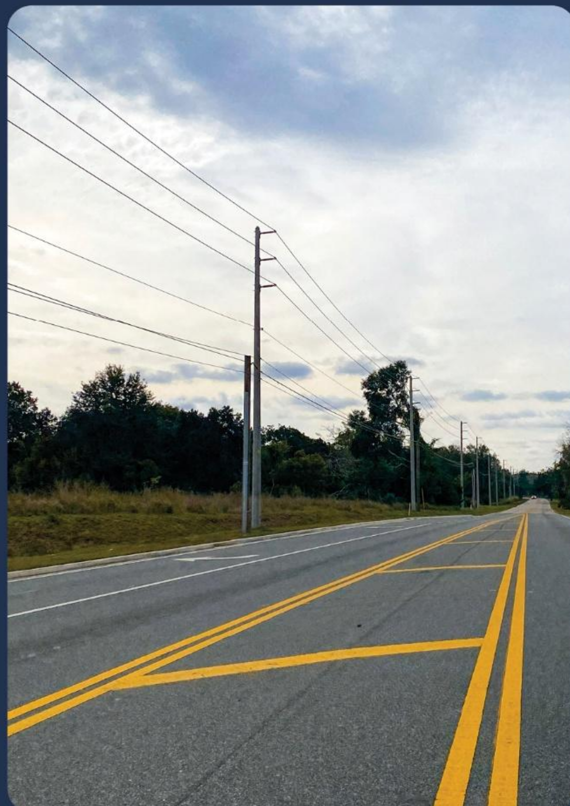
Prepared for

ORANGE COUNTY FLORIDA


CR 545 (Avalon Road) South
US 192 to Hartzog Road

Project Development and Environment (PD&E) Study

PROJECT ENVIRONMENTAL IMPACT REPORT

APRIL 2026

Submitted by

DRMP

PROJECT ENVIRONMENTAL IMPACT REPORT SUMMARY

1.0 PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

Project Name: Avalon Road (CR 545) from US 192 to Hartzog Road

Project Limits: US 192 to Hartzog Road

County: Orange County

ETDM Number (if applicable): N/A

Project Manager: Cathy Evangelo, P.E., Orange County Public Works Department

b. Proposed Improvements

Orange County conducted a Project Development and Environment (PD&E) Study to evaluate capacity and multimodal improvements along Avalon Road in southwest Orange County, Florida. The project limits extend approximately 1.6 miles from US 192 to Hartzog Road.

The proposed improvements include widening the roadway from two lanes to four 12-foot travel lanes with curb and gutter and a 22-foot raised median. Multimodal enhancements include the addition of a six-foot sidewalk on the east side and a 10-foot multiuse path on the west side, along with pedestrian crossings at US 192. Additional improvements include roadway lighting, landscaping, and stormwater management facilities.

c. Purpose and Need

The purpose of the project is to reduce congestion and improve mobility along Avalon Road between US 192 and Hartzog Road. Improvements will also address safety concerns and support the County's vision for corridors to serve as multi-modal facilities that serve motorists, pedestrians, and bicyclist. The project need is due to many of the existing segments along Avalon Road currently operating at Level of Service (LOS) F with traffic operations expected to worsen through 2048.

A Roadway Conceptual Analysis (RCA) was originally completed for the project in 2024. It recommended a 4-lane divided roadway with multi-modal enhancements including a sidewalk on the east side, a 10-foot multi-use path on the west side, and a pedestrian crossing at US 192. The project began design in April 2025. To support permitting efforts under the stormwater rule transition period, the RCA has been updated to a PD&E

Study. It is also funded for right-of-way and construction in the Metroplan Orlando Fiscal Year (FY) 26-30 Transportation Improvement Program (#7640).

2.0 ENVIRONMENTAL ANALYSIS

Issues/Resources	Substantial Impacts[1] Yes	No	Enhance	No Inv.	Supporting Information[2]
A. Social and Economic					
1. Social		✓			Section 4.3.2
2. Economic		✓			Section 4.3.3
3. Land Use Changes		✓			Section 4.3.1
4. Mobility			✓		Section 4.3.4
5. Aesthetic Effects			✓		Section 4.3.5
6. Relocation Potential				✓	Not Present
B. Cultural					
1. Historic Sites/Districts		✓			Section 4.4.1
2. Archaeological Sites		✓			Section 4.4.2
3. Recreational Areas and Protected Lands				✓	Section 4.4.3
C. Natural					
1. Wetlands and Other Surface Waters		✓			Section 4.5.1
2. Aquatic Preserves and Outstanding FL Waters				✓	Not Present
3. Water Resources		✓			Section 4.5.2
4. Wild and Scenic Rivers				✓	Not Present
5. Floodplains		✓			Section 4.5.3
6. Coastal Barrier Resources				✓	Not Present
7. Protected Species and Habitat		✓			Section 4.5.4
8. Essential Fish Habitat				✓	Section 4.5.5
D. Social and Economic					
1. Highway Traffic Noise		✓			Section 4.6.1
2. Air Quality		✓			Section 4.6.2
3. Contamination		✓			Section 4.6.3

4. Utilities and Railroads		✓			Section 4.6.4
5. Construction		✓			Section 4.6.5
6. Bicycles and Pedestrians			✓		Section 4.6.6
7. Navigation				✓	Section 4.6.7

Notes:

[1] Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance =Enhancement;
No Inv = Issue absent, no involvement.
[2] Supporting information is documented in the referenced section below.

3.0 ANTICIPATED PERMITS

Agency	Permit Type
SFWMD	*Individual Environmental Resource Permit*
SFWMD	*Environmental Resource Permit Modification – Conservation Easement Release (Permit No. 48-01048-P / Application No. 980552-3)*
SFWMD	*Environmental Resource Permit Modification – Conservation Easement Release (Permit No. 48-01437-P / Application No. 040121-28)*
USACE	*Section 404 Dredge and Fill Permit*
FDEP	*National Pollution Discharge Prevention and Elimination System (NPDES)*
FWC	*Gopher Tortoise Relocation Permit (as necessary)*
USFWC/FWC	*Incidental Take Permit (as necessary)*

4.0 ENGINEERING ANALYSIS

An engineering analysis was conducted to evaluate future traffic operations, safety, intersection performance, and roadway features for Avalon Road within the project limits. The analysis included review of projected travel demand using the Design Traffic Technical Memorandum (DTTM), evaluation of No-Build and Build scenarios for the Opening Year 2028, Interim Year 2038, and Design Year 2048, crash data analysis for existing safety conditions, signal warrant evaluations at unsignalized intersections, and operational modeling using Synchro to assess capacity and queuing characteristics.

The results indicate that under the No-Build scenario, Avalon Road will operate at failing conditions by Design Year 2048, with traffic volumes exceeding the capacity of the existing two-lane roadway and resulting in significant congestion and delay. Crash data shows that safety concerns are primarily associated with intersection operations, particularly at US 192. Under the Build scenario, widening Avalon Road to a four-lane divided facility improves traffic operations across all analysis years by increasing capacity, reducing congestion, and improving travel reliability. Intersection analyses indicate that additional signalization is not warranted under projected conditions, although future signals may be implemented by others as development occurs. Overall, the proposed improvements address both operational deficiencies and safety concerns while accommodating future traffic demand.

5.0 COMMITMENTS

a. Cultural Resources

In the event that archaeological materials or unmarked human remains are encountered during construction, all ground-disturbing activities in the immediate vicinity shall cease and a qualified professional archaeologist shall be notified to evaluate the discovery in coordination with SHPO. Work may resume if the discovery is determined not significant; however, if found to be significant or potentially significant, activities shall remain suspended until an SHPO-accepted mitigation plan is implemented. If human remains are encountered, all work shall cease immediately and procedures outlined in Chapter 872.05, FS, including notification of the local Medical Examiner and State Archaeologist, shall be followed.

b. Natural Resources

To ensure the project will not adversely affect protected species or their habitats, Orange County and/or the contractor will commit to perform or adhere to the following measures:

- Adhere to the *Standard Protection Measures for the Eastern Indigo Snake* during construction.
- To prevent potential conflicts with Florida black bears during construction activities, Orange County will require contractors to remove garbage daily from the construction site or use bear proof containers for securing food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline.
- Provide mitigation for impacts to wetlands and surface waters.

c. Contamination

- For the "medium" risk site, further review of the public records should be completed prior to right-of-way acquisition or initiation of construction activities.

6.0 PREFERRED ALTERNATIVE

The preferred typical section contains the following design elements:

- An urban section with four 12-foot travel lanes and a 22-foot median
- Type E curb and gutter along the inside lanes, Type F curb and gutter along the outside lanes
- Multi-modal improvements consisting of a six-foot sidewalk on the east side of the roadway and a 10-foot multiuse path on the west side
- Four-foot utility strips between the Type F curb and the sidewalk or path
- A proposed minimum right-of-way of 120 feet

The Preferred Alternative minimizes right-of-way impacts to existing and proposed developments, as well as social impacts as measured by relocations. The Preferred Alternative is shown on the design plans, located in **Appendix A** and described in full detail in **Section 3.6**.

7.0 APPROVED FOR PUBLIC AVAILABILITY

4 / 10 / 2026
Date

8.0 PUBLIC INVOLVEMENT

1. ☐ A public hearing is not required.

2. ☒ A public hearing will be held on May 5, 2026. This draft document is publicly available, and comments can be submitted to the contact below until May 5, 2026.

Contact Information: Orange County Public Works Department, Engineering Division
Cathy Evangelo, P.E., Project Manager
4200 S John Young Pkwy
Orlando, Florida 32839
Phone: (407) 836-8034
Email: Cathy.Evangelo@ocfl.net

3. ☐ A public hearing was held on and the transcript is available.

4. ☐ An opportunity for a public hearing was afforded and was documented.

9.0 APPROVAL OF FINAL DOCUMENT

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

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

____________________ ___ / ___ / ___
Orange County Date

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APPENDICES

1.0 INTRODUCTION

The purpose of this Project Environmental Impact Report (PEIR) is to document the environmental analyses performed to support decisions related to the Preferred Alternative. In addition, it summarizes existing conditions, documents the purpose of and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional or conceptual requirements that will be the starting point for the final design phase. A Roadway Conceptual Analysis (RCA) was conducted in March 2024 to identify a preferred alternative for the project. This PEIR was prepared to further the environmental analysis using the Florida Department of Transportation (FDOT) Project Development and Environmental (PD&E) Manual, Part 1 Chapter 10 and support permitting efforts in the design phase during the transition period of the updated stormwater rule.

1.1 Project Description

Orange County conducted this PD&E Study to evaluate capacity and multimodal improvements along Avalon Road (CR 545) in Orange County, Florida (see **Figure 1-1**). The proposed project includes widening the existing two-lane roadway to four 12-foot travel lanes with curb and gutter, a 22-foot raised median, a six-foot-wide sidewalk on the east side of the roadway, and a 10-foot-wide multi-use path on the west side to accommodate pedestrians and bicyclists. These facilities will be separated from the roadway by a grass utility strip and will connect to planned regional pedestrian and bicycle facilities north of Hartzog Road. Pedestrian features, including crosswalks and pedestrian signals, will be provided at US 192, which is the only signalized intersection within the project limits. All facilities will comply with the American with Disabilities Act (ADA).

This project is being designed to minimize, to the extent possible, right-of-way impacts to adjacent existing and planned developments. The Preferred Alternative accommodates projected future traffic demands, improves roadway operations and safety, and incorporates stormwater management features designed to meet South Florida Water Management District (SFWMD) and Orange County requirements. Three stormwater management ponds and a floodplain compensation site are planned to provide water quality treatment and runoff attenuation while avoiding impacts to nearby wetlands and floodplain areas, where feasible.

ORANGE COUNTY FLORIDA

Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)

Orange County, FL

Project Location

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026

Figure
1-1

2.0 PURPOSE AND NEED

The purpose of the project is to reduce congestion and improve mobility along Avalon Road between US 192 and Hartzog Road. Improvements will also address safety concerns and support the County's vision for corridors to serve as multi-modal facilities that serve motorists, pedestrians, and bicyclist. The project need is due to many of the existing segments along Avalon Road currently operating at Level of Service (LOS) F with traffic operations expected to worsen through 2048.

A Roadway Conceptual Analysis (RCA) was originally completed for the project in 2024. It recommended a 4-lane divided roadway with multi-modal enhancements including a sidewalk on the east side, a 10-foot multi-use path on the west side, and a pedestrian crossing at US 192. The project began design in April 2025. To support permitting efforts under the stormwater rule transition period, the RCA has been updated to a PD&E Study. It is also funded for right-of-way and construction in the Metroplan Orlando Fiscal Year (FY) 26-30 Transportation Improvement Program (#7640).

3.0 ALTERNATIVES

The following alternatives were considered:

- No-Build Alternative
- Transportation Systems Management and Operations (TSMO)
- Build Alternatives

A Build alternative, which will result in right-of-way impacts, is recommended to meet the defined project purpose and need. To arrive at a recommended alignment, a conventional left/right/hybrid alignment analysis was conducted to determine the optimum configuration. Three alignment alternatives were prepared in addition to maintaining a No-Build Alternative.

3.1 No-Build Alternative

The No-Build Alternative assumes that no modifications or improvements will be implemented on Avalon Road within the limits of the study. The primary advantages of the No-Build Alternative are that it does not directly require capital or expenditure of funds and it produces no physical or social impacts.

Certain advantages would be associated with the implementation of the No-Build Alternative:

- No right-of-way impacts
- No design, right-of-way, or construction costs
- No inconvenience to the traveling public and property owners during construction
- No impacts to utilities
- No impacts to the adjacent natural, physical, and human environment

The potential disadvantages of the No-Build Alternative include:

- Inconsistent with the Orange County Comprehensive Plan
- Does not improve multimodal mobility, particularly for pedestrians and bicyclists
- Results in reduced LOS and increased traffic congestion
- May increase motor vehicle crashes, property damage, injuries, and fatalities due to increased congestion
- Due to increased congestion, emergency vehicle access may be degraded
- Increased user costs due to higher levels of congestion

3.2 Transportation System Management and Operations (TSMO)

TSMO alternatives involve low-cost improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSMO options generally include minor projects, such as traffic signal and intersection improvements, access management, and transit improvements.

However, the additional capacity required to meet the projected traffic volumes along Avalon Road in the design year cannot be provided solely through the implementation of TSMO improvements. Additional capacity is needed by means of expanding the existing section from two lanes to four.

3.3 Development of Build Alternatives

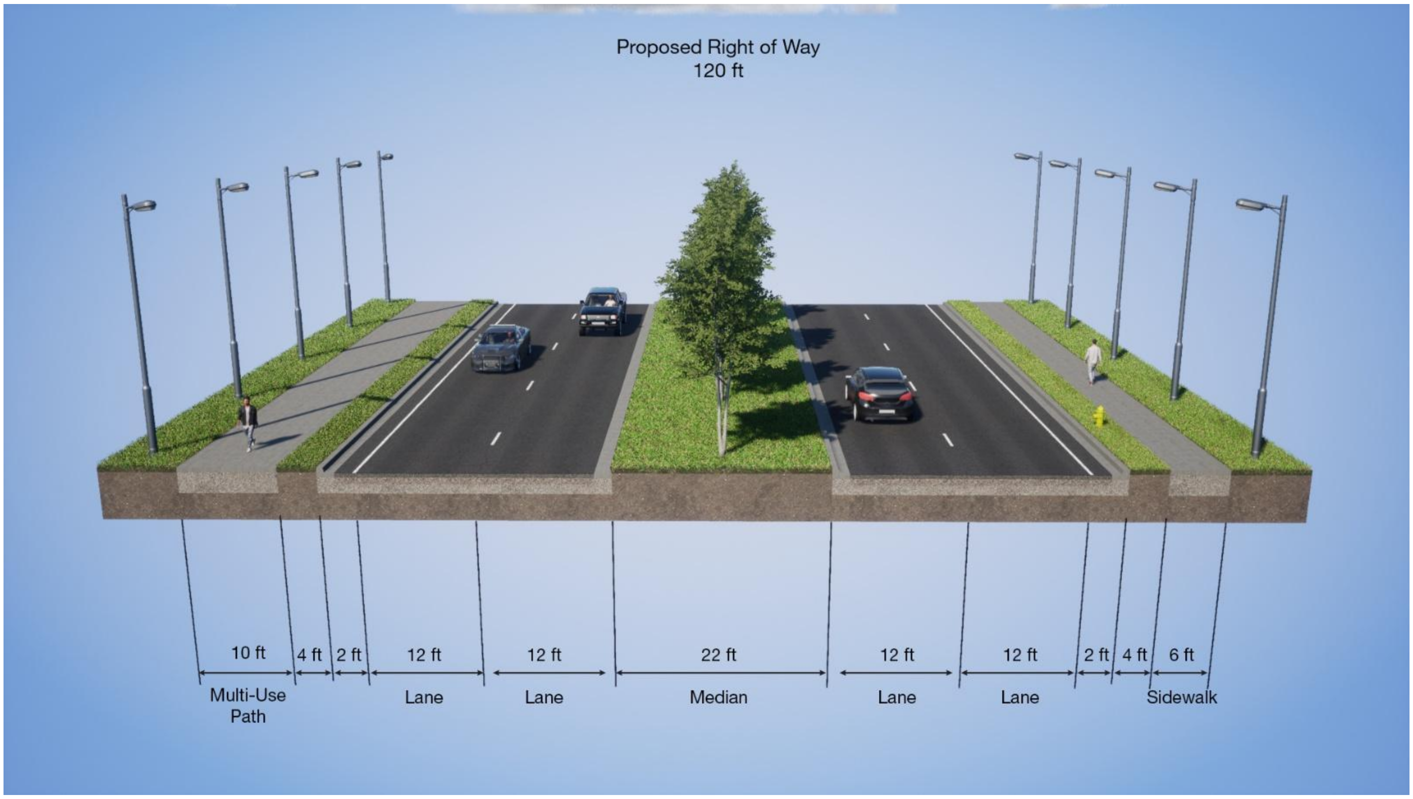
Three build alignment alternatives were evaluated for the proposed improvement along Avalon Road: a West Alignment Alternative, an East Alignment Alternative, and a Hybrid Alignment Alternative. Each alternative was developed to accommodate the proposed typical section while addressing corridor constraints, including existing right-of-way limits, planned and existing developments, and utility infrastructure. A common alignment was applied from US 192 to north of Arrowhead Boulevard across all three alternatives to improve intersection geometrics and reduce the existing skew at US 192, thereby enhancing operational efficiency and safety. North of Arrowhead Boulevard, the alternatives diverge, with each alignment reflecting a different approach to balancing right-of-way acquisition, development impacts, and utility considerations.

3.3.1 Typical Sections

A key objective was to use, where feasible, the typical section planned for the upcoming Avalon Road widening north of Hartzog Road to ensure consistency and continuity. This typical section satisfies project needs by providing adequate capacity and multi-modal accommodations for pedestrians and bicyclists. Accordingly, the proposed typical section for this study (see **Figure 3-1**) is nearly identical to the section north of Hartzog Road, differing only in the width of the utility strip between the curb and sidewalk or path.

The proposed typical section includes two 12-foot travel lanes in each direction separated by a 22-foot median. Type E curb and gutter is provided along the inside lanes, and Type F curb and gutter is used along the outside lanes. To enhance multi-modal travel, a six-foot sidewalk is proposed on the east side of Avalon Road, and a 10-foot multiuse path is proposed on the west side of the roadway to match planned improvements north of Hartzog Road. The preferred minimum right-of-way width for this typical section is 120 feet.

Figure 3-1. Proposed Typical Section



3.3.2 Alignments

Three alignment alternatives were considered for the project. For all three alternatives, the alignment from US 192 to north of Arrowhead Boulevard is common and utilized by all three alternatives to reflect the County's wishes to improve the US 192 intersection geometrics by shifting the alignment to the west to reduce the existing severe skew. By shifting the proposed alignment to the west, the resulting horizontal alignment is expected to improve operating speeds and sight distance characteristics.

West Alignment Alternative

The West Alignment Alternative maintains the existing west right-of-way north of Arrowhead Boulevard and acquires additional right-of-way along the east side of the roadway. This alternative would impact open areas and the planned Westgate, Grove Resort Phase 5, and Karr PH Village developments, as well as the existing Palisades development. It would not impact the existing Toho utility easement.

East Alignment Alternative

The East Build Alignment maintains the existing east right-of-way line and requires additional right-of-way from the west side of the roadway. This alternative would impact the planned Registry at Grass Lake and PRS Properties developments, as well as the existing Palisades development, but would not impact the existing Toho utility easement.

Hybrid Alignment Alternative

The Hybrid Alignment Alternative utilizes the existing right-of-way to its greatest extent practicable while minimizing impacts to existing and planned developments along the corridor. However, it would impact the existing Toho utility easement in some areas along the east side of Avalon Road.

An evaluation of the alignment alternatives was conducted taking into consideration various impacts including social, natural, and physical environment. The evaluation is summarized in a matrix evaluation in **Table 3-1**. The impact values shown in the matrix reflect those used during the alternative analysis and are consistent with the values presented in the RCA, when the alignments were evaluated relative to one another.

Since the completion of the RCA, certain impact quantities, such as wetlands and floodplains have been refined based on updated field reviews, analyses, and technical studies. The most current and accurate impact values are presented in the corresponding sections of this report.

Table 3-1. Alternatives Evaluation Matrix

Evaluation Criteria	No-Build Alternative	West Alignment Alternative	East Alignment Alternative	Hybrid Alignment Alternative
	No Improvements	Four-Lane Urban Section with 6' SW and 10' Path	Four-Lane Urban Section with 6' SW and 10' Path	Four-Lane Urban Section with 6' SW and 10' Path
Relocations				
Number of Residential Acquisitions	None	None	None	None
Number of Business Acquisitions	None	None	None	None
Number of Parcels Impacted	None	36	31	40
ROW Impacts (Acres)[1]	None	17.8	18	17.9
Social, Natural, and Physical Impacts				
Social and Neighborhood	None	None	None	None
Archaeological/Historic Sites	None	None	None	None
Threatened and Endangered Species[2]	None	Moderate	Moderate	Moderate
Wetland Impacts – Roadway and Ponds (Acres)	None	1.04	1.06	1.74
RHPZ Uplands (Acres)	None	None	None	None

Floodplains (Acres)	None	5.05	4.63	5.25
Potential High or Medium Ranked Contamination Sites	None	None	None	None
Estimated Costs (2024)				
Estimated Construction Costs	No Cost	$25,974,295	$25,954,417	$25,995,128
Design and Admin. Costs (10% of Construction)	No Cost	$2,597,429	$2,595,442	$2,599,513
CEI (12% of Construction)	No Cost	$3,116,915	$3,114,530	$3,119,415
ROW Acquisition[3]	No Cost	$3,295,314	$3,332,340	$3,313,827
Wetland Mitigation	No Cost	$98,000	$100,000	$164,000
RHPZ Uplands Mitigation	No Cost	None	None	None
Reimbursable Utility Relocation	No Cost	$2,986,000	N/A	$2,986,000
Subtotal		$38,067,954	$35,096,729	$38,177,883
Contingencies		$7,613,591	$7,019,346	$7,635,577
TOTAL ESTIMATED COSTS		**$45,681,544**	**$42,116,075**	**$45,813,460**

Note: (1) Right-of-way requirements reflect the required right-of-way for each roadway alternative combined with the right-of-way needed for the recommended ponds.

(2) All roadway alignments have low wildlife impacts, though when combined with the recommended ponds 2A, 3A, and 3B, the overall rating is raised to moderate to recognize habitat is present and suitable for inhabiting wildlife species (i.e., Gopher tortoise, Burrowing owl, Sand skink, Florida scrub jay, Crested caracara).

(3) Does not include business damages.

3.4 Engineering Analysis

Future traffic projects for the Design Year 2048 indicate a need to expand Avalon Road to a four-lane facility to accommodate increased travel demand. The engineering analysis supporting this conclusion is documented in the RCA. Key engineering elements include traffic operations and safety, intersection performance, and roadway features.

3.4.1 Traffic Operations and Safety

The future travel demand of Avalon Road within the project limits was documented in the Avalon Road Roadway Conceptual Analysis Design Traffic Technical Memorandum (DTTM). The DTTM summaries the traffic analyses performed for the Existing Year 2021, Opening Year 2028, Interim Year 2038, and Design Year 2048.

Existing safety conditions along the corridor were evaluated using crash data from January 2016 through December 2020. A total of 149 crashes were reported within the study limits, with the majority occurring at intersections. The Avalon Road and US 192 intersection accounted for the highest concentration of crashes (111 crashes), followed by Lake Gifford Road (18 crashes) and Arrowhead Boulevard (ten crashes). These patterns indicate that safety concerns along the corridor are primarily associated with intersection operations.

Under the No-Build Alternative, Avalon Road would remain a two-lane roadway. As traffic volumes increase from approximately 15,700 to 16,200 annual average daily traffic (AADT) to approximately 34,000 by Design

Year 2048, the corridor is projected to operate at LOS F, resulting in substantial congestion, reduced travel speeds, and increased delay.

The Build scenario includes widening Avalon Road to a four-lane divided urban facility with a raised median and auxiliary turn lanes. This added capacity improves traffic operations along the corridor for all analysis years. In the Opening Year 2028, the widened roadway accommodates projected demand and improves traffic flow compared to the No-Build condition. In the Interim Year 2038 and Design Year 2048, the Build scenario continues to reduce congestion and delay, providing more reliable travel conditions despite continued traffic growth.

Operational analyses were conducted using Synchro 11 to evaluate traffic performance and estimate queue lengths. The results were used to support roadway design elements, including turn lane storage lengths and overall capacity functionality. Final design refinements will be completed during the design phase.

Based on the analysis, widening Avalon Road to a four-lane divided facility is recommended to accommodate future traffic demand, improve traffic flow, and enhance roadway safety. The proposed improvements will reduce congestion, improve travel reliability, and provide a more efficient and safer transportation corridor.

3.4.2 Interchanges

Within the project limits, there are five existing unsignalized intersections at Bali Boulevard, Arrowhead Boulevard, Grove Blossom Way, Lake Gifford Road, and Hartzog Road, as well as one signalized intersection at US 192. Future signalization is anticipated at the Grove Blossom Way and at Hartzog Road intersections by others as traffic volumes reach warranted levels.

Under both the No-Build and Build scenarios, the unsignalized intersections along Avalon Road were evaluated to determine the need for future signalization. Signal warrant analyses were conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) using Warrants 1, 2, 3, 4, and 7. Future intersection volumes were developed using existing turning movement data and projected Design Year 2048 traffic volumes.

The analysis indicates that signal warrants are not met at the Arrowhead Boulevard and Grove Blossom Way intersections under the Design Yea 2048 Build scenario. However, it is noted that future development in the vicinity of Grove Blossom Way may result in signalization being implemented by others as traffic demands increase.

The Bali Boulevard intersection was not evaluated for signalization due to its close proximity to the US 192 signalized intersection, which precludes independent signal operation. For Lake Gifford Road, signal warrant analysis was not completed due to ongoing construction at the time of data collection and uncertainty in future traffic patterns. Additionally, planned roadway modifications may result in closure of the eastern leg, further reducing the likelihood of signalization being warranted.

Overall, the evaluation indicates that no additional signalized intersections are warranted within the project limits under the Build scenario based on projected traffic conditions. The proposed roadway improvements, including added capacity and turn lanes, are expected to support efficient intersection operations without the need for additional signalization at this time. Future signalization may be implemented by others as development occurs and traffic conditions evolve.

The proposed lane improvements at intersections along the corridor are shown in Appendix A.

3.4.3 Railings and Walls

As summarized in **Section 4.6.1**, an Noise Study Report (NSR) was completed as part of the study and a noise barrier has been determined to be feasible and reasonable.

3.5 Preferred Alternative

Based on the matrix evaluation and public involvement activities, the Preferred Alternative is the Hybrid Build Alignment, as it minimizes right-of-way impacts to existing and planned developments along the corridor. Compared to the No Build Alternative, the Hybrid Alignment Alternative also addresses future traffic demands, improves drainage and stormwater treatment, and provides for multi-modal accommodations.

The Design Plans are located in Appendix A.

4.0 ENVIRONMENTAL ANALYSIS

An analysis of the social and economic, cultural, natural, and physical environmental issues/resources was originally conducted as part of the RCA. Since the publication of the RCA, the environmental analysis has been updated and refined through the preparation of project-specific technical reports. This updated analysis was incorporated into this PEIR to evaluate the potential effects associated with the proposed project.

As existing conditions remain unchanged, no impacts to any resources result from the No-Build Alternative and it is not evaluated in the following sections.

4.1 Resources not present within the Study Area

As the following resources are not present within the study area, these resources were not considered in this PEIR:

- Relocation Potential
- Recreational Areas and Protected Lands
- Aquatic Preserves and Outstanding Florida Waters
- Wild and Scenic Rivers
- Coastal Barrier Resources

4.2 Summary of Potential Environmental Impacts

The proposed project improvements to Avalon Road would result in no substantial impacts to social and economic resources, and would enhance mobility conditions, bicycle and pedestrian accommodations, and aesthetics along Avalon Road. The project would not directly impact historic properties and it was determined that the project would not have an adverse effect on historic and archaeological resources.

A Noise Study Report (NSR) was prepared as part of the PD&E Study. The purpose of the NSR is to identify potential noise impacts and consider/evaluate noise abatement for feasibility and reasonableness. As defined in Title 23 of the Code of Federal Regulations (CFR) Part 772 and state's policy defined in Part 2, Chapter 18 of the FDOT's PD&E Manual, traffic noise levels are predicted to increase under the Preferred Alternative, with noise levels approaching or exceeding the Noise Abatement Criteria (NAC) at 38 residential receptors. Impacts are predicted to increase existing year (2026) noise levels by less than 5 dB(A) under the Build Alternative. While no substantial noise increases are predicted, defined as 15 dB(A) or greater, the impact is considered moderate. A noise barrier was evaluated and found to be feasible and reasonable.

As a result of the Contamination Screening Evaluation Report (CSER), three sites were determined as having the potential for contamination concern. Of the three sites, one site was assigned a "medium" risk. For this site, further review of the public records should be completed prior to right-of-way acquisition or initiation of construction activities. Overall, the project is not anticipated to have substantial impacts.

Numerous existing utilities are located within the project corridor, and many will require relocation due to roadways widening and stormwater improvements. These impacts are considered substantial but manageable, as utility coordination and relocation will be incorporated into the design and construction phases.

Environmental commitments related to cultural and natural resources, and contamination are discussed in **Section 8**.

4.3 Sociocultural Resources

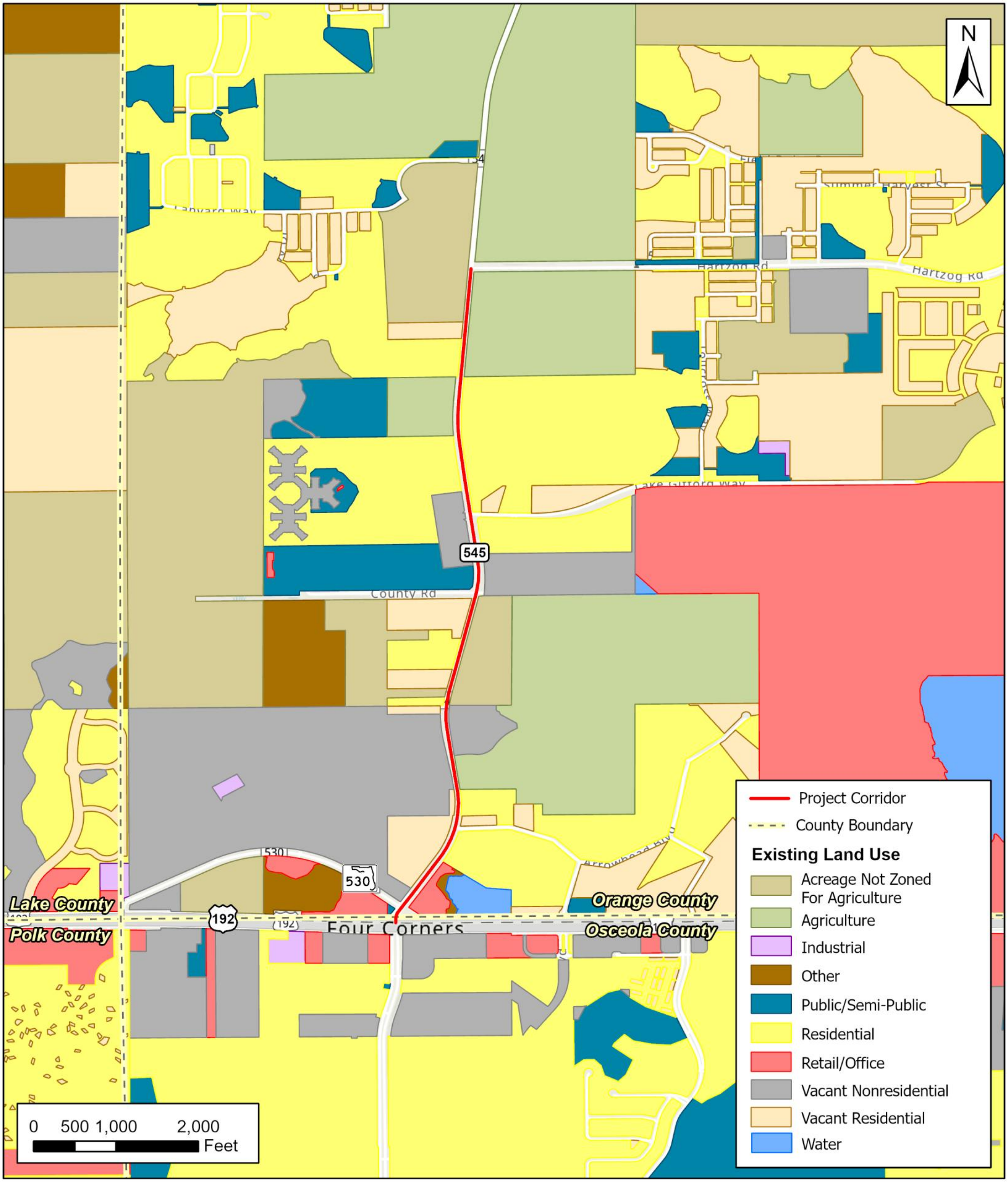
4.3.1 Land Use

The proposed project is located primarily within an unincorporated area of Orange County. According to the *Orange County Comprehensive Plan 2010-2030*, existing land use within the project corridor consists of open areas, wetlands, and floodplains, with limited development. Developed areas are primarily concentrated at the southern end of the corridor near US 192 and at the Palisades Condominiums near the center of the project corridor. Additional development includes low-density, single-family residences located along Arrowhead Boulevard and Lake Gifford Road. The nearest concentrated development is the Vista Del Lago community, located east of the corridor. As seen in **Figure 4-1**, much of the surrounding area remains vacant or agricultural. However, the corridor is experiencing rapid growth and development.

Future land use within and surrounding the corridor is largely guided by the Horizon West Land Use Plan, which applies to the portion of the corridor extending north from Lake Gifford Road. As shown in **Figure 4-2**, this area is designated as Village I. Horizon West is a master-planned community intended to accommodate substantial residential and mixed-use growth through a village-based development pattern.

Consistent with this planning framework, several developments are proposed or underway within or near the project corridor. These include Liki Tiki Village, Registry on Grass Lake (residential, with preliminary approvals), PRS Properties (under review), Grove Resort (under review), Avalon Grove, Avalon Pointe (under construction), Karr PD (apartments/residential, under review), Serenade (apartments/residential, under review), and Village I. These planned and ongoing developments indicate that the project corridor is transitioning from predominantly undeveloped land to a more urbanized environment.

The proposed project improvements are not expected to substantially alter the overall land use pattern but are intended to support and accommodate planned growth in southwest Orange County. The project will enhance mobility, safety, and multimodal access along the corridor, reinforcing both existing and future land uses. The corridor is rapidly developing, with several approved development that have, in some cases, already dedicated additional right-of-way for future roadway widening. The Preferred Alternative is anticipated to require approximately 17.9 acres of additional right-of-way across 40 parcels. However, the design is being advanced to avoid and minimize impacts to adjacent properties to the greatest extent possible.



ORANGE COUNTY FLORIDA

Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)

Orange County, FL

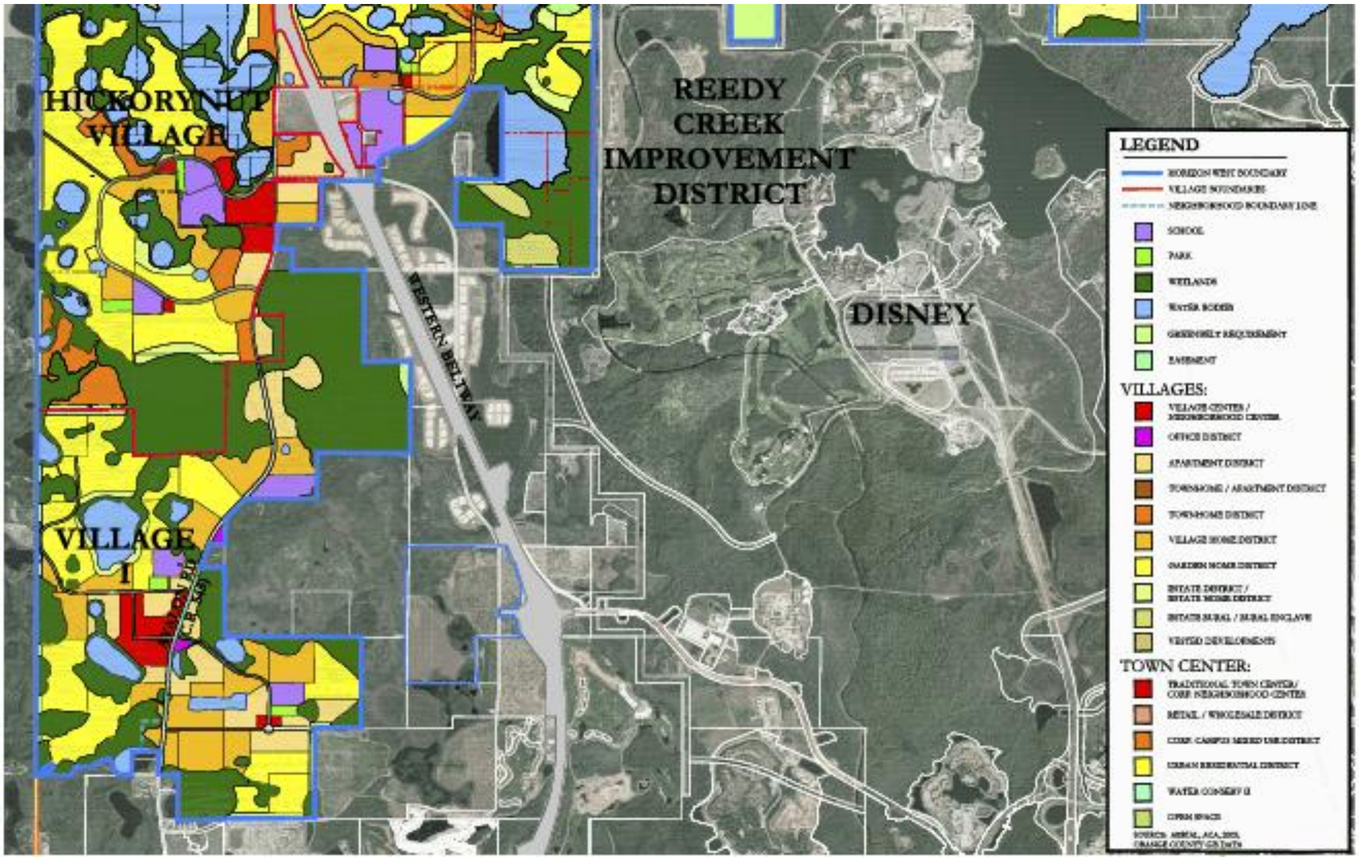
Existing Land Use

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026

Figure 4-1

Figure 4-2. Horizon West Land Use Plan



4.3.2 Social

The project intersects three census block groups, Census Tract (CT) 171.11 Block Group (BG) 1, CT 408.11 BG 2, and CT 408.11 BG 3. CT 408.11 BG 2 and BG 3 are both within Osceola County and not expected to be impacted by the project. With this in mind, the data centered around CT 171.11 BG 1. The most recent available data at this level is American Community Survey (ACS) 2024 Five-Year Estimates. CT 171.11 BG 1, which includes approximately 18,071 residents and 8,951 households, with a median income of $128,444. Minority populations represent about 44 percent of residents, and approximately 8 percent of the population has Limited English Proficiency. The project is not expected to alter demographic or population characteristics.

The surrounding area consists of cohesive, walkable neighborhoods with access to local services. The project would not divide or disrupt the community, alter neighborhood character, or affect travel patterns. Proposed multimodal improvements are expected to enhance connectivity, encourage active transportation, and support long-term community cohesion, with only minor temporary construction-related access impacts anticipated.

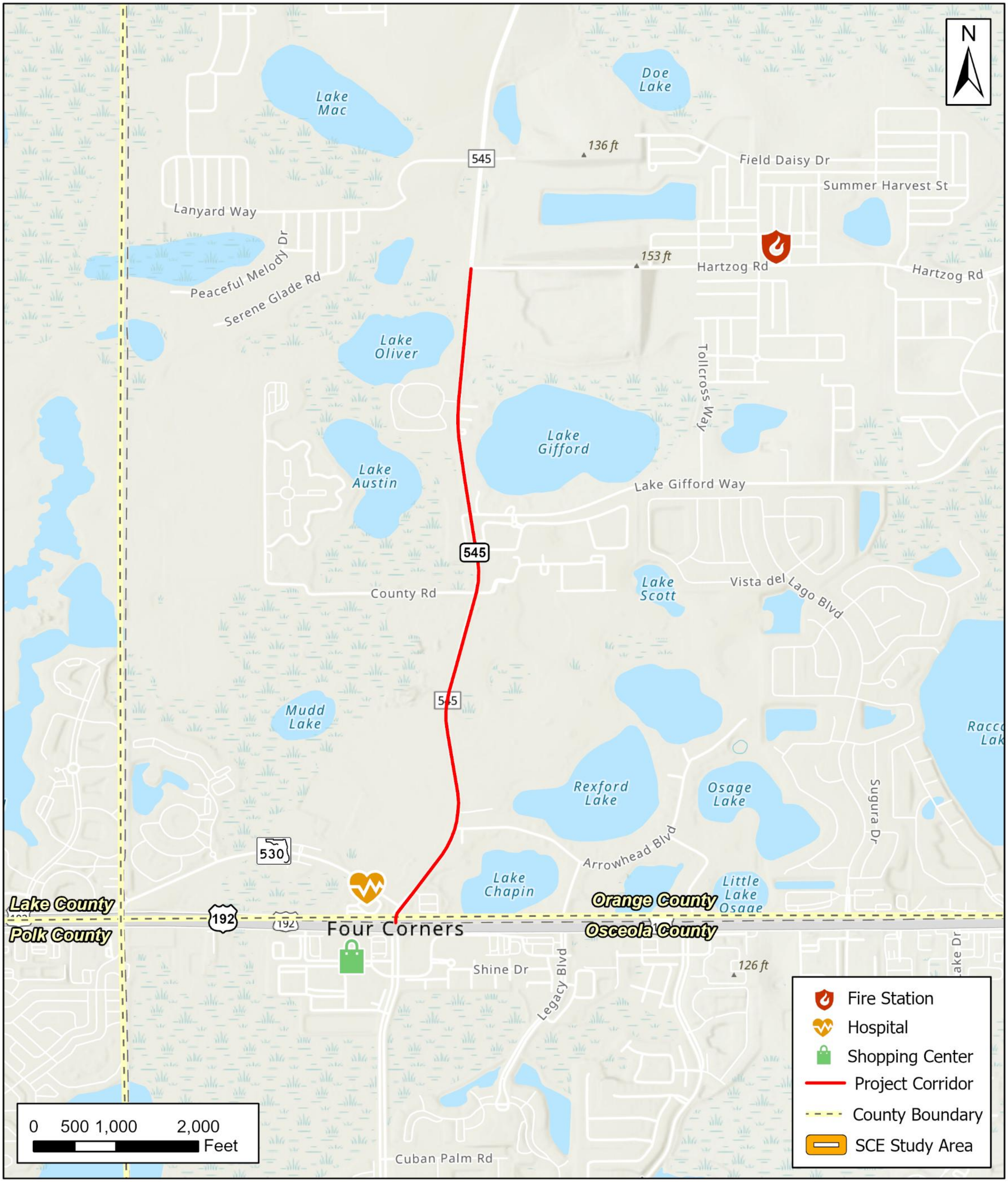
Safety conditions are expected to improve through roadway widening, installation of a raised median, and the addition of dedicated pedestrian and bicycle facilities. Enhancements such as sidewalks, a multi-use path, marked crosswalks, pedestrian signals, and improved lighting will reduce conflicts and increase safety for all users while improving traffic operations.

The project is consistent with local and regional planning goals, including those outlined in the *Orange County Comprehensive Plan 2010-2030*. The project is included in the County's Long Range Transportation Plan and is programmed within Orange County's 1-year schedule of capital improvements. The Transportation Element Future Conditions Number of Lanes 2030 Map identifies Avalon Road as a four-lane facility, supporting the need for the proposed improvements.

In addition, the project is part of a broader network of planned transportation improvements within the study area, including multiple roadway widening and new roadway project identified by Orange County and within the Horizon West Comprehensive Fee and Rate Program (CFRPM). These coordinated improvements are intended to enhance regional connectivity, accommodate projected growth, and improve overall transportation capacity. As such, the project is anticipated to improve mobility and safety while supporting planned development patterns in the Horizon West area, without adversely affecting community structure or character.

As seen in **Figure 4-3**, there are few community resources located near the project corridor, including a hospital and shopping center. A fire station is also near the project, located on Hartzog Road. There are no cemeteries, places of worship, schools, community centers, or police stations adjacent to the project corridor.

No substantial impacts to the social environment are anticipated.



ORANGE COUNTY FLORIDA

Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)

Orange County, FL

Community Resources

DATA SOURCE: Aerial Map - ESRI 2026

March 2026

Figure 4-3

4.3.3 Economic

Economic conditions are characterized by limited existing commercial development along the corridor but significant planned growth in the surrounding areas, such as Horizon West. Orange County continues to experience strong population and employment growth, supported by a substantial tax base, with a 2024 millage rate of 4.4 and an estimated just value of real property of approximately $331.73 billion. While current business presence along the corridor is modest, the area is positioned for continued expansion in residential and commercial activity.

The proposed project is expected to positively influence economic conditions by improving accessibility and mobility, which are key factors in supporting business activity and future development. Enhanced roadway capacity and the addition of multimodal facilities will improve connectivity for residents, employees, and service providers, making the corridor more attractive for investment. The project is not anticipated to adversely affect the existing tac base or require business relocations, and access to existing businesses will be maintained. Overall, the improvements are expected to support planned growth, encourage new economic opportunities, and contribute to a more functional and desirable. No substantial economic impacts are anticipated from the project.

4.3.4 Mobility

Mobility within the project area is currently defined by limited direct business frontage along the corridor but strong connections to nearby residential communities and emerging commercial developments within the Horizon West area. The corridor serves as an important link for residents, employees, and service providers traveling between these growing area, although existing capacity and multimodal options are constrained.

The proposed project will enhance mobility by increasing roadway capacity, improving connectivity, and introducing multimodal accommodations such as pedestrian and bicycle facilities. These improvements will provide more efficient access to surrounding developments, support travel for a range of users, and maintain reliable business access throughout the corridor. Collectively, the project is expected to strengthen overall accessibility, support economic activity, and contribute to continued growth without adversely affecting existing businesses or the local tax base.

4.3.5 Aesthetics

The aesthetic character of the project corridor is defined by a largely developing landscape with a mix of existing residential areas, open space, and planned communities. Visual conditions along the corridor are currently typical of a suburbanizing roadway, with limited landscaping and pedestrian-oriented features. The corridor is planned for continued growth, and its future character is intended to reflect a more cohesive, multimodal, and visually appealing transportation facility that is compatible with surrounding land uses and community planning goals.

The proposed project is anticipated to enhance corridor aesthetics by introducing landscaping, improved lighting, and dedicated multimodal facilities. These elements will create a more attractive and cohesive visual environment for residents and visitors while supporting the County's long-term vision for a connected and walkable community. The project is not expected to result in permanent adverse noise, vibration, or viewshed impacts, and any temporary construction-related effects will be minimized in accordance with Orange County standards and code. Overall, the improvements are expected to enhance the aesthetics of the area by creating a more visually appealing, functional, and context-sensitive corridor that aligns with planned development and community expectations.

4.4 Cultural Resources

4.4.1 Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) Report was prepared as part of the PD&E Study. The purpose of the CRAS is to locate and identify any archaeological sites and historic resources (e.g., structures, buildings, bridges, cemeteries, linear resources, historic districts) located within the Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). As defined in 36 Code of Federal Regulations (CFR) Part § 800.16(d), the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The historic resources APE includes the footprint of construction and immediately adjacent parcels, up to 500-ft from the proposed right-of-way, which also encompasses the proposed pond sites. The fieldwork was conducted in March 2026.

As a result of the historical/architectural field survey, one previously recorded historic resource (8OR11764) was identified within the APE. The Florida Master Site File (FMSF) form was updated, and the resource was re-evaluated. The resource has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not identify associations with significant persons or events. Therefore, the resource does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

In addition, one previously recorded historic resource (8OR11765) was confirmed as demolished during the field survey. No historic resources that are listed, determined eligible, or that appear potentially eligible for listing in the NRHP are located within the APE. Therefore, it is anticipated that the proposed undertaking will result in No Historic Properties Affected. No further cultural resources work is recommended.

4.4.2 Archaeological Sites

An archaeological survey was performed as part of the CRAS to locate, identify, and aerially delimit any archaeological sites within the project APE and to assess their significance in terms of the criteria of eligibility for listing in the NRHP. The archaeological APE is limited to the footprint of construction for both the roadway widening and the proposed ponds.

Based on the results of the background research and field investigations, including the excavation of 67 shovel tests, no archaeological sites were identified within the APE. Therefore, no archaeological resources that are listed, determined eligible, or that appear potentially eligible for listing in the NRHP are present within the APE.

4.5 Natural Resources

A Natural Resources Evaluation (NRE) Report was prepared as part of the PD&E process to document protected species and their habitats within the study area, assess potential impacts from the proposed roadway widening, support effect determinations, and coordination with regulatory agencies. The NRE also evaluates potential impacts to wetlands and other surface waters, identifies mitigation needs, and addresses Essential Fish Habitat (EFH), in accordance with the FDOT PD&E Manual (2024) and the Natural Resources Evaluation Outline and Guidance (2020).

The study area was evaluated for potential occurrences of federal and state protected species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended, and applicable Florida Administrative Code provisions. This evaluation included a review of available literature and agency databases, as well as field assessment conducted by project biologists in March 2026 to identify suitable habitat and the potential presence of listed species or designated habitat. In addition, professional wetland scientists conducted a preliminary desktop analysis and field review on March 11, 2026, to identify the extent of wetlands and other surface waters within the study area in accordance with federal and state guidelines. Geographic Information System (GIS) analysis was also utilized to support the evaluation.

4.5.1 Wetlands and Other Surface Waters

The wetlands and surface waters evaluation was performed in accordance with the State Unified Wetland Delineation Methodology (Chapter 62-340, Florida Administrative Code [FAC]) and with Federal guidelines (Corps 1987 Wetland Delineation Manual, Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (October 2008). Ecologists conducted a field review on March 11, 2026, to evaluate wetlands and surface waters within the study area. A total of nine wetlands and seven surface waters were observed within the study area. The wetland and surface water limits will be verified by regulatory agencies during the project design and permitting phase.

Wetland and surface water impacts associated with the Preferred Alternative were calculated based on the proposed project footprint, including the proposed right-of-way width, drainage improvements, and floodplain compensation areas. The Preferred Alternative, including pond sites, is anticipated to result in approximately 3.55 acres of direct wetland impacts and 0.94 acres of surface water impacts. The Uniform Mitigation Assessment Methodology (UMAM) was used to evaluate functional losses, and the analysis indicates a mitigation requirement of approximately 0.4 freshwater forested and 2.1 freshwater herbaceous credits.

Indirect (secondary) effects are defined in Environmental Protection Agency (EPA) Regulations (40 CFR Part 230.11) as impacts to aquatic ecosystems associated with dredge or fill activities that do not result from the direct placement of materials. Potential secondary impacts may include increased sunlight due to canopy removal, increased human activity from noise and debris causing habitat disruption in adjacent wetlands, and reduction of wildlife utilization. For this analysis, secondary impacts were evaluated within 25 feet of direct impact areas and are estimated at approximately 2.51 acres.

Potential impacts to water quality during construction will be minimized through the implementation of erosion and sediment control measures and the use of Best Management Practices (BMPs), providing reasonable assurance that the project will not contribute to violations of water quality standards.

In order to provide reasonable assurances that a regulated activity will not cause unacceptable cumulative impacts upon wetlands and surface waters, Orange County will provide mitigation for adverse wetland and surface water impacts within the same drainage basin as the anticipated impacts or develop a regional mitigation plan pursuant to Section 373.4137, Florida Statutes.

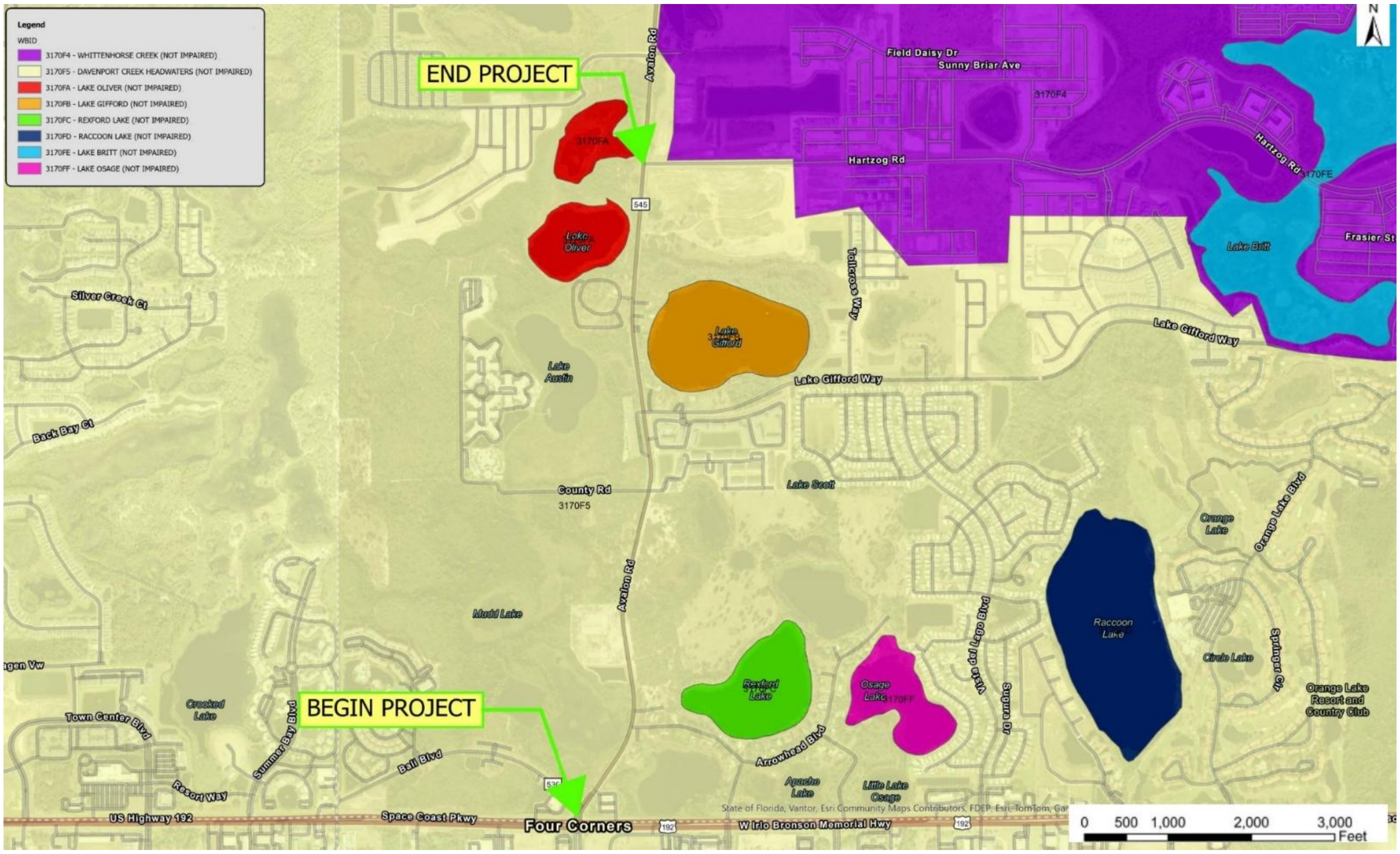
Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as Section 8 of this report. Therefore, no substantial impacts to wetlands or other surface waters are anticipated as a result of the proposed project.

4.5.2 Water Resources

Water resources within the project area are located in the Reedy Creek Watershed and include a network of interconnected lakes and closed basin systems associated with the Avalon Road corridor (see **Figure 4-4**). On the west side of Avalon Road, the interconnected sub basins and lakes including Mudd Lake, Grass Lake, Lake Austin, and Lake Oliver drain from north to south and ultimately discharge to Davenport Creek. On the east side, the project area includes Lake Chapin, as well as the closed basin systems of Rexford Lake and Lake Gifford. Three existing cross drains along the corridor allow overflow between eastern and western sub basins during larger storm events.

Seven roadway drainage basins were identified for the existing condition along the corridor. Basin 1 outfalls to Lake Chapin, which is an open basin. Basin 2 outfalls to Grass Lake, which is an open basin. Basin 3 outfalls to an isolated wetland system, which is a closed basin. Basin 4 outfalls to Lake Austin, which is an open basin. Basins 5 and 6 outfall to Lake Gifford, which is a closed basin. Basin 7 outfalls to Lake Oliver, which is an open basin. In addition, some offsite areas drain toward the roadway corridor and must be accounted for during design to prevent adverse upstream impacts.

Figure 4-4. Waterbody ID Map



Water Quality

Water quality requirements for the project are governed by the South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP) criteria and applicable regional restoration programs. Two primary criteria apply which are the presumptive water quality treatment requirement and the net nutrient reduction requirement for phosphorus.

The project is located within Waterbody Identification (WBID) 3170FS, Davenport Creek Headwaters, within the Kissimmee River Basin, as identified on the current 303(d) list. This waterbody is not impaired. However, the project falls within the Lake Okeechobee Basin Management Action Plan (BMAP) boundary which requires a net reduction in phosphorus loading. A nutrient loading analysis was conducted to evaluate existing and proposed conditions and results demonstrate a net reduction in post development phosphorus loading consistent with BMAP requirements.

In addition, stormwater runoff from new impervious surfaces will be treated in accordance with presumptive criteria using best management practices including wet detention systems. These facilities will be designed to meet required treatment volumes and recovery times per regulatory standards. The treatment capacity provided by these systems contributes toward both presumptive treatment and nutrient reduction compliance.

Stormwater

Stormwater management for the project has been developed to meet applicable water quantity and drainage criteria while avoiding adverse impacts to upstream and downstream systems. Water quantity control will be designed to meet the established discharge criteria for the Reedy Creek Watershed with allowable limiting discharge rates ranging from 0.105 to 0.50 cubic feet per second per acre for open basins. For closed basins, the design will ensure that post development discharge volumes do not exceed predevelopment conditions at each outfall.

An Interconnected Channel and Pond Routing model was developed to evaluate hydrologic and hydraulic performance. Modeling results demonstrate that post development runoff from each roadway drainage basin meets the required limiting discharge rates and satisfies pre versus post volume criteria for closed basins.

The proposed stormwater management system includes wet detention ponds, swales, and a floodplain compensation site designed to meet water quality treatment, attenuation, and volumetric requirements. The system complies with FDOT and Orange County design standards, as well as SFWMD ERP criteria in effect prior to June 2024, when the original pond siting effort was completed.

Four stormwater management facility (SMF) site alternatives and two swales were evaluated. Based on the evaluation matrix, SMFs 2A, 3A, and 3B were identified as the preferred pond alternatives. Swales 1A and 1B are located near the beginning of the project and provide additional attenuation support for Basin 2 for recommended SMF 2A. Floodplain compensation (FPC) is provided at FPC 1, which is sized using a cup-for-cup methodology based on estimated fill within the 100-year floodplain. The recommended stormwater management facilities are listed in **Table 4-1** and shown in **Appendix A**.

Table 4-1. Recommended Stormwater Management Facilities

SMF Name	SMF Right-of-Way Are (Ac.) (Includes Access & Outfall Easements)	Basin Outfall Requirements
Pond 2A & Swales 1A and 1B	4.4	Limiting Discharge Outfalls to Grass Lake
Pond 3A	3.9	Limiting Discharge Outfalls to Lake Austin
Pond 3B	2.0	Limiting Discharge and Closed Basin Volume
FPC 1	2.5	Cup-for-Cup Compensation

Note: SMF recommendations are based on preliminary pond sizes and locations derived from available data, calculations, reasonable engineering judgement, and assumptions. SMF sizes and configurations may be refined during final design as more detailed site information becomes available (e.g., additional geotechnical data, wetland hydrologic data, and final roadway geometry).

No substantial impacts to water resources are anticipated. Additional details regarding hydrology, hydraulics, water quality analysis, and stormwater management are provided in the Pond Siting Report (PSR) prepared for this study.

4.5.3 Floodplains

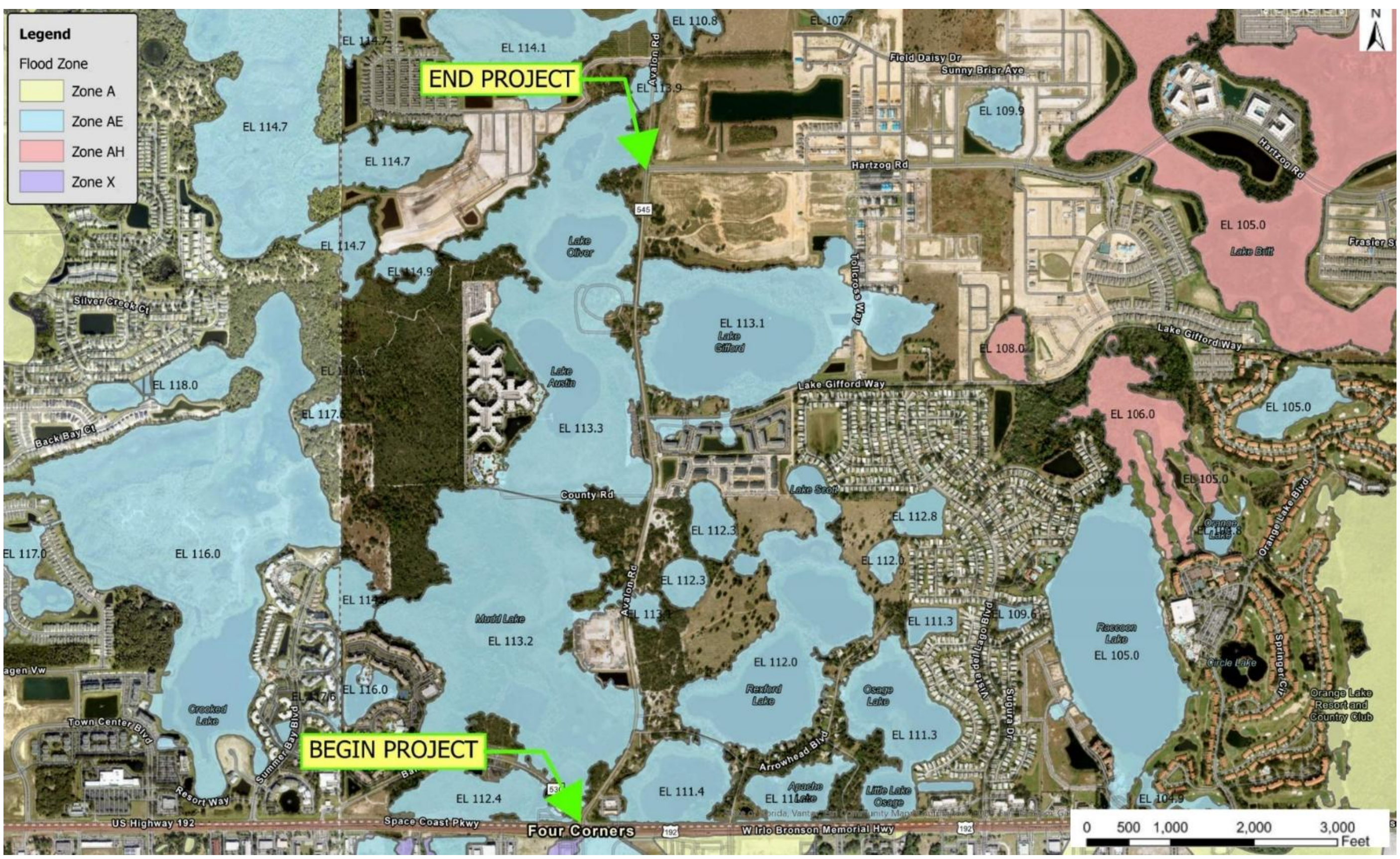
The project area is covered by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 12095 C0560F for Orange County, Florida, dated September 25, 2009. As seen in **Figure 4-5**, portions of the study area are located within Zone AE, which represents the 100-year floodplain. There are no designated floodways within the project limits.

In accordance with the SFWMD Applicant's Handbook, no encroachment into the floodplain between the average wet season water table and the 100-year flood elevation will be permitted if it adversely affects the existing rights of others. Any anticipated floodplain impacts associated with the project corridor will be mitigated using the cup-for-cup method within a proposed floodplain compensation site.

The proposed modifications to drainage structures are not expected to significantly alter their capacity to convey floodwaters. Any changes in hydraulic performance are expected to result in only minimal increases in flood elevations or limits. The proposed structures will perform hydraulically equal to or better than the existing conditions, and backwater surface elevations are not expected to increase.

As a result, the project is not expected to cause significant adverse impacts to natural and beneficial floodplain values, nor will it result in a measurable increase in flood risk or flood related damages. In addition, there will be no significant change in the potential for interruption or termination of emergency services or evacuation routes. Therefore, the proposed floodplain encroachment is not considered significant.

Figure 4-5. Floodplain Map



4.5.4 Protected Species and Habitats

As summarized in the NRE, federal-listed and protected species, state-listed wildlife, and state-listed plants were reviewed for their potential to occur within the study area. Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE, as well as **Section 8** of this report. With the implementation of the proposed implementation measures and commitments, no substantial impacts to protected species or habitat are anticipated as a result of the proposed project.

Based on the field review conducted by ecologists on March 11, 2026, 79 protected species have the potential to occur within the study area. The potential of species' occurrence within the study area was classified as "none," "low," "moderate," "high," or "observed." Moderate occurrence is defined as species that have been documented in the county and potential suitable habitat occurs in the study area; however, the species was not observed. High occurrence is defined as species that have been documented in and/or near the study area and suitable habitat occurs in the study area; however, the species was not observed. The species identified to have a "moderate" or "high" potential of occurrence within the study area are listed in **Table 4-2**, or the project occurs within the species' USFWS Consultation Area, critical habitat, or focus area.

Table 4-2. Protected Species and their Potential for Occurrence within the Study Area

Protected Species		Jurisdictional Agency		Potential of Occurrence	Effect Determination
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS		
REPTILES					
Blue-tailed mole skink	*Eumeces egregious lividus*	T	T	Moderate	Coordination with USFWS Required
Eastern indigo snake	*Drymarchon couperi*	T	T	Moderate	May Affect
Florida pine snake	*Pituophis melanoleucus mugitus*	-	T	Moderate	No Adverse Effect Anticipated
Gopher tortoise	*Gopherus polyphemus*	-	T	High	No Adverse Effect Anticipated
Sand skink	*Plestiodon reynoldsi*	T	T	Moderate	Coordination with USFWS Required
BIRDS					
Bald eagle	*Haliateetus leucocephalus*	BGEPA/ MBTA	68a-16.002 FAC*	Moderate	No Adverse Effect Anticipated
Crested caracara	*Caracara plancus spp. audubonnii*	T	T	Moderate	Coordination with USFWS Required
Everglade snail kite	*Rostrhamus sociabilis spp. plumbeus*	E	E	Moderate	Not Likely to Adversely Affect

Protected Species		Jurisdictional Agency		Potential of Occurrence	Effect Determination
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS		
Florida burrowing owl	*Athene cunicularia spp. floridana*	-	T	Moderate	No Adverse Effect Anticipated
Florida sandhill crane	*Antigone canadensis spp. pratensis*	-	T	Observed	No Adverse Effect Anticipated
Florida scrub-jay	*Aphelocoma coerulescens*	T	T	Moderate	Coordination with USFWS Required
Little blue heron	*Egretta caerulea*	-	T	Moderate	No Adverse Effect Anticipated
Roseate spoonbill	*Platalea ajaja*	-	T	Moderate	No Adverse Effect Anticipated
Tricolored heron	*Egretta tricolor*	-	T	Moderate	No Adverse Effect Anticipated
Wood stork	*Mycteria americana*	-	-	Moderate	-
MAMMALS					
Florida black bear	*Ursus americanus floridanus*	-	68A-4.009 FAC**	Moderate	No Effect Anticipated
Tricolored bat	*Perimyotis subflavus*	PE	-	Moderate	No Effect
PLANTS					
Avon Park rabbit-bells	*Crotalaria ayonensis*	E	E	Moderate	No effect
Britton's beargrass	*Nolina brittoniana*	E	E	Moderate	No effect
Butterfly orchid	*Encyclia tampensis*	-	-	Moderate	No Effect Anticipated
Celestial lily	*Nemastylis floridana*	E	-	Moderate	No Effect Anticipated
Cinnamon fern	*Osmunda cinnamomeum*	-	-	Moderate	-
Florida bonamia	*Bonamia grandiflora*	T	E	Moderate	No effect
Florida spiny-pod	*Matelea floridana*	-	E	Moderate	No Effect Anticipated
Highlands scrub hypericum	*Hypericum cumulicola*	E	E	Moderate	No effect
Nodding pinweed	*Lechea cernia*	-	T	Moderate	No Adverse Effect Anticipated
Paper-like nailwort	*Paronychia chartacea spp. chartacea*	T	E	Moderate	No effect
Papery whitlow-wort	*Paronychia chartacea*	T	T	Moderate	No effect
Pine pinweed	*Lechea divaricata*	-	E	Moderate	No Adverse Effect Anticipated

Protected Species		Jurisdictional Agency		Potential of Occurrence	Effect Determination
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS		
Plume polypody	*Pecluma plumula*	-	E	Moderate	No Adverse Effect Anticipated
Pygmy fringe-tree	*Chionanthus pygmaeus*	E	E	Moderate	No effect
Redmargin zephyrlily	*Zephyranthes simpsonii*	-	T	Moderate	No Adverse Effect Anticipated
Royal fern	*Osmunda regalis*	-	-	Observed	-
Sand butterfly pea	*Centrosema arenicola*	-	E	Moderate	No Adverse Effect Anticipated
Saw palmetto	*Serenoa repens*	-	-	Observed	-
Sandlace	*Polygonella myriophylla*	E	E	Moderate	No effect
Scrub mint	*Dicerandra frutescens*	E	E	Moderate	No effect
Scrub stylisma	*Stylisma abdita*	-	E	Moderate	No Adverse Effect Anticipated
Short-leaved rosemary	*Conradina brevifolia*	E	E	Moderate	No effect
Small's jointweed	*Polygonella myriophylla*	E	E	Moderate	No effect
Staghorn clubmoss	*Lycopodiella cernua*	-	-	Moderate	-

Note: E = Endangered, PE = Proposed Endangered, T = Threatened, BGEPA = Bald Eagle and Golden Eagle Protection Act, and MBTA = Migratory Bird Treaty Act

***Removed from Florida's Endangered and Threatened Species List in 2008, but still protected under the BGEPA, MBTA, and FAC.**

****Removed from Florida's Endangered and Threatened Species List in 2012, but still protected under the FAC.**

Federal Wildlife

A total of 39 federally listed species could potentially occur within the study area. As shown in **Table 4-2**, 21 federally listed species have a "moderate" or "high" potential for occurrence in the study area.

A summary of the findings for the federally listed species is provided below:

- **Blue-Tailed Mole Skinks and Sand Skinks:** A review of the Florida Department of Environmental Protection (FDEP) elevation data (2023) and NRCS soil data (2026) shows that the Preferred Alternative lies within areas that meet the USFWS elevation and soil requirement for skink habitat. The March 2026 field review confirmed the presence of suitable habitat; therefore, coordination with the USFWS will be required to determine potential impacts to blue-tailed mole skinks and sand skinks.
- **Eastern Indigo Snake:** The species is known to winter in gopher tortoise burrows. Following the Programmatic Eastern Indigo Snake Effect Determination Key (2013) for the North Florida Ecological Services Office:
    - The proposed build alternative is not located solely in open water or saltmarsh;

  - The proposed build alternative will be conditioned to follow the USFWS's Standard Protection Measures for the Eastern Indigo Snake; and
  - Gopher tortoise burrows, holes, cavities, or refugia are assumed to be present within the study area; available to be used by eastern indigo snake.
  - The project is anticipated to impact approximately 30 acres of xeric habitat or more than 25 active and inactive gopher tortoise burrows; therefore, consultation with the USFWS is required.

  Orange County commits to implementing the USFWS's *Standard Protection Measures for the Eastern Indigo Snake* during construction. Therefore, it is anticipated the Preferred Alternative "may affect" the eastern indigo snake.

- **Bald Eagle:** According to the FWC and EagleWatch data, the closest documented bald eagle nest (OR133a) is 0.43 miles north of the study area, well beyond the 660-foot protection zone. The study area contains suitable foraging and nesting habitat for the bald eagle; however, no individual or nests were observed during the field review.
- **Crested Caracara:** Potentially suitable habitat was documented within the study area during the March 2026 field reviews, and the study area falls within the USFWS crested caracara Consultation Area. It is anticipated that a formal survey will be required for the Preferred Alternative. Coordination with the USFWS will be required to determine appropriate survey methodology.
- **Everglade Snail Kite:** Although the study area falls within the USFWS Consultation Area for the Everglade snail kite, it is outside of designated Critical Habitat for the species. No Everglade snail kites or apple snails were observed within the study area during the March 2026 field survey; therefore, it is anticipated that the Preferred Alternative will result in a "not likely to adversely affect" determination for the Everglade snail kite.
- **Florida Scrub-Jay:** The study area is located within the USFWS Florida scrub-jay Consultation Area and suitable habitat was documented during the March 2026 field survey. It is anticipated that a formal survey will be required for the Preferred Alternative. Coordination with the USFWs will be required to determine appropriate survey methodology.
- **Tricolored Bat:** As of September 14, 2022, the USFWS proposed to list the tricolored bat as an endangered species under the ESA. Designated critical habitat is not proposed for the tricolored bat at this time. Tricolored bats are found throughout Florida, however, are more common in the northern half of the state. The tricolored bat populations have been drastically impacted by a fungal infection, white nose syndrome, that affects hibernating bat colonies. The small, insect-eating bats prefer to roost in mature hardwood forests, caves, and manmade structures. When tree hollows or other naturally occurring roosts are unavailable, the bats have been documented roosting in man-made structures such as road culverts or abandoned wells. Tricolored bats forage in waterways, forests, and agricultural areas where small insects such as mosquitoes, leafhoppers, or small beetles can be found. The study area contains suitable roosting and foraging habitat for the tricolored bat. Coordination with the

USFWS will be required to determine the potential effect determination for the tricolored bat once a final listing decision has been made.

State Wildlife

A total of 68 state listed species could potentially occur within the study area. As shown in **Table 4-2**, 34 state listed species were observed or have a "moderate" or "high" potential for occurrence in the study area.

A summary of the findings for the state-listed species is provided below:

- **Gopher Tortoise:** Two commensal species, protected at the state and federal level, have the potential to occur within the study area: the Eastern indigo snake and Florida pine snake. There are portions of the study area that contain suitable habitat for the gopher tortoise. A gopher tortoise survey of 100% suitable habitat will be conducted within the project footprint prior to construction, following the Gopher Tortoise Permitting Guidelines (FWC, revised 2023). For any gopher tortoise burrows located within the Preferred Alternative footprint, a gopher tortoise relocation permit will be obtained from the FWC, and the impacted gopher tortoise burrows will be excavated and relocated prior to construction. With the above commitments and removal of all impacted potentially occupied gopher tortoise burrows, the Preferred Alternative will result in no adverse effect anticipated for the gopher tortoise.
- **Florida Pine Snake:** The Florida pine snake was not observed during site assessments of the study area. The Florida pine snake is considered a cryptic species and therefore, field surveys are not recommended to document presence within a project footprint. In accordance with the current FWC Gopher Tortoise Permitting Guidelines (revised 2023), a survey will be conducted for gopher tortoise burrows prior to construction and will acquire a FWC Gopher Tortoise Conservation Permit for gopher tortoises and associated commensal species, including the Florida pine snake, prior to construction. With the implementation of these measures, it has been determined that the proposed project will result in no adverse effect anticipated for the Florida pine snake.
- **Florida Black Bear:** There are no documented bear-related calls within the study area. To avoid potential conflicts with bears during construction, the contractor will implement standard specifications for black bear and garbage and food debris will be properly removed during construction to eliminate possible sources of food that could encourage and attract bears in accordance with the Florida Black Bear Management Plan.
- **Florida Burrowing Owl:** There are no known Florida burrowing owl locations within the study area according to the Species Action Plan for the Florida Burrowing Owl (FWC, 2013). Although burrowing owls were not observed during the field reviews, suitable habitat is present within the study area. A Florida burrowing owl survey, in accordance with the Species Conservation Measures and Permitting Guidelines for the Florida Burrowing Owl (FWC, 2018), will be conducted during design and permitting to determine if any burrowing owls exist within the project footprint. If burrowing owls are present, an incidental take permit and mitigation will be required from the FWC for potential impacts. Therefore, the Preferred Alternative will result in no adverse effect anticipated on the Florida burrowing owl.

- **Florida Sandhill Crane:** During the March 2026 field review, two adult and two juvenile Florida sandhill cranes and their nest were observed within the study area. During the design and permitting phase, a formal survey for Florida sandhill cranes will be conducted following the Species Conservation Measures and Permitting Guidelines for the Sandhill Crane (FWC, 2016), and coordination with the FWC will be initiated to avoid and mitigate all adverse impacts to the species. Therefore, the Preferred Alternative will have no adverse effect anticipated for the Florida sandhill crane.
- **State-Listed Wading Birds:** Wetlands and surface waters within the study area contain suitable foraging habitat for two state-listed wading bird species: little blue heron and tricolored heron. During the field review in March 2026, no nesting activity for wading birds was observed during the study area. The FWC Historic Waterbird Colony Locator database indicates that the nearest wading bird colony is 14.78 miles east of the study area located in Lake Mary Jane. Although modification of suitable foraging habitat is anticipated from the Preferred Alternative, wetland mitigation provided through the ERP process will be considered sufficient to meet the requirements of Rule 68A-27.007, F.A.C., and no further FWC authorization for take of foraging habitat is required. Therefore, the Preferred Alternative will have no adverse effect anticipated for state-listed wading birds.
- **Celestial Lily, Florida Spiny-pod, Nodding Pinweed, Plume Polypody, Redmargin Zephyrlily, Sand Butterfly Pea, and Scrub Stylisma:** Suitable habitat for these species is present within the Preferred Alternative; however, no individuals were observed during the field review. Therefore, no adverse effects on these species are anticipated.

The study area contains several plant species designated by the Florida Department of Agriculture and Consumer Services (FDACS) as commercially exploited, including the Staghorn clubmoss, Butterfly orchid, Cinnamon fern, Royal fern, and Saw palmetto. FDACS regulates the collection and commercial use of these species; however, incidental impacts resulting from land clearing or construction activities are not subject to regulation.

4.5.5 Essential Fish Habitat

The NMFS is the regulatory agency responsible for the nation's living marine resources and their habitats, including EFH. This authority is designated by the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended. The MSFCMA defines EFH as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (16 U.S.C. § 1802(10)]. During the field reviews, the surface waters within the Preferred Alternative lack submerged aquatic vegetation or mangroves. No in-water impacts to wetlands and surface waters are habitat classified as EFH. The Preferred Alternative will have no effect on EFH resources. Therefore, an EFH assessment or coordination with NMFS will not be required during the design and permitting phase.

4.6 Physical Effects

4.6.1 Highway Traffic Noise

A Noise Study Report (NSR) was prepared for the proposed project in accordance with FHWA's Title 23 CFR 772 using methodologies established by FDOT in the PD&E Manual, Part 2, Chapter 18 (July 31, 2024). Noise levels were predicted at 212 receptor points representing 196 balconies and patios associated with the Registry on Grass Lake Apartments and Palisades Condominiums, 14 single family residences, and two outdoor pools associated with the Prose Horizons Apartments.

The results of the NSR indicate that the predicted noise levels ranged from 43.9 dBA to 64.9 dBA for the existing (2021) condition and from 43.9 dBA to 64.9 dBA for the 2048 No Build Alternative. The predicted noise levels for the 2048 Build Alternative ranged from 48.8 dBA to 67.3 dBA. Under the design year 2048 Build Alternative, noise levels will meet or exceed the NAC at 38 receptor sites representing 38 residential units. No receptors will have a substantial increase of 15 dBA or more. The impacted noise sensitive sites were evaluated to determine the feasibility and cost reasonableness of providing barriers to reduce traffic noise.

A noise barrier was not evaluated at four of the impacted receptor sites (R2, R3, R57 and R59) as noise barriers at these locations would block driveway access to these residences.

One noise barrier system was evaluated for the remaining 34 impacted receptor sites. Due to breaks in the noise barrier required to provide access to the Palisades Condominiums, a barrier system consisting of three segments was analyzed. The first segment is located south of the southern entrance and is 363 feet long. The second segment is located between the driveways and is 479 feet long. The third segment is located north of the northern driveway and is 573 feet long, for a total length of 1,415 feet. Based on the abatement analysis, a 12-foot barrier is the minimum height that is cost reasonable and meets the noise reduction design goal.

The barrier could benefit a total of 29 receptors, including 13 impacted receptors. The total cost of the barrier is $679,120.00, or $23,417.93 per benefited receptor. As shown in **Table 4-3**, this 1,415-foot long right-of-way noise barrier is reasonable and feasible.

Table 4-3. Barrier Analysis – Noise Barrier 1 (The Palisades Condominiums)

Height (ft)	Total Length (ft)	Impacted Receivers	Impacted & Benefited	Noise Reduction at Benefited Residences		Total Benefited	Average Noise Reduction	Max. Nosie Reduction	Total Cost	Cost/BR
				5-6.9 dB(A)	>7.0 dB(A)					
8	1,415	34	0	0	0	6	5.1	5.3	$452,720	$75,453.33
10	1,415	34	5	16	0	16	5.3	5.9	$565,920	$35,370.00
12	1,415	34	13	22	7	29	6.4	7.9	$679,120	$23,417.93
14	1,415	34	17	14	19	33	7.1	8.6	$792,280	$24,008.48
16	1,415	34	30	21	26	47	7.5	9.5	$905,480	$19,265.53
18	1,415	34	34	16	35	51	7.9	10.2	$1,018,680	$19,974.12
20	1,415	34	34	12	39	51	8.4	10.8	$1,131,840	$22,192.94
22	1,415	34	34	12	39	51	8.4	10.8	$1,245,080	$24,413.33

The proposed project will result in traffic noise impacts at certain receptors, as defined by FHWA criteria. However, no substantial increases in noise levels are predicted, and a feasible and reasonable noise barrier has been identified to mitigate impacts. Therefore, noise impacts are not considered substantial.

4.6.2 Air Quality

The 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 LOS and reduce delay and congestion 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 the FDOT latest edition of Standard Specifications for Road and Bridge Construction. For these reasons, no substantial impacts to air quality are anticipated as a result of the proposed project.

4.6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared as a component of the PD&E Study and in accordance with the methodology outlined in Chapter 20 of the FDOT PD&E Manual (July 2024). The purpose of the CSER is to present the findings of a contamination screening evaluation for the proposed roadway improvements and associated pond locations, identify known or potential contamination concerns, and evaluate potential impacts resulting from the project.

For this study, the project study area was defined as the corridor extending approximately 300 feet from the right-of-way of Avalon Road, including the locations of the proposed pond sites. The evaluation focuses on identifying known or potential contamination sites within the study area that could affect project design, right-of-way acquisition, or construction.

The contamination screening was conducted through a review of available information from regulatory and publicly accessible sources, including the FDEP, EPA, and the Orange County Property Appraiser. In addition, historical document and environmental database records were obtained from Environmental Data Resources, Inc. (EDR) of Milford, Connecticut.

Four contamination risk rating categories ("no," "low," "medium," or "high") are used to evaluate potential impacts to the project.

As shown in **Table 4-4** and **Figure 4-6**, three sites were identified with potential contamination concern. Of these, one site was assigned a "medium" risk rating and two were assigned a "no" risk rating.

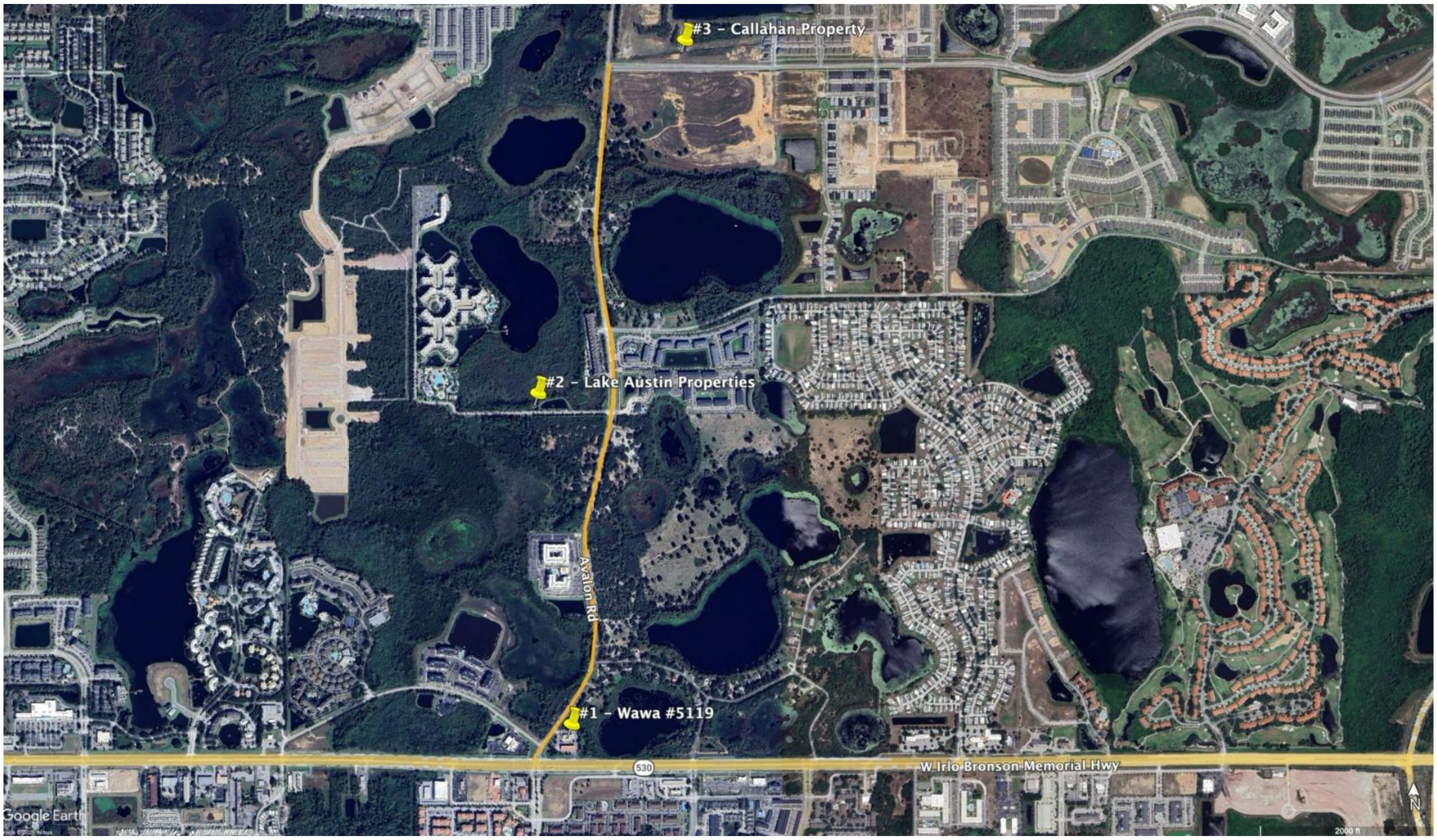
Table 4-4. Potential Contamination Sites

	Site Name and Address	CRP Rating	Hazardous Waste (H)/ Petroleum Product (P)	Description
1	Lake Austin Properties 1 Limited – 15601 Grande Palisades Boulevard (Grove Blossom Way), Winter Green	No	P	This site has a 1,000 gallon, double-walled, steel AST that is owned by the Tohopekaliga Water Authority. The AST is associated with

				an emergency generator at Lift Station #209. No discharges reported.
2	Wawa #5119 – 8849 West Irlo Bronson Memorial Hwy, Winter Garden	Medium	P	Operating fueling station with two, 20,000-gallon USTs located less than 100 feet from Avalon Road ROW. Last compliance inspection was January 30, 2024.
3	Callaghan Property – Avalon Road 1.6 miles north of US 192, Winter Garden	No	P	Historical agricultural site with a borrow pit. AST discovered in June 2002 and discharge reported due to high OVA readings. AST and 311.77 tons of contaminated soil removed in Jun 2002. NFA and SRCO without conditions granted in July 2002.

Note: AST = Aboveground Storage Tank, NFA = No Further Action, OVA = Organic Vapor Analyzer, SRCO = Site Rehabilitation Completion Order, and UST = Underground Storage Tank

Figure 4-6. Potential Contamination Sites



A "no" risk site indicates that, based on available information and review of project plans, no contamination impacts to the project are expected. Although hazardous materials may have been present historically, existing data or testing results do not indicate a concern. The "no" risk sites should be re-evaluated prior to right-of-way acquisition and/or construction to confirm no significant changes have occurred.

A "medium" risk rating indicates a potential for contamination impacts to the project. This classification is assigned when available information is insufficient to fully assess conditions, but there is reasonable suspicion that contamination may exist. The facility ranked "medium" risk was due to the proximity of the facility to the project corridor and the historic non-compliance issues. The site requires further review of public records during the period between CSER completion and right-of-way acquisition and/or construction.

4.6.4 Utilities and Railroads

Twelve utility agency/owners (UAO) have been identified within the project area through the Sunshine 811 Design Ticket and utility coordination efforts. There are numerous existing utilities within the project corridor, including overhead and underground electric, water and wastewater mains, and communication lines. Details of the UAOs contacted on the project and a description of the facilities identified within the corridor is summarized in **Table 4-5**.

Table 4-5. Existing Utilities

Utility Company	Facility Type	Description
ATT Florida	Fiber	Fiber along Avalon Road and Hartzog
BrightHouse/Charter	N/A	No response to date
CenturyLink	BFOC	Underground fiber throughout the corridor
Comcast	BFOC	One 3" conduit running along US 192 on the north side
Duke Energy Distribution		Overhead lines on the east side of Avalon Road. 12.47/7.2 kV 3 phase
Duke Energy Transmission	Buried Electric	69kV line running along the south side of US 192
Orange County Utilities	Water/Sewer/ Reuse	12" PVC reuse & 16"' PVC sewer along Grove Blossom Way. 20" DIP reuse & 24" DIP water along Avalon Road along with 20" & 24" HDPE reuse. There is also a 12" PVC and 16" DIP force main along Lake Gifford Road
Reedy Creek Energy	N/A	No Facilities
Smart City Telcom	Fiber	Direct buried fiber on the north side of US 192, transitions to aerial on Avalon Road and runs north on Duke Distribution poles
Summit Broadband	Aerial Fiber	Aerial fiber throughout the corridor
TECO Gas	Gas	4" Coated Steel gas main along the north side of US 192
TOHO Water	Water/Waste water	20" & 16" on the east side. 8" – 24" watermain running along Avalon Road. Much of the waterline is in a separate easement abutting to the Avalon Road right-of-way.
Uniti Fiber	Fiber	1-1.25" duct with ¾" fiber crosses US 192 on the east side of Avalon.

Site plans for the Registry on Grass Lake adjacent to Avalon Road indicate there will be certain utilities to be installed in the future. These new lines are expected to be provided by TOHO Water, TECO Gas, Duke, and AT&T.

Many of the utilities along the corridor will be affected by the Preferred Alternative since the proposed improvements will occupy most of the existing right-of-way. In particular, the overhead lines are likely to be affected by the roadway widening, and the underground lines may be affected by the new storm sewer.

TOHO has a dedicated 10-foot easement in some areas along the east Avalon Road right-of-way that contains their FM lines between US 192 and Lake Gifford Road. At this time, they have indicated that their preference is to have their lines relocated.

There are no railroads within the project corridor.

4.6.5 Construction

Construction activities for the proposed project will have short-term air, noise, vibration, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction*.

During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration-sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project corridor does include residential, institutional, and commercial areas that may be affected by noise and vibration associated with construction activities. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Traffic Control Plan

A formal traffic control plan (TCP) will be developed during the final design process. Typically, the TCP staging will include building two new lanes on one side of the road while traffic is carried on the existing travel lanes. Once the new lanes are completed, traffic will be shifted to the completed lanes and work continues on finishing the remaining two lanes of improvements.

4.6.6 Bicycles and Pedestrians

Existing pedestrian accommodations within the project study area are limited. Sidewalks are present only along the west side of Avalon Road between Grove Blossom Way and a point north of the Palisades Condominiums. There are no dedicated bicycle facilities along Avalon Road. The only signalized intersection within the corridor is at US 192, where marked crosswalks and pedestrian signals are currently provided.

As part of the project, a continuous six-foot wide sidewalk will be constructed along the east side of Avalon Road, and a 10-foot wide multiuse path will be constructed along the west side of the roadway. The multiuse path will connect to the planned path north of Hartzog Road. Both the sidewalk and multiuse path will be separated from the roadway by curb and gutter and a four-foot wide grass/utility strip. Pedestrian features, including crosswalks and pedestrian signals, will be provided at the US 182 intersection. All pedestrian and bicycle facilities will be designed in compliance with the Americans with Disabilities Act (ADA).

4.6.7 Navigation

There are no navigable waterways within the project corridor. As a result, the project is expected to have no involvement with navigation.

5.0 ANTICIPATED PERMITS AND PERMIT CONDITIONS

The Preferred Alternative would require permits from state and federal regulatory agencies for impacts to wetlands, conservation easements, and water quality. Several agencies, such as USFWS, FWC, NMFS, US Coast Guard (USCG), Environmental Protection Agency (EPA), and the State Historic Preservation Officer (SHPO), would also have the opportunity to review and comment on the permit applications. The permits anticipated for the proposed project are listed in **Table 5-1**.

Table 5-1. Anticipated Permits

Agency	Permit Type
SFWMD	*Individual Environmental Resource Permit*
SFWMD	*Environmental Resource Permit Modification – Conservation Easement Release (Permit No. 48-01048-P / Application No. 980552-3)*
SFWMD	*Environmental Resource Permit Modification – Conservation Easement Release (Permit No. 48-01437-P / Application No. 040121-28)*
USACE	*Section 404 Dredge and Fill Permit*
FDEP	*National Pollution Discharge Prevention and Elimination System (NPDES)*
FWC	*Gopher Tortoise Relocation Permit (as necessary)*
USFWC/FWC	*Incidental Take Permit (as necessary)*

6.0 COORDINATION AND CONSULTATION

Coordination with federal, state, and local agencies has been conducted throughout the RCA and PD&E Study efforts and will continue during the design and permitting phases.

To date, coordination has included environmental review to identify potential permitting requirements related to wetlands, surface waters, water quality, and protected species, as well as coordination with utility providers to identify existing infrastructure and potential conflicts within the project corridor.

Ongoing and future coordination will be required with multiple regulatory agencies to obtain necessary permits and approvals. Coordination with the USACE will be required for a Section 404 Dredge and Fill Permit for impacts to wetlands and other surface waters. Coordination with the SFWMD will be required to obtain an Environmental Resource Permit (ERP) and any necessary permit modifications.

Water quality permitting will require coordination with the FDEP for National Pollutant Discharge Elimination System coverage and preparation of a Stormwater Pollution Prevention Plan.

Coordination with resource agencies will also be required for protected species. The USFWS and the NOAA NMFS will be consulted pursuant to Section 7 of the ESA for federally listed species. Additional coordination with the Florida Fish and Wildlife Conservation Commission and the Florida Department of Agriculture and Consumer Services will be required for state listed species and native plants, including potential permitting gopher tortoise relocation and other species specific measures.

Additional species specific coordination is anticipated, including consultation with the USFWS for species such as blue tailed mole skink, sand skink, crested caracara, and Florida scrub jay, as well as potential coordination for the tricolored bat pending final listing determinations. Coordination with FWC will also be required for Florida sandhill crane surveys and any necessary avoidance or mitigation measures.

If appliable, incidental take permits may be required from the USFWS and FWC if project activities have the potential to affect listed species.

Agency coordination will continue through final design to refine impact determinations, complete required surveys, resolve utility conflicts, and secure all necessary permits. All coordination and agency concurrence will be documented to support the project's environmental compliance.

7.0 PUBLIC INVOLVEMENT

Public involvement for this project included coordination with key stakeholders, community outreach, and formal public hearings. Early in the process, small group meetings were held with representatives from property owners, utility companies, and other interested parties to discuss project consideration and gather input. In addition, two community public meetings were conducted using an open house format to facilitate informal discussions between the public and project team, followed by a formal presentation and an open question-and-answer session.

The recommendations were presented to the Orange County Planning and Zoning Commission/Local Planning Agency at a workshop on February 6, 2023, and a public hearing on March 16, 2023, where the project was approved to move forward. Final approval was obtained from the Orange County Board of County Commissioners at a public hearing on April 11, 2023. These efforts reflect a comprehensive public involvement process that supported project development and decision making.

7.1 Public Involvement Plan

A Public Involvement Plan (PIP) was developed and is being implemented for the project. The PIP is a working document which will be updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques. The PIP outlines the public involvement approach and activities required to be undertaken. A project website, newsletter, and public hearing are a few of the public involvement activities included.

7.2 Public Hearing

A formal public hearing will be conducted to present the PEIR findings to stakeholders and the public in conjunction with a regularly scheduled Orange County Board of County Commissioners meeting. The PEIR will be made available for public review at least 21 days prior to the hearing at locations determined by the County. Public notification will include newspaper advertisements, press releases, and other outreach materials issued in advance of the hearing. The hearing will include a formal presentation followed by a formal public comment session. Public comments received between the date of document publication for public review through the public hearing will be provided written responses ensuring that public input is documented and considered as part of the process.

8.0 IMPLEMENTATION MEASURES AND COMMITMENTS

8.1 Implementation Measures

Implementation measures are actions the Orange County would be required to take per procedure, standard specifications, or other agency requirements that would be implemented at a later project phase. To ensure the project will not adversely affect protected species or contribute to water quality degradation, Orange County and/or the contractor will perform or adhere to the following measures.

- Conduct surveys for listed plants in suitable habitat prior to construction. If listed plants are observed in the project footprint, Orange County will coordinate with the appropriate agency to receive the necessary authorizations prior to construction.
- Conduct a pre-construction survey for the gopher tortoise. If gopher tortoise burrows are located within 25 feet of the project footprint, a relocation permit will be obtained from the FWC prior to construction for burrows that cannot be avoided or excluded from project construction.
- Conduct a formal survey for Florida sandhill cranes following the *Species Conservation Measures and Permitting Guidelines for the Sandhill Crane*.
- Apply BMPs (e.g., erosion and sediment controls) prior to and throughout construction to avoid adverse impacts to wetland and aquatic resources adjacent to the project area.

8.2 Commitments

8.2.1 Cultural Resources

In the event that archaeological materials or unmarked human remains are encountered during construction, all ground-disturbing activities in the immediate vicinity shall cease and a qualified professional archaeologist shall be notified to evaluate the discovery in coordination with SHPO. Work may resume if the discovery is determined not significant; however, if found to be significant or potentially significant, activities shall remain suspended until an SHPO-accepted mitigation plan is implemented. If human remains are encountered, all work shall cease immediately and procedures outlined in Chapter 872.05, FS, including notification of the local Medical Examiner and State Archaeologist, shall be followed.

