2208 Peninsular Drive (8PO03077) and the Craftsman style building located at 128 Scenic Highway (8PO03079) appear individually eligible for listing in the NRHP under Criterion C in the area of Architecture as a minimally altered example of its respective architectural style in Haines City. In addition, 8PO03077 and 8PO03077 appear to be contributing resources to the NRHP-listed *Historic and Architectural Resources of Haines City MPL* under Property Type F.3 – Residential Buildings. The Alta Vista Elementary Resource Group (8PO10093) appears eligible for listing in the NRHP under Criteria A and C in the areas of Education and Architecture as the first air-conditioned school in Polk County. Although the overall design of Alta Vista Elementary is typical of this era, the approval and construction of this campus set the precedent for future construction of air-conditioned schools throughout Polk County from 1962 onward. The resource demonstrates the importance of architectural design and the application of new technology in improving the learning environment – and resulting success – of students.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will result in *no historic properties affected* for the previously recorded archaeological sites within the APE. Of the 108 extant historic resources identified within the APE, 102 appear individually ineligible for listing in the NRHP (8PO03084, 8PO03085, 8PO05391, 8PO08599, 8PO08601, 8PO08606, 8PO09999 - 8PO10092; 8PO10132, 8PO10133), five appear eligible (8PO03077, 8PO03079, 8PO10093, 8PO10094, and 8PO10095), and the newly identified historic district (8PO09983) has insufficient information to make a determination.

The five historic resources that appear eligible for listing in the NRHP within the APE include one Colonial Revival style building (8PO03077), one Craftsman style building (8PO03079), and the newly identified Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095). In addition, a portion of the newly identified Florence Citrus Growers Association Historic District (8PO09983) with 29 contributing buildings (8PO09999 through 8PO10027) is located within the APE. As a result of the survey, there is insufficient information for evaluating the NRHP eligibility of the historic district.

The proposed work being conducted within the APE includes ROW acquisition for the road widening and construction of a sidewalk, as well as the installation of traffic separators. In addition, to these improvements, work within the proposed district includes one pond site (Pond 1A) along 1st Street N between Avenue U NW and Avenue V NW. The proposed new ROW will be approximately 20-ft from the two residential buildings (8PO03077 and 8PO03079) and approximately 140-ft from the school (8PO10093). These resources are located between Myrtle Avenue and S 10th Street where the road widening will occur to the south of SR 544. Of the five potentially eligible resources, the Craftsman style building located at 128 Scenic Highway (8PO03079) is on the south side of SR 544 and the remaining properties are on the north side. Furthermore, ROW acquisition within the district will impact two contributing resources (8PO10001 and 8PO10003); however, both of these resources appear individually ineligible for listing in the NRHP. Based on these results, further coordination may be required.

Ms. Alissa Lotane, Director
SR 544, Polk County
FPID No: 440273-1-22-01
FAP No: D119-048-B
August 18, 2023
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I respectfully request your concurrence with the findings of the enclosed report. If you have any questions, please do not hesitate to call me at (954) 336-3625 or email at matthew.marino@dot.state.fl.us.



Matt Marino, M.A., RPA
Florida Department of Transportation, District One

Enclosures: One original copy of the CRAS Report (July 2023), 108 FMSF forms, One Completed Survey Log

CC: Dave Dangel, Inwood
Maranda Kles, ACI

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 202304371. Or, the SHPO finds the attached document contains _____ insufficient information.

SHPO Comments:
Based on the results, we concur. We look forward to further coordination.

Kelly L Chase
for
Alissa S. Lotane, Director
State Historic Preservation Officer
Florida Division of Historical Resources

8.21.2023
Date

440273-1-22-01



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

November 12, 2024

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

RE: Section 106 Stipulation VII Submission
SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17
Polk County
FM # 440273-1-22-01
DHR CRAT Number: 2024-4301B

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Addendum Project Development & Environment (PD&E) Study State Road (SR) 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17, Polk County, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to SR 544. This project involves capacity and multi-modal improvements to SR 544 for a distance of 7.96 miles. The purpose of this project is to address roadway capacity deficiency along SR 544 to accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include enhancing mobility options and multi-modal access, as well as supporting local economic development initiatives. The proposed improvements include widening from two to four lanes, paved shoulders/marked bicycle lanes, sidewalks, and pond/swales/Floodplain Compensation (FPC) sites. Also, along SR 544, five roundabouts are proposed throughout the project limits, and additional right-of-way (ROW) will be required in some areas for the roadway widening and roundabouts.

In order to meet the Purpose and Need for the project, four-lane roadway typical sections were developed for a majority of the project; however, due to constrained ROW conditions and potential impacts to existing residences and businesses, additional typical sections were considered at each end of the project corridor. The additional typical sections were broken down into eight study segments based on existing land uses and development. These eight study segments include Segment 1 - Martin Luther King Boulevard to North of Avenue Y, Segments 2 through 7 - North of Avenue Y to LaVista Drive, and Segment 8 - LaVista Drive to SR 17. The objective of the PD&E Study is to evaluate the proposed build alternatives within each segment and a No Build alternative was also evaluated. The preferred build alternative in Segment 1 is the three-lane typical section that will have minor ROW impacts. In addition, the preferred improvements at Martin Luther King Boulevard will add a new southbound right turn lane

and the 1st Street NW intersection will be realigned with SR 544. The preferred build alternative in Segment 8 is the reduced four-lane divided roadway with centered widening. This alignment was recommended to minimize residential relocations through this segment of the project but will require some additional ROW. Furthermore, the traffic noise is predicted to exceed the Noise Abatement Criteria (NAC) within Segments 1 and 8 of the preferred Build Alternative and a noise barrier is being considered.

As part of the PD&E Study, a CRAS Report was prepared in July 2023, on behalf of the FDOT, District One, by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida, in association with Ardurra Group, Inc. The objective of the CRAS was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effect (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the footprint of construction including pond sites. The historic APE included the footprint of construction and immediately adjacent parcels where resources within 200-ft of the existing ROW were surveyed. In addition, the historic APE included resources within 100-ft of the proposed pond sites.

As a result of the CRAS, five historic resources that are listed, determined eligible, or appear individually eligible for listing in the NRHP were identified within the historic APE. These include a Colonial Revival style building located at 2208 Peninsular Drive (8PO03077), a Craftsman style building located at 128 Scenic Highway (8PO03079), and the Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095). In addition, the Florence Citrus Growers Association Historic District (8PO09983), was found to have insufficient information for evaluating the NRHP eligibility. The State Historic Preservation Officer (SHPO) concurred with the findings on August 21, 2023.

Because the Florence Citrus Growers Association Historic District (8PO09983), was found to have insufficient information during the CRAS, this CRAS Addendum was prepared to include additional historic context in order to determine the eligibility of the entire Florence Citrus Growers Association Historic District (8PO09983) and identify what buildings (if any) contribute to the significance of the district. The historical/architectural APE remained in keeping with the 2023 CRAS; however, because the purpose of this project is research based, a field survey was not conducted. Furthermore, the context within the Addendum is to provide the project's specific determination of effects. As a result of the additional research, 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007 - 8PO10012, 8PO10014, 8PO10015) were identified within the Florence Citrus Growers Association Historic District (8PO09983) as contained within the APE. The district appears eligible for listing in the NRHP under Criterion A in the areas of Ethnic Heritage (Black) and Industry. The 11 contributing buildings are not individually eligible for listing in the NRHP.

The FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the 17 historic properties determined eligible or that appear eligible for listing in the NRHP located within the project APE. Based on the proposed undertaking, the findings presented here indicate that the Preferred Alternative within the study Segment 1 will have **No Adverse Effect** to the Florence Citrus Growers Association Historic District (8PO09983) or the 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007-8PO10012, 8PO10014, 8PO10015). Likewise, the Preferred Alternative within the study Segment 8 will have **No Adverse Effect** to the Colonial Revival style building (8PO03077), the Craftsman style building (8PO03079), the Alta Vista Elementary School (8PO10093) building complex

resource group with two contributing resources (8PO10094 and 8PO10095).

In addition, the potential construction of a noise barrier along the northern ROW adjacent to the Colonial Revival style building located at 2208 Peninsular Drive (8PO03077) and the Craftsman style building located at 128 Scenic Highway (8PO03079) is a recommendation that will require further analysis and evaluation during the project's design phase. If a noise barrier is constructed, FDOT, District One, will follow acceptable best practices and context sensitive solutions, including aesthetic treatments in accordance with FDOT and/or FHWA Guidelines. FDOT will continue to coordinate with SHPO during design.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

The Cultural Resource Assessment Survey Addendum is provided for your review and comment. I respectfully request your concurrence with the findings of the enclosed report.

Based on the review summarized above, FDOT has determined that this project 440273-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on November 12, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2024-4301B.

SHPO/FDHR Comments

Minor edit: Page 6-7 in the table states that the contributing resources are individually eligible but was stated elsewhere in the report that they were individually ineligible. Please fix before mailing us the final hard copy of the report.



December 10, 2024

Signed

Date

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

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [44027312201-CE2-D1-440273-1-22-01_CRAS_Addendum_SR_544-Lucerne_Park_Rd-2024-1112.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
440273-1-22-01 CRAS Addendum SR 544-Lucerne Park Rd

Section 4(f) Resources

Florida Department of Transportation

SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17

District: FDOT District 1

County: Polk County

ETDM Number: 5873

Financial Management Number: 440273-1-22-01

Federal-Aid Project Number: D119-048-B

Project Manager: David C. Turley

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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DRAFT

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Lake Conine Boat Ramp and Fishing Pier	Public Parks and Recreation Areas	Park/Rec Area	The Lake Region Lakes Management District	Exception/Exemption	Determination 10-03-2024
Lake Conine Recreation Area	Public Parks and Recreation Areas	Park/Rec Area	City of Winter Haven Natural Resources	No Use	Determination 05-07-2024
Lake Fannie Boat Ramp and Fishing Pier	Public Parks and Recreation Areas	Park/Rec Area	Lake Region Lakes Management District	No Use	Determination 05-07-2024
Florence Citrus Growers Association Historic District (8PO09983)	Historic District	Historic Site	State Historic Preservation Officer (SHPO)	<i>de minimis</i>	Concurrence Pending
2208 Peninsular Drive (8PO03077)	Single Family Residence	Historic Site	State Historic Preservation Officer (SHPO)	<i>de minimis</i>	Concurrence Pending
128 Scenic Highway (8PO03079)	Single Family Residence	Historic Site	State Historic Preservation Officer (SHPO)	<i>de minimis</i>	Concurrence Pending
Alta Vista Elementary School (8PO10093)	Elementary School	Historic Site	State Historic Preservation Officer (SHPO)	<i>de minimis</i>	Concurrence Pending

Director of the Office of Environmental Management
Florida Department of Transportation

Lake Conine Boat Ramp and Fishing Pier

Facility Type: Public Parks and Recreation Areas

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 1600 Lucerne Park Rd, Winter Haven, FL, 33881, USA

Latitude: 28.06129 Longitude: -81.71872

Description of Property:

The Lake Conine Boat Ramp and Pier is located adjacent to SR 544. The site can be accessed by boat, or by an unpaved road via a driveway off of SR 544. There are no designated parking spaces or public facilities on the property. The property consists of a boat ramp for motorized and non-motorized water vessels to access Lake Conine, and a pier for fishing. A detailed image of the property is attached.