8.2.2 Natural Resources

To ensure the project will not adversely affect protected species or their habitats, Orange County and/or the contractor will commit to perform or adhere to the following measures:

- Adhere to the *Standard Protection Measures for the Eastern Indigo Snake* during construction.
- To prevent potential conflicts with Florida black bears during construction activities, Orange County will require contractors to remove garbage daily from the construction site or use bear proof containers for securing food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline.
- Provide mitigation for impacts to wetlands and surface waters.

8.2.3 Contamination

- For the “medium” risk site, further review of the public records should be completed prior to right-of-way acquisition or initiation of construction activities.

9.0 TECHNICAL MATERIALS

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

- Roadway Conceptual Analysis (RCA)
- Pond Siting Report (PSR)
- Natural Resource Evaluation (NRE) Report
- Noise Study Report (NSR)
- Public Involvement Plan (PIP)
- Cultural Resource Assessment (CRAS) Report
- Contamination Screening Evaluation Report (CSER)
- Sociocultural Effects (SCE) Evaluation Report

APPENDIX A

Design Plans

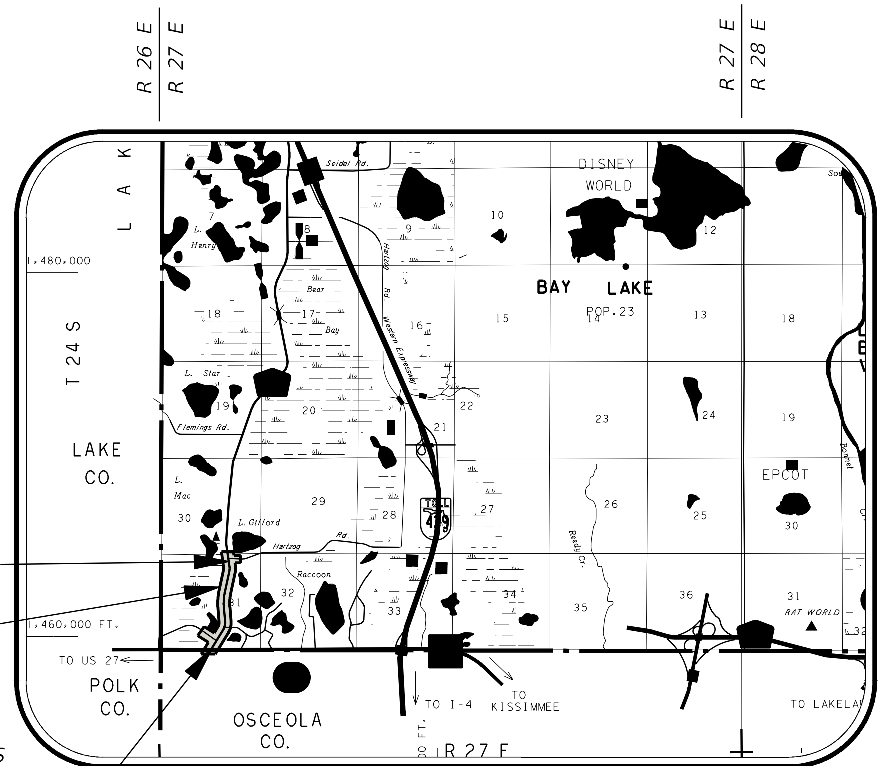
CONSTRUCTION PLANS FOR
AVALON ROAD (C.R. 545) IMPROVEMENTS
FROM U.S. 192 TO HARTZOG ROAD

ORANGE COUNTY CONTRACT NO. : Y24-808

DISTRICT NO: 1
ORANGE COUNTY, FLORIDA

ORANGE COUNTY GOVERNMENT
F L O R I D A

INDEX OF SHEETS



END PROJECT
STA. 285+83.66

PROJECT LOCATION

BEGIN PROJECT
STA. 207+00.00

T 24 S
T 23 S

VICINITY MAP

N

0 0.5 1 2 MILES
SCALE

30% SUBMITTAL
JANUARY 27, 2026

GOVERNING STANDARDS AND SPECIFICATIONS :

GOVERNING STANDARDS AND SPECIFICATIONS: FLORIDA DEPARTMENT OF TRANSPORTATION FY 2025-26 STANDARD PLANS, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DATED FY 2025-26 AS AMENDED BY CONTRACT DOCUMENTS.

JERRY L. DEMINGS, COUNTY MAYOR

BOARD OF COUNTY COMMISSIONERS

NICOLE H. WILSON	DISTRICT 1
CHRISTINE MOORE	DISTRICT 2
MAYRA URIBE	DISTRICT 3
MARIBEL GOMEZ CORDERO	DISTRICT 4
KELLY MARTINEZ SEMRAD	DISTRICT 5
MICHAEL SCOTT	DISTRICT 6
JOSEPH C. KUNKEL, P.E.	PUBLIC WORKS DIRECTOR

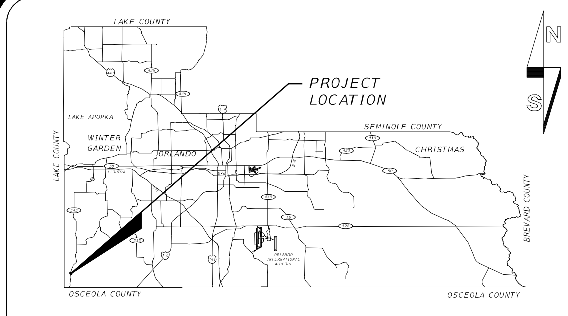
NOTE

PLANS WERE PREPARED ACCORDING TO AVAILABLE INFORMATION TO ADEQUATELY ADDRESS CONDITIONS AS THEY EXISTED AT THE TIME OF PLANS PREPARATION. NEEDS, CONDITIONS AND OWNERSHIP OF PROPERTIES MAY HAVE CHANGED SINCE PROJECT DESIGN. THE COUNTY'S REPRESENTATIVE WILL ADDRESS CHANGES AND NEEDS WITH THE PROPERTY OWNER OR THEIR REPRESENTATIVES. CONTRACTOR SHALL WORK WITH THE COUNTY'S REPRESENTATIVE IN ADDRESSING AND MEETING NEEDS AND CONDITIONS THAT MAY HAVE CHANGED SINCE PLANS PREPARATION.

CERTIFICATION TO PLANS

I HEREBY CERTIFY THAT THE DESIGN FOR THIS PROJECT AND THE ATTACHED CONSTRUCTION PLANS COMPLY WITH THE REQUIREMENTS OF SECTION 336.045 OF THE FLORIDA STATUTES AND ARE IN SUBSTANTIAL CONFORMANCE WITH THE STANDARDS CONTAINED IN THE EDITION OF THE "MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS" IN EFFECT ON THIS DATE AS ADOPTED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION PURSUANT TO SUBSECTION 336.045(1) OF THE FLORIDA STATUTES.

DATE: ____________ ENGINEER: FURSAN S. MUNJED, P.E.
LICENSE NO. 51446



LOCATION MAP

SOURCE OF BENCHMARK DATUM

Vertical information shown hereon refers to an Orange County Benchmark OC-17-1081, being a 4" x 4" concrete monument with a 3 ¼" Orange County aluminum disk, having an Elevation = 114.372 (NAVD 88) North American Vertical Datum of 1988. A second benchmark was used to verify the accuracy of OC-17-1081, being a survey disk in a concrete headwall and having a National Geodetic Survey (NGS) designation of "C 1315 015", a PID of "DI9153", and a published Elevation = 112.50 (NAVD 88).

PROJECT LENGTH:	FEET	MILES
ROADWAY	7,883.66	1.493
BRIDGES:	0.00	0.000
TOTAL LENGTH:	7,883.66	1.493

UTILITIES ENCOUNTERED

POWER: DUKE ENERGY	407-629-1010
FIBER: SUMMIT BROADBAND	407-996-1183
FIBER/CATV: HOTWIRE COMMUNICATIONS	954-699-0900
FIBER: LUMEN/CENTURYLINK	877-366-8344
FIBER: SMART CITY	407-828-6744
FIBER: CENTURYLINK	850-815-3144
TELEPHONE: AT&T	888-357-1922
FIBER: COMCAST	904-738-6898
GAS: TECO GAS	813-743-7164
WATER/SEWER: ORANGE COUNTY UTILITIES	407-592-3936
WATER/SEWER: TOHO WATER	407-944-5042
CATV/FIBER: CHARTER COMMUNICATIONS	813-302-0800
TRAFFIC: ORANGE COUNTY PUBLIC WORKS	407-836-7814

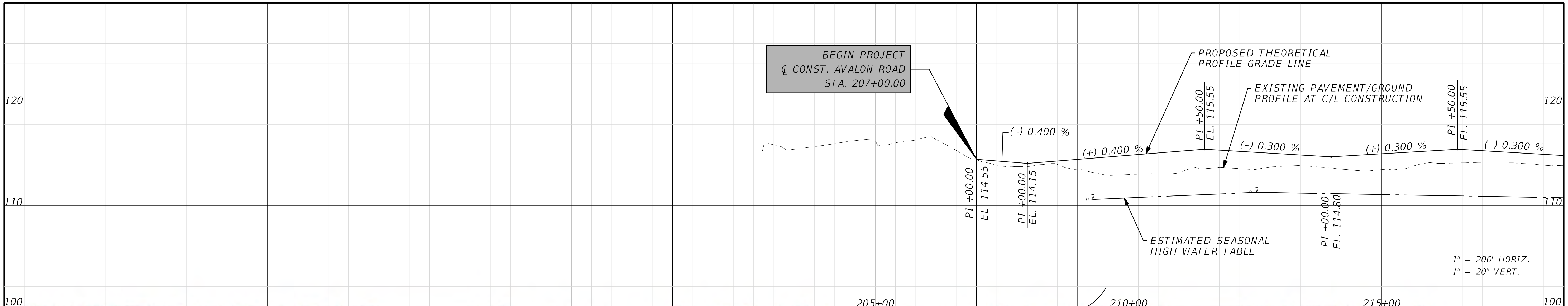
Pegasus ENGINEERING

PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

REVISIONS	DATE	BY

DESIGNED BY:	FM	DATE:	01-27-2026
DRAWN BY :	TAA	DATE:	01-27-2026
CHECKED BY:	FM	DATE:	01-27-2026
APPROVED BY:	FM	DATE:	01-27-2026
PROJECT NO:	OCC-24056		

SHEET 1 OF 189



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
BETH K. WHIKEHART, P.E.
LICENSE # 66649
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

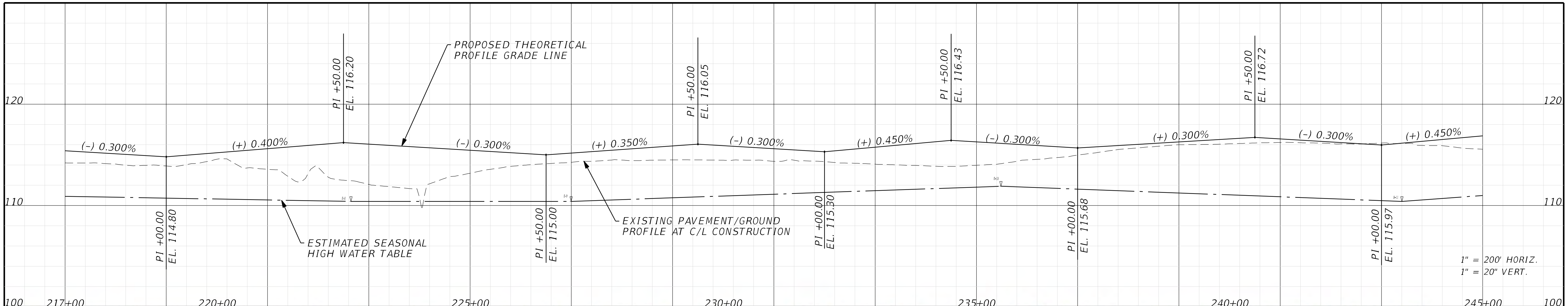
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

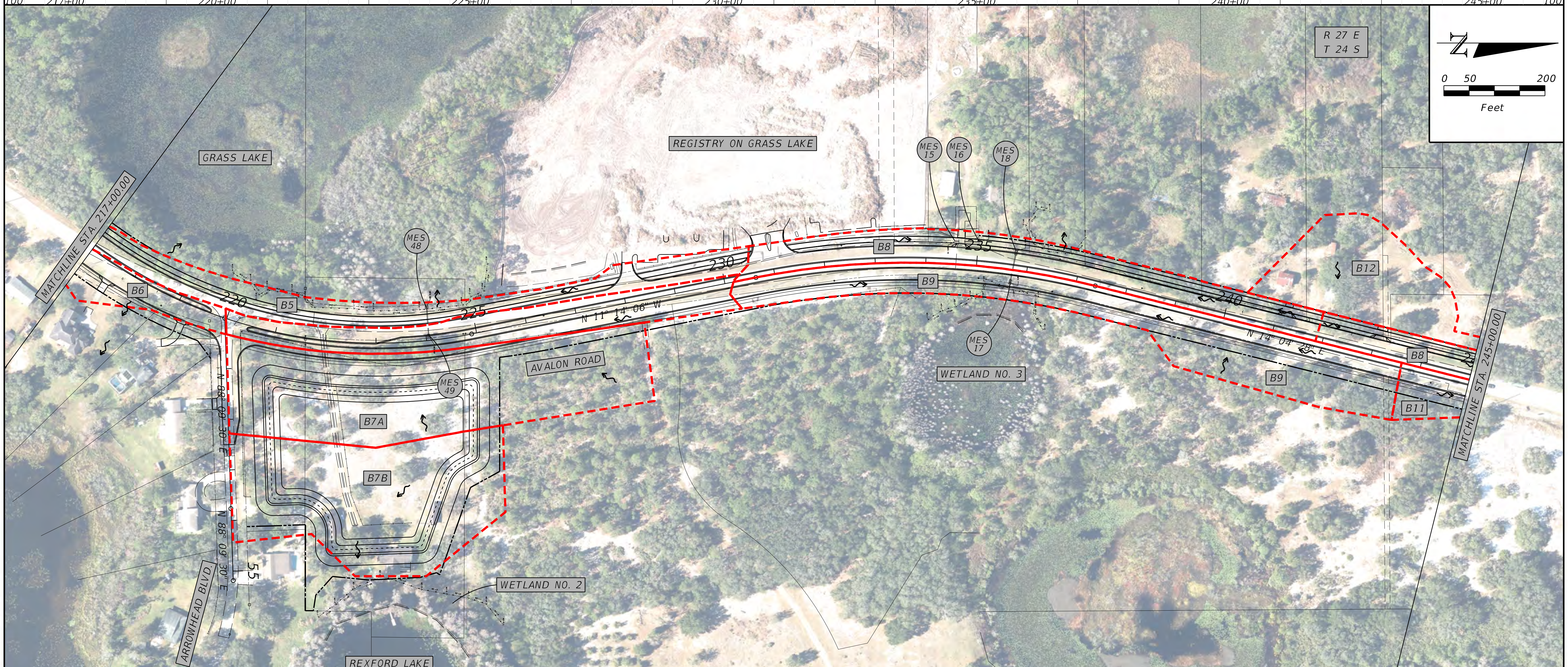
ORANGE COUNTY GOVERNMENT FLORIDA

DRAINAGE MAP
AVALON ROAD

SHEET NO. 2

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.





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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:

BETH K. WHIKEHART, P.E.
LICENSE # 66649
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

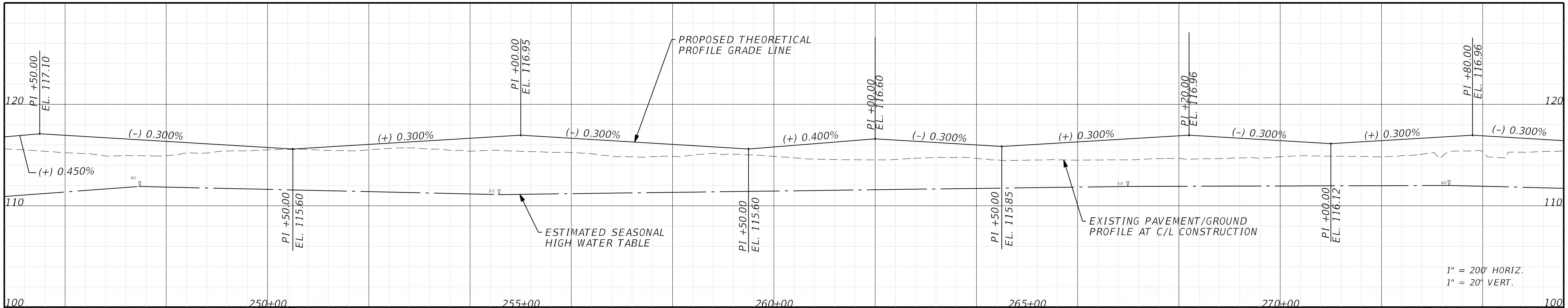
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

DRAINAGE MAP
AVALON ROAD

SHEET NO. 3



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Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

DRAINAGE MAP
AVALON ROAD

SHEET NO. 4

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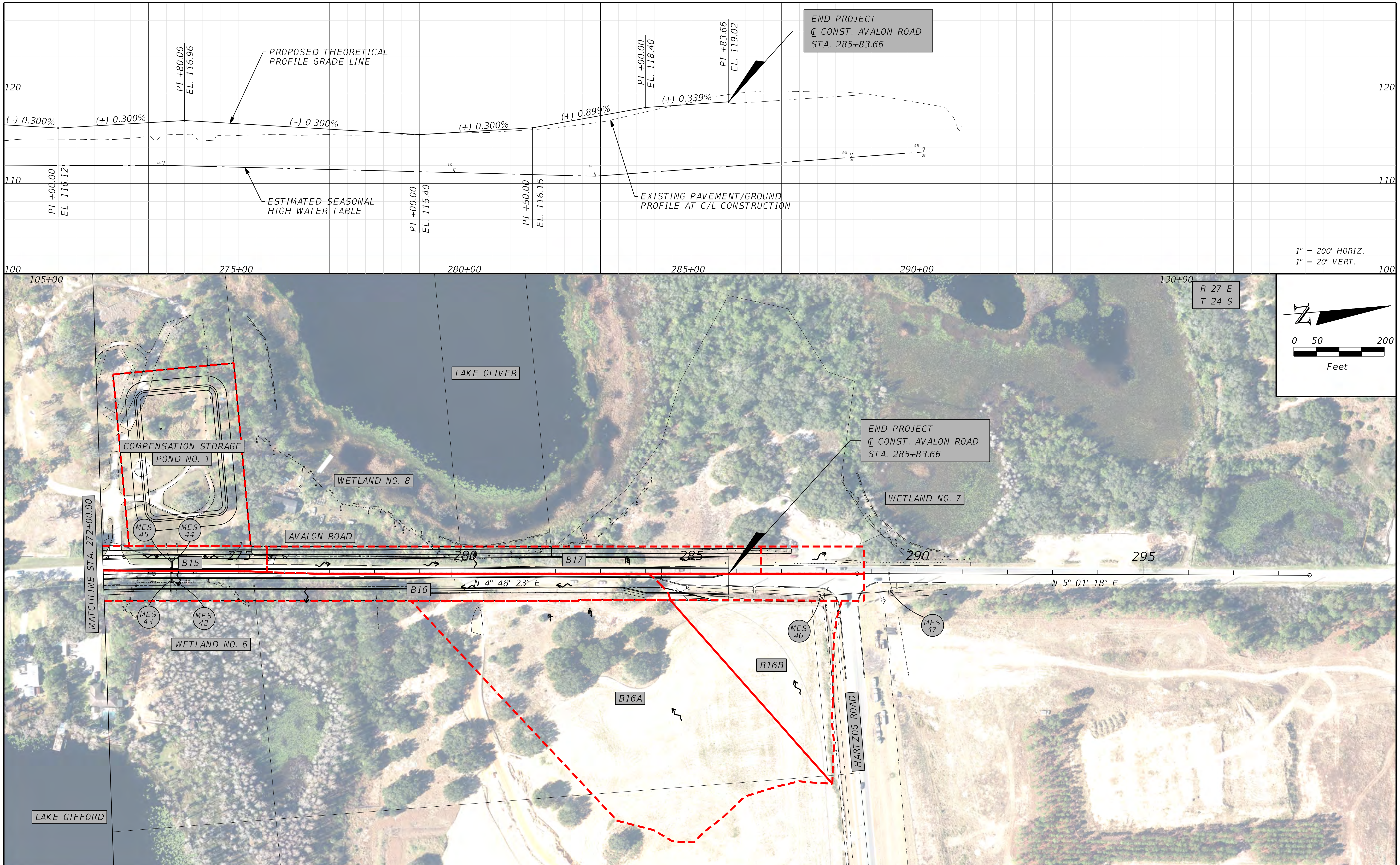

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Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

DRAINAGE MAP
AVALON ROAD

SHEET NO.
5

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH AND CONFORM TO THE MOST STRINGENT REQUIREMENT OF THE PROJECT SPECIFICATION, THE LATEST EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (FDOT), AND SUPPLEMENTS THERETO, AND ORANGE COUNTY ROAD CONSTRUCTION SPECIFICATIONS.

2. SUBSURFACE INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FOR USE IN ESTABLISHING DESIGN CRITERIA FOR THE PROJECT. THE ACCURACY OF THIS INFORMATION IS NOT GUARANTEED AND IS NOT TO BE CONSTRUED AS PART OF THE PLANS GOVERNING CONSTRUCTION OF THE PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INQUIRE OF THE ENGINEER IF ADDITIONAL INFORMATION IS AVAILABLE, TO MAKE ARRANGEMENTS TO REVIEW SAME PRIOR TO BIDDING, AND TO MAKE HIS OWN DETERMINATION AS TO ALL SUBSURFACE CONDITIONS.

3. ALL PERSONAL PROPERTY, EXCEPT MAIL BOXES, WITHIN THE RIGHT-OF-WAY NOT RELOCATED BY THE PROPERTY OWNER SHALL BE REMOVED BY THE CONTRACTOR AS NECESSARY TO CONSTRUCT THE PROJECT IN ACCORDANCE WITH THE PLANS. MAIL BOXES SHALL BE RELOCATED BY THE CONTRACTOR IN ACCORDANCE WITH F.D.O.T. STANDARD PLANS INDEX 110-200.

4. THE DISPOSAL OF EXCESS EARTHWORK MATERIALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. APPROVALS OF DISPOSAL SITES SHALL BE OBTAINED FROM ORANGE COUNTY PRIOR TO DISPOSAL. ALL EXCESS MATERIAL IS THE PROPERTY OF THE CONTRACTOR.

5. SOD IN DISTURBED AREAS SHALL MATCH EXISTING TYPE SOD, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. INSTALL A 4" MUCK BLANKET OR TOPSOIL TREATMENT ON ALL PERMANENT GRASS AREAS. COST TO BE INCLUDED IN CONTRACT UNIT PRICE FOR SOD.

7. SOD ALL SLOPES 3:1 OR STEEPER.

8. SAW CUT CONCRETE DRIVEWAYS AS REQUIRED FOR CONSTRUCTION.

9. ALL PAVEMENT OFFSETS SHOWN ARE TO PROPOSED BASELINE OF CONSTRUCTION; ALL RADII AND DIMENSIONS ARE TO PROPOSED EDGE OF PAVEMENT.

10. FOR STABILIZATION AT TURNOUTS AND DRIVEWAY CONNECTIONS SEE FDOT STANDARD PLANS INDEX 522-002 AND TYPICAL SECTIONS FOR DEPTH AND LBR.

11. DRIVEWAY LOCATIONS AND WIDTHS SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY AS DIRECTED BY THE ENGINEER.

12. THE CONTRACTOR SHALL PERFORM HIS WORK IN ACCORDANCE WITH REQUIREMENTS OF THE VARIOUS PERMITS INCLUDED IN THE BID SPECIFICATIONS. PAYMENT IS INCLUDED IN THE UNIT PRICES STATED ON THE SUMMARY OF PAY ITEMS; EXCLUDING ITEMS SPECIFIED ELSEWHERE. ENVIRONMENTAL CONTROLS SHALL BE USED AT LOCATIONS DESIGNATED IN THE PLANS AND/OR DESIGNATED BY THE ENGINEER.

13. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS BASED ON AVAILABLE RECORDS AND SURVEYS BUT IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR SHALL MAKE HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO AND IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WITH PROJECT CONSTRUCTION. PRIOR TO ORDERING DRAINAGE STRUCTURES, THE CONTRACTOR SHALL DETERMINE IF DRAINAGE/UTILITY CONFLICTS EXIST. INFORMATION ON CONFLICTS IS TO BE SUBMITTED TO THE ENGINEER AS SOON AS POSSIBLE AFTER DISCOVERY FOR RESOLUTION.

14. PRIOR TO COMMENCEMENT OF WORK CONTRACTOR SHALL CALL SUNSHINE ONE 48 HOURS IN ADVANCE OF PERFORMING ANY UTILITY ADJUSTMENTS OR RELOCATIONS. SUNSHINE ONE PHONE NUMBER IS 1-800-432-4770.

15. UTILITIES ARE TO BE ADJUSTED BY OTHERS OR AS DIRECTED BY THE ENGINEER.

16. THE CONTRACTOR SHALL NOTIFY ALL GAS UTILITY COMPANIES A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATION AS REQUIRED BY CHAPTER 77-153 OF THE FLORIDA STATUTES.

17. ALL DRAINAGE PIPES SHALL BE STEEL REINFORCED CONCRETE PIPE, CLASS III, UNLESS OTHERWISE NOTED.

18. MEASUREMENT OF DRAINAGE PIPE FOR PAYMENT SHALL BE DETERMINED FROM ACTUAL LENGTHS INSTALLED.

19. ALL MANHOLE COVERS SHALL INCLUDE THE ORANGE COUNTY LOGO AND BE IDENTIFIED AS "ORANGE COUNTY SANITARY", "ORANGE COUNTY STORM", OR "ORANGE COUNTY WATER", AS APPROPRIATE. (SEE DETAIL)

20. ALL INLET/MANHOLE - PIPE JOINTS SHALL BE FILLED WITH NON-SHRINK GROUT, COVERED WITH AN ASPHALT MASTIC COATING, AND WRAPPED WITH A FILTER FABRIC MATERIAL PER SECTION 13.07 OF THE ORANGE COUNTY ROAD CONSTRUCTION SPECIFICATIONS. ALL PIPE JOINTS IN THIS PROJECT SHALL BE WRAPPED PER FDOT STANDARD INDEX No. 280 OR AS DIRECTED BY THE ENGINEER COST TO BE INCLUDED IN THE COST OF THE PIPE CULVERT.

21. ALL CURB INLETS, DITCH BOTTOM INLETS, AND MANHOLES SHALL HAVE TRAFFIC BEARING FRAMES AND COVERS OR GRATES MEETING HS-20 LOADING REQUIREMENTS.

22. ALL EXISTING DRAINAGE STRUCTURES AND PIPES IF ABANDONED WITHIN THE LIMITS OF CONSTRUCTION SHALL BE REMOVED, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

23. DESIGN CHANGES OF PIPE INVERTS NOT EXCEEDING PLUS OR MINUS ONE FOOT WILL NOT BE CONSIDERED AS A BASIS FOR ADDITIONAL COMPENSATION FOR THE PERTINENT PIPE BID ITEM OR FOR MODIFICATION OF PRECAST STRUCTURES.

24. ALL (P.R.M.'s) IRONS AND MONUMENTS SHOWN ON PLANS, OR FOUND, SHALL BE PRESERVED. THOSE SHOWN IN PROPOSED PAVEMENT SHALL BE PROTECTED WITH A CAST IRON VALVE BOX.

25. ANY U.S.C. AND G.S. MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF IN DANGER OF DAMAGE, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, ORANGE COUNTY SURVEY SECTION 407-836-8672 AND BOTH SHALL NOTIFY:
STATE GEODETIC ADVISOR
3900 COMMONWEALTH BOULEVARD, SUITE 309,
TALLAHASSEE, FL
240-678-2107

26. PUBLIC LAND CORNERS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED OR DISTURBED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE COUNTY SURVEYOR, WITHOUT DELAY, BY TELEPHONE 407-836-8672). THE CONTRACTOR SHALL PROVIDE WRITTEN FOLLOW UP CONFIRMATION WITHIN 48 HOURS OF TELEPHONE NOTIFICATION.

27. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO ORANGE COUNTY HIGHWAY CONSTRUCTION DEPARTMENT A SET OF FIELD NOTES VERIFYING THE BENCHMARK ELEVATIONS AND THE REFERENCE POINT TIES SHOWN ON THE TITLE SHEET AND PLAN AND PROFILE SHEETS, AND/OR A SET OF FIELD NOTES FOR ALL ADDITIONAL BENCHMARK AND REFERENCE POINT TIES PROPOSED TO BE USED IN CONSTRUCTING THE PROJECT WITH THEIR LOCATION, DESCRIPTION AND ELEVATION, BASED ON ORANGE COUNTY DATUM. ALL SUBMITTALS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA.

28. TO MEET ADA REQUIREMENTS, ALL SIDEWALK CONSTRUCTION SHALL COMPLY WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION.

29. FOR PEDESTRIAN CURB CUT RAMPS DETAILS, REFER TO FDOT STANDARD PLANS INDEX 522-002 NOMENCLATURE SHOW IN THE PLANS REFERS TO THE RAMP TYPES IDENTIFIED IN INDEX 522-002.

30. THE CONTRACTOR SHALL RELOCATE EXISTING TRAFFIC SIGNS AS REQUIRED DURING CONSTRUCTION. SIGNS, WHICH ARE DAMAGED DURING CONSTRUCTION, SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE COUNTY. THE CONTRACTOR SHALL REMOVE AND STORE EXISTING TRAFFIC SIGNS THAT ARE NOT USED DURING CONSTRUCTION. THE CONTRACTOR SHALL RE-INSTALL THE STORED SIGNS AS SHOWN ON THE SIGNING PLANS OR AS DIRECTED BY THE ENGINEER. SIGNS NO TO BE RE-INSTALLED SHALL BE DELIVERED TO ORANGE COUNTY'S TRAFFIC SIGN SHOP. COST OF RELOCATION, MAINTENANCE, REMOVAL AND LEFTOVER SHALL BE INCLUDED IN THE UNIT PRICES STATED ON THE SUMMARY OF PAY ITEMS.

31. ALL EXCAVATIONS SHALL BE REQUIRED TO CONFORM TO THE PROVISION OF PART IV OF CHAPTER 553.60, F.S., ALSO KNOWN AS THE "TRENCH SAFETY ACT". TO PROTECT EXISTING PAVEMENT, STRUCTURES, FOUNDATIONS, AND CONSTRUCTION PERSONNEL DURING CONSTRUCTION OF THE PROJECT.

32. CONTRACTOR IS TO MAINTAIN UNINTERRUPTED ACCESS TO ALL DRIVEWAYS AND SIDE STREETS AT ALL TIMES AND IS TO NOTIFY PROPERTY OWNERS FIVE DAYS PRIOR TO STARTED CONSTRUCTION.

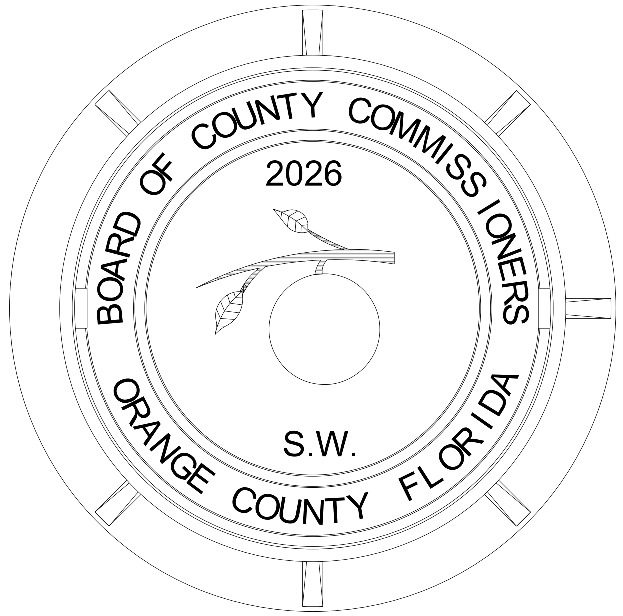
33. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING PAVEMENT ELEVATIONS OF ALL DRIVEWAYS AND SIDEWALKS TO MATCH THE PROPOSED PAVEMENT TO THE EXISTING.

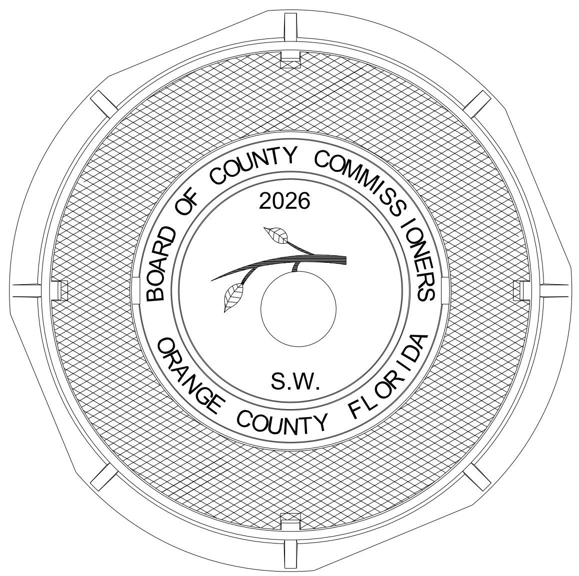
34. ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAT THE CONDITION EXISTING. COST TO BE INCIDENTAL TO OTHER CONSTRUCTION AND NO EXTRA COMPENSATION WILL BE ALLOWED.

35. ALL CONCRETE SHALL BE MIN. OF 3,000 PSI.

CAUTION:
CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATING. MAPS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS OR SERVICE LINES. THE ONLY SAFE AND PROPER WAY TO LOCATE GAS FACILITIES IS BY AN ON-SITE INSPECTION BY T.E.C.O. GAS SYSTEMS THEREFORE, EXCAVATORS ARE INSTRUCTED TO TELEPHONE US AT 407-425-4661 TWO WORKING DAYS BEFORE DIGGING IN A CONSTRUCTION AREA.

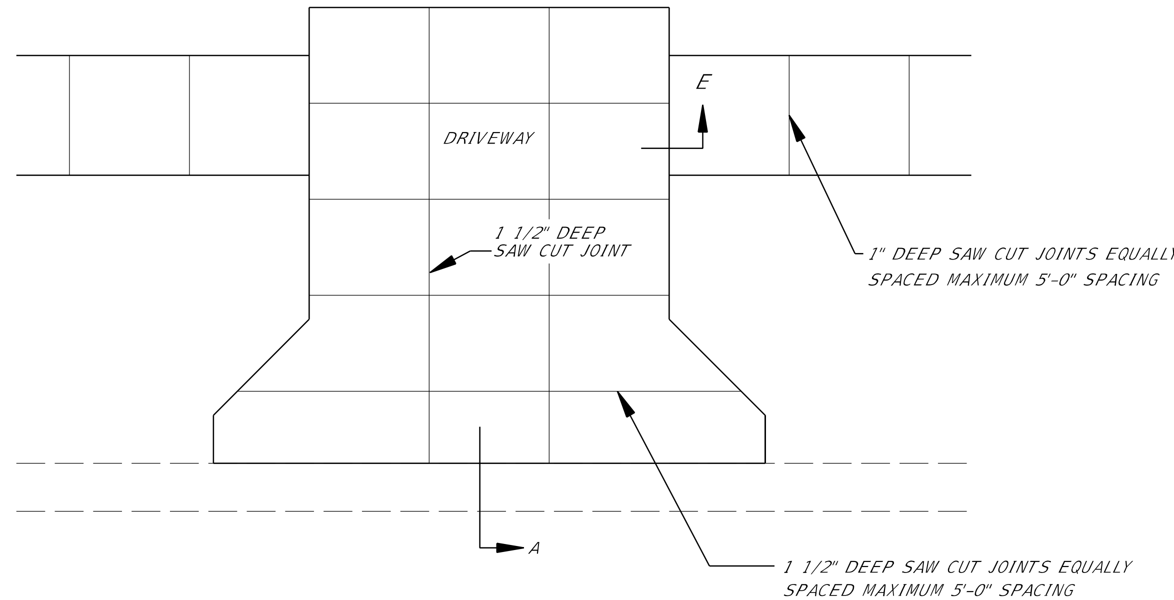
NOTE: 1- ALL MEASUREMENTS ARE IN ENGLISH UNLESS OTHERWISE SPECIFIED.

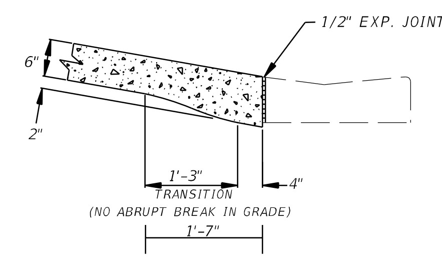




STANDARD MANHOLE COVER

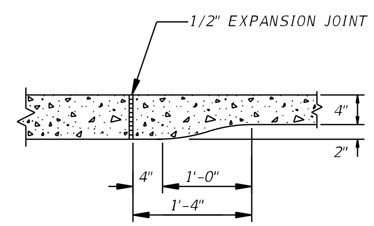
N.T.S.





SECTION A

N.T.S.



SECTION E

TYPICAL SIDEWALK
DRIVEWAY APRONS
N.T.S.

NOTE:

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ENGINEER OF RECORD:

FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

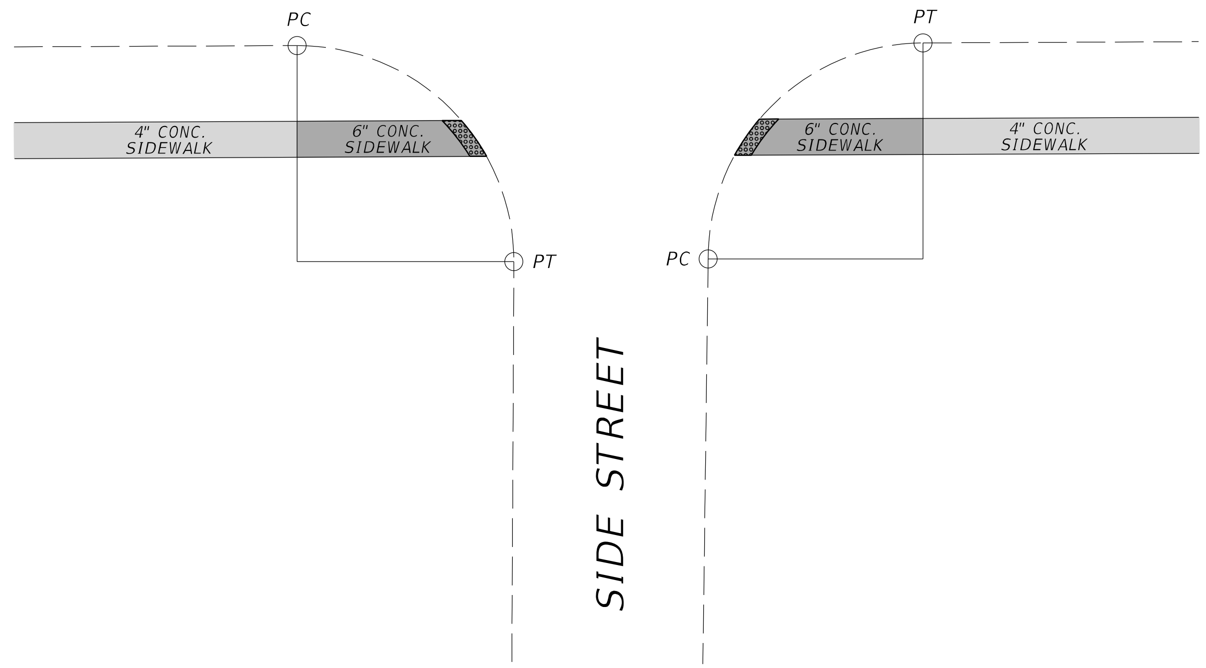
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

STANDARD DETAILS
AVALON ROAD

SHEET NO. 7



TYPICAL CONCRETE SIDEWALK THICKNESS DETAIL

NTS

6" CONC. THICKNESS REQUIRED
FROM PC TO PT OF ALL SIDE STREET RETURNS

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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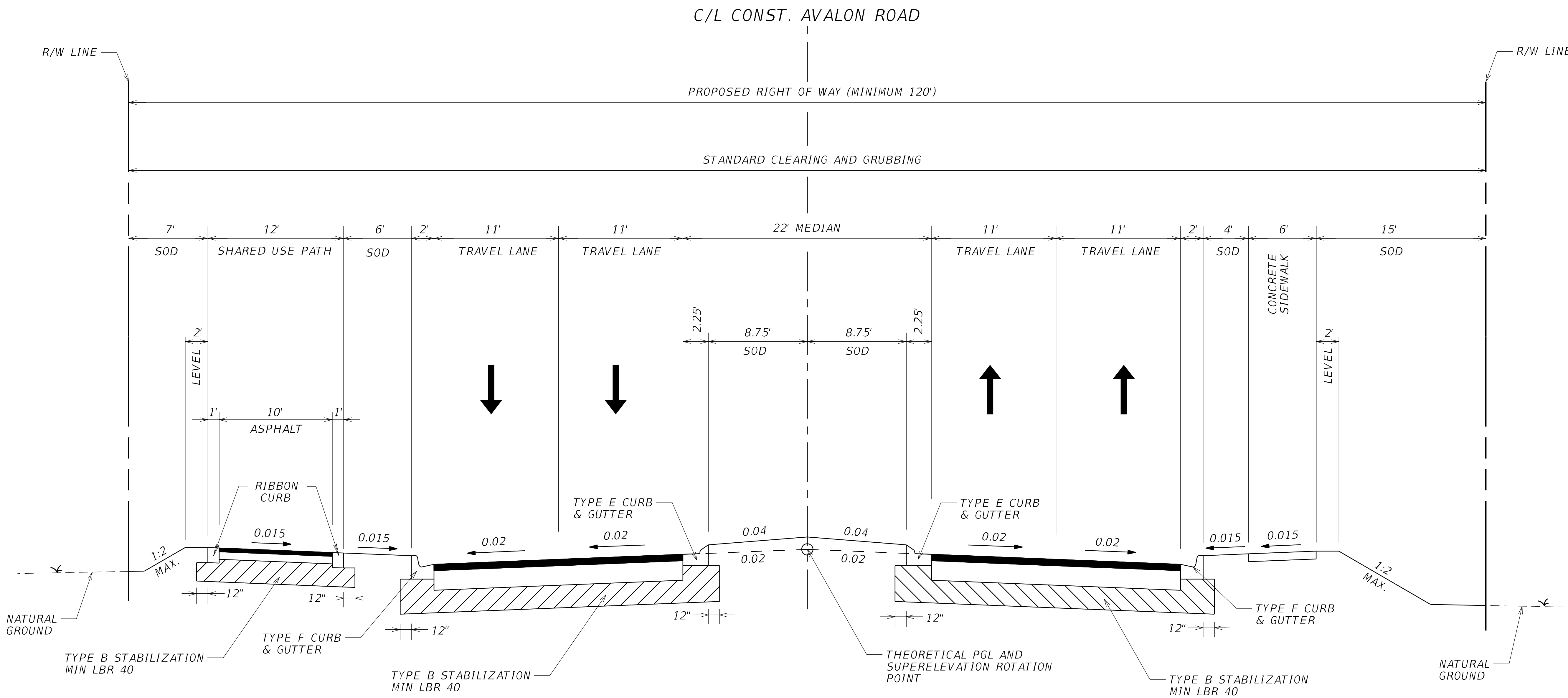
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

STANDARD DETAILS
AVALON ROAD

SHEET NO. 8



SHARED USE PATH PAVEMENT

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (7.5") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (1.50") (TRAFFIC C)

TYPICAL SECTION

AVALON ROAD
STA. 207+00.00 TO STA. 285+83.66

MILLING AND RESURFACING

STA. 285+83.66 TO STA. 287+81.96

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH OF 1.50" AND RESURFACE WITH ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

TRAFFIC DATA

CURRENT YEAR 2025 AADT = 18,800
OPENING YEAR 2031 AADT = 23,400
DESIGN YEAR 2051 AADT = 38,600
K = 9.0% D = 64.24% T = 4.63% (24 HOUR)
DESIGN SPEED = 40 MPH (FROM US 192 TO LAKE GIFFORD WAY)
POSTED SPEED = 40 MPH (FROM US 192 TO LAKE GIFFORD WAY)
DESIGN SPEED = 45 MPH (FROM LAKE GIFFORD ROAD TO HARTZOG ROAD)
POSTED SPEED = 45 MPH (FROM LAKE GIFFORD ROAD TO HARTZOG ROAD)

NEW PAVEMENT CONSTRUCTION

STA. 207+00.00 TO STA. 216+00.00

12" TYPE B STABILIZATION (MINIMUM LBR 40)
BASE GROUP 11 (TYPE B-12.5 ONLY) (7")
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

NEW PAVEMENT CONSTRUCTION

STA. 216+00.00 TO STA. 285+83.66

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (12") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

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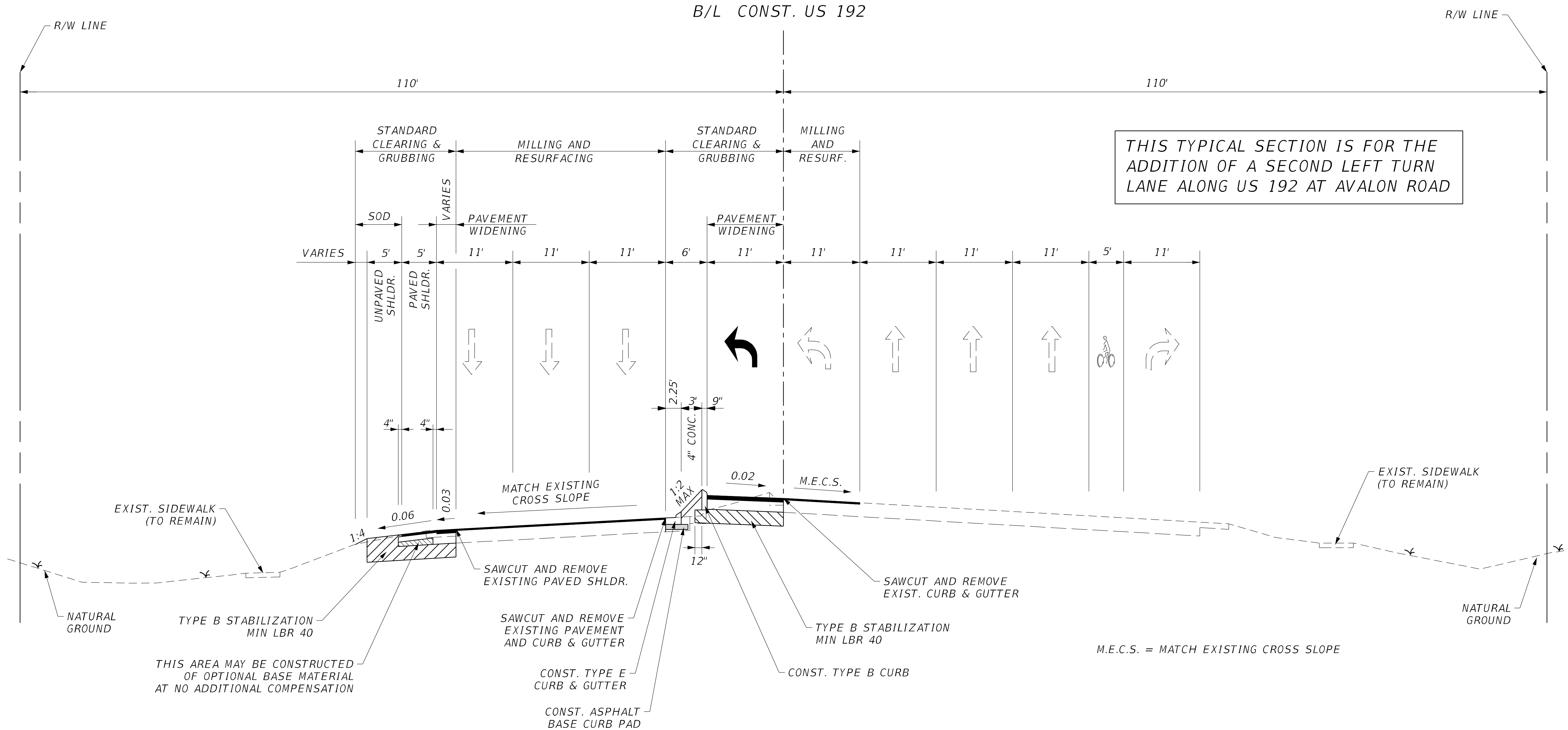
Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
AVALON ROAD

SHEET NO. 9



DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH

TYPICAL SECTION

U.S. 192
STA. 703+10.00 TO STA. 709+80.00

PAVED SHOULDER

12" TYPE B STABILIZATION (MINIMUM LBR 40)
BASE GROUP 1 (TYPE B-12.5 ONLY) (4")
TYPE SP STRUCTURAL COURSE (1.50") (TRAFFIC C) (PG 76-22)
ASPHALT CONCRETE FRICTION COURSE FC-5 (0.75") (TRAFFIC C) (PG 76-22)

PAVEMENT WIDENING

12" TYPE B STABILIZATION (MINIMUM LBR 40)
BASE GROUP 12 (TYPE B-12.5 ONLY) (7.50")
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C) (PG 76-22)
ASPHALT CONCRETE FRICTION COURSE FC-5 (0.75") (TRAFFIC C) (PG 76-22)

MILLING AND RESURFACING

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH OF 0.75" AND RESURFACE WITH ASPHALT CONCRETE FRICTION COURSE FC-5 (0.75") (TRAFFIC C) (PG 76-22)

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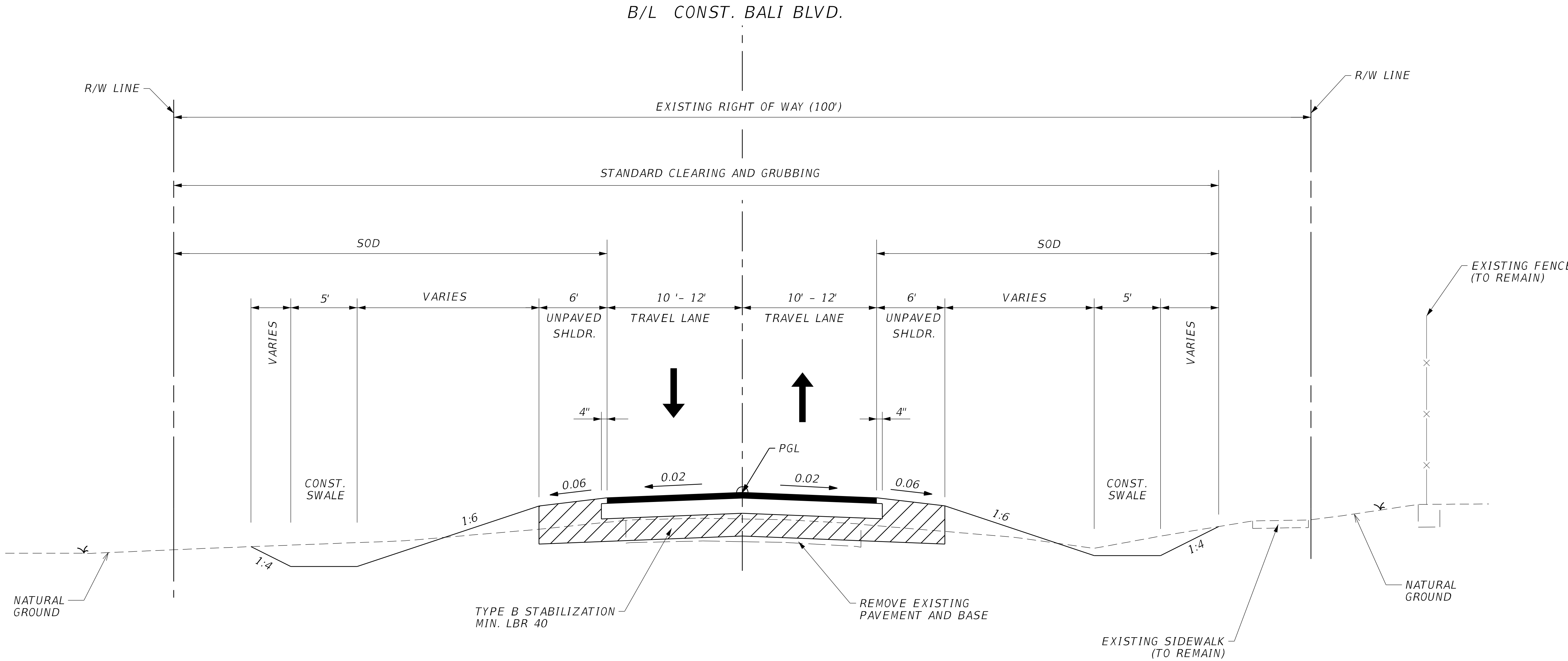
Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
U.S. 192

SHEET NO. 10



TYPICAL SECTION

BALI BOULEVARD
STA. 47+51.69 TO STA. 49+31.69

DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH

NEW PAVEMENT CONSTRUCTION

12" TYPE B STABILIZATION (MINIMUM LBR 40)
BASE GROUP 11 (TYPE B-12.5 ONLY) (7")
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

MILLING AND RESURFACING

MILL EXISTING ASPHALT PAVEMENT FOR A DEPTH OF 1.50" AND RESURFACE WITH ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

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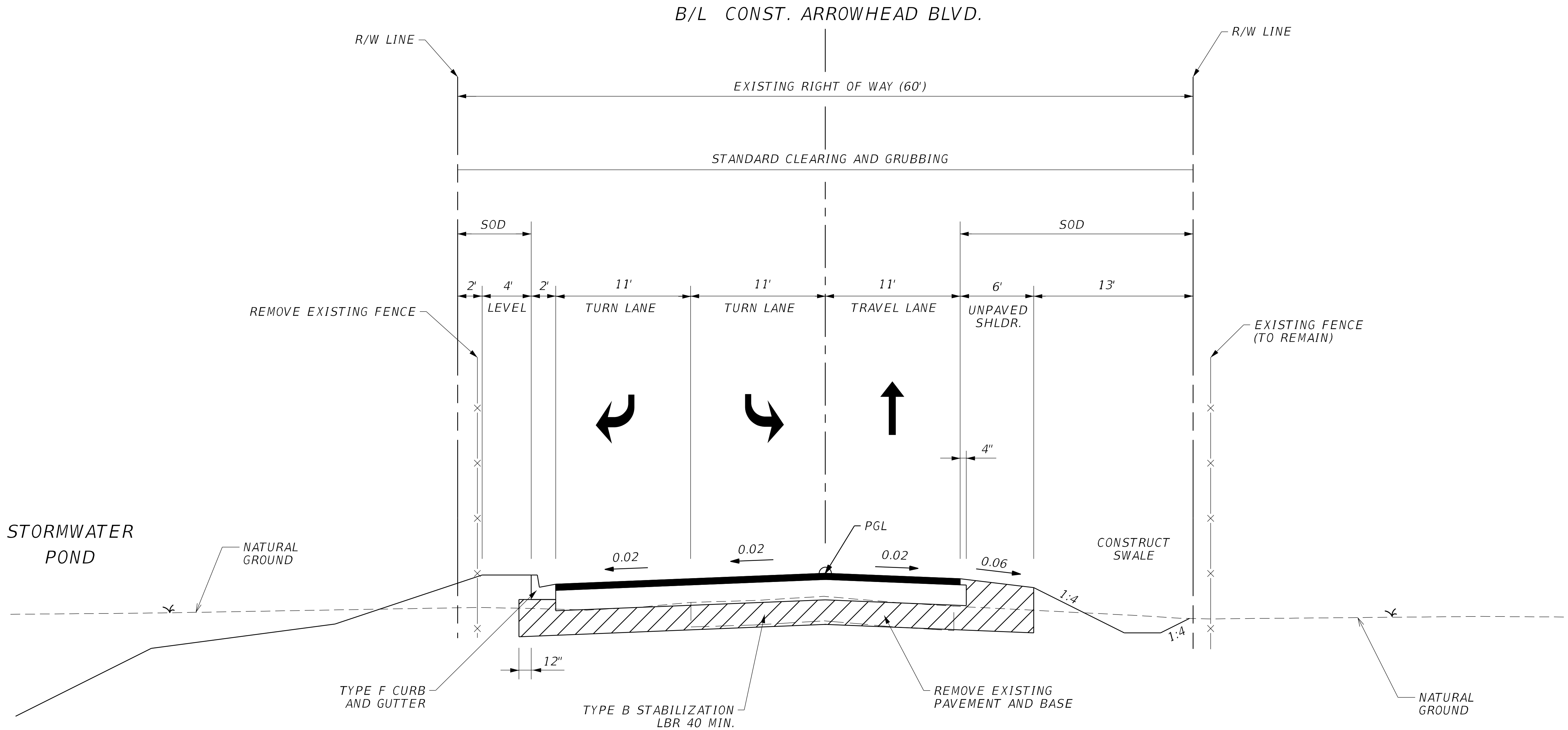
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

TYPICAL SECTION
BALI BOULEVARD

SHEET NO. 11



TYPICAL SECTION

ARROWHEAD BOULEVARD
STA. 50+35.13 TO STA. 52+50.00

DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH

NEW PAVEMENT CONSTRUCTION

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (12") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

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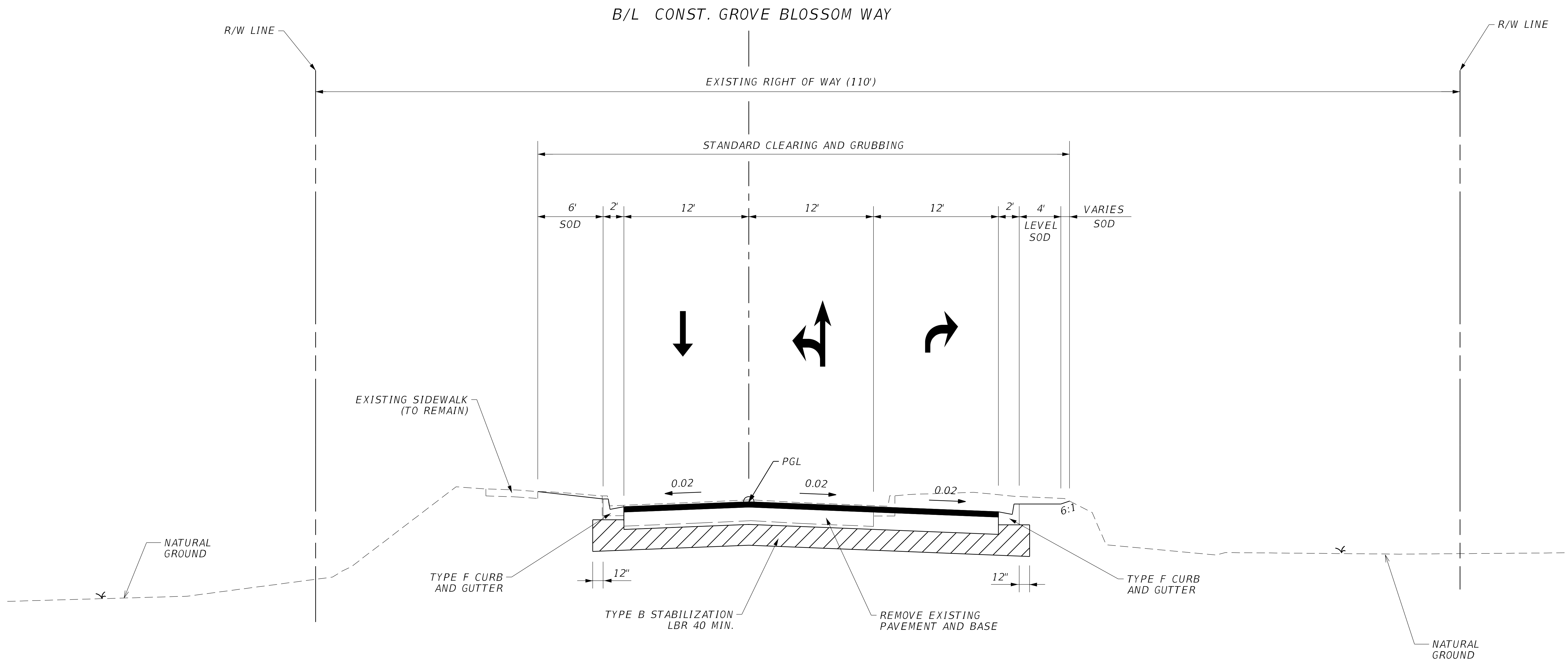
ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
ARROWHEAD BOULEVARD

SHEET NO. 12



TYPICAL SECTION

GROVE BLOSSOM WAY
STA. 47+71.44 TO STA. 49+66.44

DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH

NEW PAVEMENT CONSTRUCTION

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (12") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

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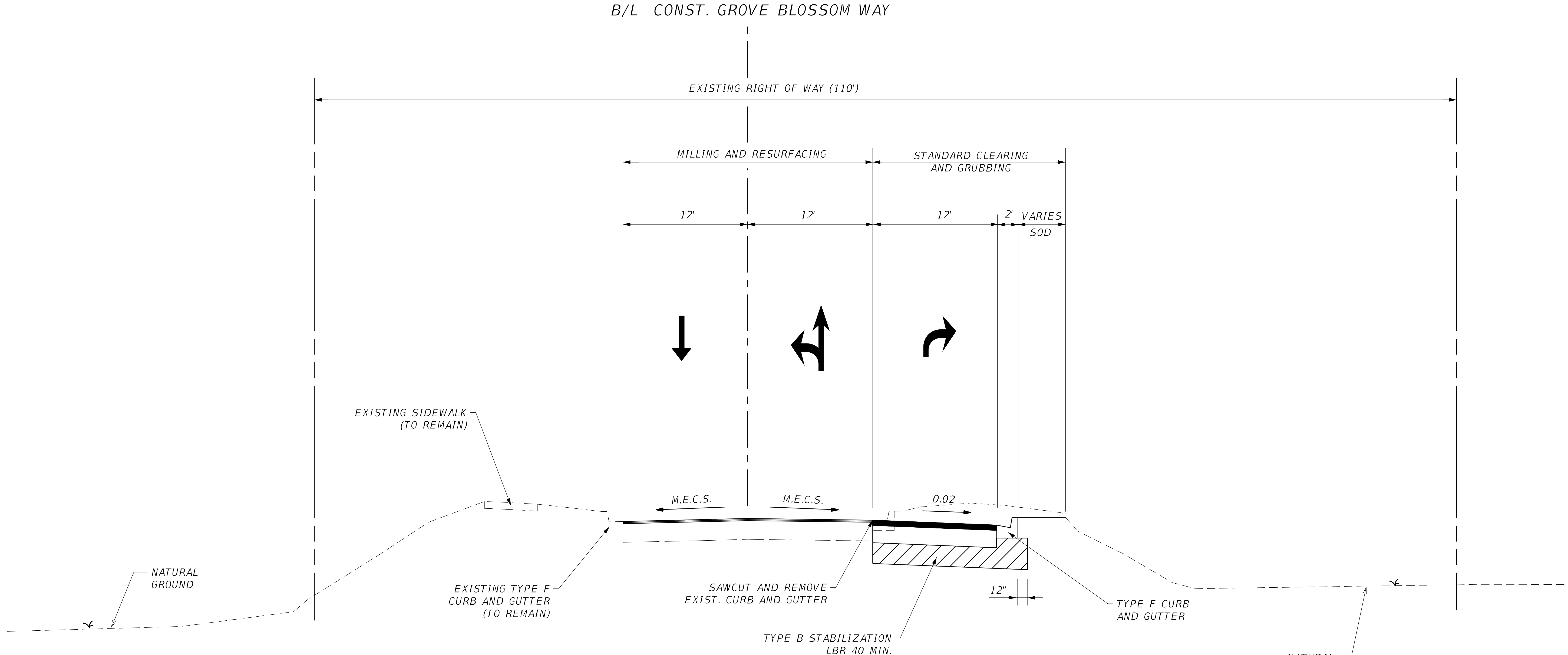
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
GROVE BLOSSOM WAY

SHEET NO. 13



M.E.C.S. = MATCH EXISTING CROSS SLOPE

TYPICAL SECTION

GROVE BLOSSOM WAY
STA. 44+45.00 TO STA. 47+71.44

DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH

NEW PAVEMENT CONSTRUCTION

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (12") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

MILLING AND RESURFACING

MILL EXISTING ASPHALT PAVEMENT FOR A DEPTH OF 1.50" AND RESURFACE WITH ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
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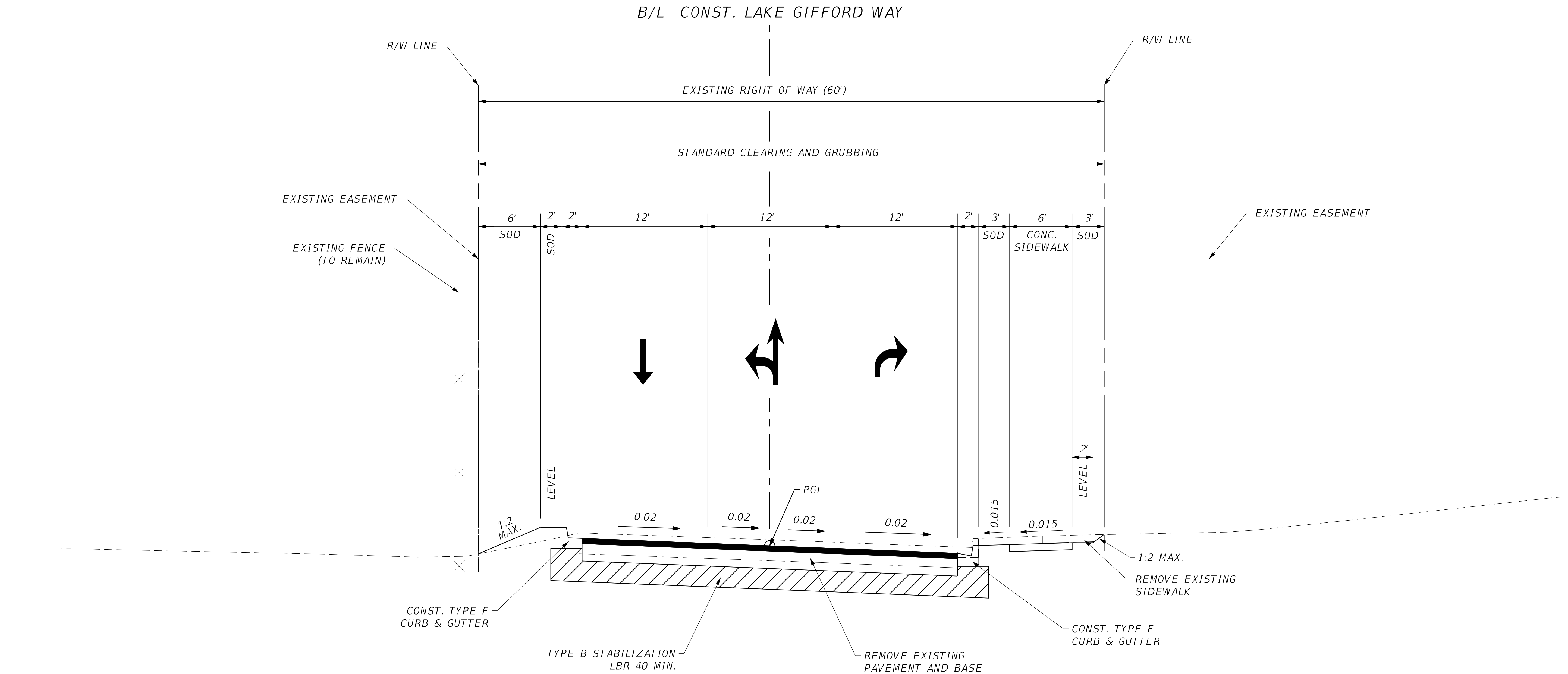
Pegasus ENGINEERING

ROAD	
AVALON ROAD	
PROJECT NO.	
OCC-24056	

ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
GROVE BLOSSOM WAY

SHEET NO. 14



TYPICAL SECTION

LAKE GIFFORD WAY
STA. 50+33.44 TO STA. 52+73.44

DESIGN SPEED = 40 MPH
POSTED SPEED = 40 MPH

NEW PAVEMENT CONSTRUCTION

12" TYPE B STABILIZATION (MINIMUM LBR 40)
SOIL CEMENT BASE (12") (300 PSI) (PLANT MIXED)
TYPE SP STRUCTURAL COURSE (3") (TRAFFIC C)
ASPHALT CONCRETE FRICTION COURSE FC-12.5 (1.50") (TRAFFIC C) (PG 76-22)

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

TYPICAL SECTION
LAKE GIFFORD WAY

SHEET NO. 15

MITERED END SECTIONS

NAME	DIRECTION	PIPE SIZE / TYPE	INVERT ELEV
MES 1	E	18" RCP	111.25
MES 2	W	18" RCP	111.36
MES 3	E	18" RCP	112.72
MES 4	W	18" RCP	112.72
MES 5	SE	15" RCP	112.63
MES 6	E	12" RCP	112.55
MES 7	NE	18" RCP	112.56
MES 8	SW	18" RCP	112.62
MES 9	NW	18" RCP	111.75
MES 10	SE	18" RCP	111.48
MES 11	NW	24" RCP	110.74
MES 12	SE	24" RCP	110.66
MES 13	SW	15" CPP	110.59
MES 14	NE	15" CPP	110.43
MES 15	N	15" RCP	112.29
MES 16	S	15" RCP	111.87
MES 17	NW	18" RCP	111.07
MES 18	SE	18" RCP	111.49
MES 19	N	19"X30"	112.18
MES 20	S	19"X30"	111.97
MES 21	N	19"X30"	112.31
MES 22	S	19"X30"	112.12
MES 23	SE	18" RCP	108.41
MES 24	E	12" RCP	112.13
MES 25	W	12" RCP	112.31
MES 26	E	12" RCP	112.08
MES 27	W	12" RCP	112.17
MES 28	E	12" RCP	112.02
MES 29	W	12" RCP	112.15
MES 30	N	15" RCP	112.52
MES 31	S	15" RCP	112.57
MES 32	N	15" RCP	112.08
MES 34	N	15" RCP	112.92
MES 35	S	15" RCP	112.43
MES 36	W	12" RCP	112.24
MES 37	E	12" RCP	111.81
MES 38	W	12" RCP	112.15
MES 39	E	12" RCP	111.58
MES 40	W	12" RCP	112.21
MES 41	E	12" RCP	112.05
MES 42	W	24" CMP	111.26
MES 43	W	24" CMP	111.32
MES 44	E	24" RCP	111.65
MES 45	E	24" RCP	111.75
MES 46	N	18" RCP	115.90
MES 47	S	18" RCP	115.42
MES 48	E	18" RCP	110.23
MES 49	W	18" RCP	110.65
MES 50	S	15" RCP	112.09
MES 51	W	12" PVC	113.78

MANHOLES

NAME	TYPE	DIRECTION	PIPE SIZE / TYPE	GRATE / RIM ELEV	INVERT ELEV
DMH 1 (FULL OF WATER)	DRAINAGE	COULD NOT SEE PIPE	COULD NOT SEE PIPE	115.29	TOP OF WATER: 108.69 BOTTOM OF STRUCTURE: 104.78
DMH 2 (FULL OF WATER)	DRAINAGE	S	COULD NOT SEE PIPE	115.76	108.09 TOP OF WATER: 108.66 BOTTOM OF STRUCTURE: 104.13
DMH 3	DRAINAGE	SE	15" RCP	115.23	112.66
		NW	15" RCP	115.23	112.39
DMH 4	DRAINAGE	SW	18" RCP	115.98	112.54
		NE	18" RCP	115.98	112.14
DMH 5	DRAINAGE	N	18" RCP	116.32	109.57
		SE	18" RCP	116.32	108.16
DMH 6	DRAINAGE	COULD NOT SEE PIPE	COULD NOT SEE PIPE	116.18	TOP OF WATER: 108.88 BOTTOM OF STRUCTURE: 103.61
SMH1 (FORCE MAIN)	SANITARY		INACCESSABLE	115.99	TOP OF PIPE: 111.80
SMH2	SANITARY	E	INACCESSABLE	113.49	103.94
		S	INACCESSABLE	113.49	103.91
SMH3	SANITARY	NE	INACCESSABLE	113.54	103.86
		W	INACCESSABLE	113.54	103.66
SMH4	SANITARY	N	INACCESSABLE	114.56	103.58
		W	INACCESSABLE	114.56	103.46
SMH5	SANITARY	E	INACCESSABLE	115.63	102.54
		W	INACCESSABLE	115.63	102.34
SMH6	SANITARY	E	18" PVC	116.32	TOP OF PIPE
		W	18" PVC	116.32	112.35
SMH7	SANITARY	N	INACCESSABLE	114.28	103.98
		S	INACCESSABLE	114.28	104.02
SMH 8	SANITARY	N	INACCESSABLE	114.50	104.63
		S	INACCESSABLE	114.50	104.66
		W	INACCESSABLE	114.50	104.75
SMH 9	SANITARY	E	INACCESSABLE	115.76	105.87
		W	INACCESSABLE	115.76	107.75
SMH 10	SANITARY	N	INACCESSABLE	116.32	110.15
		E	INACCESSABLE	116.32	109.54
SMH 11	SANITARY	N	INACCESSABLE	114.33	106.14
		S	INACCESSABLE	114.33	106.07
SMH 12	SANITARY	N	INACCESSABLE	114.46	107.15
		S	INACCESSABLE	114.46	107.09
SMH 13	SANITARY	S	INACCESSABLE	115.15	109.48
SMH 14	SANITARY	S	INACCESSABLE	113.71	104.75
		W	INACCESSABLE	113.71	104.73
SMH 15	SANITARY		COULD NOT SEE PIPE	114.36	TOP OF PIPE: 109.60
SMH 16	SANITARY	S	8" PVC	113.70	104.26
		W	8" PVC	113.70	104.31
SMH 17	SANITARY	S	INACCESSABLE	116.34	109.56
SMH 18	SANITARY	N	INACCESSABLE	116.43	106.09
		SE	INACCESSABLE	116.43	106.04
SMH 19	SANITARY	NE	INACCESSABLE	113.53	104.01
		S	INACCESSABLE	113.53	103.88
SMH 20	SANITARY	NE	INACCESSABLE	113.49	103.66
		SE	INACCESSABLE	113.49	103.60
SMH 21	SANITARY	NW	INACCESSABLE	113.50	103.47
		NE	INACCESSABLE	113.50	103.20
		SE	INACCESSABLE	113.50	103.51

LEGEND
- MES = MITERED END SECTION
- DMH = DRAINAGE MANHOLE
- CB = CATCH BASIN
- CI = CURB INLETS
- RCP = REINFORCED CONCRETE PIPE
- CPP = CORRUGATED PLASTIC PIPE
- OCS = OUTFALL CONTROL STRUCTURE

OUTFALL CONTROL STRUCTURE

NAME	DIRECTION	PIPE SIZE / TYPE	GRATE / RIM ELEV	INVERT ELEV
OCS 1	S	15" RCP	114.67	112.70

CURB INLETS

NAME	DIRECTION	PIPE SIZE / TYPE	GRATE / RIM ELEV	INVERT ELEV
CI 1	N	18" RCP	115.81	110.42
CI 2	S	18" RCP	115.78	110.25
	W	18" RCP	115.78	110.26
CI 3	N	18" RCP	115.87	110.21
CI 4	E	18" RCP	115.66	109.08
	S	18" RCP	115.66	109.35
	NW	18" RCP	115.66	109.11
CI 5	E	18" RCP	114.86	110.68
CI 6	E	18" RCP	114.52	110.25
	W	18" RCP	114.52	110.17
CI 7 (FULL OF WATER)	E	COULD NOT ACCESS	113.95	TOP OF WATER: 111.62
	W	COULD NOT ACCESS	113.95	BOTTOM OF STRUCTURE: 109.12
CI 8 (FULL OF WATER)	E	15" RCP	114.72	109.98 TOP OF WATER: 108.97 BOTTOM OF STRUCTURE: 102.83
CI 9	W	15" RCP	115.10	110.16
CI 10	N	15" CPP	115.36	110.48
CI 11	E	18" CPP	115.35	110.05
	S	15" CPP	115.35	110.23

CATCH BASINS

NAME	DIRECTION	PIPE SIZE / TYPE	GRATE / RIM ELEV	INVERT ELEV
CB 1 (FILLED WITH WATER)	COULD NOT ACCESS	COULD NOT ACCESS	112.84 112.84	TOP OF WATER: 108.59 BOTTOM OF STRUCTURE: 105.86
CB 2	N	12" PVC	111.84	108.39
CB 3	W	15" RCP	114.75	112.75
CB 4	W	12" RCP	114.71	112.63
CB 5	SW	18" RCP	114.76	112.52
	NE	18" RCP	114.76	112.54
CB 6	E	15" RCP	115.65	111.17
CB 7	W	18" RCP	113.63	109.79
	E	18" RCP	113.63	109.67
CB 8	S	15" RCP	115.70	110.51
CB 9	NW	15" RCP	114.27	112.47
CB 10	NE	12" PVC	116.73	114.71
CB 11	W	15" RCP	115.70	110.28
	S	18" RCP	115.70	110.08
CB 12	N	18" RCP	115.65	109.93
	S	18" RCP	115.65	109.75
CB 13	E	24" RCP	114.71	109.19
	SW	24" RCP	114.71	109.17

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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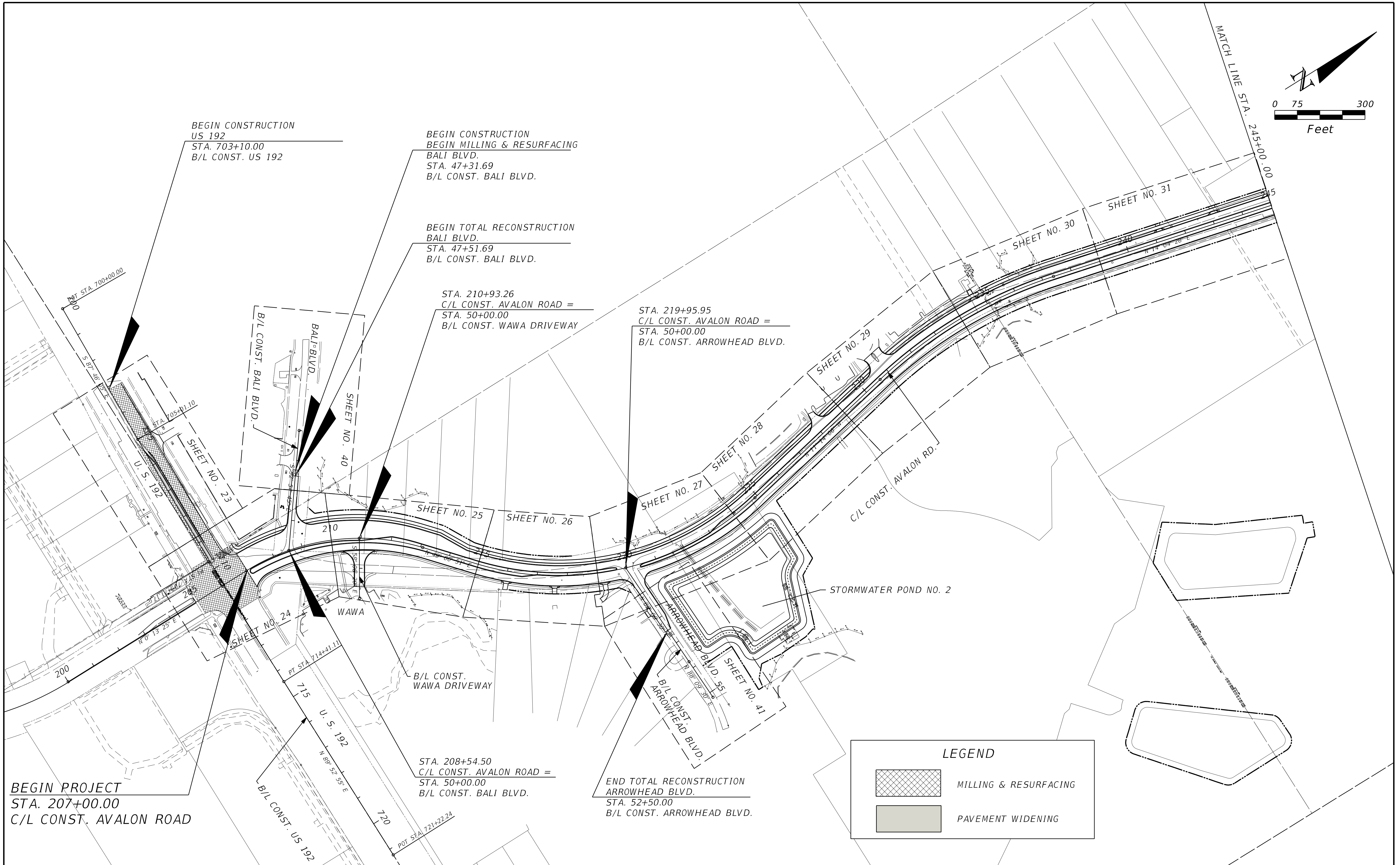
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

EXISTING DRAINAGE STRUCTURES AND PIPES

SHEET NO. 16



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
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Pegasus ENGINEERING

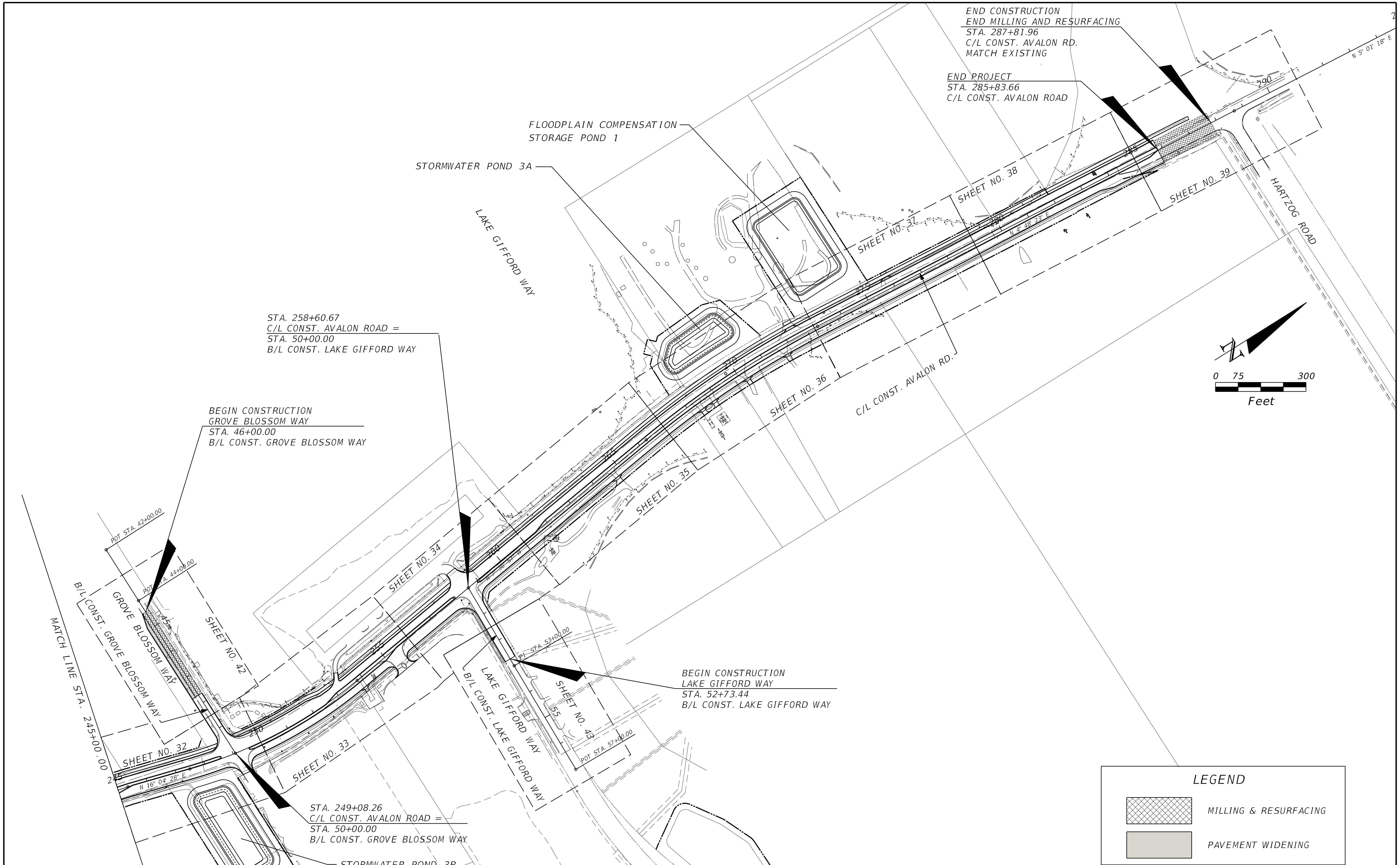
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROJECT LAYOUT
AVALON ROAD

SHEET NO. 17

1/27/2026 2:15:42 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\PLAYRD01.dgn



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Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROJECT LAYOUT
AVALON ROAD

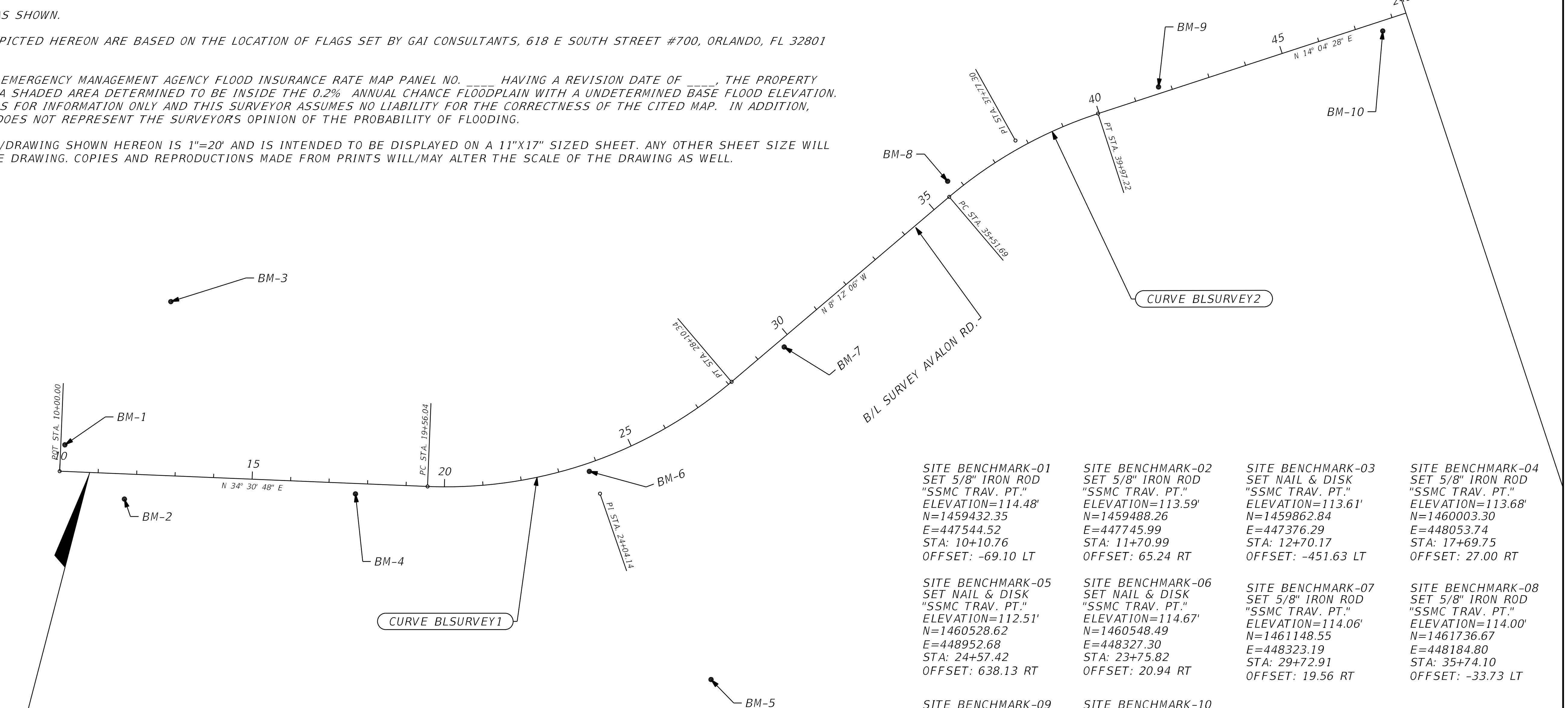
SHEET NO.
18

1/27/2026 2:15:44 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\PLAYRD02.dgn

SURVEYORS NOTES

- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE OPINION. THERE MAY EXIST MATTERS ON RECORD AFFECTING THE SUBJECT PROPERTY.
- THIS IS NOT A BOUNDARY SURVEY. THE PURPOSE OF THIS SURVEY IS TO SHOW THE TOPOGRAPHIC FEATURES ALONG PORTIONS OF AVALON ROAD.
- NO UNDERGROUND UTILITIES, FOUNDATIONS OR IMPROVEMENTS HAVE BEEN LOCATED.
- SYMBOLS ARE NOT TO SCALE.
- THIS SURVEY DOES NOT DETERMINE OWNERSHIP OF FENCES.
- FENCES ARE GRAPHICAL IN NATURE AND NOT TO SCALE. FENCE TIES ARE AS SHOWN HEREON.
- ELEVATIONS SHOWN HEREON ARE BASED UPON AND MATCHED TO ORANGE COUNTY BENCHMARK DESIGNATION OC-17-1081, HAVING A PUBLISHED ELEVATION OF 114.372, NORTH AMERICAN VERTICAL DATUM OF 1988, (NAVD 88). A SECOND BENCHMARK WAS USED TO VERIFY THE ACCURACY OF OC-17-1081, BEING A SURVEY DISK IN A CONCRETE HEADWALL AND HAVING A NATIONAL GEODETIC SURVEY (NGS) DESIGNATION OF "C 1315 015", A PID OF "D19153", AND A PUBLISHED ELEVATION = 112.50 (NAVD 88)
- SITE BENCHMARKS ARE AS SHOWN.
- THE WETLAND LIMITS DEPICTED HEREON ARE BASED ON THE LOCATION OF FLAGS SET BY GAI CONSULTANTS, 618 E SOUTH STREET #700, ORLANDO, FL 32801 ON ---------.
- BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP PANEL NO. ____ HAVING A REVISION DATE OF ____, THE PROPERTY SHOWN HEREON LIES IN A SHADED AREA DETERMINED TO BE INSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN WITH A UNDETERMINED BASE FLOOD ELEVATION. THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP. IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THE SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.
- THE SCALE FOR THE MAP/DRAWING SHOWN HEREON IS 1"=20' AND IS INTENDED TO BE DISPLAYED ON A 11"X17" SIZED SHEET. ANY OTHER SHEET SIZE WILL ALTER THE SCALE OF THE DRAWING. COPIES AND REPRODUCTIONS MADE FROM PRINTS WILL/MAY ALTER THE SCALE OF THE DRAWING AS WELL.

B/L SURVEY CONTROL



BEGIN PROJECT
STA. 10+78.04
B/L SURVEY AVALON ROAD
N = 1459448.53
E = 447639.57

CURVE DATA BLSURVEY1

PI STA.	= 24+04.14
Δ	= 42° 42' 54" (LT)
D	= 5° 00' 00"
T	= 448.10
L	= 854.31
R	= 1,145.92
PC STA.	= 19+56.04
PT STA.	= 28+10.34

CURVE DATA BLSURVEY2

PI STA.	= 37+77.30
Δ	= 22° 16' 34" (RT)
D	= 5° 00' 00"
T	= 225.61
L	= 445.52
R	= 1,145.92
PC STA.	= 35+51.69
PT STA.	= 39+97.22

SITE BENCHMARK-01
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.48'
N=1459432.35
E=447544.52
STA: 10+10.76
OFFSET: -69.10 LT

SITE BENCHMARK-02
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.59'
N=1459488.26
E=447745.99
STA: 11+70.99
OFFSET: 65.24 RT

SITE BENCHMARK-03
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=113.61'
N=1459862.84
E=447376.29
STA: 12+70.17
OFFSET: -451.63 LT

SITE BENCHMARK-04
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.68'
N=1460003.30
E=448053.74
STA: 17+69.75
OFFSET: 27.00 RT

SITE BENCHMARK-05
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=112.51'
N=1460528.62
E=448952.68
STA: 24+57.42
OFFSET: 638.13 RT

SITE BENCHMARK-06
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.67'
N=1460548.49
E=448327.30
STA: 23+75.82
OFFSET: 20.94 RT

SITE BENCHMARK-07
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.06'
N=1461148.55
E=448323.19
STA: 29+72.91
OFFSET: 19.56 RT

SITE BENCHMARK-08
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.00'
N=1461736.67
E=448184.80
STA: 35+74.10
OFFSET: -33.73 LT

SITE BENCHMARK-09
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.22'
N=1462330.41
E=448268.97
STA: 41+67.87
OFFSET: -16.97 LT

SITE BENCHMARK-10
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1462900.53
E=448455.73
STA: 47+66.29
OFFSET: 25.54 RT

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Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

B/L SURVEY CONTROL
AVALON ROAD

SHEET NO. 19

SITE BENCHMARK-11
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=115.74'
N=1463357.23
E=447998.29
STA: 50+98.03
OFFSET: -529.23 LT

SITE BENCHMARK-12
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.45'
N=1463396.30
E=448506.84
STA: 52+62.06
OFFSET: -43.75 LT

SITE BENCHMARK-13
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.66'
N=1464036.99
E=448546.86
STA: 59+12.08
OFFSET: 23.85 RT

SITE BENCHMARK-14
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.17'
N=1464281.07
E=449015.15
STA: 60+91.89
OFFSET: 520.38 RT

SITE BENCHMARK-15
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.94
N=1464335.52
E=448437.25
STA=62+22.52
OFFSET=-45.18 LT

SITE BENCHMARK-16
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.80'
N=1464626.09
E=448409.22
STA: 65+14.24
OFFSET: -34.43 LT

SITE BENCHMARK-17
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.20'
N=1465222.89
E=448349.84
STA: 71+12.74
OFFSET: -18.21 LT

SITE BENCHMARK-18
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1465822.54
E=448361.71
STA: 77+10.33
OFFSET: -18.59 LT

SITE BENCHMARK-19
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.15'
N=1466422.33
E=448450.37
STA: 83+15.58
OFFSET: 17.23 RT

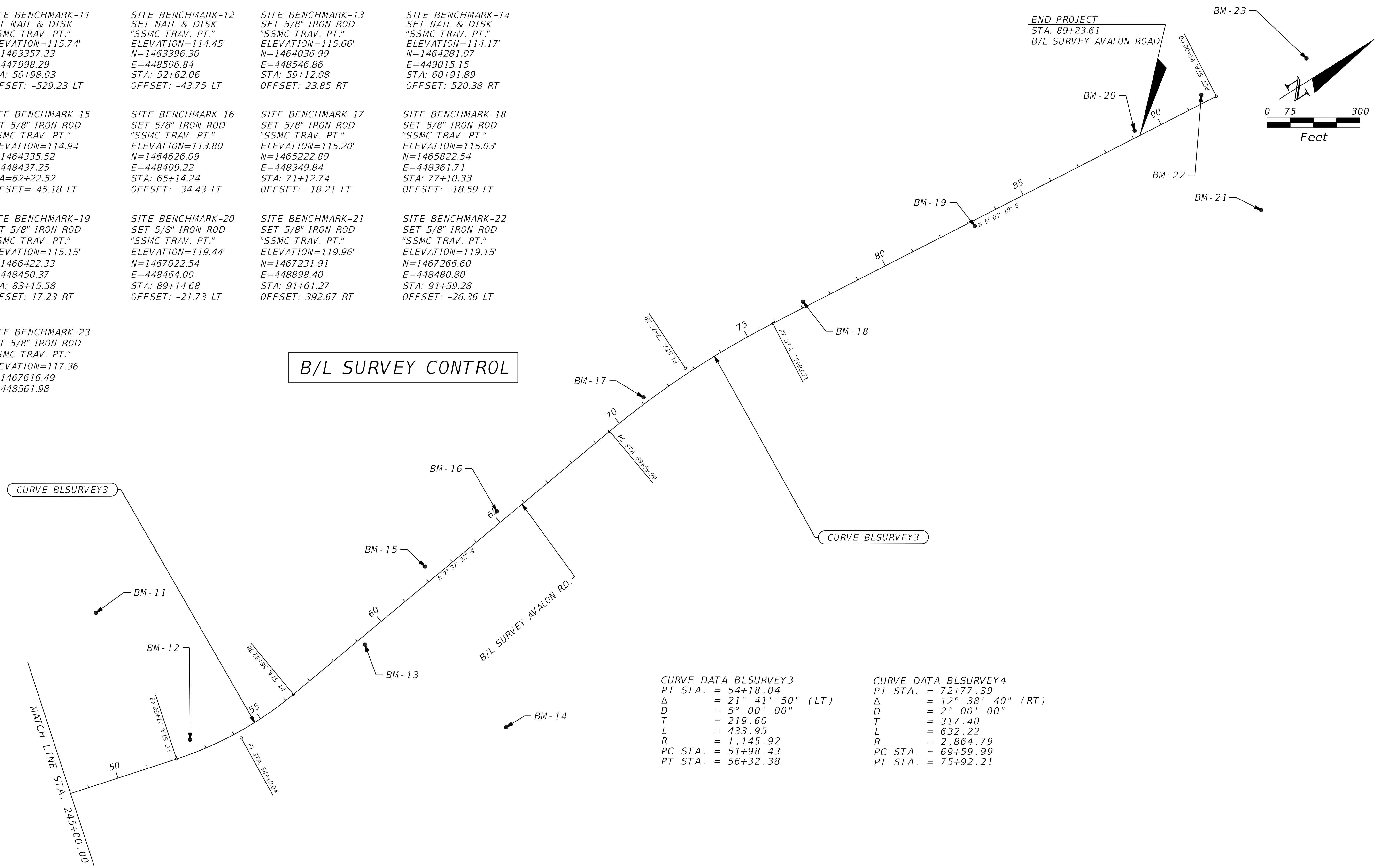
SITE BENCHMARK-20
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.44'
N=1467022.54
E=448464.00
STA: 89+14.68
OFFSET: -21.73 LT

SITE BENCHMARK-21
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.96'
N=1467231.91
E=448898.40
STA: 91+61.27
OFFSET: 392.67 RT

SITE BENCHMARK-22
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.15'
N=1467266.60
E=448480.80
STA: 91+59.28
OFFSET: -26.36 LT

SITE BENCHMARK-23
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=117.36
N=1467616.49
E=448561.98

B/L SURVEY CONTROL



CURVE DATA BLSURVEY3
PI STA. = 54+18.04
Δ = 21° 41' 50" (LT)
D = 5° 00' 00"
T = 219.60
L = 433.95
R = 1,145.92
PC STA. = 51+98.43
PT STA. = 56+32.38

CURVE DATA BLSURVEY4
PI STA. = 72+77.39
Δ = 12° 38' 40" (RT)
D = 2° 00' 00"
T = 317.40
L = 632.22
R = 2,864.79
PC STA. = 69+59.99
PT STA. = 75+92.21

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PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

B/L SURVEY CONTROL
AVALON ROAD

SHEET NO. 20

SITE BENCHMARK-01
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.48'
N=1459432.35
E=447544.52
STA: 206+83.43
OFFSET: 120.78 LT

SITE BENCHMARK-02
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.59'
N=1459488.26
E=447745.99
STA: 207+45.46
OFFSET: 79.05 RT

SITE BENCHMARK-03
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=113.61'
N=1459862.84
E=447376.29
STA: 209+77.93
OFFSET: 373.17 LT

SITE BENCHMARK-04
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.68'
N=1460003.30
E=448053.74
STA: 214+27.30
OFFSET: 78.28 RT

SITE BENCHMARK-05
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=112.51'
N=1460528.62
E=448952.68
STA: 221+23.64
OFFSET: 603.03 RT

SITE BENCHMARK-06
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.67'
N=1460548.49
E=448327.30
STA: 220+24.08
OFFSET: 9.71 LT

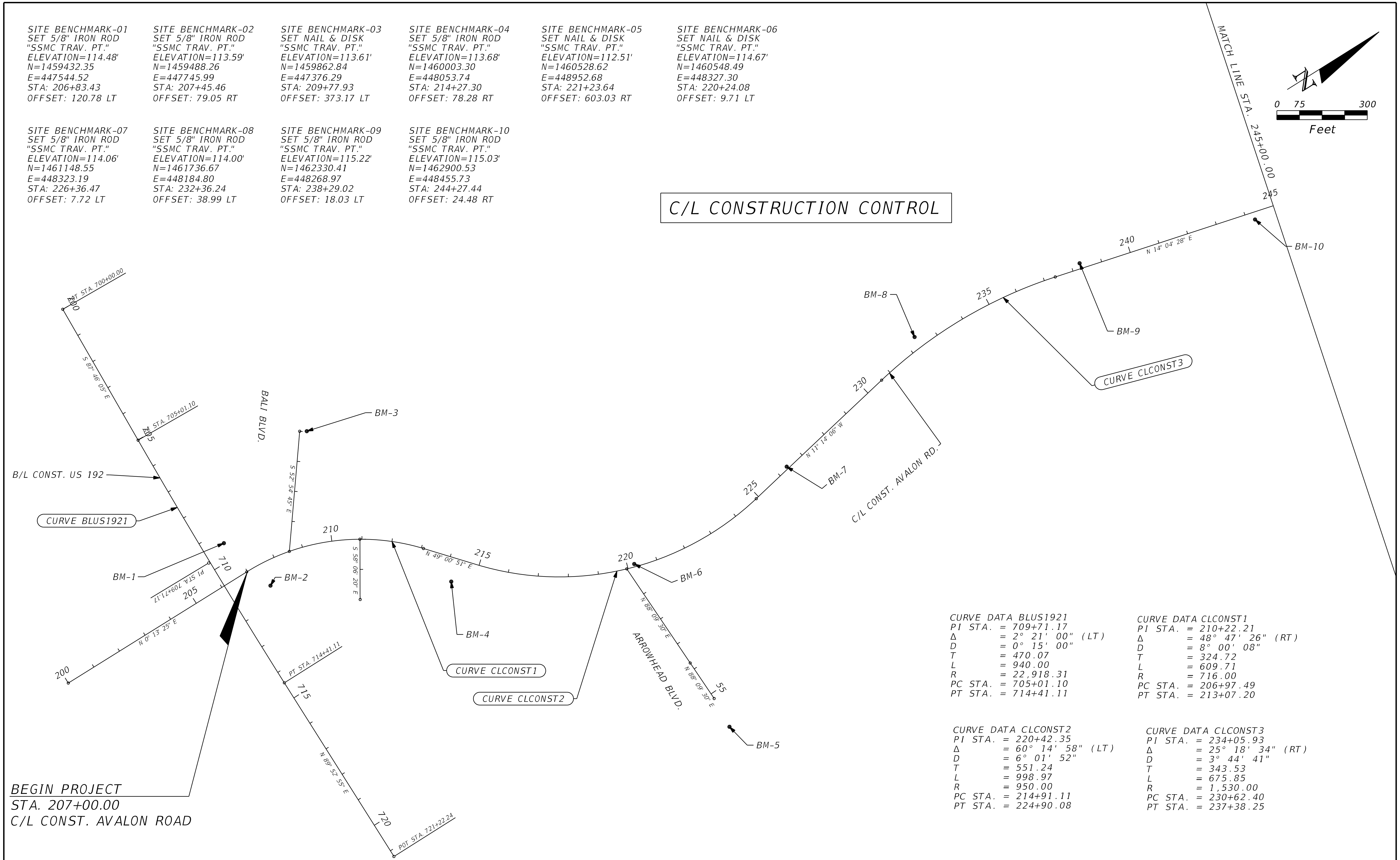
SITE BENCHMARK-07
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.06'
N=1461148.55
E=448323.19
STA: 226+36.47
OFFSET: 7.72 LT

SITE BENCHMARK-08
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.00'
N=1461736.67
E=448184.80
STA: 232+36.24
OFFSET: 38.99 LT

SITE BENCHMARK-09
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.22'
N=1462330.41
E=448268.97
STA: 238+29.02
OFFSET: 18.03 LT

SITE BENCHMARK-10
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1462900.53
E=448455.73
STA: 244+27.44
OFFSET: 24.48 RT

C/L CONSTRUCTION CONTROL



CURVE DATA BLUS1921
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Δ = 2° 21' 00" (LT)
D = 0° 15' 00"
T = 470.07
L = 940.00
R = 22,918.31
PC STA. = 705+01.10
PT STA. = 714+41.11

CURVE DATA CLCONST1
PI STA. = 210+22.21
Δ = 48° 47' 26" (RT)
D = 8° 00' 08"
T = 324.72
L = 609.71
R = 716.00
PC STA. = 206+97.49
PT STA. = 213+07.20

CURVE DATA CLCONST2
PI STA. = 220+42.35
Δ = 60° 14' 58" (LT)
D = 6° 01' 52"
T = 551.24
L = 998.97
R = 950.00
PC STA. = 214+91.11
PT STA. = 224+90.08

CURVE DATA CLCONST3
PI STA. = 234+05.93
Δ = 25° 18' 34" (RT)
D = 3° 44' 41"
T = 343.53
L = 675.85
R = 1,530.00
PC STA. = 230+62.40
PT STA. = 237+38.25

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

C/L CONSTRUCTION CONTROL
AVALON ROAD

SHEET NO. 21

SITE BENCHMARK-11
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=115.74'
N=1463357.23
E=447998.29
STA: 247+40.54
OFFSET: 537.81 LT

SITE BENCHMARK-12
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.45'
N=1463396.30
E=448506.84
STA: 249+25.08
OFFSET: 50.07 LT

SITE BENCHMARK-13
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.66'
N=1464036.99
E=448546.86
STA: 255+76.20
OFFSET: 9.37 RT

SITE BENCHMARK-14
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.17'
N=1464281.07
E=449015.15
STA: 257+56.07
OFFSET: 505.88 RT

SITE BENCHMARK-15
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.94
N=1464335.52
E=448437.25
STA: 258+86.63
OFFSET: 59.69 LT

SITE BENCHMARK-16
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.80'
N=1464626.09
E=448409.22
STA: 261+78.35
OFFSET: 48.98 LT

SITE BENCHMARK-17
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.20'
N=1465222.89
E=448349.84
STA: 267+76.29
OFFSET: 32.23 LT

SITE BENCHMARK-18
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1465822.54
E=448361.71
STA: 273+71.95
OFFSET: 24.85 LT

SITE BENCHMARK-19
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.15'
N=1466422.33
E=448450.37
STA: 279+76.94
OFFSET: 14.62 RT

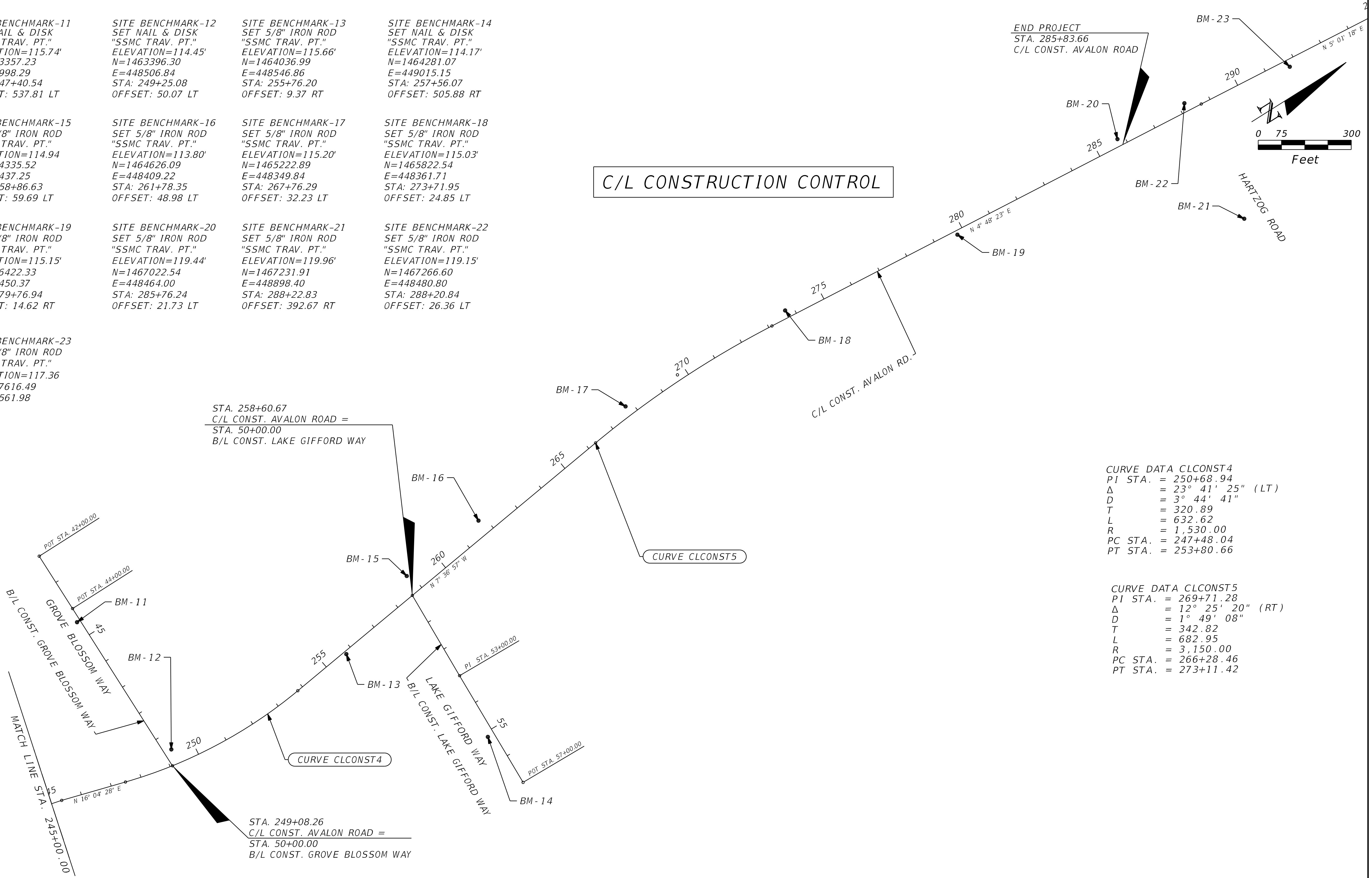
SITE BENCHMARK-20
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.44'
N=1467022.54
E=448464.00
STA: 285+76.24
OFFSET: 21.73 LT

SITE BENCHMARK-21
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.96'
N=1467231.91
E=448898.40
STA: 288+22.83
OFFSET: 392.67 RT

SITE BENCHMARK-22
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.15'
N=1467266.60
E=448480.80
STA: 288+20.84
OFFSET: 26.36 LT

SITE BENCHMARK-23
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=117.36
N=1467616.49
E=448561.98

C/L CONSTRUCTION CONTROL



CURVE DATA CLCONST4
PI STA. = 250+68.94
Δ = 23° 41' 25" (LT)
D = 3° 44' 41"
T = 320.89
L = 632.62
R = 1,530.00
PC STA. = 247+48.04
PT STA. = 253+80.66

CURVE DATA CLCONST5
PI STA. = 269+71.28
Δ = 12° 25' 20" (RT)
D = 1° 49' 08"
T = 342.82
L = 682.95
R = 3,150.00
PC STA. = 266+28.46
PT STA. = 273+11.42

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LICENSE # 51446
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301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

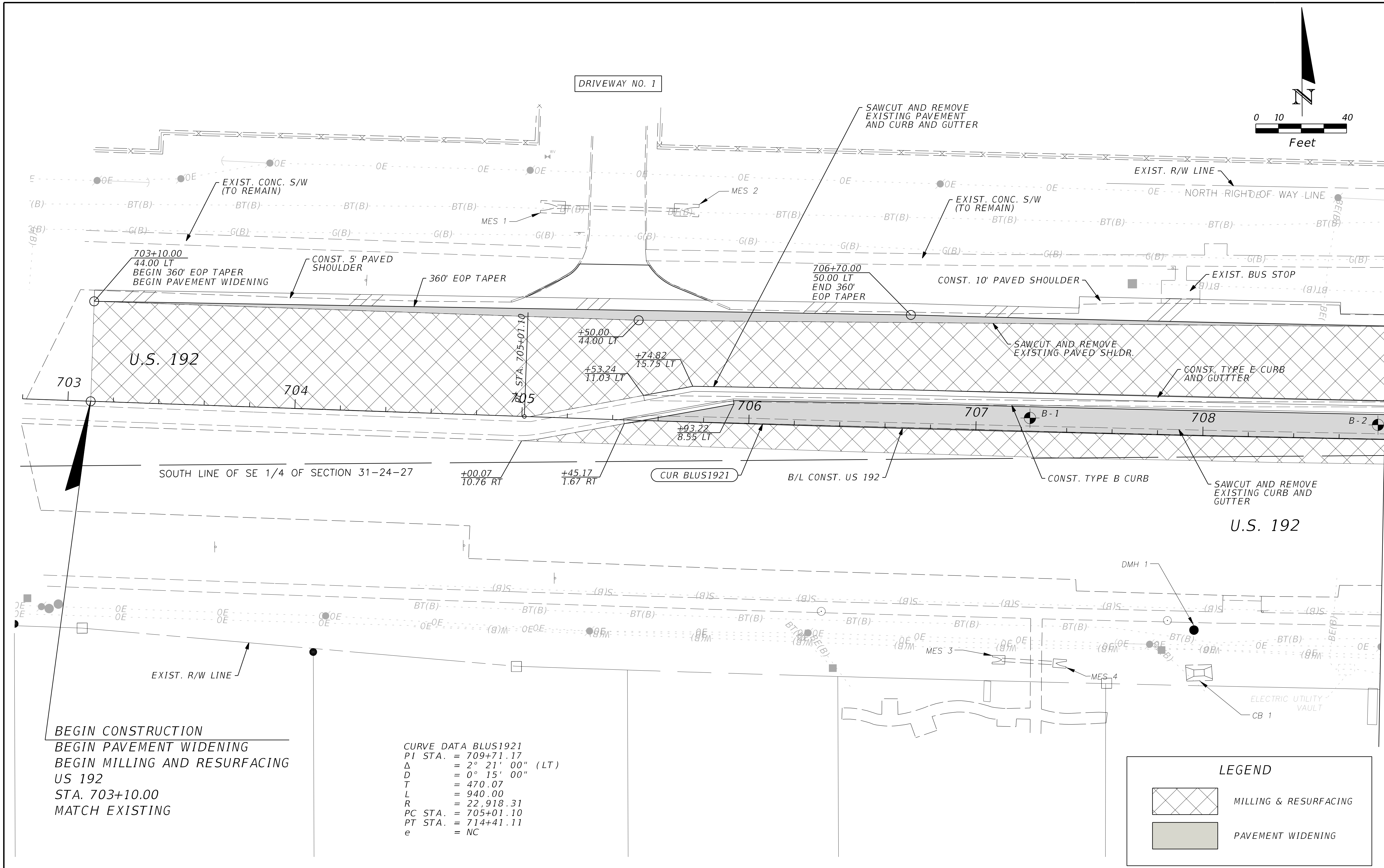
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

C/L CONSTRUCTION CONTROL
AVALON ROAD

SHEET NO. 22

1/27/2026 2:15:48 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\PLAYRD06.dgn



REVISIONS					
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Pegasus ENGINEERING

ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

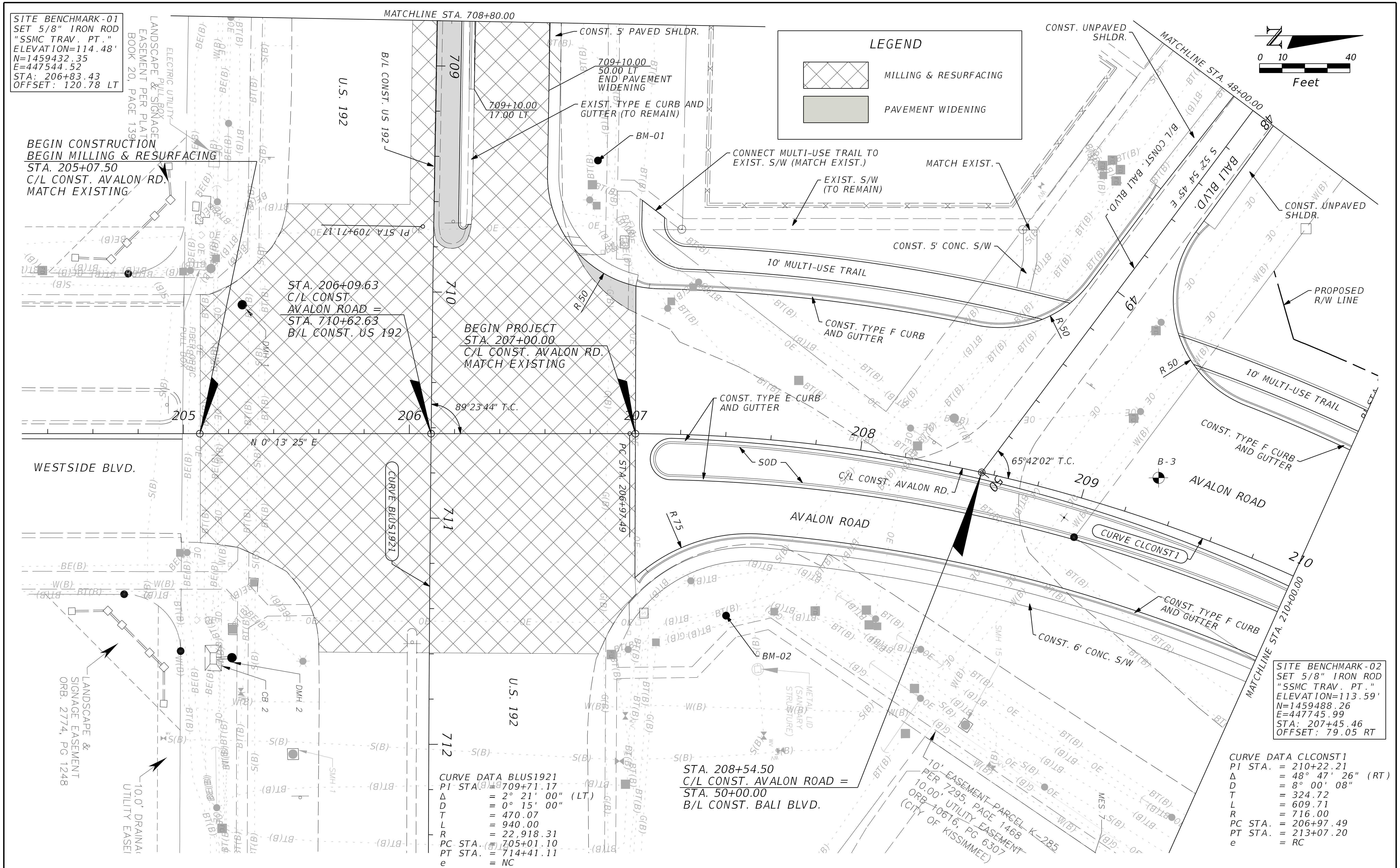
ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET

U.S. 192

SHEET NO. 23

1/27/2026 2:15:49 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\PLANRD01.dgn



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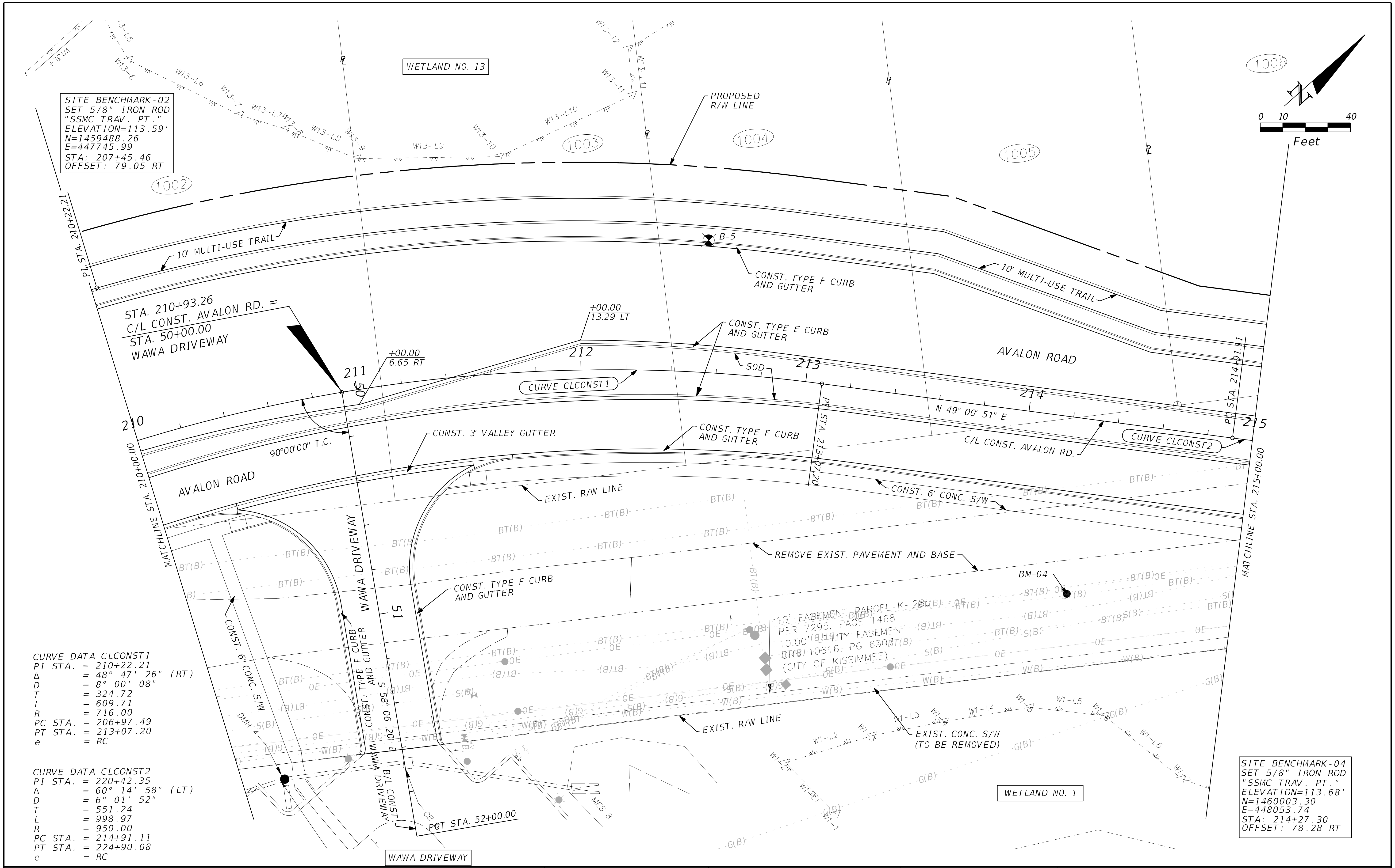
Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 24



CURVE DATA CLCONST1

PI STA.	=	210+22.21
Δ	=	48° 47' 26" (RT)
D	=	8° 00' 08"
T	=	324.72
L	=	609.71
R	=	716.00
PC STA.	=	206+97.49
PT STA.	=	213+07.20
e	=	RC

CURVE DATA CLCONST2

PI STA.	=	220+42.35
Δ	=	60° 14' 58" (LT)
D	=	6° 01' 52"
T	=	551.24
L	=	998.97
R	=	950.00
PC STA.	=	214+91.11
PT STA.	=	224+90.08
e	=	RC

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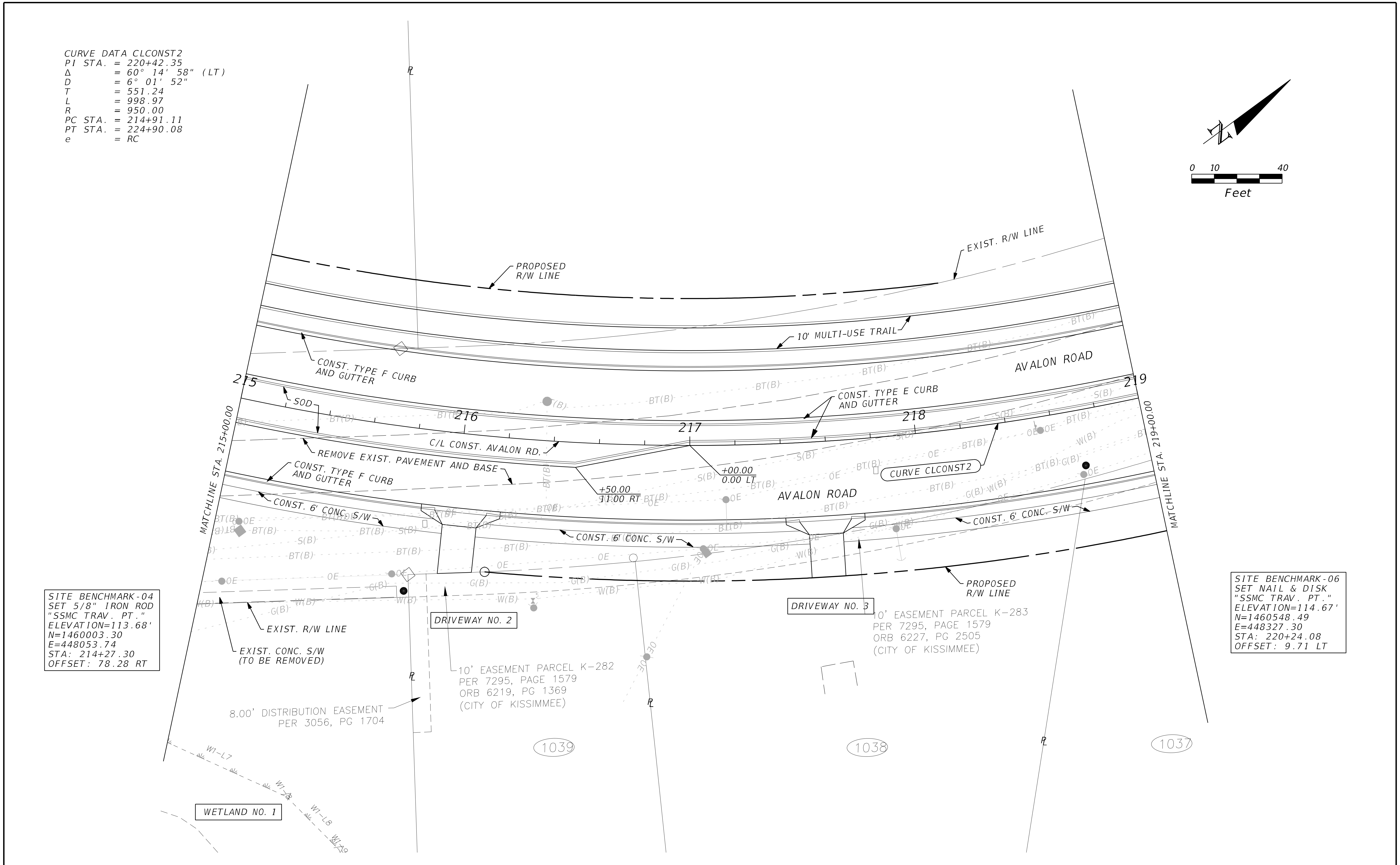
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO.
25



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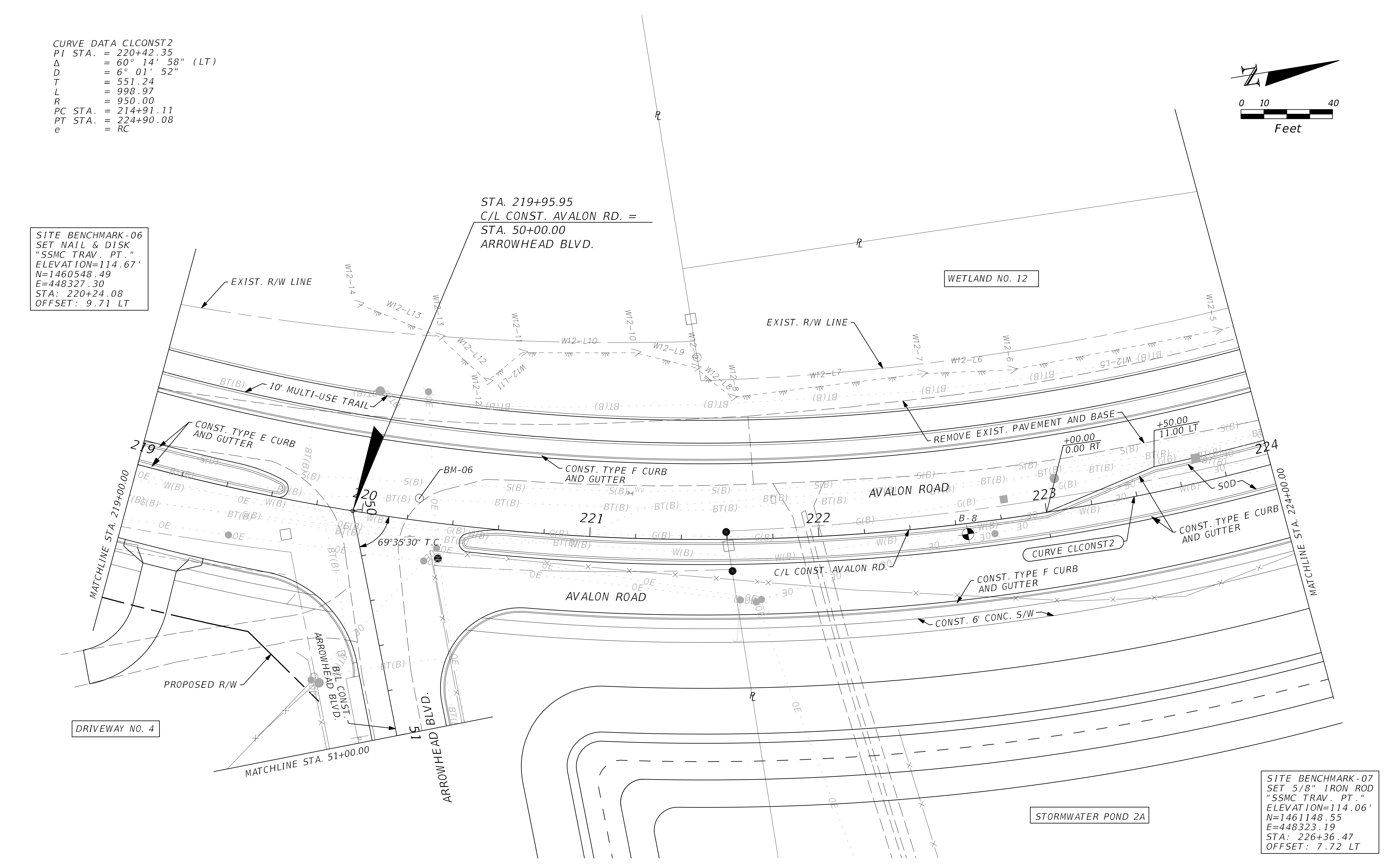
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 26

1/27/2026 2:15:52 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\PLANRD04.dgn



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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Pegasus ENGINEERING

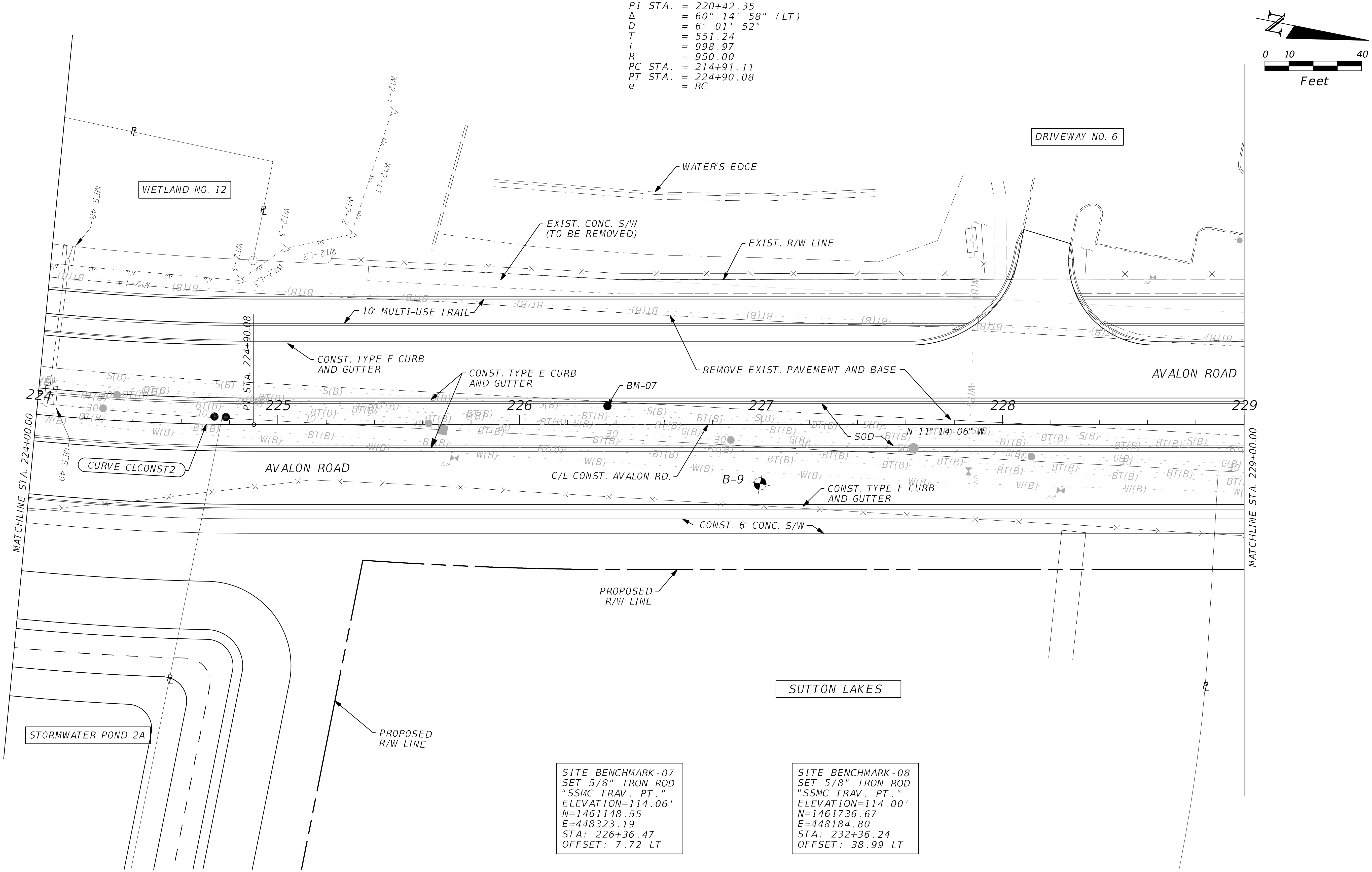
ROAD	
AVALON ROAD	
PROJECT NO.	
OCC-24056	

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 27

CURVE DATA CLCONST2
PI STA. = 220+42.35
Δ = 60° 14' 58" (LT)
D = 6° 01' 52"
T = 551.24
L = 998.97
R = 950.00
PC STA. = 214+91.11
PT STA. = 224+90.08
e = RC



SITE BENCHMARK-07
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.06'
N=1461148.55
E=448323.19
STA: 226+36.47
OFFSET: 7.72 LT

SITE BENCHMARK-08
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.00'
N=1461736.67
E=448184.80
STA: 232+36.24
OFFSET: 38.99 LT

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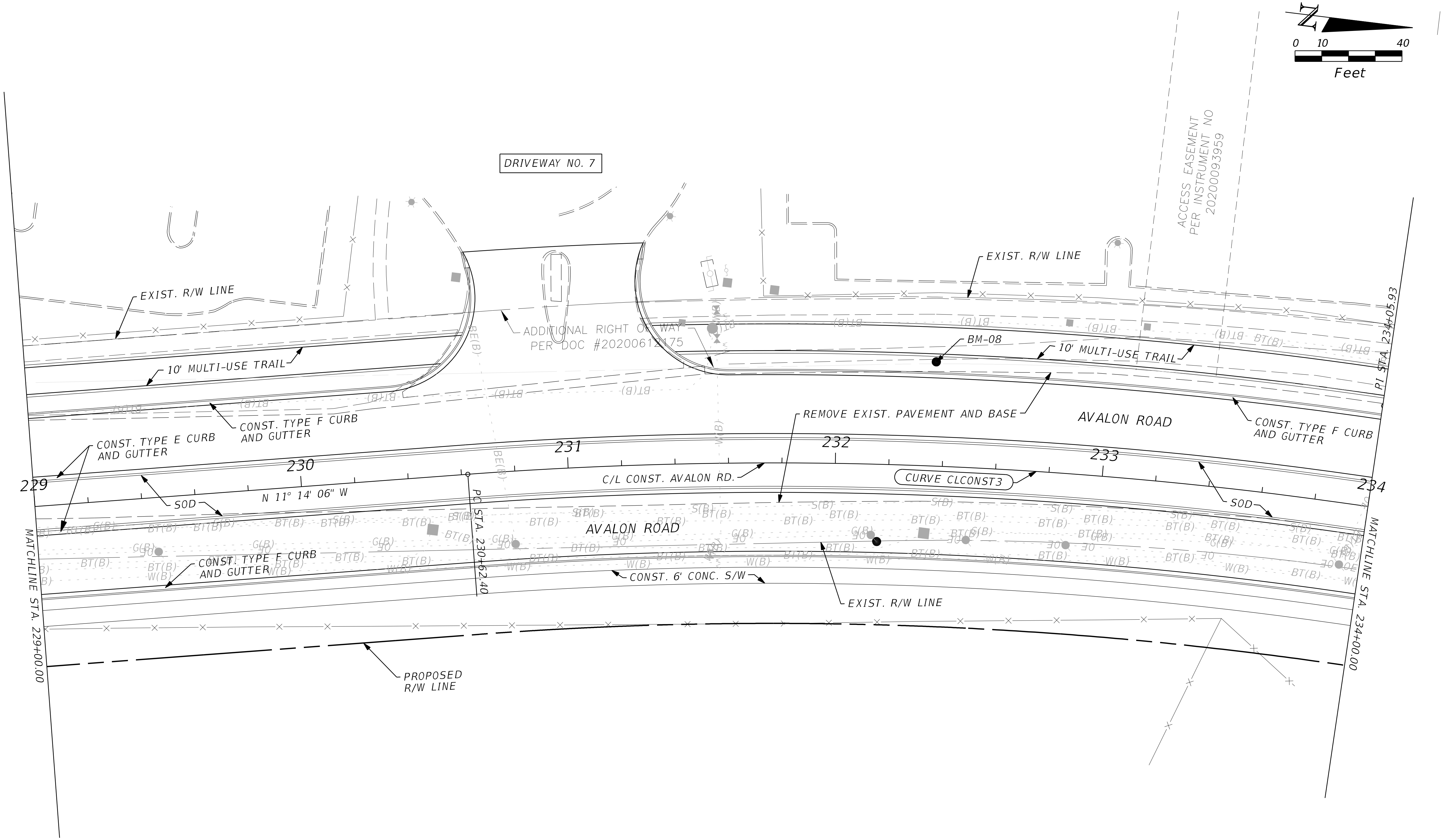
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO.
28



SITE BENCHMARK-07
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.06'
N=1461148.55
E=448323.19
STA: 226+36.47
OFFSET: 7.72 LT

SITE BENCHMARK-08
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.00'
N=1461736.67
E=448184.80
STA: 232+36.24
OFFSET: 38.99 LT

CURVE DATA CLCONST3

PI STA.	= 234+05.93
Δ	= 25° 18' 34" (RT)
D	= 3° 44' 41"
T	= 343.53
L	= 675.85
R	= 1,530.00
PC STA.	= 230+62.40
PT STA.	= 237+38.25
e	= NC

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REVISIONS

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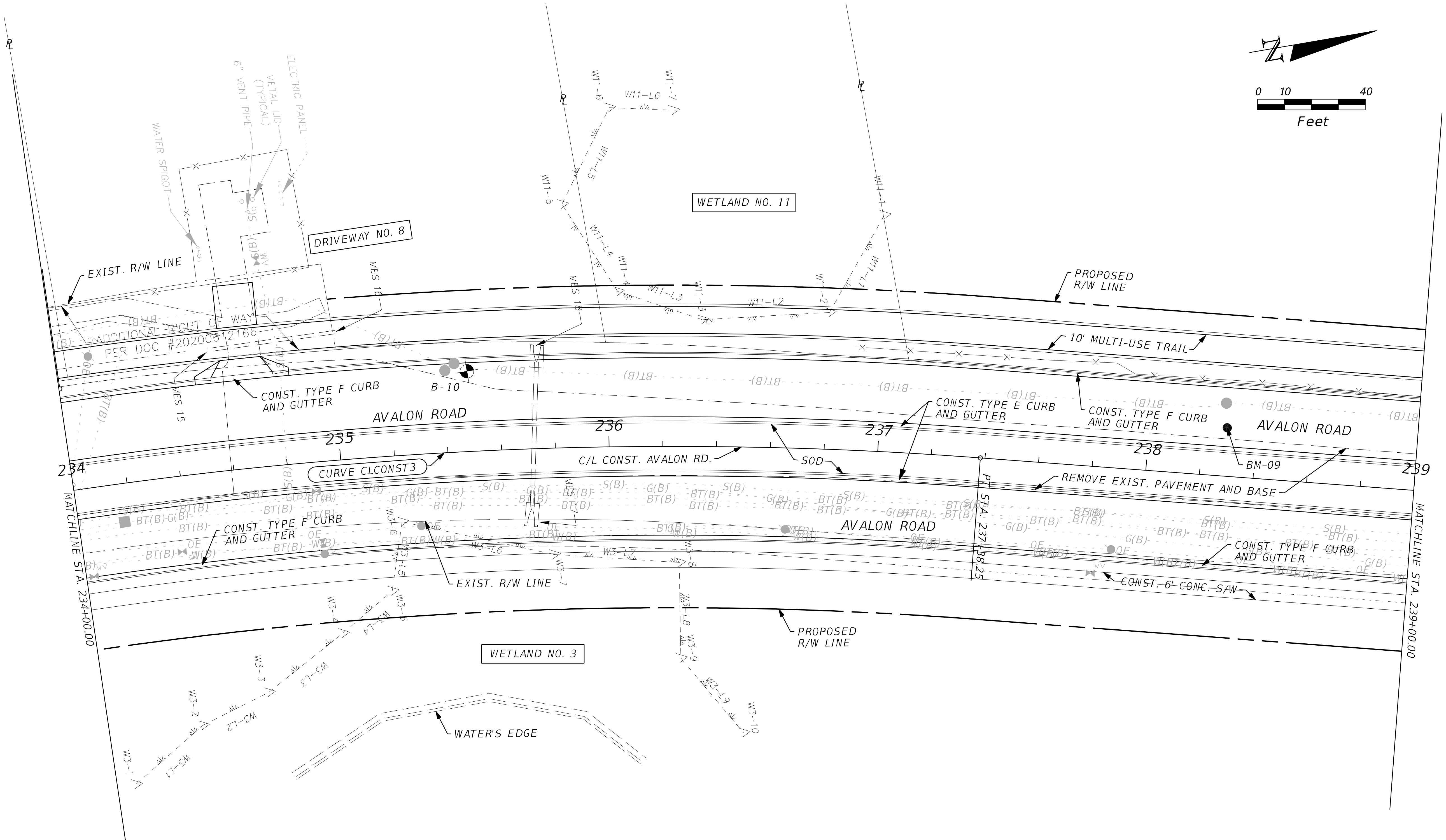
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO.
29



CURVE DATA CLCONST3
PI STA. = 234+05.93
Δ = 25° 18' 34" (RT)
D = 3° 44' 41"
T = 343.53
L = 675.85
R = 1,530.00
PC STA. = 230+62.40
PT STA. = 237+38.25
e = NC

SITE BENCHMARK-08
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=114.00'
N=1461736.67
E=448184.80
STA: 232+36.24
OFFSET: 38.99 LT

SITE BENCHMARK-09
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.22'
N=1462330.41
E=448268.97
STA: 238+29.02
OFFSET: 18.03 LT

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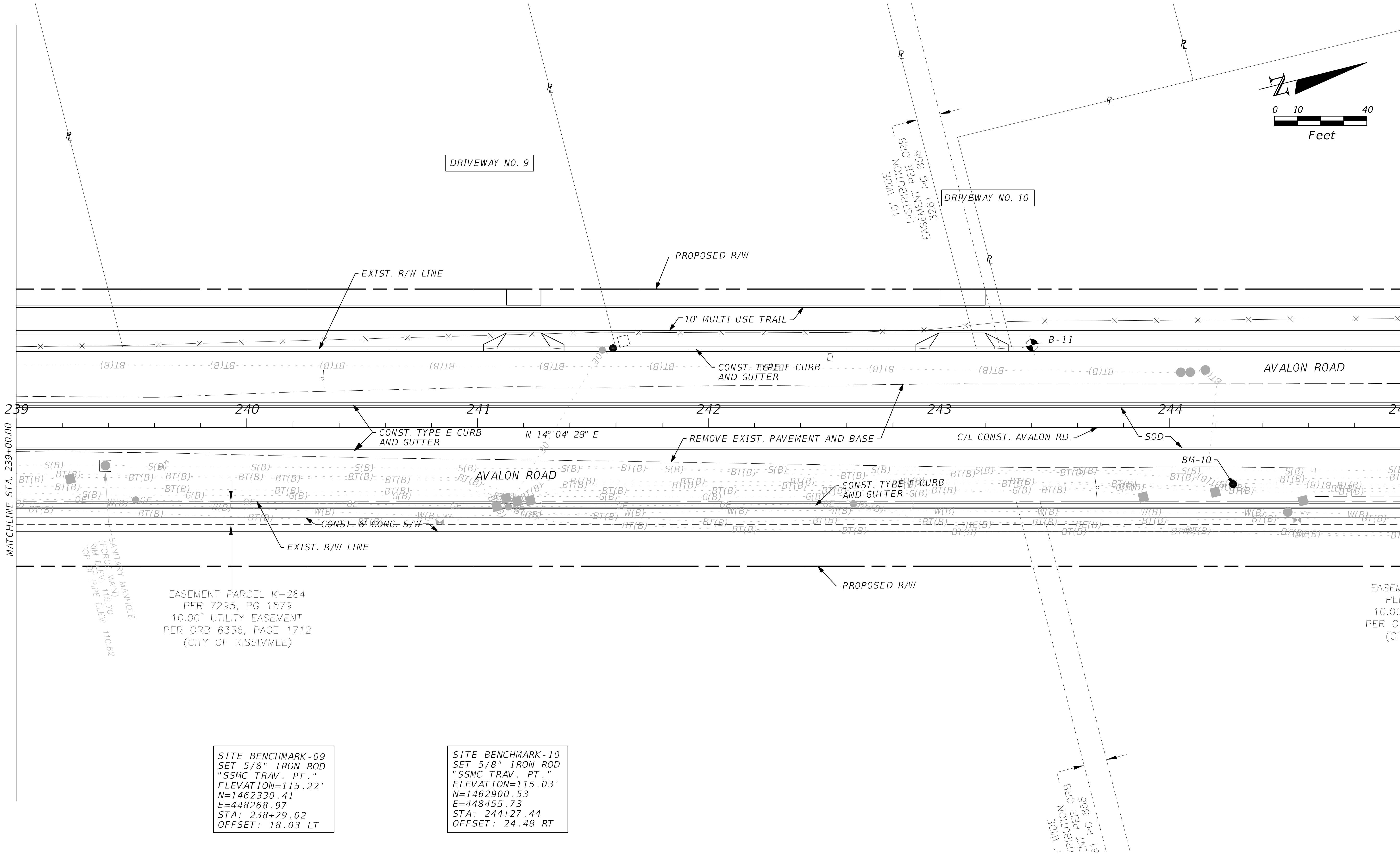
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 30



SITE BENCHMARK-09
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.22'
N=1462330.41
E=448268.97
STA: 238+29.02
OFFSET: 18.03 LT

SITE BENCHMARK-10
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1462900.53
E=448455.73
STA: 244+27.44
OFFSET: 24.48 RT

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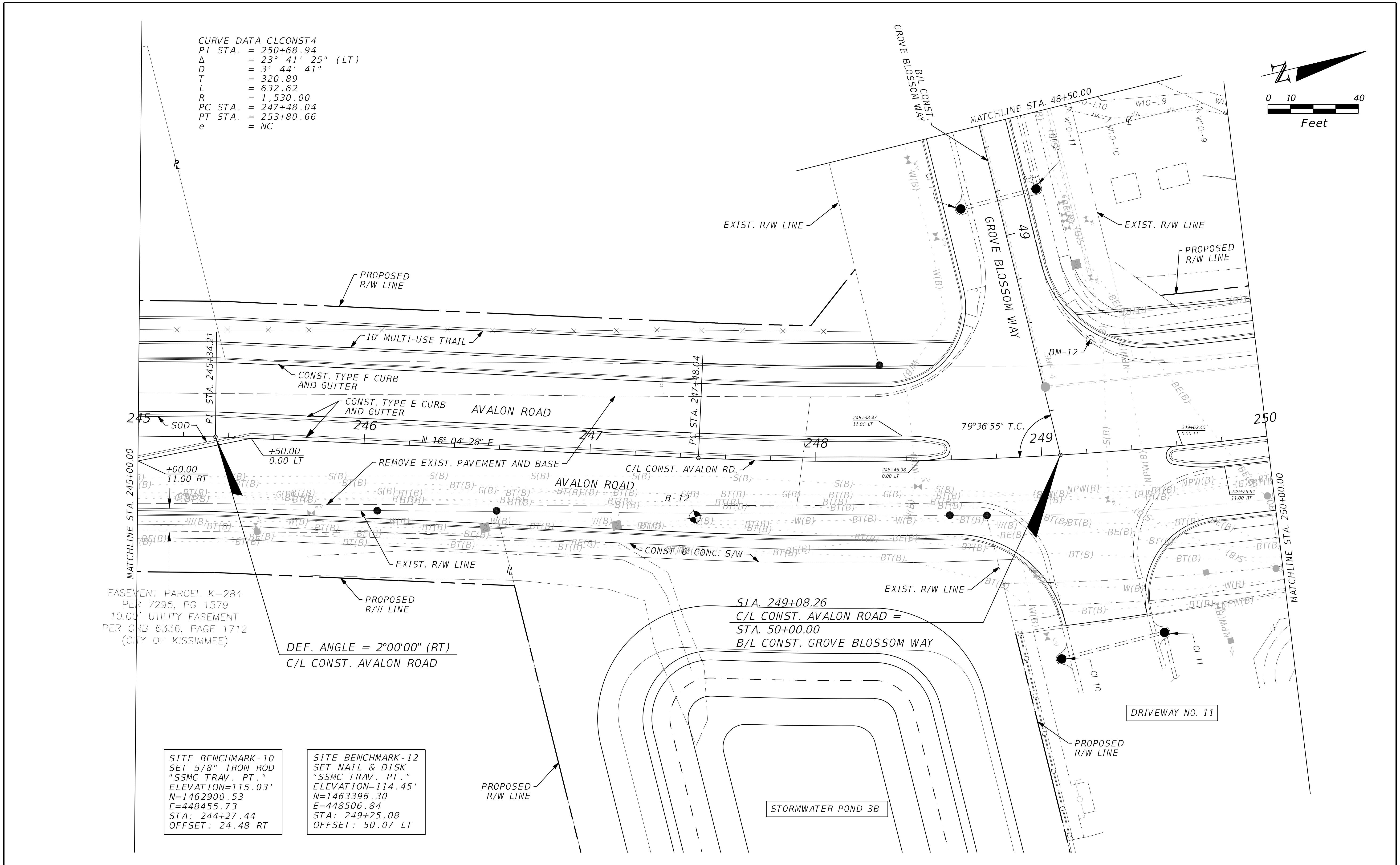
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 31



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Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 32

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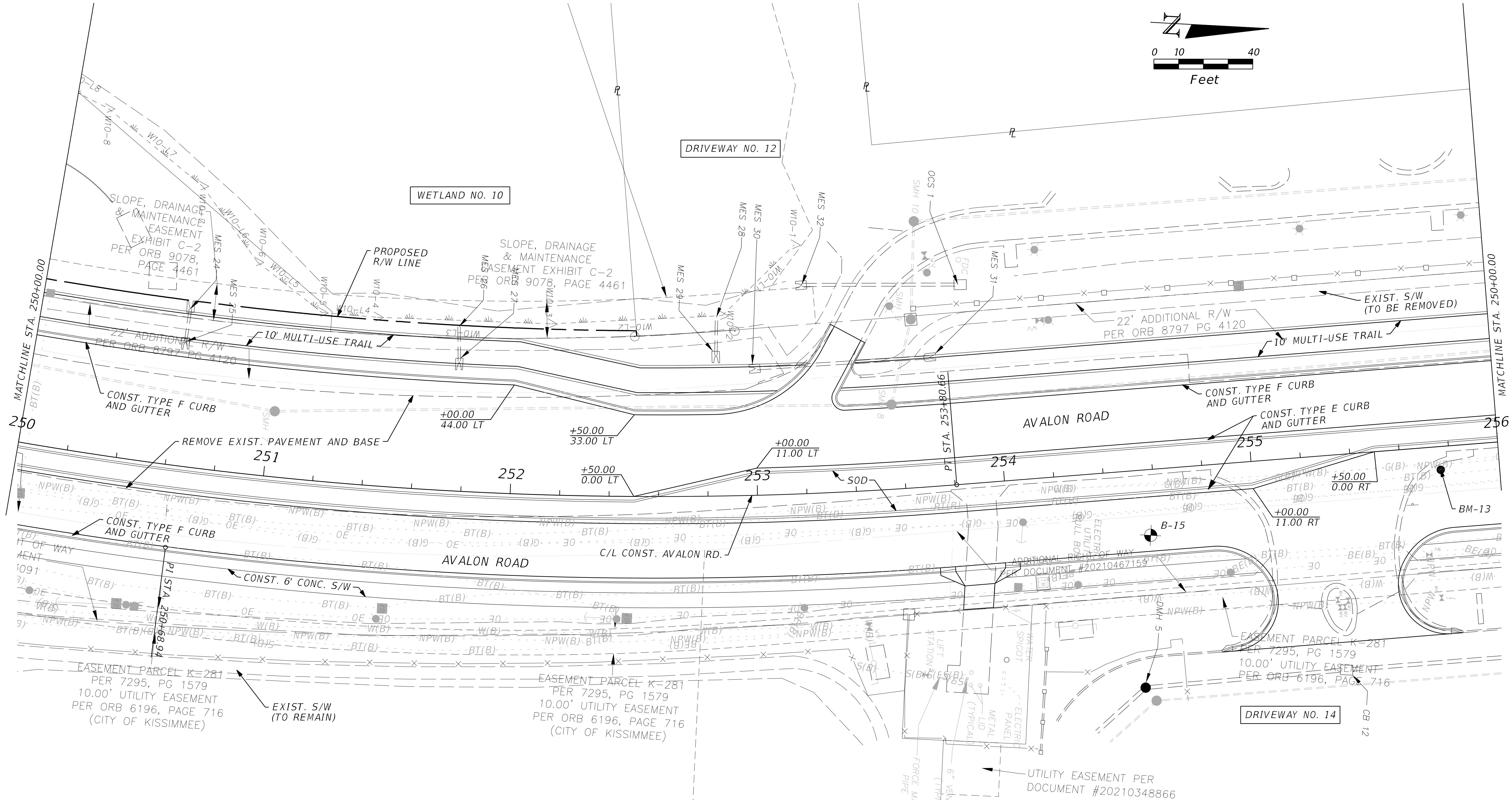

CURVE DATA CLCONST4
PI STA. = 250+68.94
Δ = 23° 41' 25" (LT)
D = 3° 44' 41"
T = 320.89
L = 632.62
R = 1,530.00
PC STA. = 247+48.04
PT STA. = 253+80.66
e = NC

SITE BENCHMARK-12
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.45'
N=1463396.30
E=448506.84
STA: 249+25.08
OFFSET: 50.07 LT

SITE BENCHMARK-13
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.66'
N=1464036.99
E=448546.86
STA: 255+76.20
OFFSET: 9.37 RT

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REVISIONS					
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TEL. 407-992-9160

Pegasus ENGINEERING

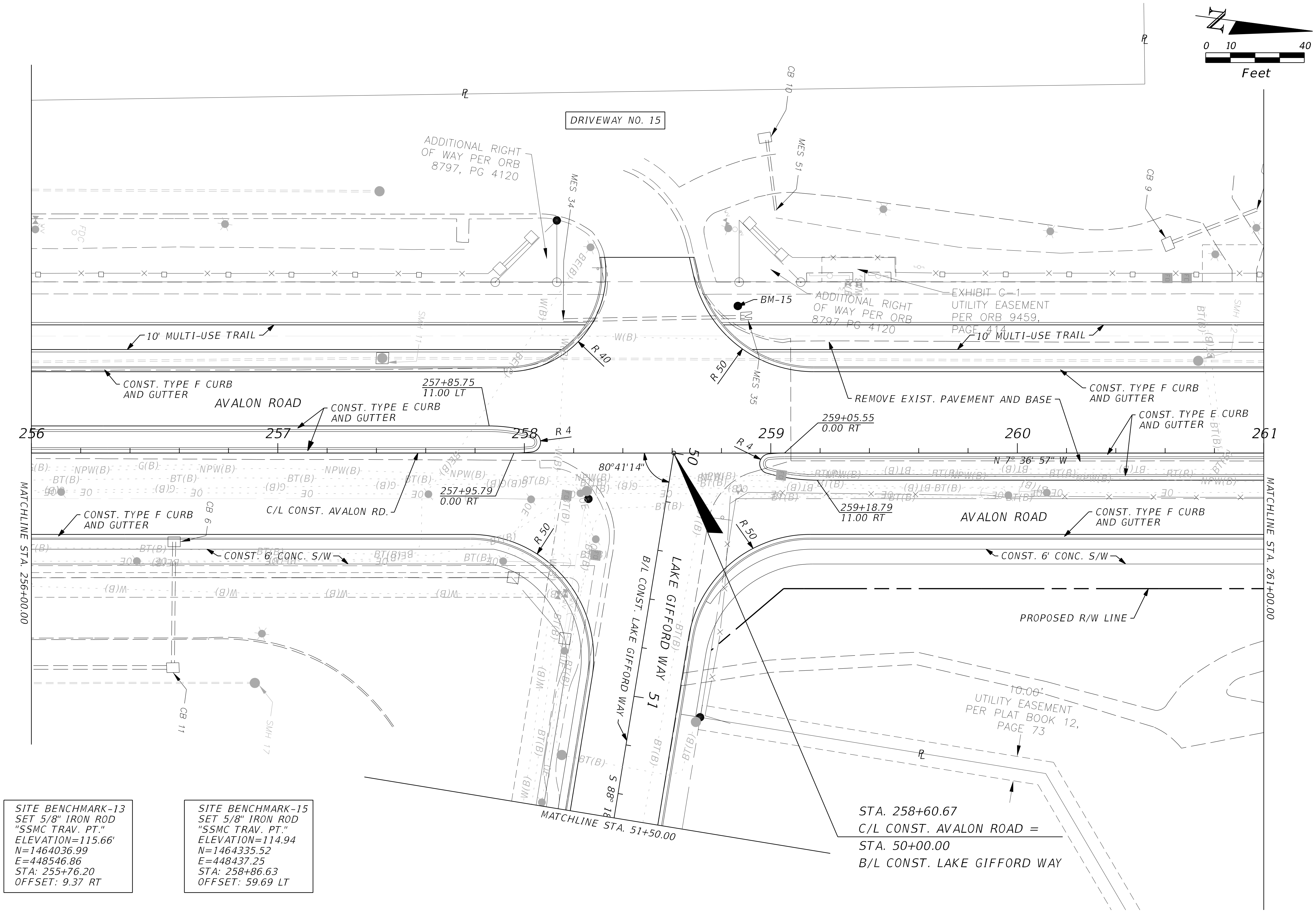
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 33

1/27/2026 2:55:58 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\PLANRDII.dgn



REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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LICENSE # 51446
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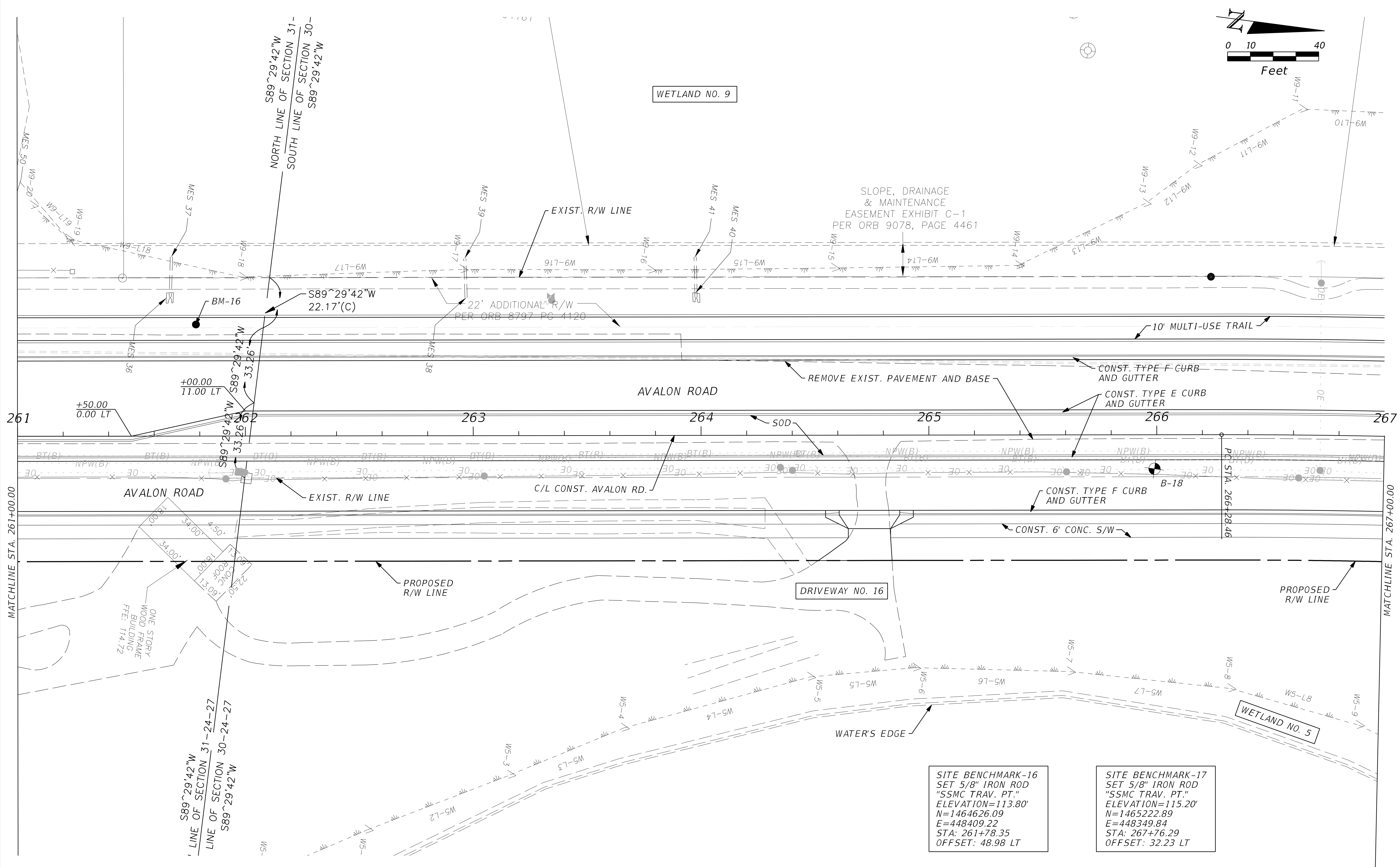
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 34



SITE BENCHMARK-16
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.80'
N=1464626.09
E=448409.22
STA: 261+78.35
OFFSET: 48.98 LT

SITE BENCHMARK-17
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.20'
N=1465222.89
E=448349.84
STA: 267+76.29
OFFSET: 32.23 LT

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

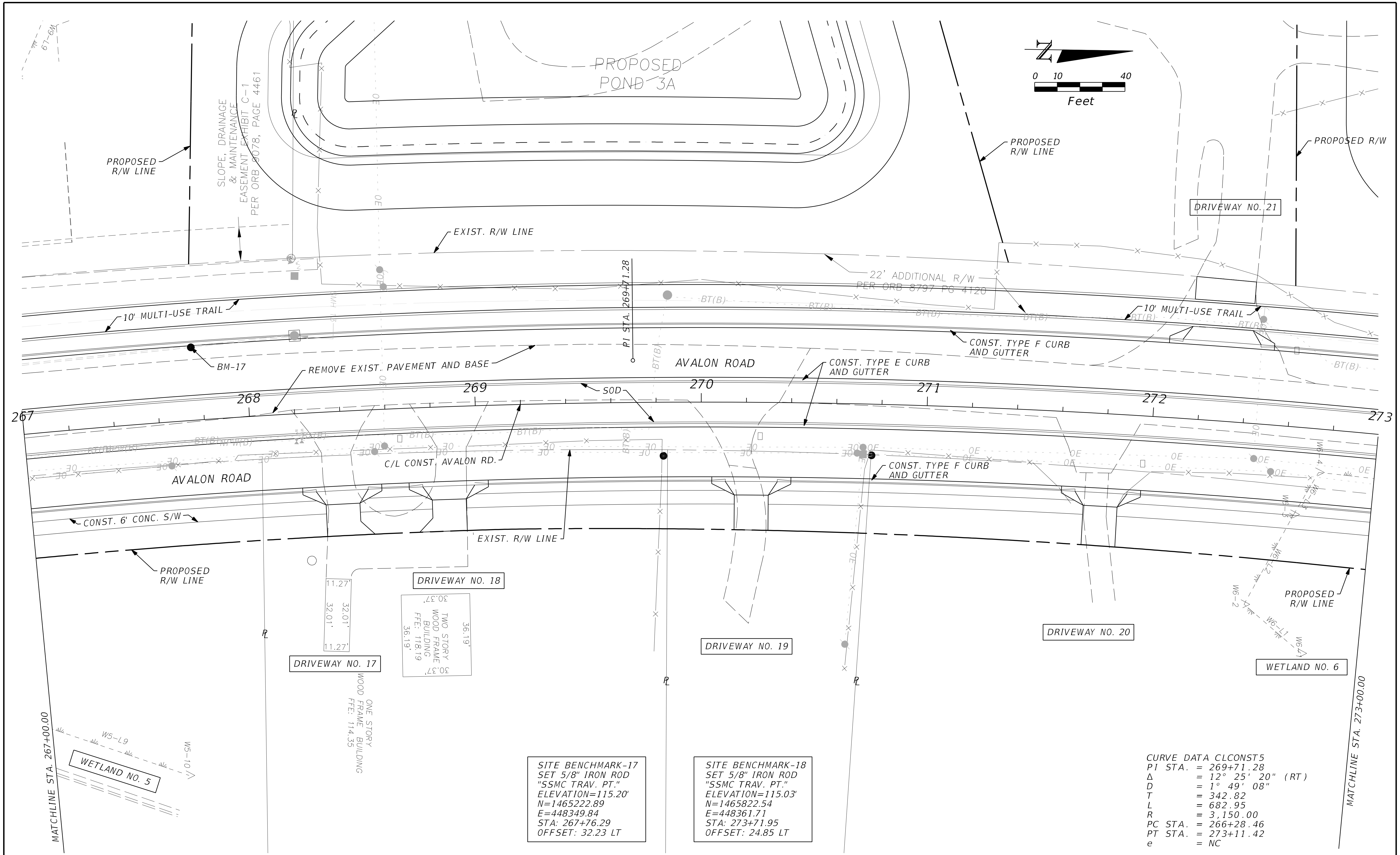
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 35



SITE BENCHMARK-17
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.20'
N=1465222.89
E=448349.84
STA: 267+76.29
OFFSET: 32.23 LT

SITE BENCHMARK-18
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.03'
N=1465822.54
E=448361.71
STA: 273+71.95
OFFSET: 24.85 LT

CURVE DATA CLCONST5

PI STA.	= 269+71.28
Δ	= 12° 25' 20" (RT)
D	= 1° 49' 08"
T	= 342.82
L	= 682.95
R	= 3,150.00
PC STA.	= 266+28.46
PT STA.	= 273+11.42
e	= NC

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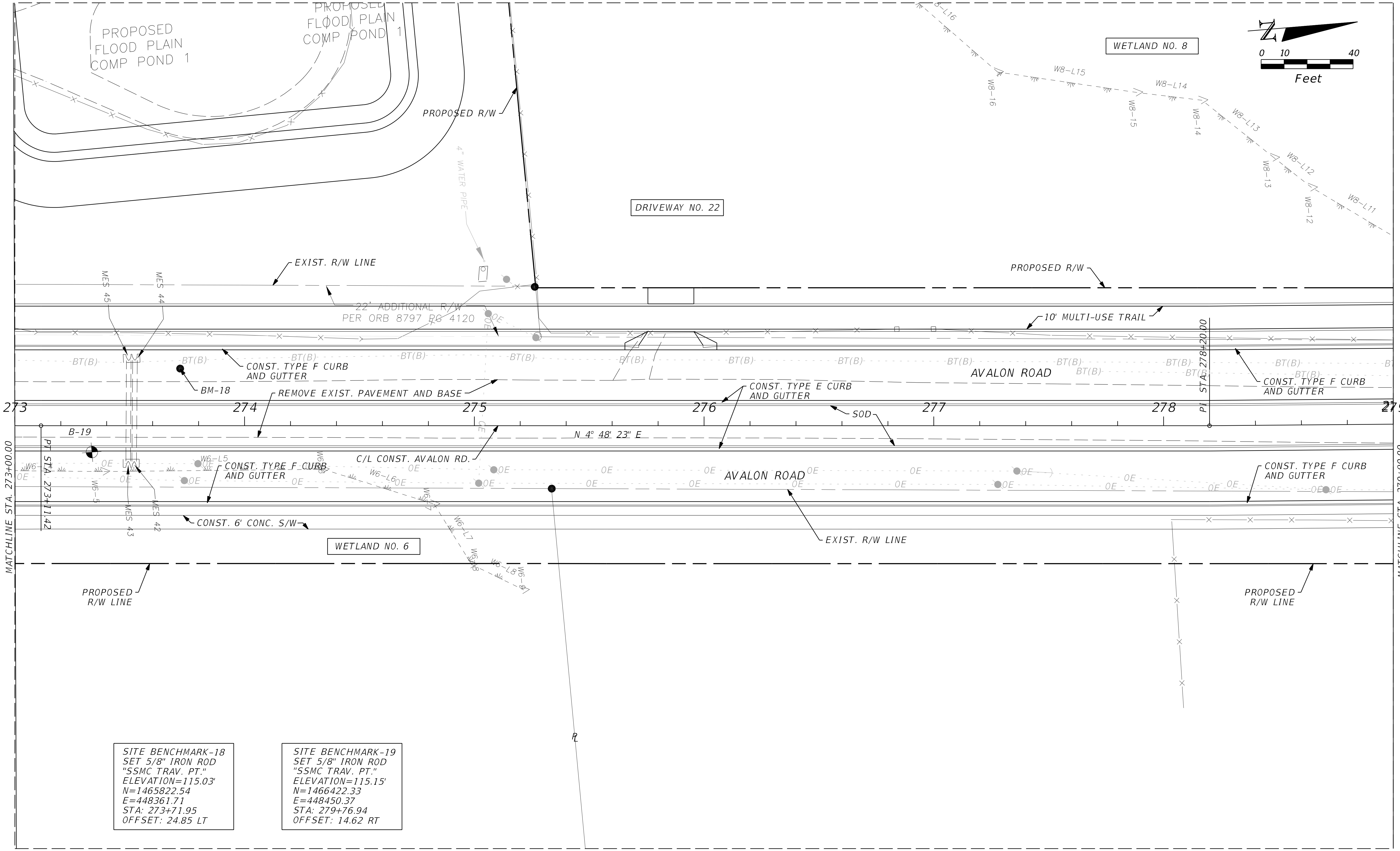
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 36

1/27/2026 2:16:00 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\PLANRD14.dgn



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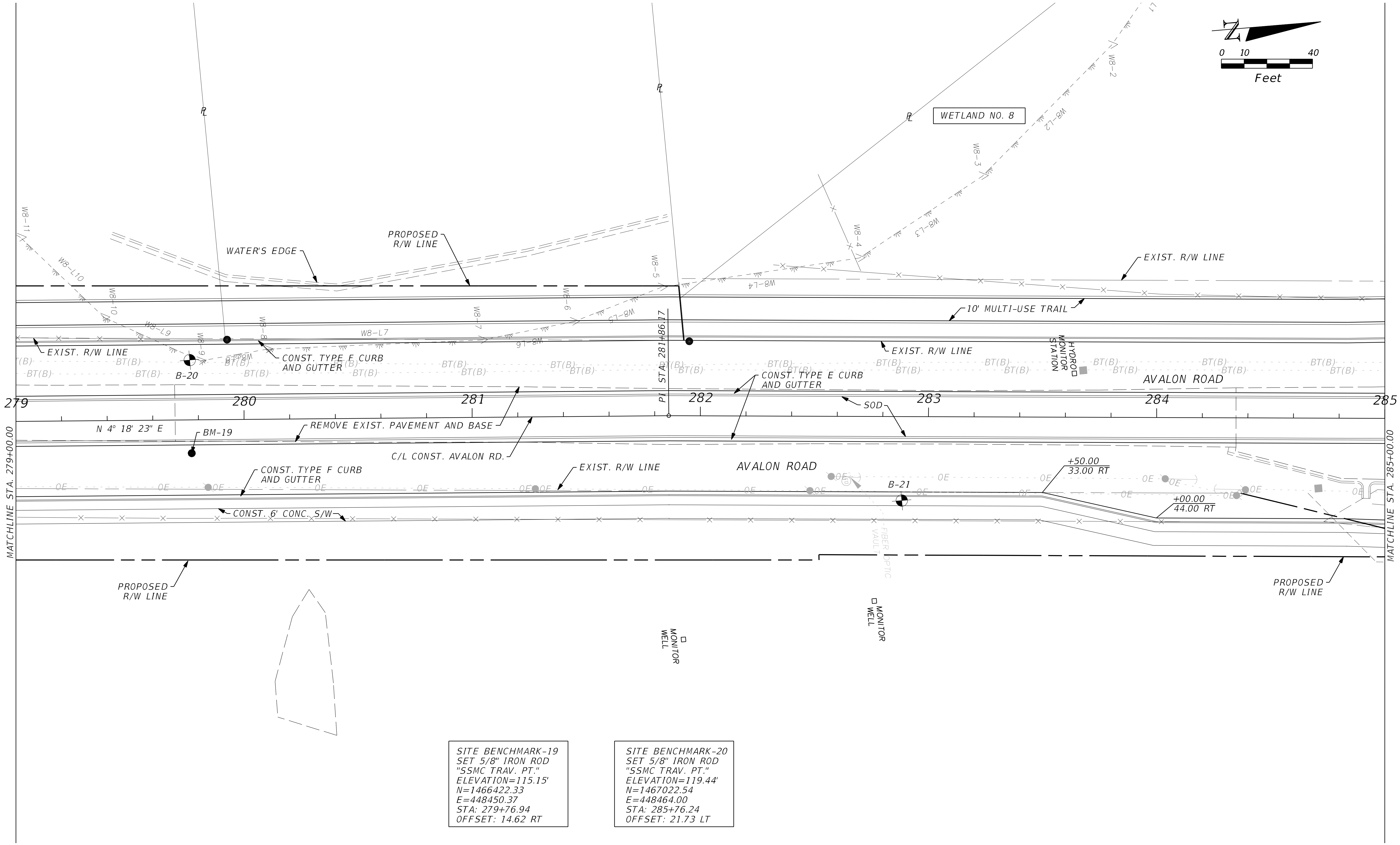
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 37



SITE BENCHMARK-19
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=115.15'
N=1466422.33
E=448450.37
STA: 279+76.94
OFFSET: 14.62 RT

SITE BENCHMARK-20
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=119.44'
N=1467022.54
E=448464.00
STA: 285+76.24
OFFSET: 21.73 LT

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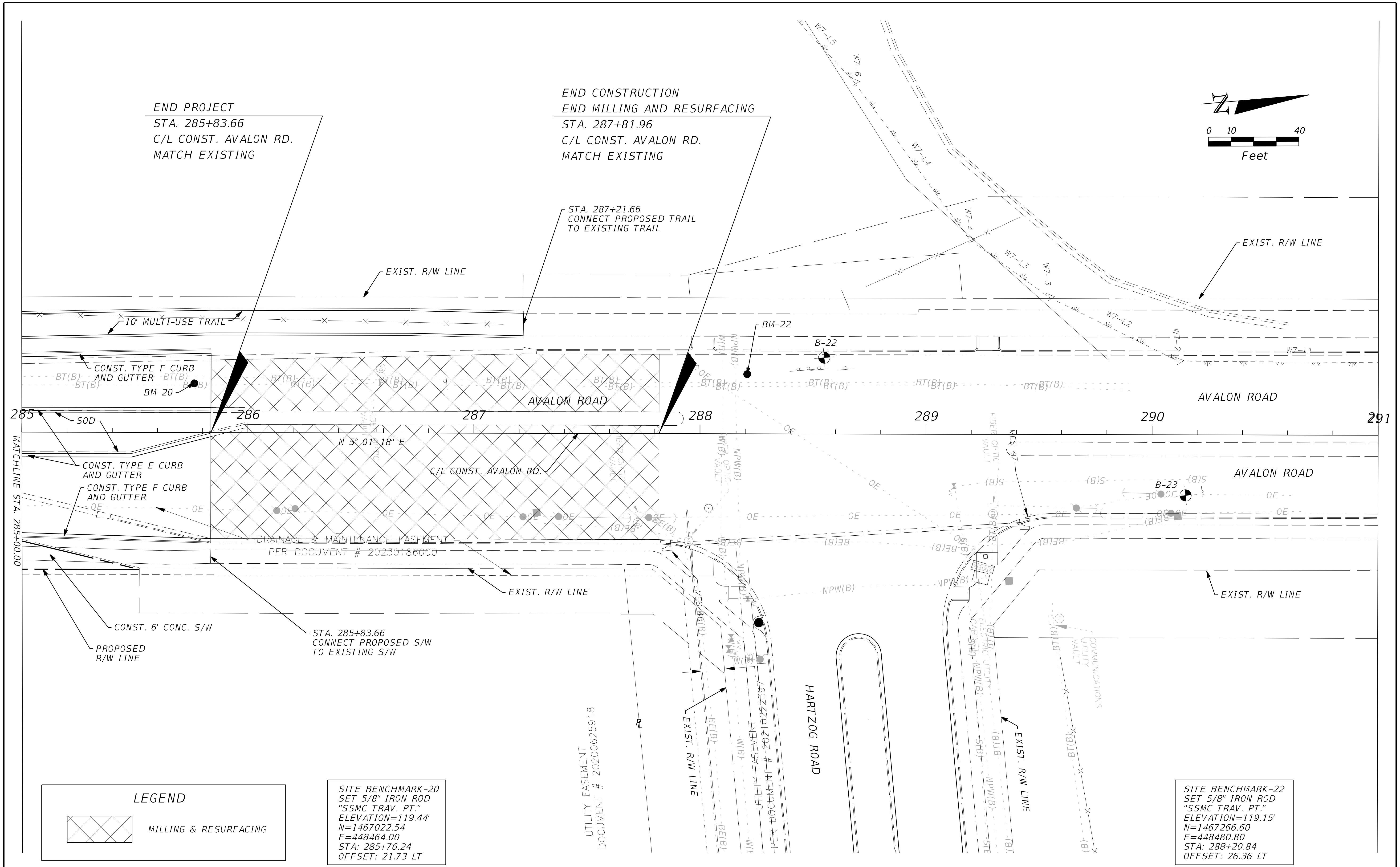
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 38



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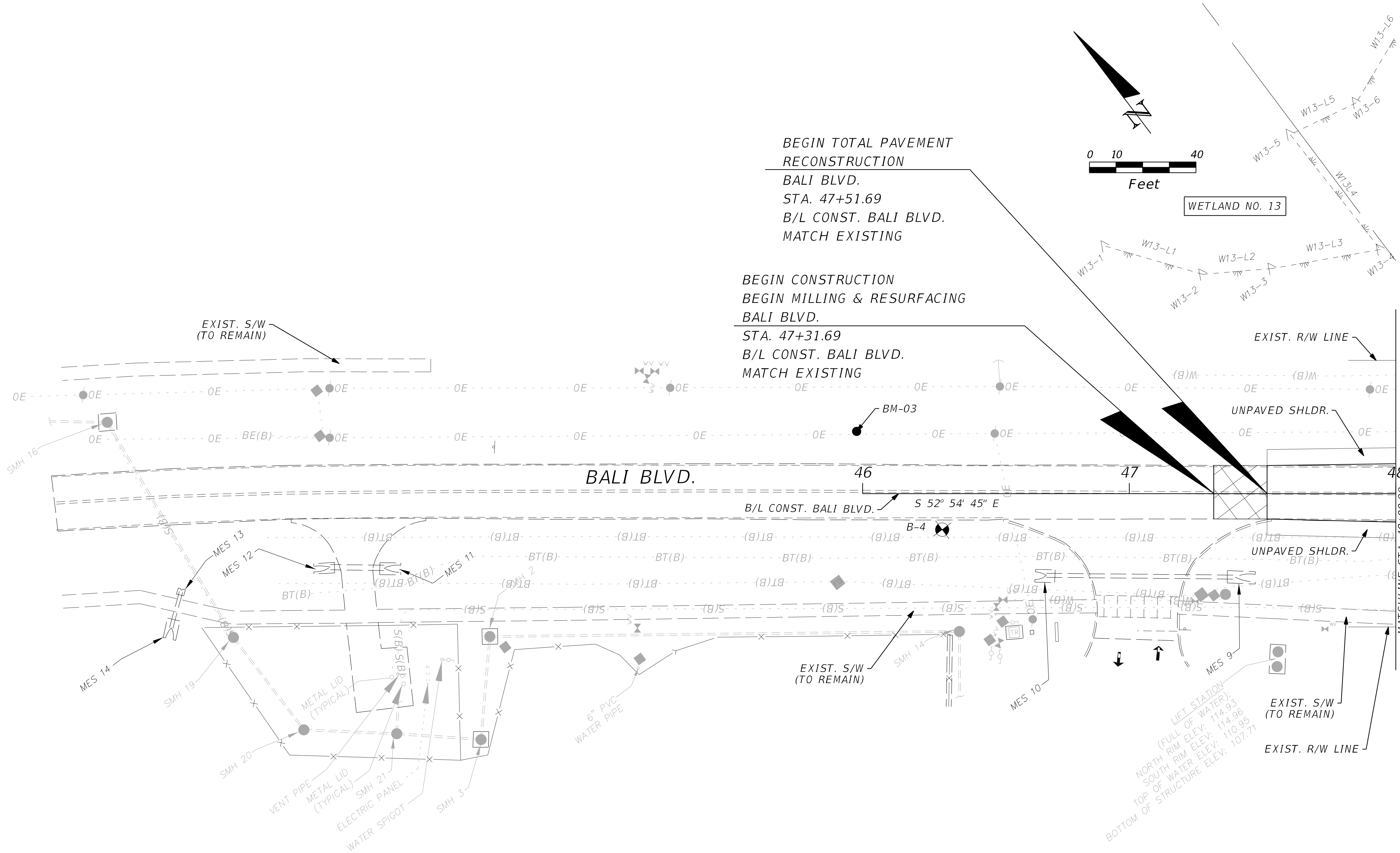
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
AVALON ROAD

SHEET NO. 39



SITE BENCHMARK-02
SET 5/8" IRON ROD
"SSMC TRAV. PT."
ELEVATION=113.59'
N=1459488.26
E=447745.99
STA: 207+45.46
OFFSET: 79.05 RT

SITE BENCHMARK-03
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=113.61'
N=1459862.84
E=447376.29
STA: 209+77.93
OFFSET: 373.17 LT

LEGEND

MILLING & RESURFACING

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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TEL. 407-992-9160

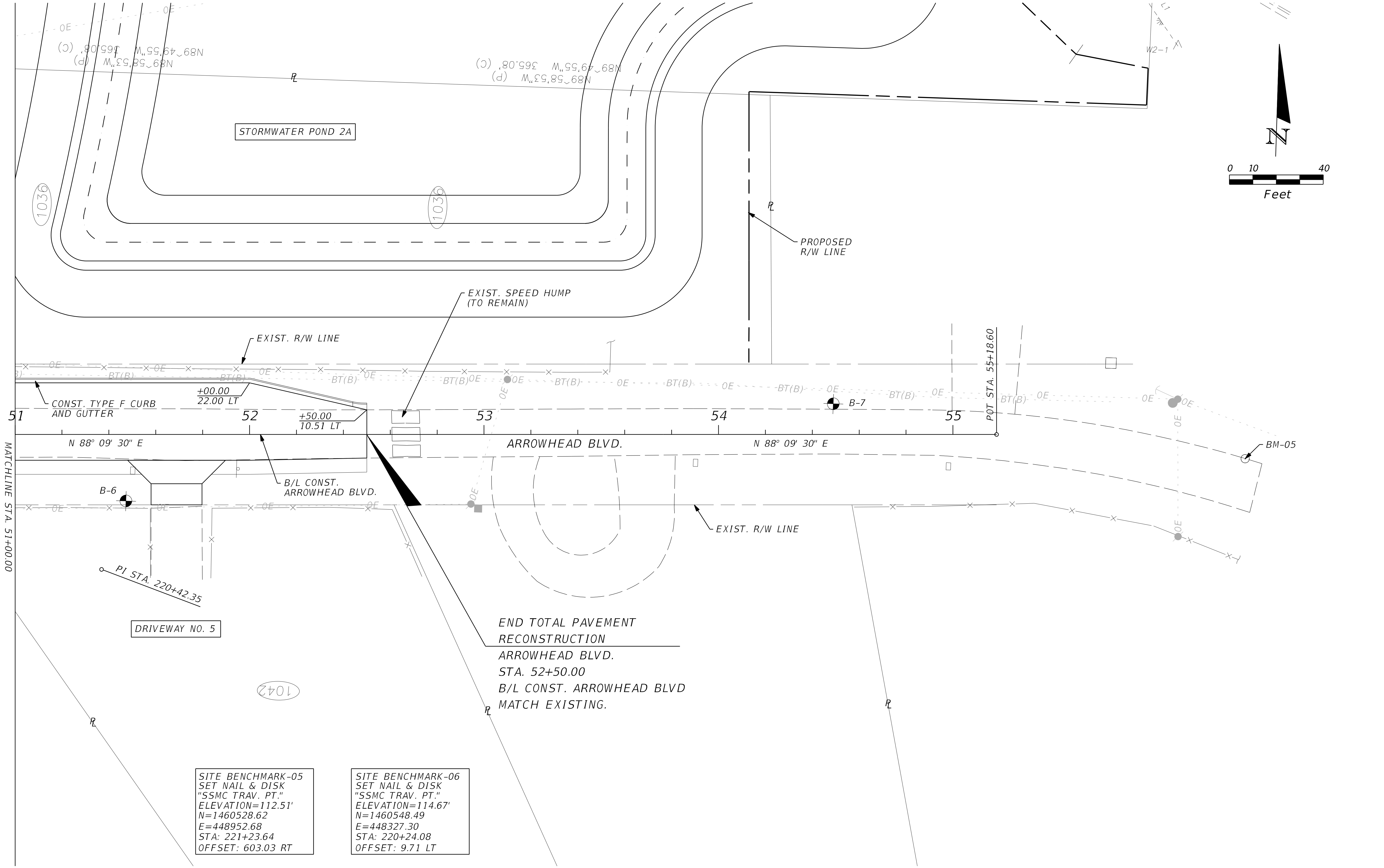
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
BALI BOULEVARD

SHEET NO. 40



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TEL. 407-992-9160

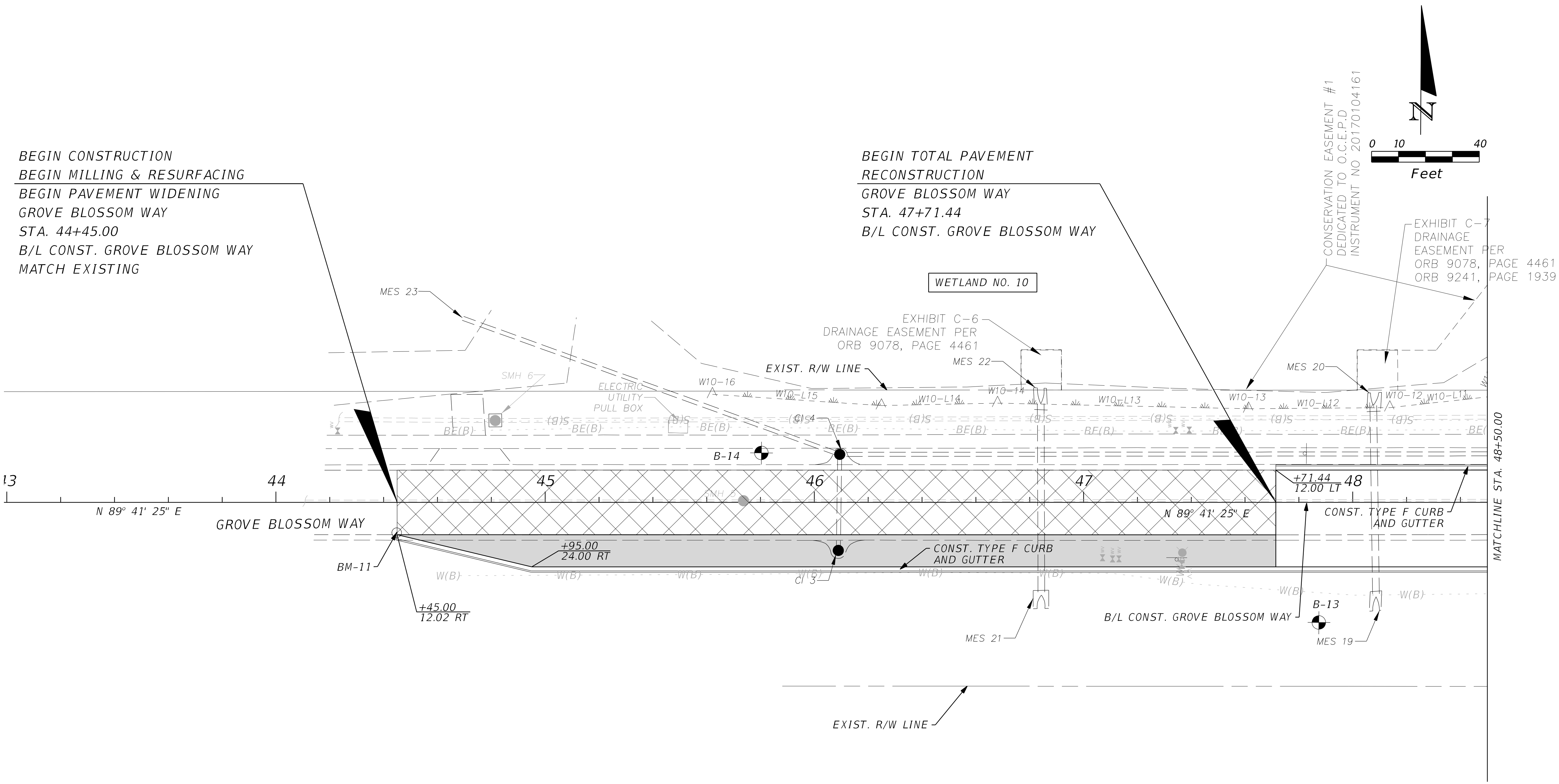
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
ARROWHEAD BLVD.