Owner/Official with Jurisdiction: The Lake Region Lakes Management District

Recommended Outcome: Exception/Exemption

Exception/Exemption Type: Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) and that meet all of the conditions in (23 CFR 774.13(d)(1-5).

Exception/Exemption Justification:

Due to the proposed roadway improvements to SR 544, the grade of the road will need to be raised, which will require that the existing driveway/access road into the Lake Conine Boat Ramp and Pier be regraded to connect to the proposed roadway improvements.

Construction activities near the site will be temporary and will be less than the total time needed for the construction of the project. There will be no change in ownership of the land. No impacts to the property, any of the attributes, features, or activities associated with the Lake Conine Boat Ramp and Pier will occur, and public access will remain during construction. Construction activities will have a temporary impact on the resource; the property will be restored to current or better conditions, and public access will be maintained during construction.

The OWJ for the Lake Connie Boat Ramp and Fishing Pier agrees that the proposed project meets all of the conditions for a temporary occupancy under 23 CFR 774.13(d).

OEM SME Determination Date: 10-03-2024

Lake Conine Recreation Area

Facility Type: Public Parks and Recreation Areas

Property Classification: Park/Rec Area

Address and Coordinates:

Address: Lake Conine, Winter Haven, FL, USA

Latitude: 28.05973 Longitude: -81.72494

Description of Property:

The Lake Conine Recreation Area is a 34-acre property located adjacent to SR 544 (Lucerne Park Road) in the City of Winter Haven. It is located at the southern end of Lake Conine near Avenue Y on the west side of SR 544 and it functions as a wetland restoration and public park/recreation area. The city approved the allocation of a Community Development Block Grant towards the Lake Conine Recreation Elements Project. Construction of Phase 1 started in Spring 2020, which transformed the recreation area into a restored wetland site and was completed in the spring of 2021. The resource currently offers unpaved hiking trails and is mainly undeveloped. There is no designated parking and currently no main access point. Public access can be made by parking along Lucerne Park Road.

Phase 2, which will include recreation elements such as paved trails, boardwalks, a playground, fishing pier, kayak launch, picnic areas, restroom amenities, and parking, is currently in the planning stage.

Owner/Official with Jurisdiction: City of Winter Haven Natural Resources

Relationship Between the Property and the Project

The Lake Conine Recreation Area is located along the project limits. The resource is owned and maintained by the City of Winter Haven. No right of way will be required from the property, and access to the resource will be maintained during and after construction.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

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

Recommended Outcome: No Use

OEM SME Determination Date: 05-07-2024

Lake Fannie Boat Ramp and Fishing Pier

Facility Type: Public Parks and Recreation Areas

Property Classification: Park/Rec Area

Address and Coordinates:

Address: Lake Fannie, Winter Haven, FL, USA

Latitude: 28.05889 Longitude: -81.69104

Description of Property:

Lake Fannie Boat Ramp and Fishing Pier is a public-use facility with 832 acres located along SR 544, approximately 830 feet east of Lucerne Loop Road NE. The boat ramp and fishing pier can be accessed by one unpaved access road from SR 544 or by water. The site has no designated parking spots or public facilities.

Owner/Official with Jurisdiction: Lake Region Lakes Management District

Relationship Between the Property and the Project

The Lake Fannie boat ramp is located adjacent to the project limits. The boat ramp is owned and maintained by the Lake Region Lakes Management District. No right of way will be required from the property, and access to the resource will be maintained during construction and after.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

Yes No

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

Recommended Outcome: No Use

OEM SME Determination Date: 05-07-2024

Florence Citrus Growers Association Historic District (8PO09983)

Facility Type: Historic District

Property Classification: Historic Site

Address and Coordinates:

Address:

Latitude: 28.044913 Longitude: -81.726778

Description of Property:

The site is a Historic District that is approximately 53-acres in size and is roughly bounded by Martin Luther King Boulevard to the south, Ware Avenue NE to the north, 2nd Street NE to the east, and the former Atlantic Coast Line (ACL) Railroad to the west. Within the project limits, there are 11 contributing resources that includes three Frame Vernacular style buildings (8PO09999, 8PO10000, 8PO10014), one Industrial Vernacular style building (8PO10005), and seven Masonry Vernacular style buildings (8PO10007 - 8PO10012, 8PO10015), constructed between ca. 1918 - 1958; there are 24 buildings within the project limits that are considered non-contributing resources. The Florence Citrus Growers Association Historic District is currently accessed via multiple streets adjacent to and traversing the district.

Below is a description of each contributing property within the historic district:

- 130 Avenue U NE (8PO09999) - The site is a single-family residence that sits on 0.25-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the south side of Avenue U NE.
- 2101 1st Street N (8PO10005) - The site is a single-family residence that sits on 0.50-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the north side of Avenue U NE.
- 2206 Lucerne Park Road (Buildings 1 & 2) (8PO10007 & 8PO10008) - The site is a multi-family residence with two buildings that sits on 0.25-acres and are contributing resources to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the east side of Lucerne Park Road.
- 2208 Lucerne Park Road (8PO10009) - The site is a single-family residence that sits on 0.25-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the east side of Lucerne Park Road.
- 2220 Lucerne Park Road (8PO10010) - The site is a single-family residence that sits on 0.27-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the east side of Lucerne Park Road.
- 2222 Lucerne Park Road (8PO10011) - The site is a single-family residence that sits on 0.25-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the east side of Lucerne Park Road.
- 2244 Lucerne Park Road (8PO10012) - The site is a multi-family residence that sits on 0.12-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the east side of Lucerne Park Road.
- 2137 Lucerne Park Road (8PO10014) - The site is a single-family residence that sits on 0.17-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the west side of Lucerne Park Road.

- 0 Lucerne Park Road (8PO10015) - The site is an abandoned retail store that sits on 0.17-acres and is a contributing resource to the Florence Citrus Growers Association Historic District in Polk County. The site is currently accessed on the west side of Lucerne Park Road.

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: *de minimis*

Yes No

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

Basis on Which the Determination was Made

The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. Of the 11 contributing resources within the district, four properties (8PO10009 - 8PO10012) will have approximately two-feet of permanent right-of-way (ROW) acquisition. In addition, the Martin Luther King Boulevard intersection will be widened on the west side of SR 544 and north of Avenue U NW as well as the east side at the intersection of Avenue U NE. As a result of the road widening in this area, two non-contributing buildings within the district will be demolished. Furthermore, the new alignment of 1st Street will require up to 12-feet of permanent ROW acquisition from two contributing resources (8PO10014 and 8PO10015). Overall, as a result of the road widening within the historic district, the project will require the use of approximately 0.51-acres for permanent ROW. While the preferred alternative will require additional ROW, it will not damage the historic property in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. The Section 106 effects determination for the proposed project resulted in *no adverse effect* and the OWJ concurred with this determination in a letter dated November 12, 2024. As such, the acquisition will have no adverse effect on activities, features, and attributes of the site.

Below is a description of each contributing property contributing to the historic district and the basis on which the *de minimis* determination was made:

- 130 Avenue U NE (8PO09999) - There will be no acquisition of the site on a temporary or permanent basis and no proximity effects that would adversely affect the activities, features, and attributes of the site.
- 2101 1st Street N (8PO10005) - There will be no acquisition of the site on a temporary or permanent basis and no proximity effects that would adversely affect the activities, features, and attributes of the site.
- 2206 Lucerne Park Road (Buildings 1 & 2) (8PO10007 & 8PO10008) - There will be no acquisition of the site on a temporary or permanent basis and no proximity effects that would adversely affect the activities, features, and attributes of the site.
- 2208 Lucerne Park Road (8PO10009) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have

approximately two-feet of ROW acquisition (use of approximately 124 square feet [SF]) on the east side of Lucerne Park Road (SR 544) where the site is located. The building is over 20-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.

- 2220 Lucerne Park Road (8PO10010) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have approximately two-feet of ROW acquisition (use of approximately 160 SF) on the east side of Lucerne Park Road (SR 544) where the site is located. The building is over 15-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.
- 2222 Lucerne Park Road (8PO10011) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have approximately two-feet of ROW acquisition (use of approximately 186 SF) on the east side of Lucerne Park Road (SR 544) where the site is located. The building is over 20-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.
- 2244 Lucerne Park Road (8PO10012) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have approximately two-feet of ROW acquisition (use of approximately 128 SF) on the east side of Lucerne Park Road (SR 544) where the site is located. The building is over 15-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.
- 2137 Lucerne Park Road (8PO10014) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have approximately 12-feet of ROW acquisition (use of approximately 496 SF) on the west side of Lucerne Park Road (SR 544) where the site is located. The building is approximately 30-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.
- 0 Lucerne Park Road (8PO10015) - The preferred build alternative at this location proposes to widen SR 544 from an existing two-lane undivided roadway to a three-lane roadway with center turn lanes, sidewalks on both sides of the roadway, and 1st Street will be realigned. As a result of the road widening in this area, the property will have approximately 8-feet of ROW acquisition (use of approximately 255 SF) on the west side of Lucerne Park Road (SR 544) where the site is located. The building is over 15-feet from the existing ROW. The acquisition will have no adverse effect on activities, features, and attributes of the site. The OWJ concurred with this determination in a letter dated November 12, 2024.

Public Involvement Activities:

Pending the public involvement opportunity, currently scheduled for January 30, 2025.

OEM SME Concurrence Date: Pending

2208 Peninsular Drive (8PO03077)

Facility Type: Single Family Residence

Property Classification: Historic Site

Address and Coordinates:

Address: 2208 Peninsular Dr, Haines City, FL, 33844, USA

Latitude: 28.08473 Longitude: -81.62971

Description of Property:

The site is a single-family residence that sits on 1.14-acres at the northwest intersection of Peninsular Drive and SR 544 between LaVista Drive and SR 17 in Polk County. The site is currently accessed on the north side of SR 544 on Peninsular Drive.

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: *de minimis*

Yes No

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

Basis on Which the Determination was Made

The preferred build alternative at this location proposes to widen SR 544 from an existing four-lane undivided roadway to a four-lane roadway with a traffic separator, and a concrete sidewalk on both sides of the roadway. As a result of the road widening in this area, the property will have up to 15-feet of permanent right-of-way (ROW) acquisition (use of approximately 0.11-acres) on the north side of SR 544 where the site is located. The proposed ROW will extend to an existing fence located on the property in this area. The building is over 35-feet from the existing ROW. While the preferred alternative will require additional ROW, it will not damage the historic property in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. The Section 106 effects determination for the proposed project resulted in *no adverse effect* and the OWJ concurred with this determination in a letter dated November 12, 2024. As such, the acquisition will have no adverse effect on activities, features, and attributes of the site.

In addition, a noise barrier is considered a reasonable mitigation option at this location due to the proposed increase in noise. The predicted noise increase will have no adverse effect to the property; however, while mitigating the traffic noise levels, the construction of noise barriers will result in a visual effect. As such, the potential construction of a noise barrier along the northern ROW adjacent to the site is a recommendation that will require further analysis and evaluation during the project's design phase. If a noise barrier is constructed, FDOT, District One, will follow acceptable best practices and context sensitive solutions, including aesthetic treatments in accordance with FDOT and/or FHWA Guidelines. FDOT will

continue to coordinate with SHPO during design.