SHEET NO. 41



SITE BENCHMARK-11
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=115.74'
N=1463357.23
E=447998.29
STA: 247+40.54
OFFSET: 537.81 LT

SITE BENCHMARK-12
SET NAIL & DISK
"SSMC TRAV. PT."
ELEVATION=114.45'
N=1463396.30
E=448506.84
STA: 249+25.08
OFFSET: 50.07 LT

LEGEND

MILLING & RESURFACING

PAVEMENT WIDENING

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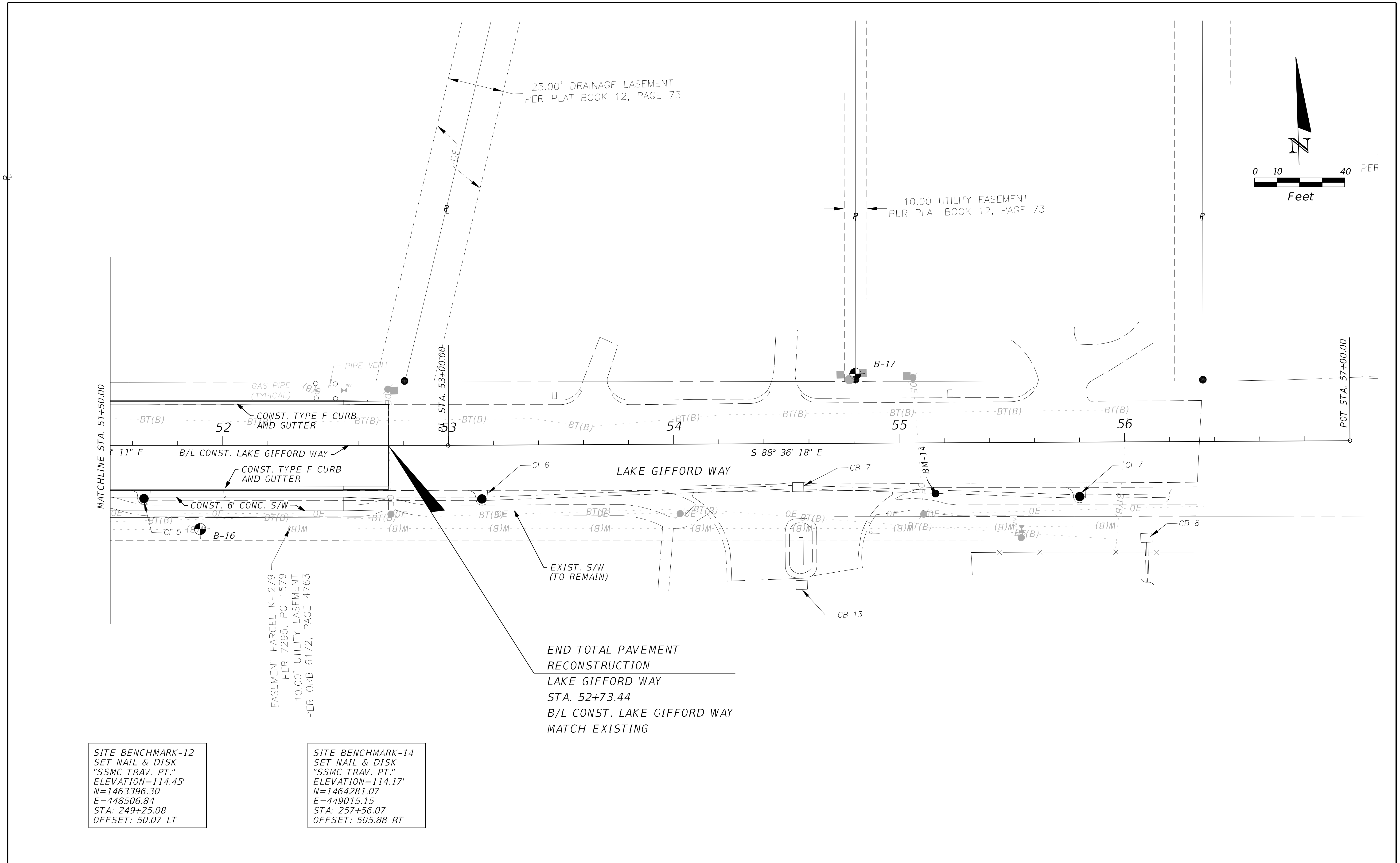
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
GROVE BLOSSOM WAY

SHEET NO. 42



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WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

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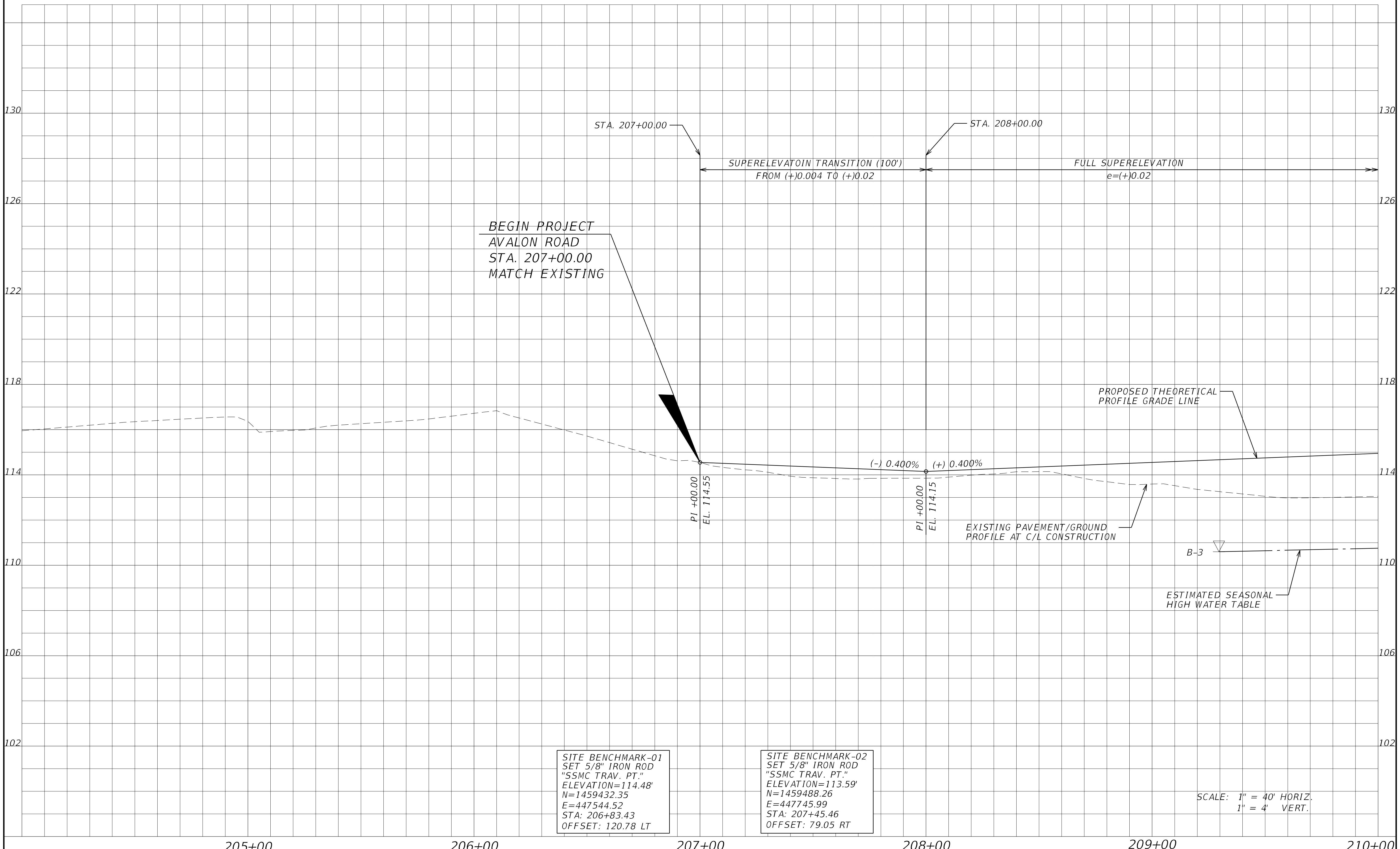
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PLAN SHEET
LAKE GIFFORD WAY

SHEET NO.
43

1/27/2026 2:16:07 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\PLANRD21.dgn



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TEL. 407-992-9160

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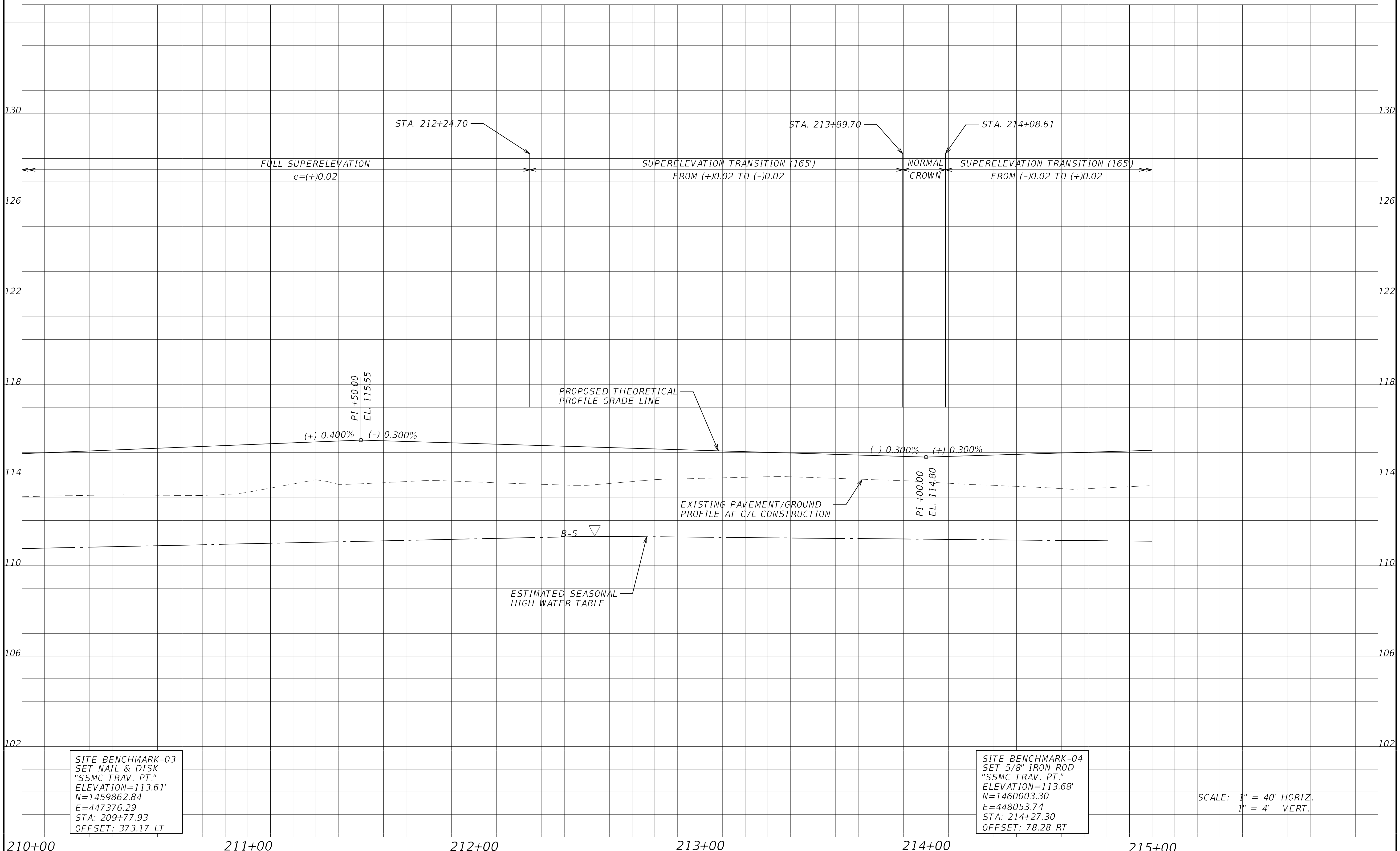
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 44



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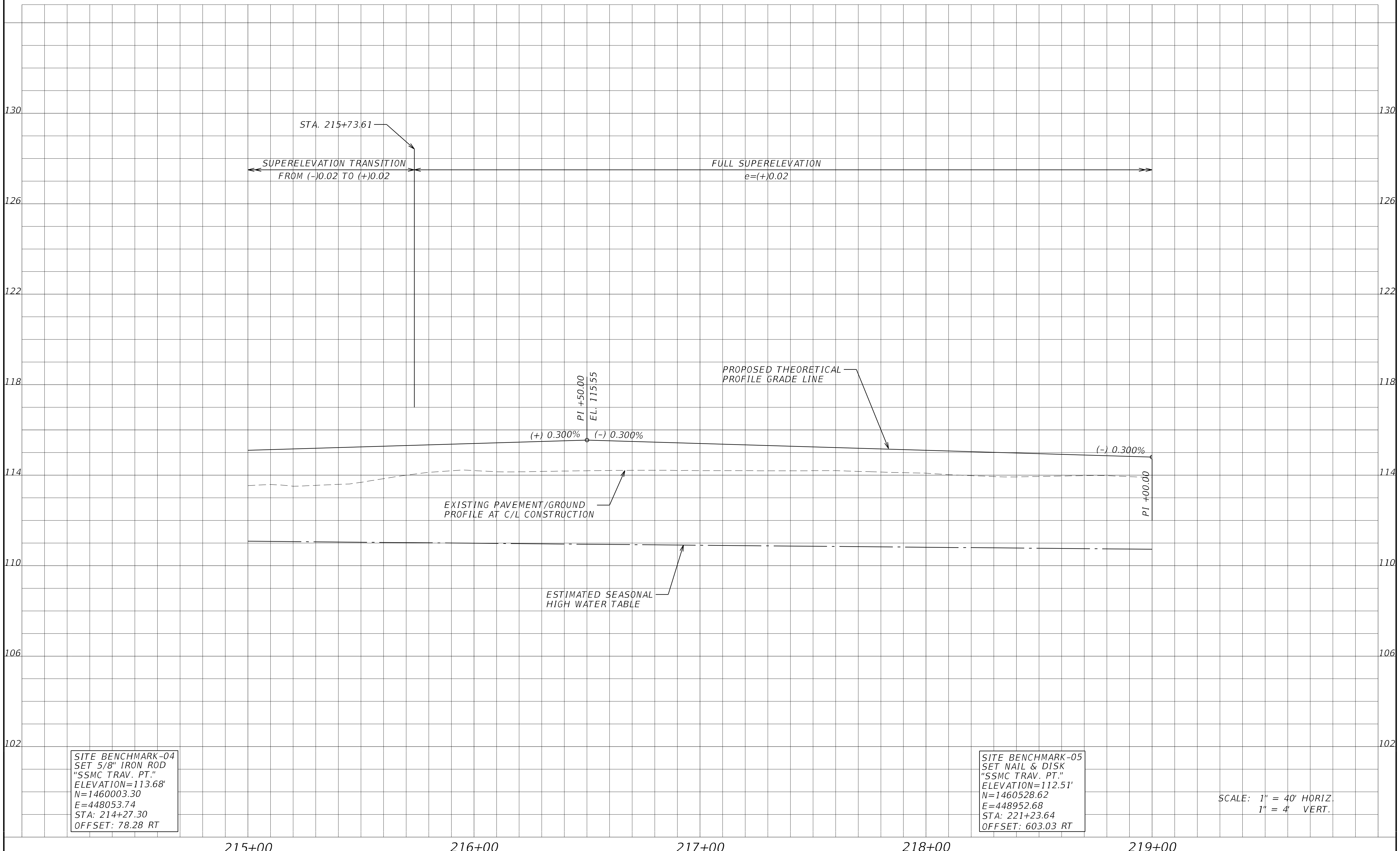
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO.
45



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WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

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ROAD: AVALON ROAD

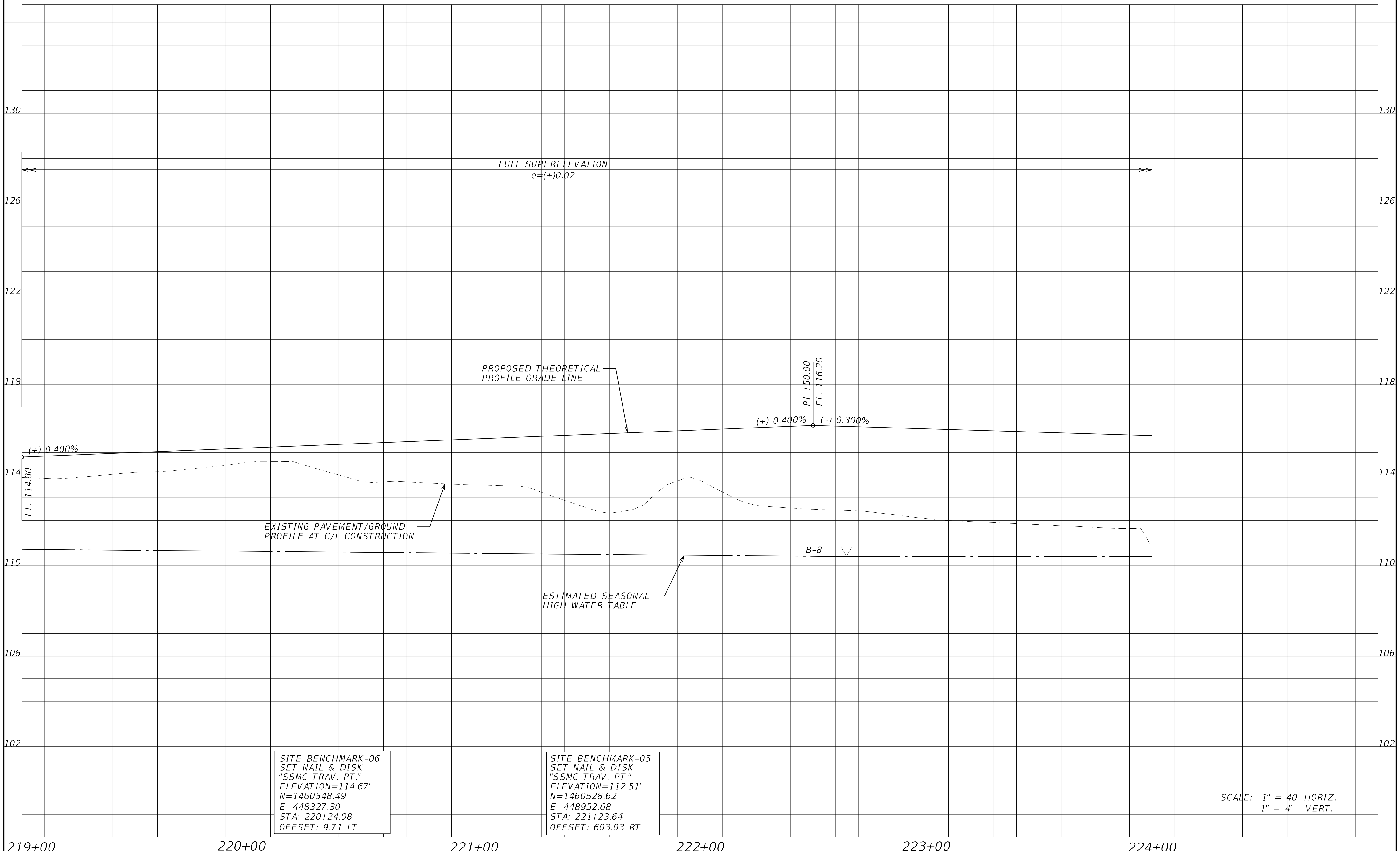
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

AVALON ROAD

SHEET NO. 46



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PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

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ROAD: AVALON ROAD

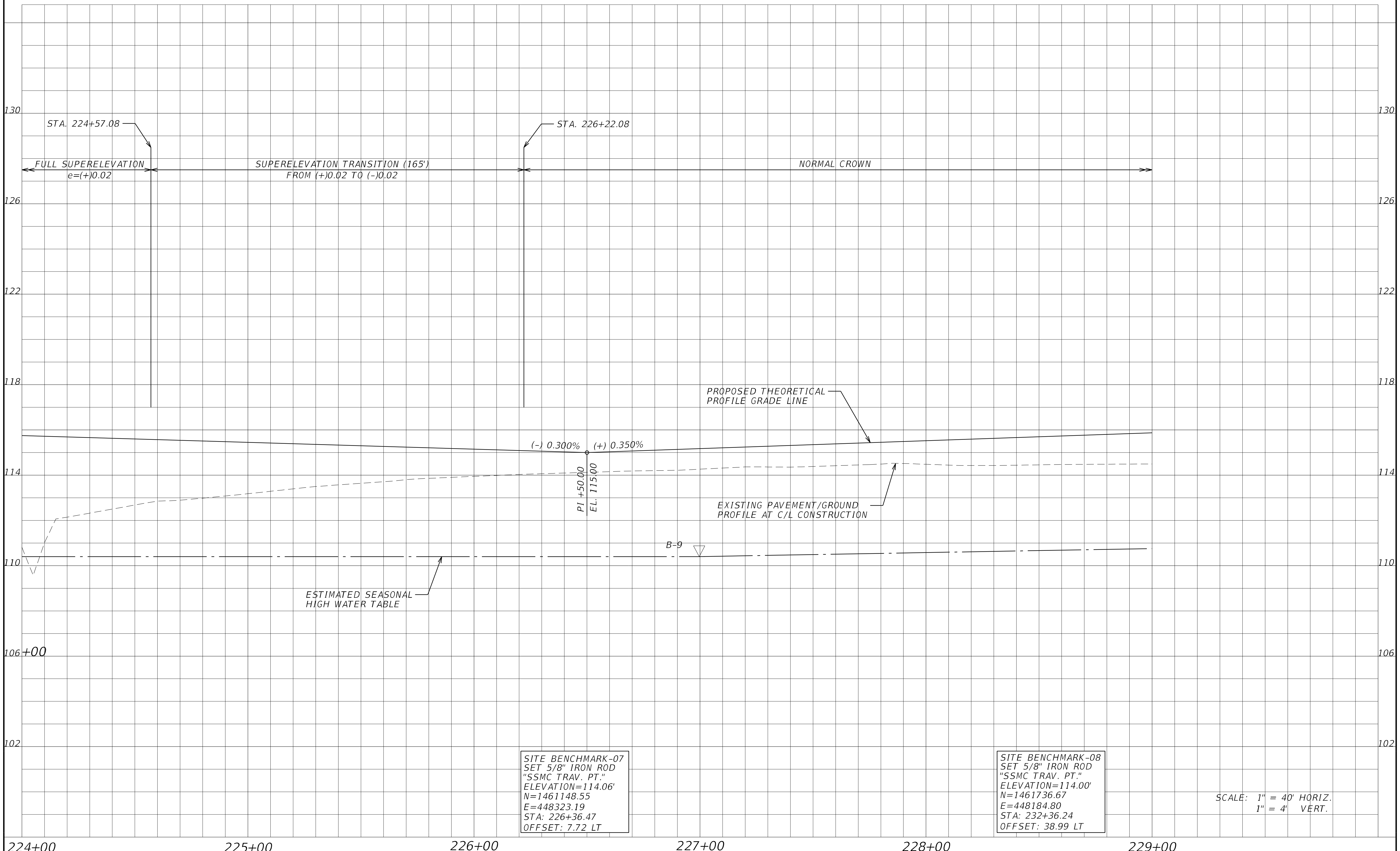
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

AVALON ROAD

SHEET NO. 47



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301 WEST STATE ROAD 434, SUITE 309
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TEL. 407-992-9160

Pegasus ENGINEERING

ROAD	AVALON ROAD
PROJECT NO.	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 48

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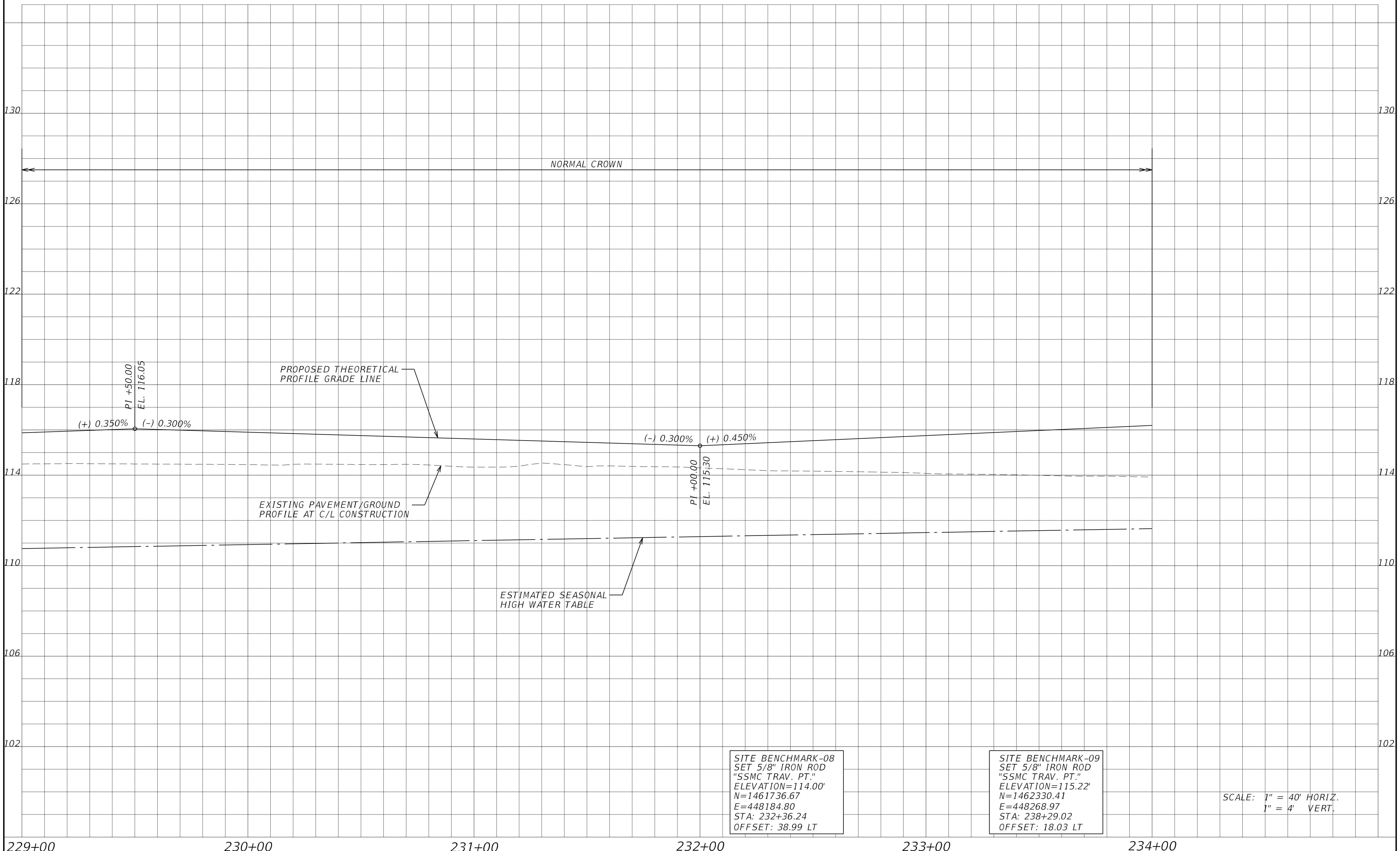

SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO.
49

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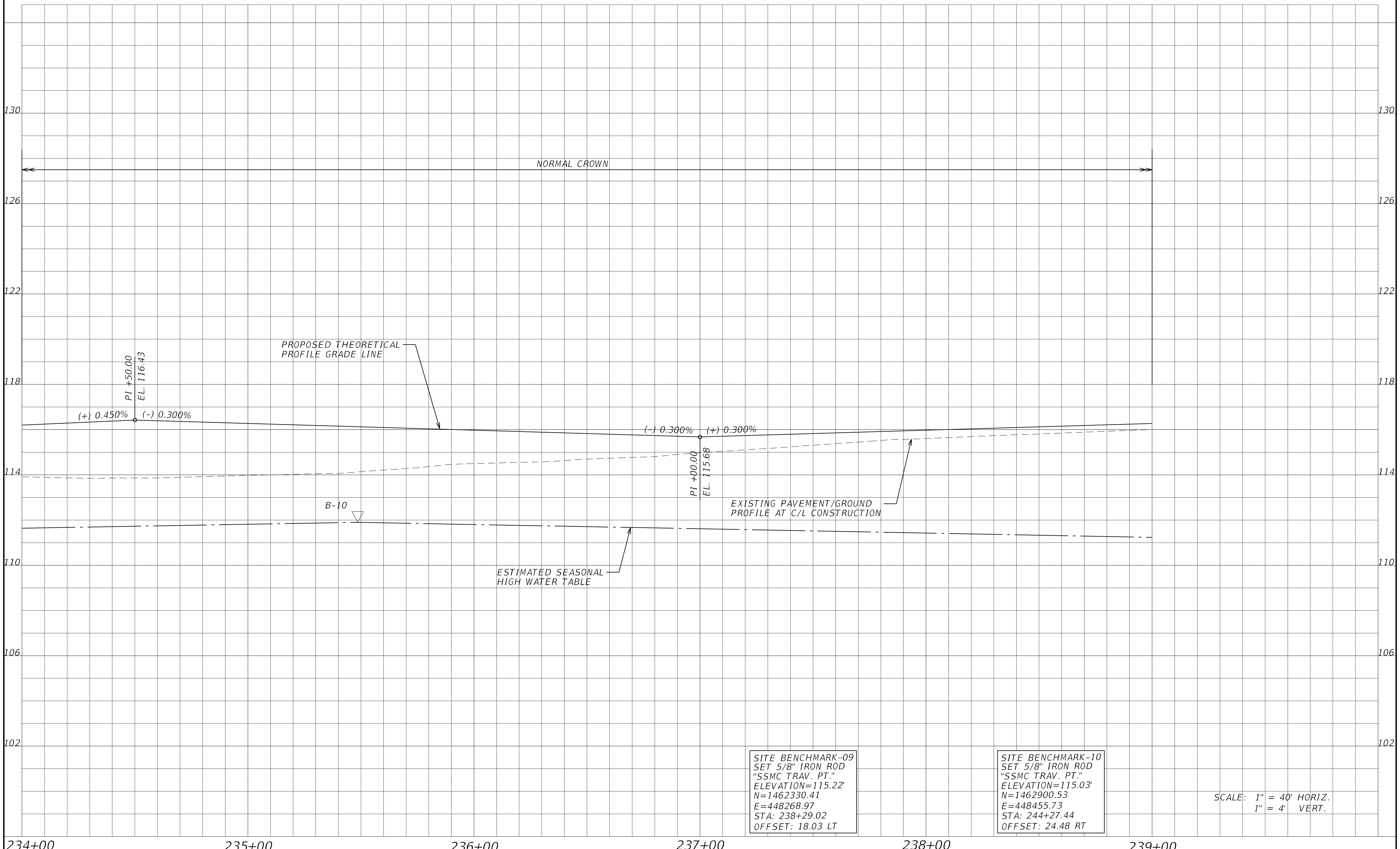

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WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

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ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 50

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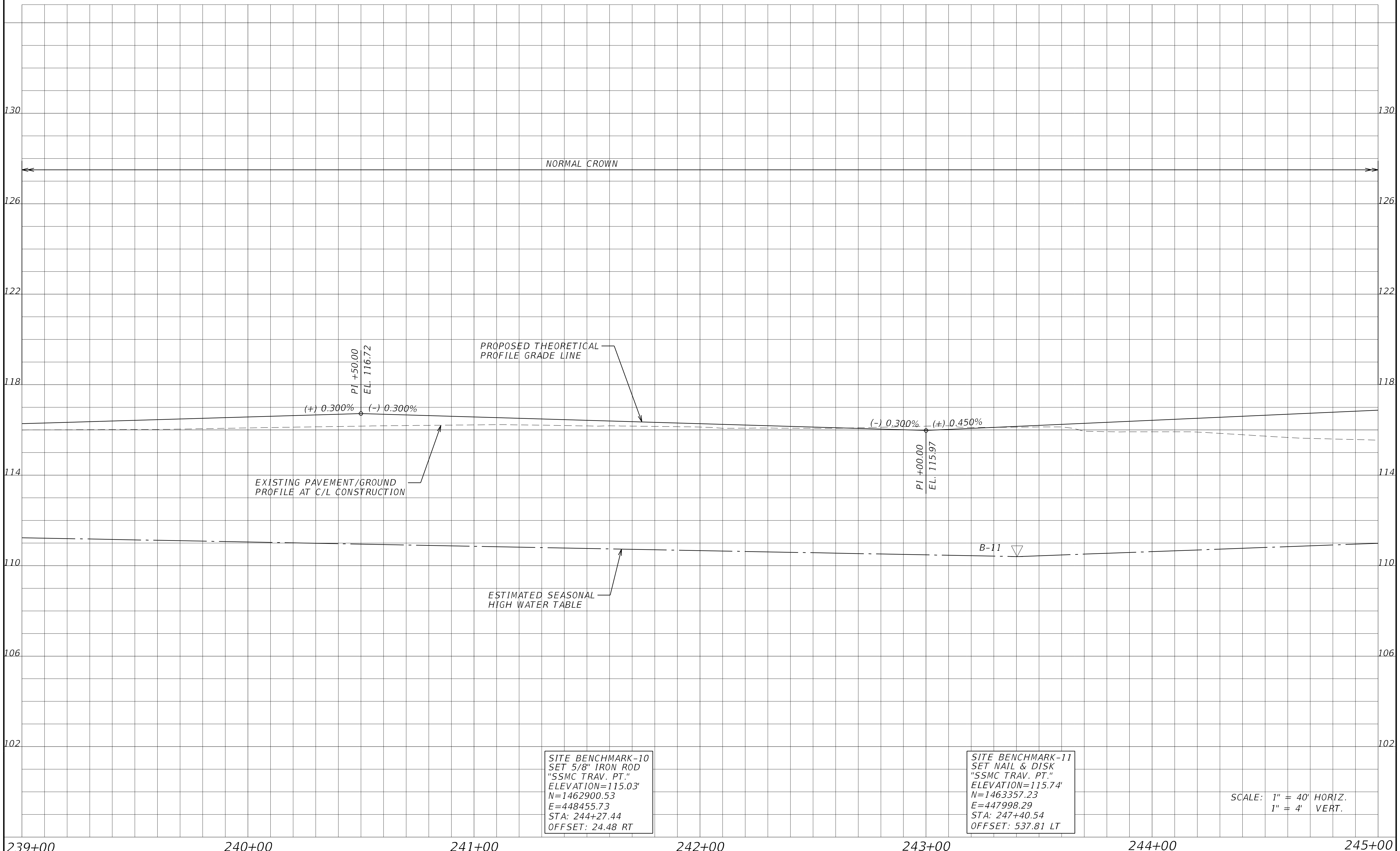

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TEL. 407-992-9160

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 51

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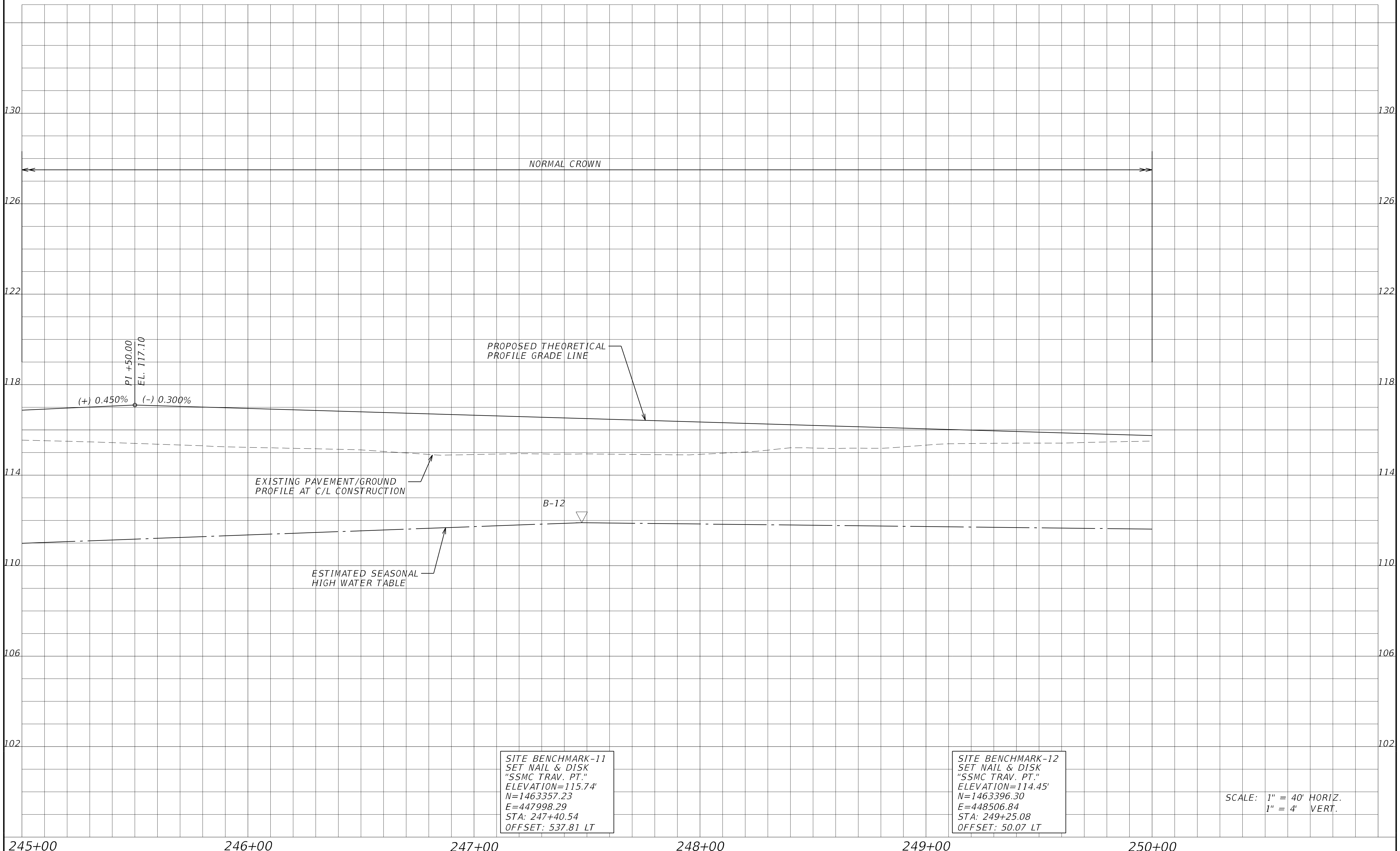

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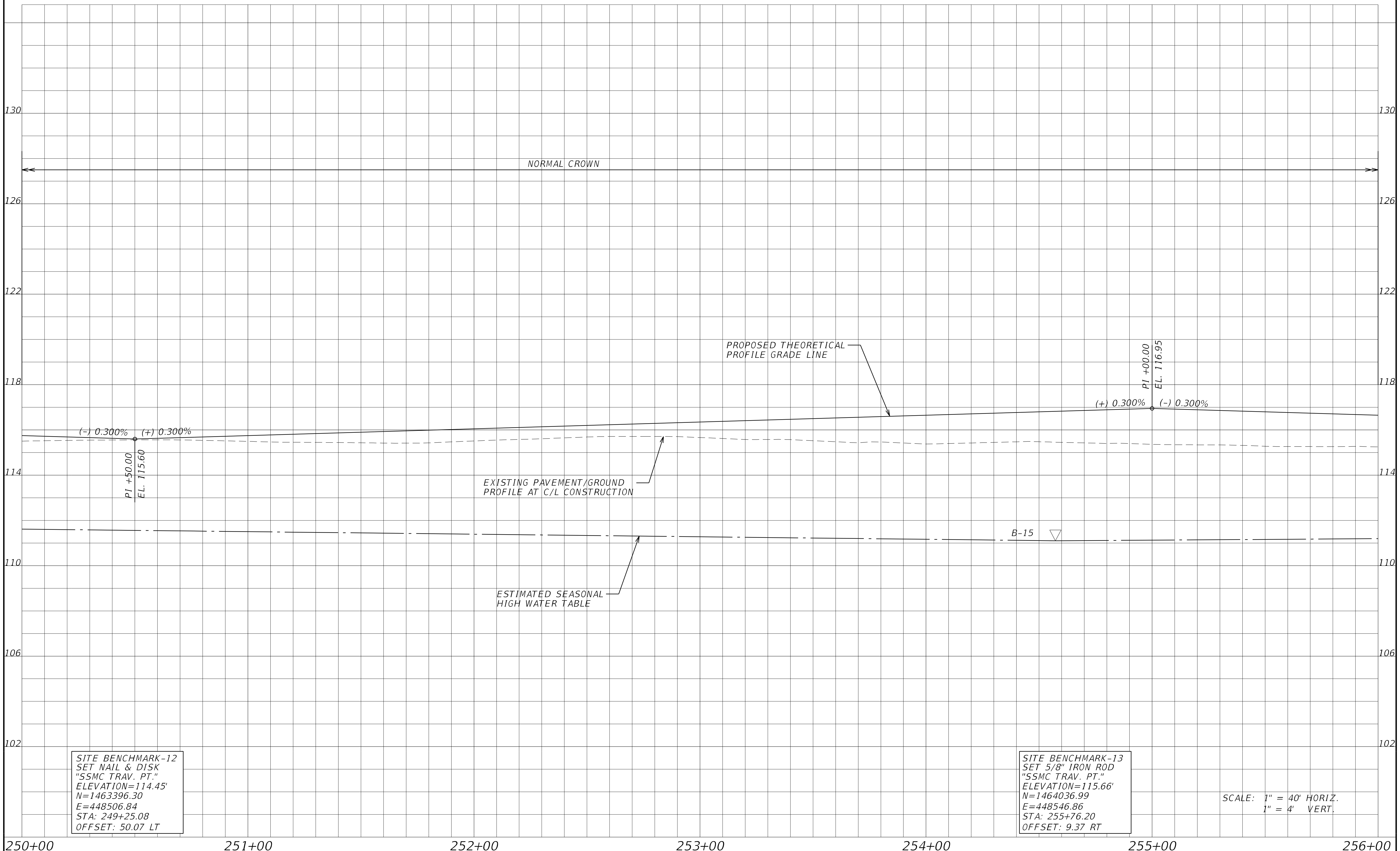
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 52



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Pegasus ENGINEERING

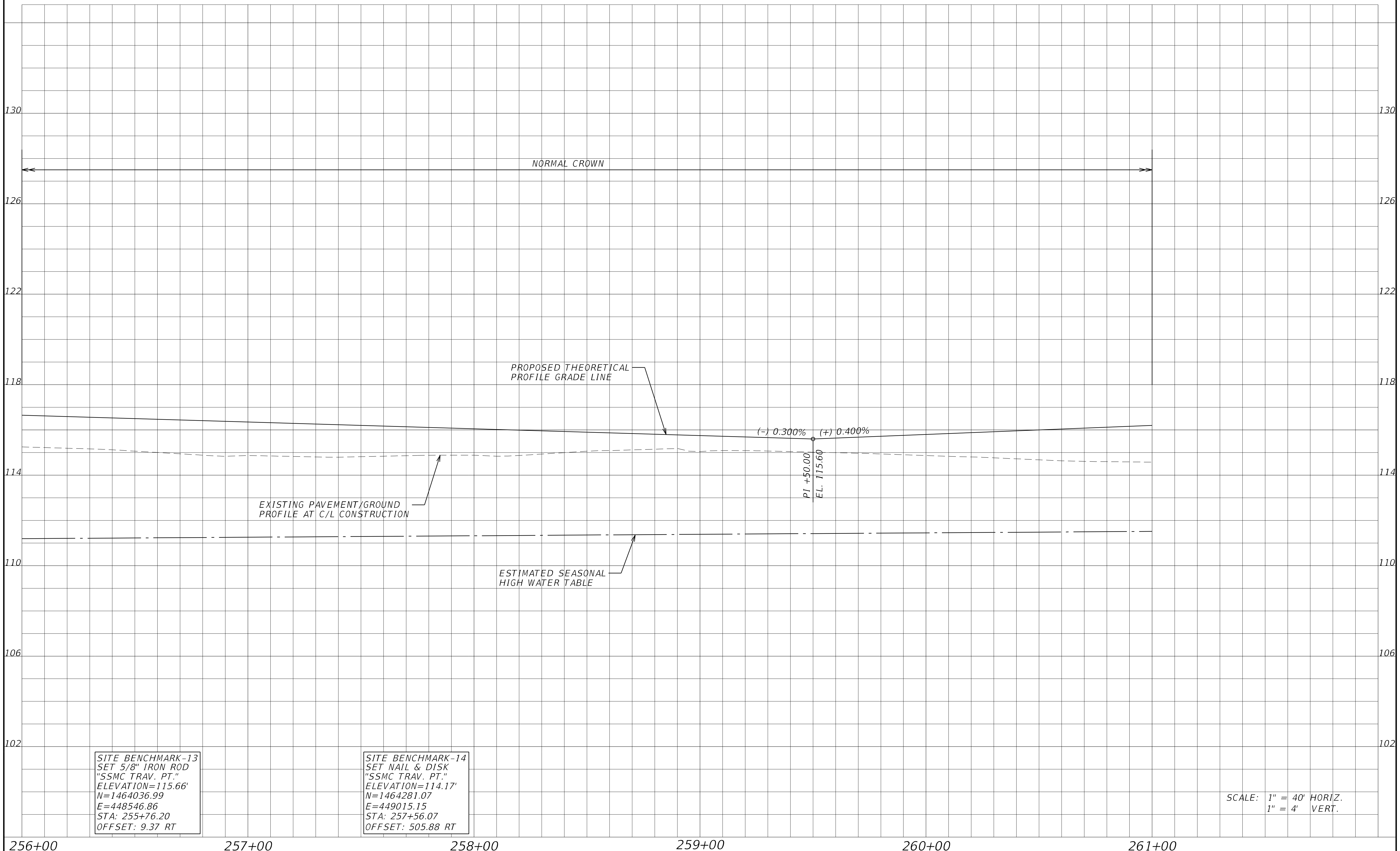
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO.
53

1/27/2026 2:16:14 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\PROFRDIO.dgn



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WINTER SPRINGS, FLORIDA 32708
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Pegasus ENGINEERING

ROAD: AVALON ROAD

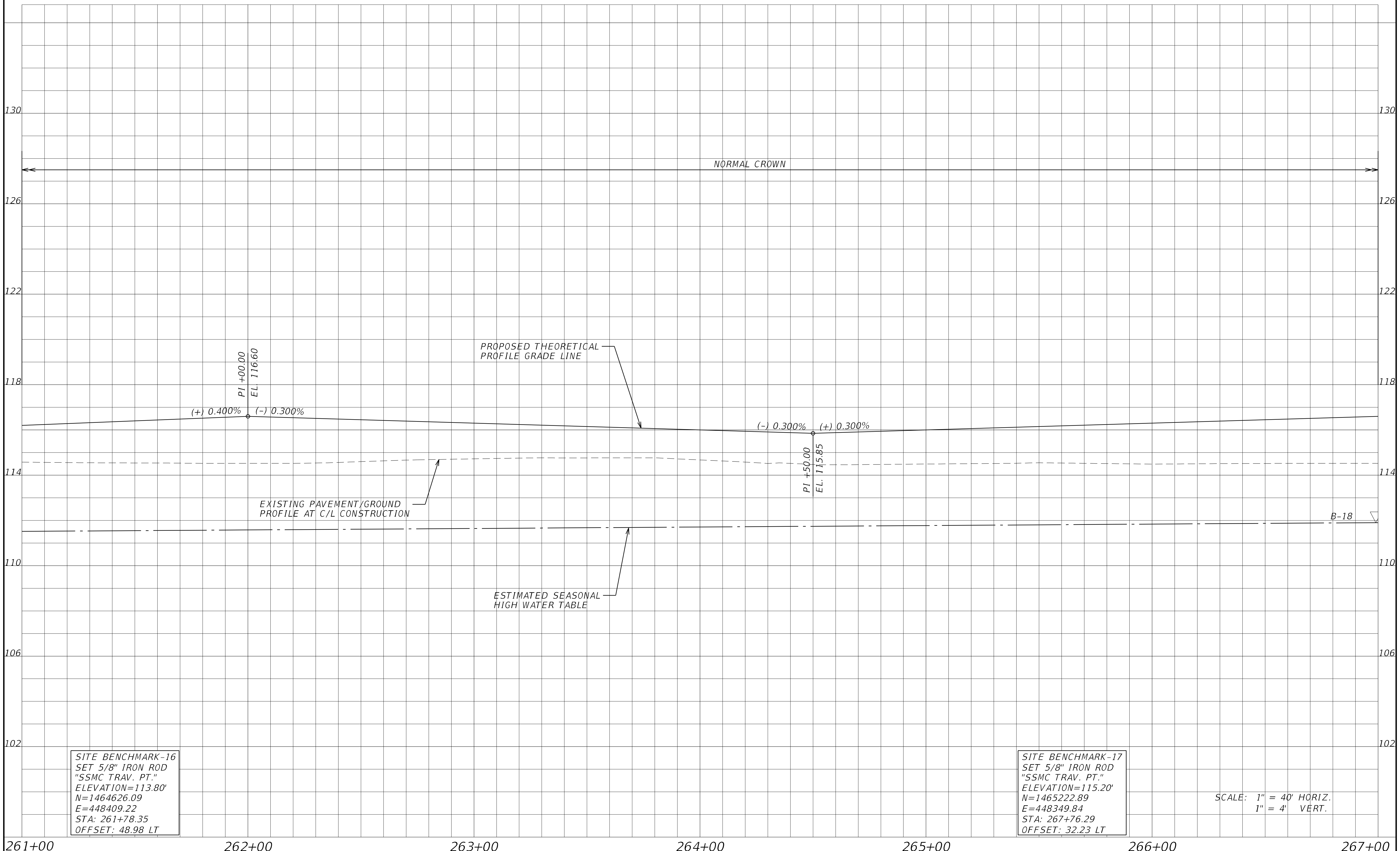
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

AVALON ROAD

SHEET NO. 54



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 55

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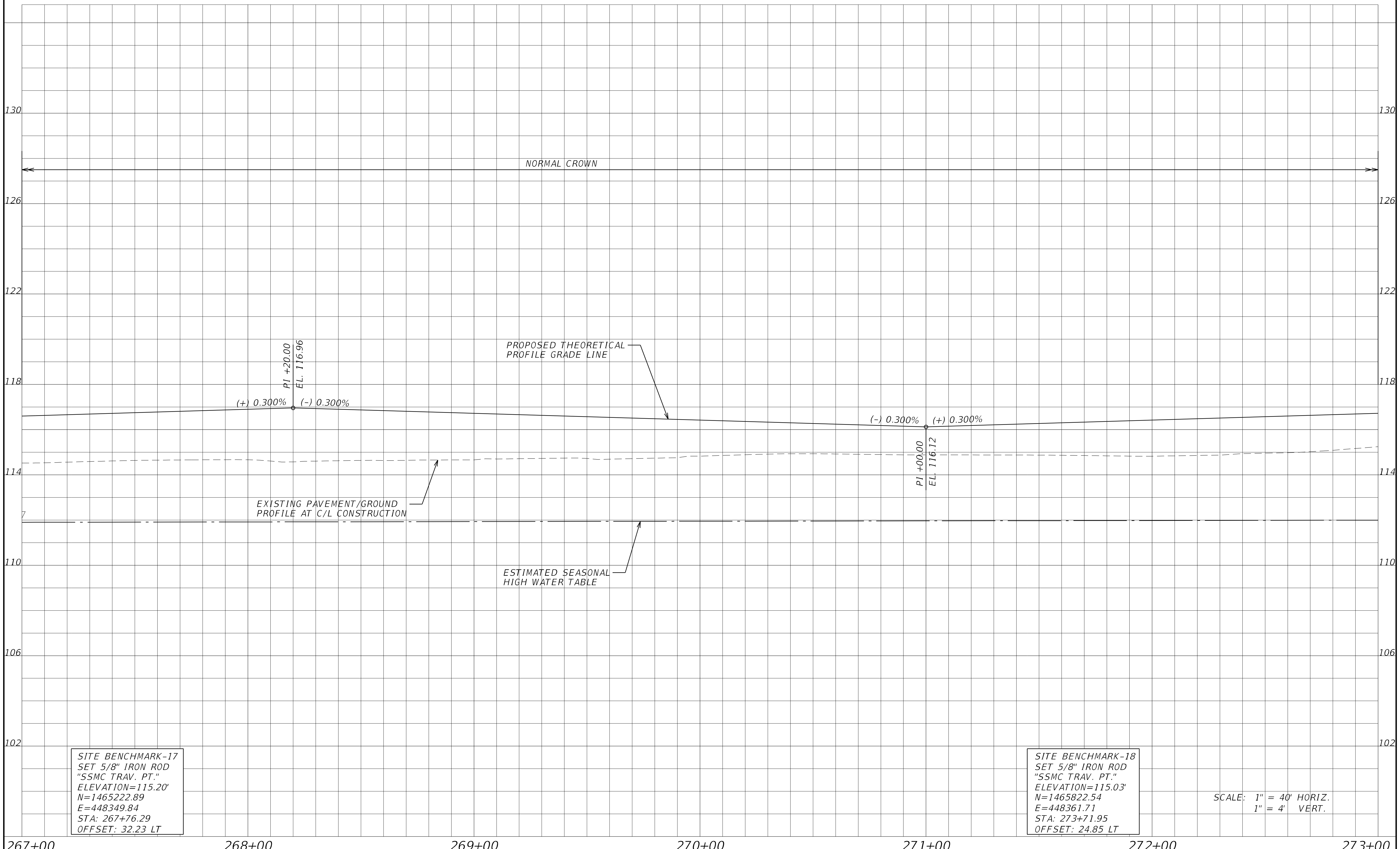

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LICENSE # 51446
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301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO. 56

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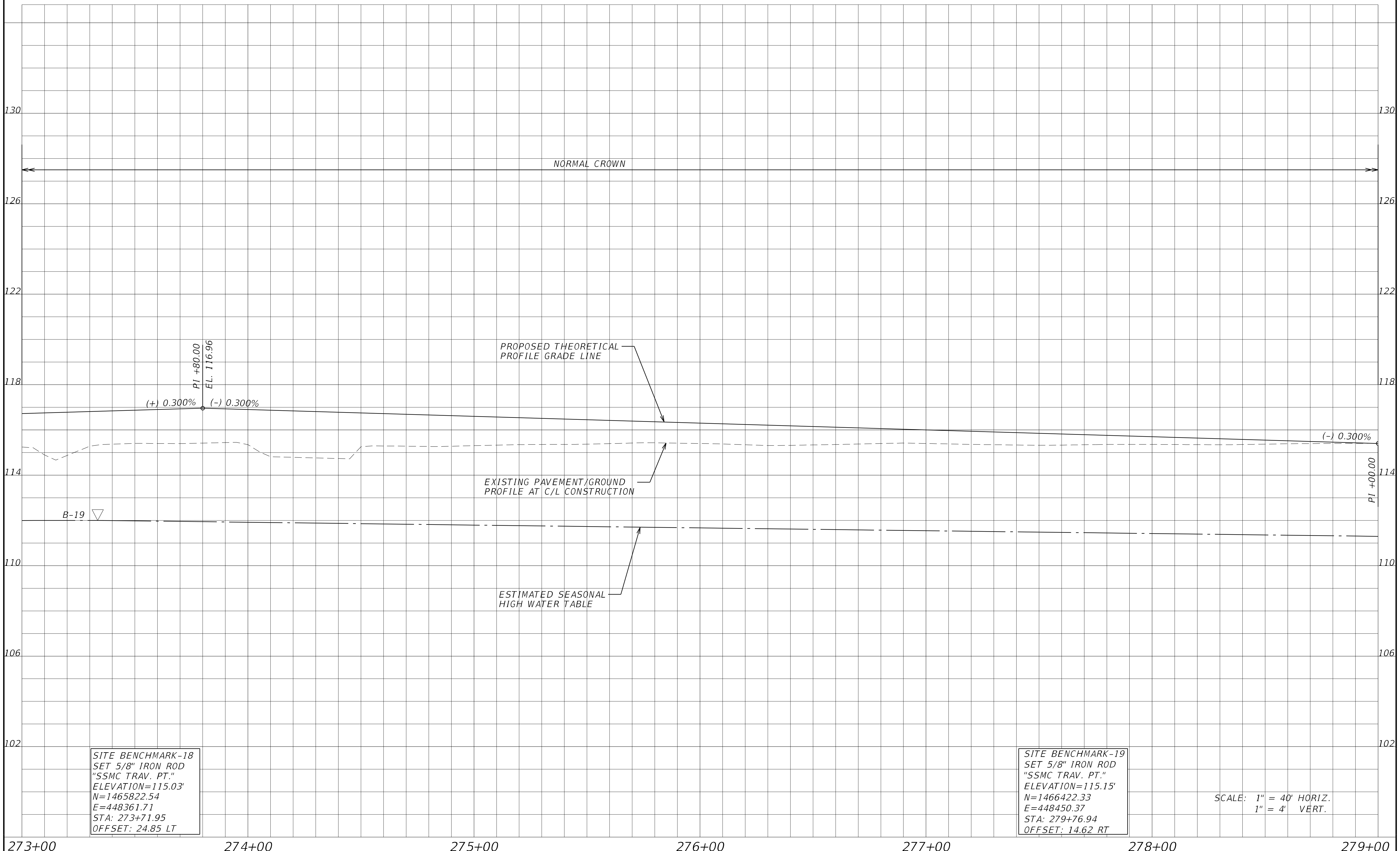

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

AVALON ROAD

SHEET NO.
57

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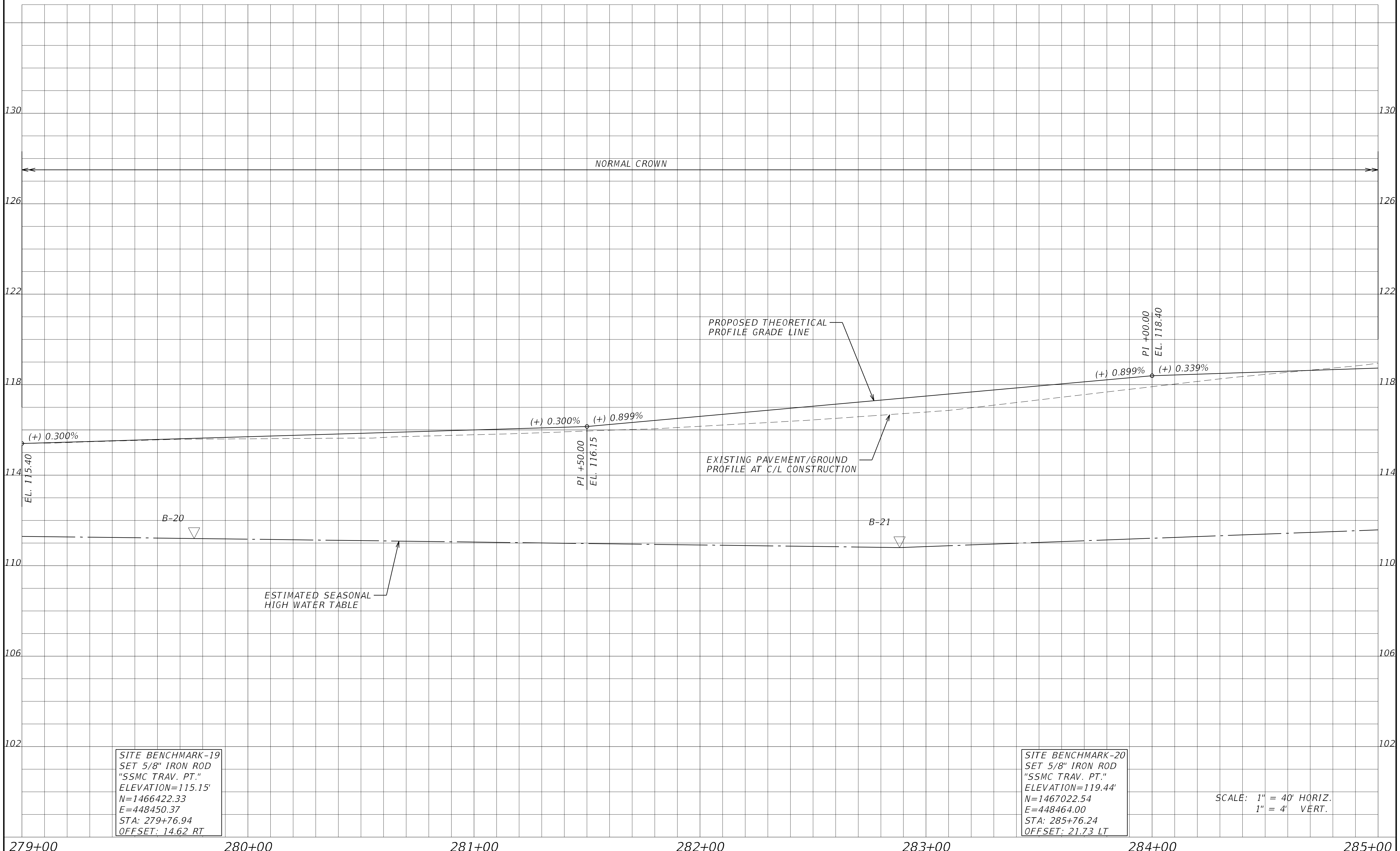

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:

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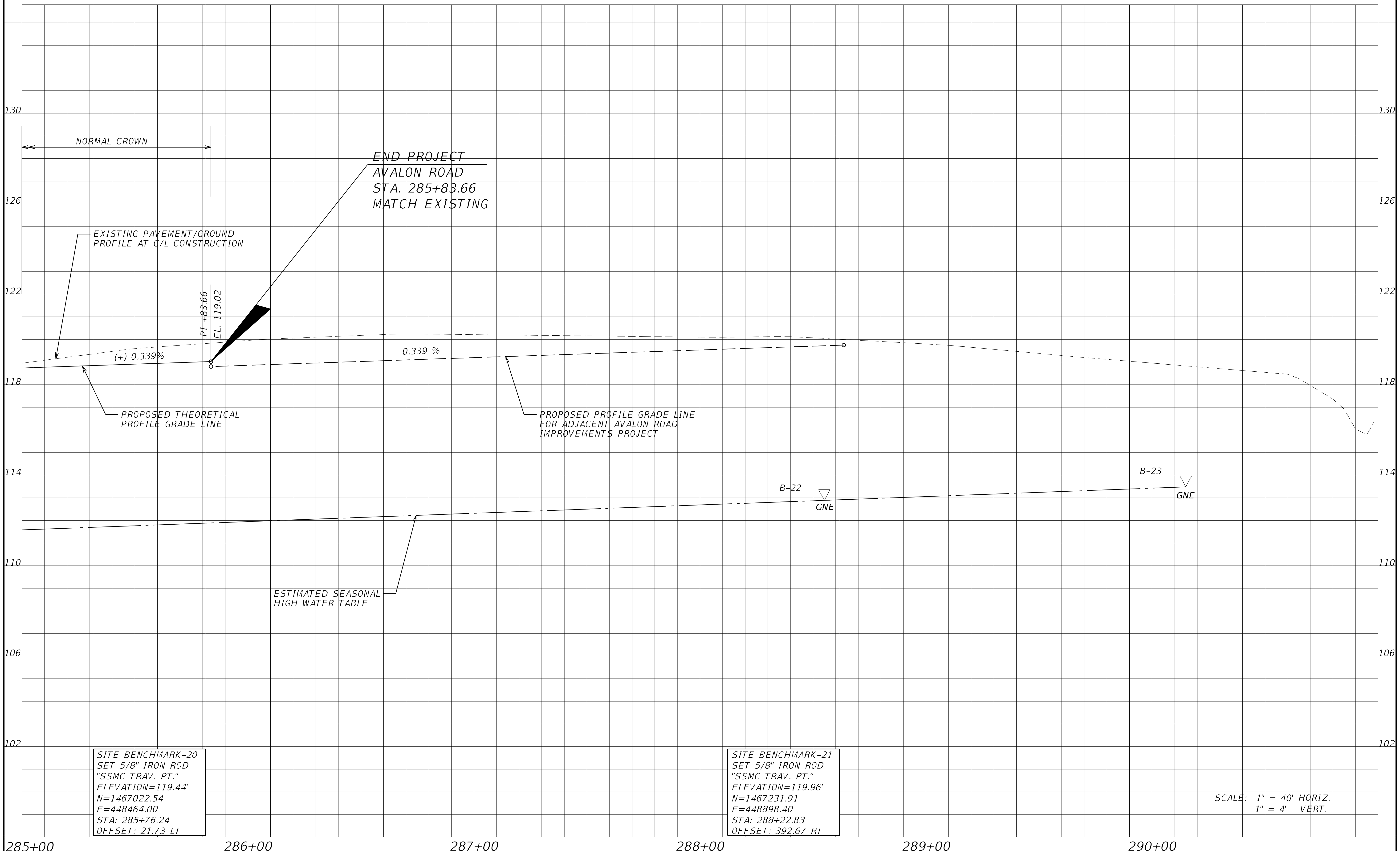
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO.
58



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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
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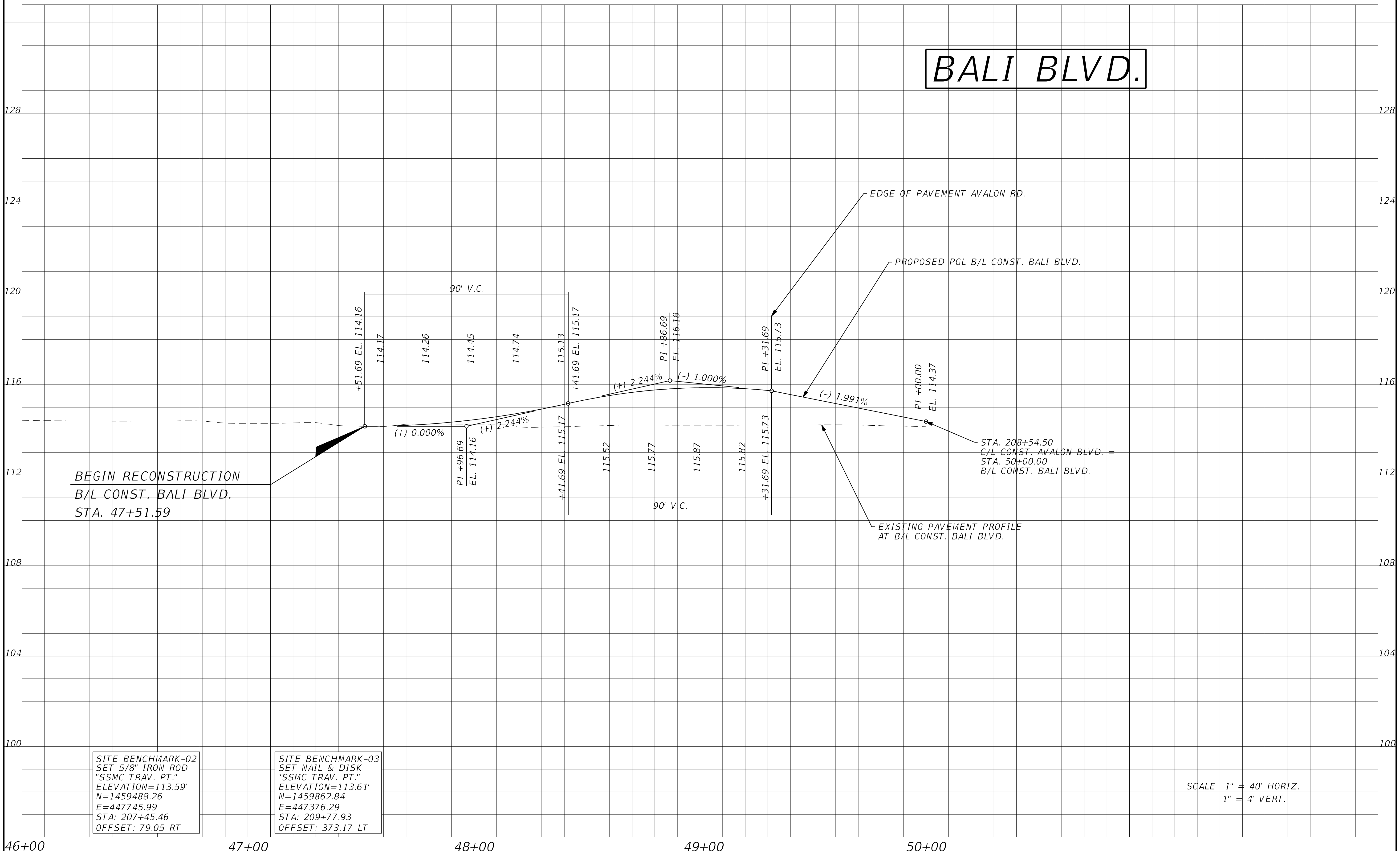
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
AVALON ROAD

SHEET NO.
59



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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
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301 WEST STATE ROAD 434, SUITE 309
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TEL. 407-992-9160

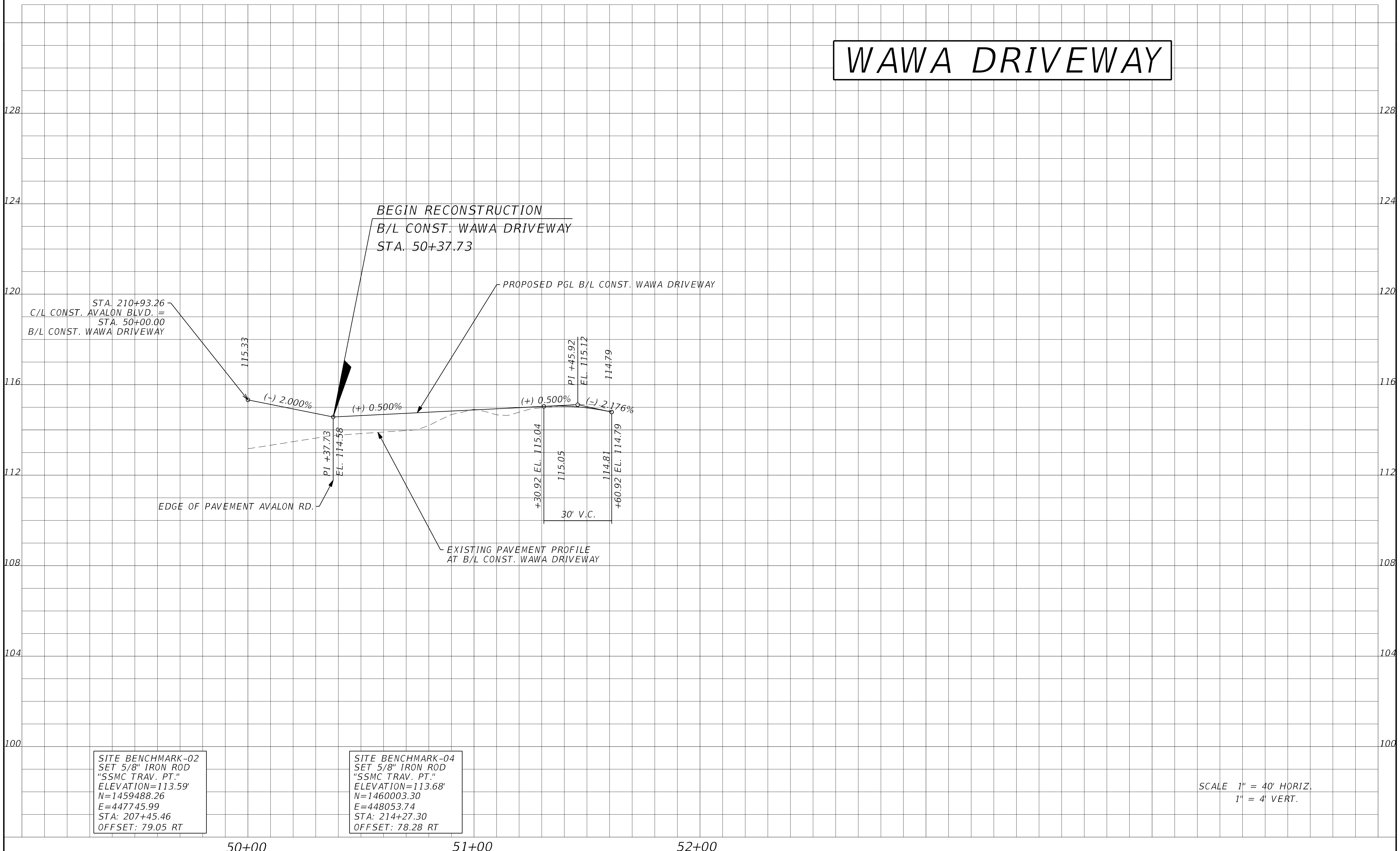
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
BALI BOULEVARD

SHEET NO.
60



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:

FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD

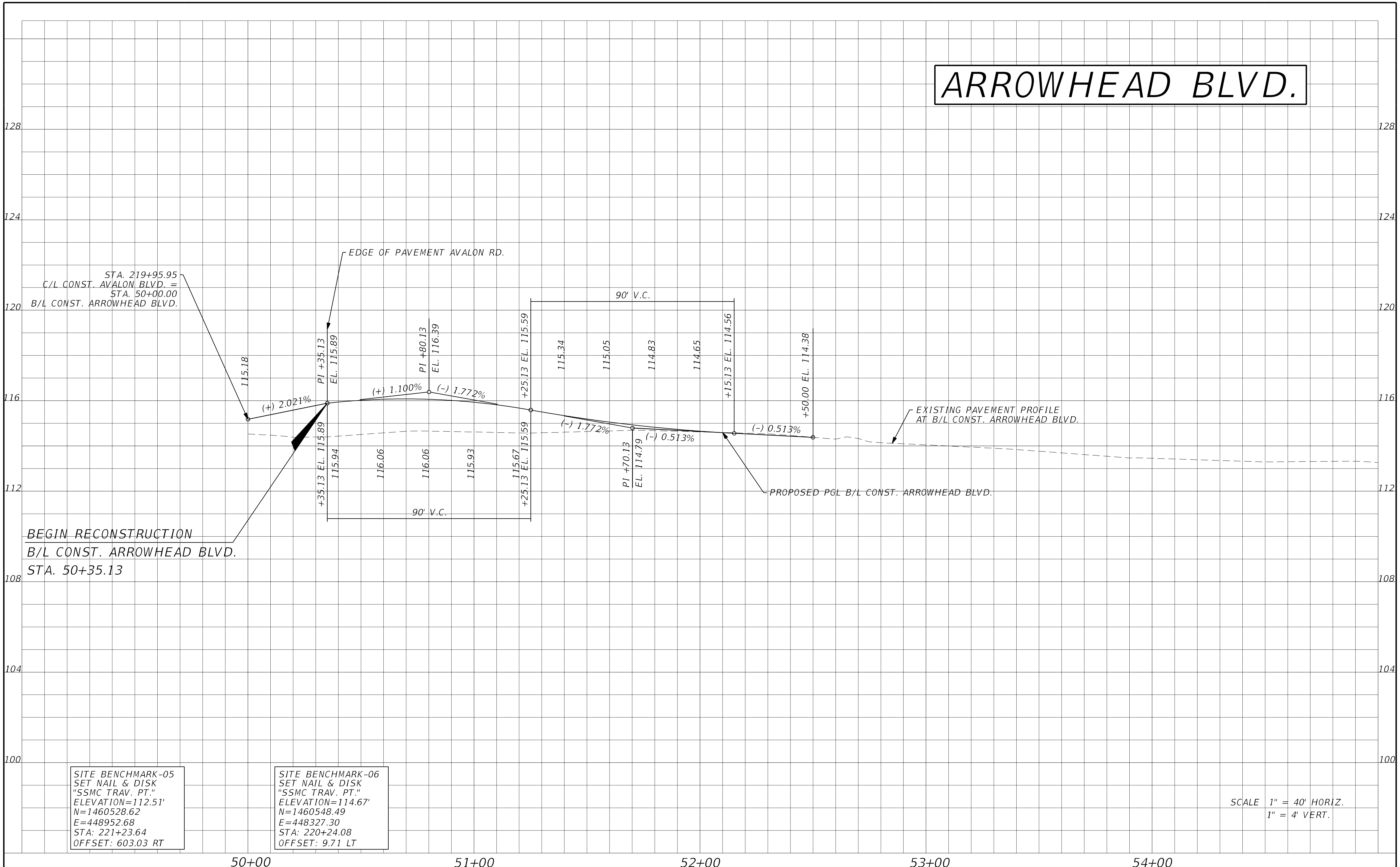
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

WAWA

SHEET NO. 61



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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:

FURSAN MUNJED, P.E.
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PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET

ARROWHEAD BOULEVARD

SHEET NO. 62

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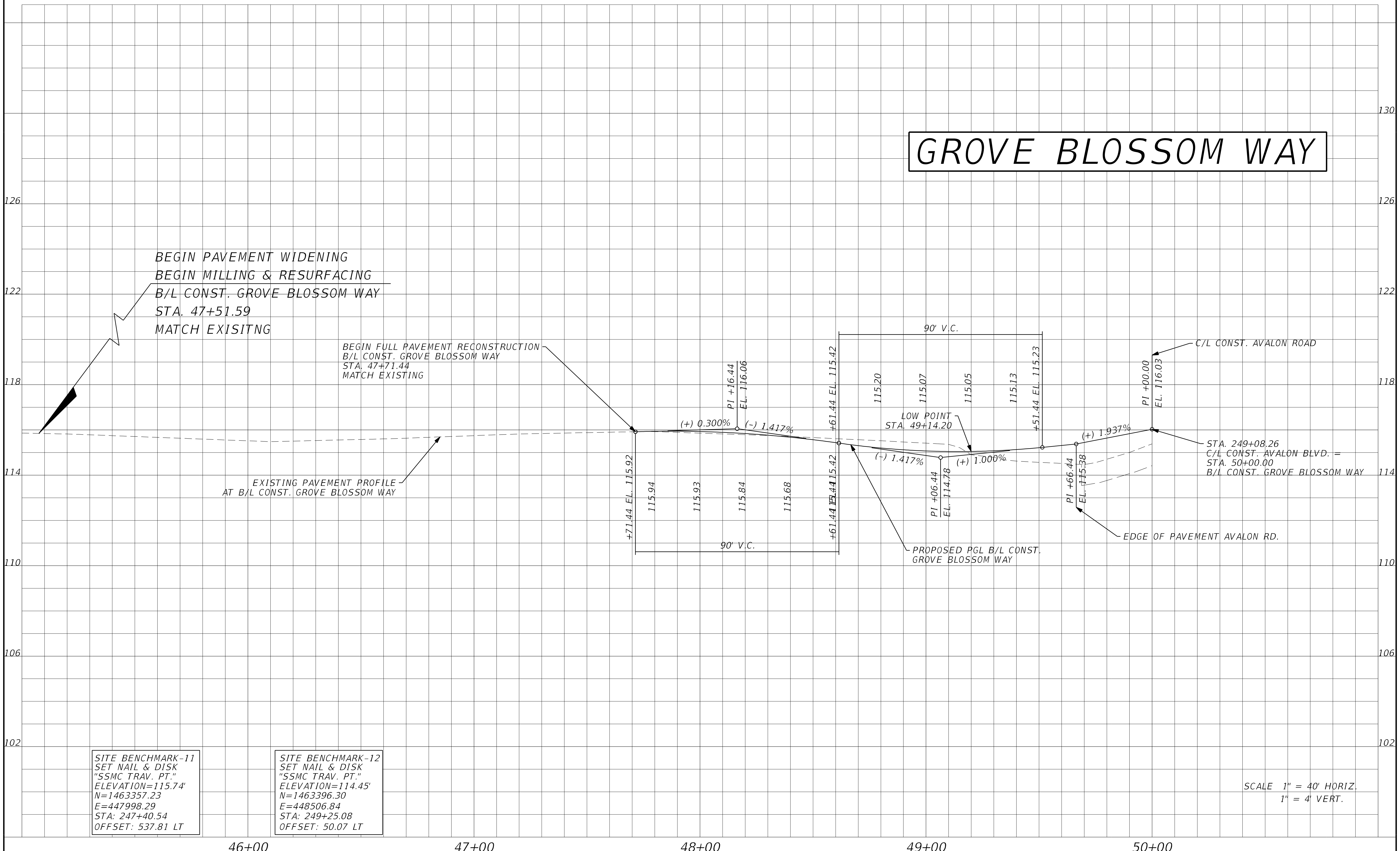

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
GROVE BLOSSOM WAY

SHEET NO. 63

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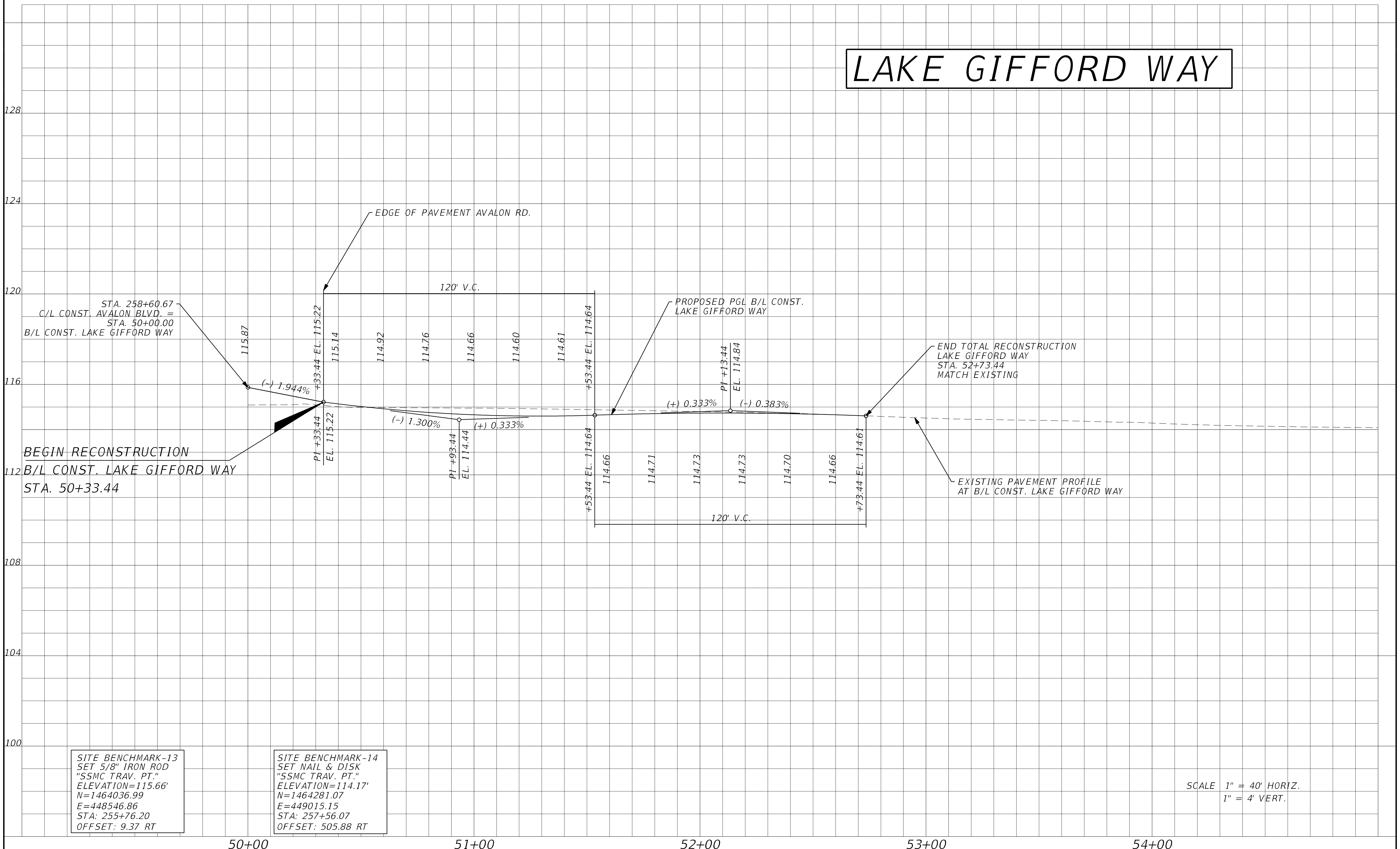

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
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WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

PROFILE SHEET
LAKE GIFFORD WAY

SHEET NO. 64

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NADIC ENGINEERING SERVICES, INC

ROADWAY CROSS SECTION OF SOIL SURVEY

REPORT OF TESTS

PROJECT No.: PR.GEO-RD24032
PROJECT DESCRIPTION: AVALON ROAD (C.R. 545) IMPROVEMENTS (FROM U.S. 192 TO HARTZOG ROAD)
SUBMITTED BY: NADIC

QUADRANGLE: LAKE LOUISA SW, FLORIDA
SECTION: 30 & 31
TOWNSHIP: 24 SOUTH
RANGE: 27 EAST

DATE REPORTED: AUGUST, 2025

	ORGANIC CONTENT		MOISTURE CONTENT		SIEVE ANALYSIS RESULTS % PASSING						ATTERBERG LIMITS (%)					CORROSION TEST RESULTS					SUBSTRUCTURE ENVIRONMENTAL CLASSIFICATION	
STRATUM NO.	No. OF TESTS	% ORGANIC	No. OF TESTS	% MOISTURE CONTENT	No. OF TESTS	% PASSING 10 MESH	% PASSING 40 MESH	% PASSING 60 MESH	% PASSING 100 MESH	% PASSING 200 MESH	No. OF TESTS	LIQUID LIMIT	PLASTICITY INDEX	AASHTO GROUP	DESCRIPTION	No. OF TESTS	pH	RESISTIVITY OHM-CM	CHLORIDES PPM	SULFATE PPM	CONCRETE	STEEL
1	-	-	31	3-25	26 (FULL)	99-100	73-98	32-80	5-16	1-8	-	-	-	A-3	BROWN TO GRAY FINE SAND TO FINE SAND WITH SILT/CLAY, OCCASIONALLY WITH ROOTS, ORGANICS, LIMEROCK AND SHELL FRAGMENTS	9	6.5-8.3	3,980-56,500	0-30	0-33	S-M	S-M
2	-	-	5	17-44	5 (FULL)	99-100	72-99	27-79	13-31	12-17	-	-	-	A-2-4	BROWN TO GRAY SILTY SAND, OCCASIONALLY WITH ORGANICS	-	-	-	-	-	-	-
3	7	3-50	7	20-179	7 (FULL)	98-100	49-92	24-66	10-50	6-48	-	-	-	A-8	DARK BROWN TO DARK GRAY ORGANIC SAND TO MUCK	-	-	-	-	-	-	-
4	-	-	1	16	1 (FULL)	100	84	62	35	29	1	28	13	A-2-6	LIGHT BROWN TO GRAY CLAYEY SAND	-	-	-	-	-	-	-

NOTES:

(1) STRATA BOUNDARIES ARE APPROXIMATE AND REPRESENT SOIL STRATA AT EACH TEST HOLE LOCATION ONLY. ANY STRATUM CONNECTING LINES SHOWN ARE FOR ESTIMATING EARTHWORK ONLY AND DO NOT INDICATE ACTUAL STRATUM LIMITS. SUBSURFACE VARIATIONS BETWEEN BORINGS SHOULD BE ANTICIPATED AS INDICATED IN FDOT SECTION 2-4. FOR FURTHER DETAILS SEE FDOT STANDARD SPECIFICATIONS SECTION 120-3.

(2) SOIL PARAMETER NOT TESTED DENOTED AS "-" ABOVE.

(3) ▼ INDICATES WATER TABLE WHERE ENCOUNTERED AT THE TIME OF SURVEY.
GNE INDICATES GROUNDWATER LEVEL NOT ENCOUNTERED AT THE TIME OF SURVEY.
▽ INDICATES ESTIMATED SEASONAL HIGH WATER LEVEL.

(4) REMOVAL OF PLASTIC AND HIGH PLASTIC MATERIAL OCCURING WITHIN THE ROADWAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FDOT STANDARD INDEX No. 120-002 UNLESS OTHERWISE STATED IN THE PLANS. THE MATERIAL UTILIZED IN EMBANKMENT CONSTRUCTION SHALL BE IN ACCORDANCE WITH FDOT STANDARD INDEX No. 120-001.

(5) STRATA 1 AND 2 SHALL BE TREATED AS SELECT (S) MATERIALS PER FDOT STANDARD INDEX No. 120-001.

(6) STRATUM 3 SHALL BE TREATED AS MUCK (M) MATERIAL PER FDOT INDEX No. 120-001.

(7) STRATUM 4 SHALL BE TREATED AS PLASTIC (P) MATERIAL PER FDOT STANDARD INDEX No. 120-001.

(8) ENVIRONMENTAL CLASSIFICATION:

M INDICATES MODERATELY AGGRESSIVE.
S INDICATES SLIGHTLY AGGRESSIVE.

REVISION		
DATE	BY	DESCRIPTION

NADIC Civil Geotechnical Environmental Consulting Engineering

ENGINEER OF RECORD:
GODWIN N. NNADI, P.E. #50637
NADIC
601 N. Hart Boulevard
ORLANDO, FLORIDA 32818

SEAL:

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

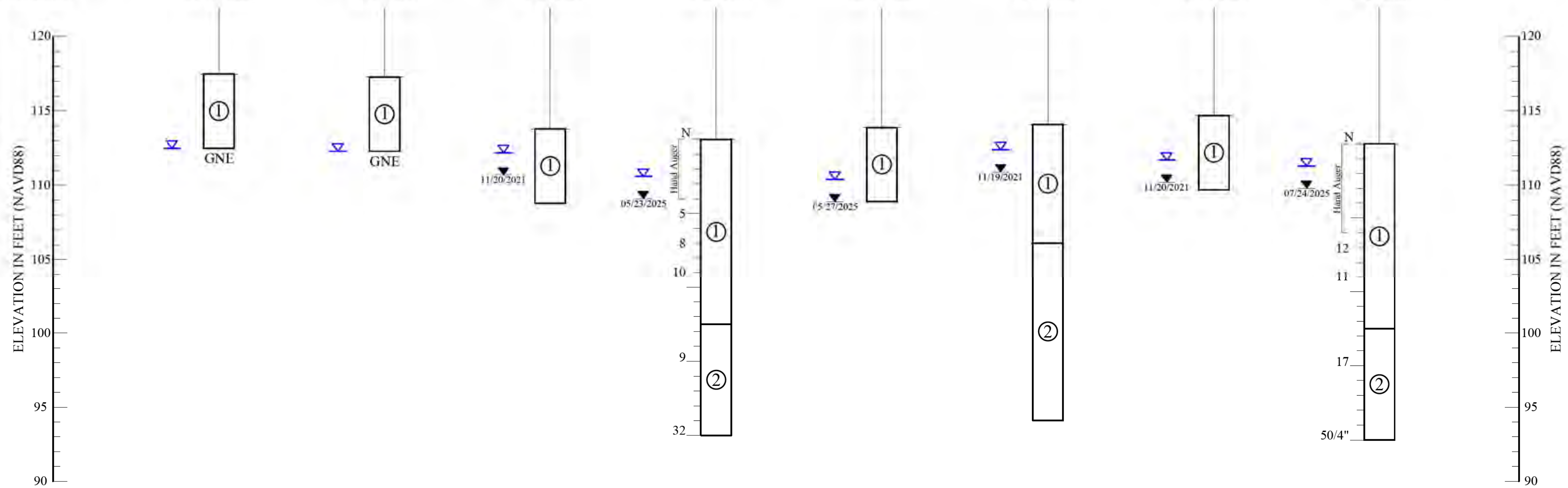
SHEET TITLE: ROADWAY SOIL SURVEY

PROJECT NAME: AVALON ROAD (C.R. 545) IMPROVEMENTS (FROM U.S. 192 TO HARTZOG ROAD)

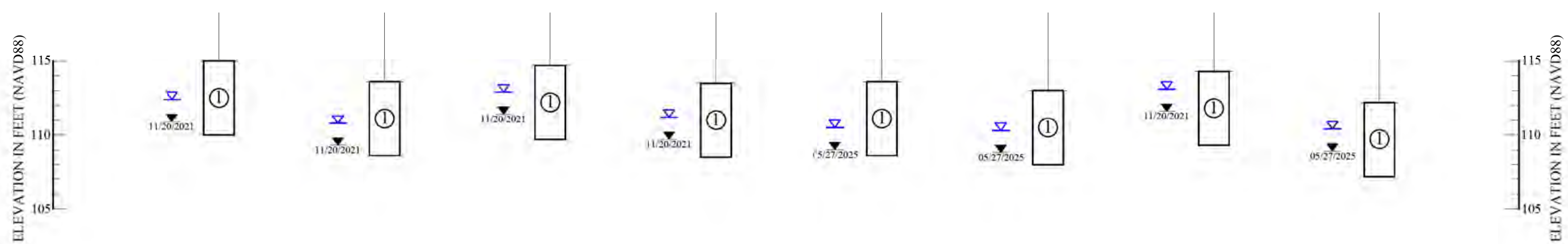
PROJECT NO.

SHEET NO. 65

Boring No.:	B-1	B-2	AB-1R*	B-3	B-4	AB-1L*	AB-2R*	B-5
Approx. Latitude:	28°20'48.68"N	28°20'48.65"N	28°20'49.79"N	28°20'51.75"N	28°20'53.07"N	28°20'51.76"N	28°20'53.14"N	28°20'54.81"N
Approx. Longitude:	81°38'57.37"W	81°38'55.65"W	81°38'52.93"W	81°38'53.36"W	81°38'56.80"W	81°38'52.53"W	81°38'50.79"W	81°38'51.76"W
Approx. Elevation:	117.5'	117.3'	113.8'	113.1'	113.9'	114.1'	114.7'	112.8'
Date Drilled:	05-27-2025	05-27-2025	11-20-2021	05-23-2025	05-27-2025	11-19-2021	11-20-2021	07/24/2025



Boring No.:	AB-2L*	AB-3R*	AB-3L*	AB-4R*	B-6	B-7	AB-4L*	B-8
Approx. Latitude:	28°20'54.98"N	28°20'56.43"N	28°20'58.34"N	28°20'59.87"N	28°20'59.87"N	28°21'0.39"N	28°21'2.26"N	28°21'2.70"N
Approx. Longitude:	81°38'49.87"W	81°38'48.27"W	81°38'47.47"W	81°38'46.39"W	81°38'44.57"W	81°38'41.21"W	81°38'46.34"W	81°38'45.65"W
Approx. Elevation:	115.0'	113.6'	114.7'	113.5'	113.6'	113.0'	114.3'	112.2'
Date Drilled:	11-20-2021	11-20-2021	11-20-2021	11-20-2021	05-27-2025	05-27-2025	11-20-2021	05-27-2025



LEGEND

(1) Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

(2) Brown to gray silty SAND, occasionally with organics, (A-2-4)

05/23/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

GNE Groundwater not encountered within the top 10 feet during time of field exploration

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

(*) Roadway Conceptual Analysis (RCA) Borings

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)

Spoon Inside Diameter 1 3/8 in.

Spoon Outside Diameter 2 in.

ASTM Standard Automatic Hammer

Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

ENVIRONMENTAL CLASSIFICATION

B-2

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

B-3

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Moderately Aggressive

B-6

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAMES	DATES
Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF ROADWAY BORINGS

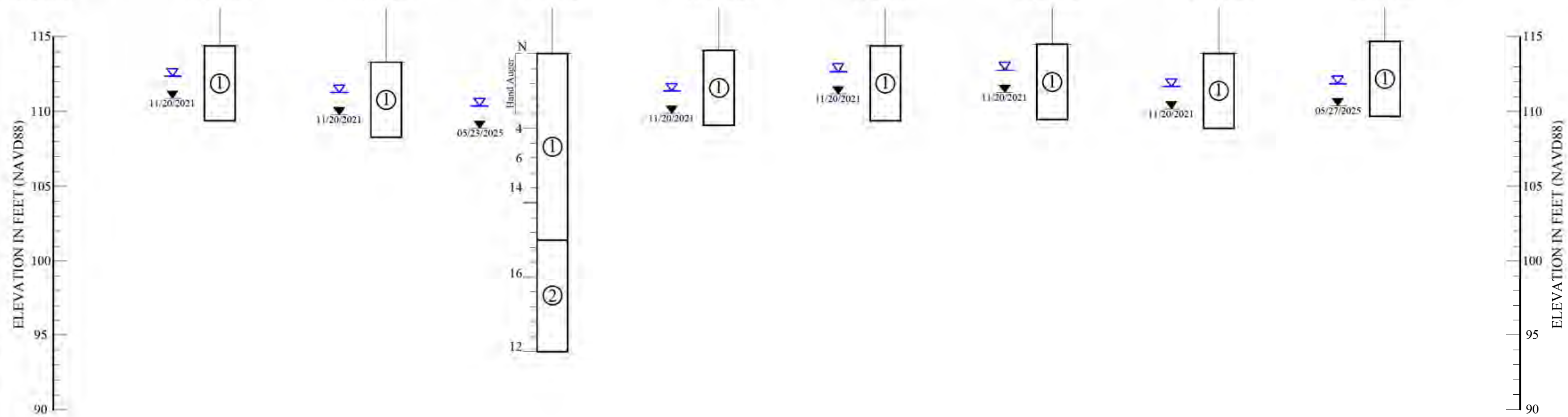
PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS (FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
66

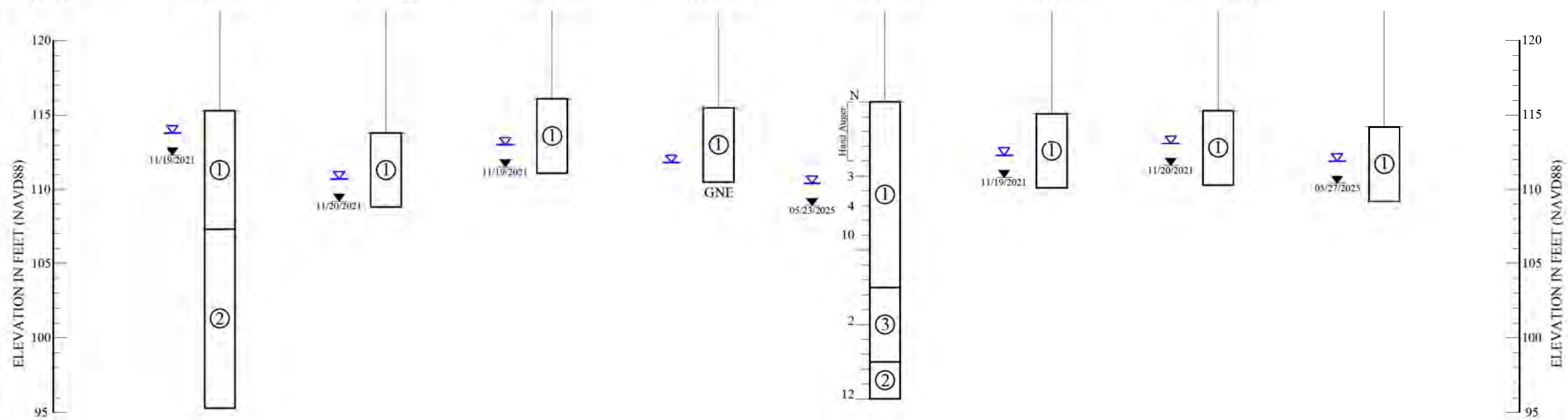
NADIC SHEET NO. 2

NADIC Project No. PR.GEO-RD24032

Boring No.:	AB-5R*	AB-5L*	B-9	AB-6R*	AB-6L*	AB-7R*	AB-7L*	B-10
Approx. Latitude:	28°21'4.09"N	28°21'6.05"N	28°21'7.01"N	28°21'8.07"N	28°21'9.96"N	28°21'12.03"N	28°21'14.11"N	28°21'15.30"N
Approx. Longitude:	81°38'46.00"W	81°38'46.66"W	81°38'46.11"W	81°38'46.63"W	81°38'47.34"W	81°38'47.28"W	81°38'47.75"W	81°38'47.75"W
Approx. Elevation:	114.4'	113.3'	113.9'	114.1'	114.4'	114.5'	113.9'	114.7'
Date Drilled:	11-20-2021	11-20-2021	05-23-2025	11-20-2021	11-20-2021	11-20-2021	11-20-2021	05-27-2025



Boring No.:	AB-8R*	AB-8L*	AB-9R*	AB-9L*	B-11	AB-10R*	AB-10L*	B-12
Approx. Latitude:	28°21'16.17"N	28°21'18.12"N	28°21'19.99"N	28°21'21.95"N	28°21'22.99"N	28°21'23.78"N	28°21'25.84"N	28°21'26.73"N
Approx. Longitude:	81°38'47.14"W	81°38'46.98"W	81°38'46.06"W	81°38'45.99"W	81°38'45.83"W	81°38'44.97"W	81°38'44.91"W	81°38'43.99"W
Approx. Elevation:	115.3'	113.9'	116.1'	115.5'	115.9'	115.1'	115.3'	114.2'
Date Drilled:	11-19-2021	11-20-2021	11-19-2021	11-20-2021	05-23-2025	11-19-2021	11-20-2021	05-27-2025



LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

③ Dark brown to dark gray organic SAND to MUCK, (A-8)

05/23/2025 ▼ Groundwater level encountered on date shown

▽ Estimated seasonal high groundwater level

GNE Groundwater not encountered within the top 10 feet during time of field exploration

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

(*) Roadway Conceptual Analysis (RCA) Borings

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)

Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

ENVIRONMENTAL CLASSIFICATION

B-10

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

B-12

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAMES	DATES
Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

NADIC

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF ROADWAY BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
67

NADIC SHEET NO. 3

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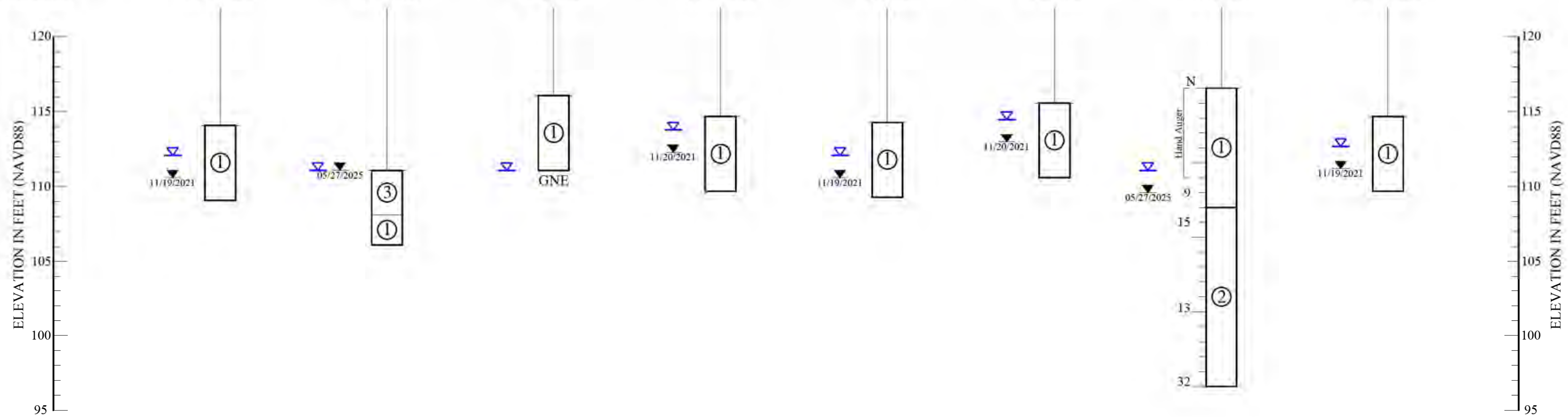
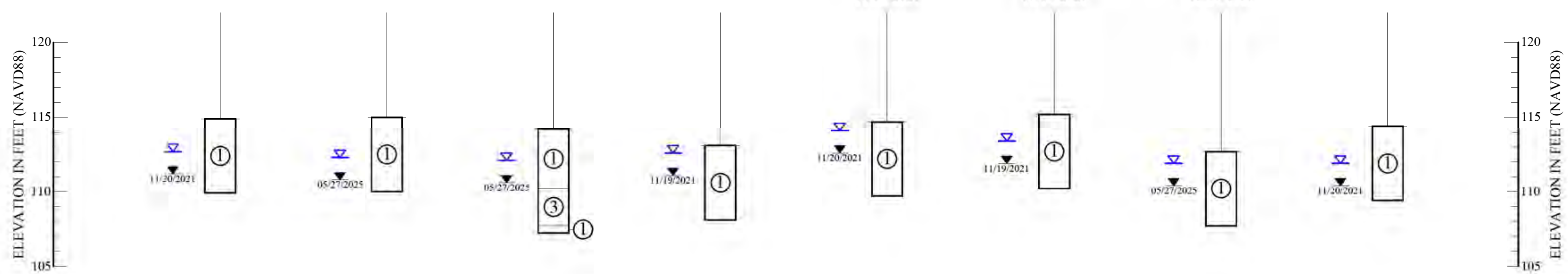
NADIC Project No. PR.GEO-RD24032

Boring No.:	AB-11R*	B-13	B-14	AB-11L*	AB-12R*	AB-12L*	B-15	AB-13R*
Approx. Latitude:	28°21'27.69"N	28°21'27.89"N	28°21'28.49"N	28°21'29.64"N	28°21'31.70"N	28°21'33.53"N	28°21'33.80"N	28°21'35.58"N
Approx. Longitude:	81°38'43.92"W	81°38'46.25"W	81°38'48.57"W	81°38'44.14"W	81°38'43.53"W	81°38'44.42"W	81°38'43.61"W	81°38'44.16"W
Approx. Elevation:	114.1'	111.1'	116.1'	114.7'	114.3'	115.6'	116.6'	114.7'
Date Drilled:	11-19-2021	05-27-2025	05-27-2025	11-20-2021	11-19-2021	11-20-2021	05-27-2025	11-19-2021



Boring No.:	AB-13L*	B-16	B-17	AB-14R*	AB-14L*	AB-15R*	B-18	AB-15L*
Approx. Latitude:	28°21'37.19"N	28°21'37.30"N	28°21'37.91"N	28°21'39.17"N	28°21'41.09"N	28°21'43.16"N	28°21'44.98"N	28°21'45.03"N
Approx. Longitude:	81°38'44.98"W	81°38'42.42"W	81°38'39.14"W	81°38'44.72"W	81°38'45.67"W	81°38'45.38"W	81°38'45.50"W	81°38'46.10"W
Approx. Elevation:	114.9'	115.0'	114.2'	113.1'	114.7'	115.2'	112.7'	114.4'
Date Drilled:	11-20-2021	05-27-2025	05-27-2025	11-19-2021	11-20-2021	11-19-2021	05-27-2025	11-20-2021



LEGEND

1. Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)
2. Brown to gray silty SAND, occasionally with organics, (A-2-4)
3. Dark brown to dark gray organic SAND to MUCK, (A-8)

▼ 05/27/2025 Groundwater level encountered on date shown

▽ Estimated seasonal high groundwater level

GNE Groundwater not encountered within the top 10 feet during time of field exploration

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

(*) Roadway Conceptual Analysis (RCA) Borings

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)

Spoon Inside Diameter	1 3/8 in.
Spoon Outside Diameter	2 in.
ASTM Standard Automatic Hammer	
Hammer Weight	140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

ENVIRONMENTAL CLASSIFICATION

B-16

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAMES	DATES
Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

NADIC

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL, 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

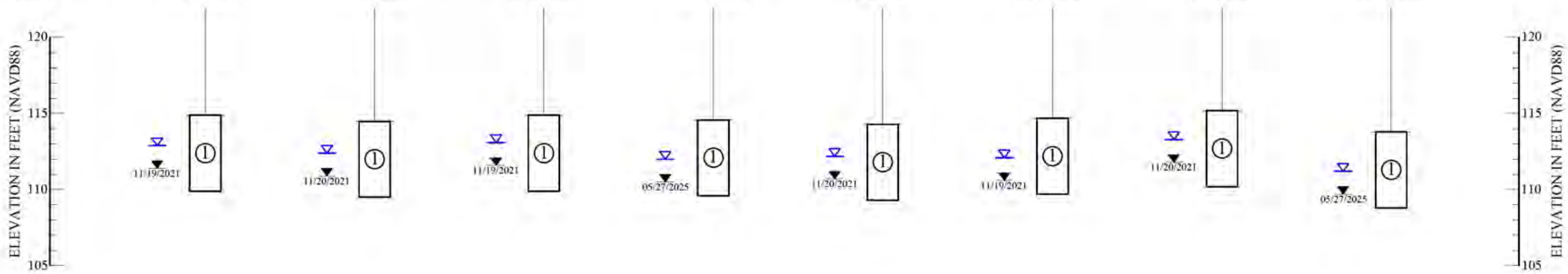
SHEET TITLE:
REPORT OF ROADWAY BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

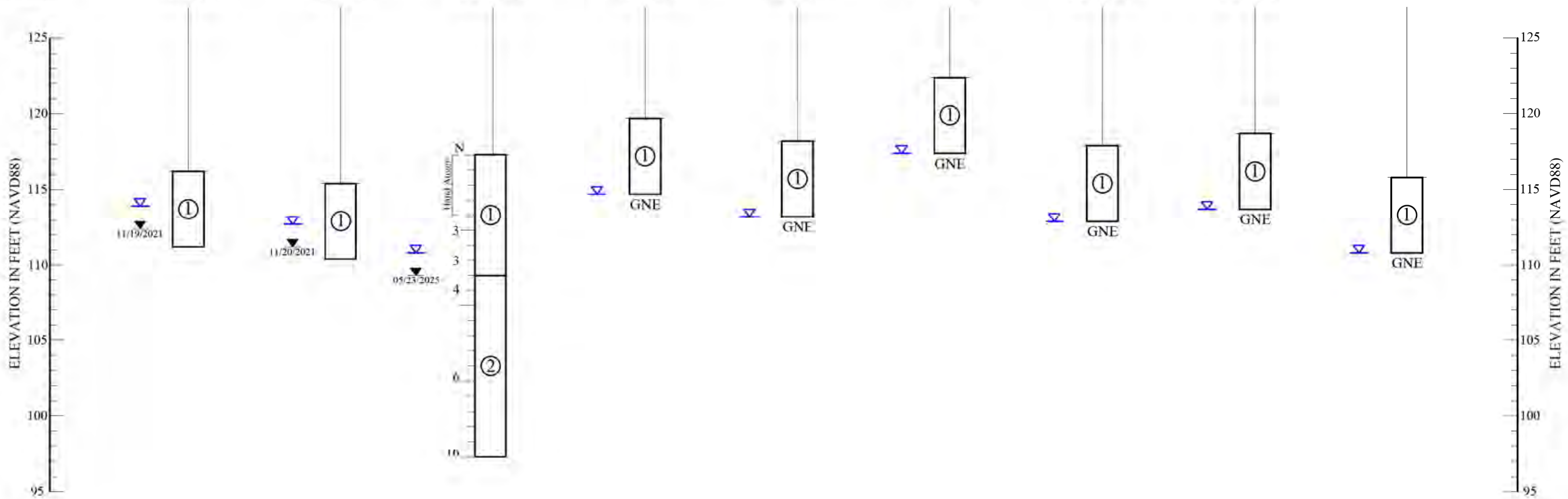
SHEET NO.
68

NADIC SHEET NO. 4

Boring No.:	AB-16R*	AB-16L*	AB-17R*	B-19	AB-17L*	AB-18R*	AB-18L*	B-20
Approx. Latitude:	28°21'47.09"N	28°21'49.08"N	28°21'51.07"N	28°21'52.20"N	28°21'53.08"N	28°21'55.04"N	28°21'57.07"N	28°21'58.57"N
Approx. Longitude:	81°38'45.93"W	81°38'46.38"W	81°38'45.87"W	81°38'45.80"W	81°38'46.14"W	81°38'45.56"W	81°38'45.72"W	81°38'45.67"W
Approx. Elevation:	114.9'	114.5'	114.9'	114.6'	114.3'	114.7'	115.2'	113.8'
Date Drilled:	11-19-2021	11-20-2021	11-19-2021	05-27-2025	11-20-2021	11-19-2021	11-20-2021	05-27-2025



Boring No.:	AB-19R*	AB-19L*	B-21	AB-20R*	AB-20L*	AB-21R*	B-22	B-23	B-24
Approx. Latitude:	28°21'59.04"N	28°22'1.09"N	28°22'1.61"N	28°22'3.01"N	28°22'5.00"N	28°22'6.89"N	28°22'7.25"N	28°22'8.78"N	28°22'10.93"N
Approx. Longitude:	81°38'45.18"W	81°38'45.36"W	81°38'44.71"W	81°38'44.78"W	81°38'45.03"W	81°38'44.28"W	81°38'44.97"W	81°38'44.15"W	81°38'44.61"W
Approx. Elevation:	116.2'	115.4'	117.3'	119.7'	118.2'	122.4'	117.9'	118.7'	115.8'
Date Drilled:	11-19-2021	11-20-2021	05-23-2025	11-19-2021	11-19-2021	11-19-2021	05-27-2025	05-27-2025	05-27-2025



LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

05/23/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

GNE Groundwater not encountered within the top 10 feet during time of field exploration

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

(*) Roadway Conceptual Analysis (RCA) Borings

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)

Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the boring at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

ENVIRONMENTAL CLASSIFICATION

B-19

	SUBSTRUCTURE
STEEL:	Slightly Aggressive
CONCRETE:	Slightly Aggressive

B-21

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

B-24

	SUBSTRUCTURE
STEEL:	Moderately Aggressive
CONCRETE:	Slightly Aggressive

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAMES	DATES
Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

NADIC

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL, 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

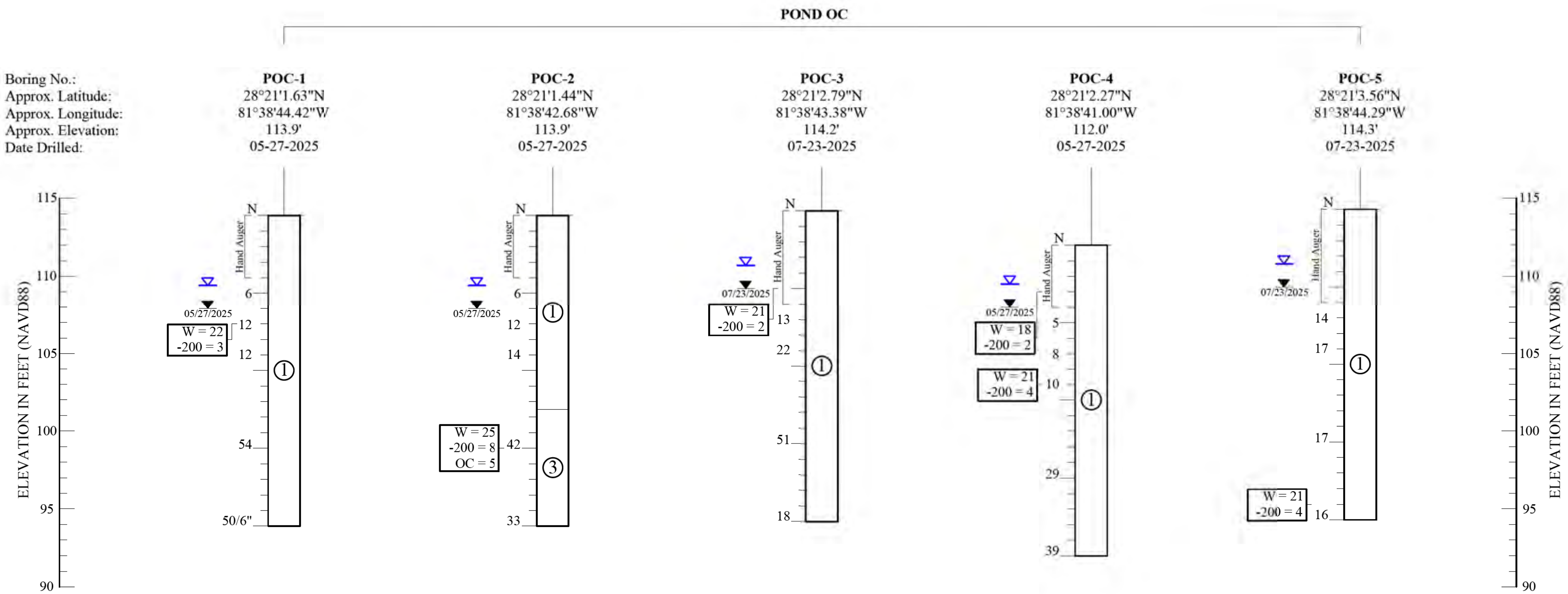
SHEET TITLE:
REPORT OF ROADWAY BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
69

NADIC SHEET NO. 5

NADIC Project No. PR.GEO-RD24032



LEGEND

1. Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)
3. Dark brown to dark gray organic SAND to MUCK, (A-8)

05/27/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

W = Natural moisture content (%) (FM 1-T265)
-200 = Percent passing no. 200 U.S. standard sieve (FM 1-T088)
OC = Organic Content (%) (FM1-T267)
LL = Liquid limit (%) (FM1-T089)
PI = Plasticity index (%) (FM1-T090)

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)
Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF POND BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS (FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO. 70

NADIC SHEET NO. 6

LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

▼ 05/27/2025 Groundwater level encountered on date shown

▽ Estimated seasonal high groundwater level

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

W =	Natural moisture content (%) (FM 1-T265)
-200 =	Percent passing no. 200 U.S. standard sieve (FM 1-T088)
OC =	Organic Content (%) (FM1-T267)
LL =	Liquid limit (%) (FM1-T089)
PI =	Plasticity index (%) (FM1-T090)

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)

Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

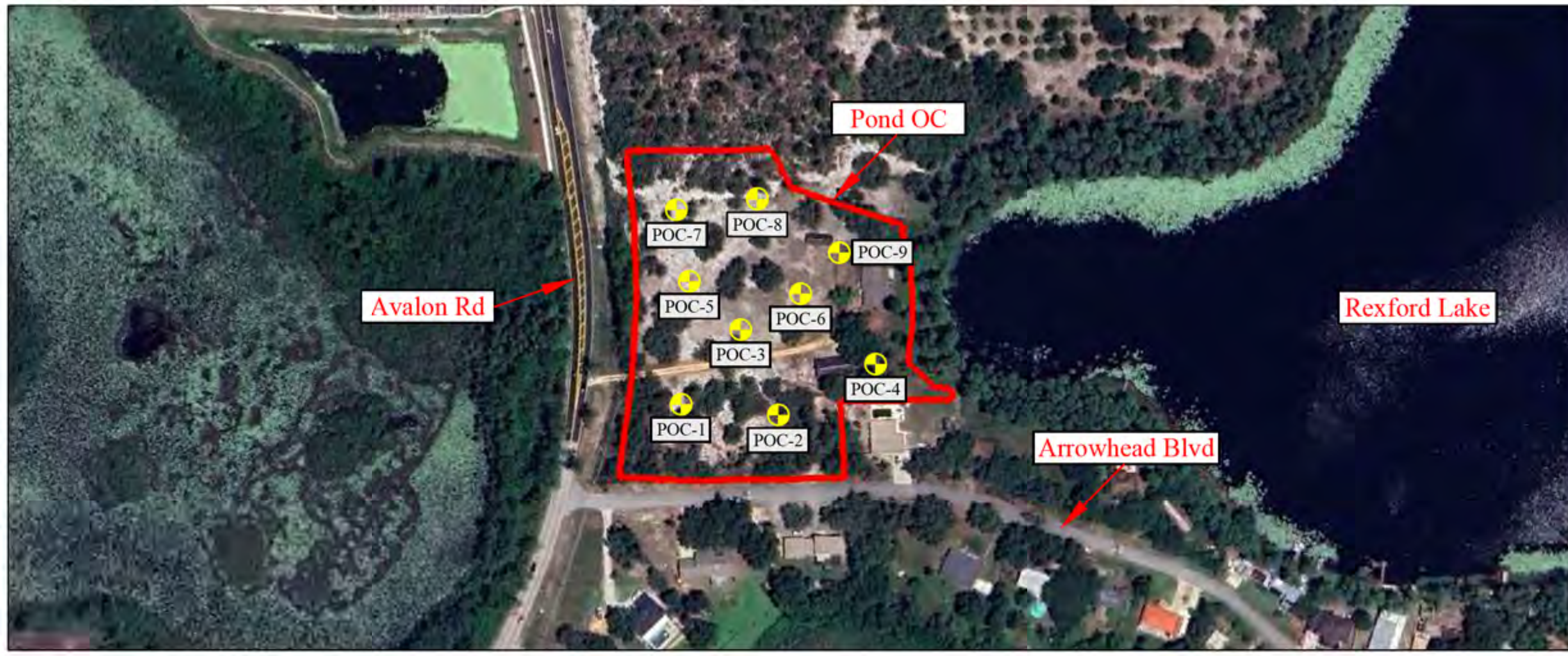
1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21



APPROXIMATE BORING LOCATION

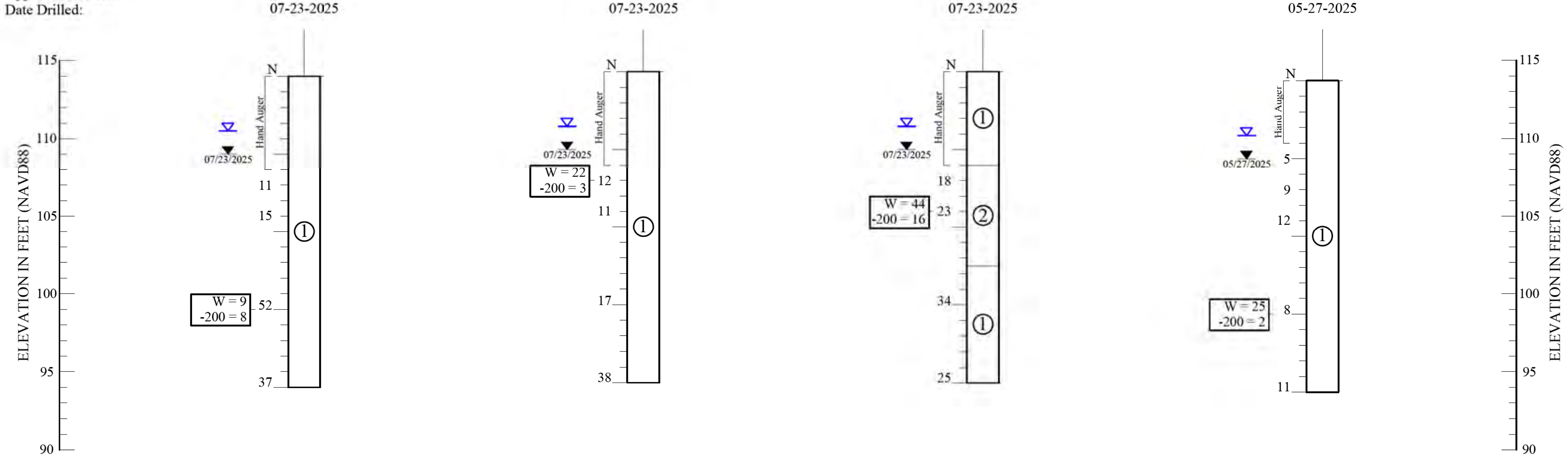
QUADRANGLE: LAKE LOUISA SW, FL
SECTION: 31
TOWNSHIP: 24 SOUTH
RANGE: 27 EAST

REFERENCE: Google Earth Aerial Maps (2025)

NOT TO SCALE

POND OC

Boring No.:	POC-6	POC-7	POC-8	POC-9
Approx. Latitude:	28°21'3.37"N	28°21'4.65"N	28°21'4.80"N	28°21'4.02"N
Approx. Longitude:	81°38'42.34"W	81°38'44.49"W	81°38'43.06"W	81°38'41.58"W
Approx. Elevation:	114.0'	114.3'	114.3'	113.7'
Date Drilled:	07-23-2025	07-23-2025	07-23-2025	05-27-2025



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Drawn by:	MB	08-19-2025
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Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL, 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF POND BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
71

NADIC SHEET NO. 7

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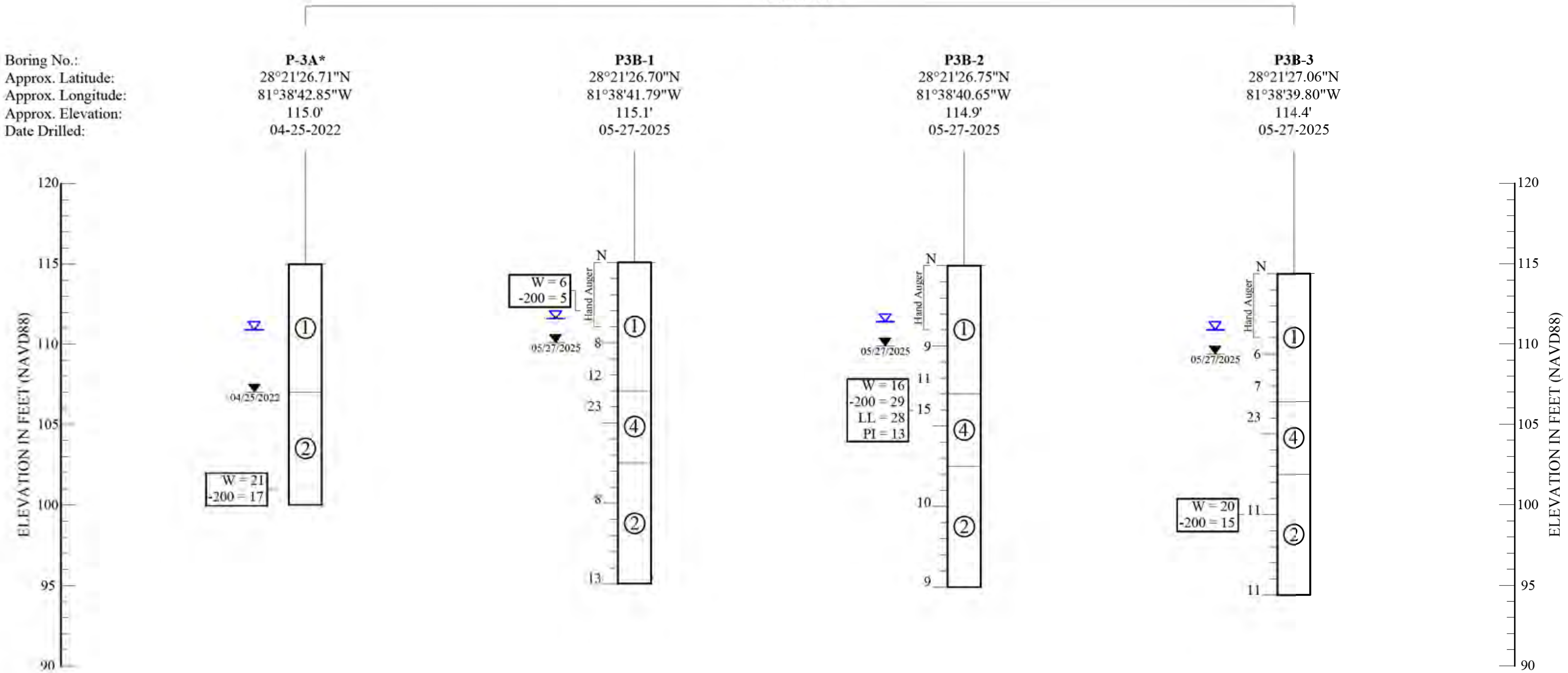
APPROXIMATE BORING LOCATION

QUADRANGLE: LAKE LOUISA SW, FL
SECTION: 31
TOWNSHIP: 24 SOUTH
RANGE: 27 EAST

REFERENCE: Google Earth Aerial Maps (2025)

NOT TO SCALE

POND 3B



LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

④ Light brown to gray clayey SAND, (A-2-6)

05/27/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

W = Natural moisture content (%) (FM 1-T265)
-200 = Percent passing no. 200 U.S. standard sieve (FM 1-T088)
LL = Liquid limit (%) (FM1-T089)
PI = Plasticity index (%) (FM1-T090)

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)
Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF POND BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
72

NADIC SHEET NO. 8

NADIC Project No. PR.GEO-RD24032

APPROXIMATE BORING LOCATION

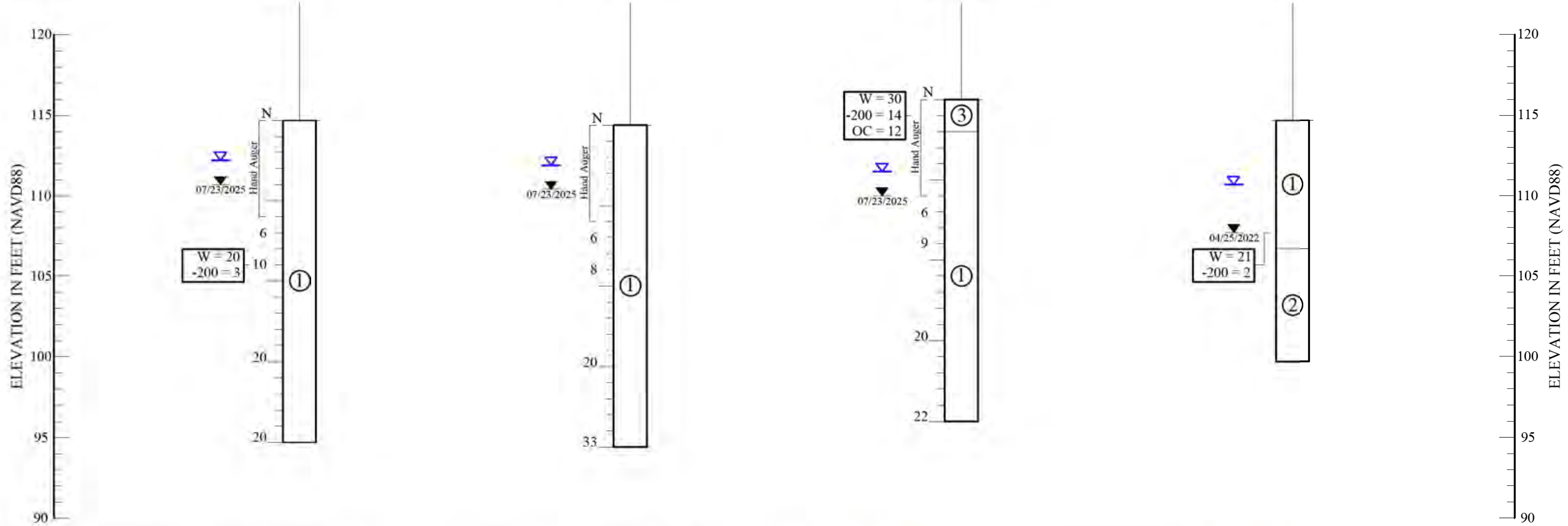
QUADRANGLE: LAKE LOUISA SW, FL
SECTION: 30
TOWNSHIP: 24 SOUTH
RANGE: 27 EAST

REFERENCE: Google Earth Aerial Maps (2025)

NOT TO SCALE

POND 3A

Boring No.:	P3A-1	P3A-2	P3A-3	P-4A*
Approx. Latitude:	28°21'47.37"N	28°21'48.24"N	28°21'49.38"N	28°21'50.30"N
Approx. Longitude:	81°38'46.97"W	81°38'47.96"W	81°38'47.41"W	81°38'46.73"W
Approx. Elevation:	114.7'	114.4'	116.0'	114.7'
Date Drilled:	07-23-2025	07-23-2025	07-23-2025	04-25-2022



LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

③ Dark brown to dark gray organic SAND to MUCK, (A-8)

05/27/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

W = Natural moisture content (%) (FM 1-T265)
-200 = Percent passing no. 200 U.S. standard sieve (FM 1-T088)
OC = Organic Content (%) (FM1-T267)
LL = Liquid limit (%) (FM1-T089)
PI = Plasticity index (%) (FM1-T090)

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)
Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

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REVISIONS

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Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF POND BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
73

NADIC SHEET NO. 9

NADIC Project No. PR.GEO-RD24032

LEGEND

① Brown to gray fine SAND to fine SAND with silt/clay, occasionally with roots, organics, limerock and shell fragments, (A-3)

② Brown to gray silty SAND, occasionally with organics, (A-2-4)

③ Dark brown to dark gray organic SAND to MUCK, (A-8)

05/27/2025 Groundwater level encountered on date shown

Estimated seasonal high groundwater level

(A-3) A.A.S.H.T.O.: Soil classification group symbol as determined by visual examination

W = Natural moisture content (%) (FM 1-T265)
-200 = Percent passing no. 200 U.S. standard sieve (FM 1-T088)
OC = Organic Content (%) (FM1-T267)
LL = Liquid limit (%) (FM1-T089)
PI = Plasticity index (%) (FM1-T090)

Standard Penetration Test Data

N Standard penetration resistance in blows per foot (18" spoon ASTM D-1586)
Spoon Inside Diameter 1 3/8 in.
Spoon Outside Diameter 2 in.
ASTM Standard Automatic Hammer
Hammer Weight 140 lbs.

NOTES

1. Standard Penetration Test borings were performed in accordance with ASTM D-1586. Standard Penetration Resistance are shown on the borings at the test depths in blows per foot unless otherwise noticed
2. Subsurface conditions shown on the boring do not represent conditions between boring locations. Actual conditions between the borings may vary from those shown.
3. Unified Soil Classifications shown on the boring are based on visual examination and limited laboratory testing

GRANULAR MATERIALS

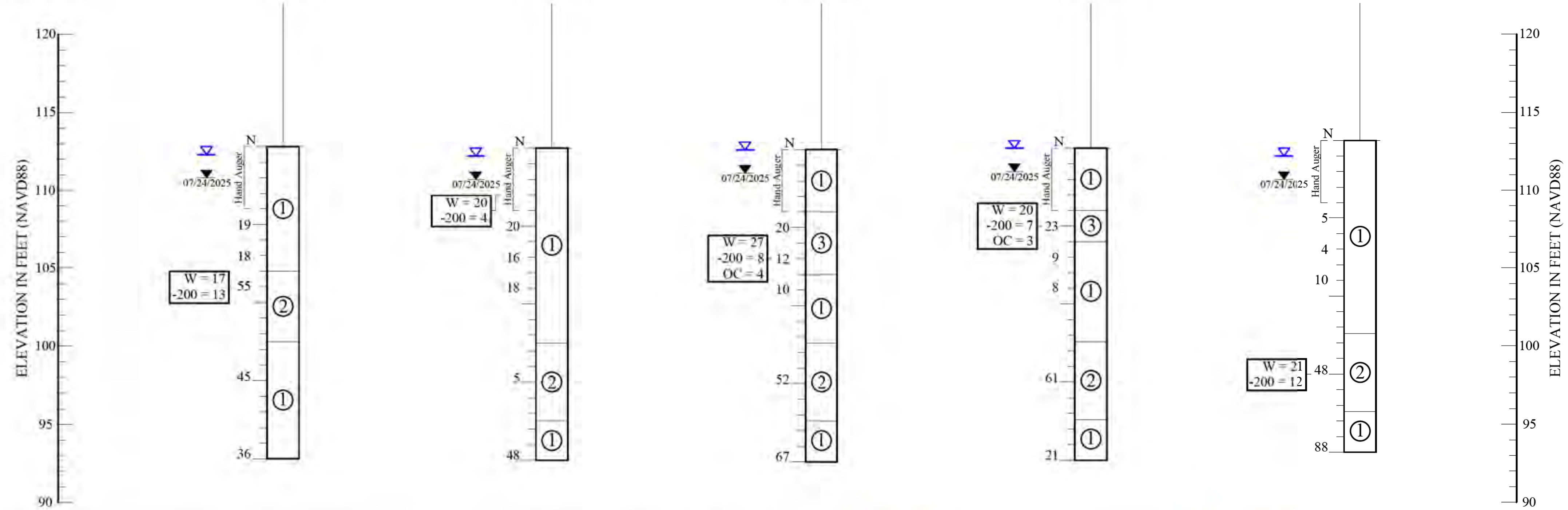
RELATIVE DENSITY	SPT (BLOWS/FT.)
Very loose	Less than 3
Loose	3-7
Medium Dense	7-21
Dense	21-35
Very Dense	Greater than 35

SILTS AND CLAYS

CONSISTENCY	SPT (BLOWS/FT.)
Very soft	Less than 1
Soft	1-3
Firm	3-6
Stiff	6-11
Very Stiff	11-21
Hard	Greater than 21

COMPENSATION POND

Boring No.:	P-1	P-2	P-3	P-4	P-5
Approx. Latitude:	28°21'51.83"N	28°21'52.95"N	28°21'52.85"N	28°21'52.19"N	28°21'53.42"N
Approx. Longitude:	81°38'47.72"W	81°38'47.49"W	81°38'48.87"W	81°38'50.22"W	81°38'50.23"W
Approx. Elevation:	112.8'	112.7'	112.6'	112.7'	113.2'
Date Drilled:	07-24-2025	07-24-2025	07-24-2025	07-24-2025	07-24-2025



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAMES	DATES
Drawn by:	MB	08-19-2025
Checked by:	GNN	08-19-2025
Modified by:	N/A	N/A
Checked by:	N/A	N/A
Approved by:	GNN	

ENGINEER OF RECORD:
NADIC ENGINEERING SERVICES, INC.
601 N. HART BOULEVARD
ORLANDO FL. 32818
GODWIN N. NNADI, P.E. NO. 50637

ORANGE COUNTY FLORIDA

ORANGE COUNTY, FLORIDA

COUNTY	PROJECT NO.
ORANGE	Y24-808

SHEET TITLE:
REPORT OF POND BORINGS

PROJECT NAME:
AVALON ROAD (C.R. 545) IMPROVEMENTS
(FROM U.S. 192 TO HARTZOG ROAD)

SHEET NO.
74

NADIC SHEET NO. 10

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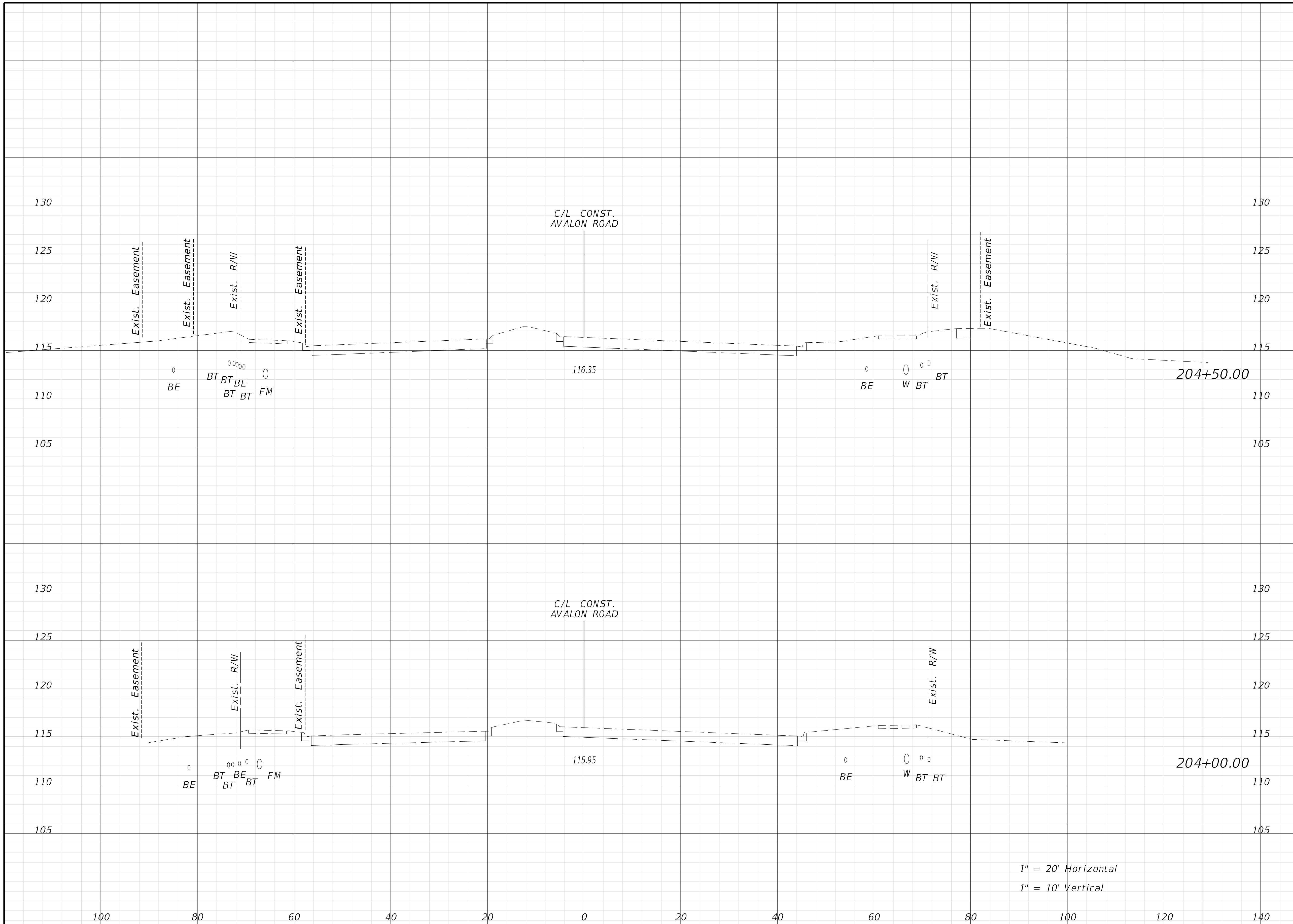
C:\Users\mbridges\Nadic Engineering Services, Inc\Engineering - Geotechnical\Orlando\Roadway (RD)\2024\PR.GEO-RD24032 - Avalon Road Design Y24-808\Project Working File\Autocad

NADIC Project No. PR.GEO-RD24032



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 75

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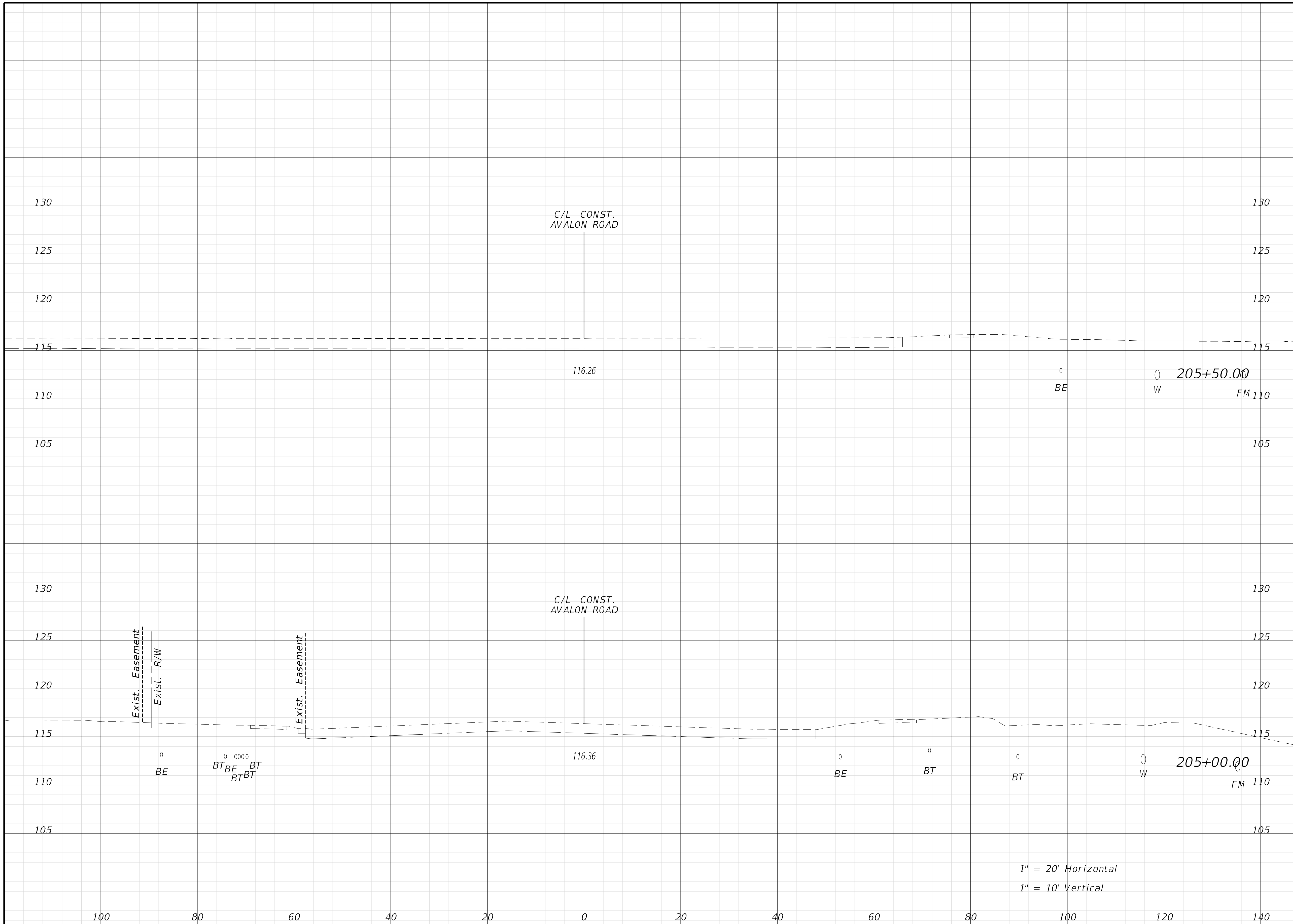

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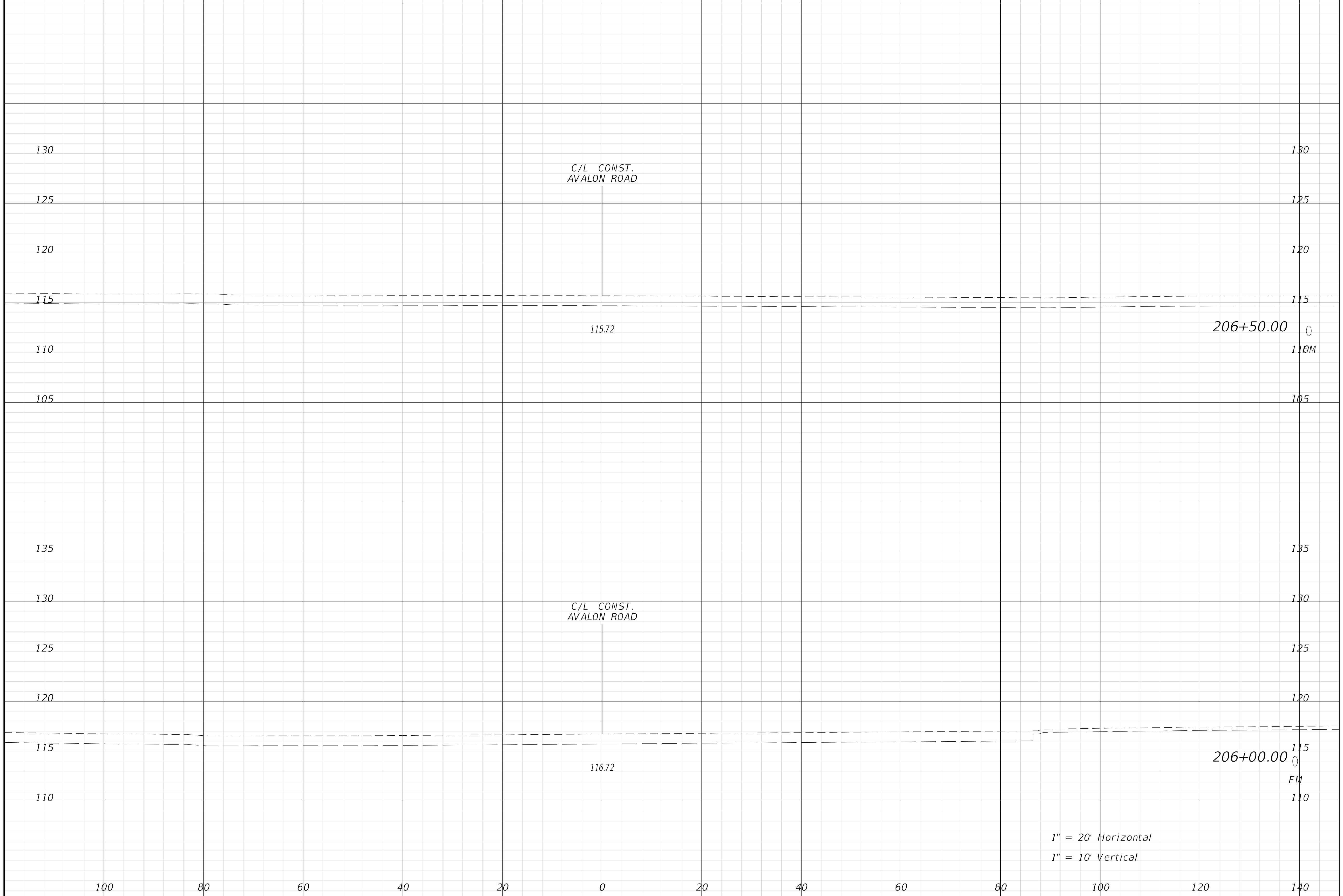
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 76



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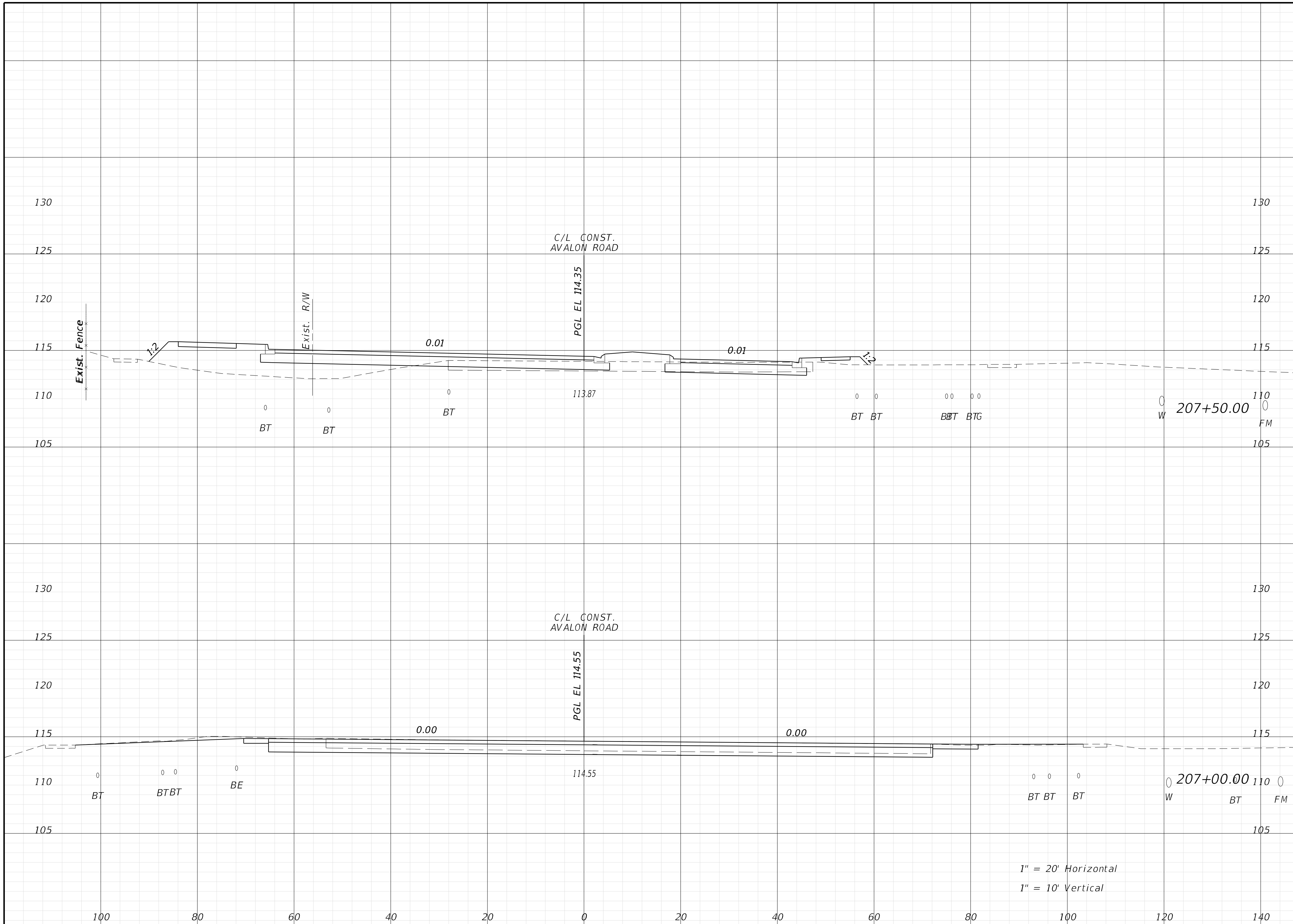
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 77



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ROAD: AVALON ROAD
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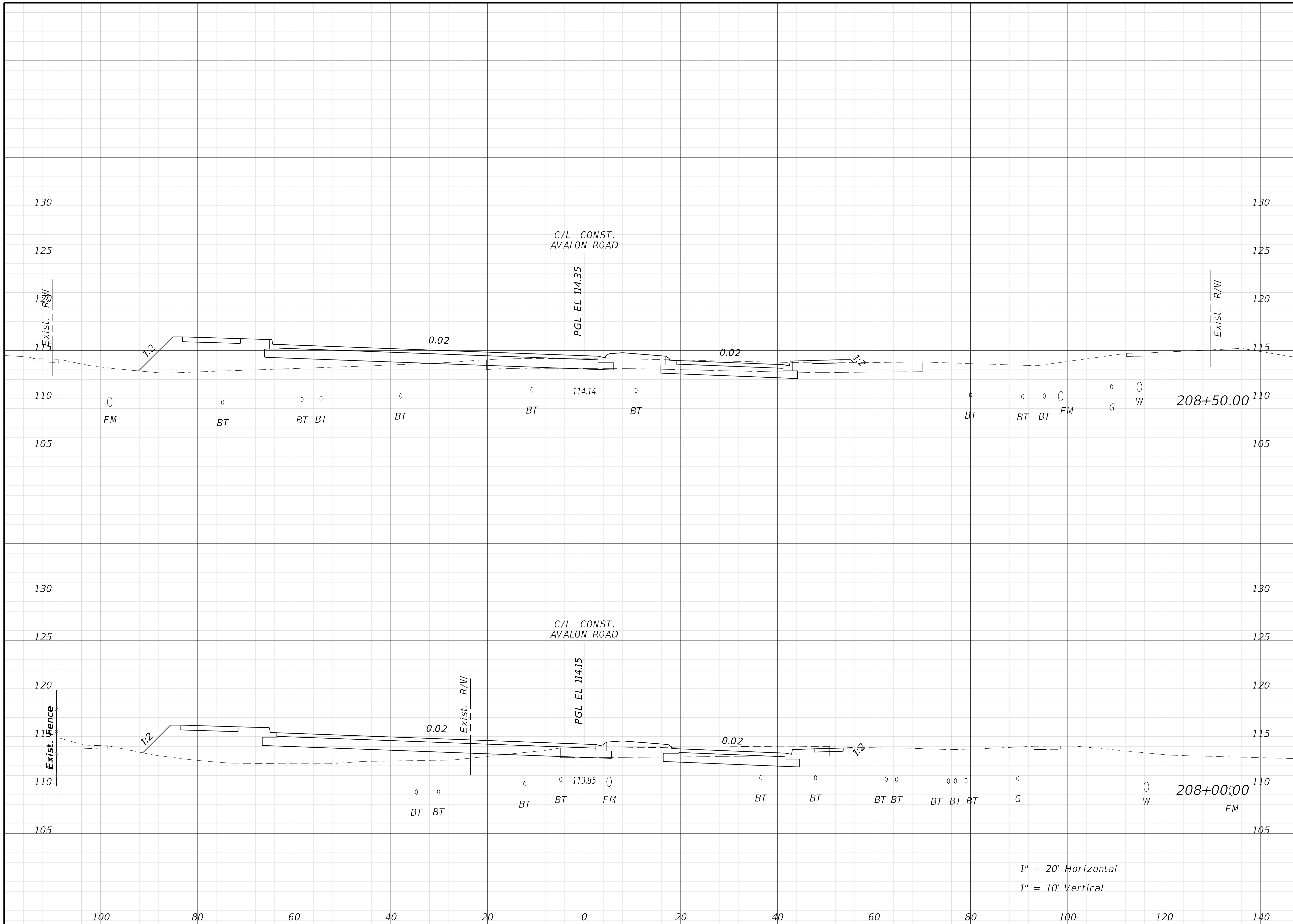
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 78



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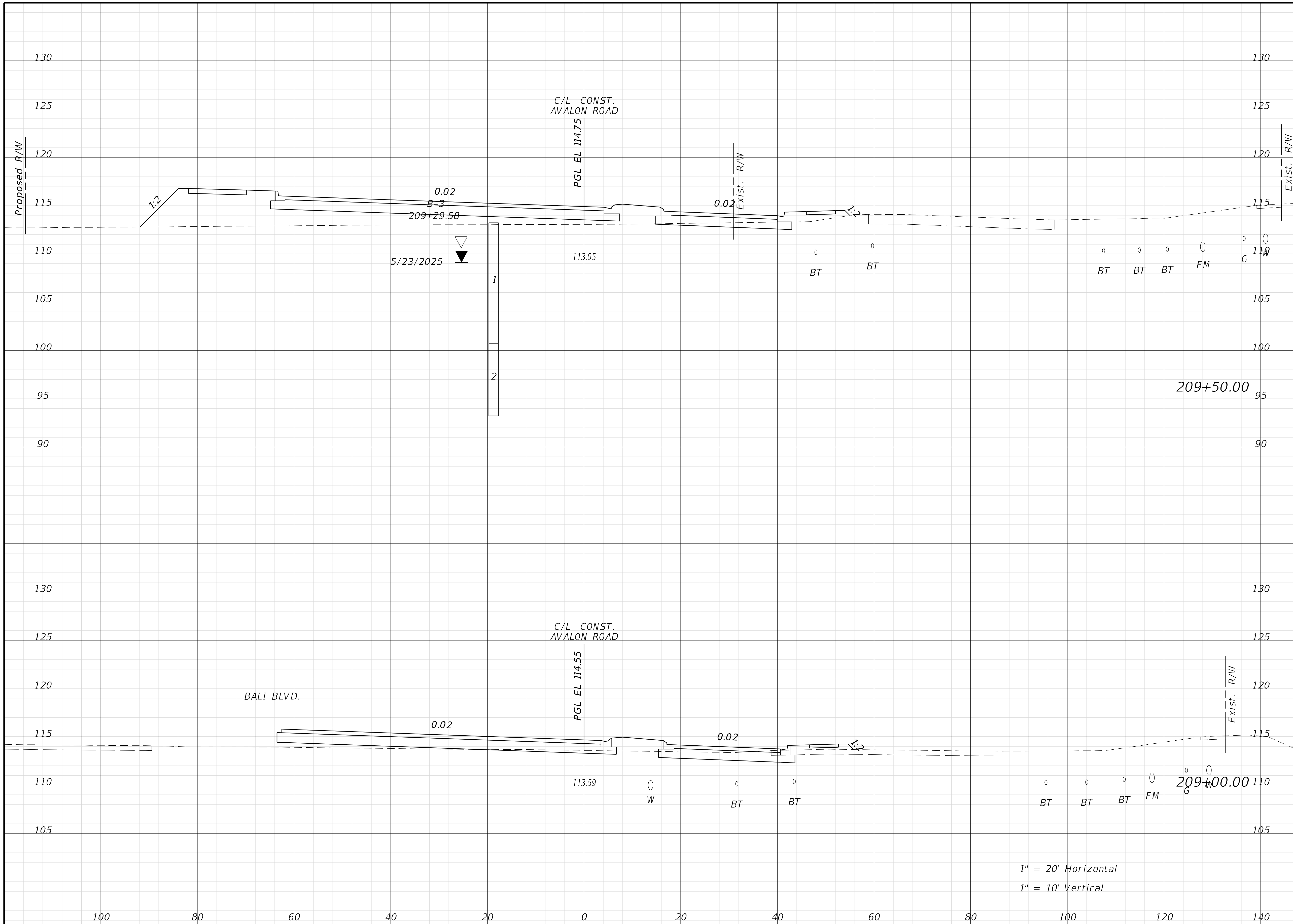
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 79



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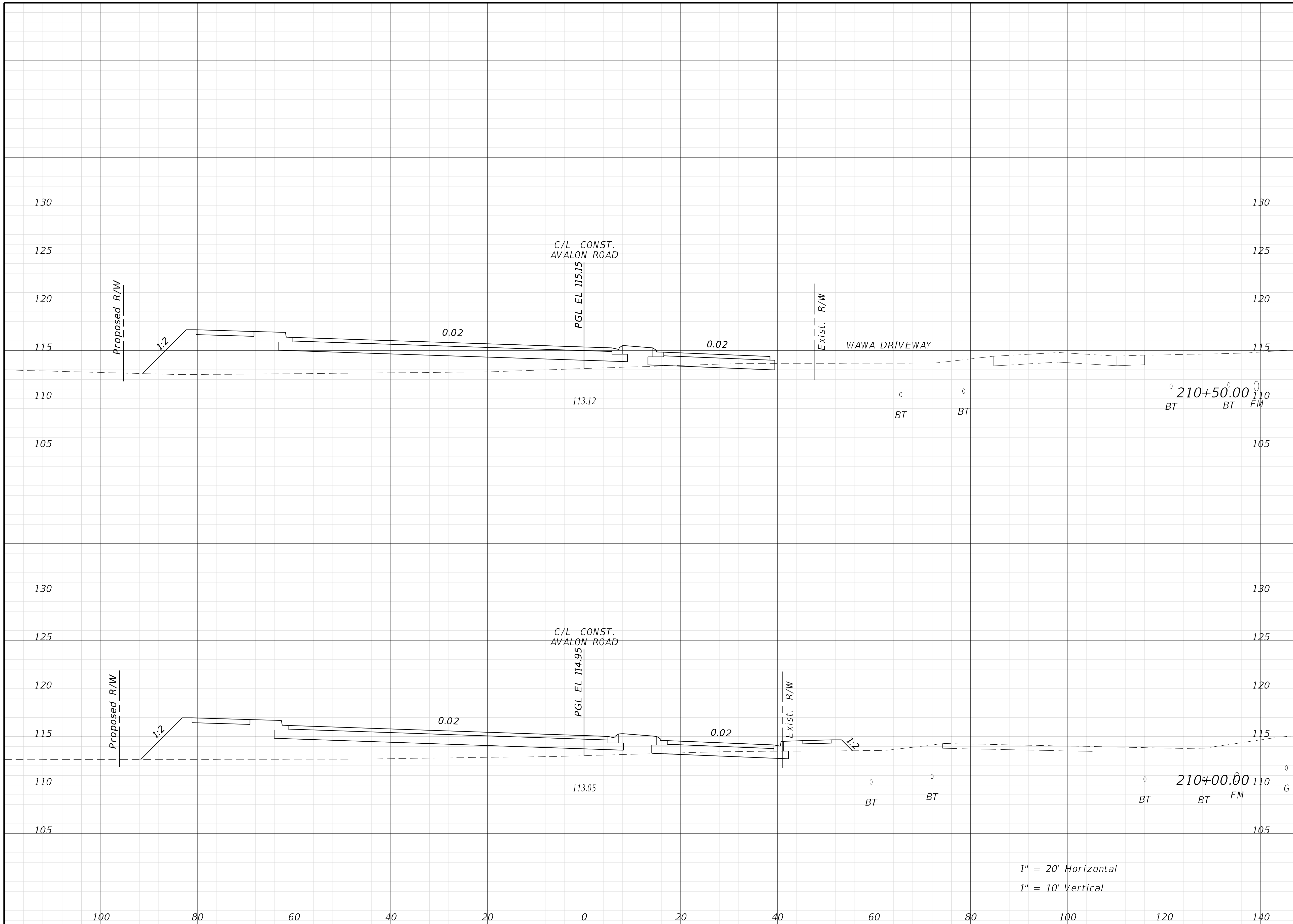
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
80



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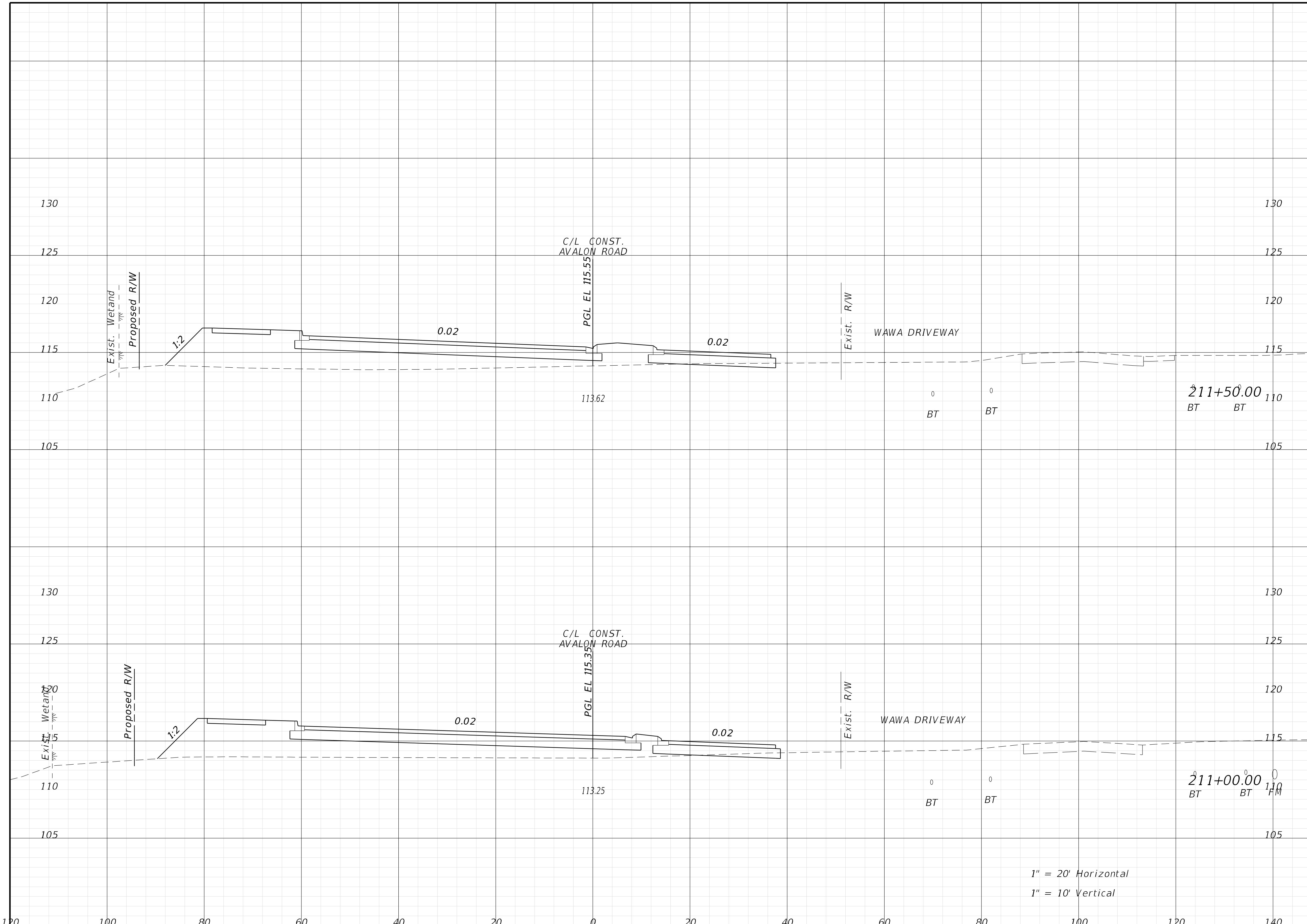
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
81



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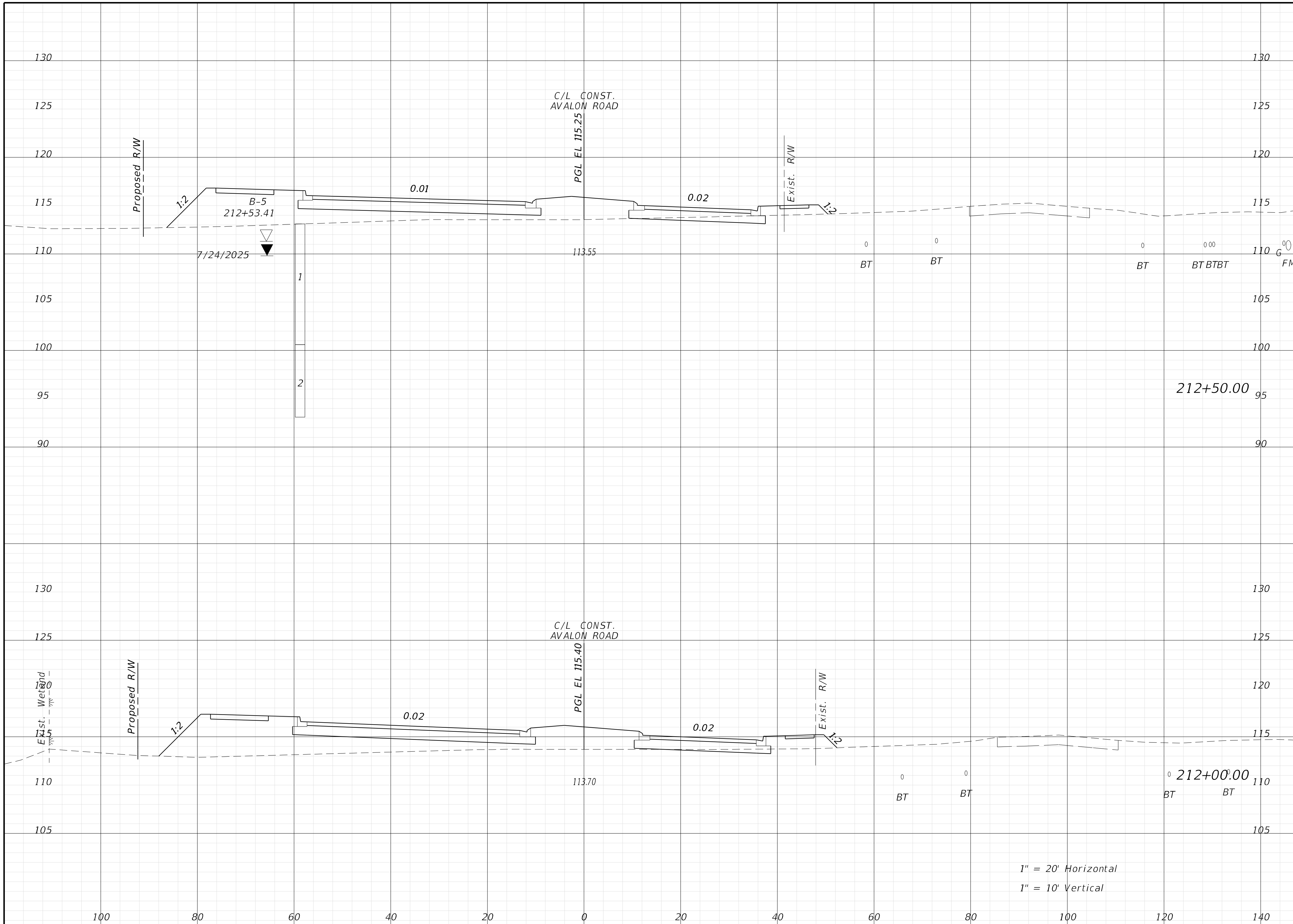
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 82



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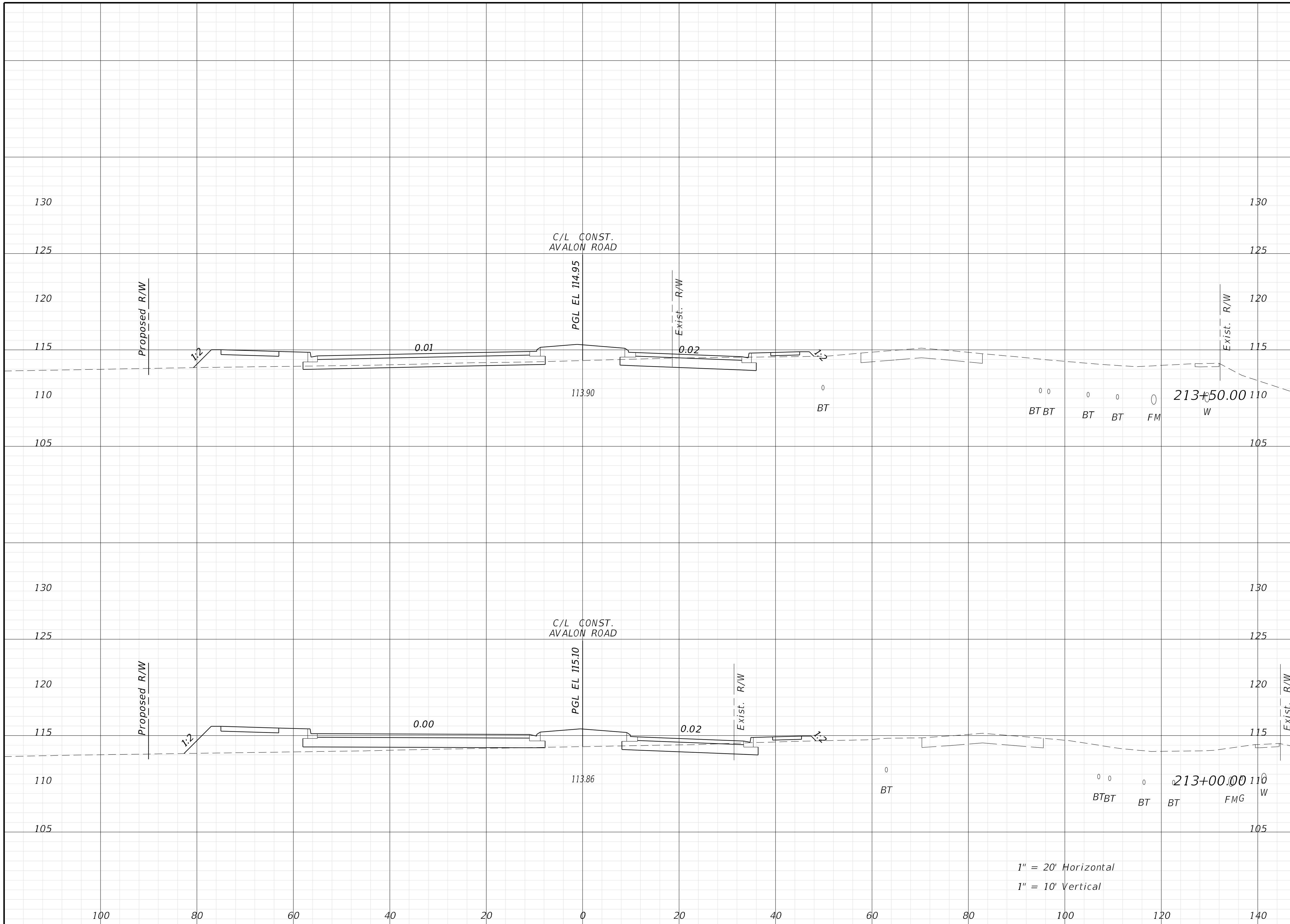
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 83



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ROAD	PROJECT NO.
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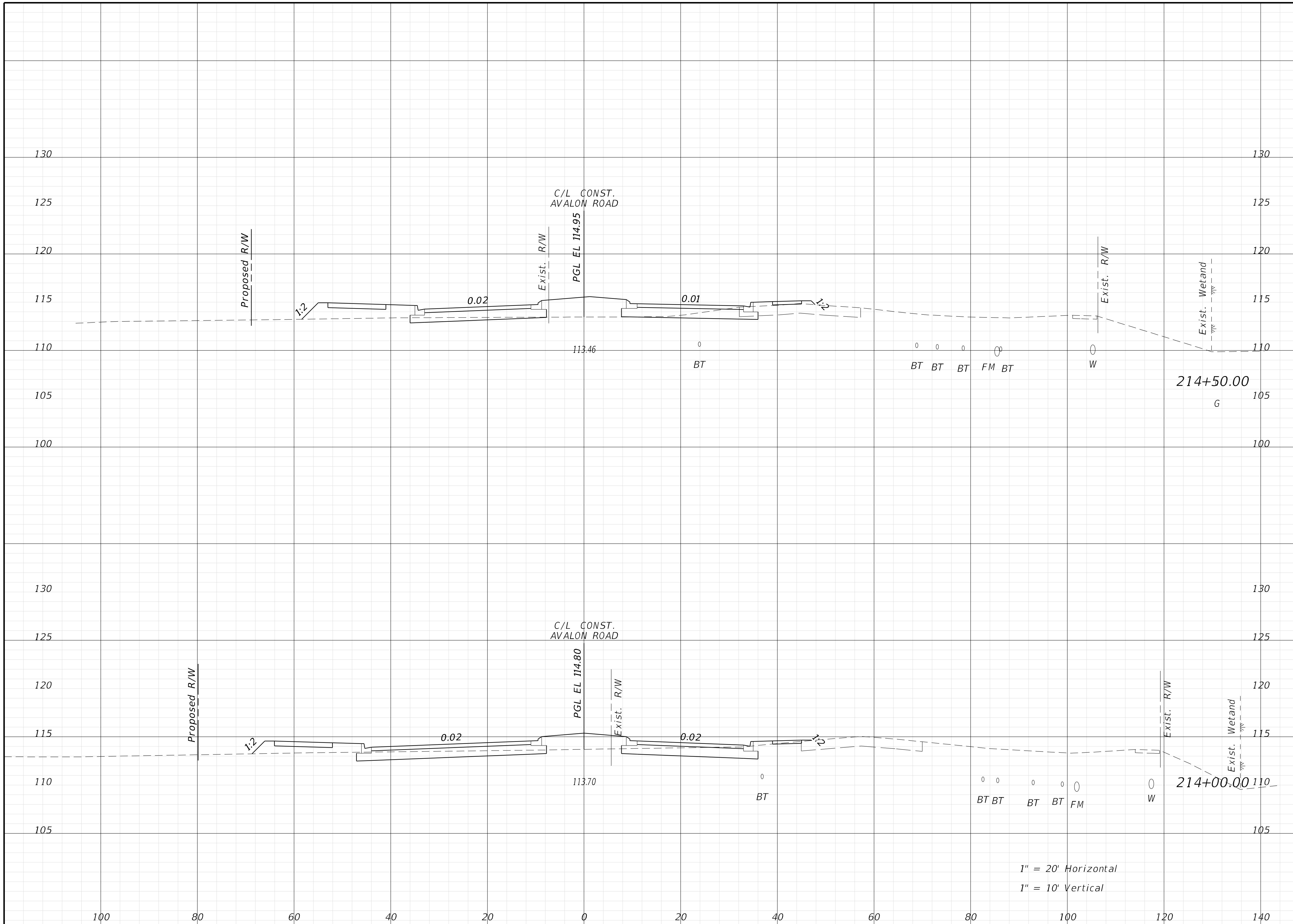
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD



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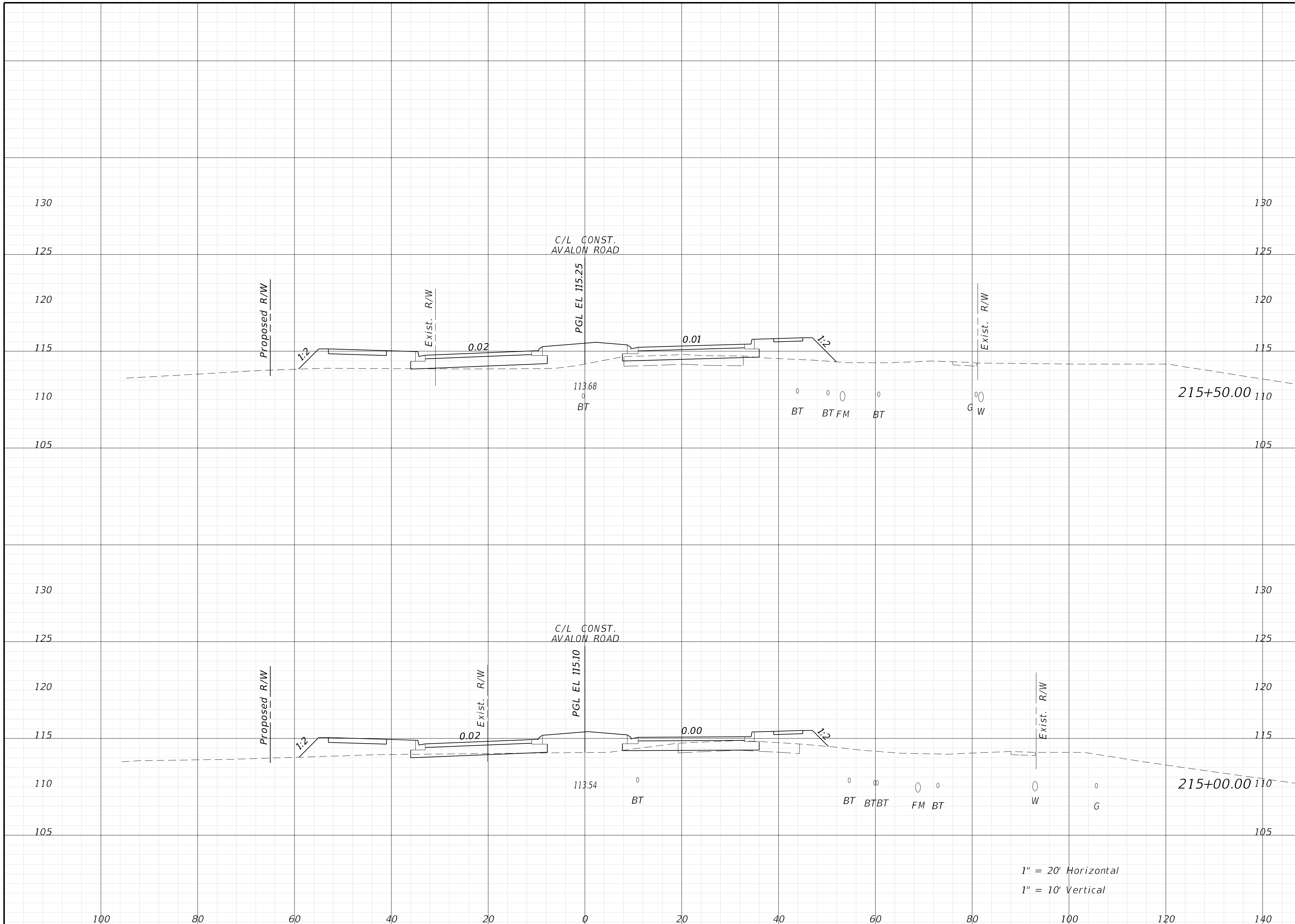
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 85



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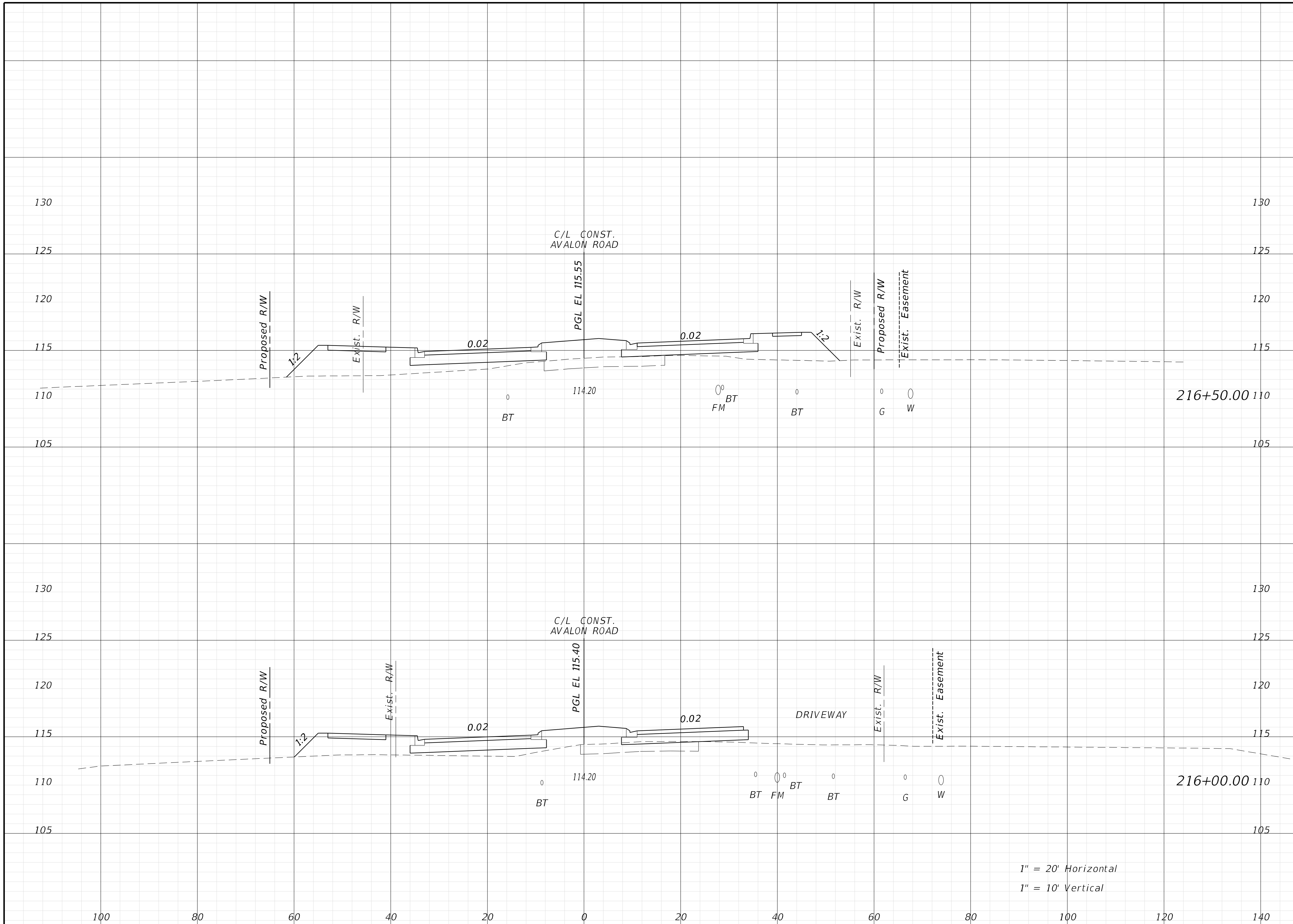
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 86



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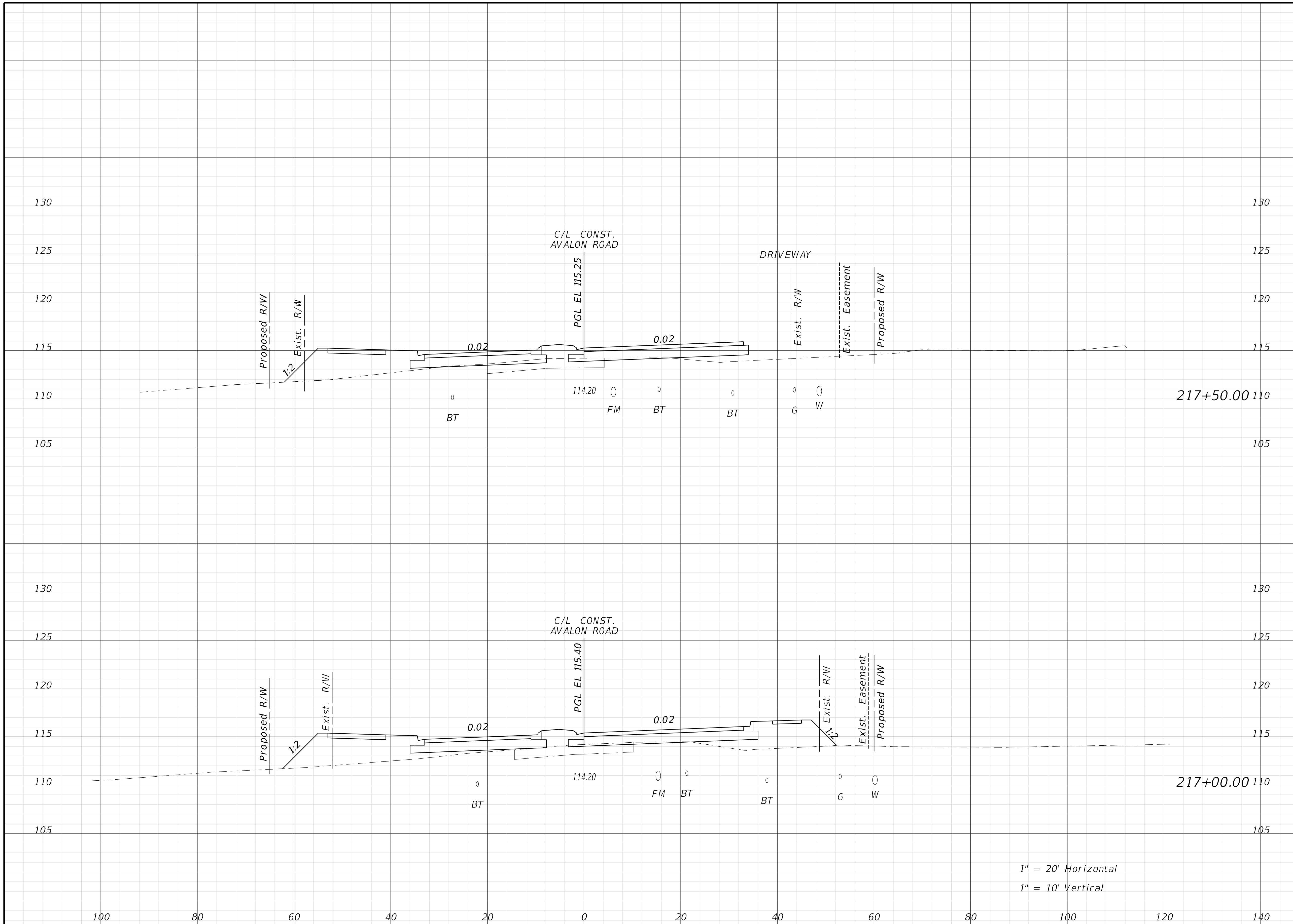
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 87



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WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

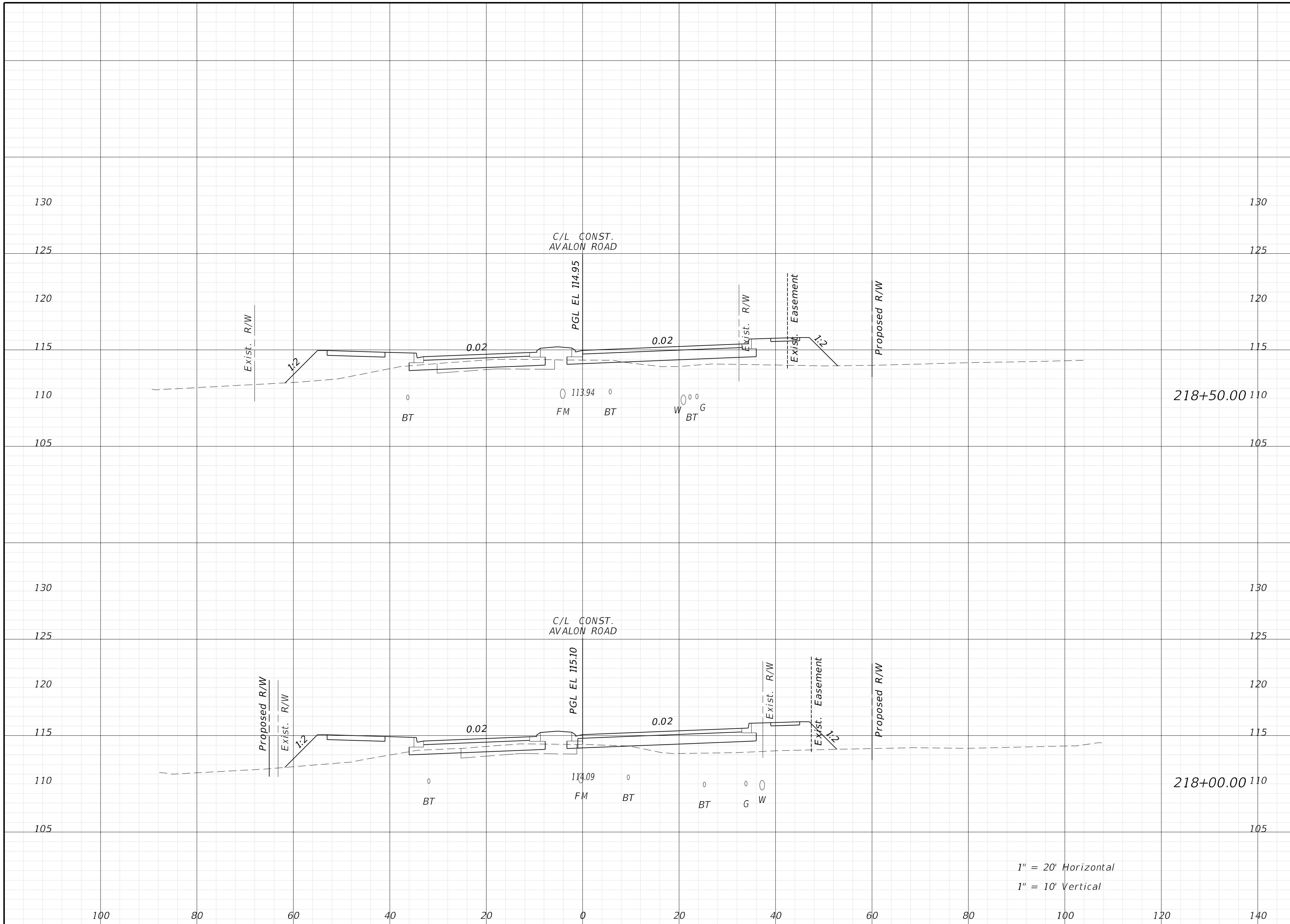
Pegasus ENGINEERING

ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 88



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Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
89

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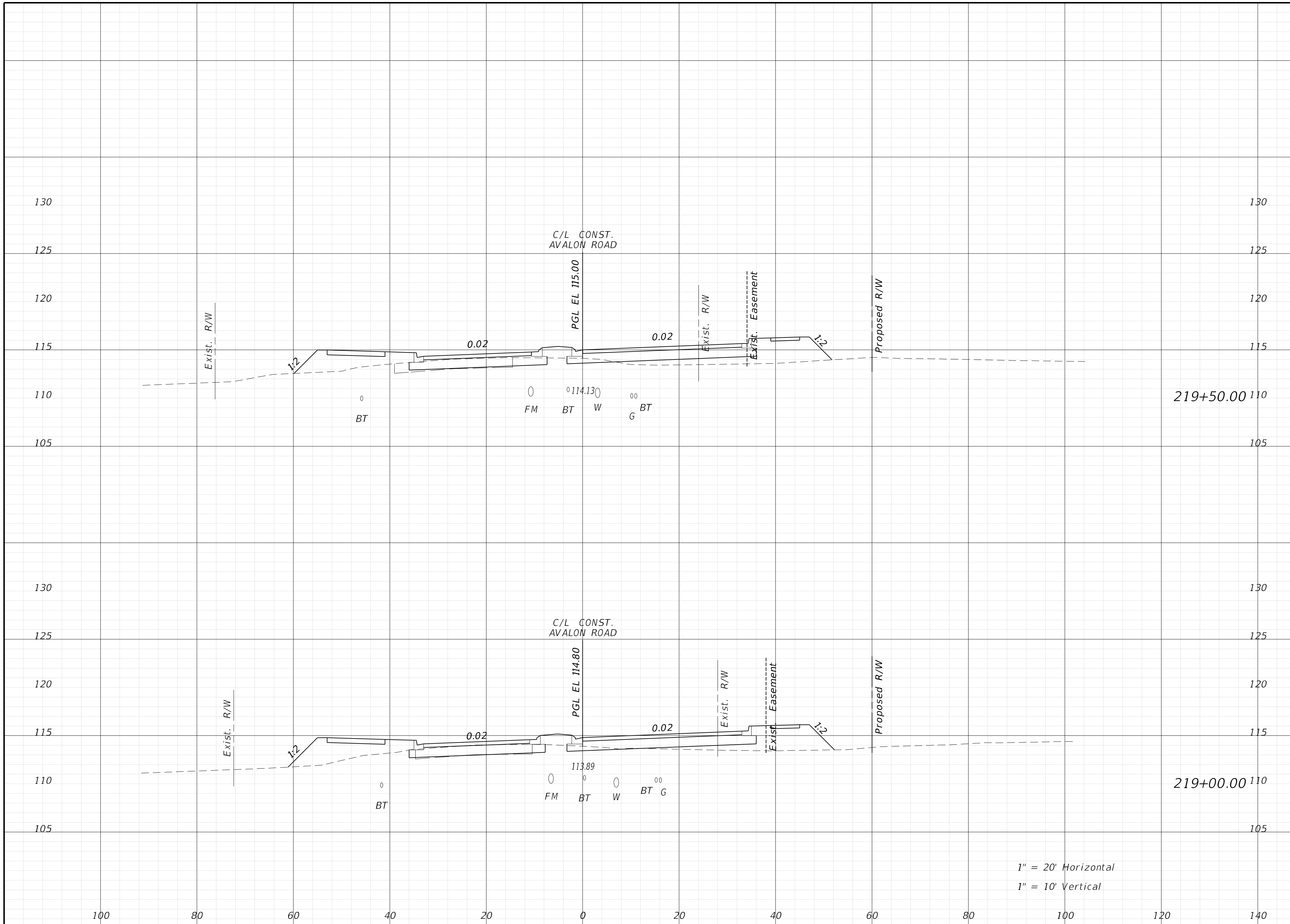

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TEL. 407-992-9160

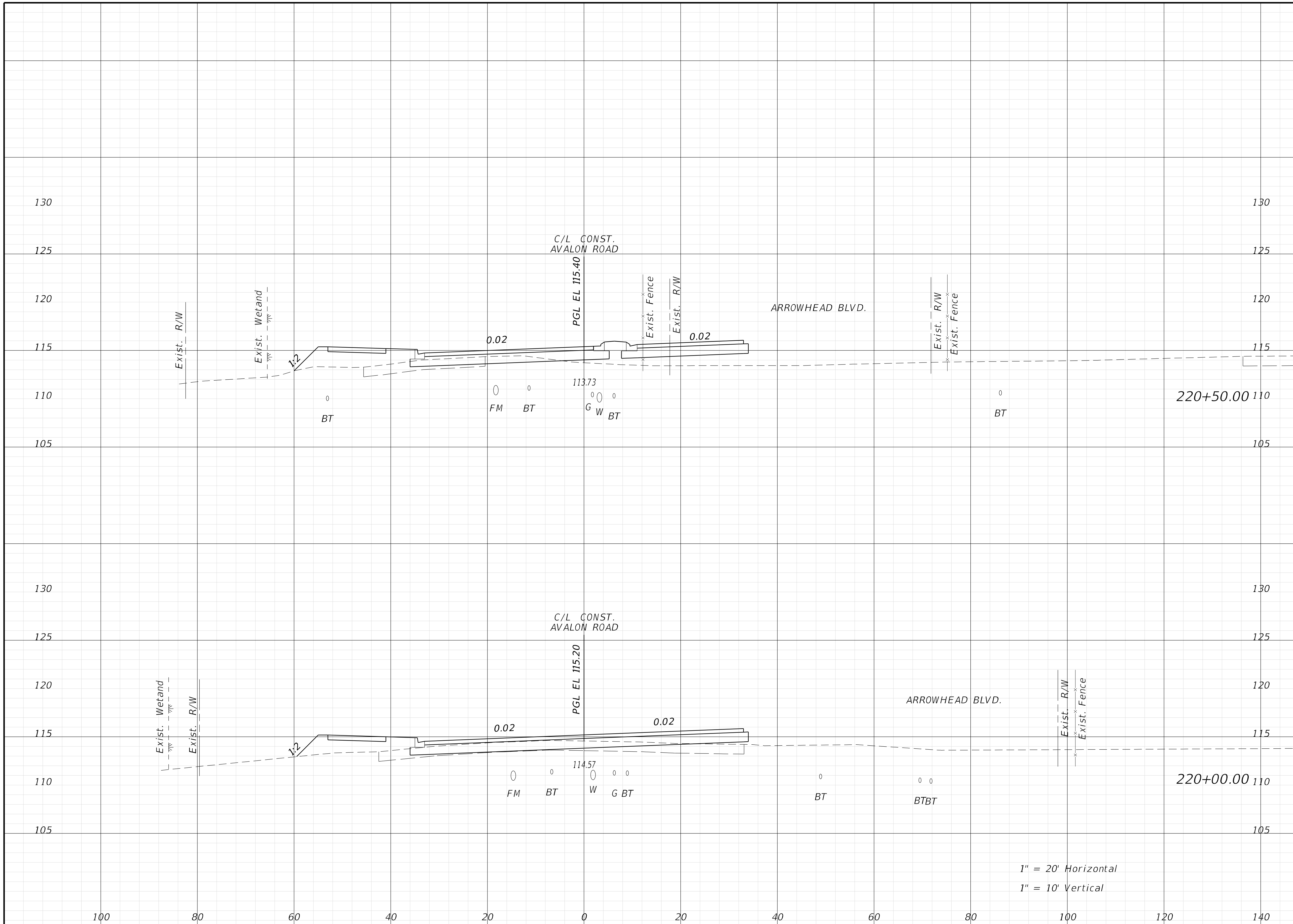
Pegasus ENGINEERING

ROAD	
AVALON ROAD	
PROJECT NO.	
OCC-24056	

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 90



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Pegasus ENGINEERING

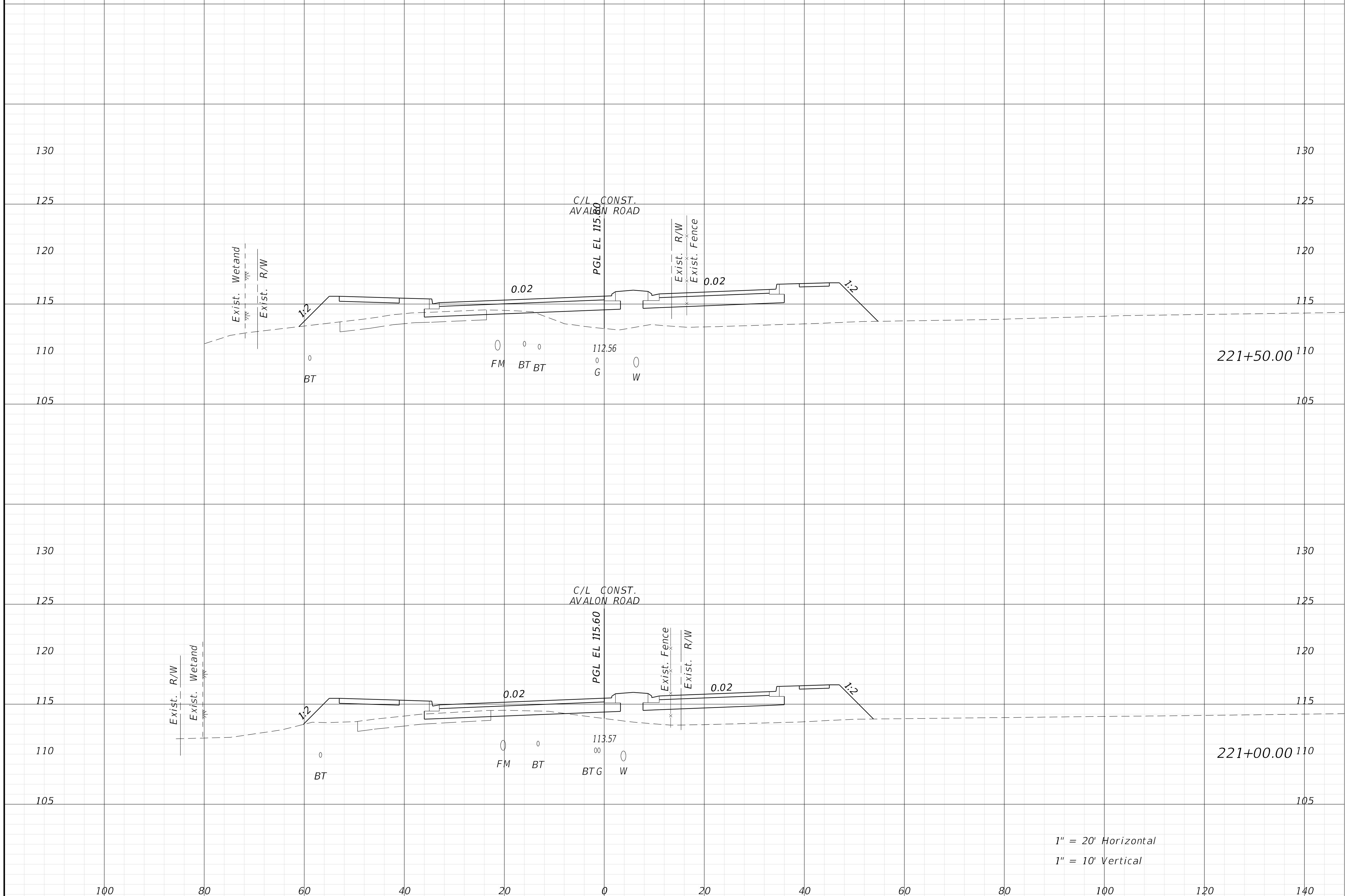
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
91

Regular Exc.		Embank.	
A	V	A	V



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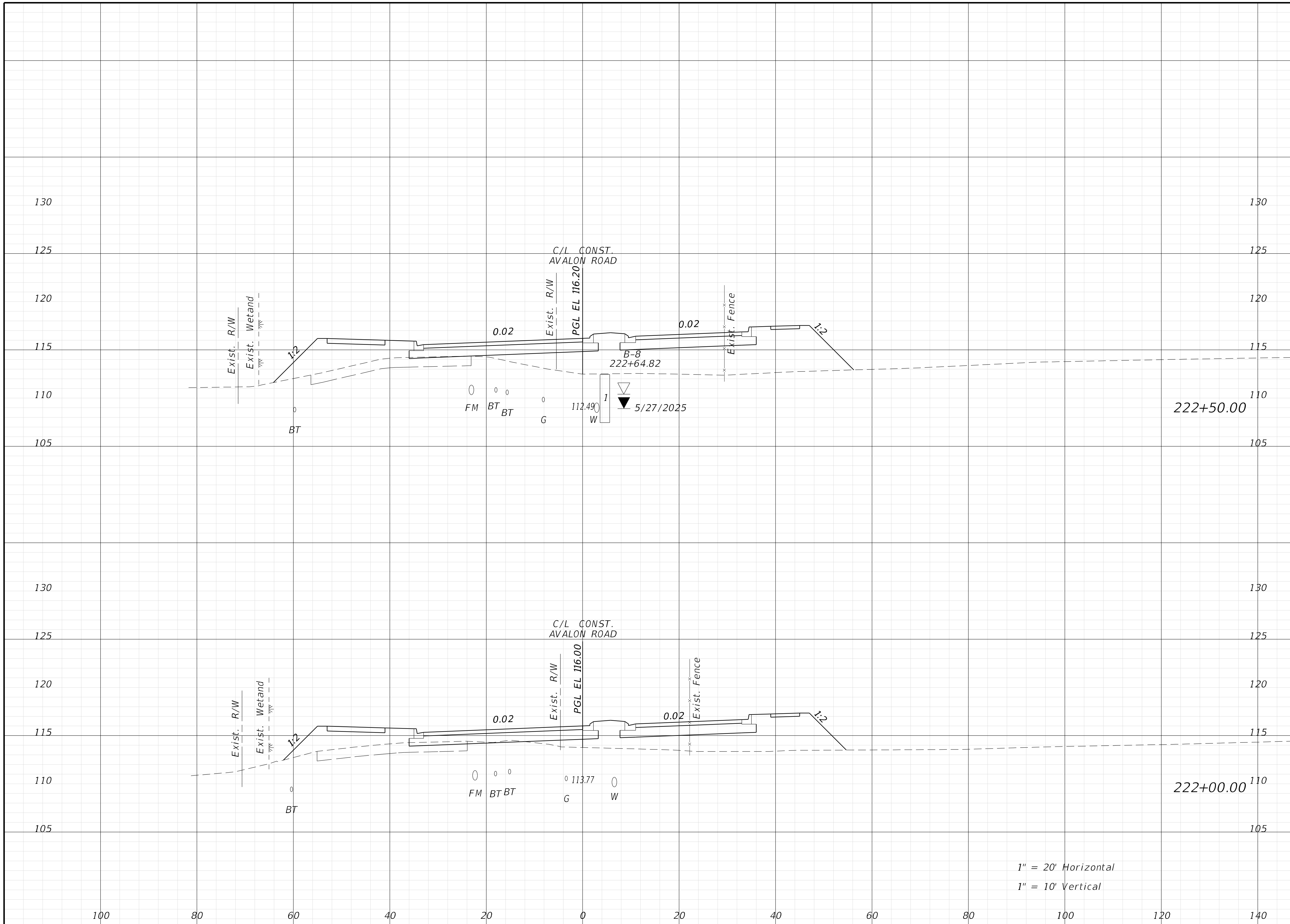
Pegasus ENGINEERING

ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 92



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Pegasus ENGINEERING

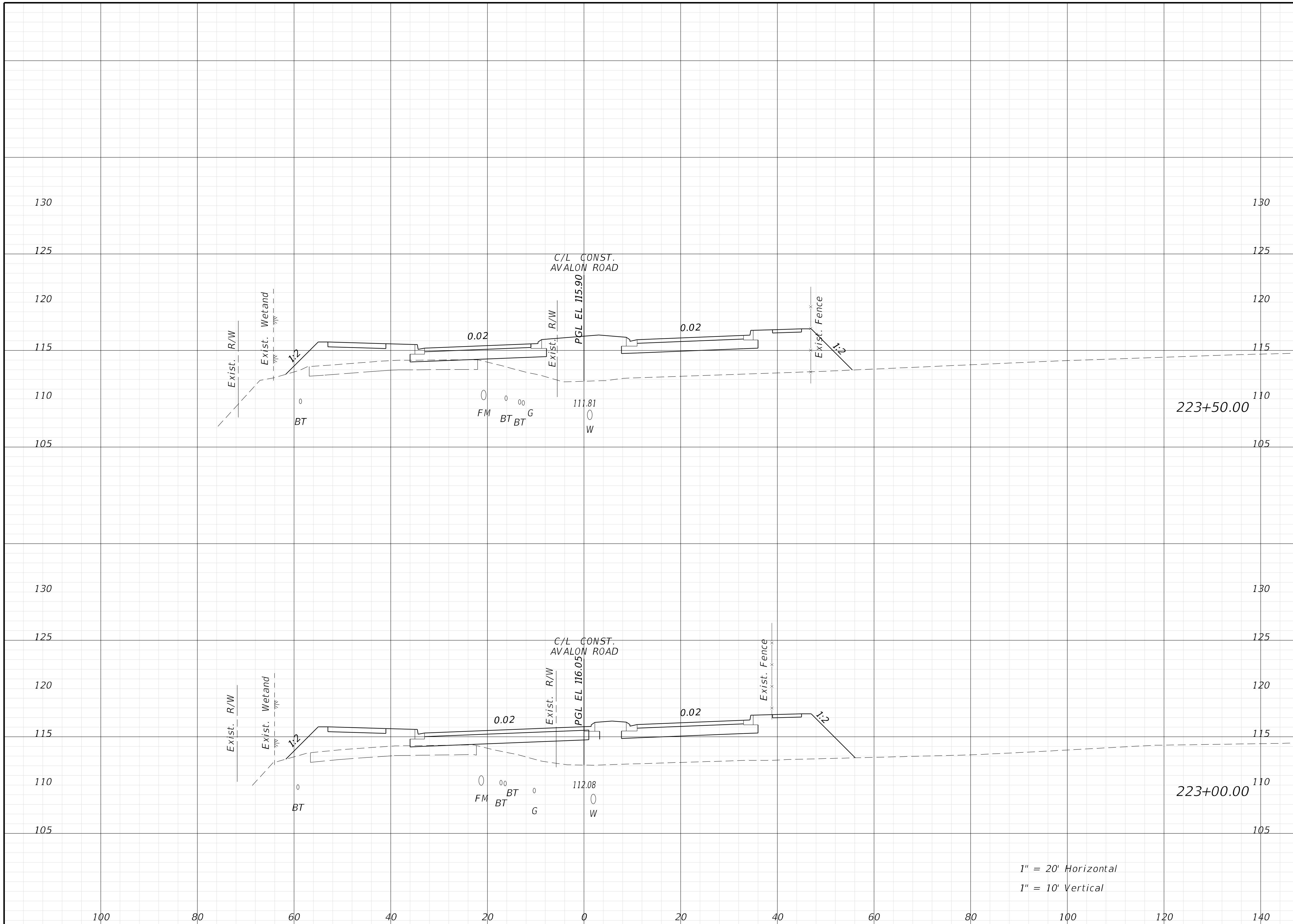
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 93

TomA 1/27/2026 2:18:06 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\RDXSRD01.dgn



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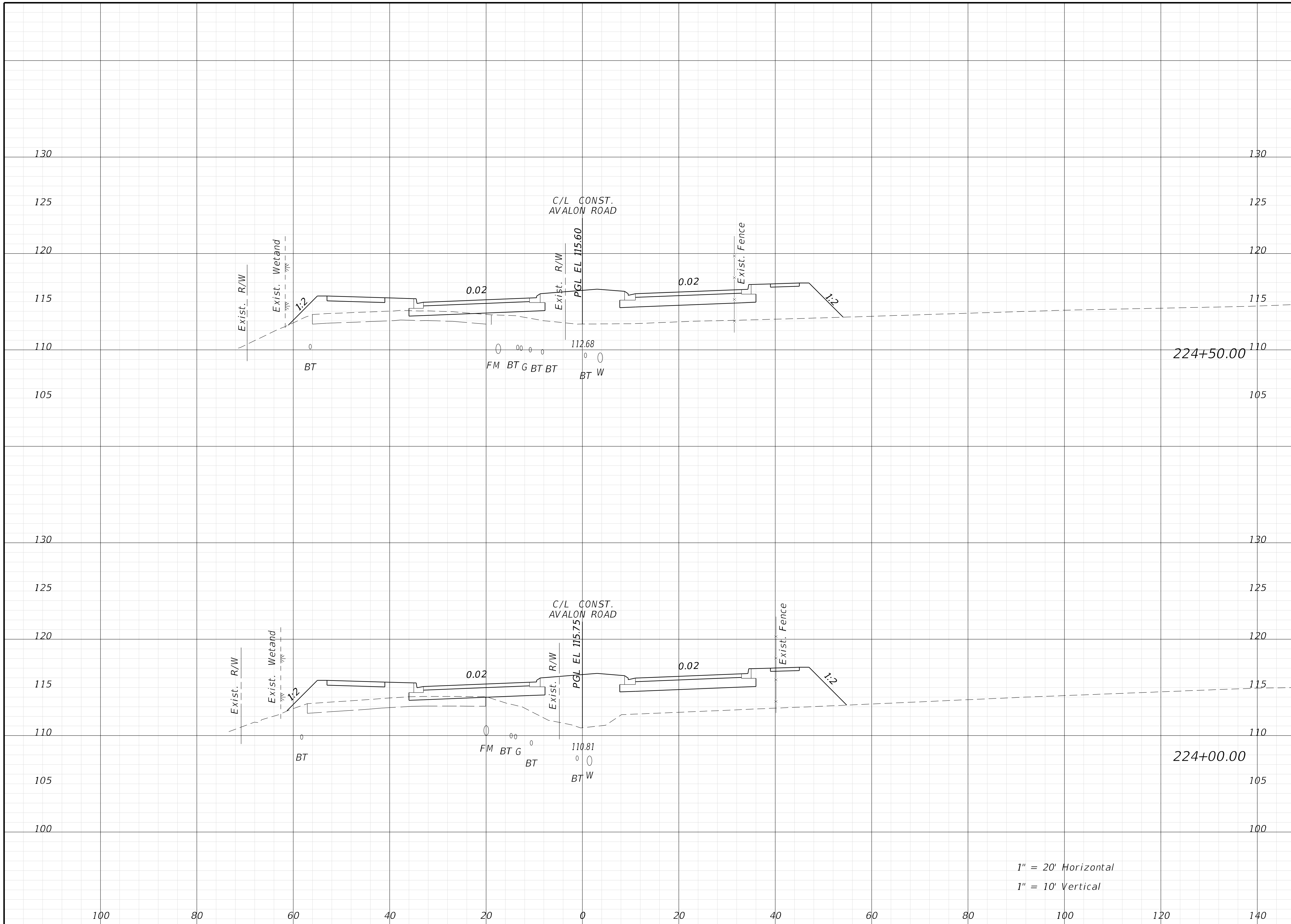
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 94



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Pegasus ENGINEERING

ROAD	PROJECT NO.
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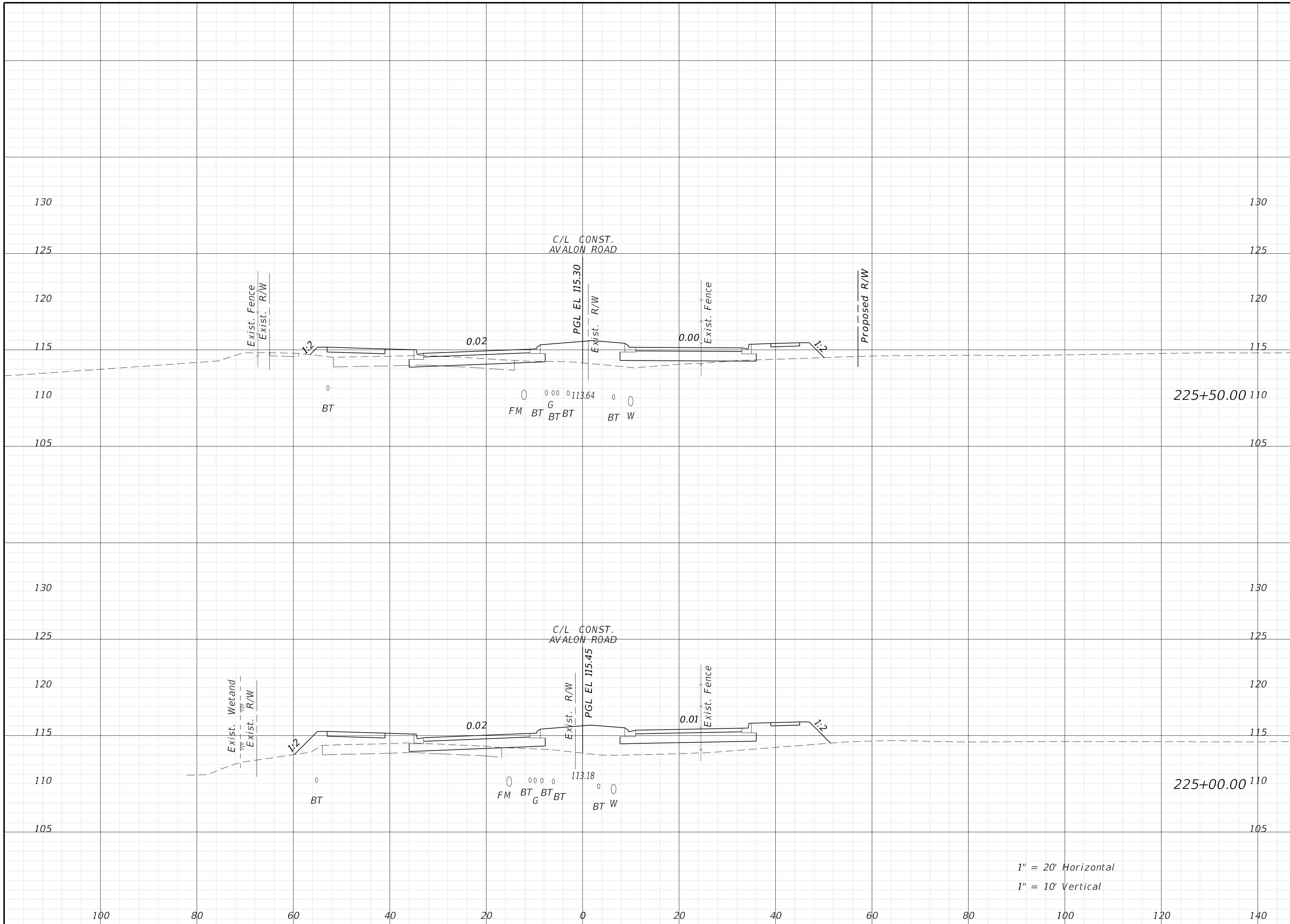
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 95

Regular Exc.		Embank.	
A	V	A	V



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:
FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

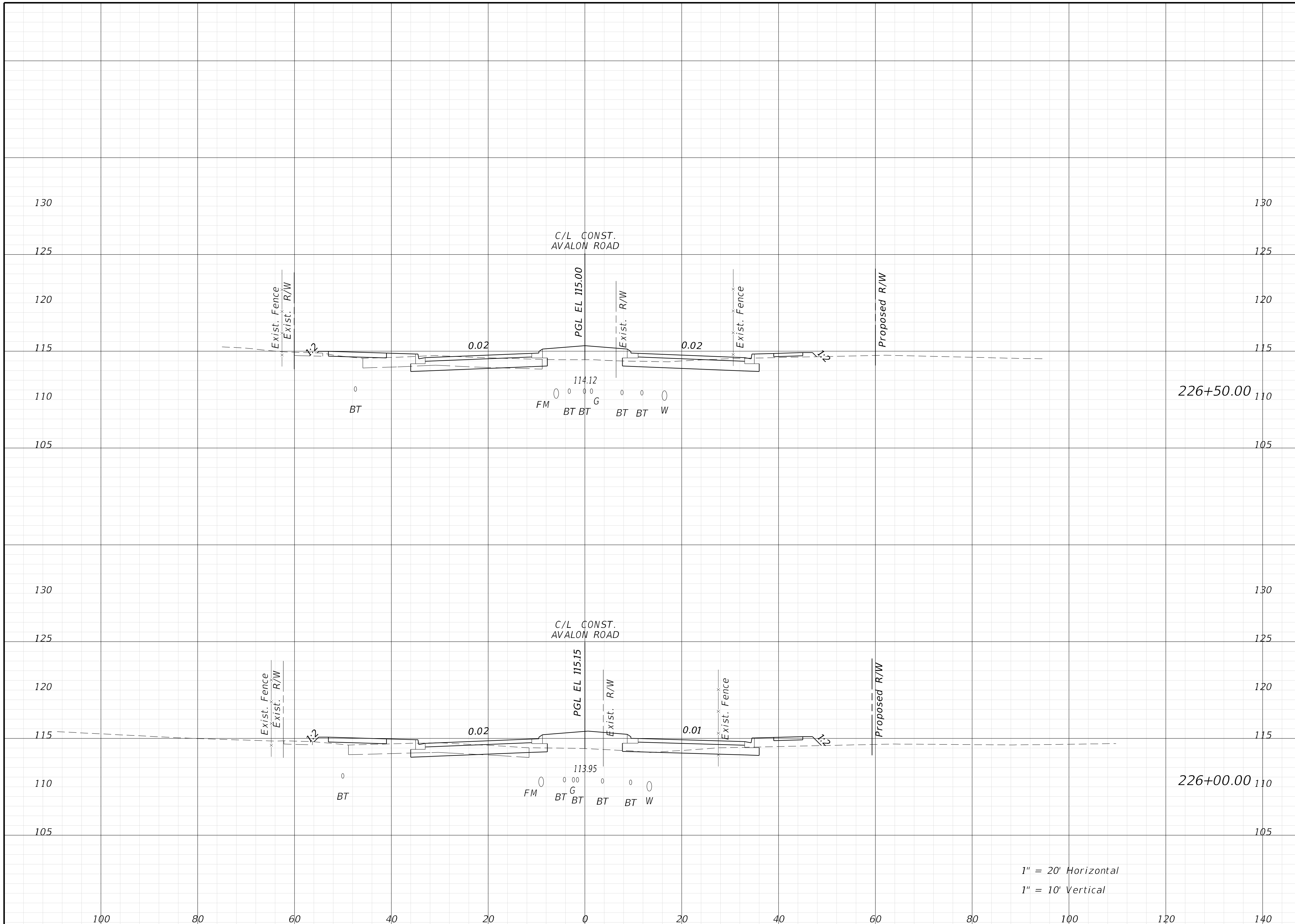
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
96

TomA 1/27/2026 2:18:18 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\RDXSRD01.dgn

Regular Exc.		Embank.	
A	V	A	V



REVISIONS

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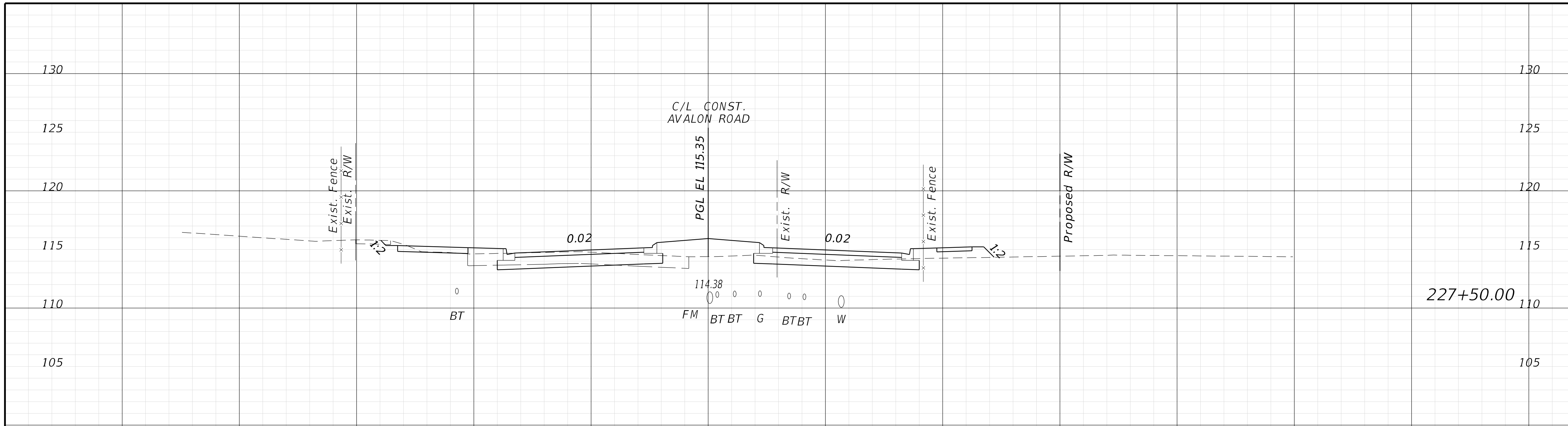
ROAD: AVALON ROAD

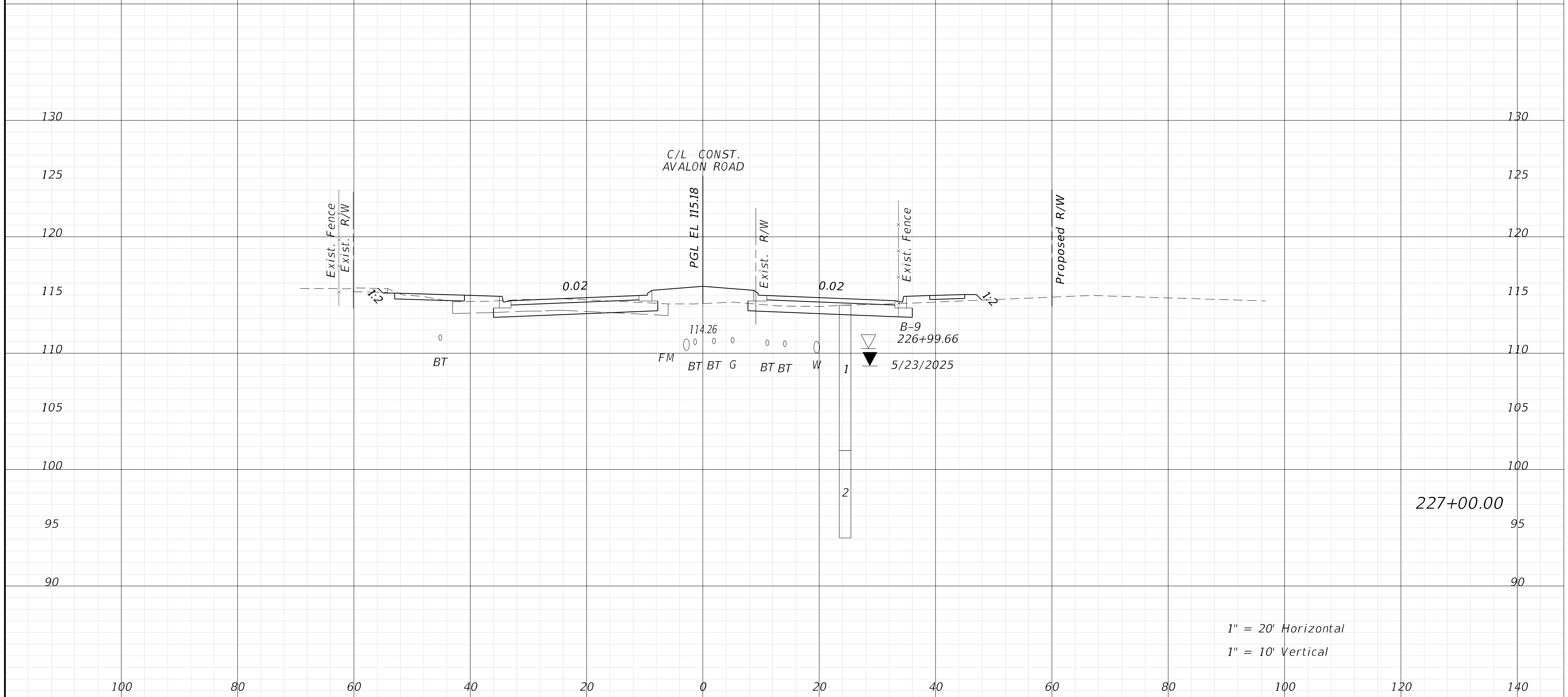
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 97





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ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 98

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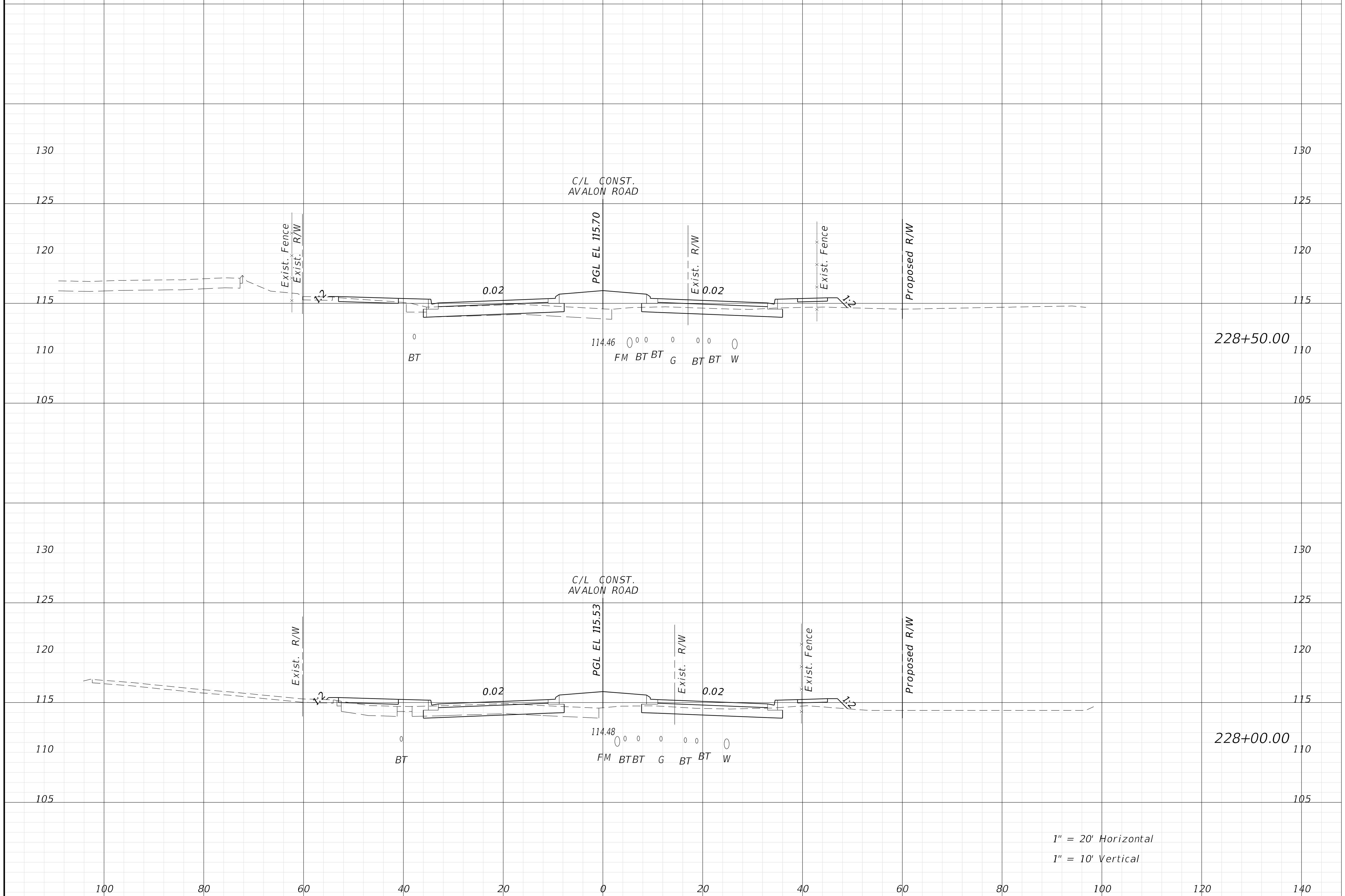

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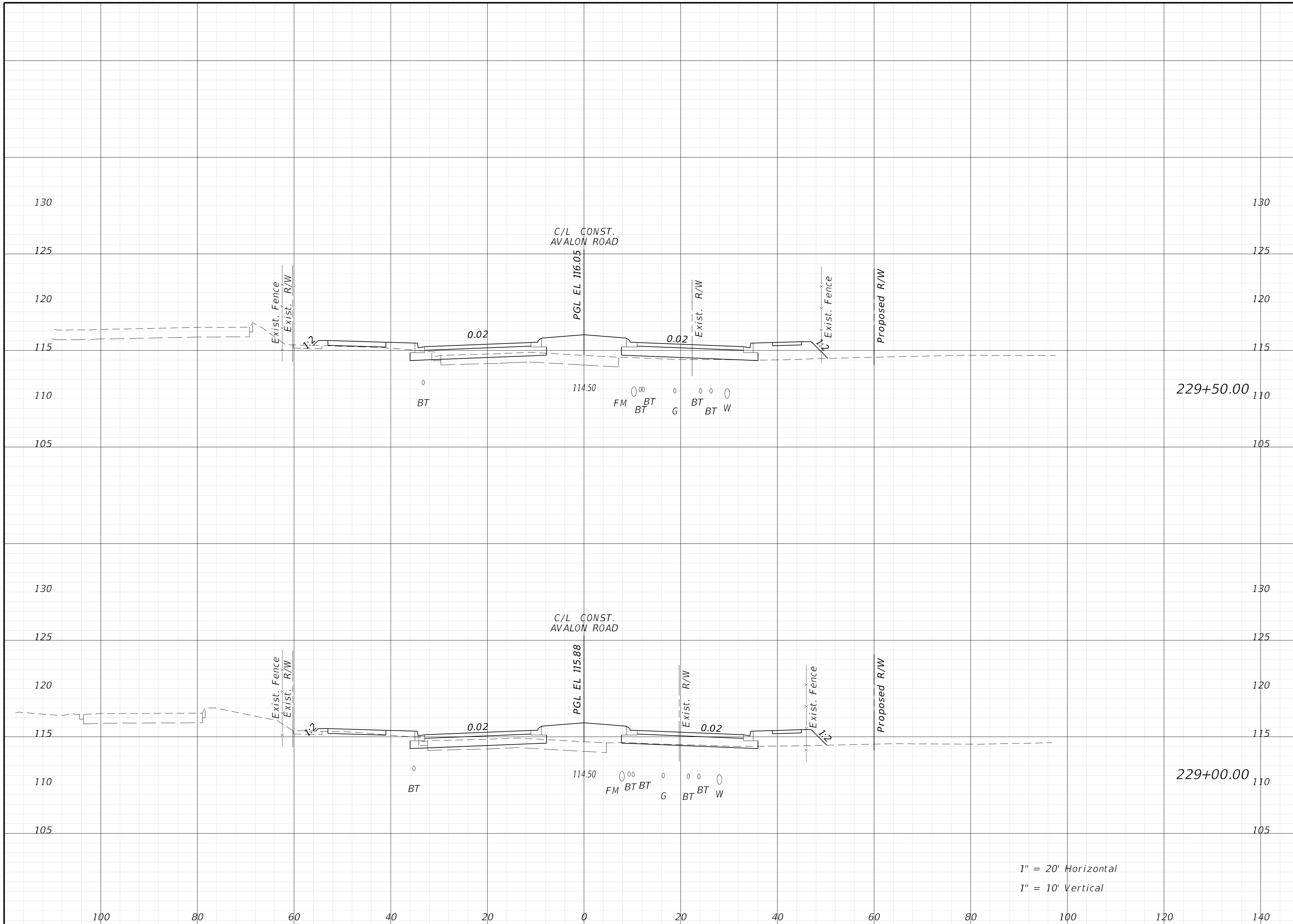
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 99



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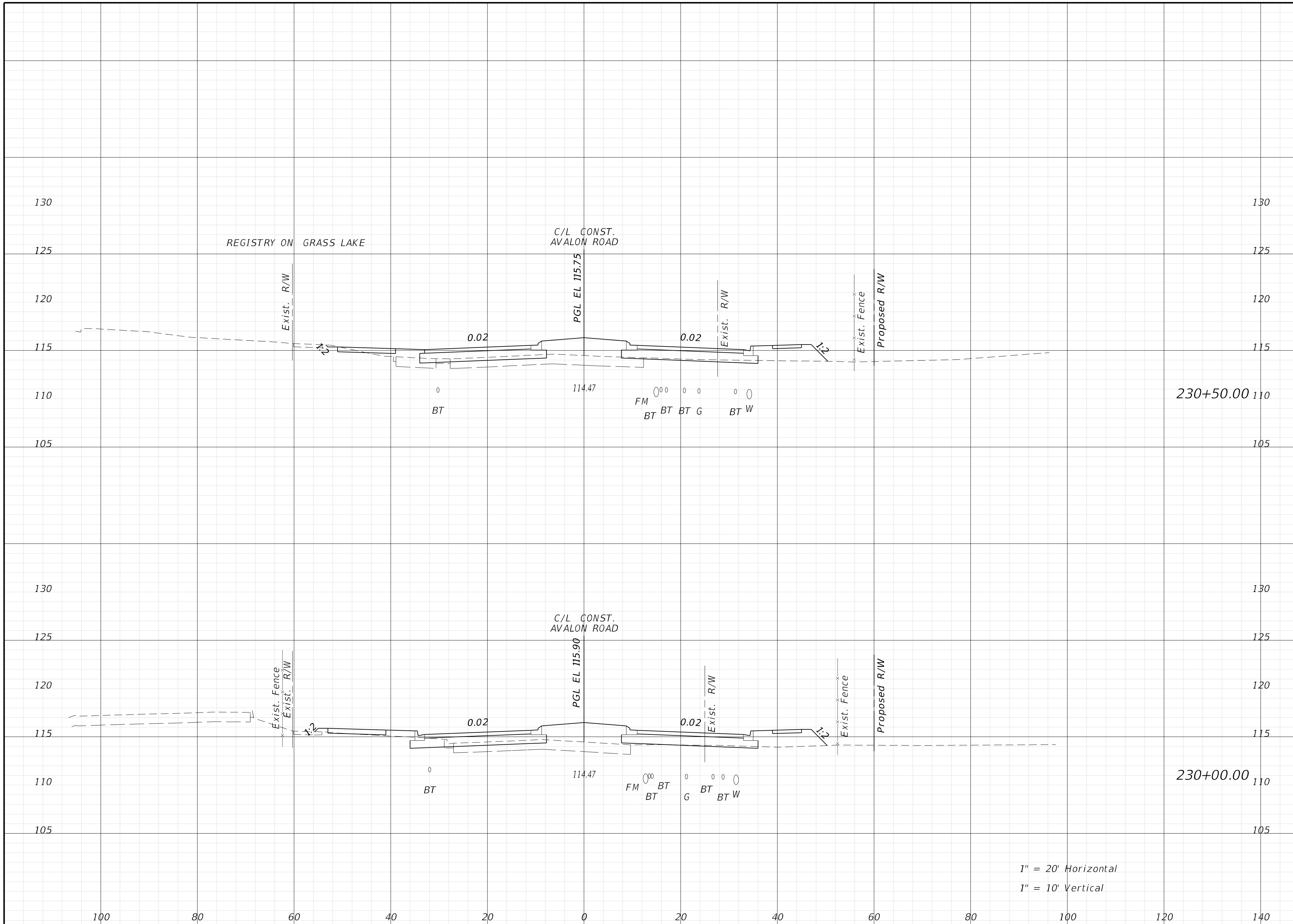
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 100

Regular Exc.		Embank.	
A	V	A	V



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
101

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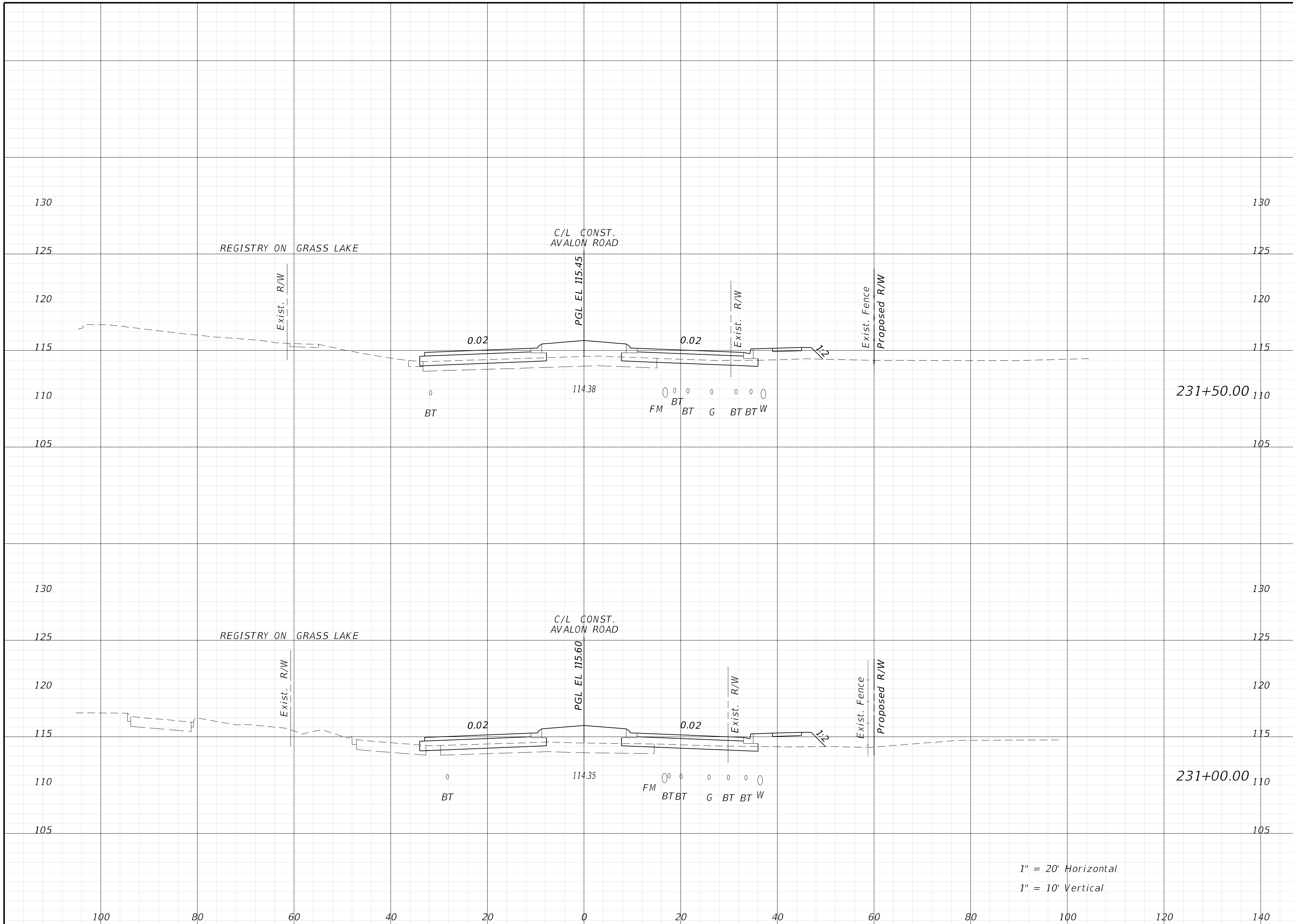

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ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 102

TomA 1/27/2026 2:18:49 PM N:\Projects\OCC24056_Avalon Road\IIIIIII363\roadway\RDXSRD01.dgn

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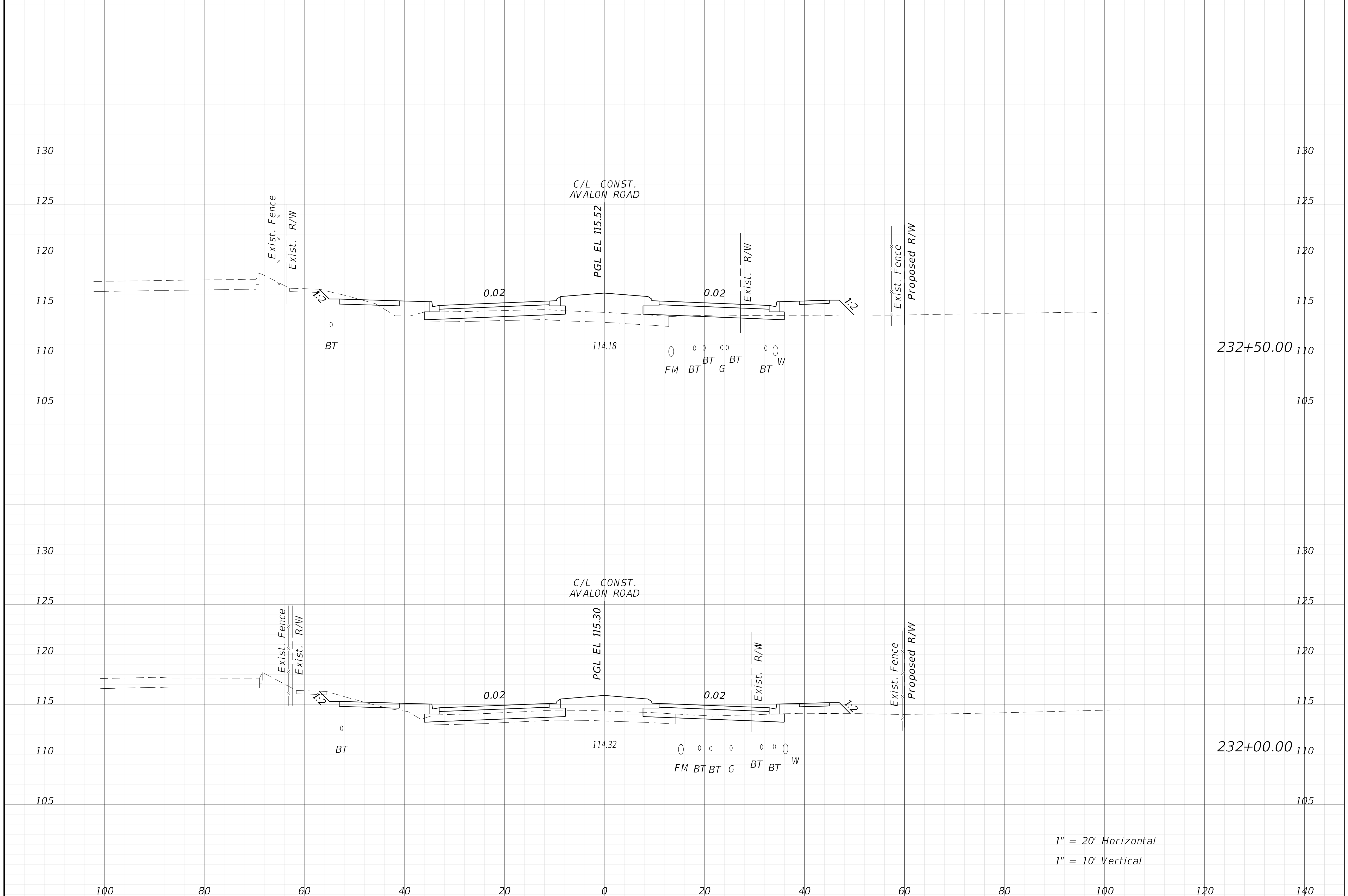

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ROAD
AVALON ROAD
PROJECT NO.
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ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

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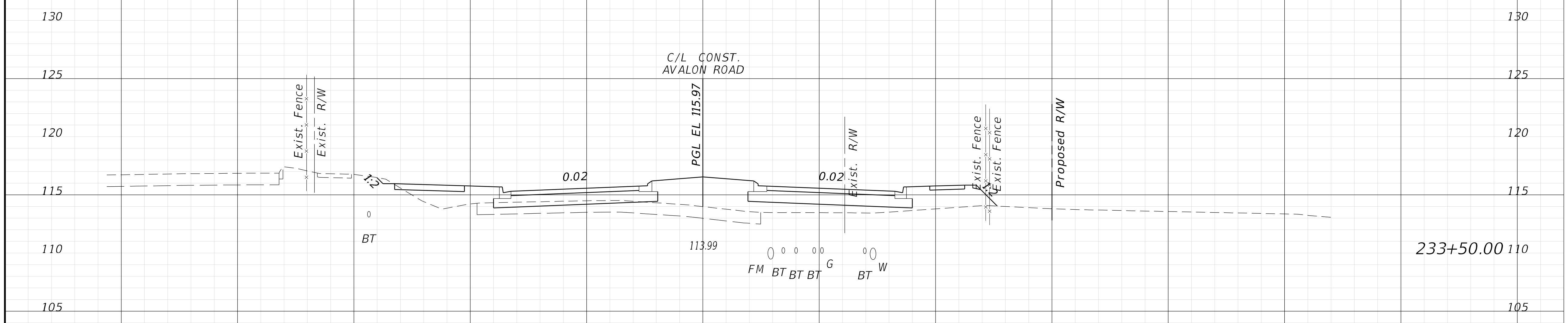

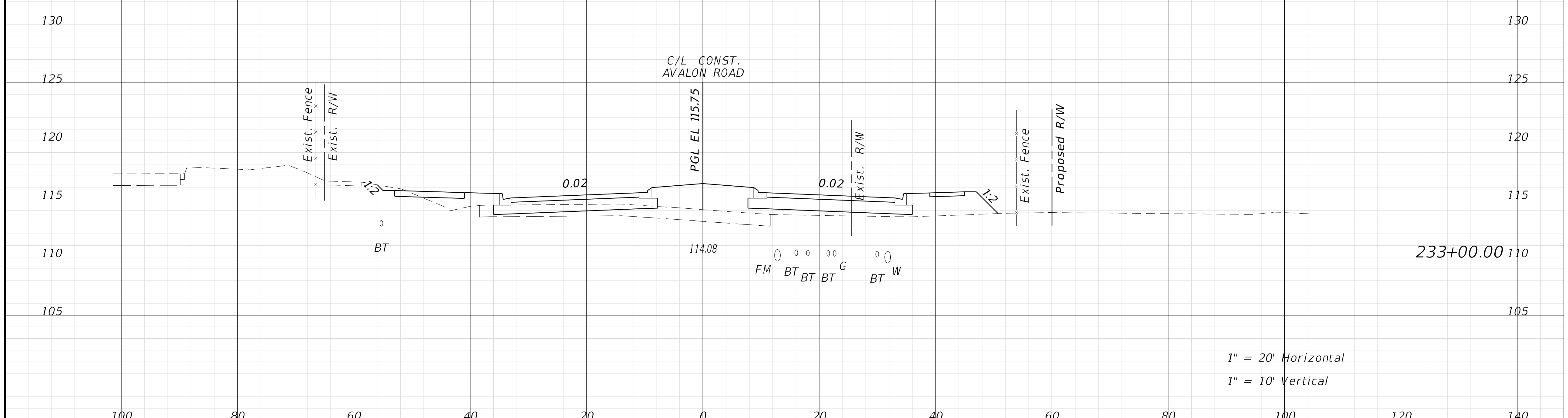

1" = 20' Horizontal

1" = 10' Vertical

REVISIONS			
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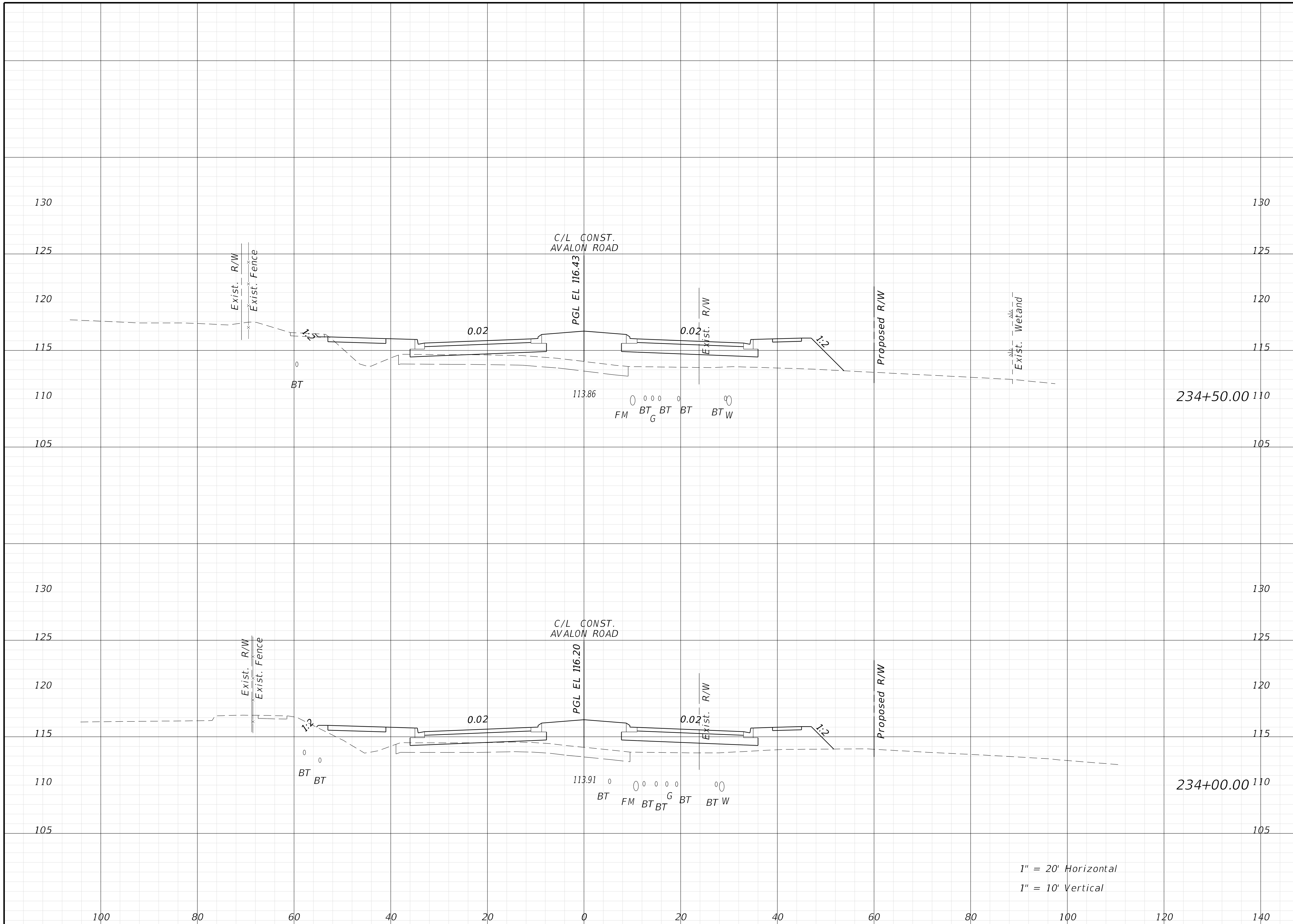
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.

104



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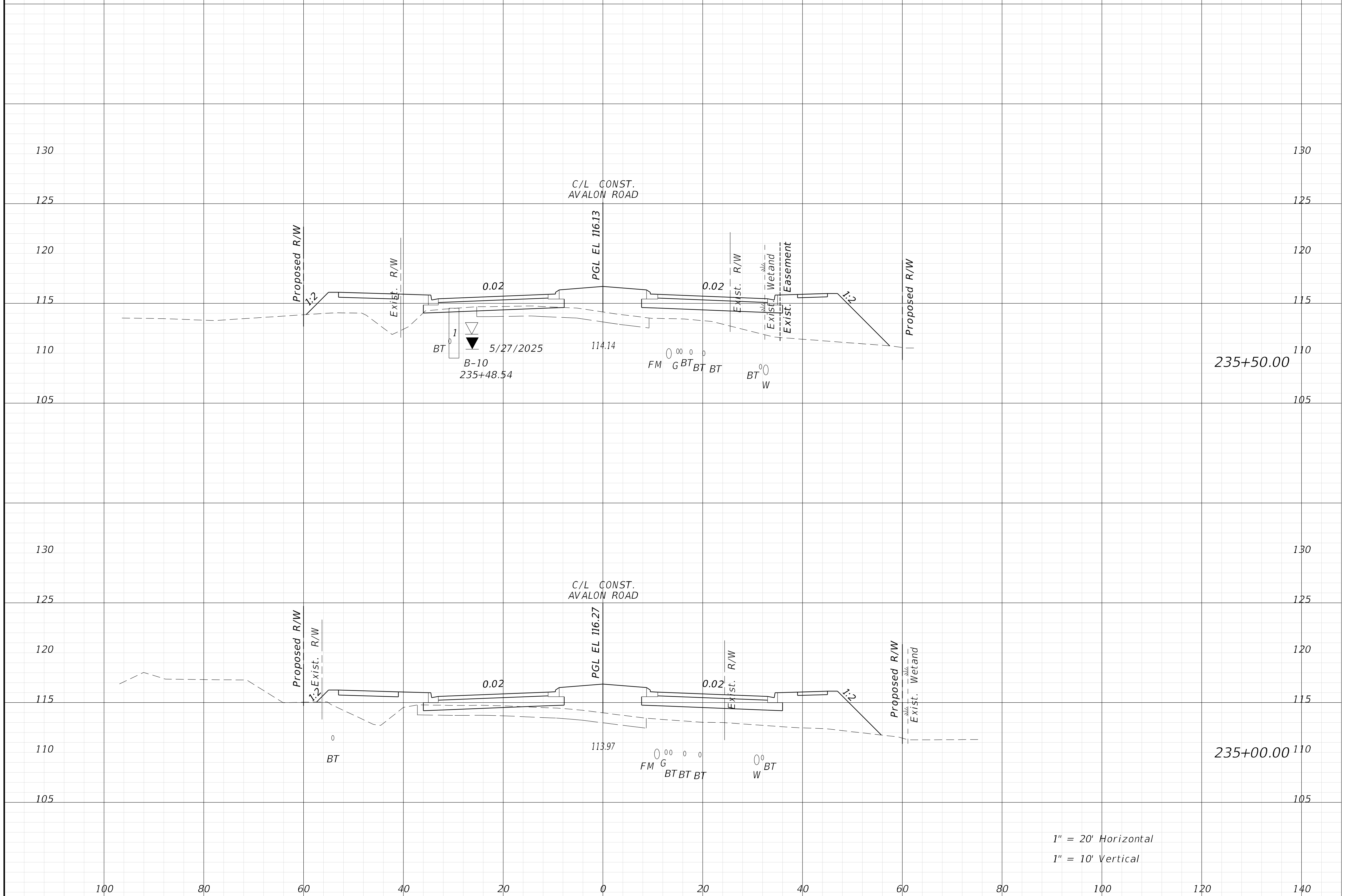
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
105



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 106

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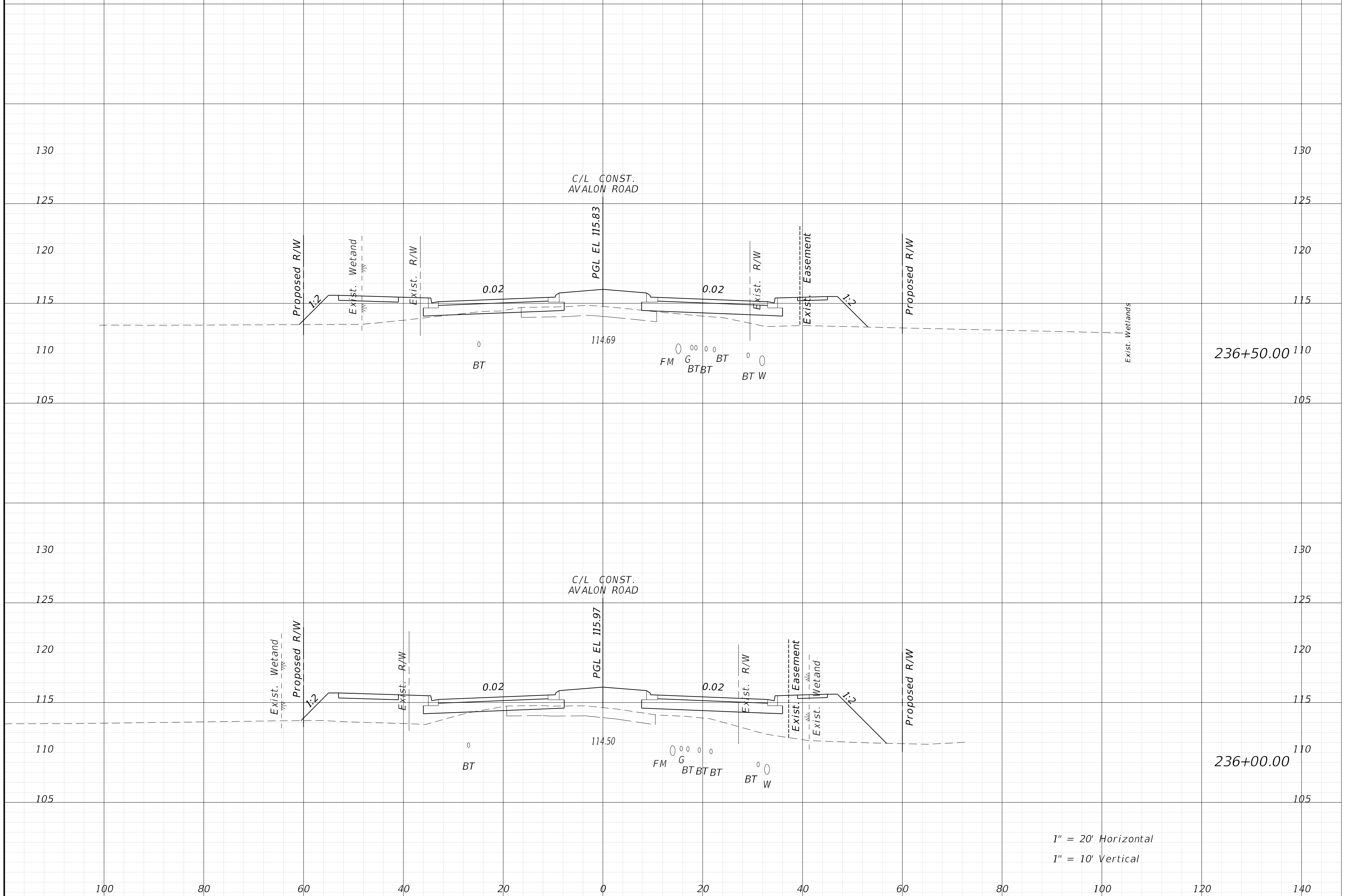

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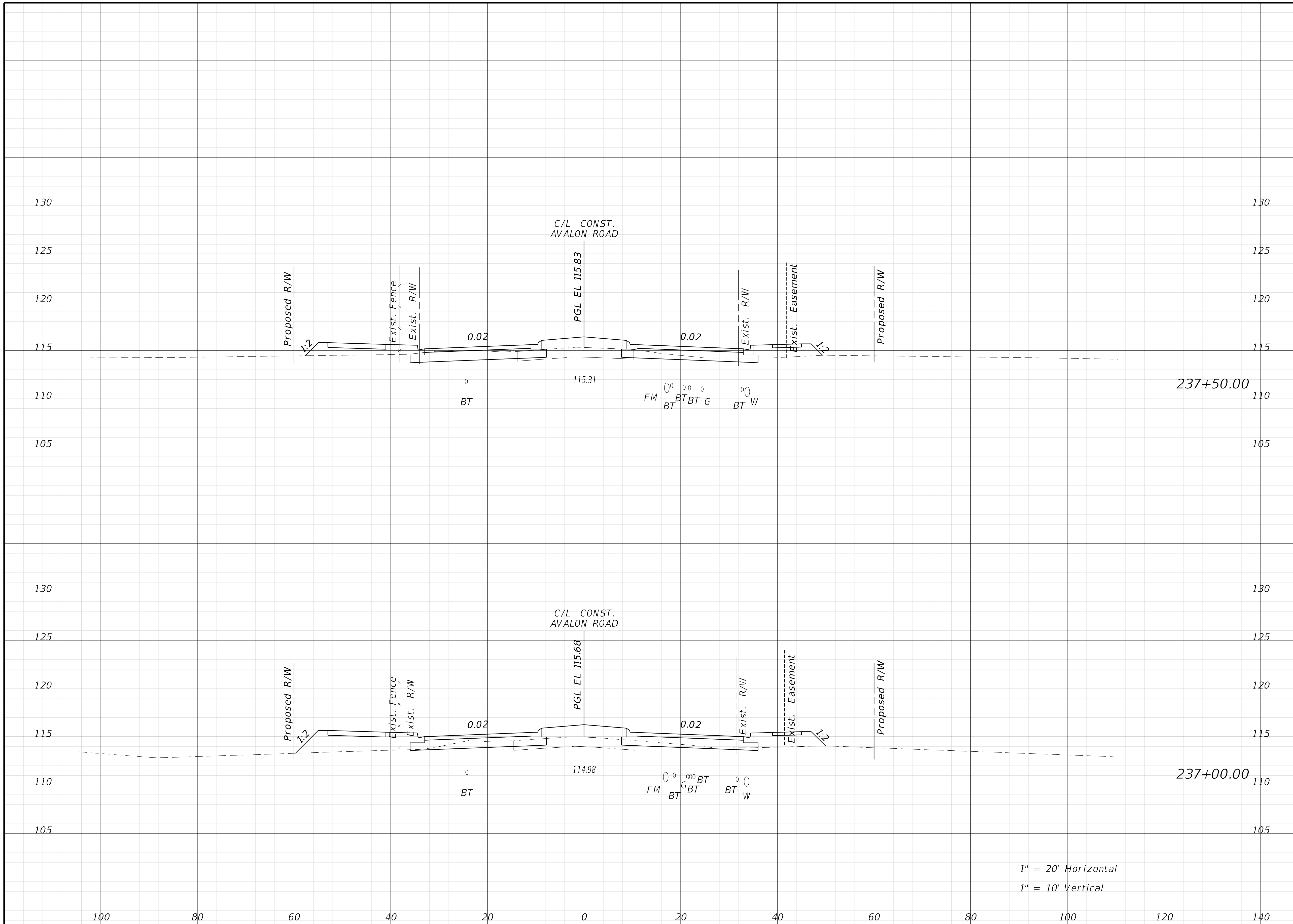
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 107



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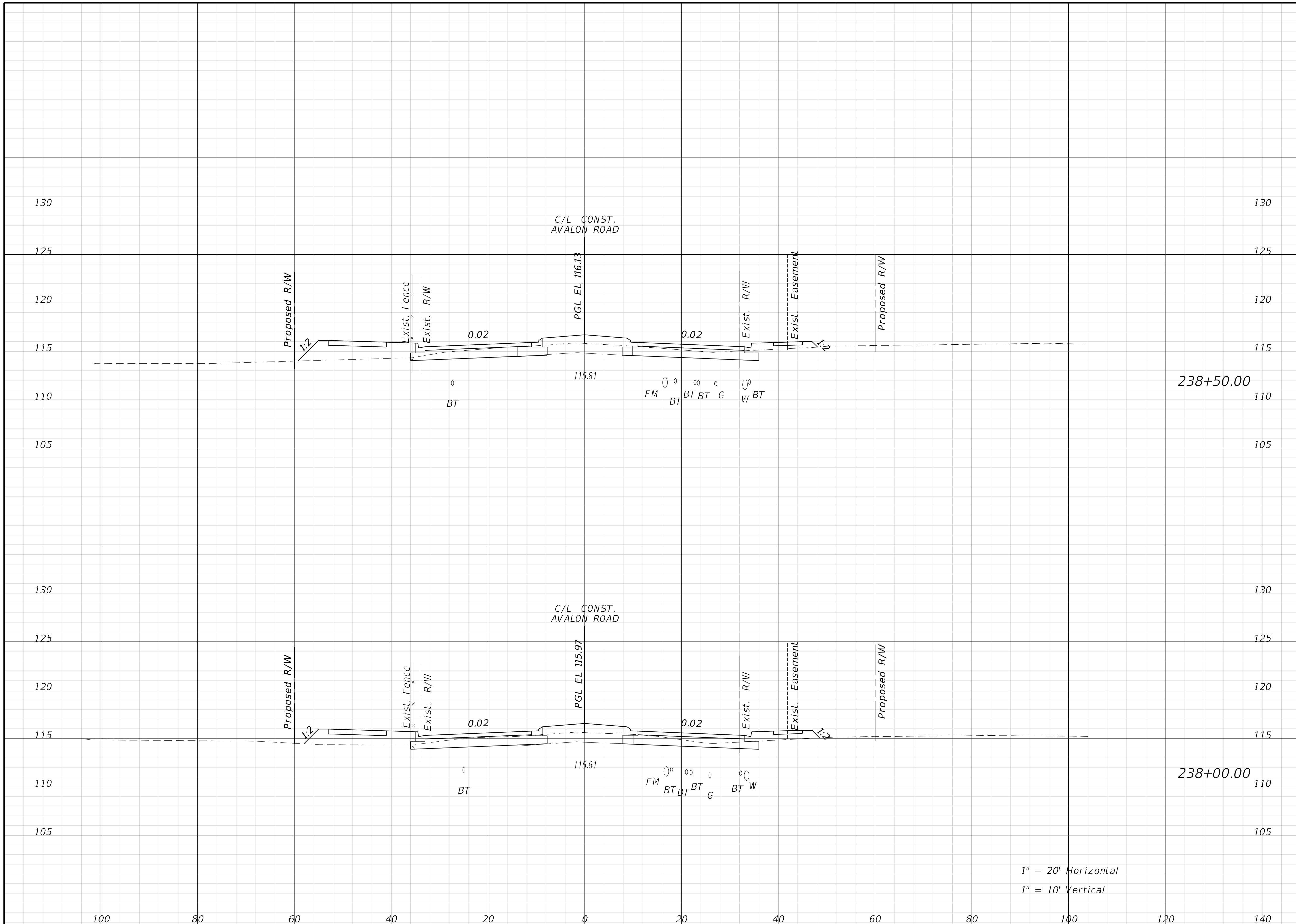
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
108



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
109

Regular Exc.		Embank.	
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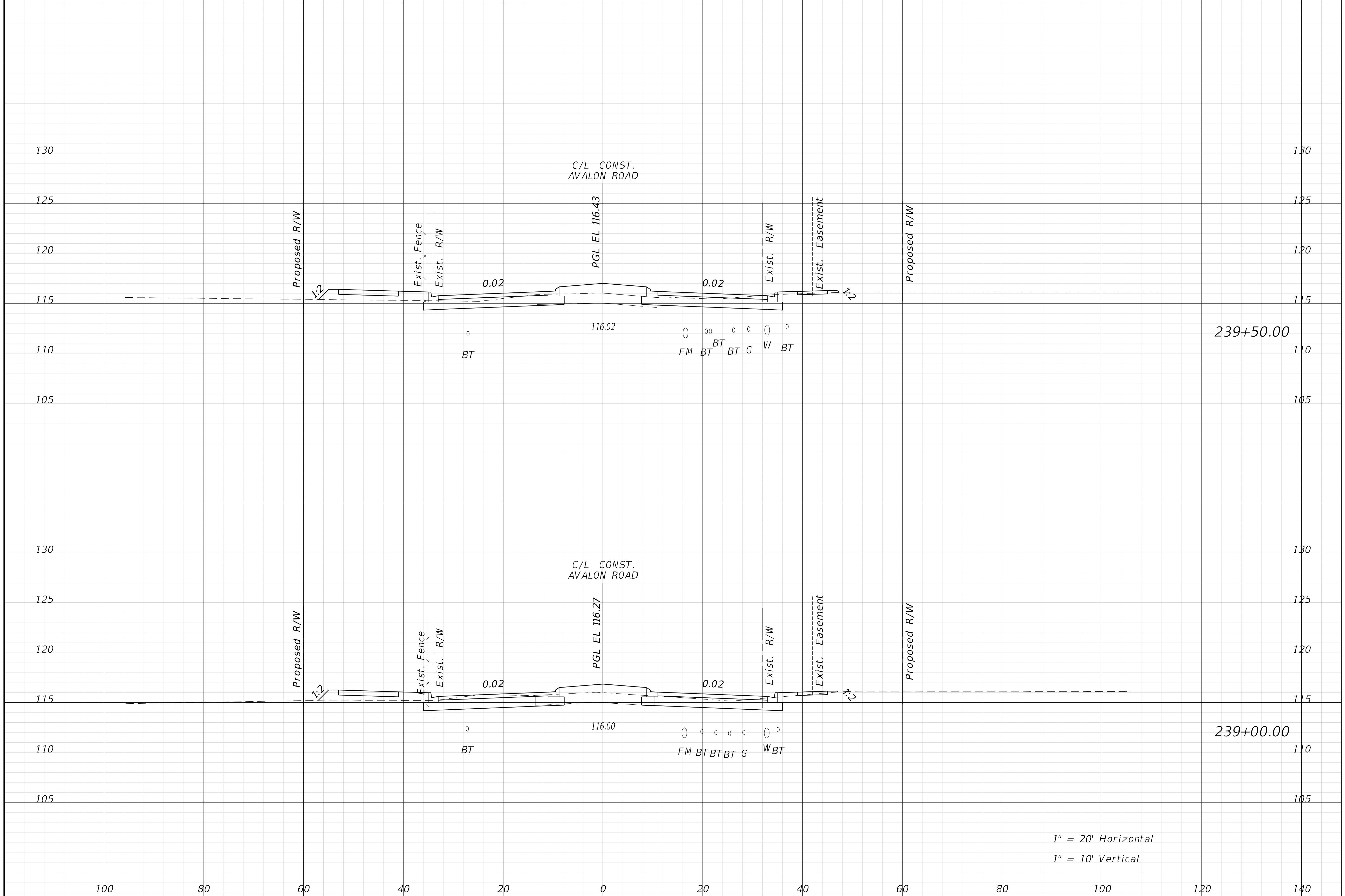

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
110

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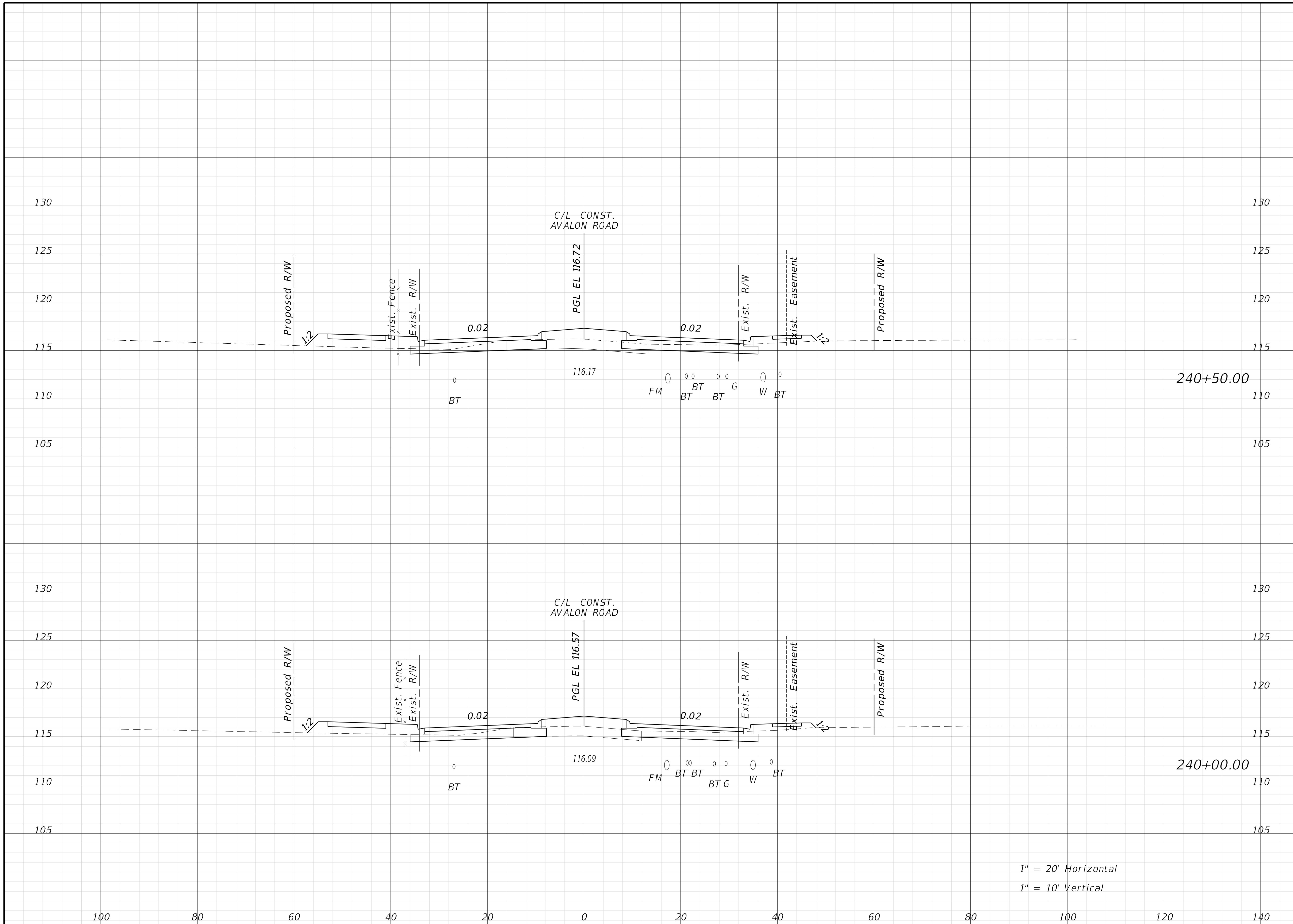

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REVISIONS			
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AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
111

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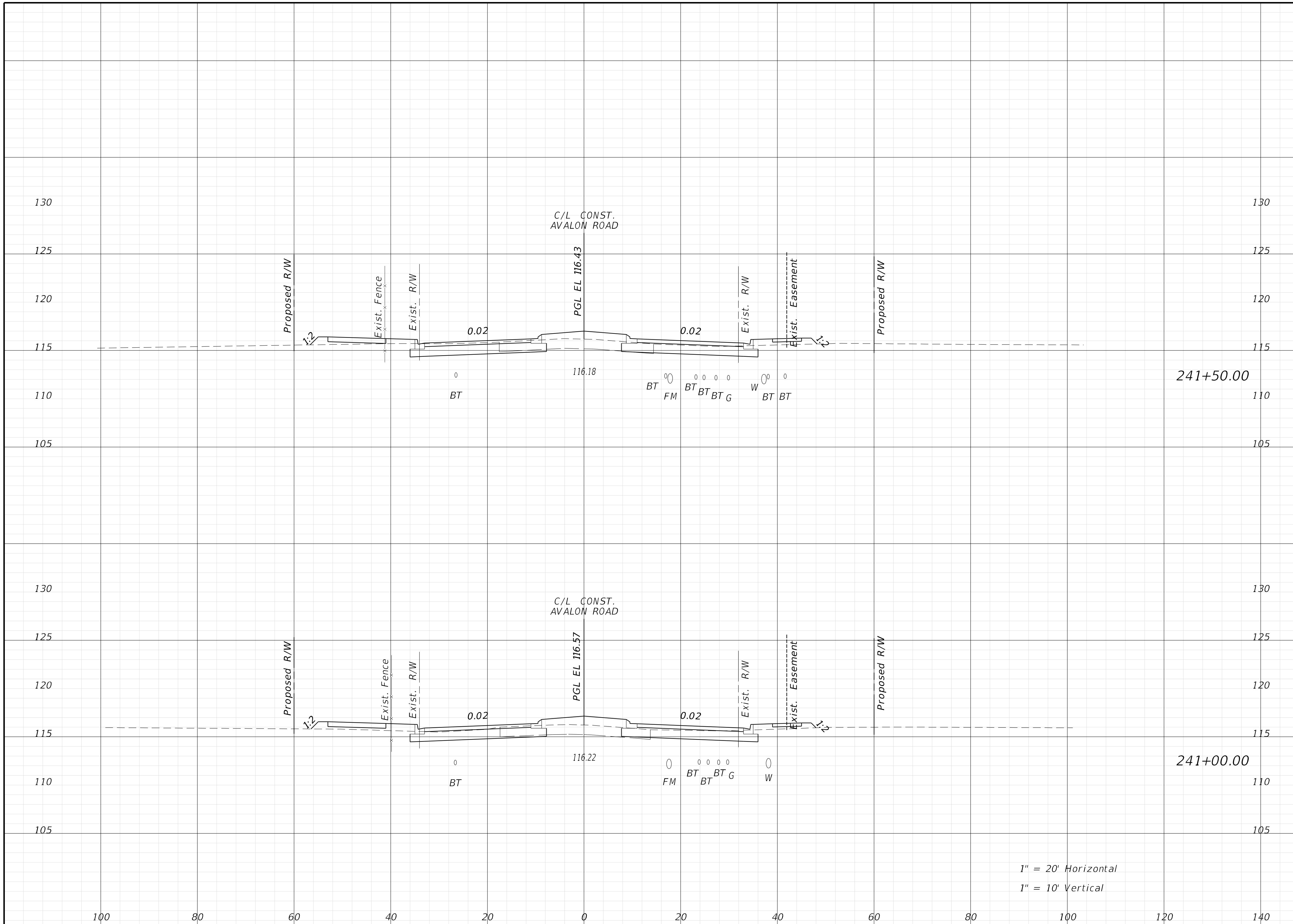

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ROAD	AVALON ROAD
PROJECT NO.	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 112

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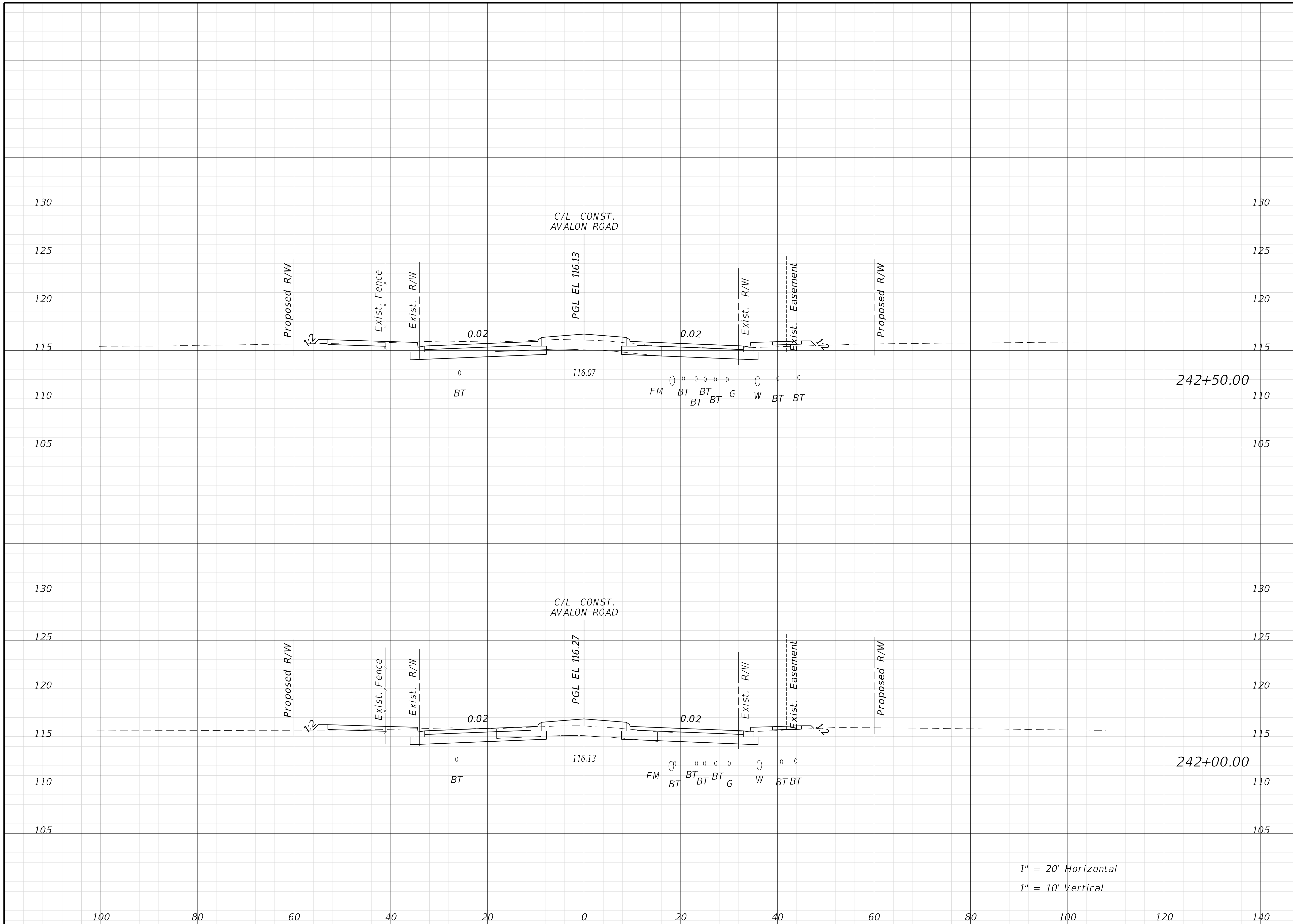

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
113

Regular Exc.		Embank.	
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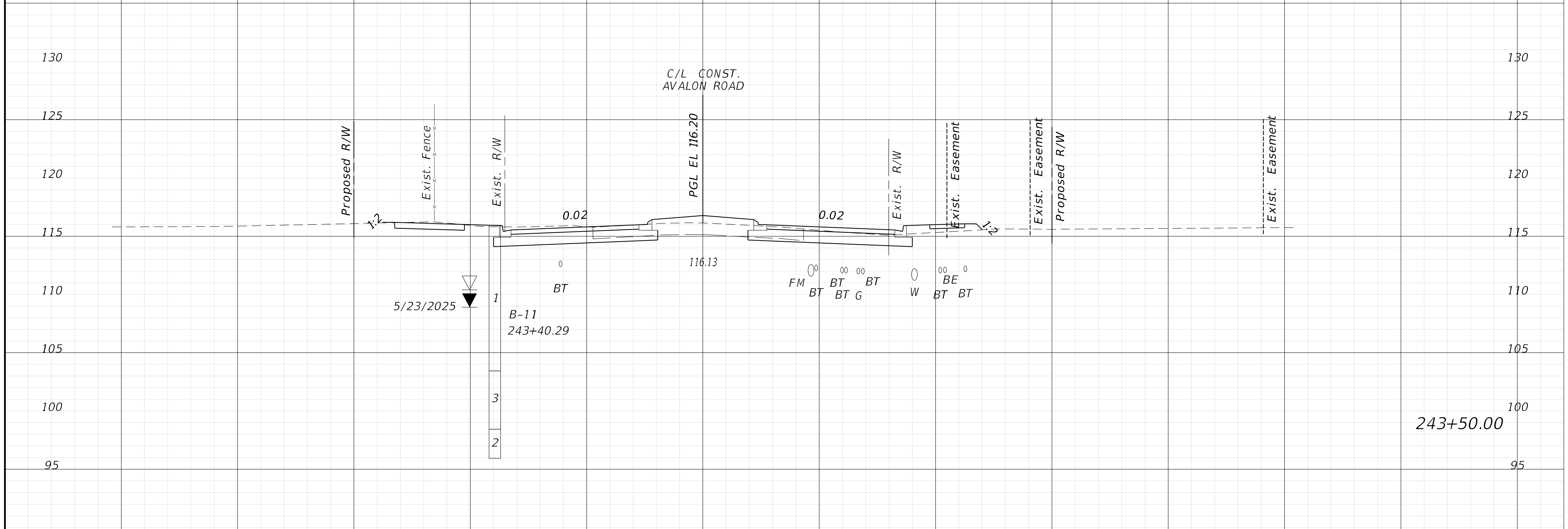

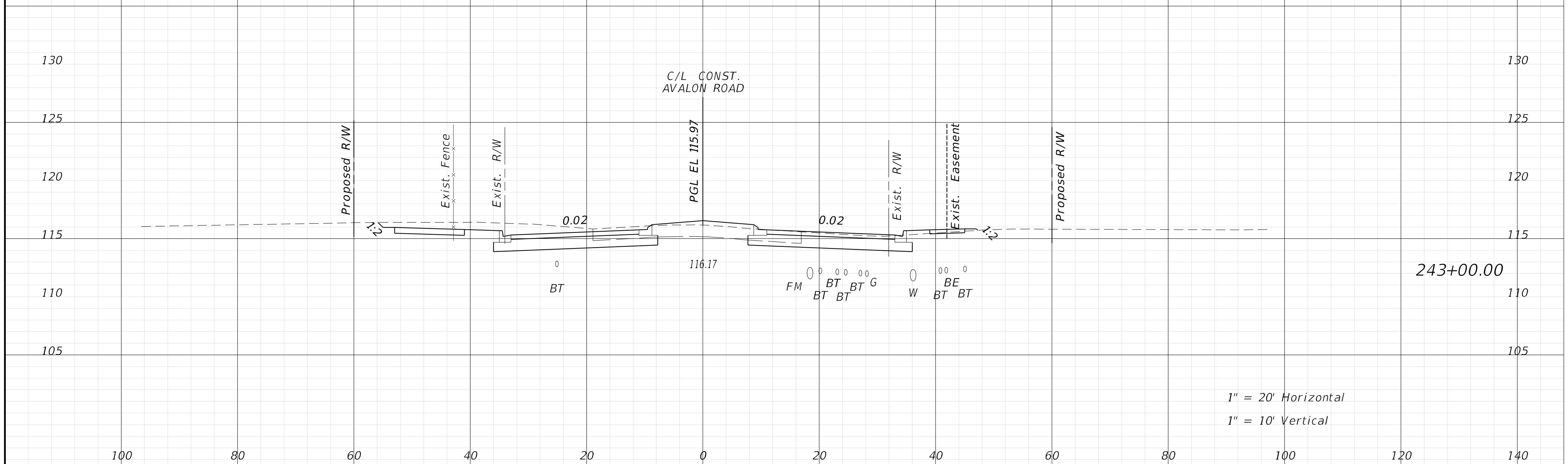

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
114

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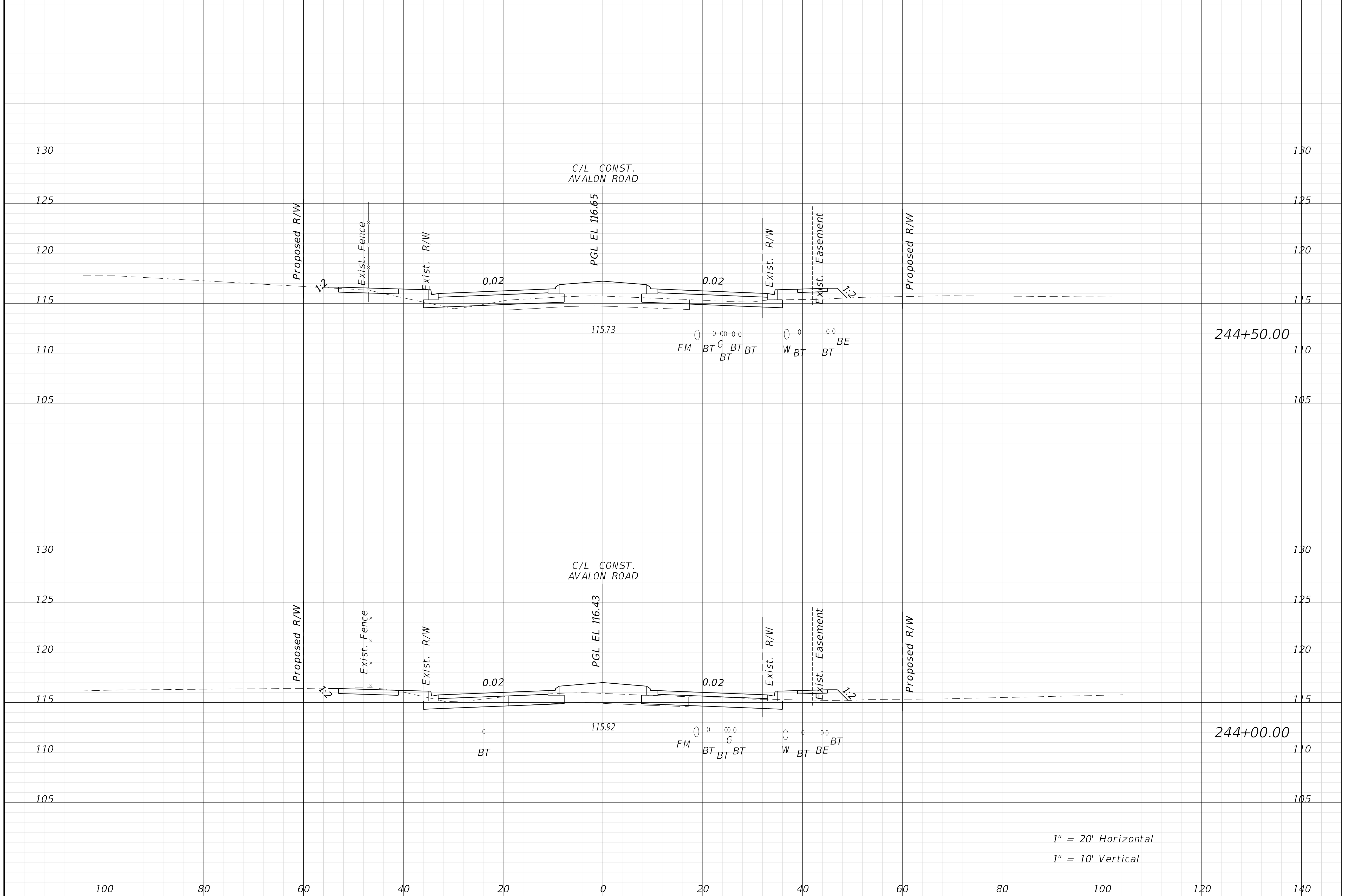

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OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
115

Regular Exc.		Embank.	
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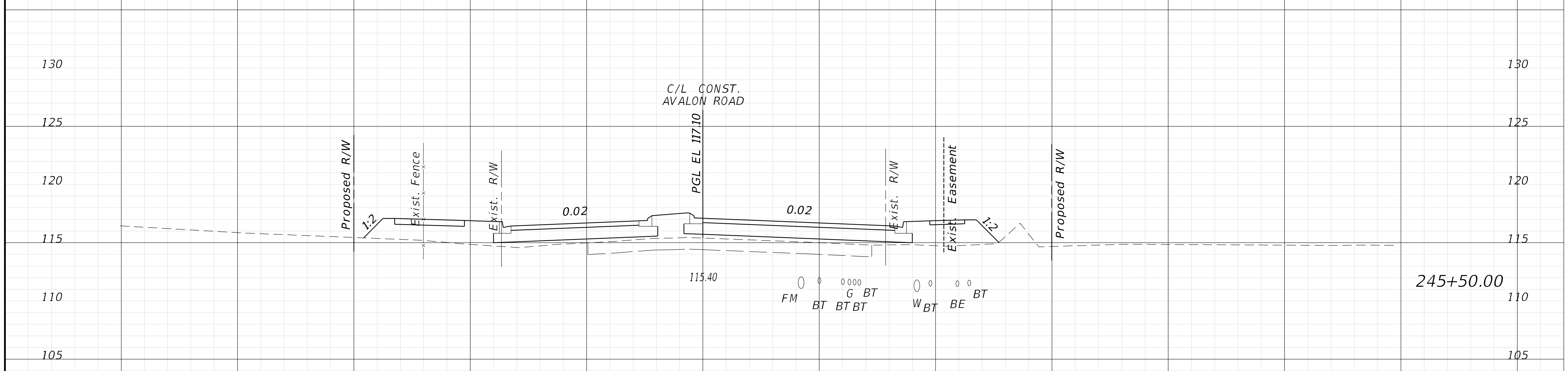

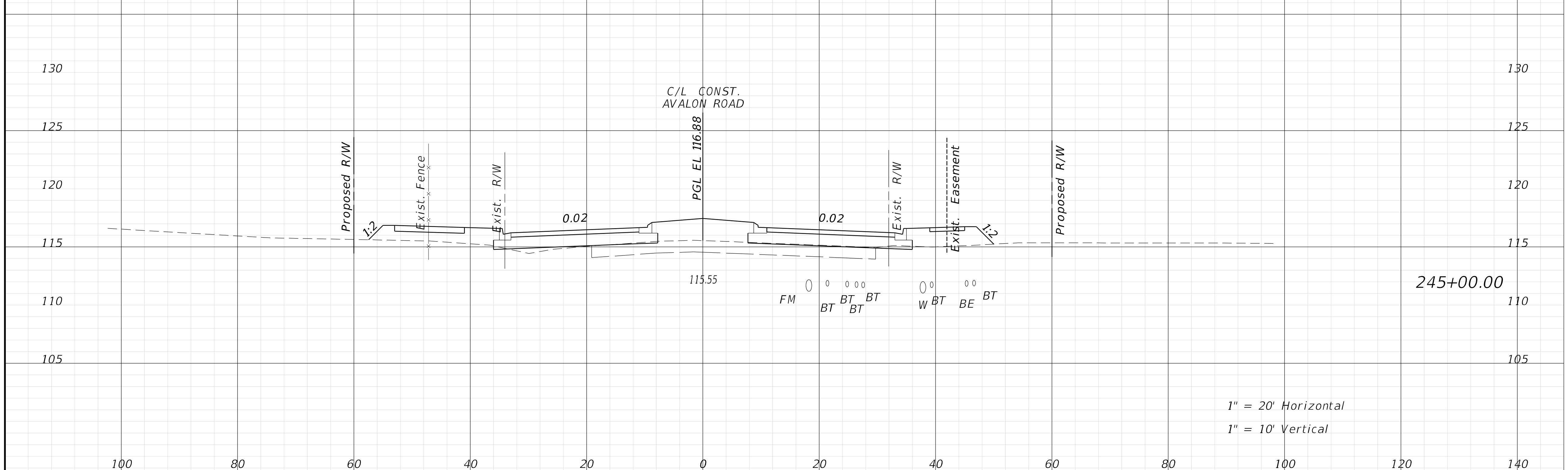

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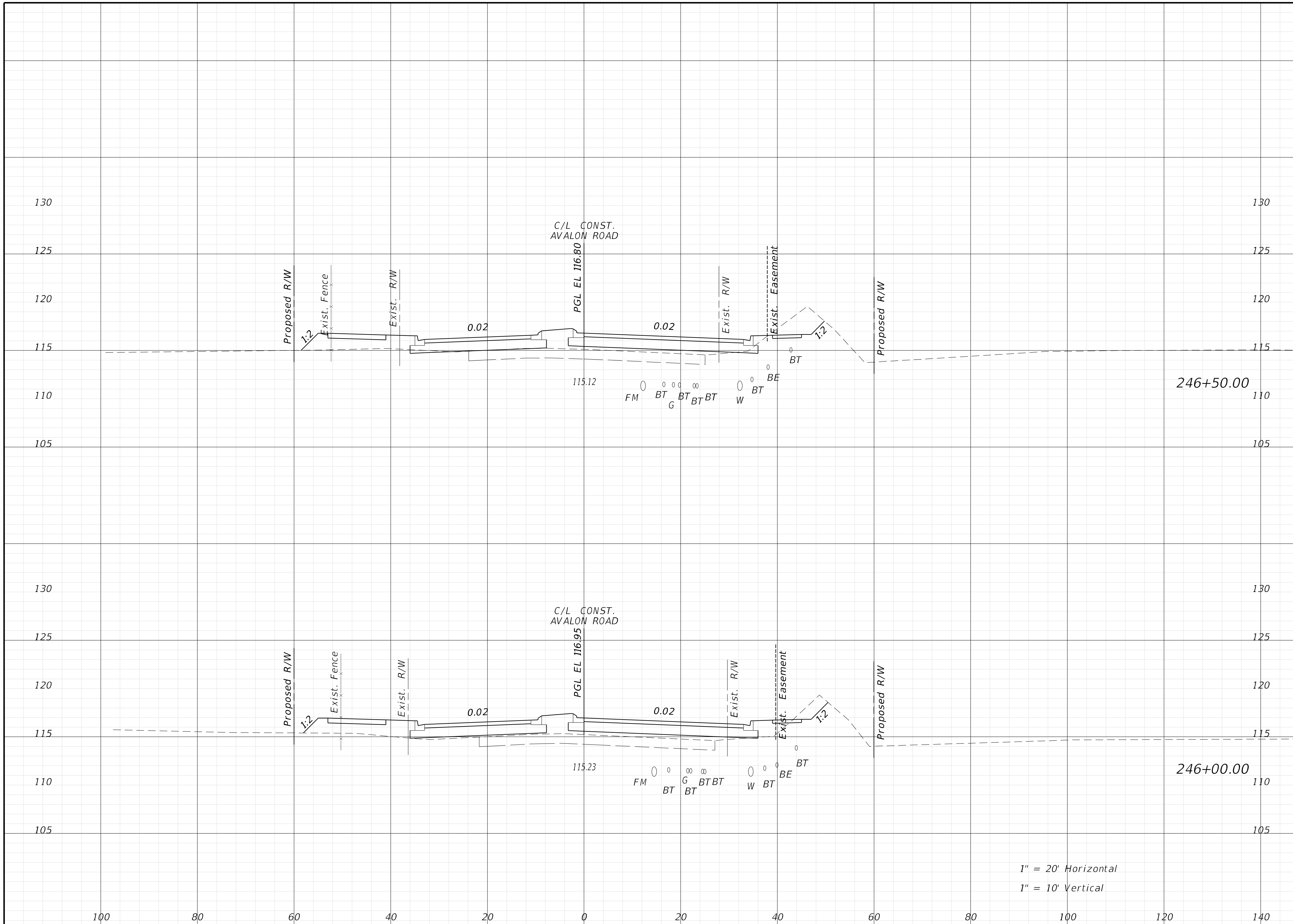
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 116



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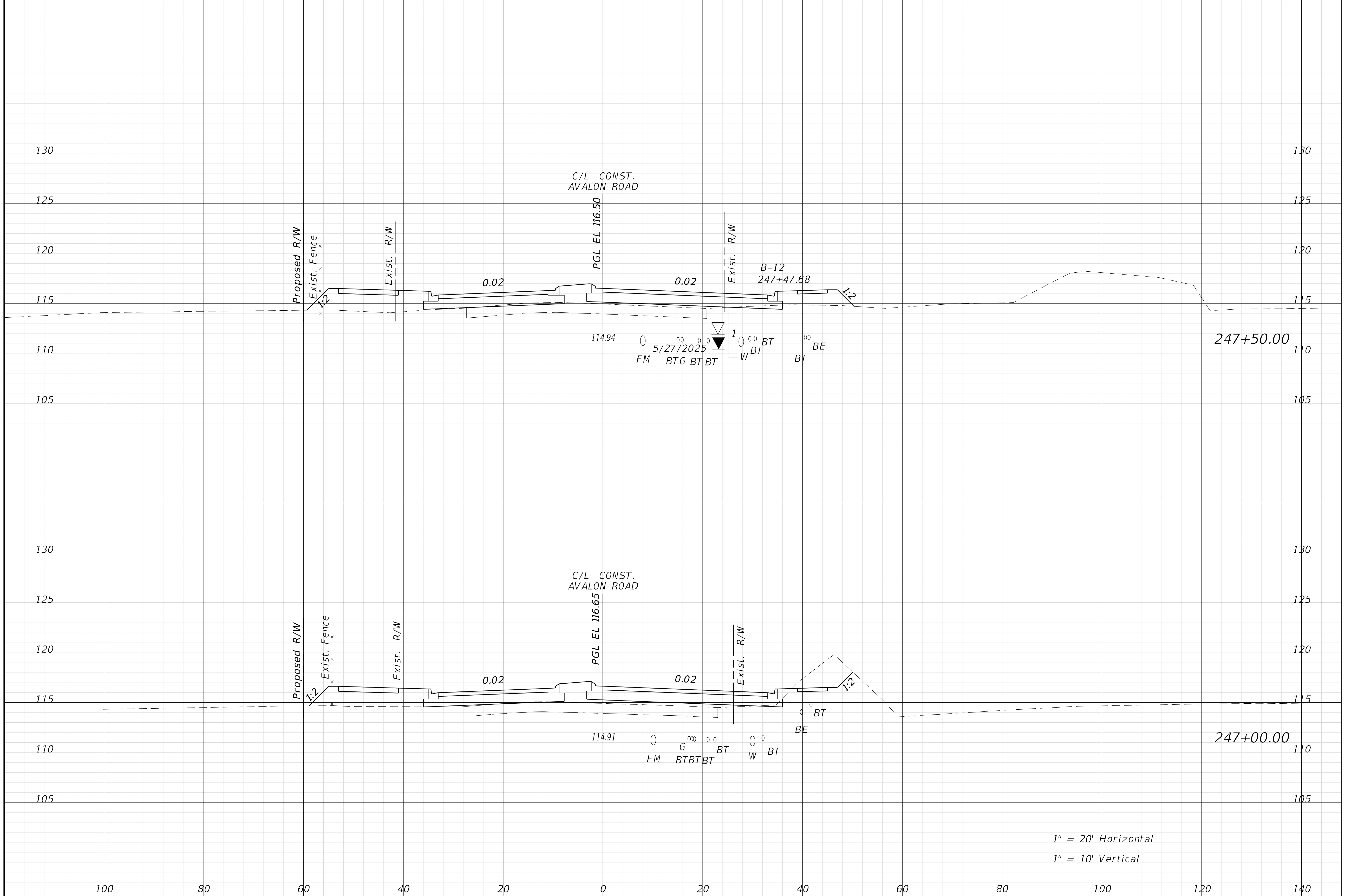
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
117



Regular Exc.		Embank.	
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DATE	DESCRIPTION	DATE	DESCRIPTION

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FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

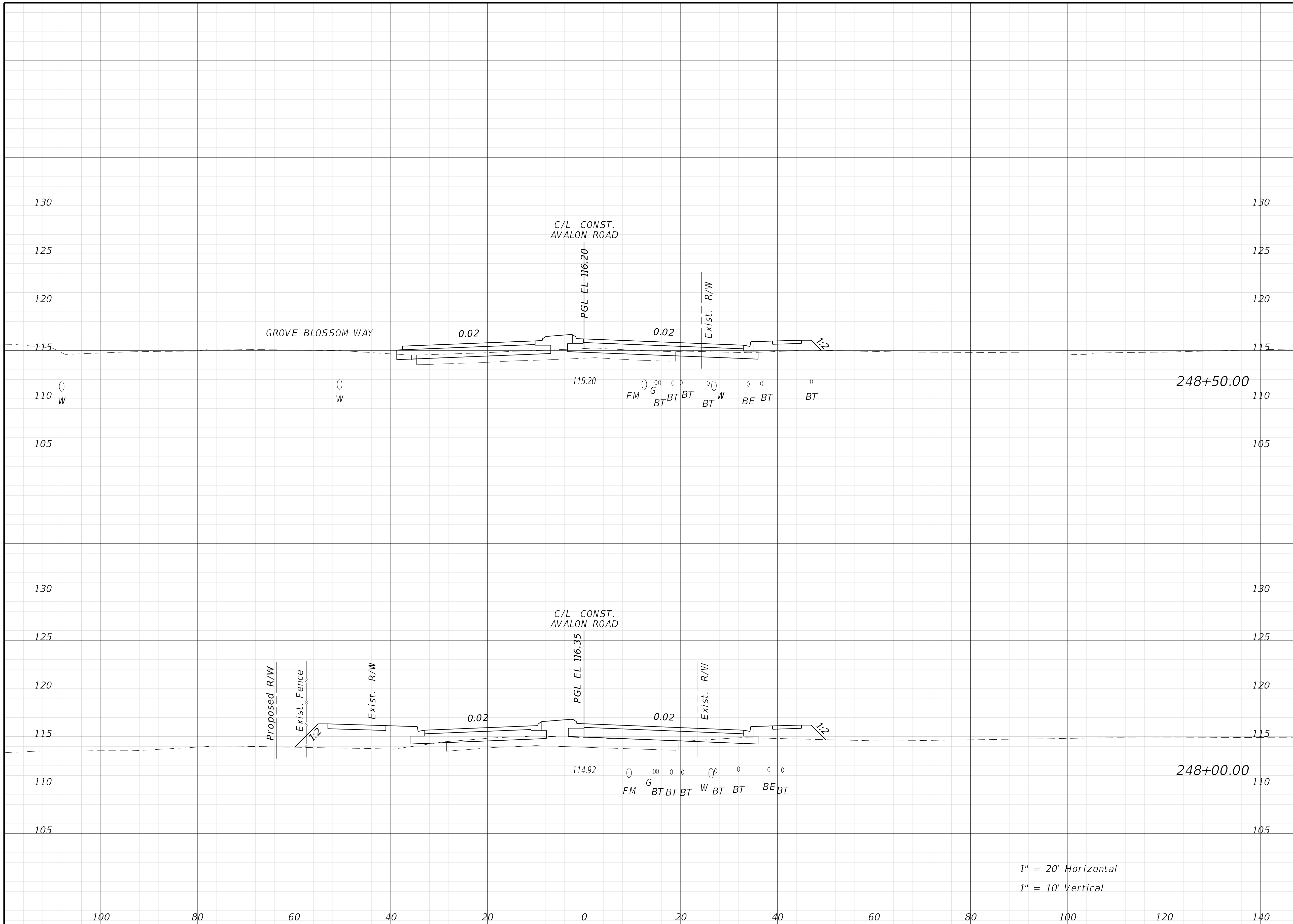
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
118