Public Involvement Activities:

Pending the public involvement opportunity, currently scheduled for January 30, 2025.

OEM SME Concurrence Date: Pending

DRAFT

128 Scenic Highway (8PO03079)

Facility Type: Single Family Residence

Property Classification: Historic Site

Address and Coordinates:

Address: 128 Scenic Hwy, Haines City, FL, 33844, USA

Latitude: 28.08425 Longitude: -81.63045

Description of Property:

The site is a single-family residence that sits on 0.35-acres at the southeast intersection of Myrtle Avenue and SR 544 between LaVista Drive and SR 17 in Polk County. The site is currently accessed on the south side of SR 544.

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: *de minimis*

Yes No

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

Basis on Which the Determination was Made

The preferred build alternative at this location proposes to widen SR 544 from an existing four-lane undivided roadway to a four-lane roadway with center grass median, and a concrete sidewalk on both sides of the roadway. As a result of the road widening in this area, the property will have up to 8-feet of permanent right-of-way (ROW) acquisition (use of approximately 664 square feet) on the north side of SR 544 where the site is located. The building is over 30-feet from the existing ROW. While the preferred alternative will require additional ROW, it will not damage the historic site in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. The Section 106 effects determination for the proposed project resulted in no adverse effect and the OWJ concurred with this determination in a letter dated November 12, 2024. As such, the acquisition will have no adverse effect on activities, features, and attributes of the site.

The site is predicted to experience future noise levels that approach or exceed the Noise Abatement Criteria (NAC); however, there are no reasonable or feasible mitigation solutions available at this location. The noise barrier is not considered a feasible abatement measure due to the side streets and access driveways as well as line-of-sight constraints. While mitigating the traffic noise levels in the area, the construction of a noise barrier is proposed for the north side of SR 544 and would introduce a new visual element to the site. As such, it is anticipated that the proposed noise barrier along the northern ROW will not alter the setting of the site and will not be a visually intrusive element that would diminish or destroy the integrity or qualities and characteristics for which the site is considered eligible for listing in the NRHP. The Section 106 effects determination for the proposed project resulted in *no adverse effect* and the OWJ

concurrent with this determination in a letter dated November 12, 2024. As such, the acquisition will have no adverse effect on activities, features, and attributes of the site.

Public Involvement Activities:

Pending the public involvement opportunity, currently scheduled for January 30, 2025.

OEM SME Concurrence Date: Pending

DRAFT

Alta Vista Elementary School (8PO10093)

Facility Type: Elementary School

Property Classification: Historic Site

Address and Coordinates:

Address: 801 Scenic Hwy, Haines City, FL, 33844, USA

Latitude: 28.08521 Longitude: -81.62494

Description of Property:

The site functions as an elementary school on 15.21-acres in Polk County. There are approximately 23 existing buildings located on the property that includes 12 relocatable classrooms (built between 2007 and 2018), six stationary classrooms (1962 - 2005), a gymnasium (2007), a mechanical building (2005), a restroom building (2002), a cafeteria (1964), and an administrative building (1962). There are two circa 1962 International style buildings (8PO10094 & 8PO10095) recorded within the school boundary.

Owner/Official with Jurisdiction: State Historic Preservation Officer (SHPO)

Recommended Outcome: *de minimis*

Yes No

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

Basis on Which the Determination was Made

The preferred build alternative at this location proposes to widen SR 544 from an existing three-lane undivided roadway to a four-lane roadway with center grass median, and a concrete sidewalk on both sides of the roadway. As a result of the road widening in this area, the property will have up to 15-feet of permanent right-of-way (ROW) acquisition (use of approximately 0.25-acres) on the north side of SR 544 where the Alta Vista Elementary School is located. The two International style buildings (Building 1 [8PO10094] & Building 2 [8PO10095]) are over 140-feet from the existing ROW. While the preferred alternative will require additional ROW, it will not damage the historic property in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. The Section 106 effects determination for the proposed project resulted in *no adverse effect* and the OWJ concurred with this determination in a letter dated November 12, 2024. As such, the acquisition will have no adverse effect on activities, features, and attributes of the school.

Public Involvement Activities:

Pending the public involvement opportunity, currently scheduled for January 30, 2025.

OEM SME Concurrence Date: Pending

DRAFT

Project-Level Attachments

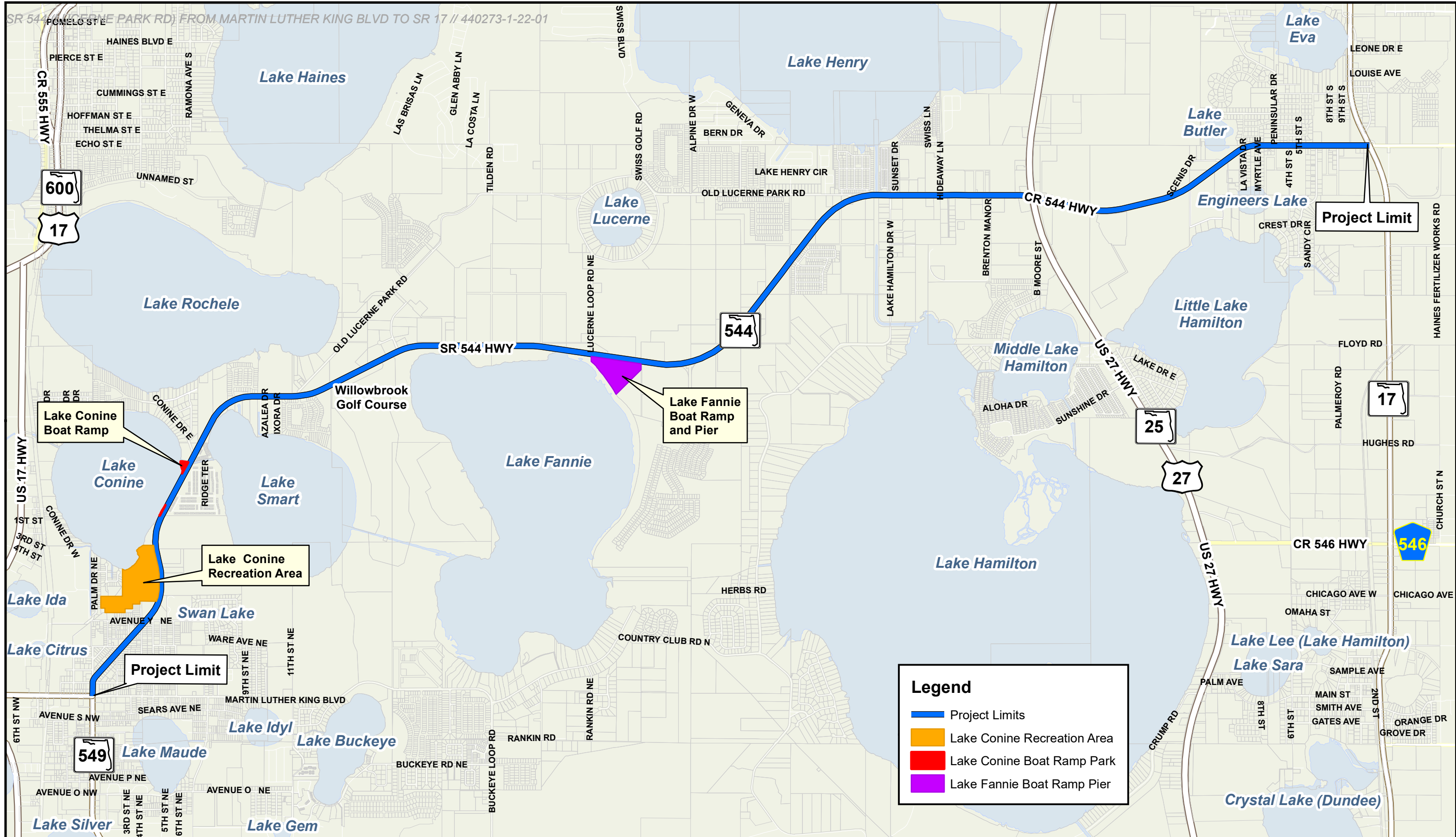
SR 544_Section_4f_Project_Limits11X17

SHPO concurrence (Addendum)

Begin Limits Historic Sites

End Limits Historic Sites

DRAFT





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

November 12, 2024

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

RE: Section 106 Stipulation VII Submission
SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17
Polk County
FM # 440273-1-22-01
DHR CRAT Number: 2024-4301B

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Addendum Project Development & Environment (PD&E) Study State Road (SR) 544 (Lucerne Park Road) from Martin Luther King Boulevard to SR 17, Polk County, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to SR 544. This project involves capacity and multi-modal improvements to SR 544 for a distance of 7.96 miles. The purpose of this project is to address roadway capacity deficiency along SR 544 to accommodate future travel demand as a result of projected population and employment growth in the area. Other goals of the project include enhancing mobility options and multi-modal access, as well as supporting local economic development initiatives. The proposed improvements include widening from two to four lanes, paved shoulders/marked bicycle lanes, sidewalks, and pond/swales/Floodplain Compensation (FPC) sites. Also, along SR 544, five roundabouts are proposed throughout the project limits, and additional right-of-way (ROW) will be required in some areas for the roadway widening and roundabouts.

In order to meet the Purpose and Need for the project, four-lane roadway typical sections were developed for a majority of the project; however, due to constrained ROW conditions and potential impacts to existing residences and businesses, additional typical sections were considered at each end of the project corridor. The additional typical sections were broken down into eight study segments based on existing land uses and development. These eight study segments include Segment 1 - Martin Luther King Boulevard to North of Avenue Y, Segments 2 through 7 - North of Avenue Y to LaVista Drive, and Segment 8 - LaVista Drive to SR 17. The objective of the PD&E Study is to evaluate the proposed build alternatives within each segment and a No Build alternative was also evaluated. The preferred build alternative in Segment 1 is the three-lane typical section that will have minor ROW impacts. In addition, the preferred improvements at Martin Luther King Boulevard will add a new southbound right turn lane

and the 1st Street NW intersection will be realigned with SR 544. The preferred build alternative in Segment 8 is the reduced four-lane divided roadway with centered widening. This alignment was recommended to minimize residential relocations through this segment of the project but will require some additional ROW. Furthermore, the traffic noise is predicted to exceed the Noise Abatement Criteria (NAC) within Segments 1 and 8 of the preferred Build Alternative and a noise barrier is being considered.

As part of the PD&E Study, a CRAS Report was prepared in July 2023, on behalf of the FDOT, District One, by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida, in association with Ardurra Group, Inc. The objective of the CRAS was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effect (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the footprint of construction including pond sites. The historic APE included the footprint of construction and immediately adjacent parcels where resources within 200-ft of the existing ROW were surveyed. In addition, the historic APE included resources within 100-ft of the proposed pond sites.