TomA 1/27/2026 2:19:50 PM N:\Projects\OCC24056_Avalon Road\1111111363\roadway\RDXSRD01.dgn



Regular Exc.		Embank.	
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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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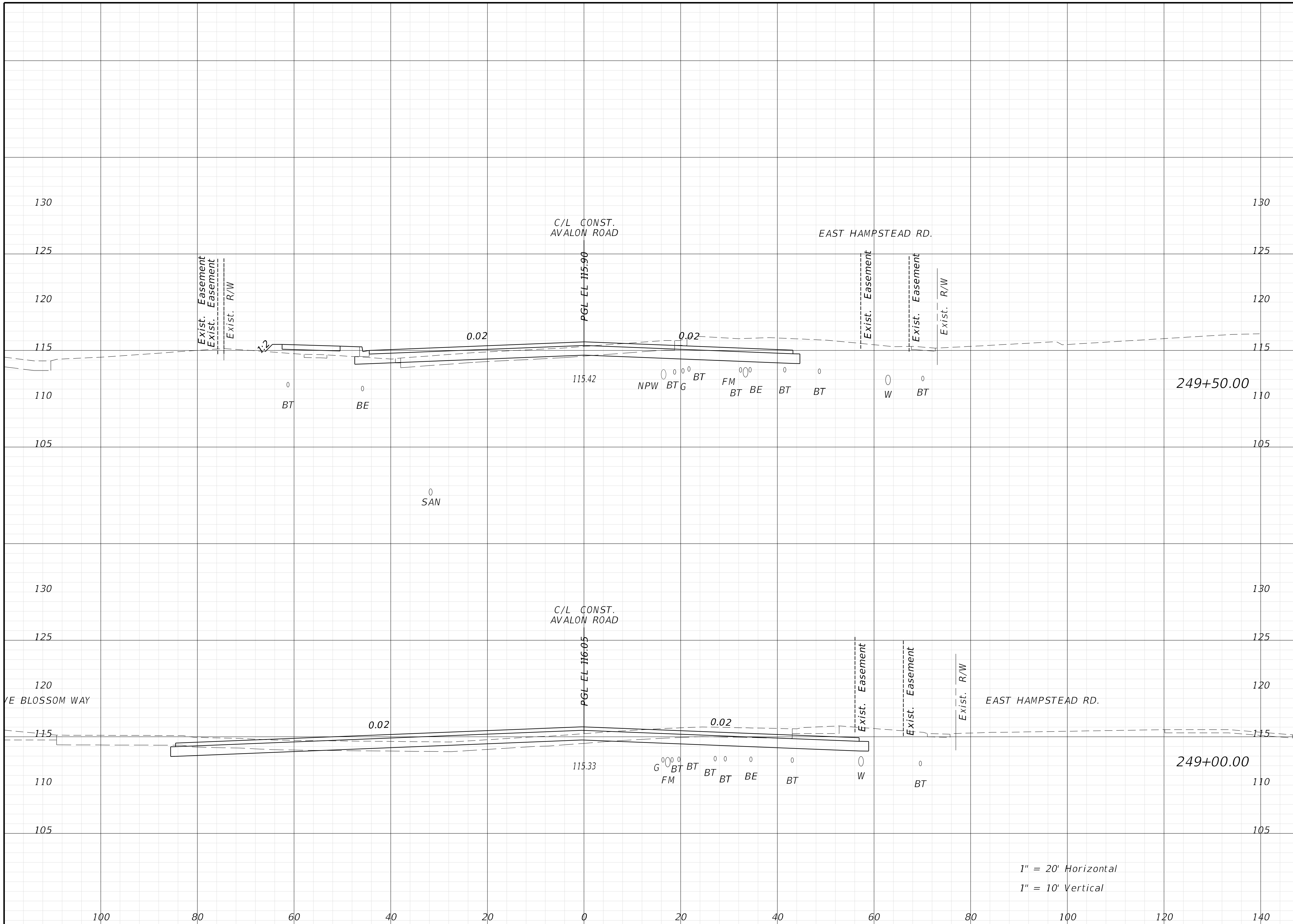
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 119



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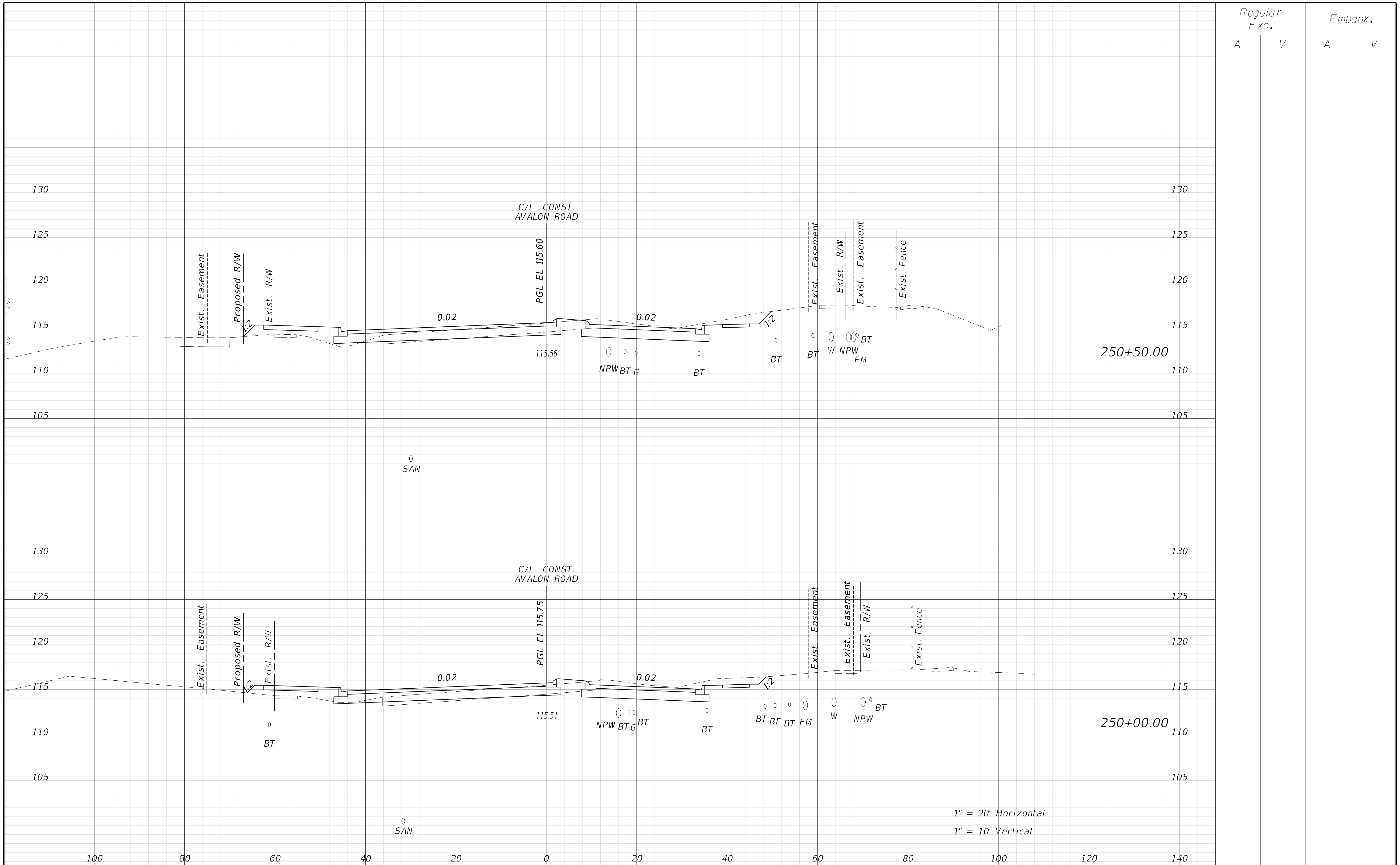
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS AVALON ROAD

SHEET NO. 120



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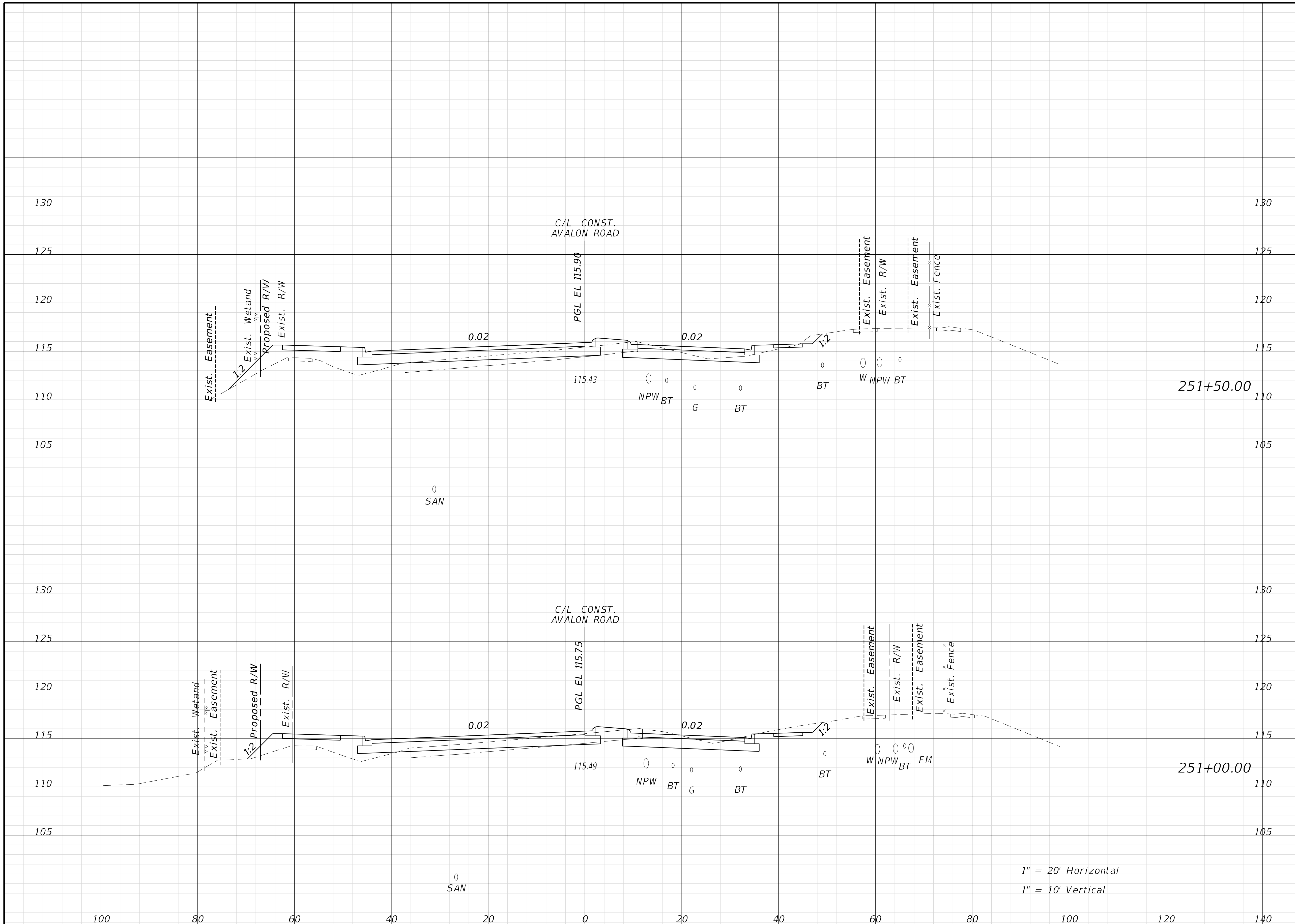
ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 121



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 122

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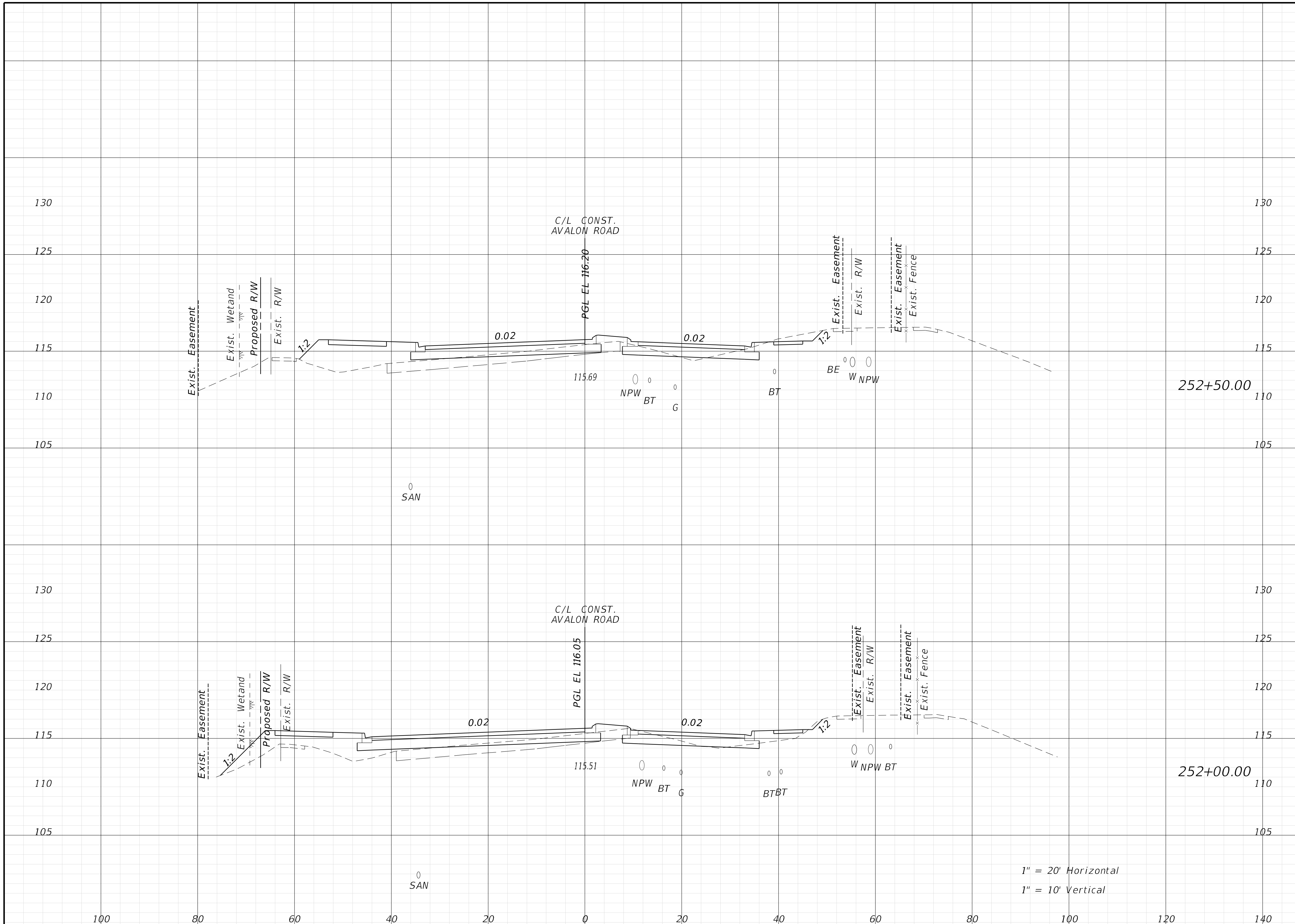

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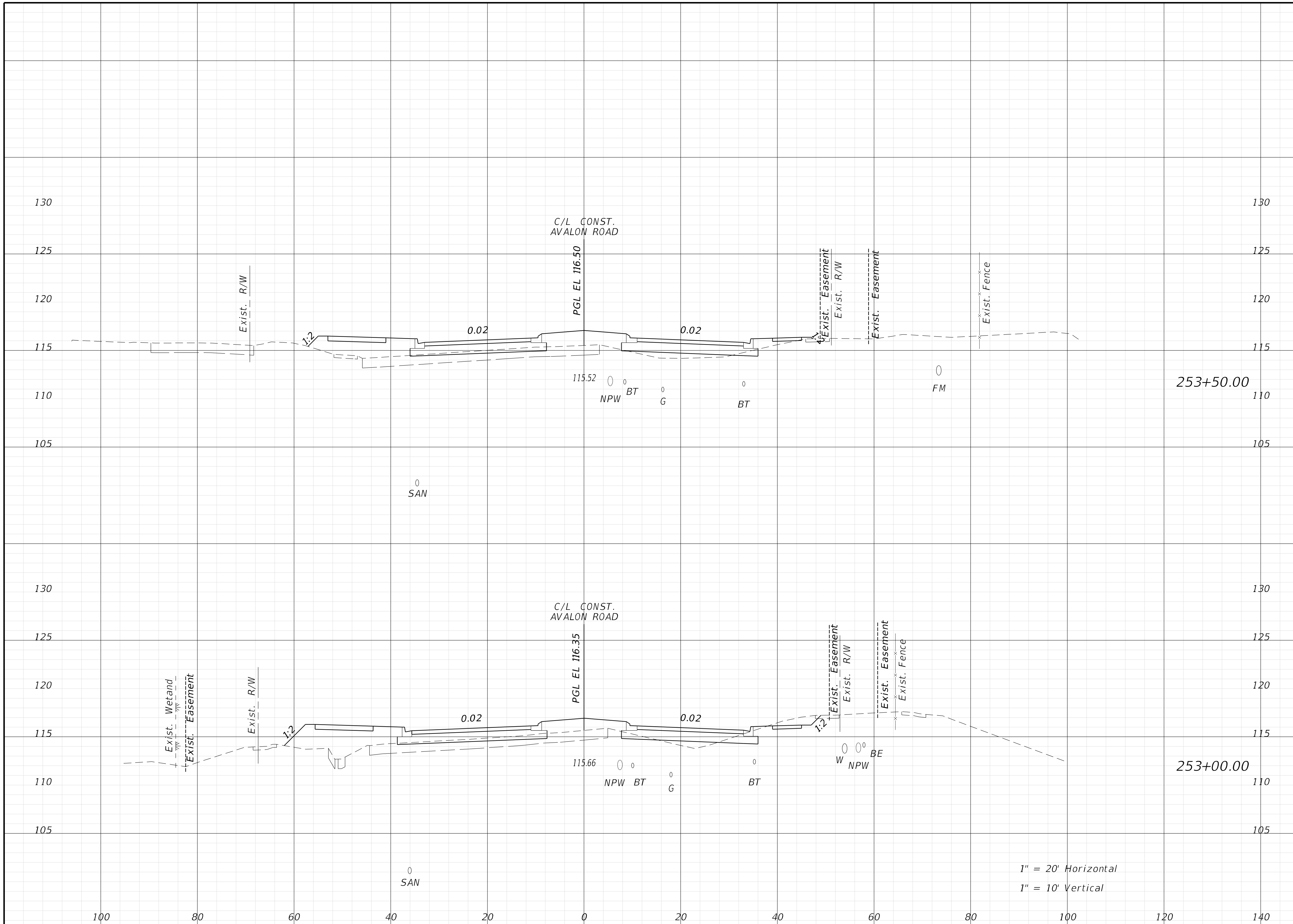
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
123



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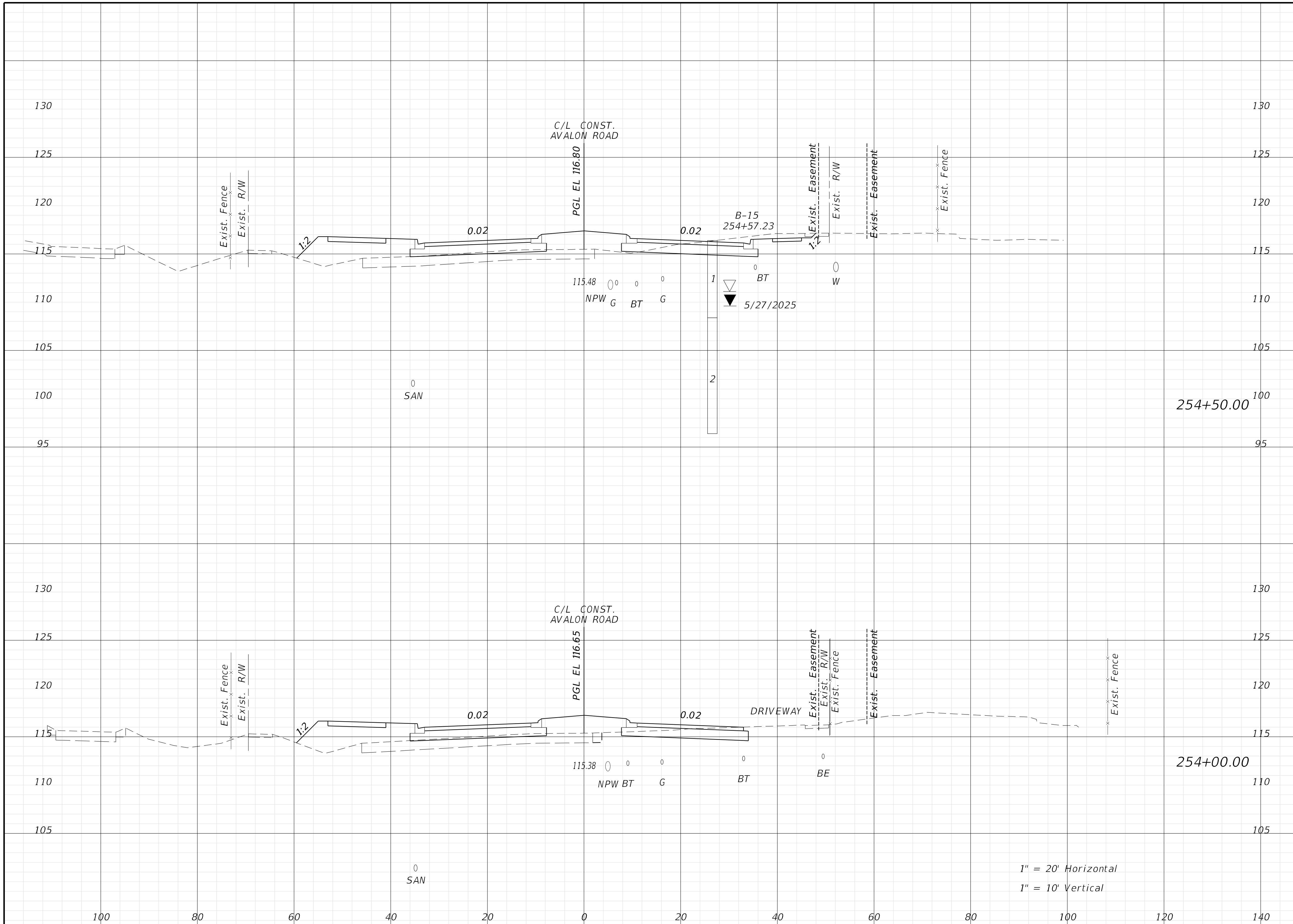
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 124



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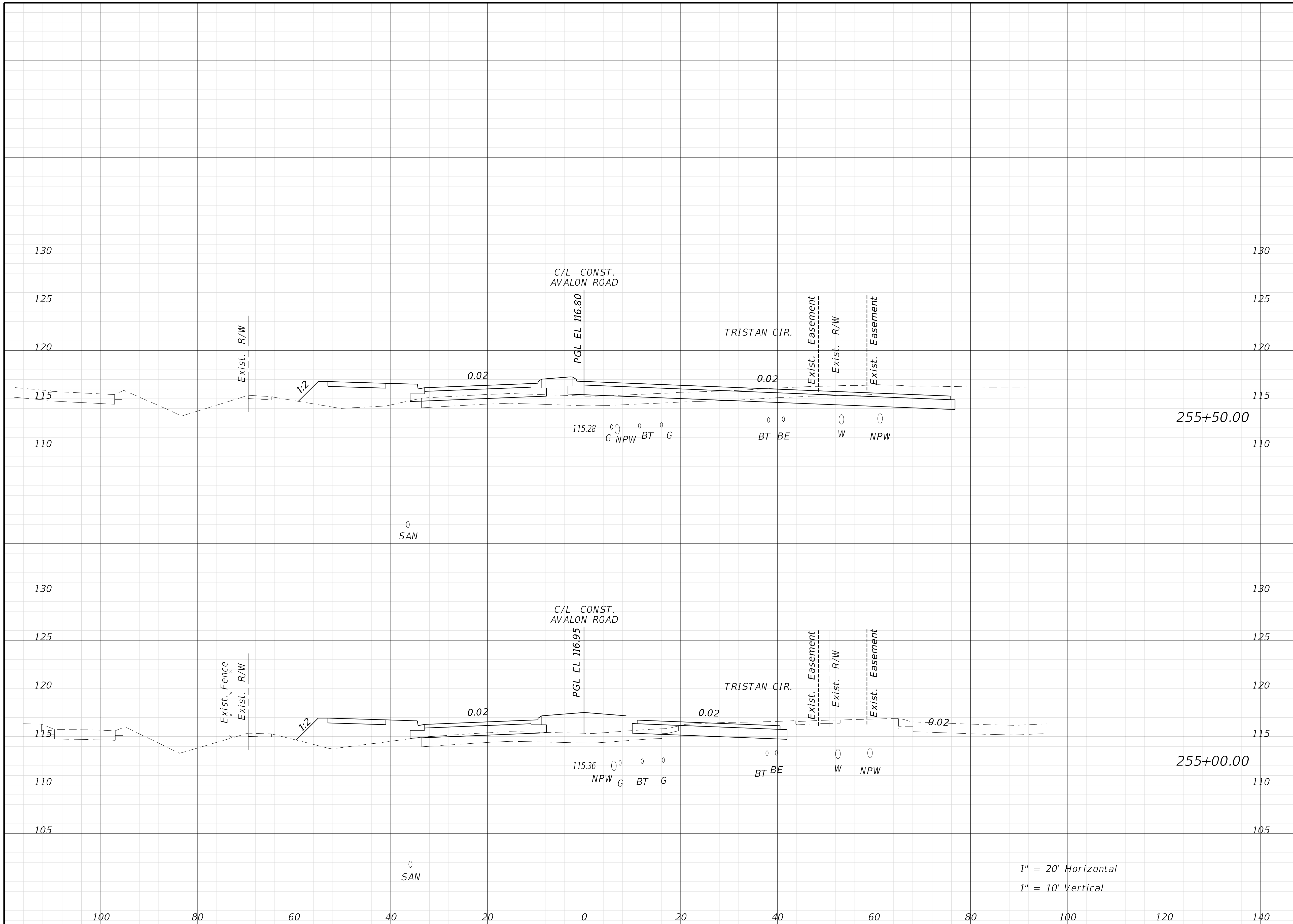
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
125



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 126

Regular Exc.		Embank.	
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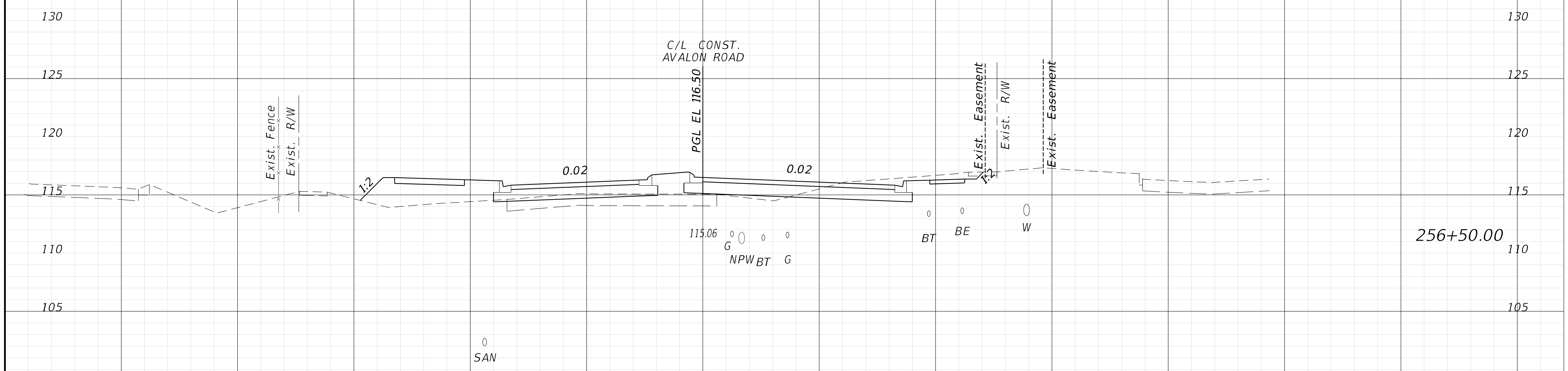

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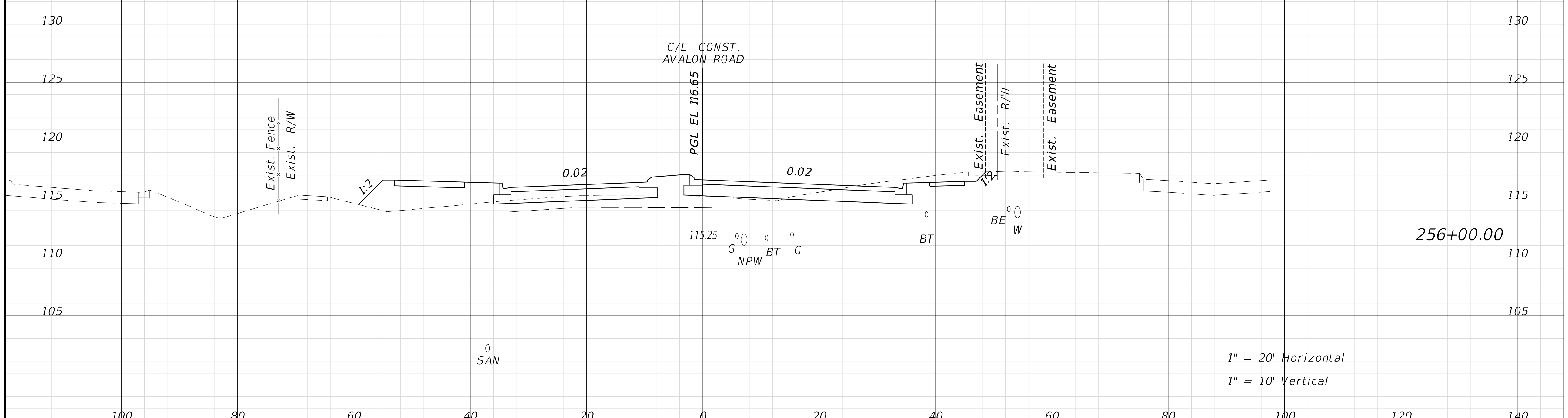

256+00.00

1" = 20' Horizontal

1" = 10' Vertical

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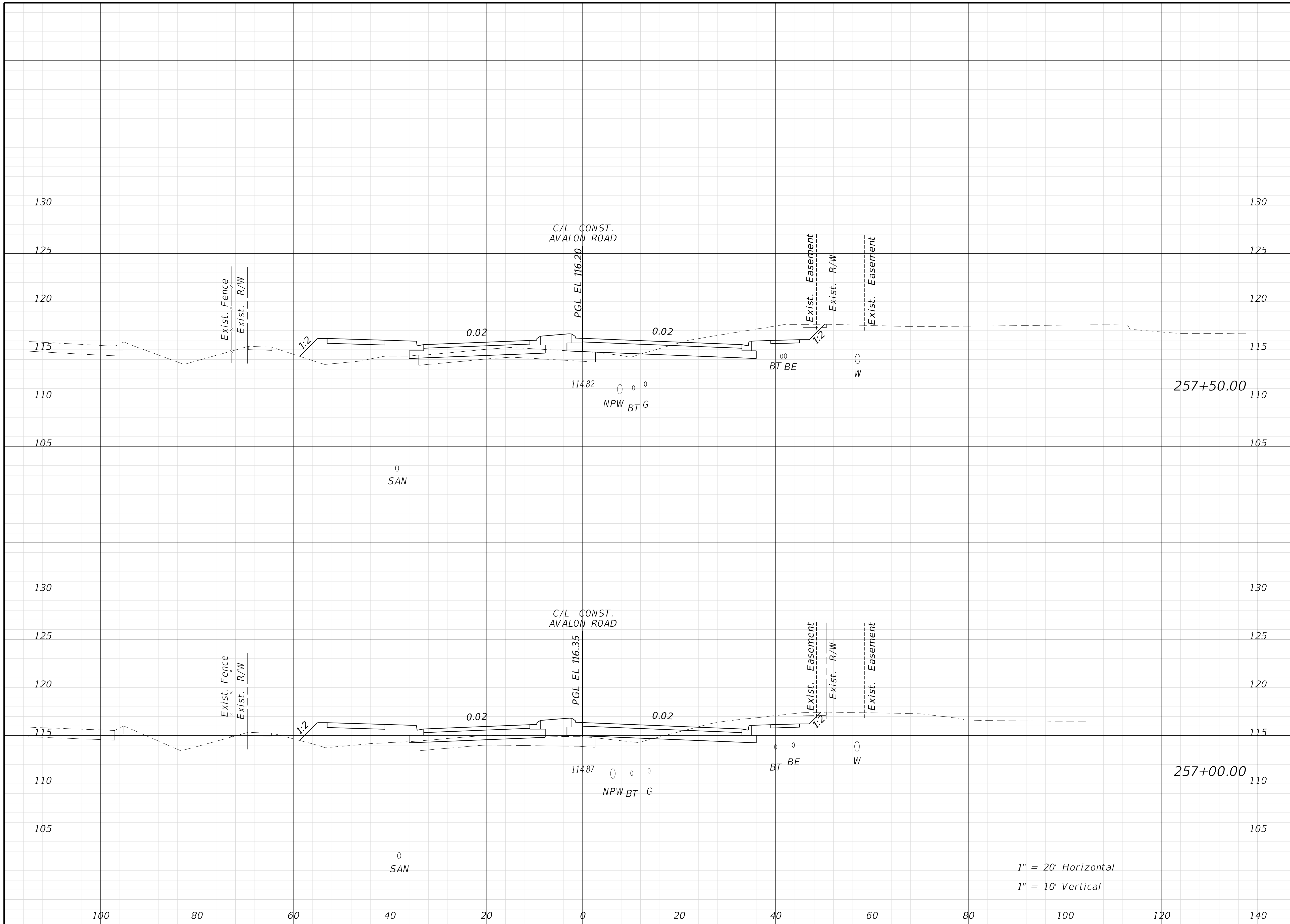
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 127



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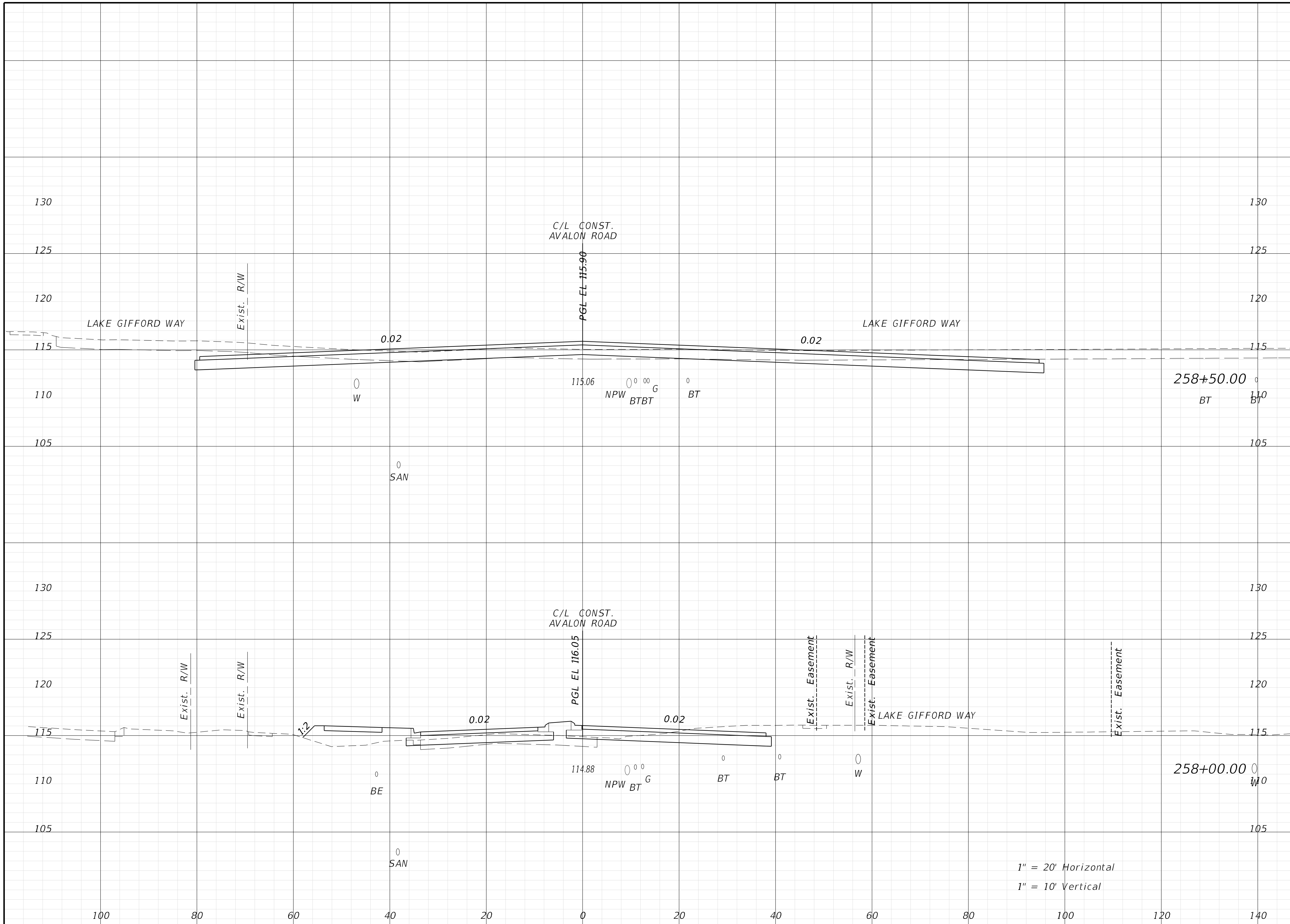
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
128



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
129

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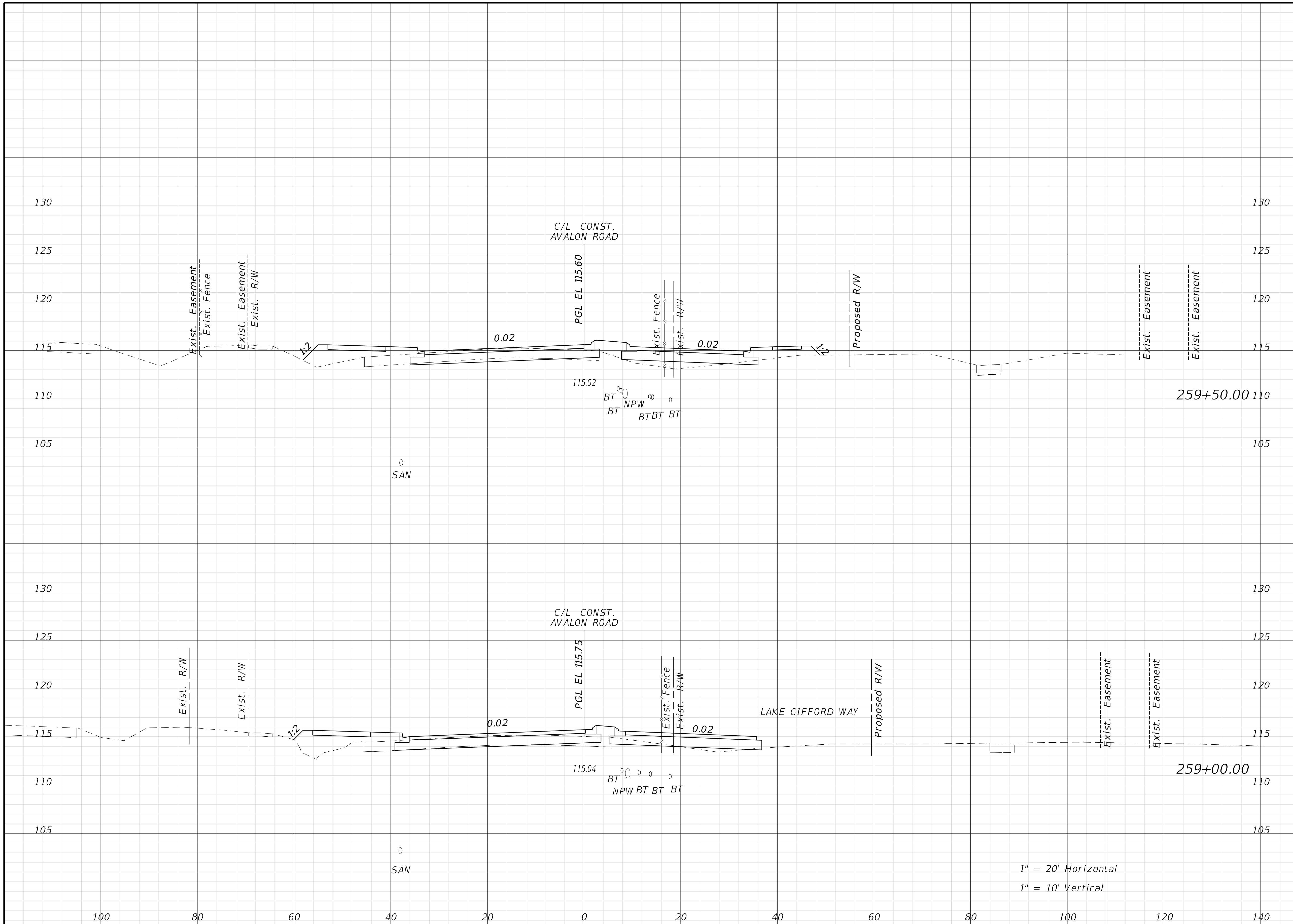

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TEL. 407-992-9160

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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 130

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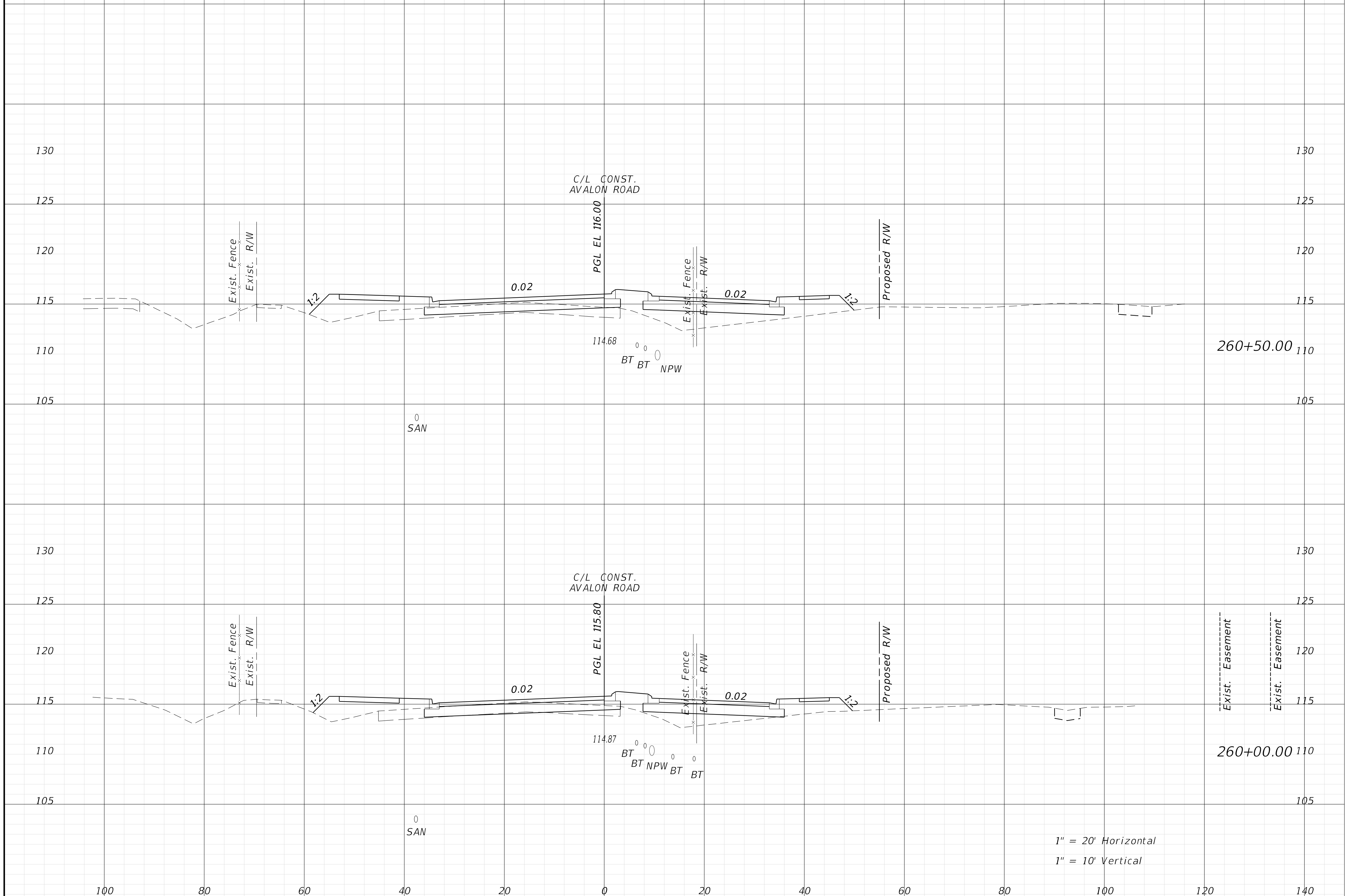

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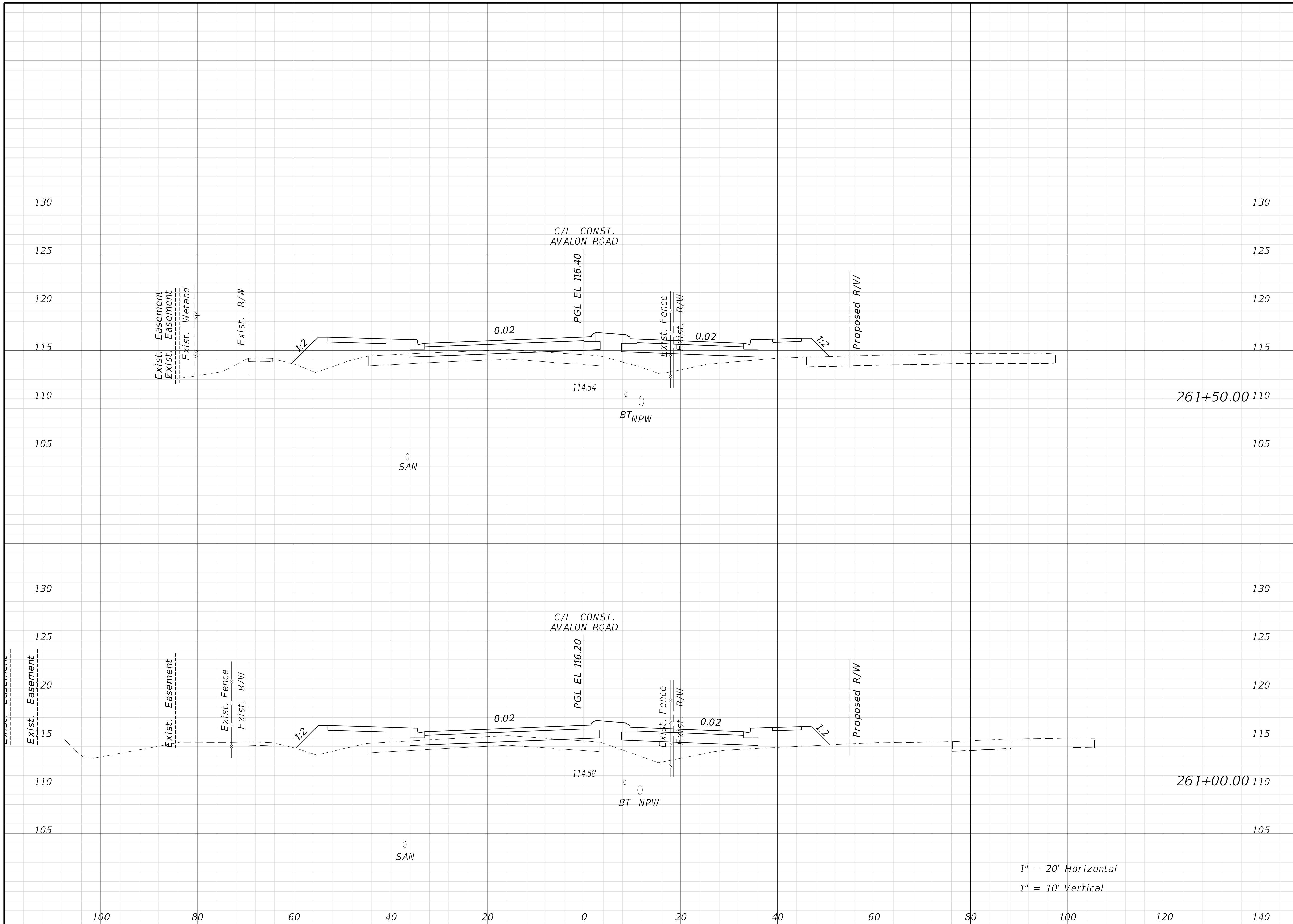
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 131



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 132

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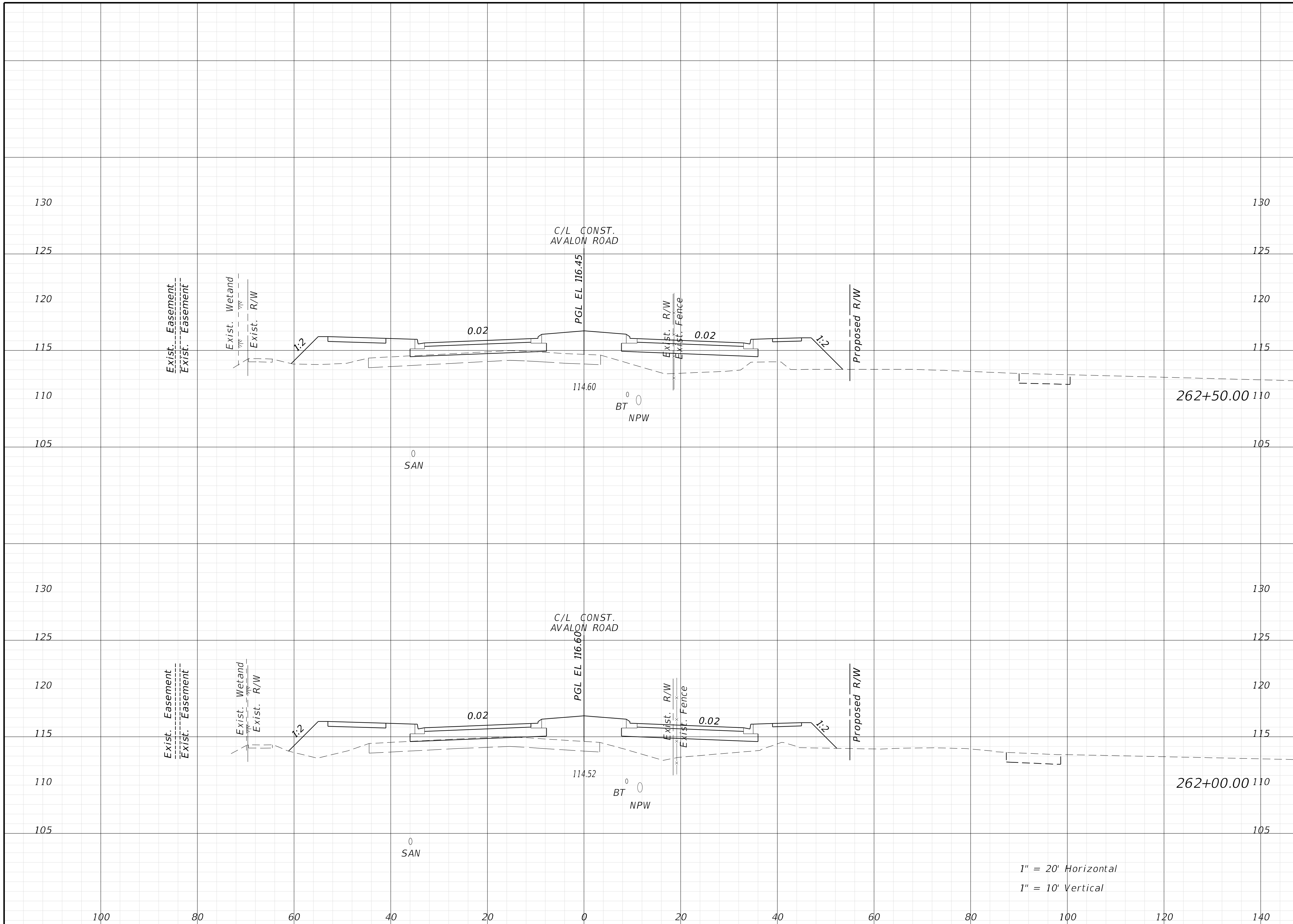

Regular Exc.		Embank.	
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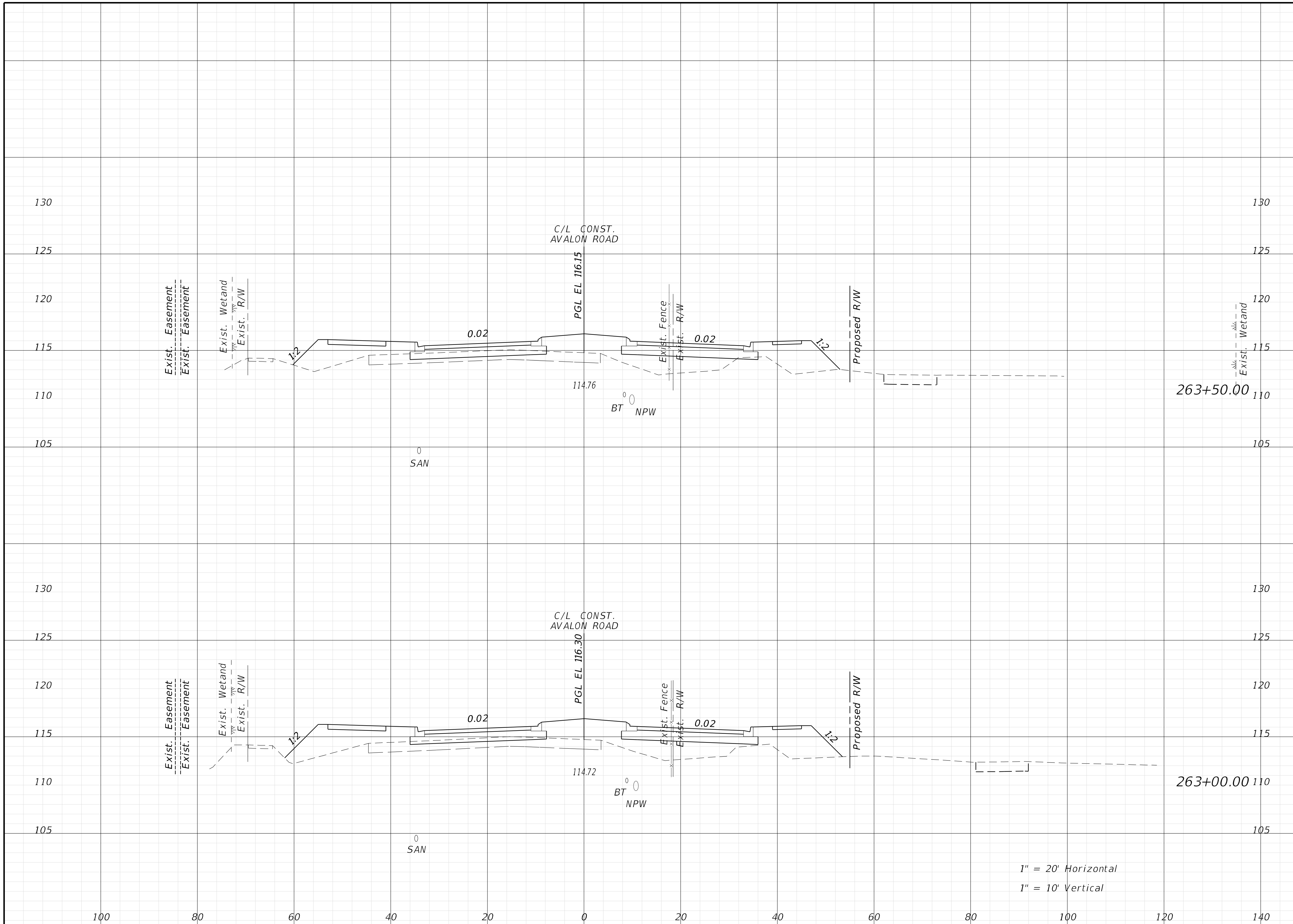
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 133



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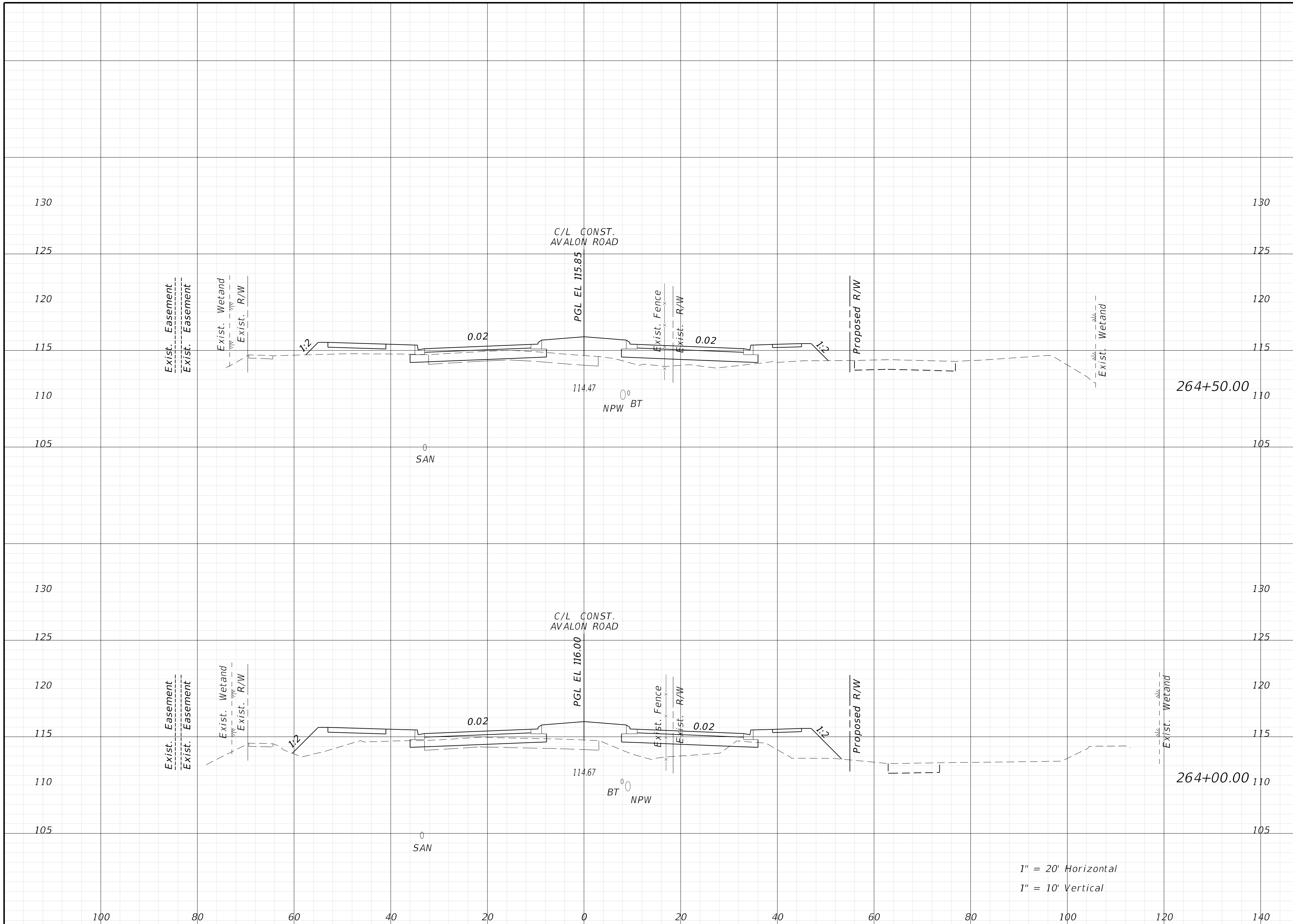
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 134



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
135

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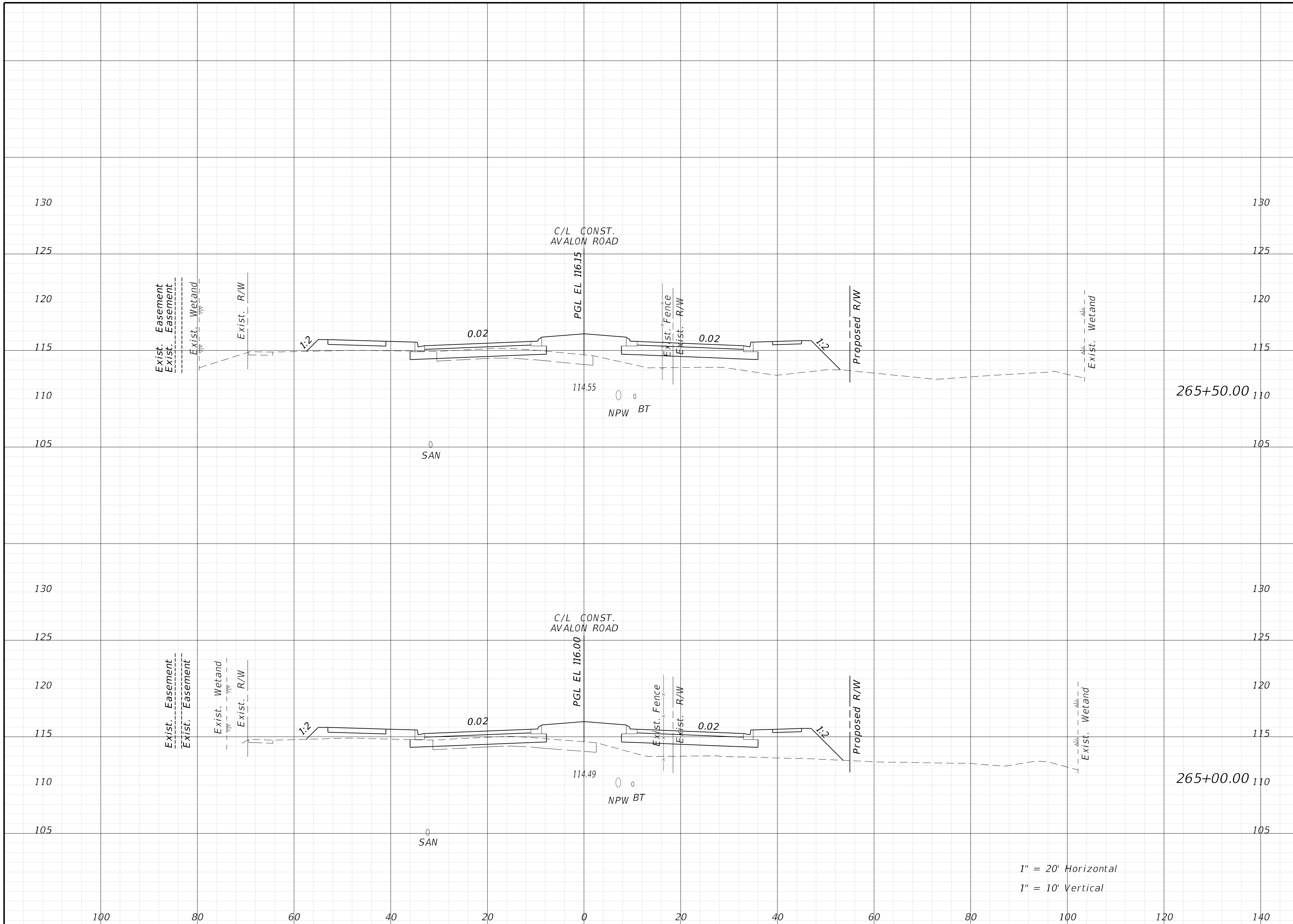

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
136

Regular Exc.		Embank.	
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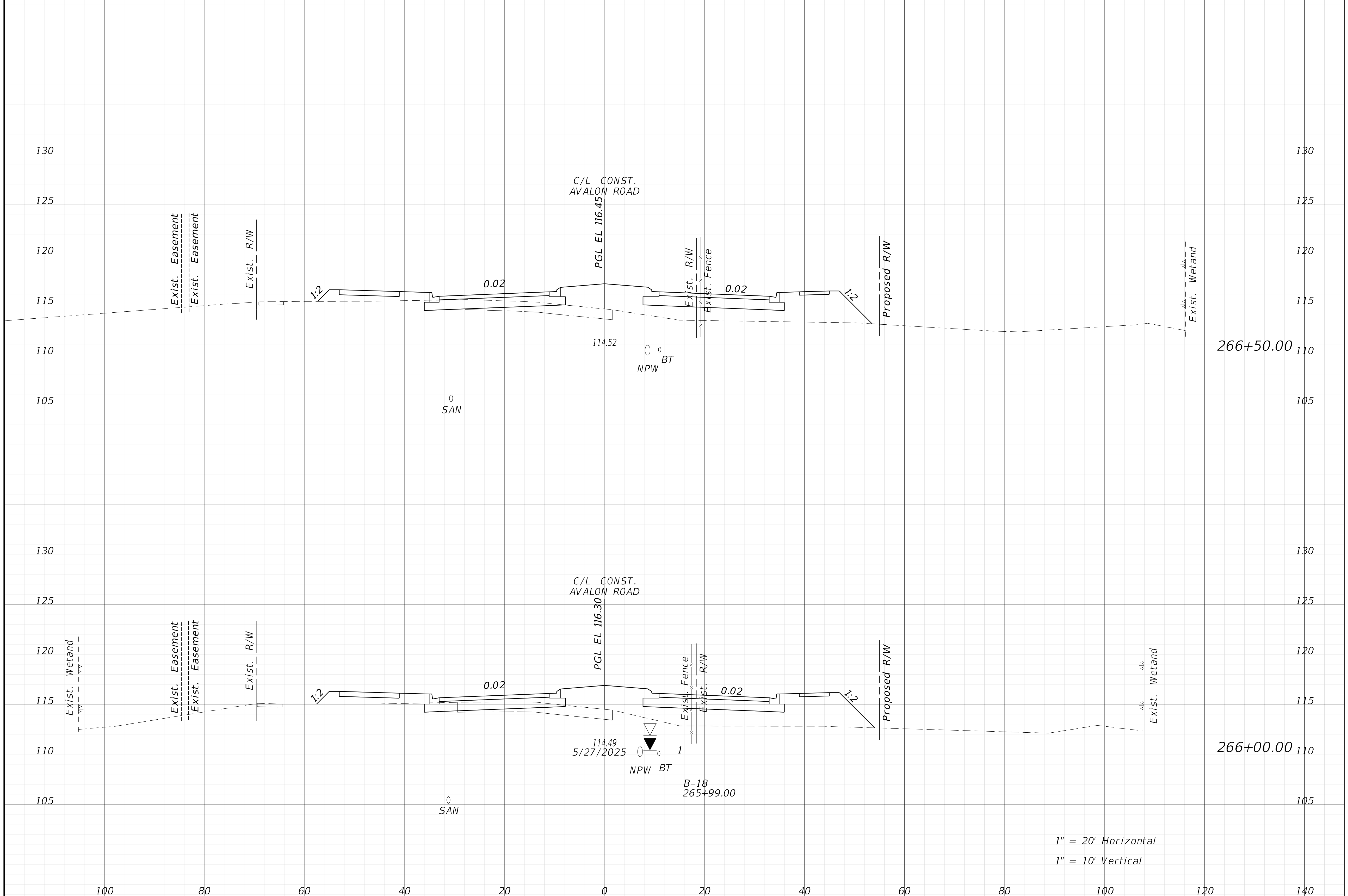

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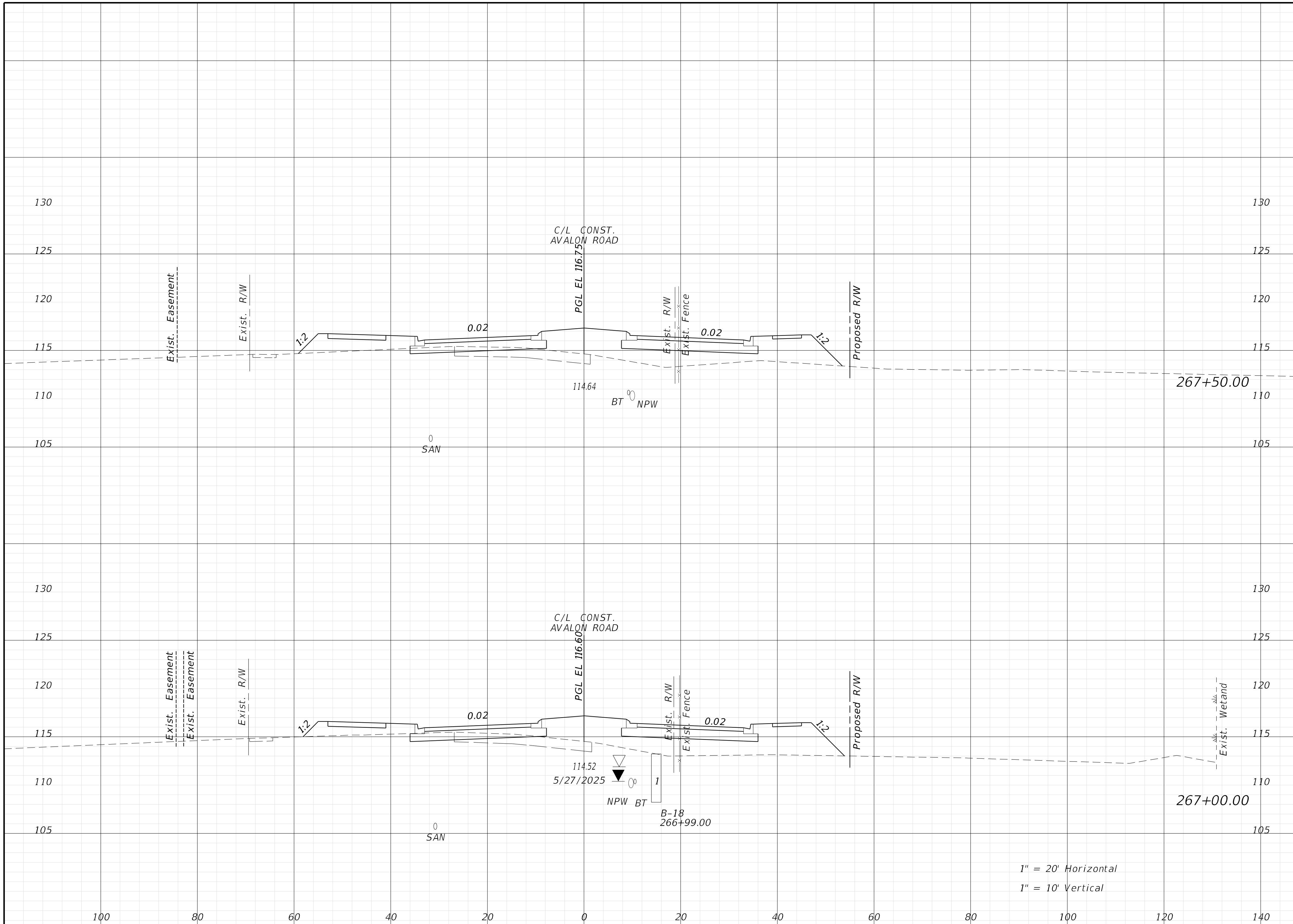
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 137



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ROAD: AVALON ROAD

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ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 138

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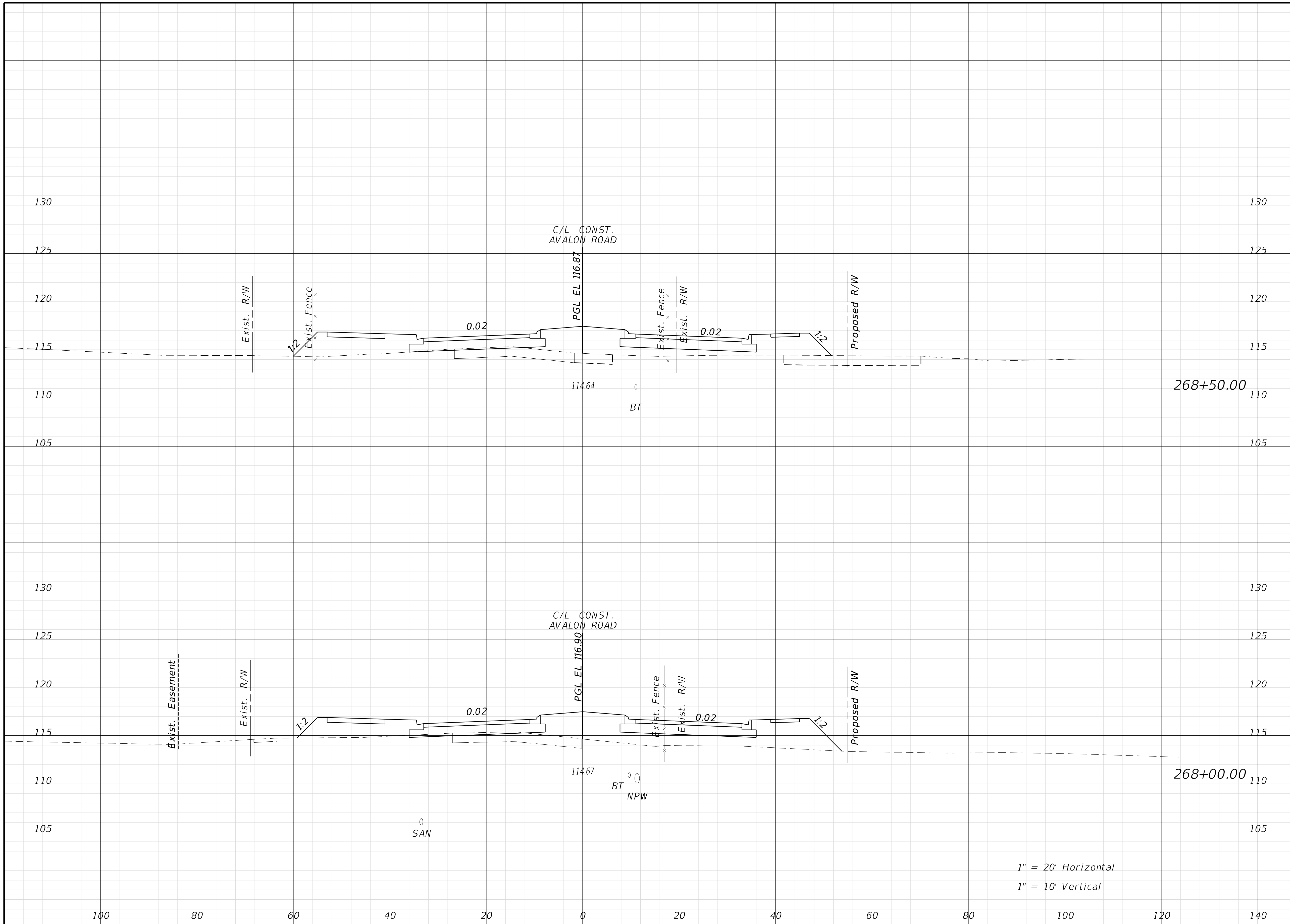

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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 139

Regular Exc.		Embank.	
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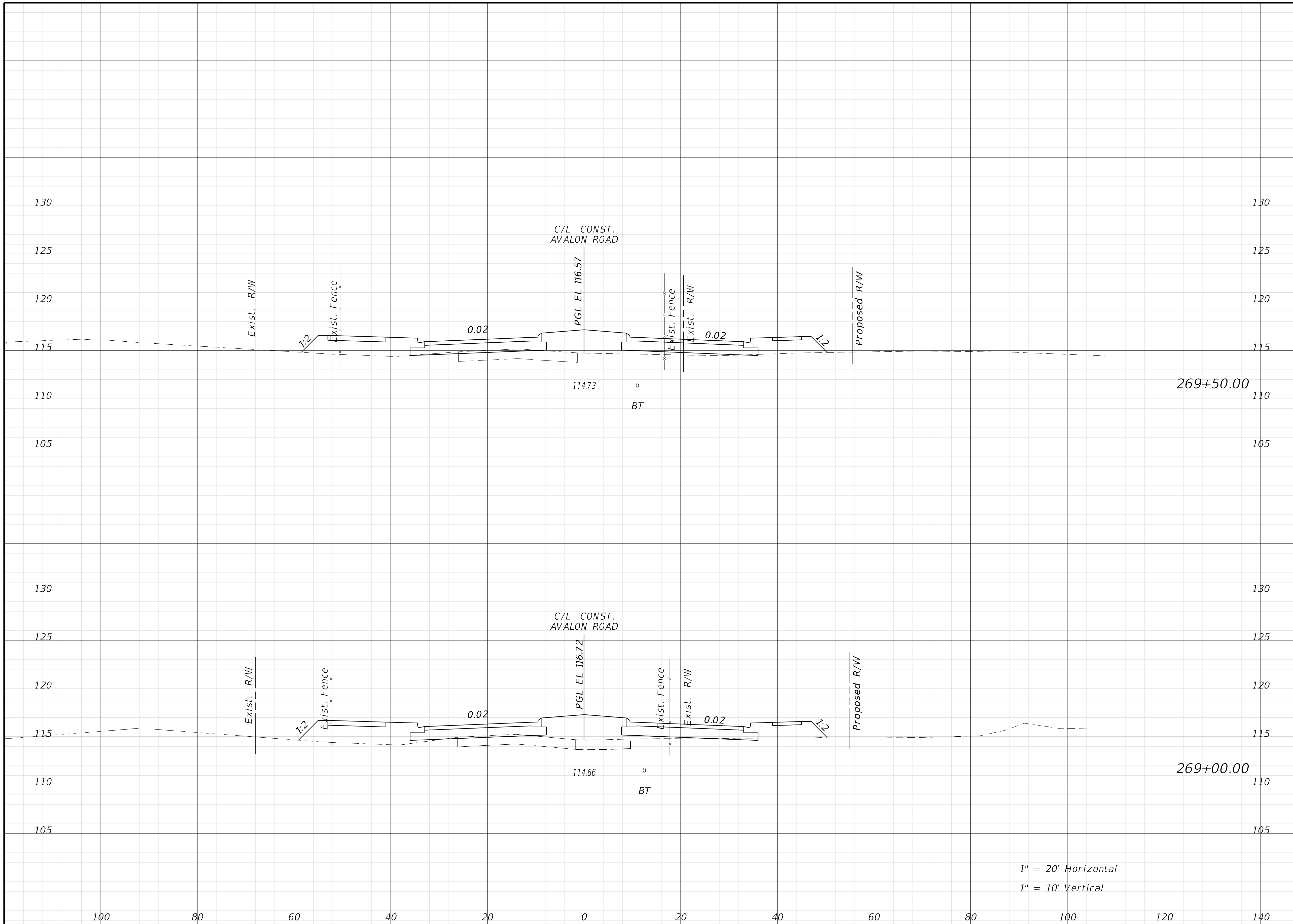

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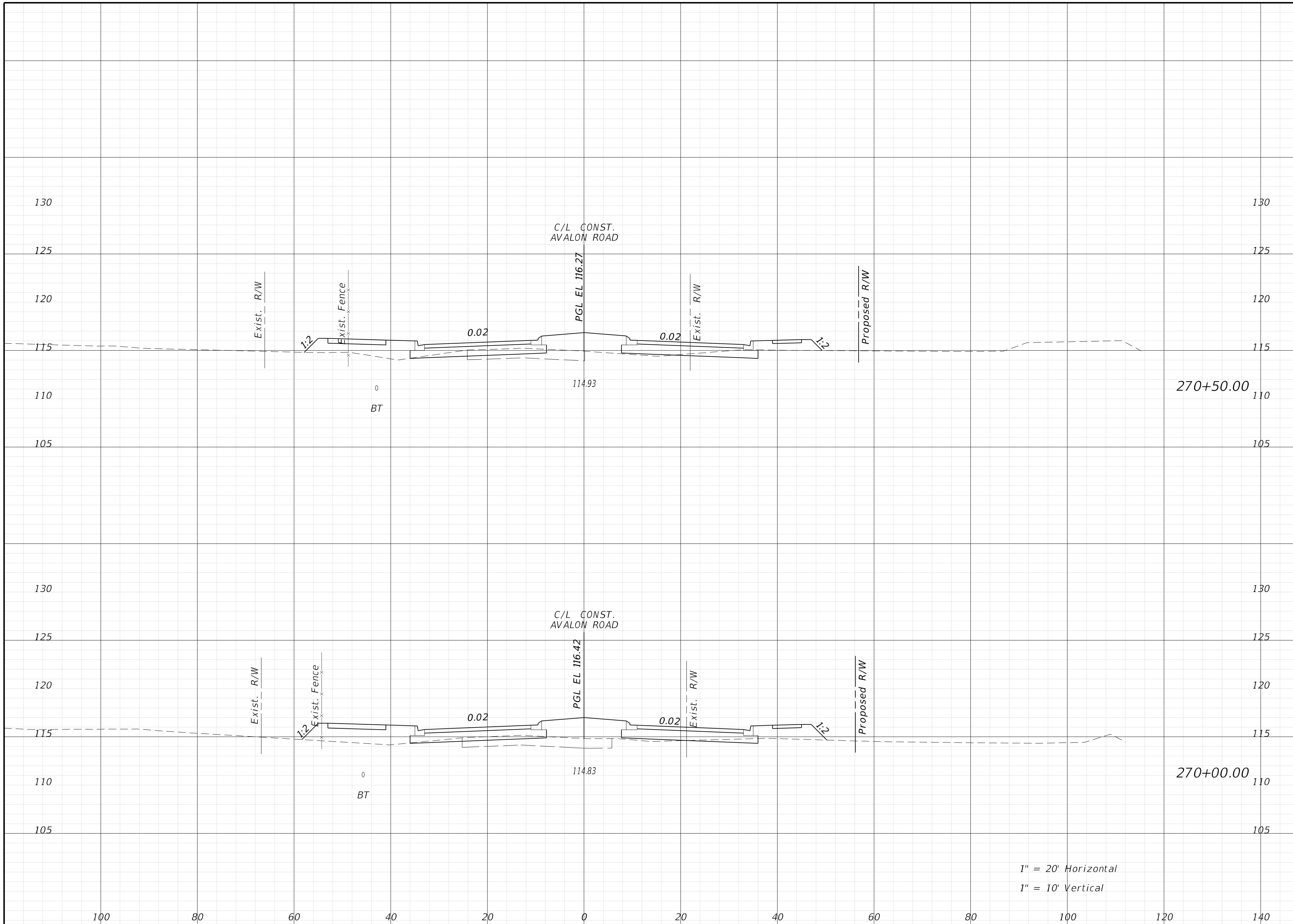
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
140



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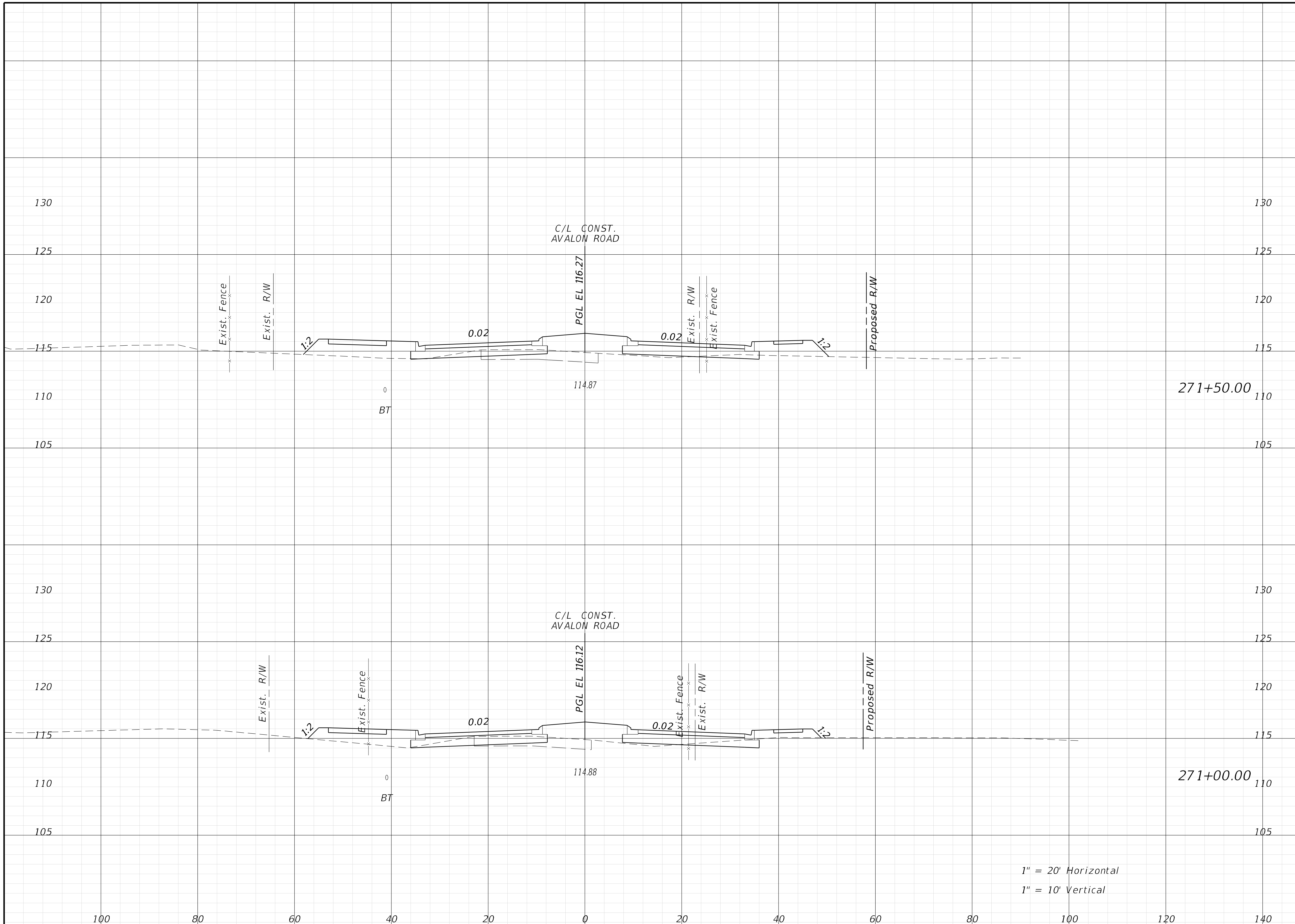
ROAD	
AVALON ROAD	
PROJECT NO.	
OCC-24056	

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 141



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ENGINEER OF RECORD:

FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.