As a result of the CRAS, five historic resources that are listed, determined eligible, or appear individually eligible for listing in the NRHP were identified within the historic APE. These include a Colonial Revival style building located at 2208 Peninsular Drive (8PO03077), a Craftsman style building located at 128 Scenic Highway (8PO03079), and the Alta Vista Elementary School (8PO10093) building complex resource group with two contributing resources (8PO10094 and 8PO10095). In addition, the Florence Citrus Growers Association Historic District (8PO09983), was found to have insufficient information for evaluating the NRHP eligibility. The State Historic Preservation Officer (SHPO) concurred with the findings on August 21, 2023.

Because the Florence Citrus Growers Association Historic District (8PO09983), was found to have insufficient information during the CRAS, this CRAS Addendum was prepared to include additional historic context in order to determine the eligibility of the entire Florence Citrus Growers Association Historic District (8PO09983) and identify what buildings (if any) contribute to the significance of the district. The historical/architectural APE remained in keeping with the 2023 CRAS; however, because the purpose of this project is research based, a field survey was not conducted. Furthermore, the context within the Addendum is to provide the project's specific determination of effects. As a result of the additional research, 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007 - 8PO10012, 8PO10014, 8PO10015) were identified within the Florence Citrus Growers Association Historic District (8PO09983) as contained within the APE. The district appears eligible for listing in the NRHP under Criterion A in the areas of Ethnic Heritage (Black) and Industry. The 11 contributing buildings are not individually eligible for listing in the NRHP.

The FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the 17 historic properties determined eligible or that appear eligible for listing in the NRHP located within the project APE. Based on the proposed undertaking, the findings presented here indicate that the Preferred Alternative within the study Segment 1 will have **No Adverse Effect** to the Florence Citrus Growers Association Historic District (8PO09983) or the 11 contributing resources (8PO09999, 8PO10000, 8PO10005, 8PO10007-8PO10012, 8PO10014, 8PO10015). Likewise, the Preferred Alternative within the study Segment 8 will have **No Adverse Effect** to the Colonial Revival style building (8PO03077), the Craftsman style building (8PO03079), the Alta Vista Elementary School (8PO10093) building complex

resource group with two contributing resources (8PO10094 and 8PO10095).

In addition, the potential construction of a noise barrier along the northern ROW adjacent to the Colonial Revival style building located at 2208 Peninsular Drive (8PO03077) and the Craftsman style building located at 128 Scenic Highway (8PO03079) is a recommendation that will require further analysis and evaluation during the project's design phase. If a noise barrier is constructed, FDOT, District One, will follow acceptable best practices and context sensitive solutions, including aesthetic treatments in accordance with FDOT and/or FHWA Guidelines. FDOT will continue to coordinate with SHPO during design.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

The Cultural Resource Assessment Survey Addendum is provided for your review and comment. I respectfully request your concurrence with the findings of the enclosed report.

Based on the review summarized above, FDOT has determined that this project 440273-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on November 12, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2024-4301B.

SHPO/FDHR Comments

Minor edit: Page 6-7 in the table states that the contributing resources are individually eligible but was stated elsewhere in the report that they were individually ineligible. Please fix before mailing us the final hard copy of the report.



December 10, 2024

Signed

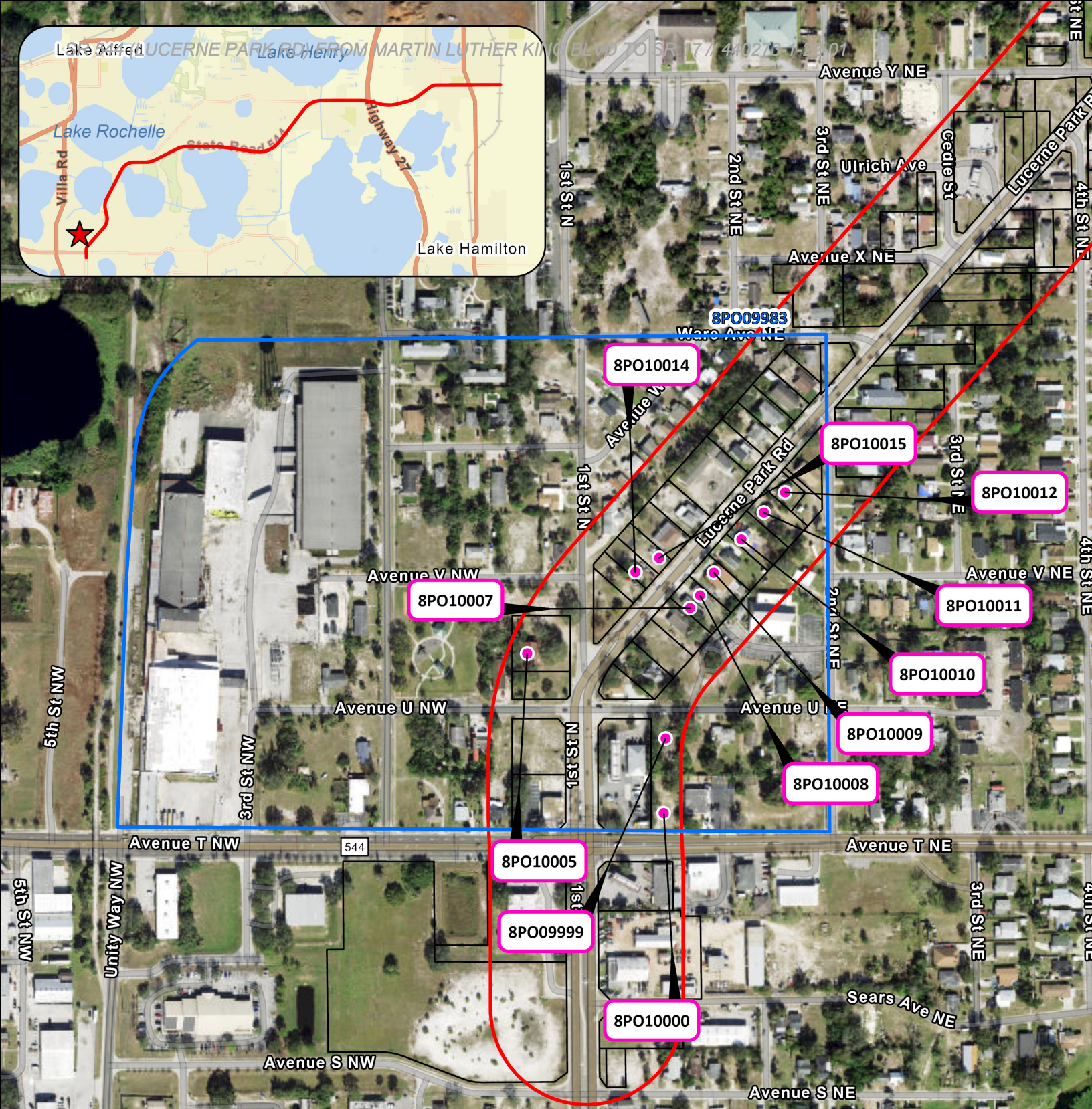
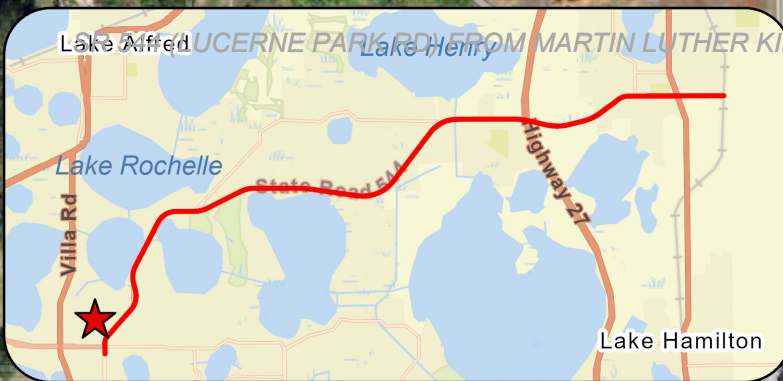
Date

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

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

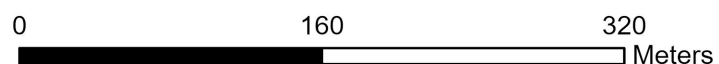
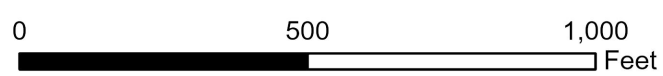
Submitted Documents

- [44027312201-CE2-D1-440273-1-22-01_CRAS_Addendum_SR_544-Lucerne_Park_Rd-2024-1112.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
440273-1-22-01 CRAS Addendum SR 544-Lucerne Park Rd



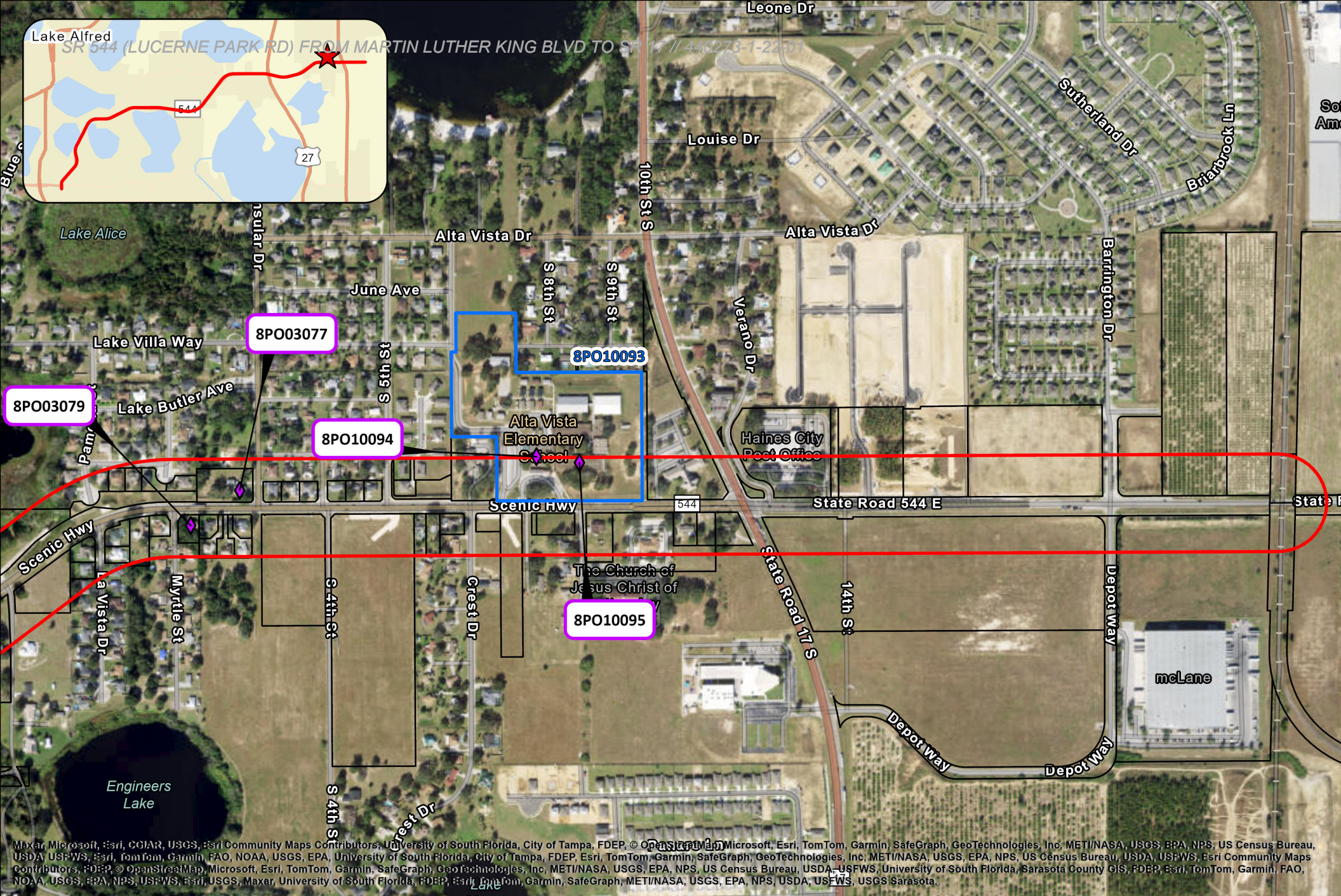
University of South Florida, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS, Maxar, Microsoft, University of South Florida, Sarasota County GIS, FDEP, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Esri, CGIAR, USGS, Esri Community Maps Contributors, University of South Florida, City of Tampa, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, University of South Florida, City of Tampa, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Esri Community Maps Contributors, University of South Florida, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Esri, USGS, Maxar, USGS Sarasota.

- Project APE
- Parcel Lines
- NRHP Eligible Resource Group
- Contributing Resource





SR 544 (LUCERNE PARK RD) FROM MARTIN LUTHER KING BLVD TO SR 17 // 446273-1-22-01



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- Project APE
- Parcel Lines
- NRHP Eligible Resource Group
- ◆ NRHP Eligible Historic Resource



Resource Attachments

Lake Conine Boat Ramp and Fishing Pier

Fig_X_Lake_Conine_Boat Ramp_11X17

OWJ Signature_Lake Conine Boat Ramp and Pier

Lake Conine Recreation Area

Fig_X_Lake_Conine_Recreation_Area_print

44027312201-CE2-D1-44027312201-CE2-D1-Lake_Conine_Recreation_Signed_Acknowledgment-2023-1009_signed-2023-1009_print

Lake Fannie Boat Ramp and Fishing Pier

Fig_X_Lake_Fannie_Boat Ramp_11X17_update

10-9-23 FDOT-Lake Fannie BR

Florence Citrus Growers Association Historic District (8PO09983)

Historic District

2208 Peninsular Drive (8PO03077)

2208 Peninsular Dr

128 Scenic Highway (8PO03079)

128 Scenic Hwy

Alta Vista Elementary School (8PO10093)

School

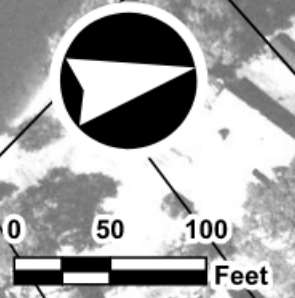
Lake Conine Boat Ramp and Fishing Pier

Contents:

Fig_X_Lake_Conine_Boat Ramp_11X17

OWJ Signature_Lake Conine Boat Ramp and Pier

DRAFT



Lake Conine



WINTER RIDGE BLVD

CONINE DR E

HILLTOP DR NE

WINTER TER



State Road 544 PD&E Study
from Martin Luther King Blvd / Avenue T W
to State Road 17
Polk County, Florida
Financial Project ID: 440273-1-22-01
Federal Project No: N/A

- Legend**
- - - Proposed R/W
 - · - · - Existing R/W
 - Property Line
 - Lake Conine Park and Boat Ramp Boundary

Lake Conine Park & Boat Ramp



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave.
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

Mr. Roger D. Griffiths
Executive Director
Lake Region Lakes Management District
804 Avenue X
SW Winter Haven, FL 33880

**Re: SR 544 PD&E Study from Martin Luther King Boulevard to SR 17
Polk County Florida
Financial ID No. 440273-1-22-01; Section 4(f) Resources**

Dear Mr. Griffiths:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening and multi-modal improvements of SR 544 from Martin Luther King Boulevard to SR 17, in Polk County, Florida. SR 544 (Lucerne Park Road) plays an important role in the regional network by providing east-west access for a growing area of east-central Polk County. It links two north-south principal arterials of Polk County (US 17 and US 27), US 27 being part of Florida's Strategic Intermodal System (SIS), and connects the cities of Winter Haven and Haines City, the second and third most populated cities within Polk County, respectively.

We find that the Lake Conine Boat Ramp and Pier is an important public recreation area and has been identified as a potential Section 4(f) resource according to the US Department of Transportation Act of 1966 (49 USC 303). As part of this PD&E study, the FDOT requires a statement of significance from an official who has jurisdiction over publicly held lands. The Lake Region Lakes Management District (LRLMD) oversees public lands that lie adjacent to portions of SR 544 right-of-way within this project's limits, identified as The Lake Conine Boat Ramp and Pier.

Significance means that in comparing the availability and function of the Lake Conine Boat Ramp and Pier recreation area with the recreational objectives of the community, the land in question plays an important role in meeting those objectives.

Due to the proposed roadway improvements to SR 544, the grade of the road will need to be raised approximately one to two feet based on limited existing LiDAR information, which will require that the existing driveway/access road into the Lake Conine Boat Ramp and Pier be regraded to connect to the proposed roadway improvements. No additional R/W will be acquired due to this improvement; however, a temporary construction easement (TCE) will be required in order to reconstruct the existing driveway to tie to existing grades. Access will be maintained during construction.

We believe that the involvement with the resource meets the criteria of an exception to the requirements for Section 4(f) approval, as listed below in accordance with 23 CFR 774.13(d):

Handwritten signature and date:
8-30-24
9/12/24



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave.
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

d. Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

The reconstruction of the driveway/access road will align with the proposed roadway widening and will not require a change in ownership of the land. Construction activities will have a temporary impact on the resource. The Temporary Traffic Control Plans (TTCP) will include details and notes stating that access to the boat ramp is to be maintained during construction.

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

The scope of the project involves minor vertical alignment refinement of the existing driveway/access road to match the proposed improvements of widening the roadway. The driveway will be reconstructed due to the elevation difference on SR 544, however, no physical impacts to the boat ramp or pier will occur during construction. The Temporary Traffic Control Plans (TTCP) will include details and notes stating that access to the boat ramp is to be maintained during construction.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

There are no anticipated adverse physical impacts, either temporary or permanent. The proposed driveway will meet current design standards and will accommodate vehicles and trailers entering the boat ramp and pier from SR 544. Moreover, the activities, features, and attributes of the property are not impacted.

4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and

The existing driveway/access road will be improved by regrading to connect to the proposed roadway improvements.

5. There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.

With this letter, FDOT is seeking concurrence from LRLMD that the Lake Conine Boat Ramp and Pier is a valuable resource to LRLMD and plays an important role in meeting the environmental and recreational needs of the region in general. In addition, FDOT is requesting LRLMD concurrence that involvement with the Lake Conine Boat Ramp and Pier meets the criteria of temporary occupancy, as described in the conditions above. If you concur with FDOT's assessment, please sign and date the concurrence block at the bottom of this letter and return it to my attention via mail or e-mail at the address below.

[Handwritten signature]
6/30/24
JWB
21524



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave.
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

If you have any questions or concerns regarding the findings of this letter, please contact me at (863) 519-2805 or Emily.Barnett@dot.state.fl.us.

Sincerely,

Emily Barnett
Environmental Project Manager
Florida Department of Transportation, District One
801 North Broadway Avenue
Bartow, Florida 33831

Concurrence for Lake Conine Boat Ramp - Temporary Occupancy

Signature: _____
Lake Region Lakes Management District or Designee

Date: 8-30-24

Signature: _____
Environmental Manager or Designee

Date: 9/15/24

SECTION 4(F) EXEMPTION DETERMINATION

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





Legend

- - - Proposed RW
- - - Existing RW
- Property Line
- Lake Conine Park and Boat Ramp Boundary

State Road 544 PD&E Study
 from Martin Luther King Blvd / Avenue T W
 to State Road 17
 Polk County, Florida
 Financial Project ID: 440273-1-22-01
 Federal Project No: N/A

Florida Department of Transportation
 District 1

9/15/24

RCS
8/30/24

Lake Conine Recreation Area

Contents:

Fig_X_Lake_Conine_Recreation_Area_print

44027312201-CE2-D1-44027312201-CE2-D1-Lake_Conine_Recreation_Signed_Acknowledgment-2023-1009_signed-2023-1009_print

DRAFT



	<p>Florida Department of Transportation District 1</p>	<p>State Road 544 PD&E Study from Martin Luther King Blvd / Avenue T W to State Road 17 Polk County, Florida Financial Project ID: 440273-1-22-01 Federal Project No: N/A</p>	<p>Legend</p> <ul style="list-style-type: none">- - - Proposed R/W- - - Existing R/W Property Line Lake Conine Restoration Area Boundary	<p style="text-align: right;">Lake Conine Recreation Area</p>
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Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave.
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

Mr. Dustin Everitt
Natural Resources Manager
City of Winter Haven
451 Third St. NW
Winter Haven, FL

**Re: SR 544 PD&E Study from Martin Luther King Boulevard to SR 17
Polk County Florida
Financial ID No. 440273-1-22-01; Section 4(f) Resources**

Dear Mr. Everitt:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the widening and multi-modal improvements of SR 544 from Martin Luther King Boulevard to SR 17, in Polk County, Florida. SR 544 (Lucerne Park Road) plays an important role in the regional network by providing east-west access for a growing area of east-central Polk County. It links two north-south principal arterials of Polk County (US 17 and US 27), US 27 being part of Florida's Strategic Intermodal System (SIS), and connects the cities of Winter Haven and Haines City, the second and third most populated cities within Polk County, respectively.

We find that the Lake Conine Recreation Area is an important public recreation area and has been identified as a potential Section 4(f) resource according to the US Department of Transportation Act of 1966 (49 USC 303). As part of this PD&E study, the FDOT requires a statement of significance from an official who has jurisdiction over publicly held lands. The City of Winter Haven oversees the Lake Conine Recreation Area that lies adjacent to portions of SR 544 right-of-way within this project's limits.

Significance means that in comparing the availability and function of the Lake Conine Recreation Area, with the recreational objectives of the community, the land in question plays an important role in meeting those objectives.

There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. While no impacts to the Lake Conine Recreation Area are anticipated, FDOT is required to document the Section 4(f) Resource and suggests a No Use designation. This means that while this property exists adjacent to the project area, the proposed project has no use of the property within the meaning of Section 4(f).

With this letter, FDOT is seeking concurrence from the City of Winter Haven that the Lake Conine Recreation Area is a valuable resource to the city and plays an important role in meeting the environmental and recreational needs of the region in general. If you concur with FDOT's assessment of the significance



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave.
Bartow, Florida 33830-3809

JARED W. PERDUE, P.E.
SECRETARY

of this resource, please sign and date the concurrence block at the bottom of this letter and return it to my attention via mail or e-mail at the address below.

If you have any questions or concerns regarding the findings of this letter, please contact me at (863) 519-2805 or Emily.Barnett@dot.state.fl.us.

Sincerely,

Emily Barnett
Environmental Project Manager
Florida Department of Transportation, District One
801 North Broadway Avenue
Bartow, Florida 33831

SECTION 4(F) NO USE DETERMINATION

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

Signature: (Dustin Everitt) Date: 10/6/23
Natural Resources Manager, City of Winter Haven

Signature: Designee Date: 04/19/2023
Environmental Manager/Designee

Signature: _____ Date: _____
Director of OEM/Designee

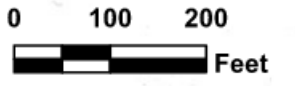
Lake Fannie Boat Ramp and Fishing Pier

Contents:

Fig_X_Lake_Fannie_Boat Ramp_11X17_update

10-9-23 FDOT-Lake Fannie BR

DRAFT



Legend

	Proposed R/W		Lake Fannie Boat Ramp Boundary
	Existing R/W		
	Property Line		

October 9, 2023

Florida Department of Transportation
Emily Barnett
801 N. Broadway Avenue
Bartow FL 33880

RE: SR 544 PD&E Study from Martin Luther King Boulevard to SR 17; Polk County Florida; Financial ID No. 440273-1-22-01; Section 4(f) Resources; Lake Fannie Boat Ramp

Ms. Barnett:

Thank you for your recent letter regarding the above referenced boat ramp at Lake Fannie. The Lake Fannie Boat Ramp and Pier is indeed an important public recreation area and we would really appreciate the opportunity to be involved and provide our input when the driveway improvements are being planned/discussed. Our goal, as I'm sure yours is as well, is to make sure these improvements are beneficial for everyone.

You can reach me anytime at 863-293-1441, or via email at rdg1744@gmail.com. I look forward to working with you in maintaining this valuable resource.

Respectfully,

Roger D. Griffiths
Executive Director

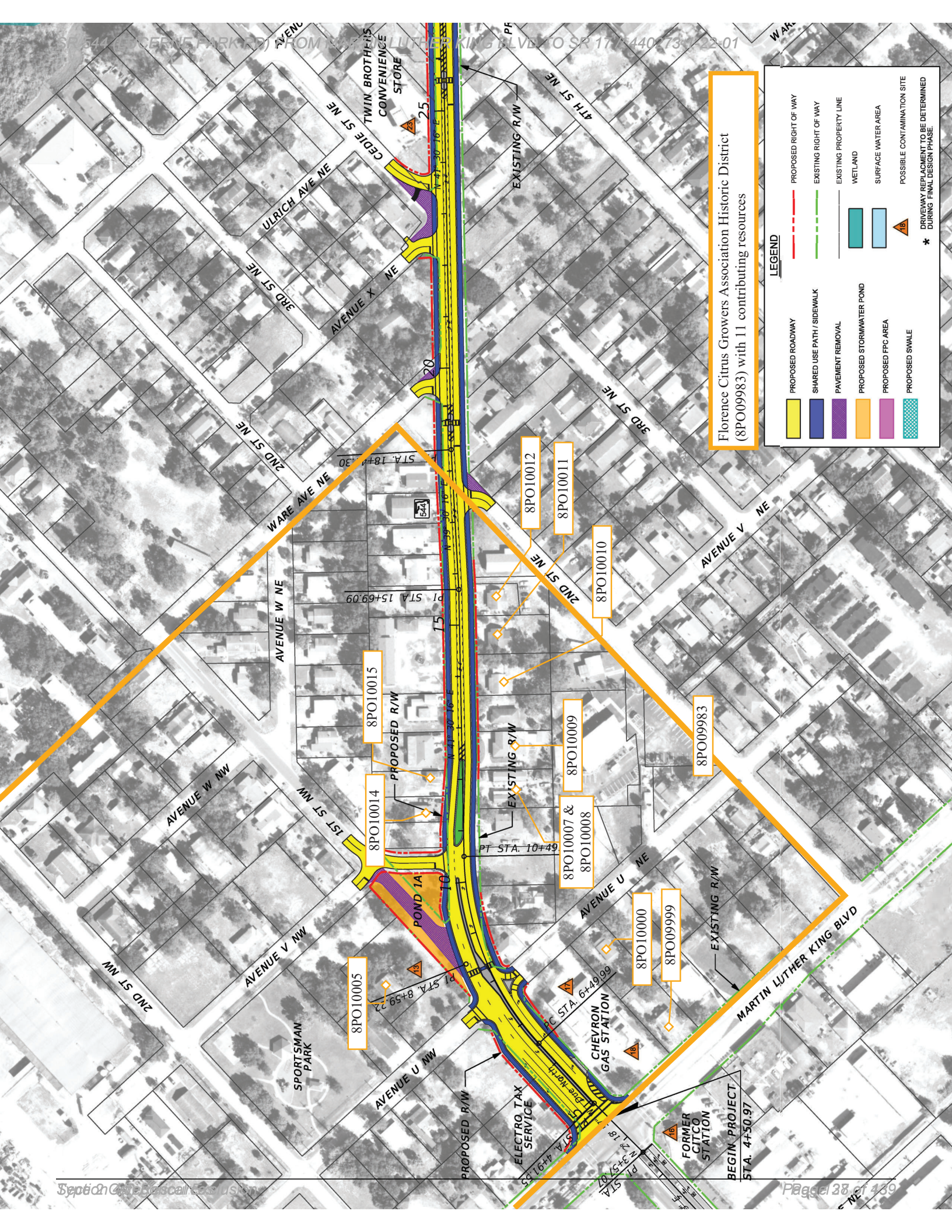
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Florence Citrus Growers Association Historic District (8PO09983)

Contents:

Historic District

DRAFT



Florence Citrus Growers Association Historic District (8PO09983) with 11 contributing resources

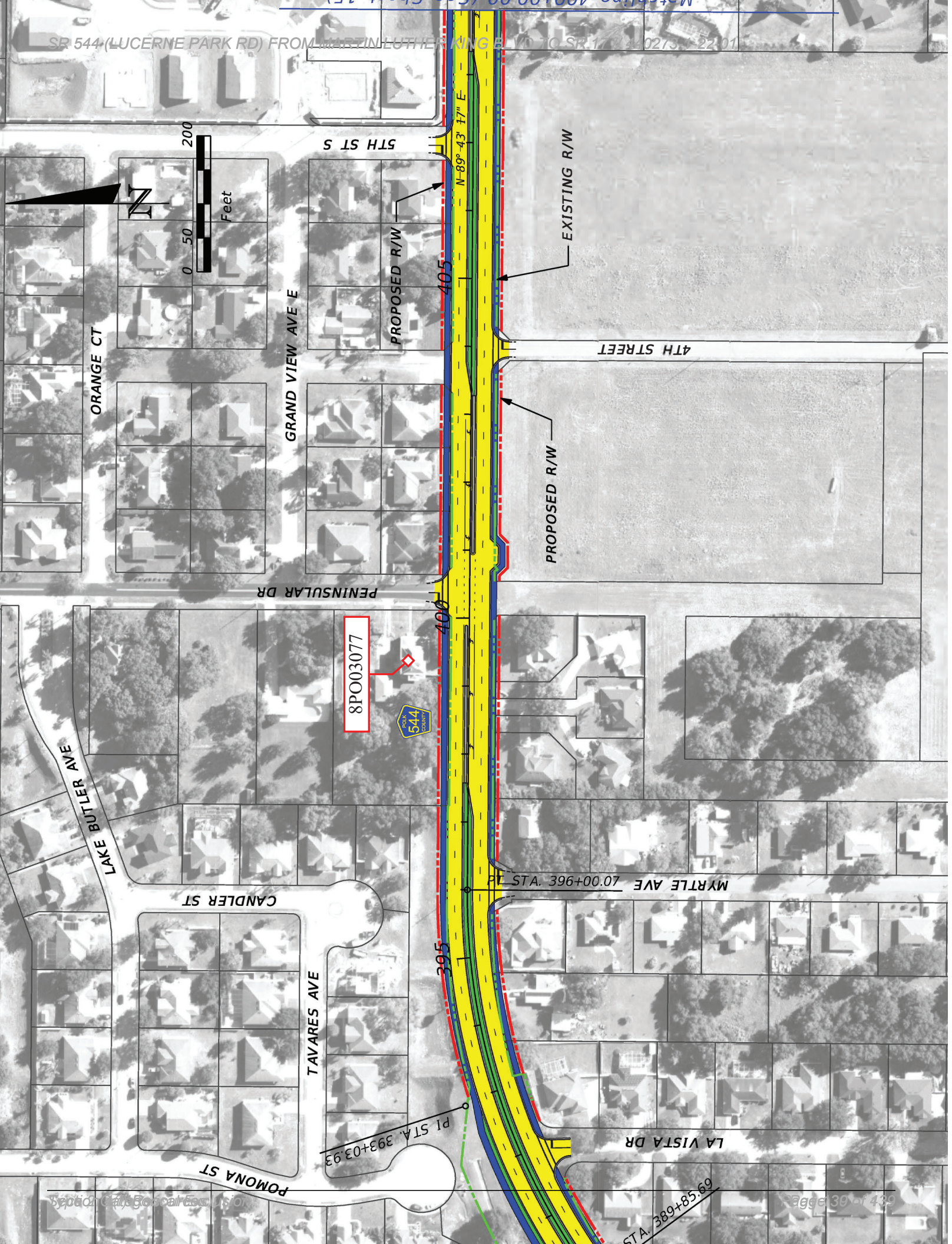
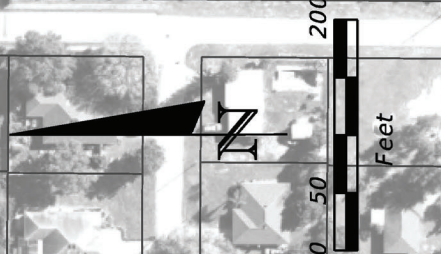
LEGEND			
	PROPOSED ROADWAY		PROPOSED RIGHT OF WAY
	SHARED USE PATH / SIDEWALK		EXISTING RIGHT OF WAY
	PAVEMENT REMOVAL		EXISTING PROPERTY LINE
	PROPOSED STORMWATER POND		WETLAND
	PROPOSED FFC AREA		SURFACE WATER AREA
	PROPOSED SWALE		POSSIBLE CONTAMINATION SITE
			DRIVEWAY REPLACEMENT TO BE DETERMINED DURING FINAL DESIGN PHASE

2208 Peninsular Drive (8PO03077)

Contents:

2208 Peninsular Dr

DRAFT



S 15 H15

N 89° 43' 17" E

405

EXISTING R/W

4TH STREET

PROPOSED R/W

PENINSULAR DR

8PO03077



400

LAKE BUTLER AVE

MYRTLE AVE 70.00+96.07

CANDLER ST

395

TAVARES AVE

LA VISTA DR

P1 STA. 393+03.93

POMONA ST

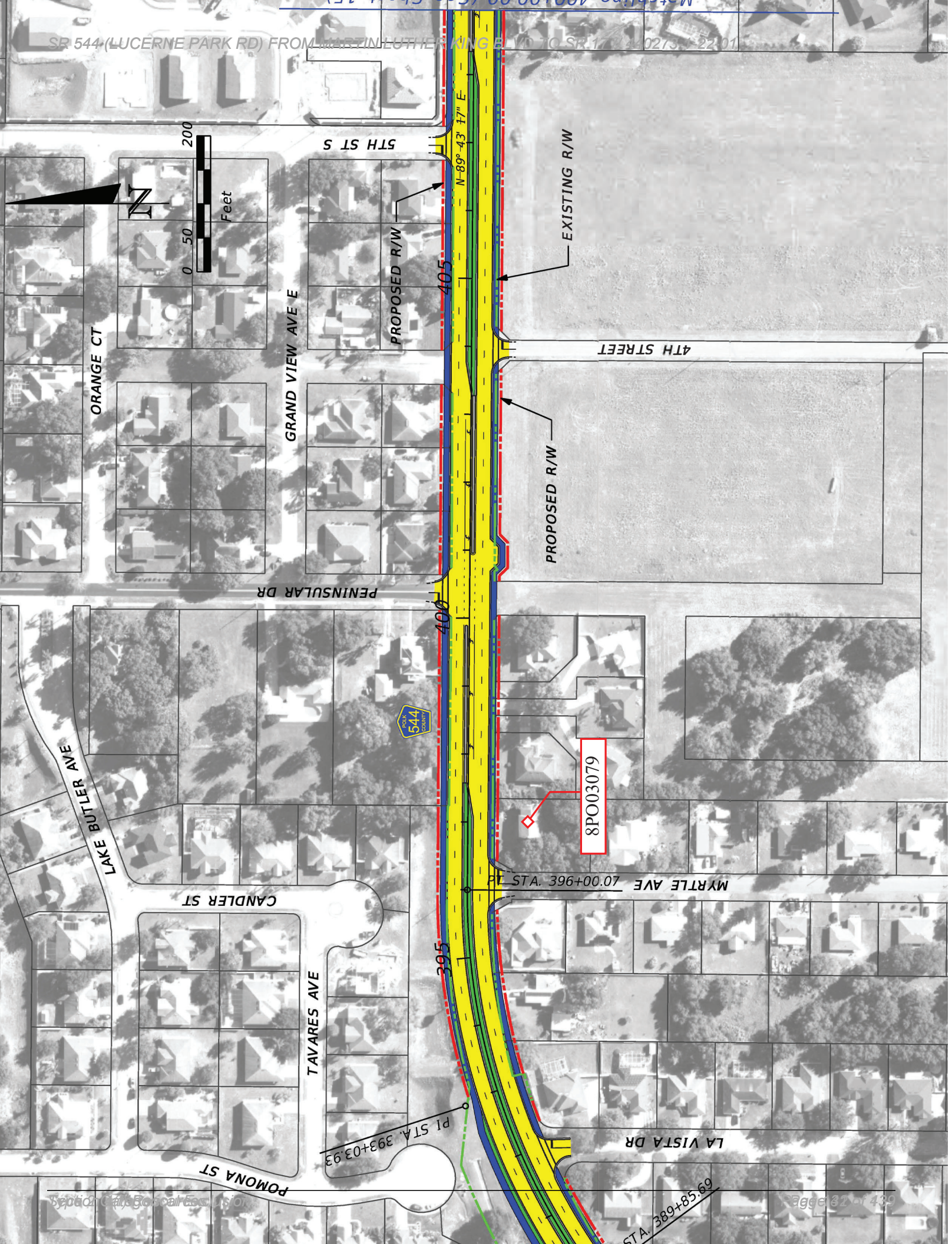
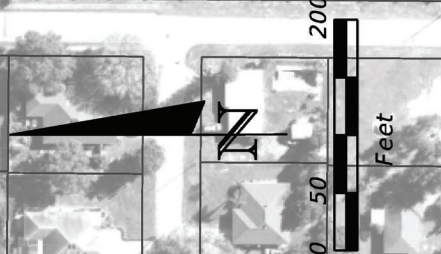
STA. 389+85.59

128 Scenic Highway (8PO03079)

Contents:

128 Scenic Hwy

DRAFT



ORANGE CT

GRAND VIEW AVE E

PENINSULAR DR

LAKE BUTLER AVE

CANDLER ST

TAVARES AVE

4TH STREET

8PO03079

PROPOSED R/W

EXISTING R/W

PROPOSED R/W

395

400

405

N 89° 43' 17\"/>

P1 STA. 393+03.93

MYRTLE AVE 70+00.07 STA. 396+00.07

LA VISTA DR

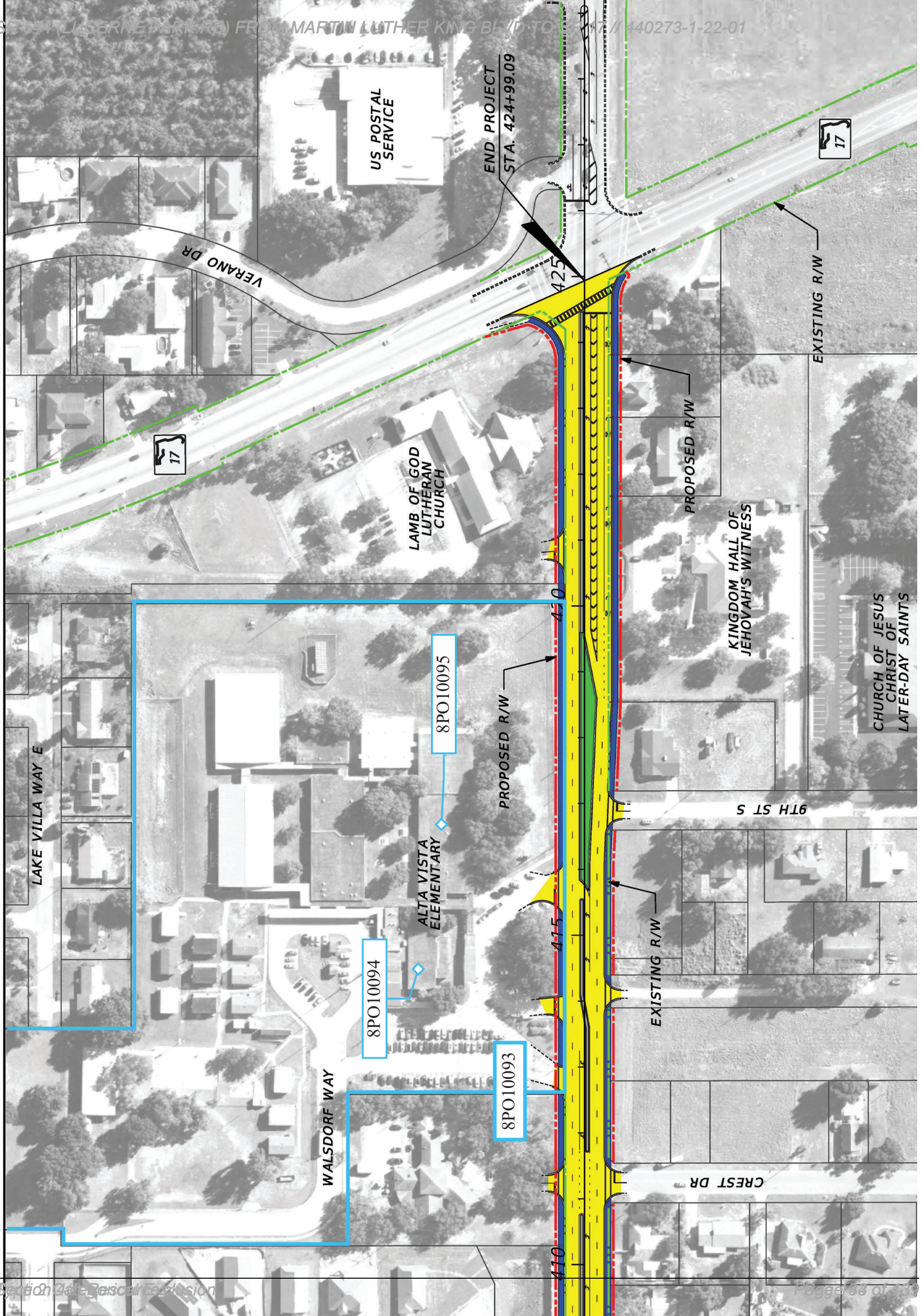
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Alta Vista Elementary School (8PO10093)

Contents:

School

DRAFT



8PO10094

8PO10095

8PO10093

17

17

LAKE VILLA WAY E

WALSDORF WAY

97TH ST S

CREST DR

US POSTAL SERVICE

LAMB OF GOD LUTHERAN CHURCH

ALTA VISTA ELEMENTARY

KINGDOM HALL OF JEHOVAH'S WITNESS

CHURCH OF JESUS CHRIST OF LATER-DAY SAINTS

END PROJECT STA. 424+99.09

PROPOSED R/W

EXISTING R/W

PROPOSED R/W

EXISTING R/W

410

415

420

425

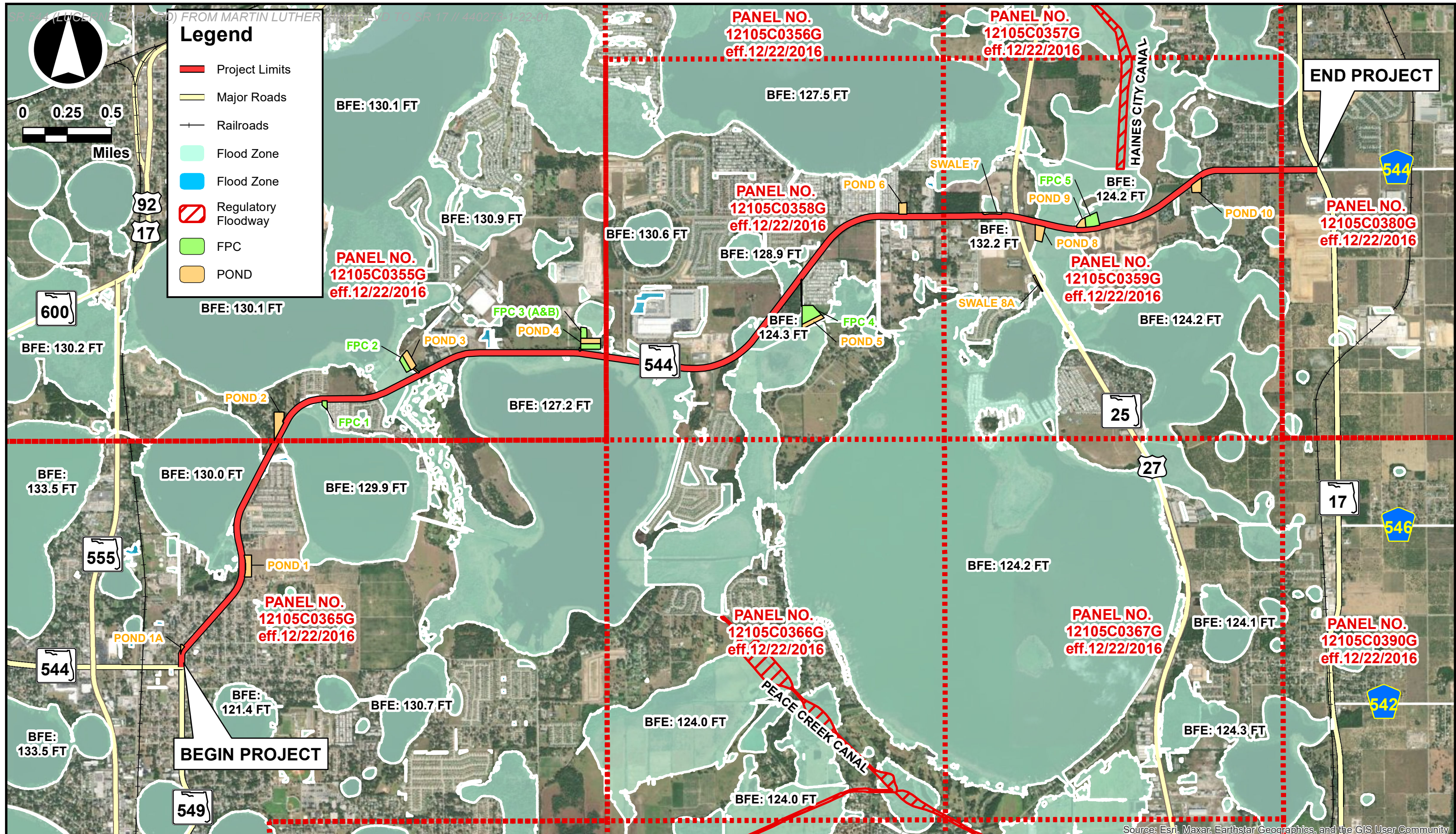
Natural Resources Appendix

Contents:

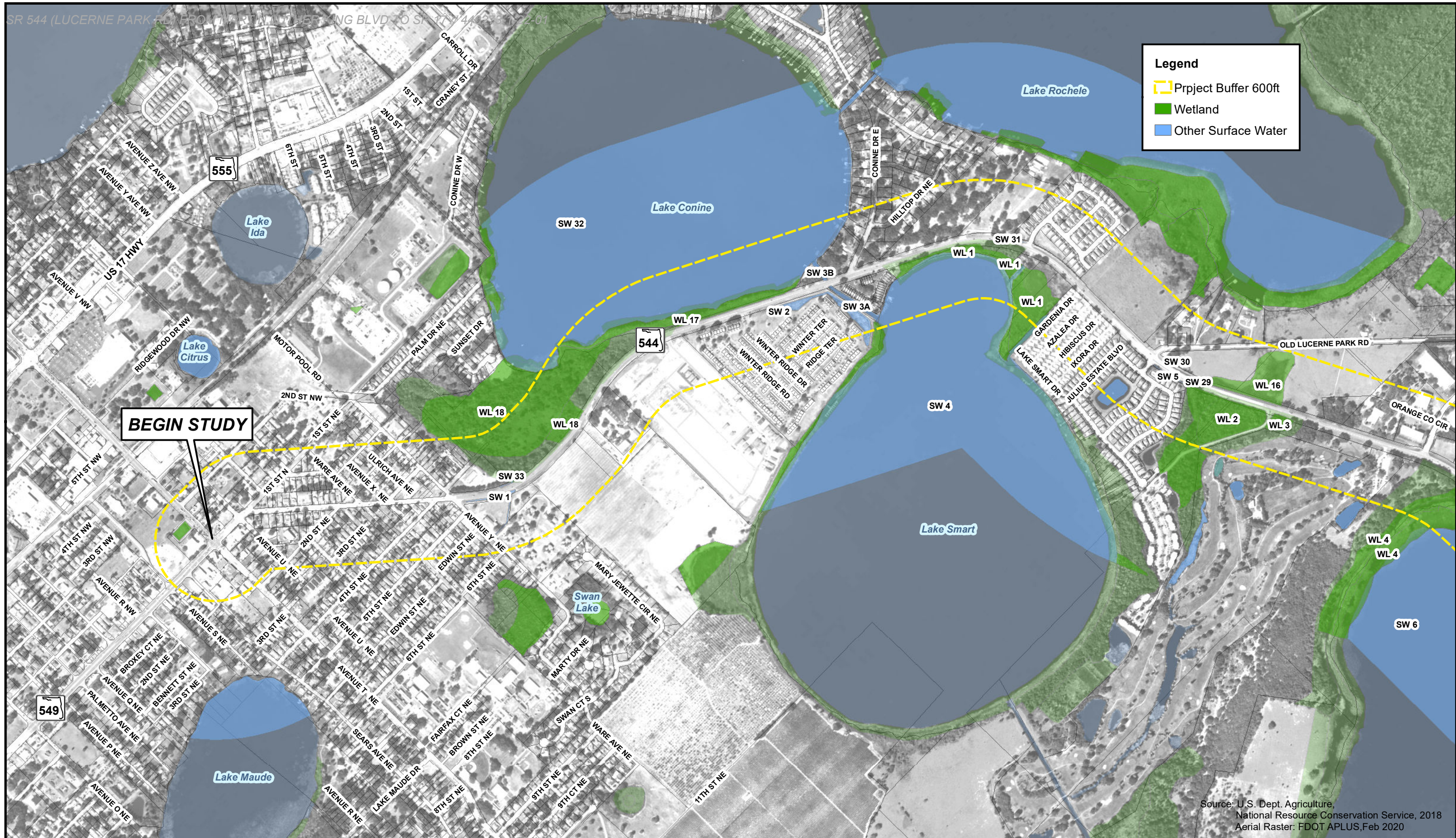
Fig_5_FEMA_Floodplains

Wetlands Map





Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community






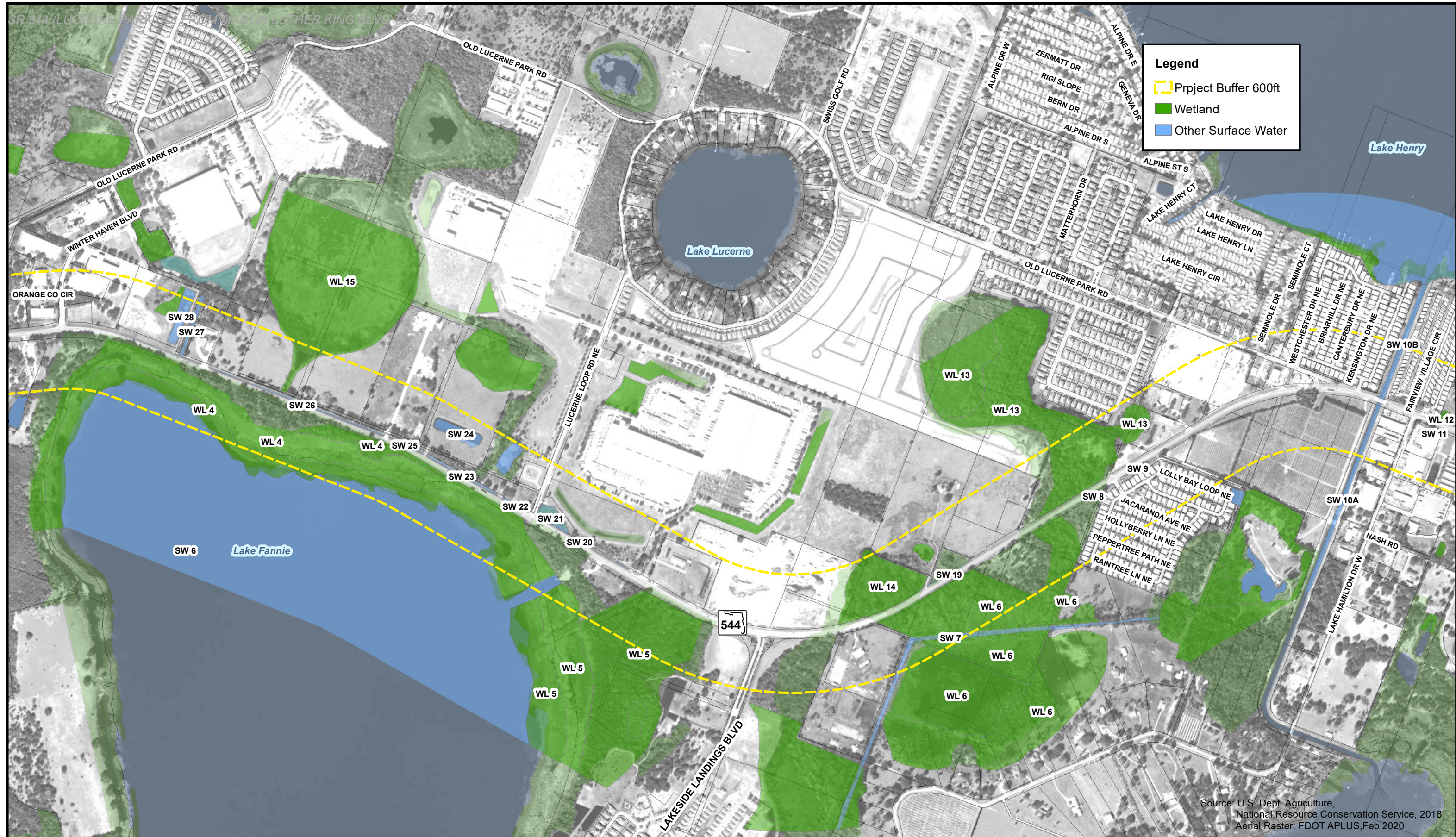
Legend

- Prject Buffer 600ft
- Wetland
- Other Surface Water

BEGIN STUDY

Source: U.S. Dept. Agriculture, National Resource Conservation Service, 2018
Aerial Raster: FDOT APLUS, Feb 2020

	<p>Florida Department of Transportation District 1</p>	<p>State Road 544 PD&E Study from Martin Luther King Blvd / Avenue T W to State Road 17 Polk County, Florida</p> <p>Financial Project ID: 440273-1-22-01 Federal Project No: N/A</p>		<p>0 450 900 Feet</p> 	<p>WETLANDS AND SURFACE WATERS MAP</p>	<p>Sheet 1 of 3</p>
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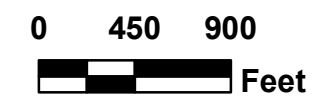
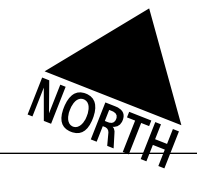
Source: U.S. Dept. Agriculture,
National Resource Conservation Service, 2018
Aerial Raster: FDOT APLUS, Feb 2020



Florida Department of Transportation
District 1

State Road 544 PD&E Study
from Martin Luther King Blvd / Avenue T W
to State Road 17
Polk County, Florida

Financial Project ID: 440273-1-22-01
Federal Project No: N/A



**WETLANDS AND
SURFACE WATERS MAP**

**Sheet
2 of 3**



 <p>Florida Department of Transportation District 1</p>	<p>State Road 544 PD&E Study from Martin Luther King Blvd / Avenue T W to State Road 17 Polk County, Florida</p> <p>Financial Project ID: 440273-1-22-01 Federal Project No: N/A</p>	 <p>NORTH</p> 	<p>WETLANDS AND SURFACE WATERS MAP</p>	<p>Sheet 3 of 3</p>
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