142

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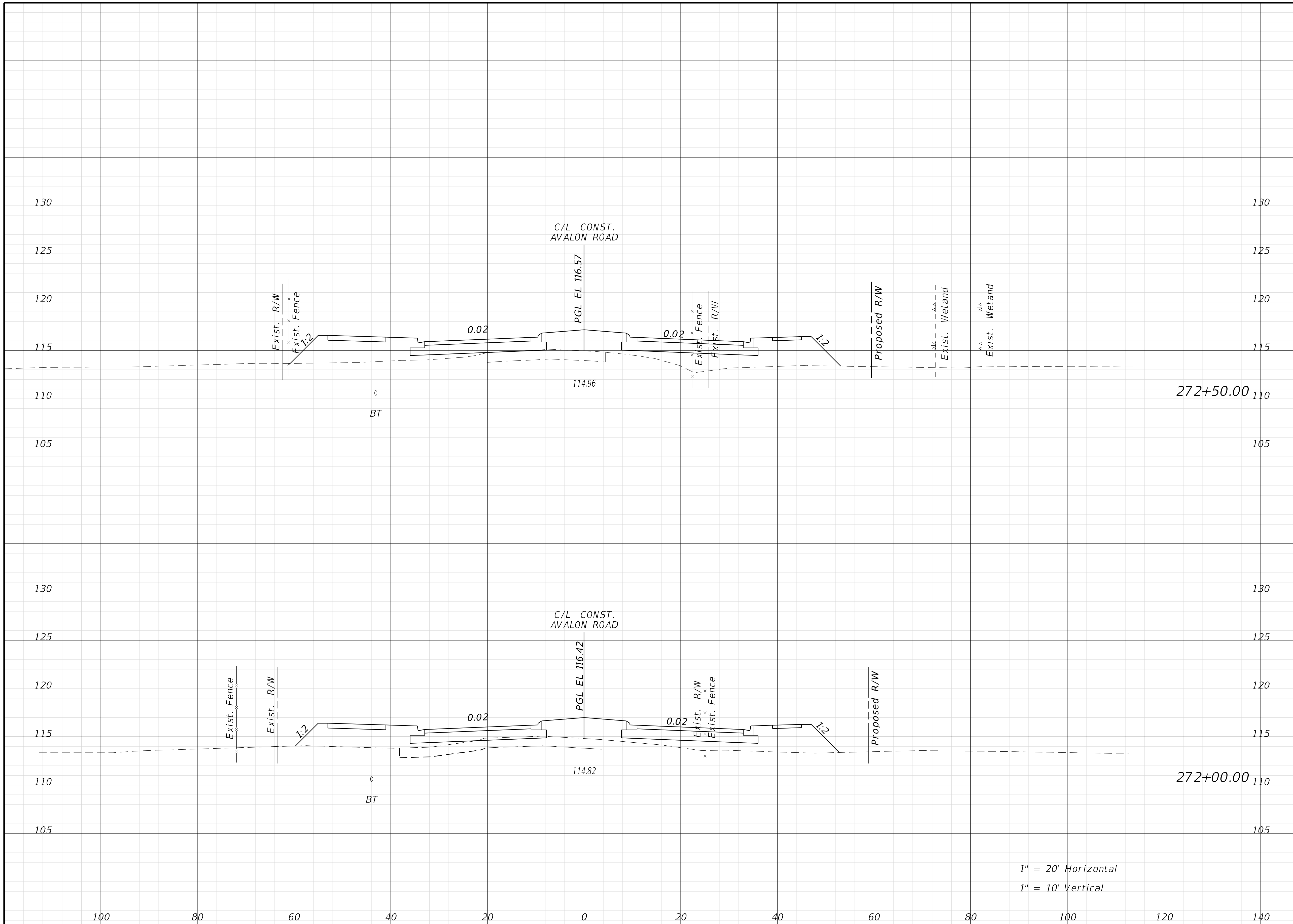

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
143

Regular Exc.		Embank.	
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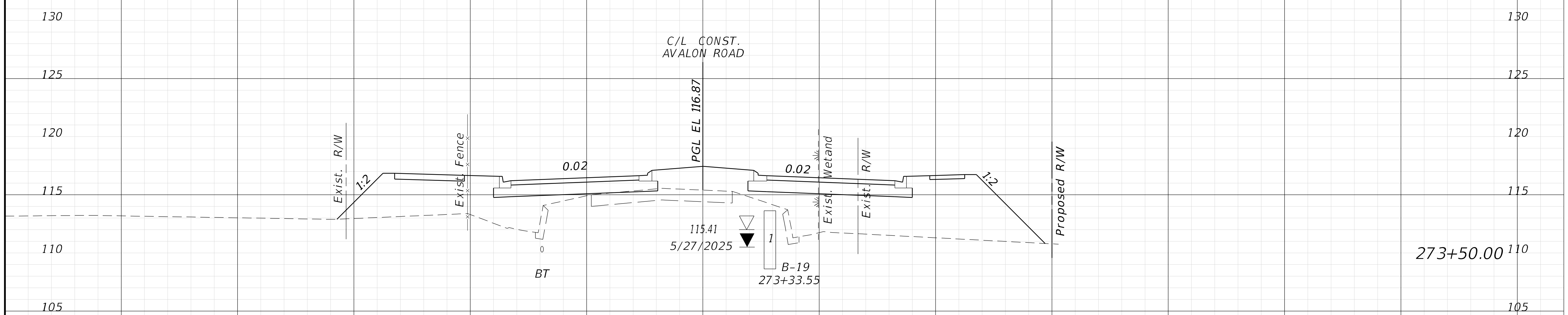

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ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 144

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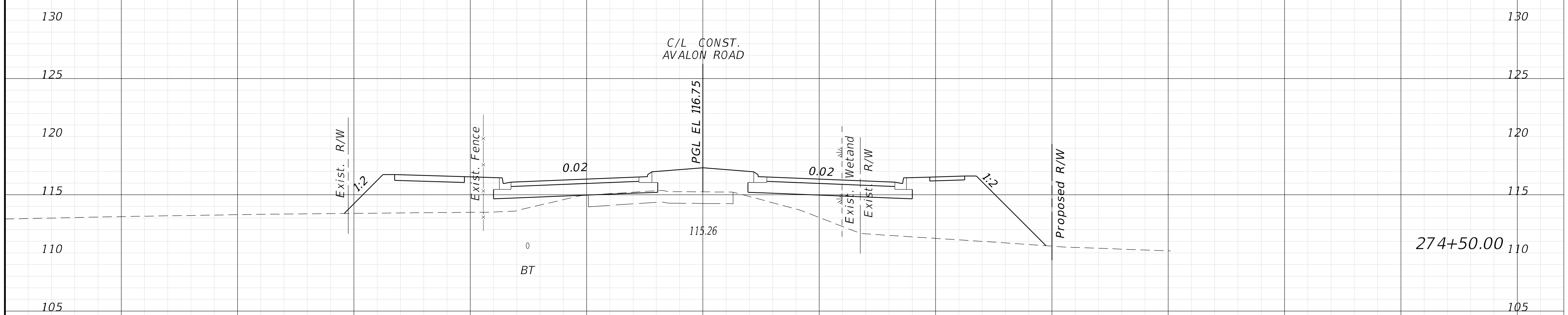

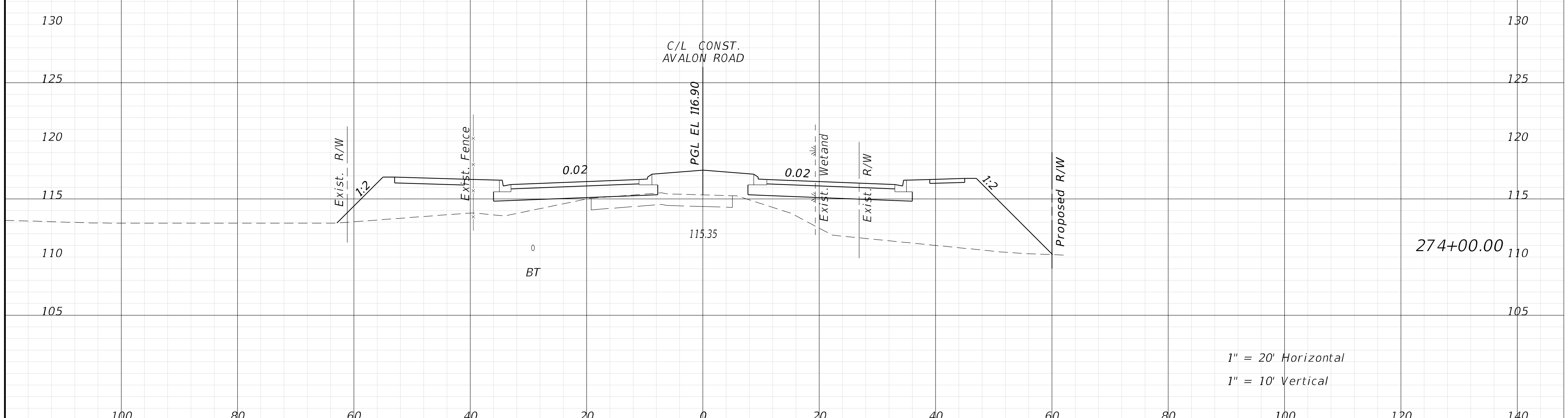

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1" = 10' Vertical

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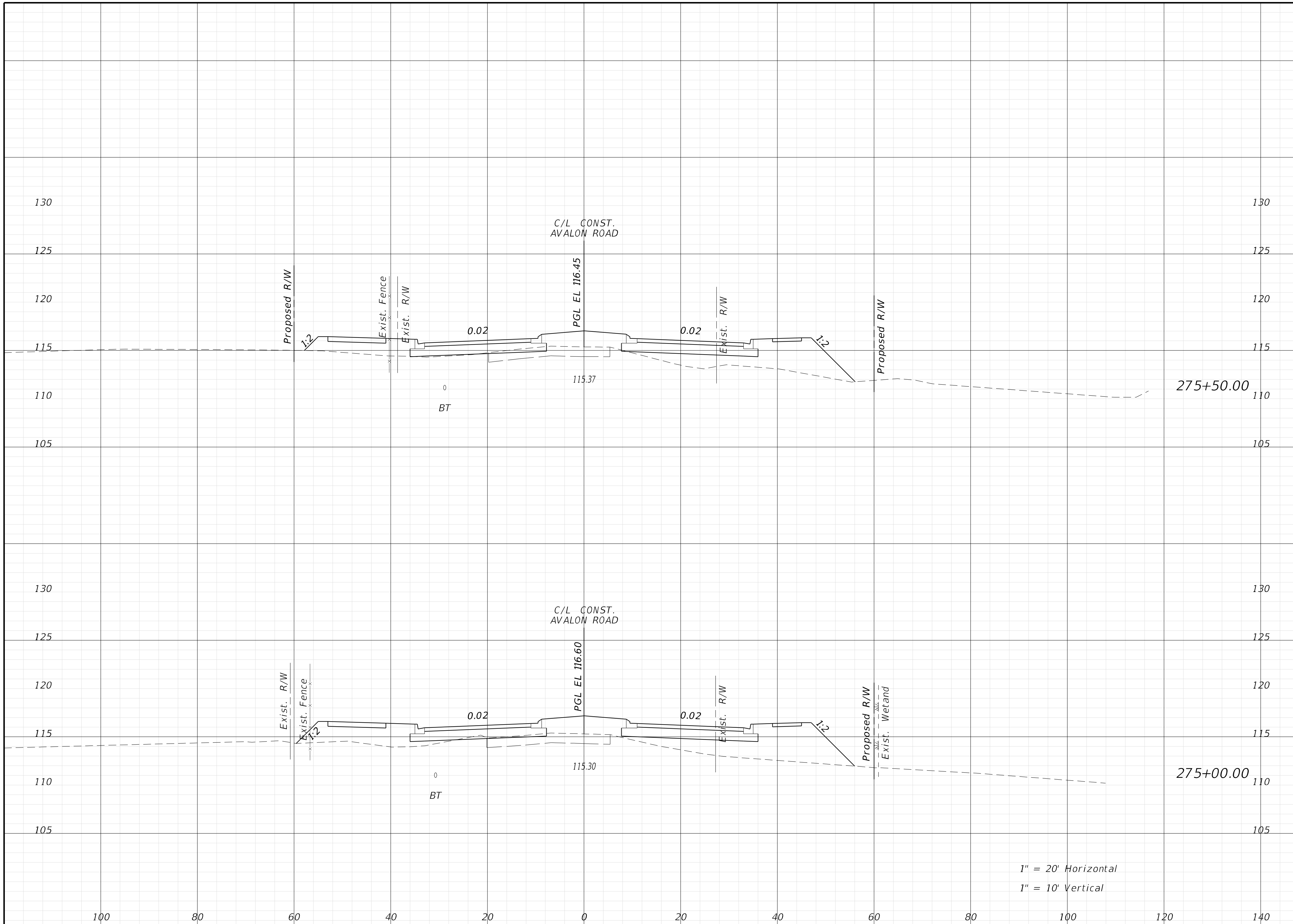
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 145



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PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
146

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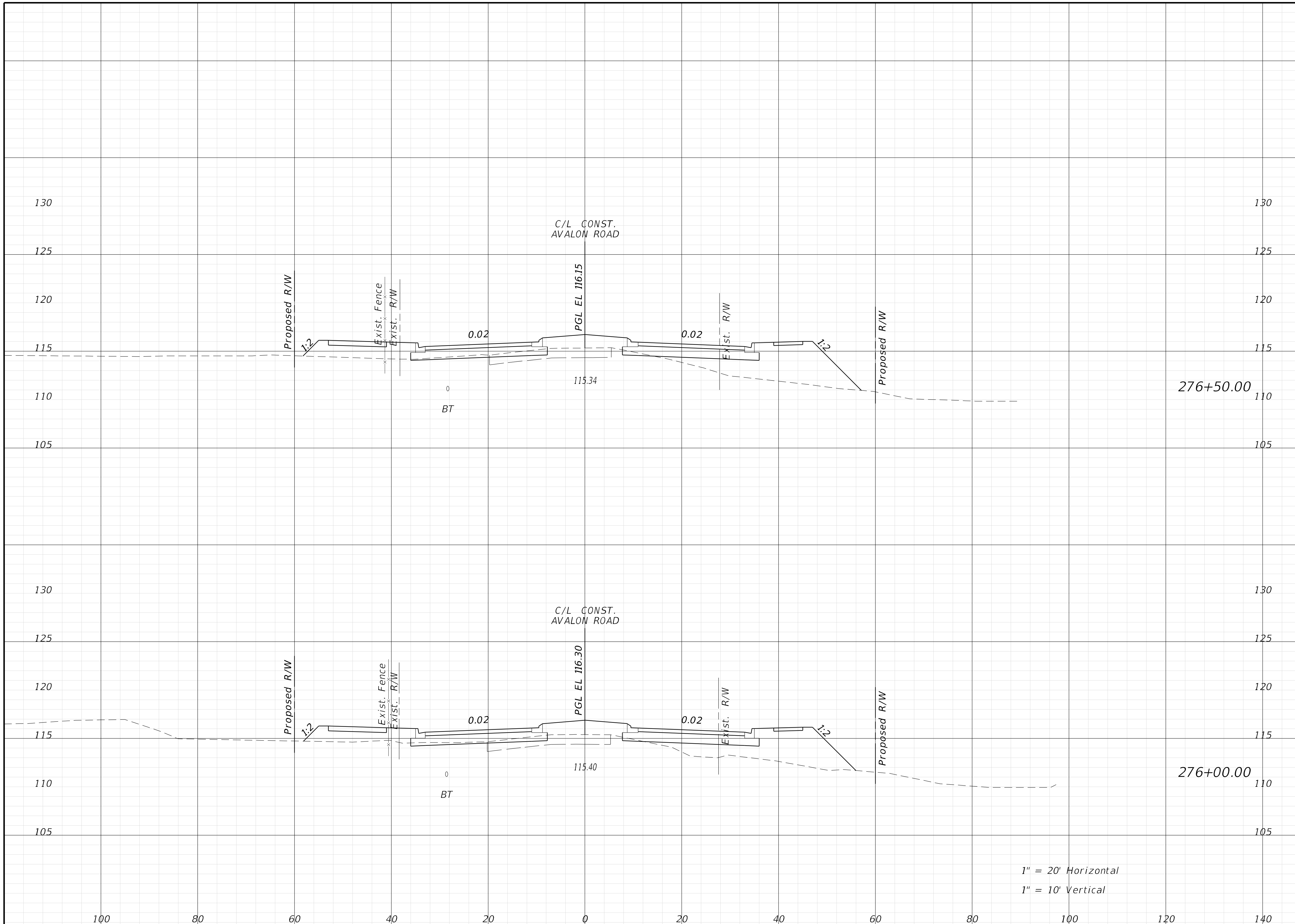

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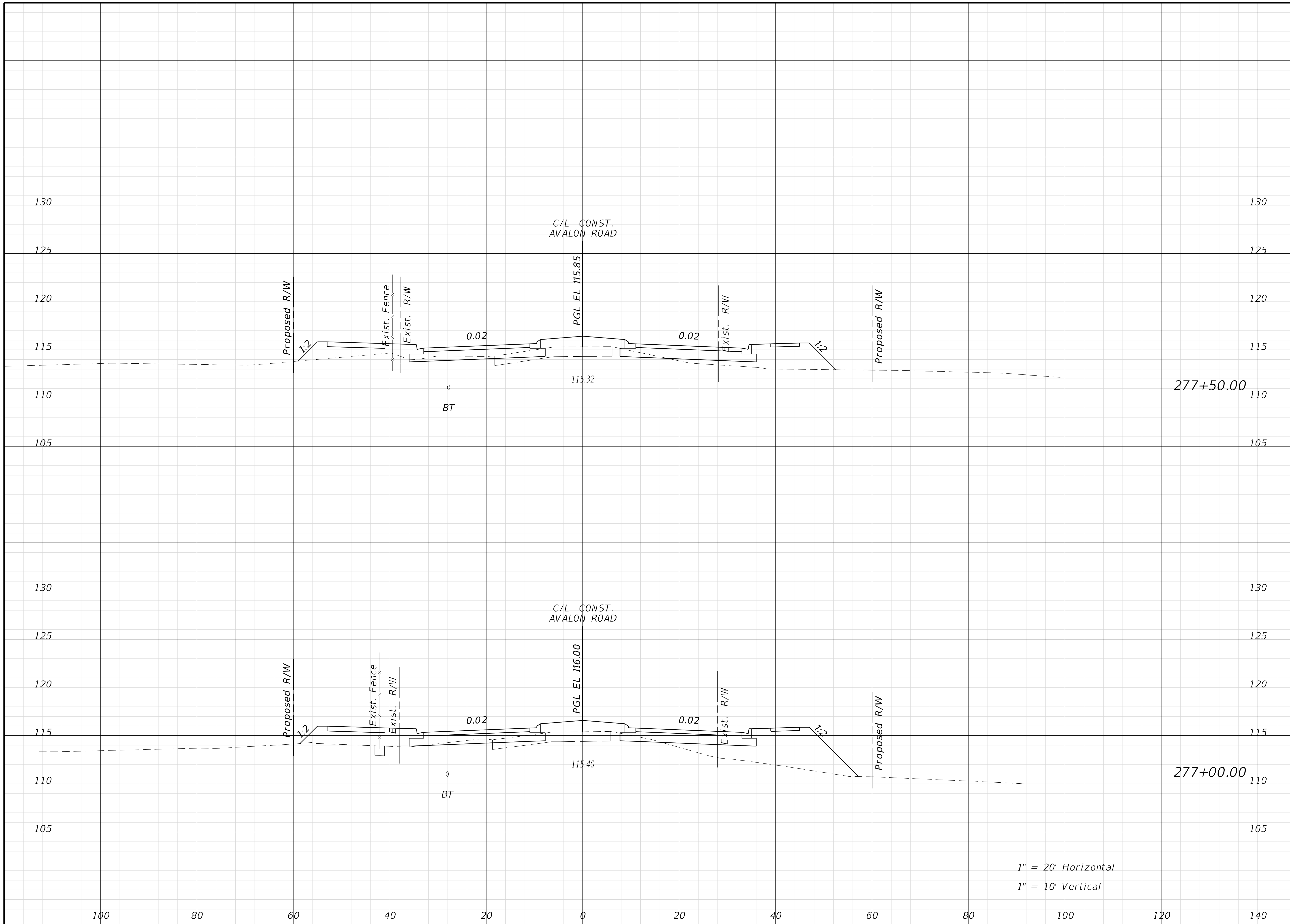
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 147



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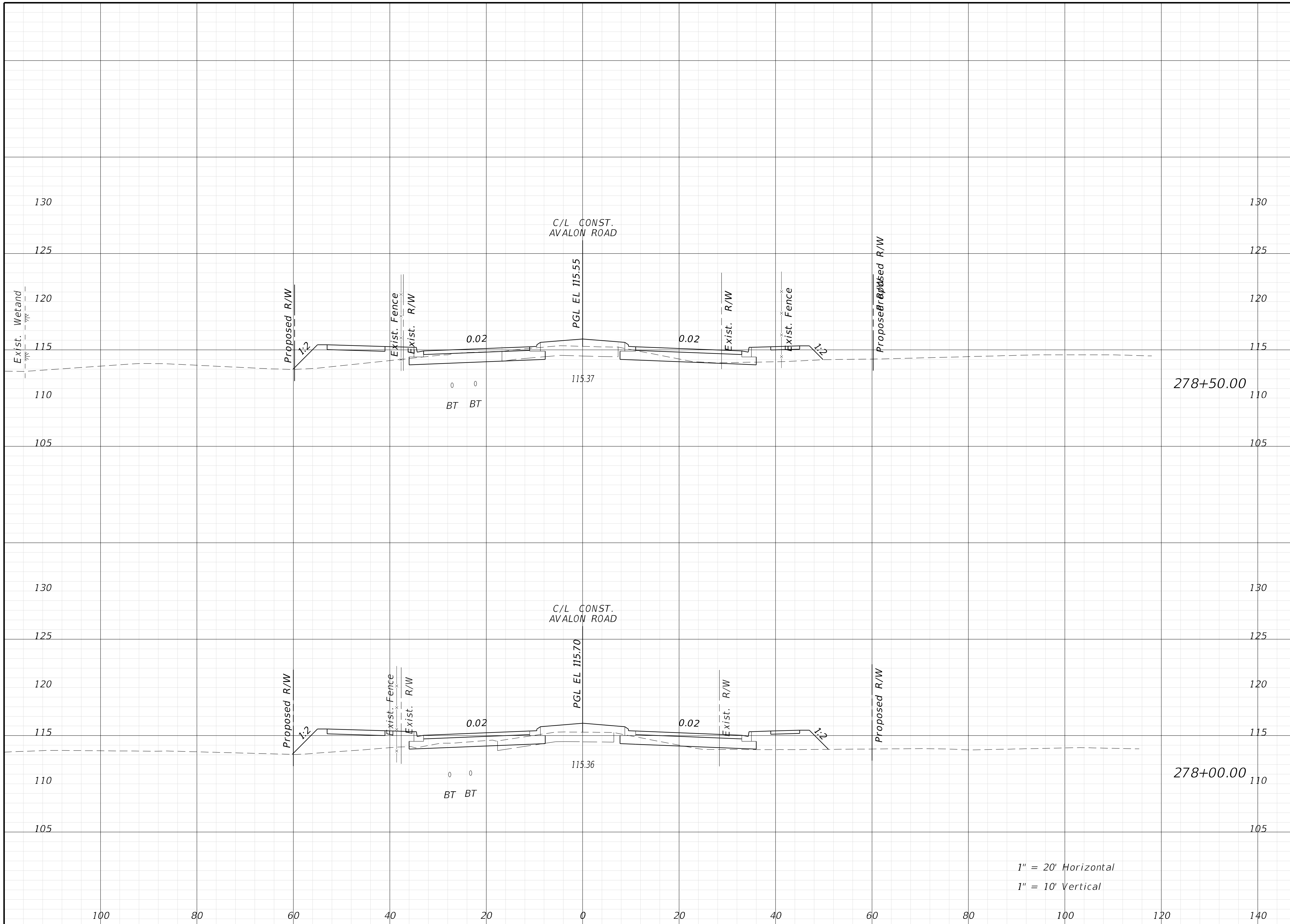
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 148



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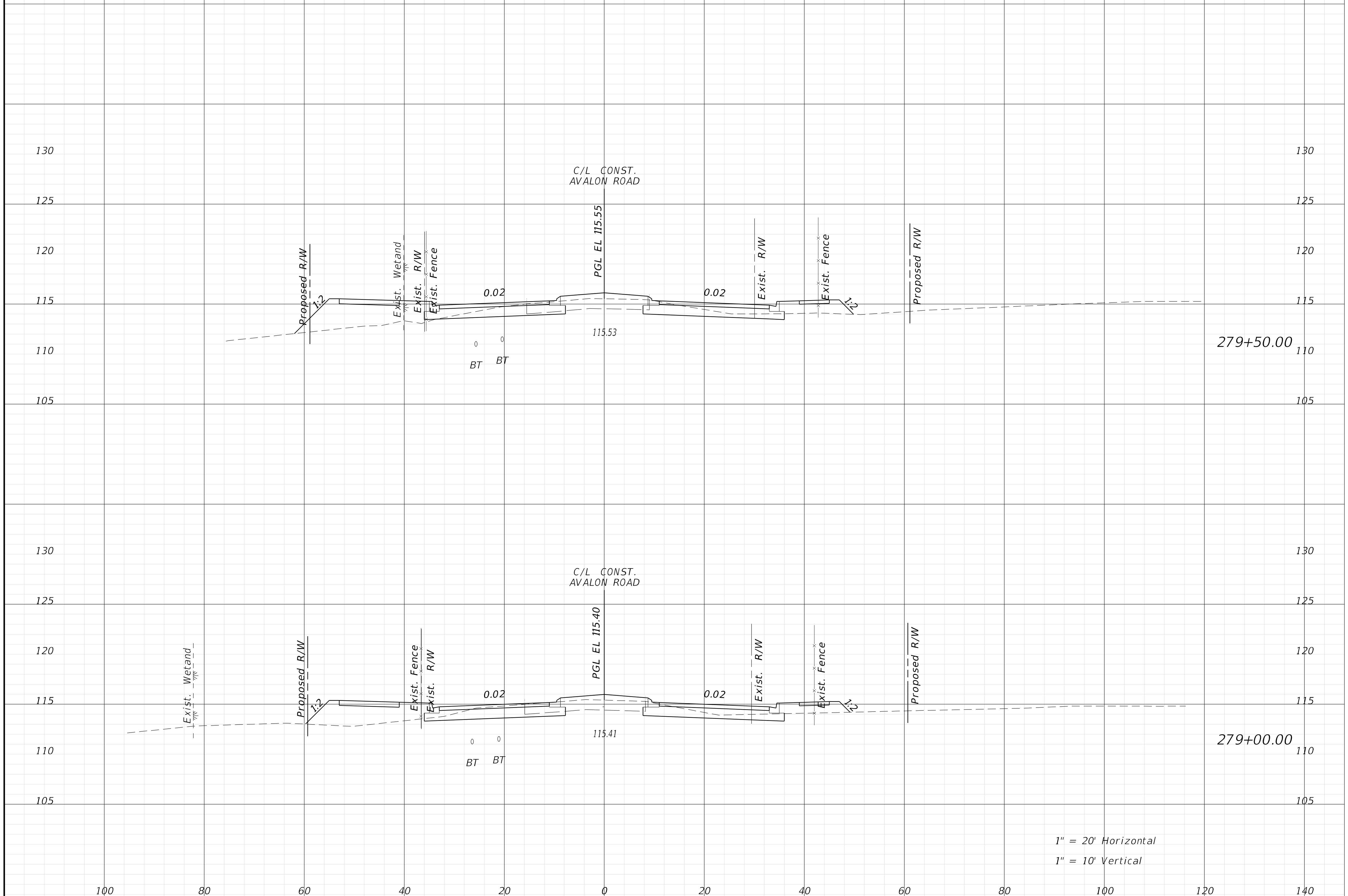
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 149



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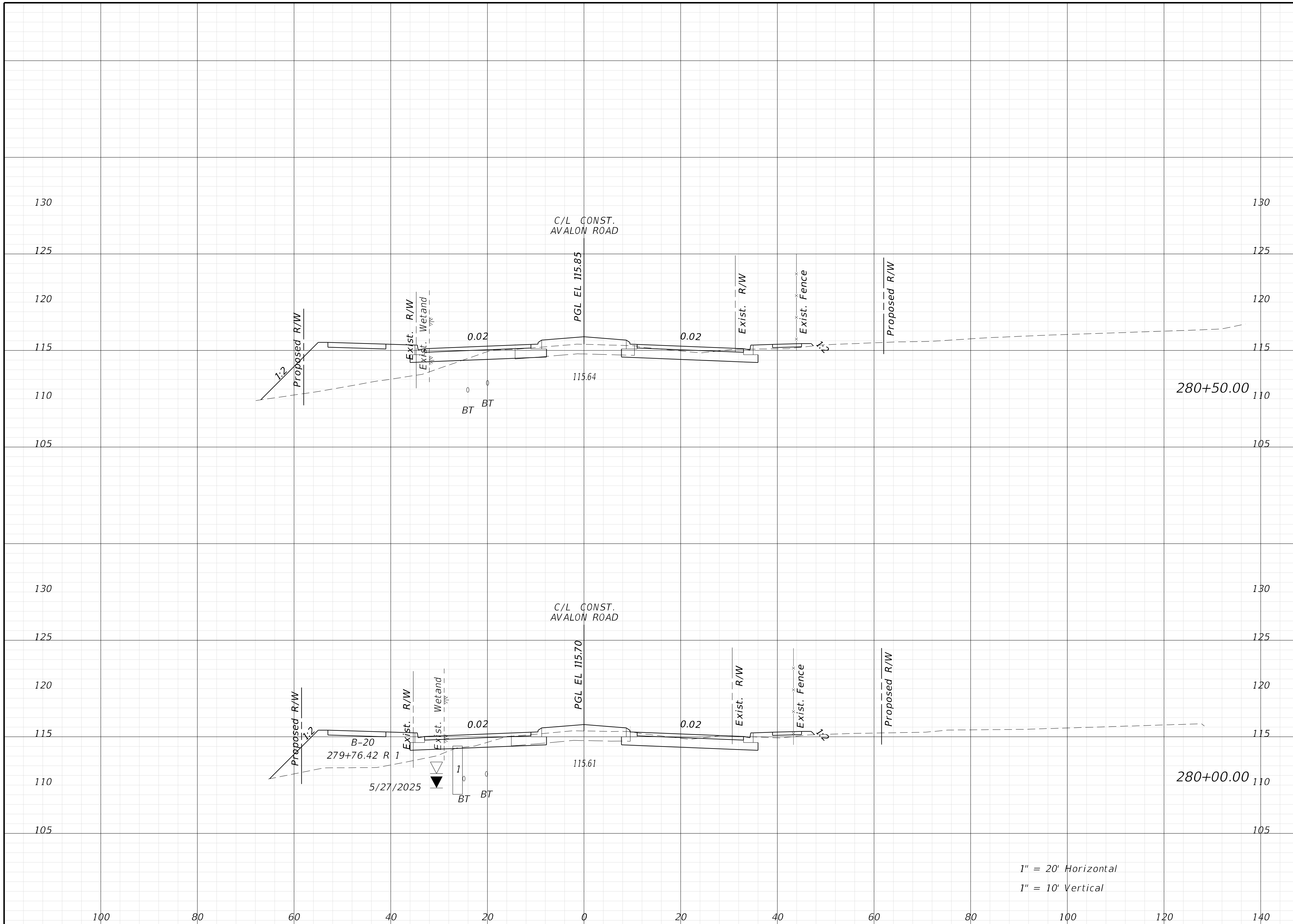
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 150



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AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
151

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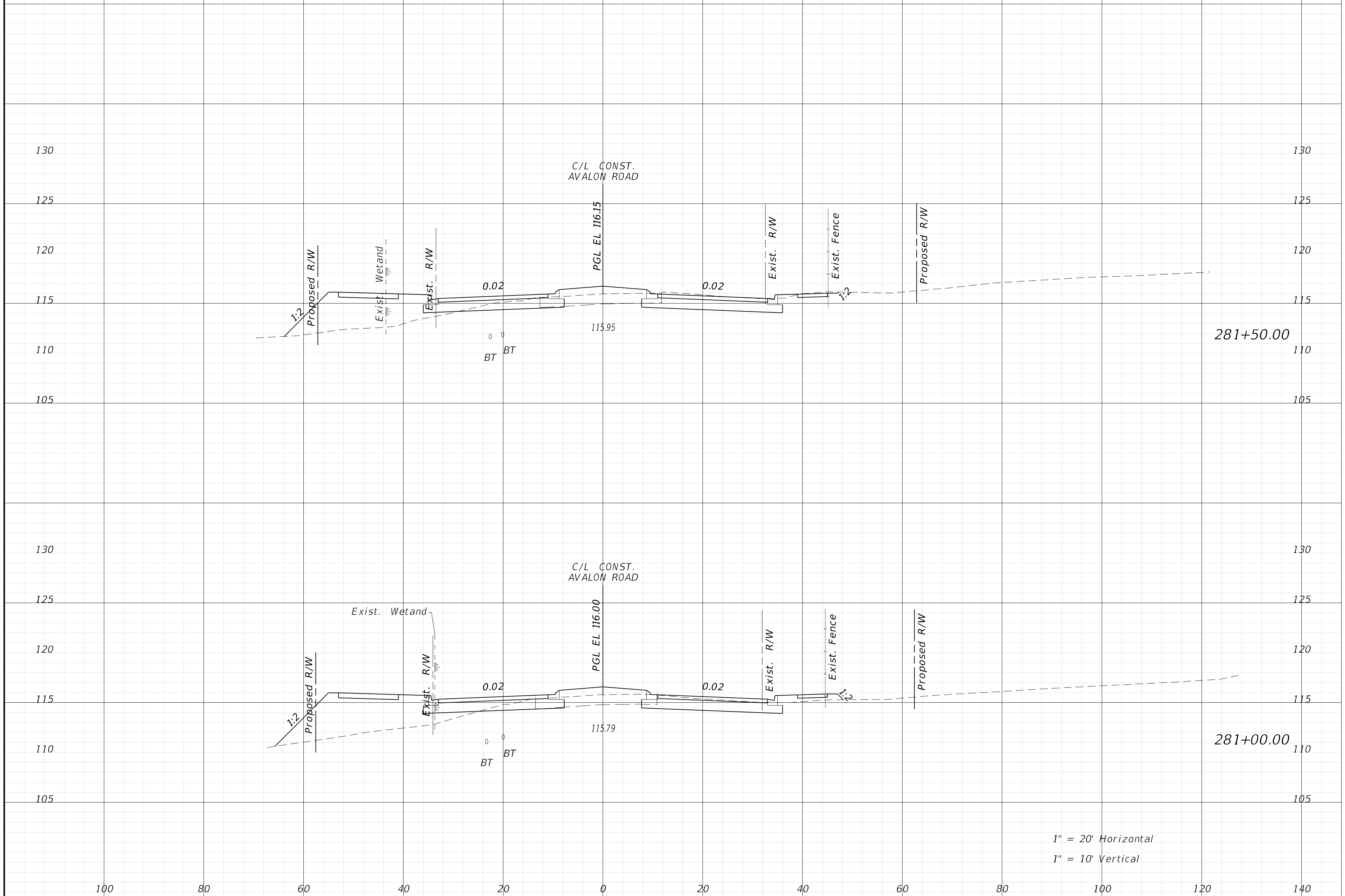

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ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 152

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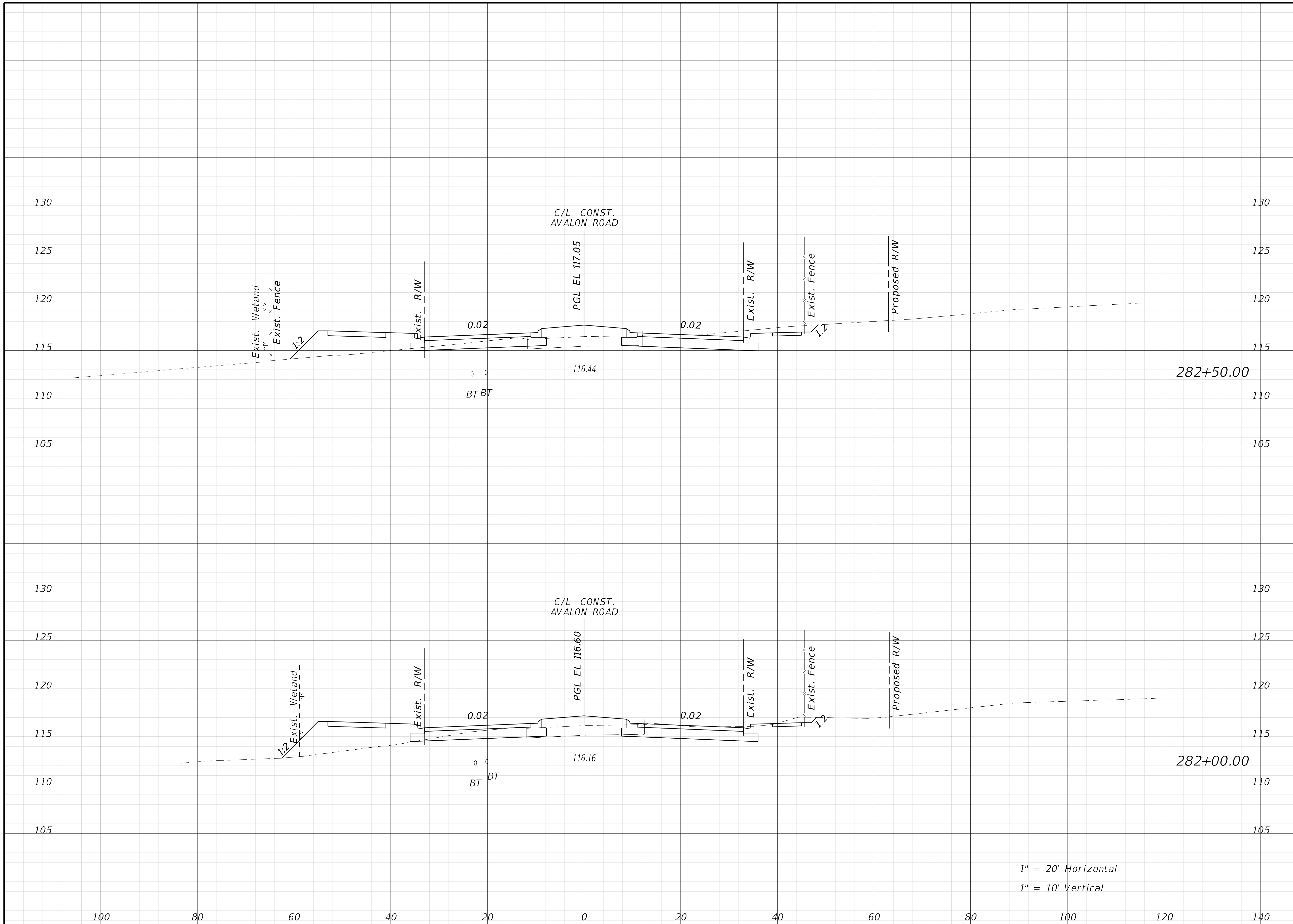

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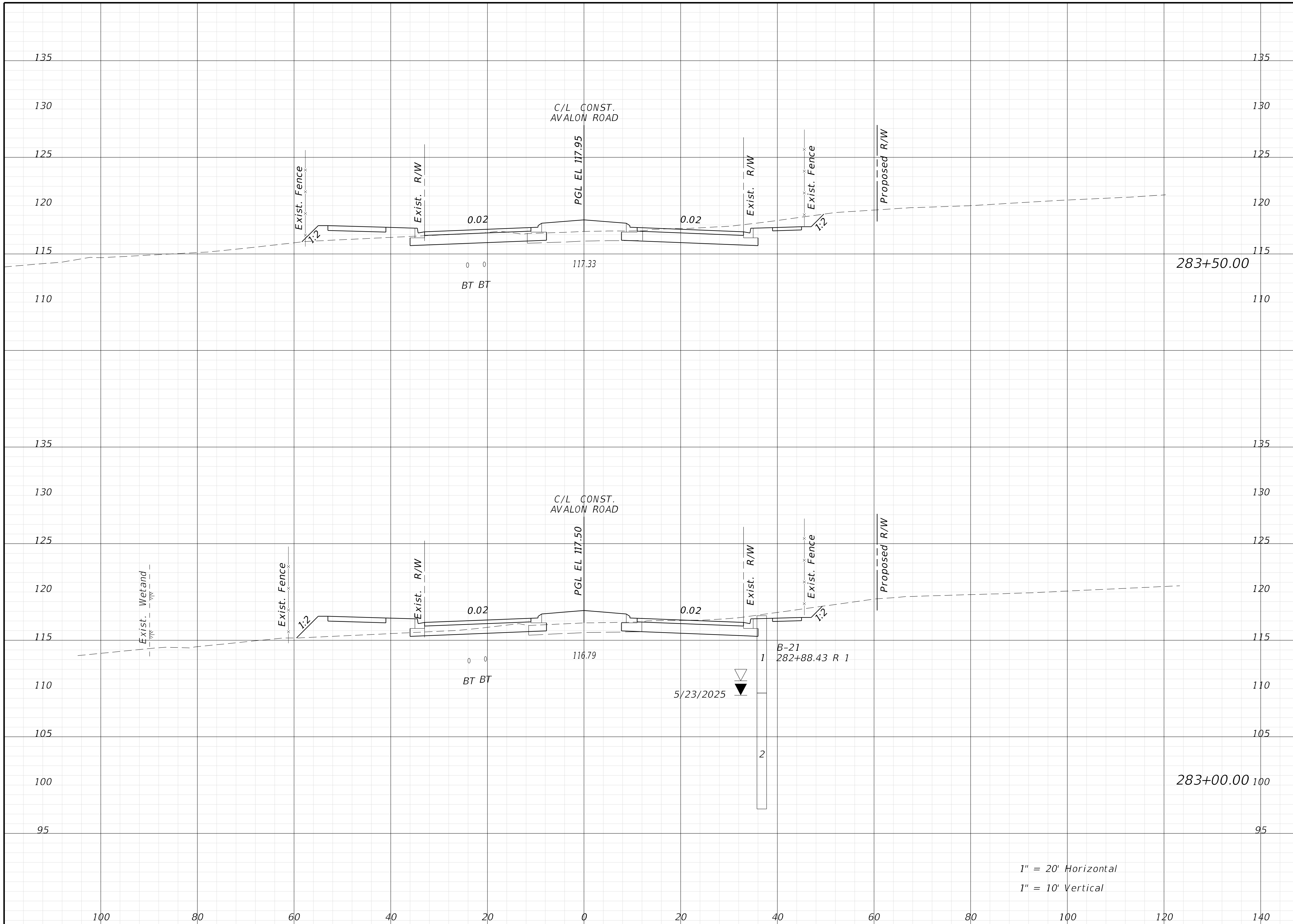
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
153



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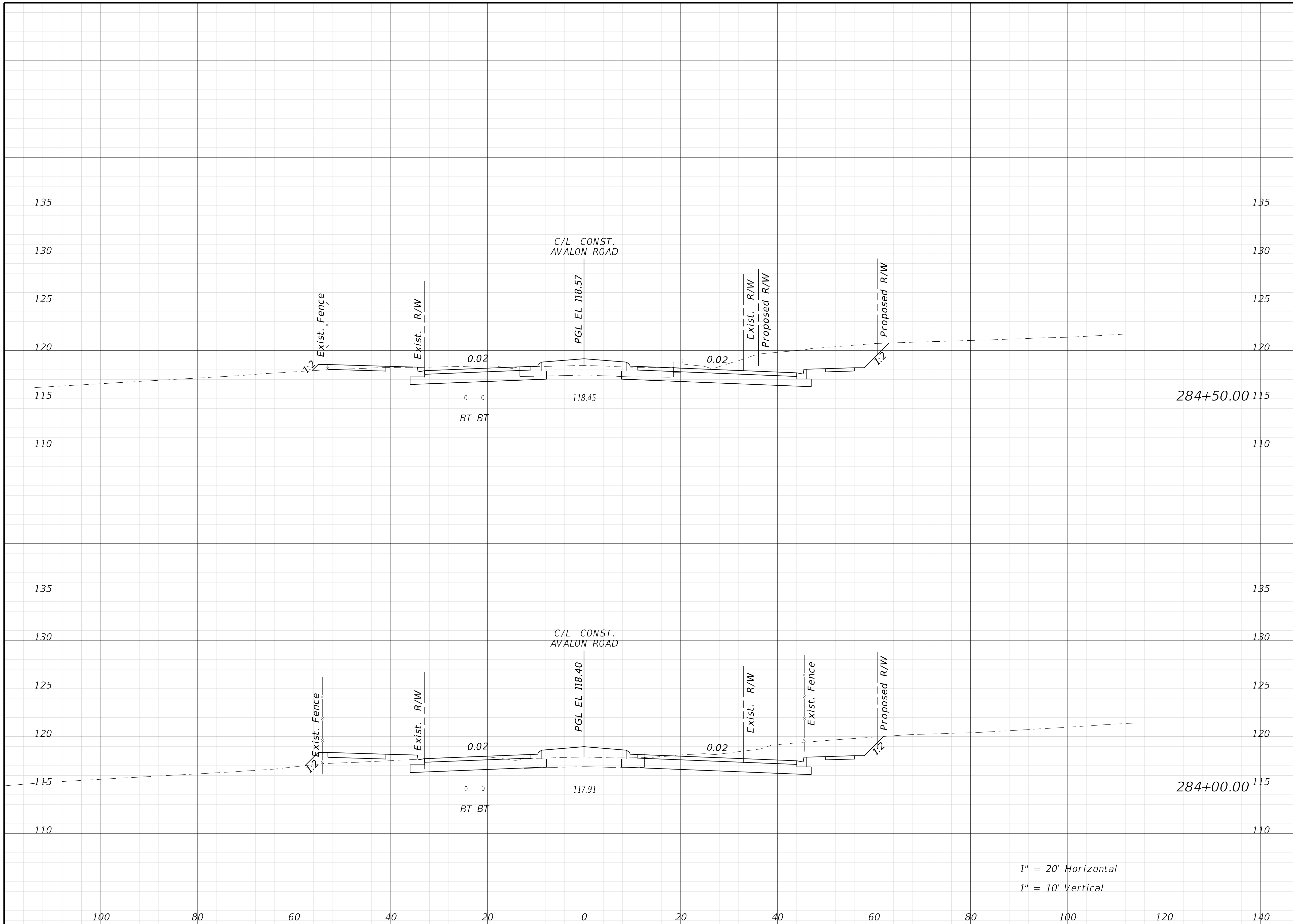
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
154



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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 155

Regular Exc.		Embank.	
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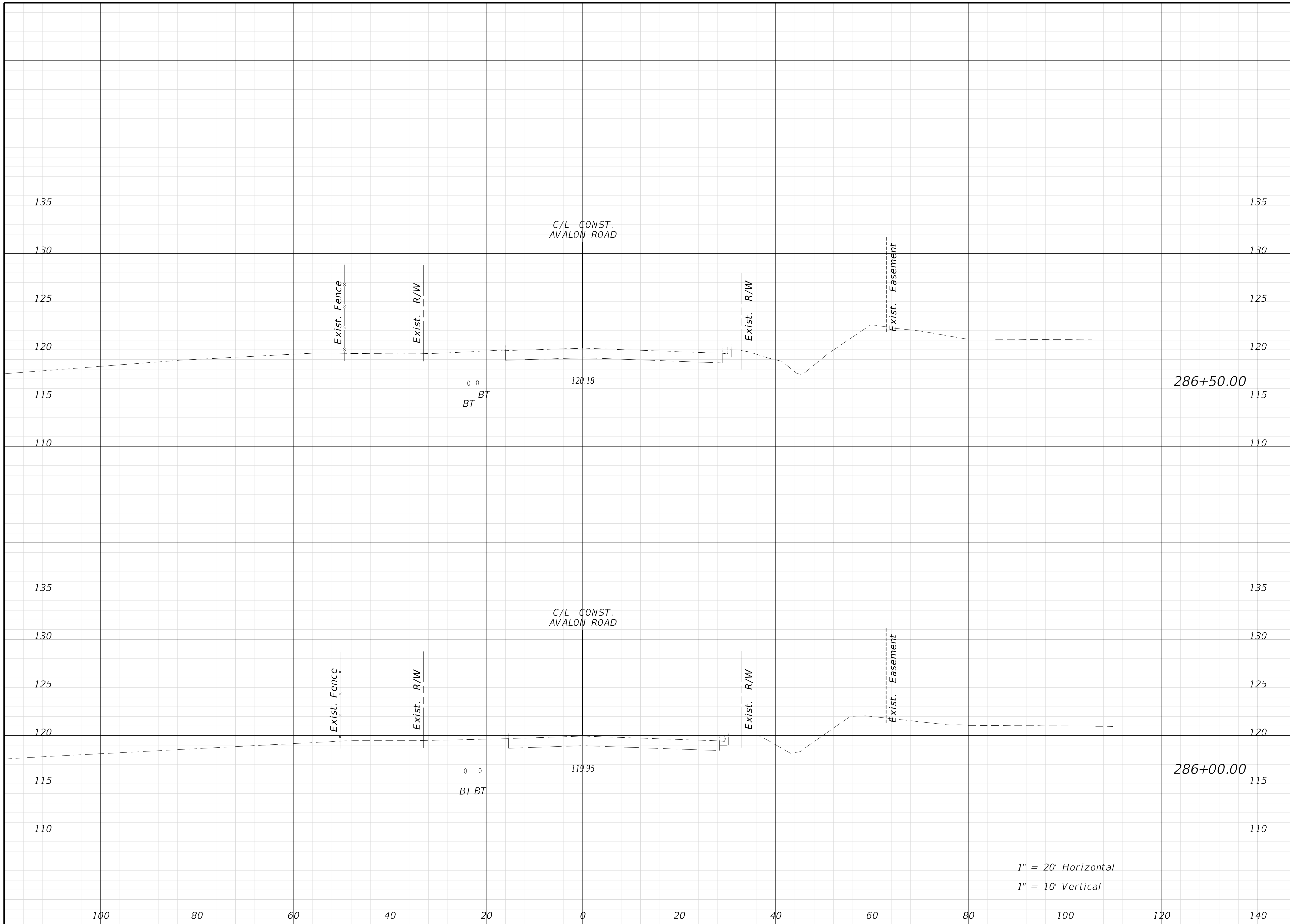
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
156



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 157

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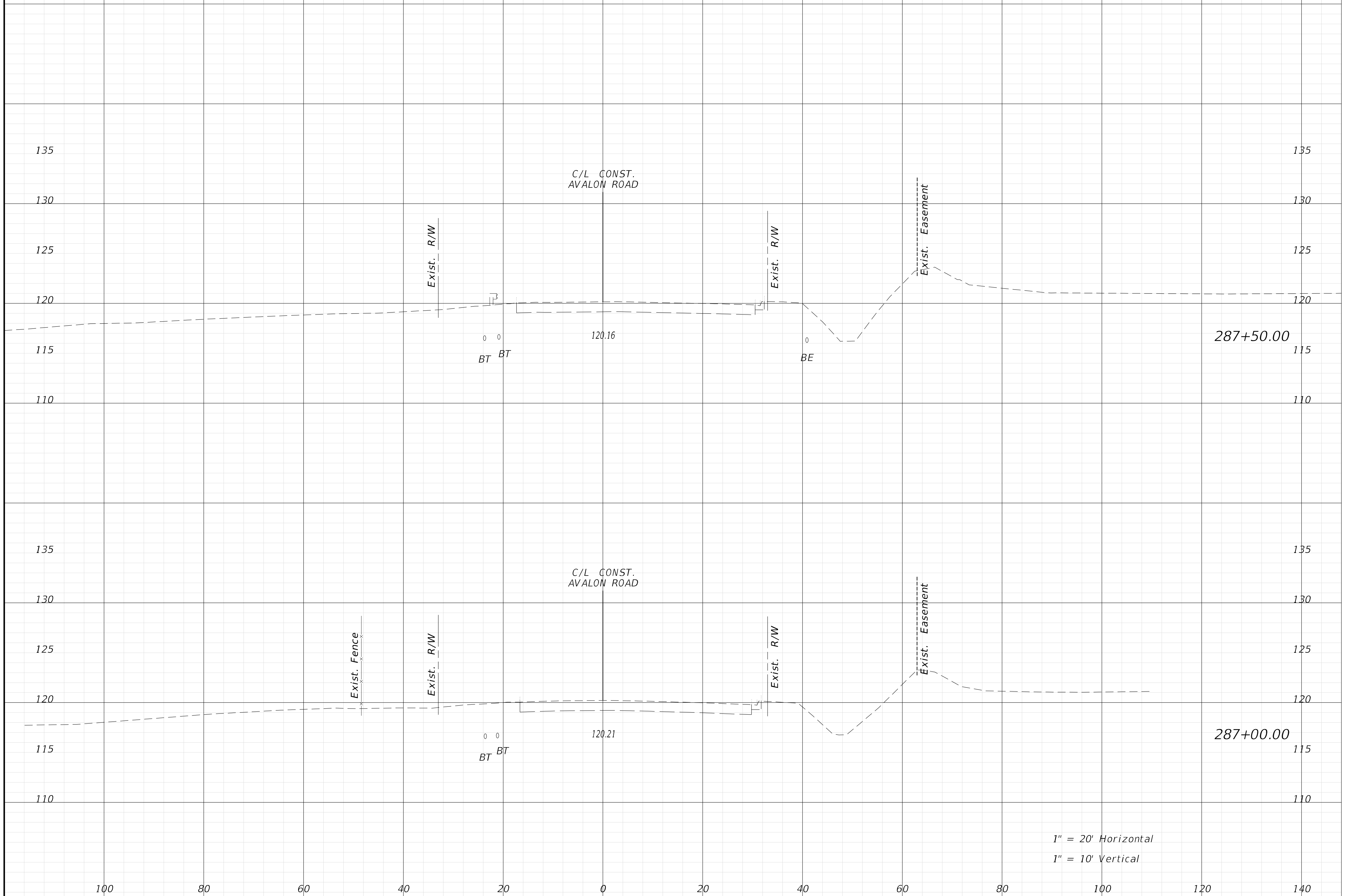

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CROSS SECTIONS
AVALON ROAD

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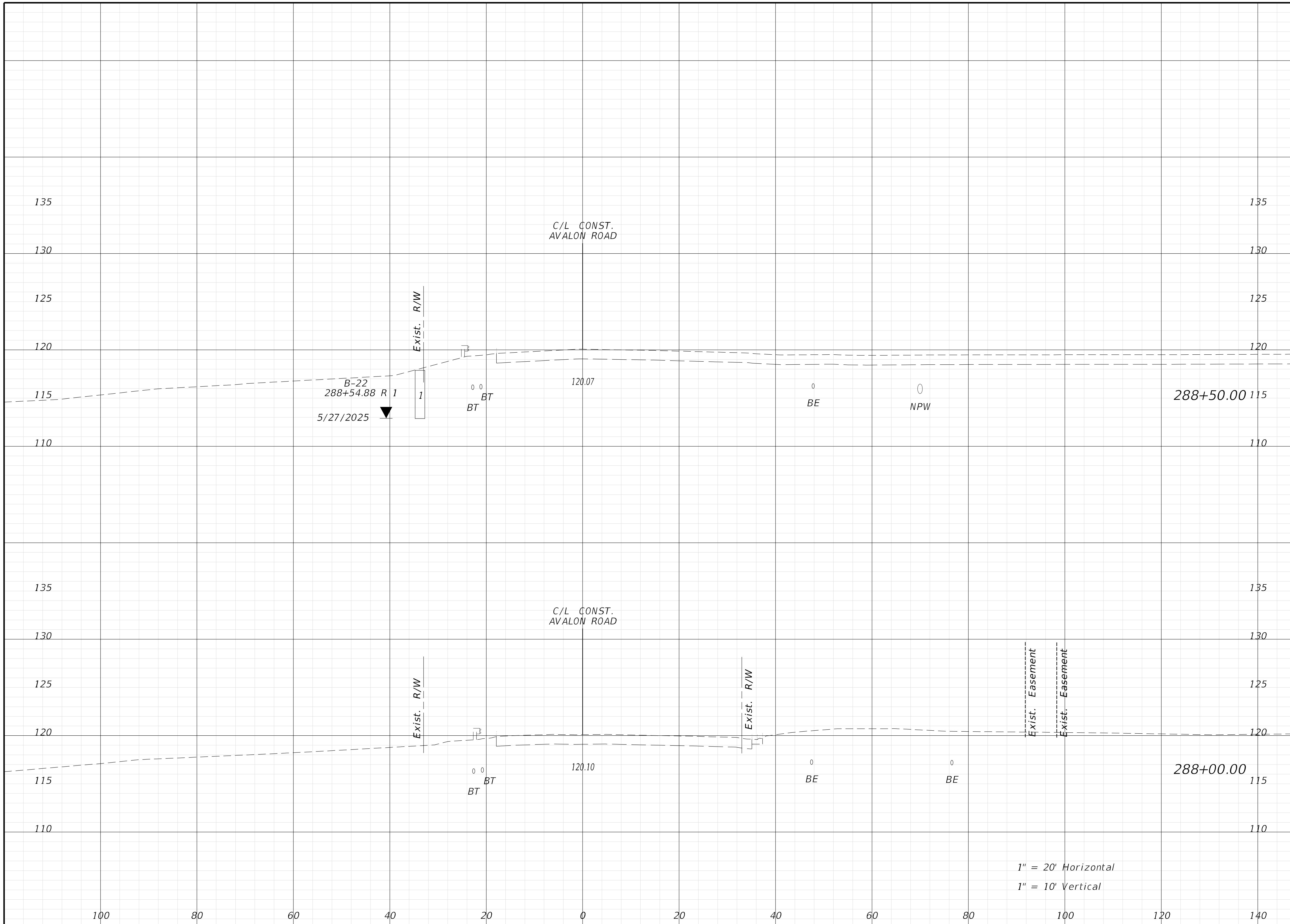

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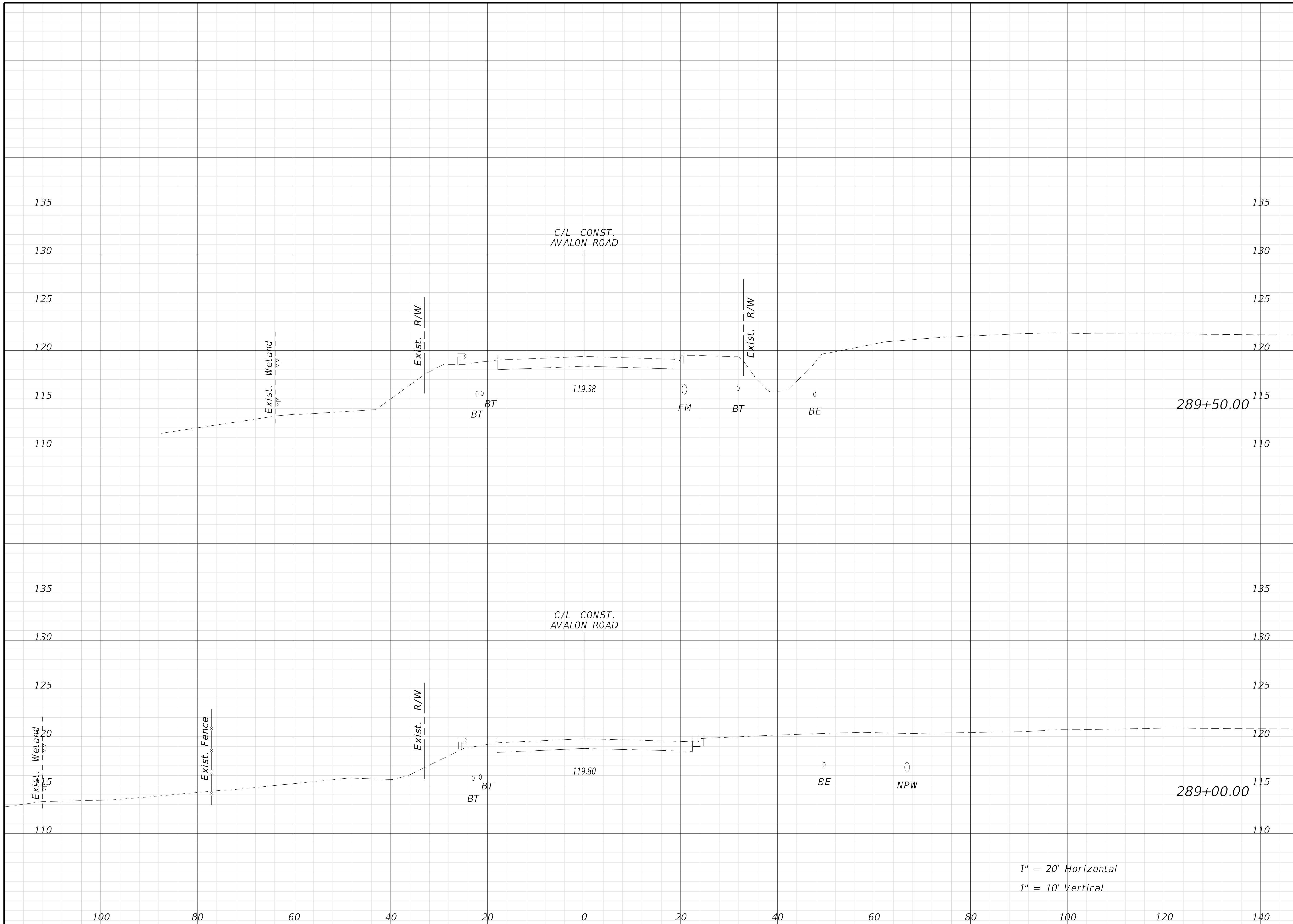
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 159



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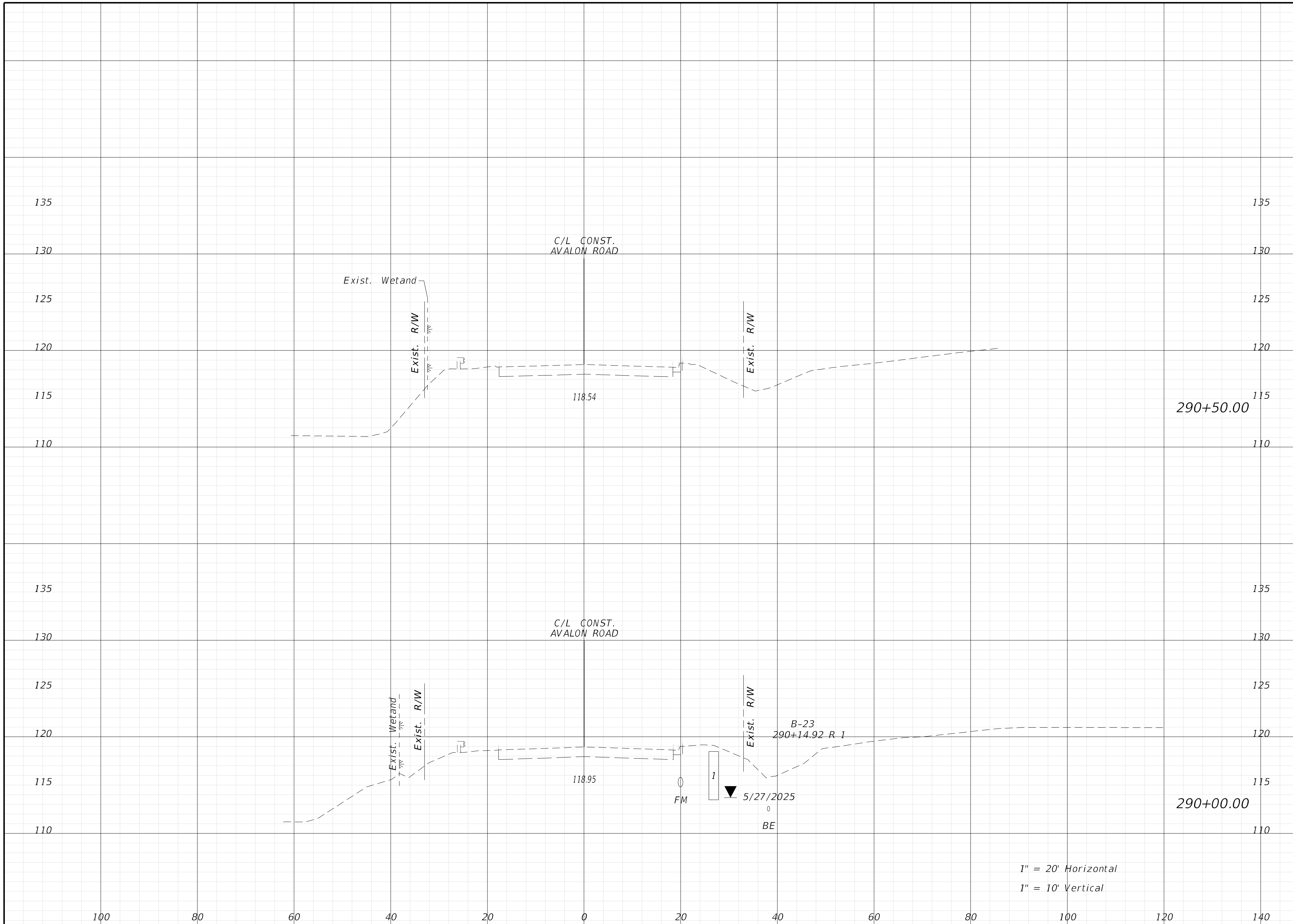
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO. 160



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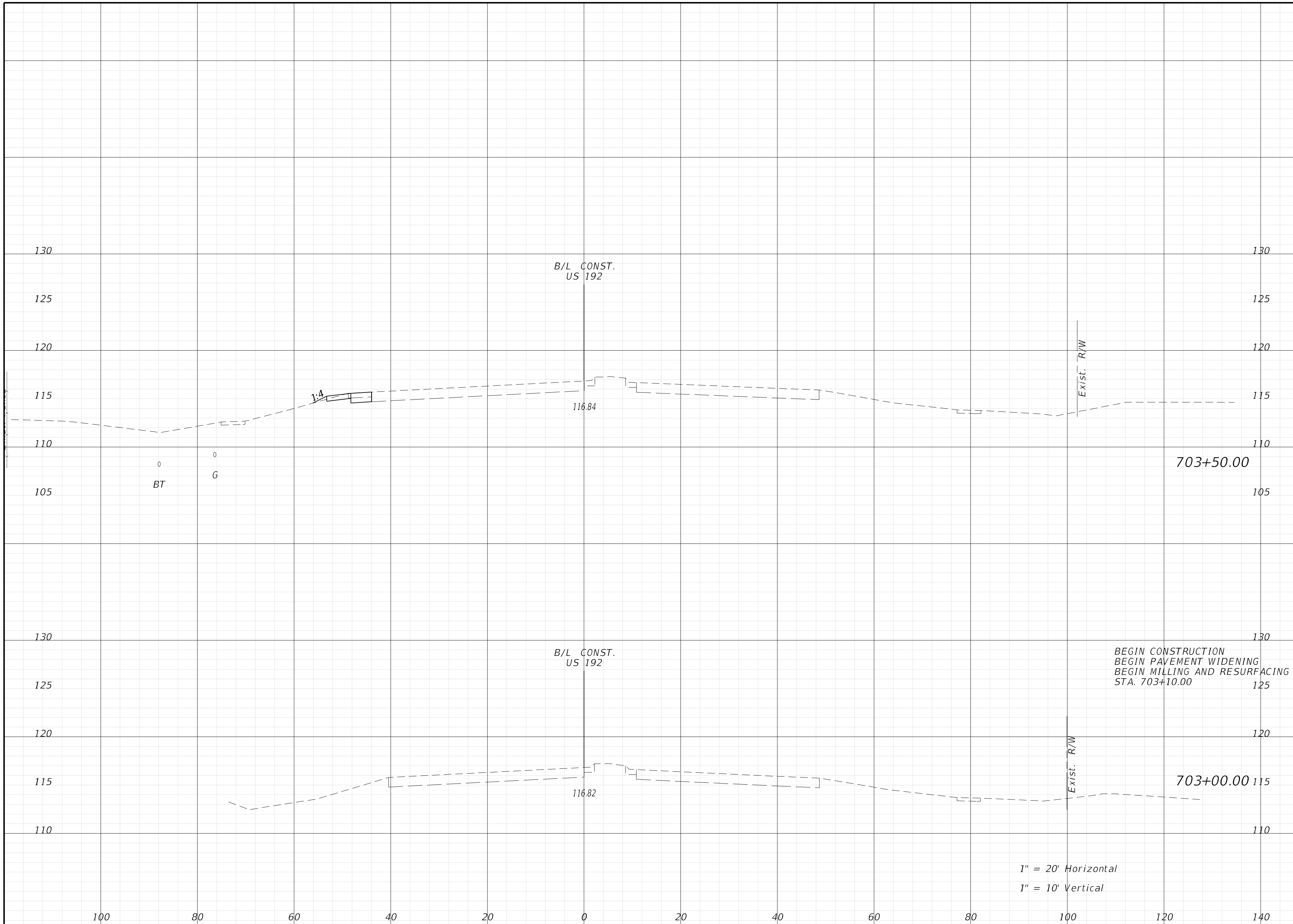
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
AVALON ROAD

SHEET NO.
161



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ROAD: AVALON ROAD

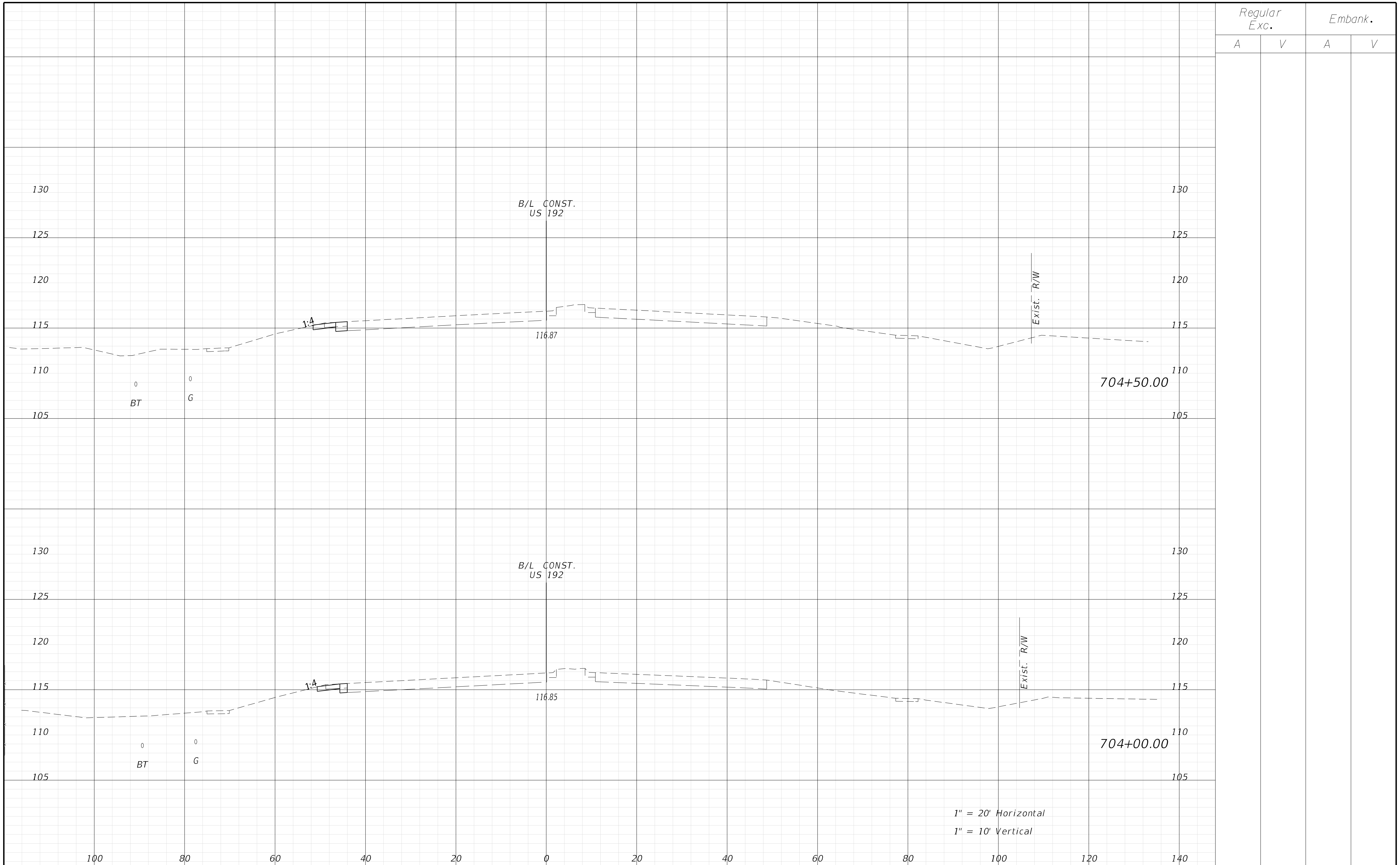
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS

U.S. 192

SHEET NO. 162



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PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO.
163

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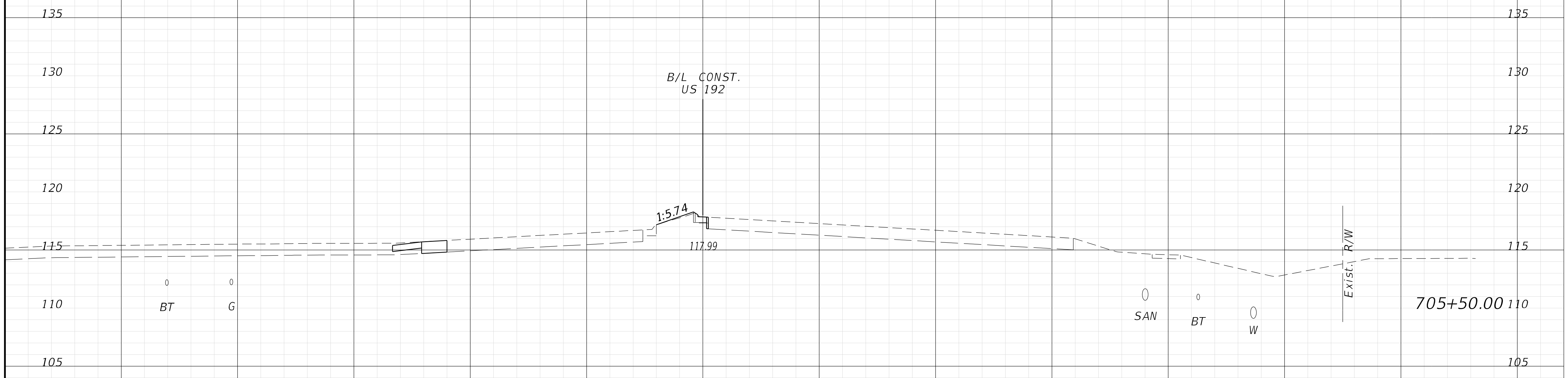

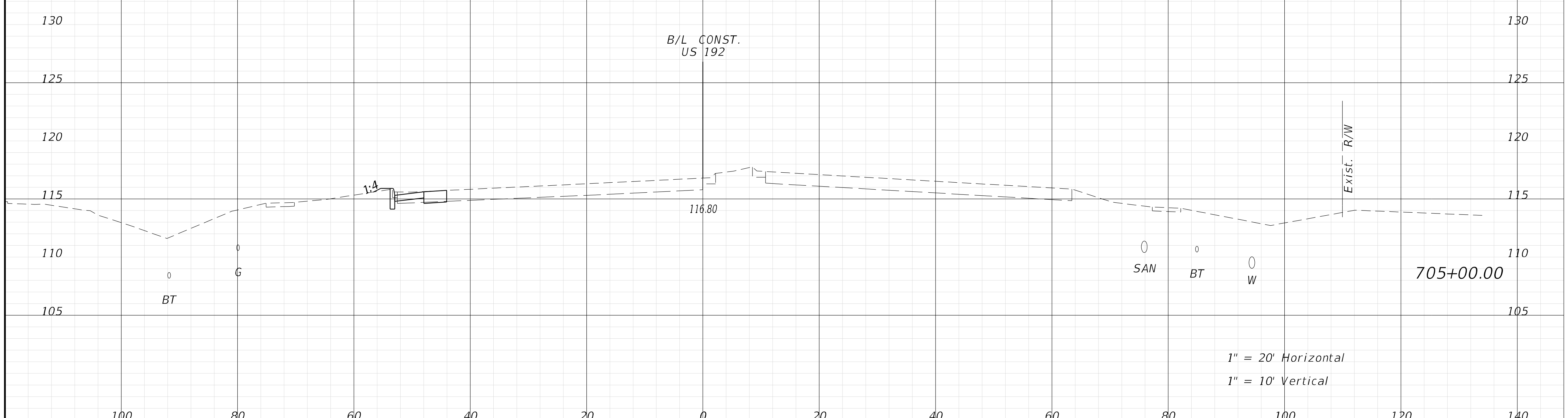

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ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
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SHEET NO.
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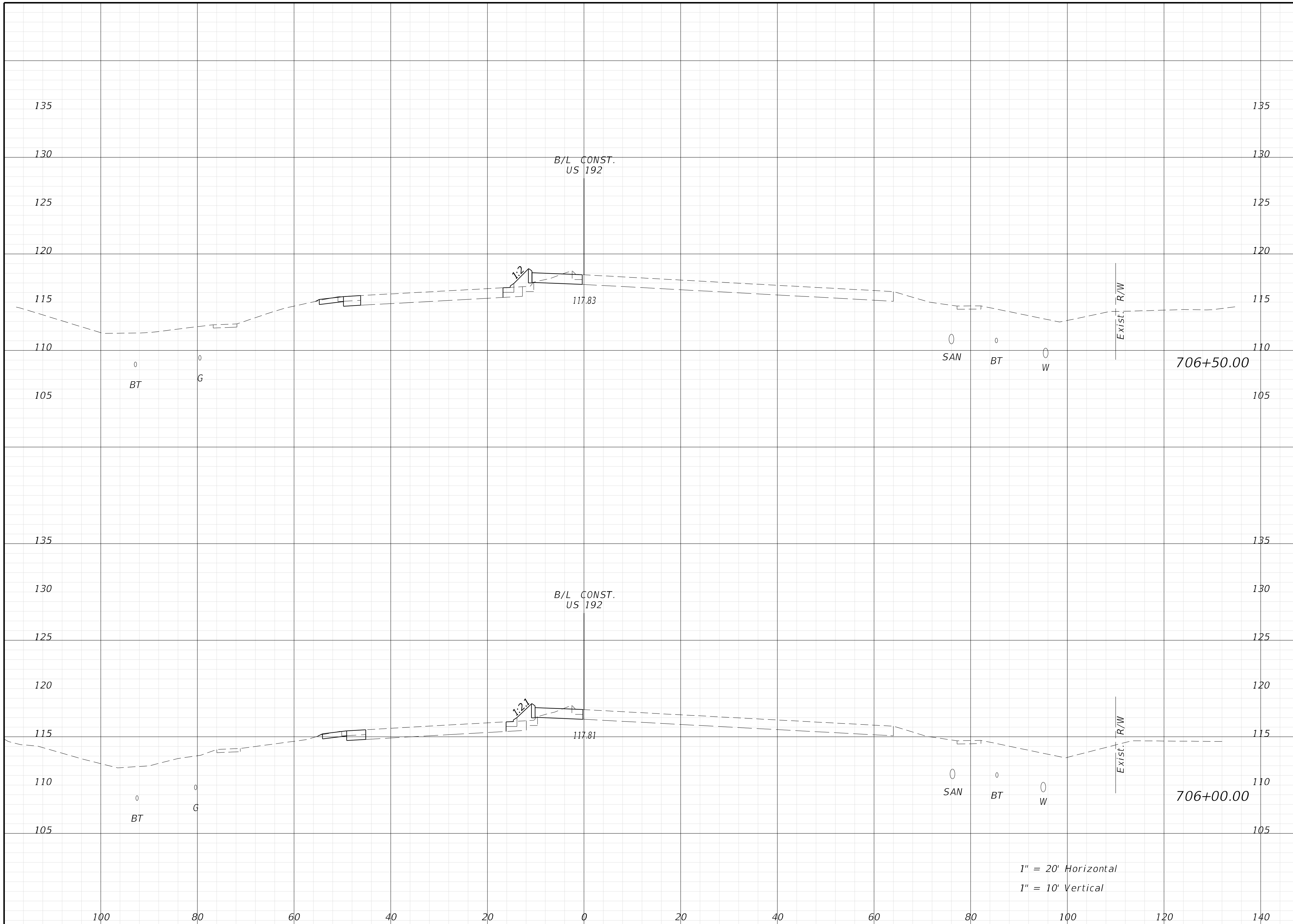

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ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

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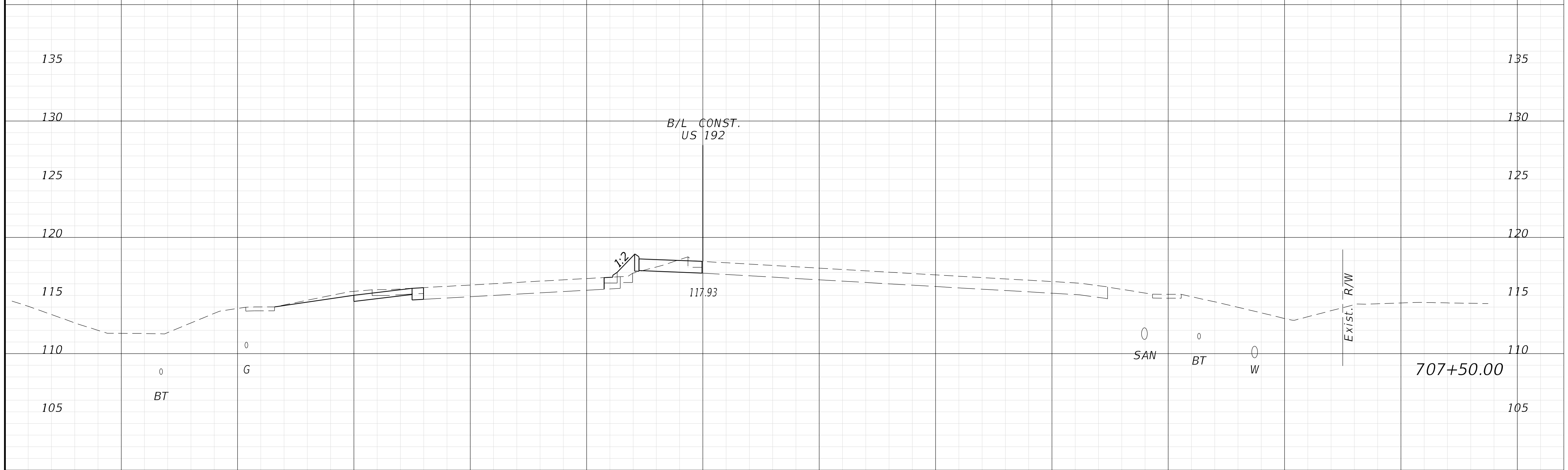

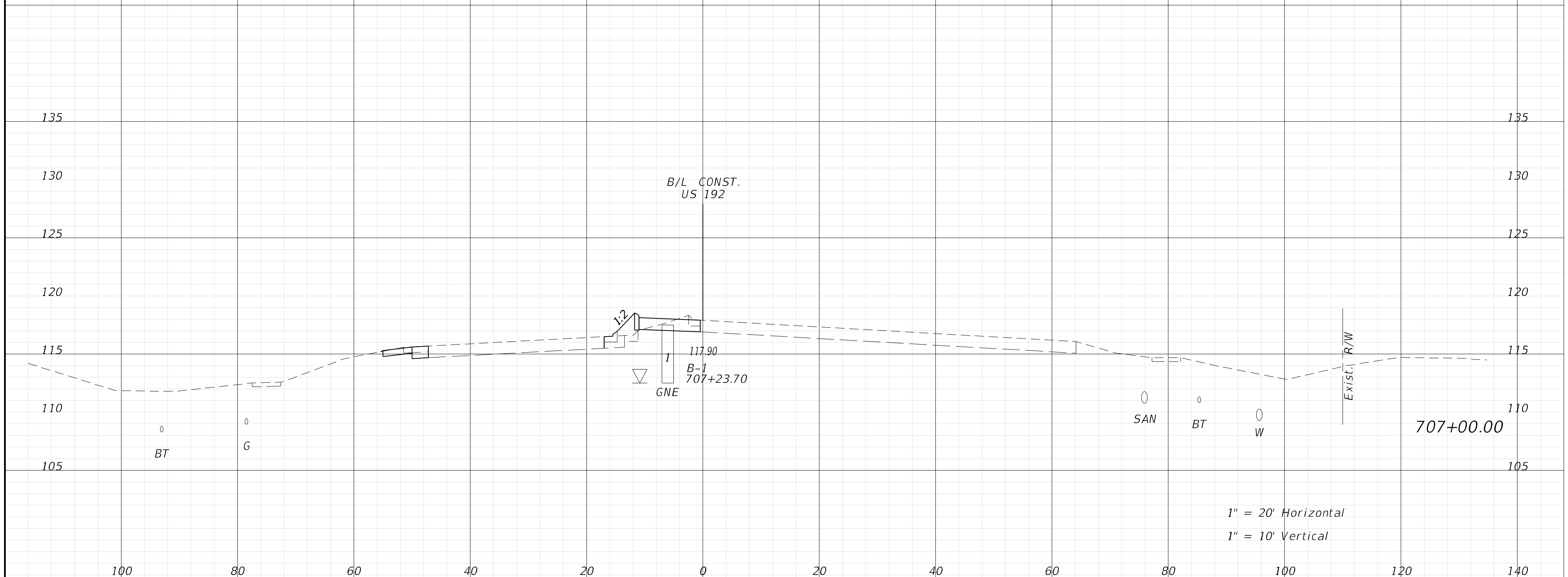

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U.S. 192

SHEET NO. 166

TomA 1/27/2026 2:22:40 PM N:\Projects\OCC24056_Avalon Road\IIIIIIII363\roadway\RDXSRD_US192.dgn

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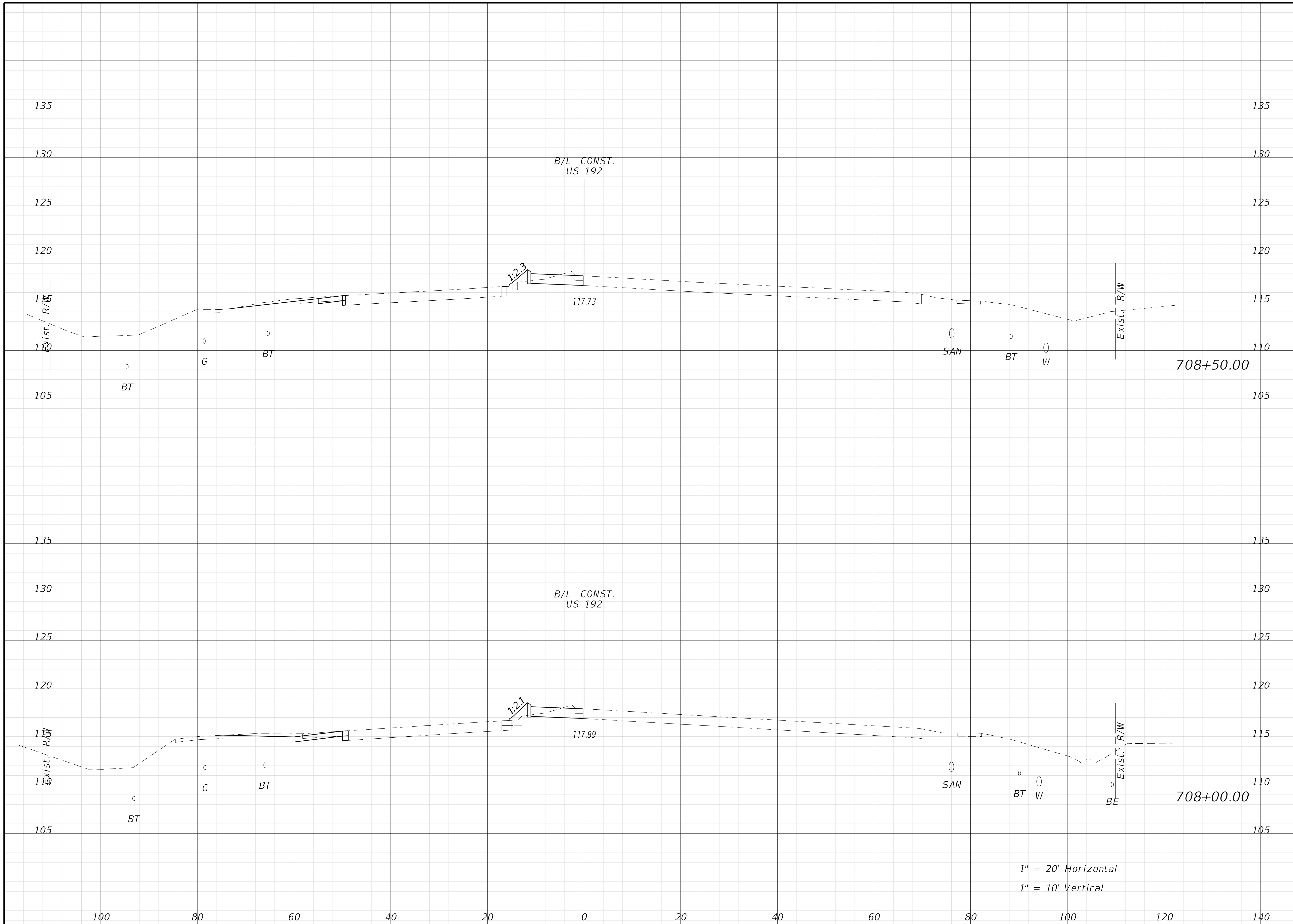

Regular Exc.		Embank.	
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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:

FURSAN MUNJED, P.E.
LICENSE # 51446
PEGASUS ENGINEERING, LLC
301 WEST STATE ROAD 434, SUITE 309
WINTER SPRINGS, FLORIDA 32708
TEL. 407-992-9160

Pegasus ENGINEERING

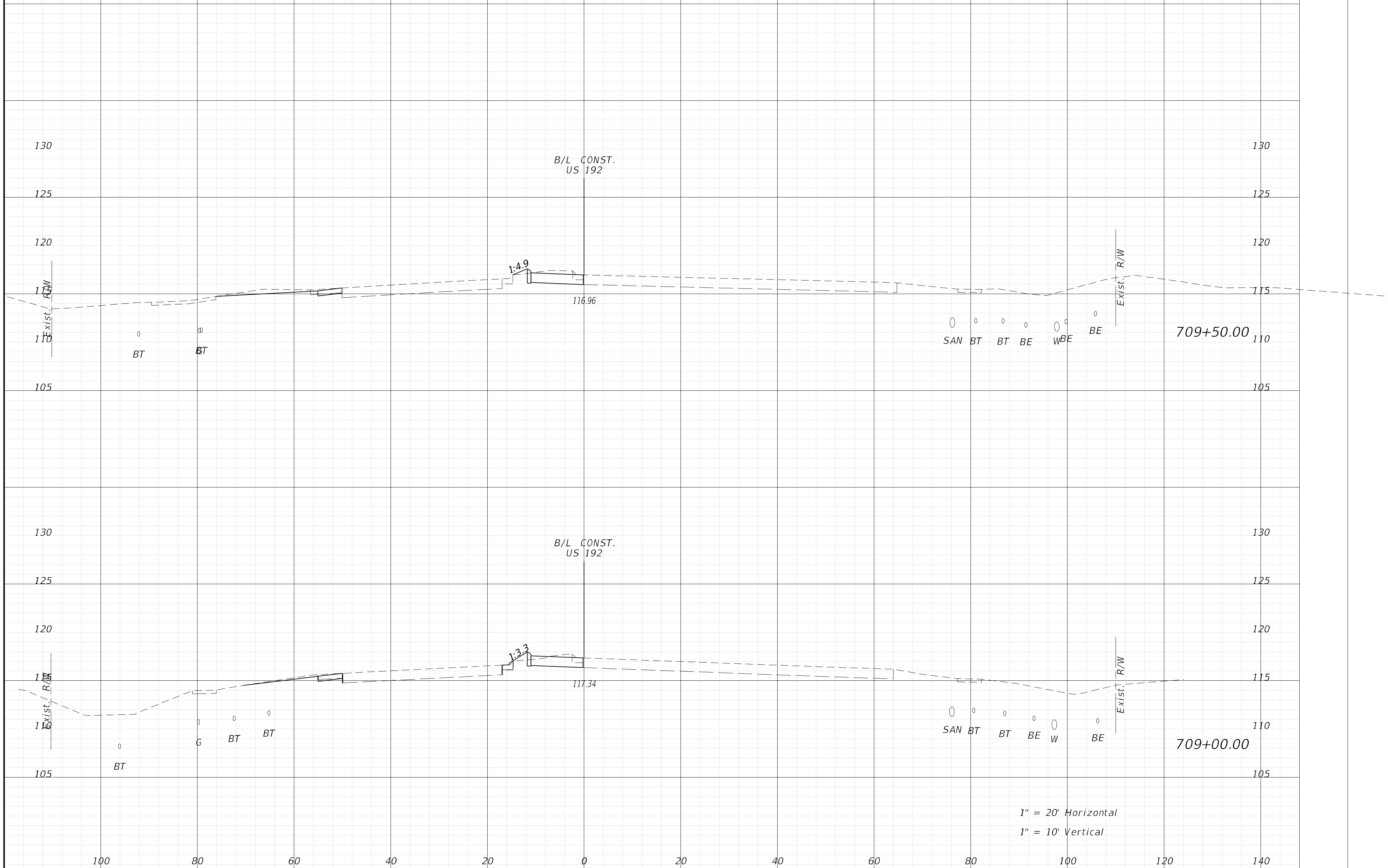
ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO. 167



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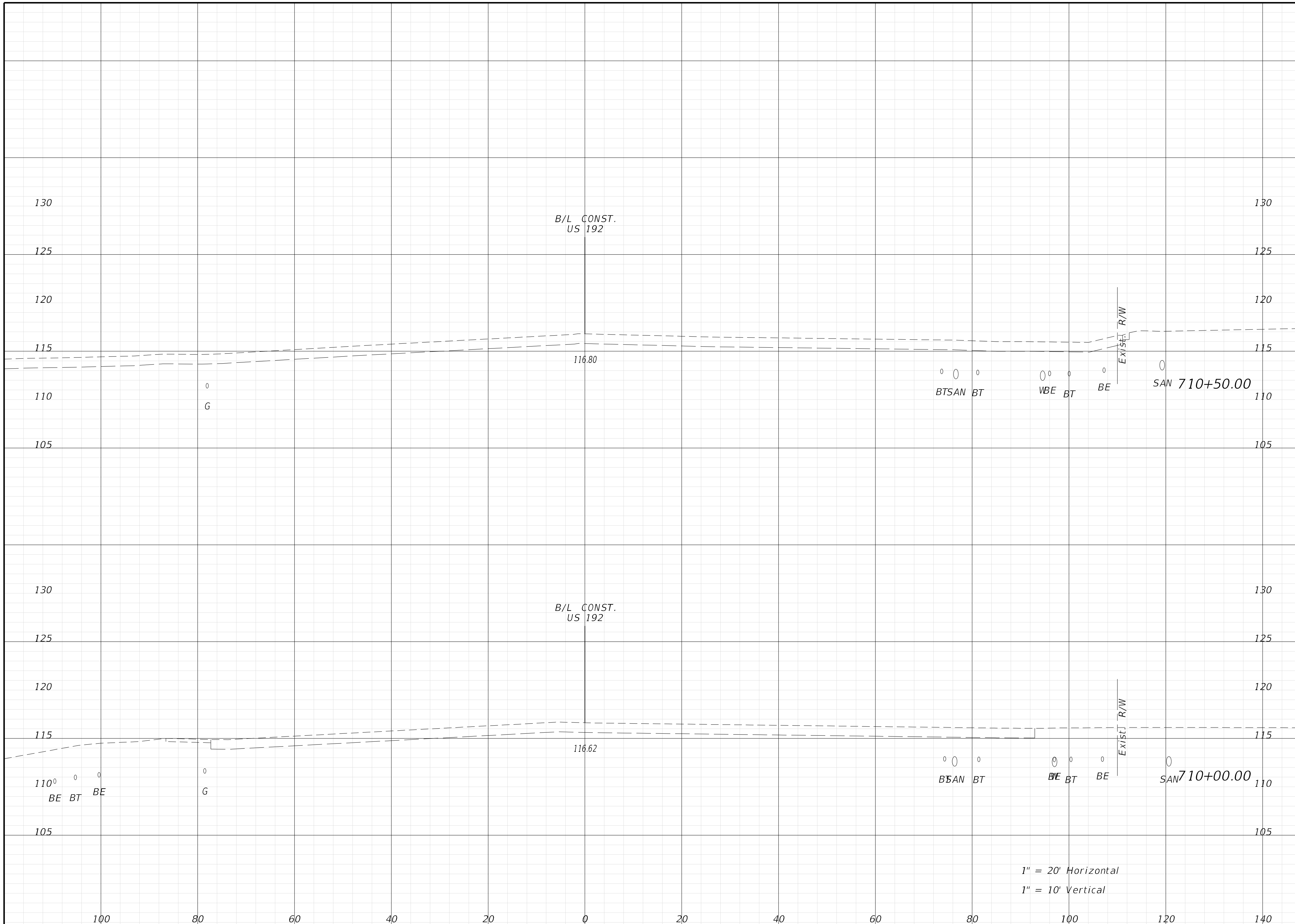
Pegasus ENGINEERING

ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO. 168



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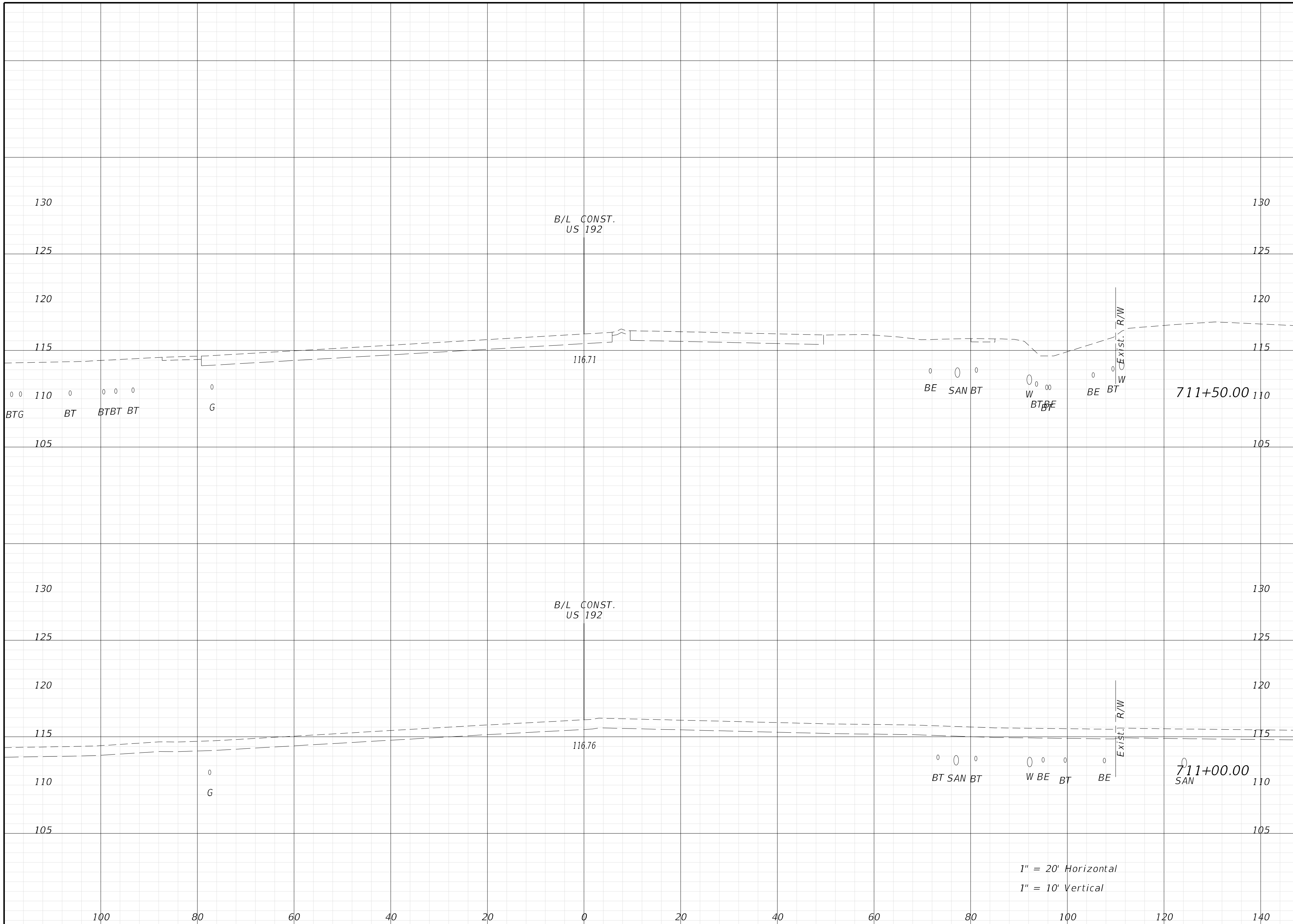
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO. 169



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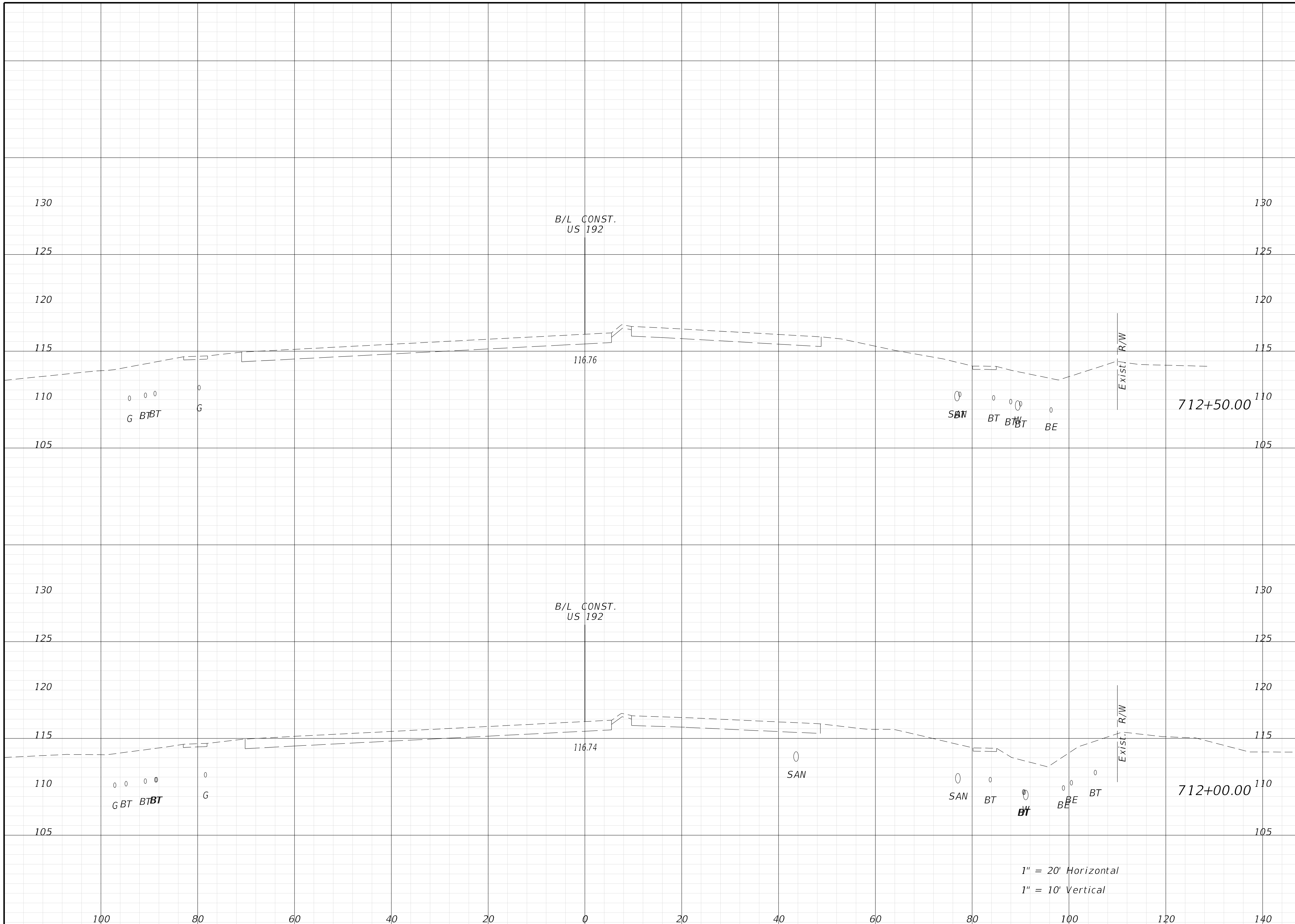
ROAD	PROJECT NO.
AVALON ROAD	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO. 170



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
U.S. 192

SHEET NO. 171

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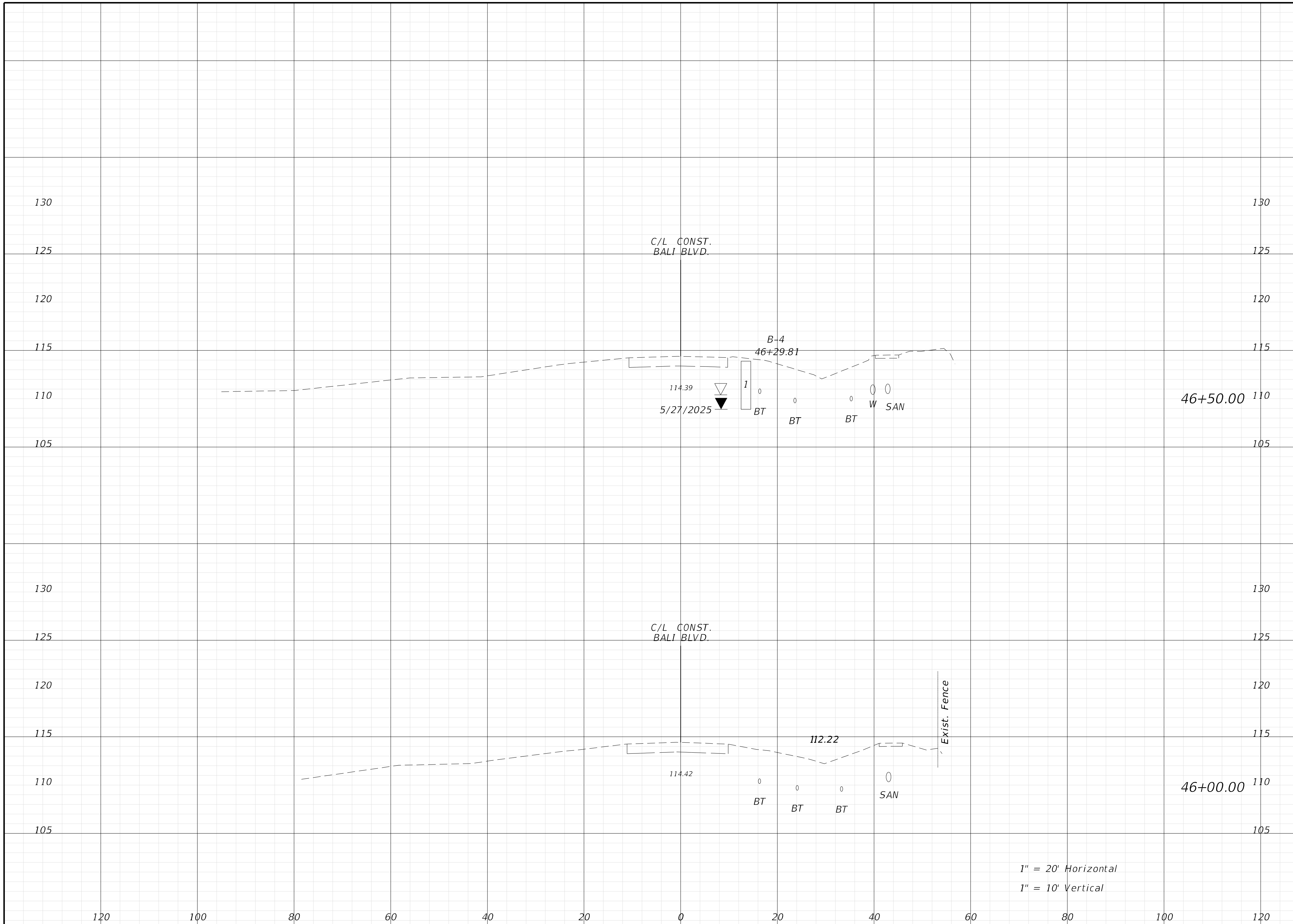

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ROAD: AVALON ROAD

PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
BALI BOULEVARD

SHEET NO. 172

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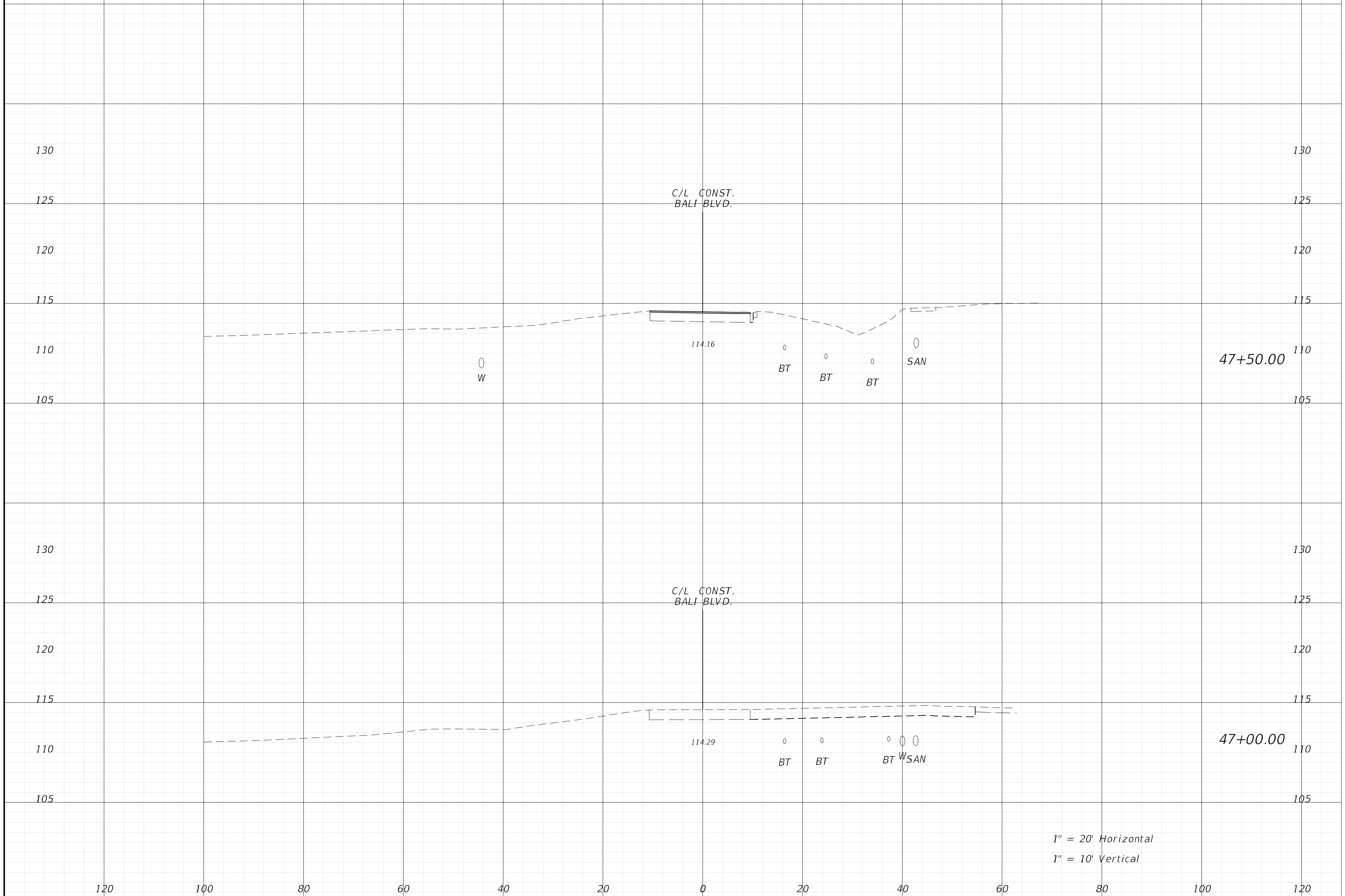

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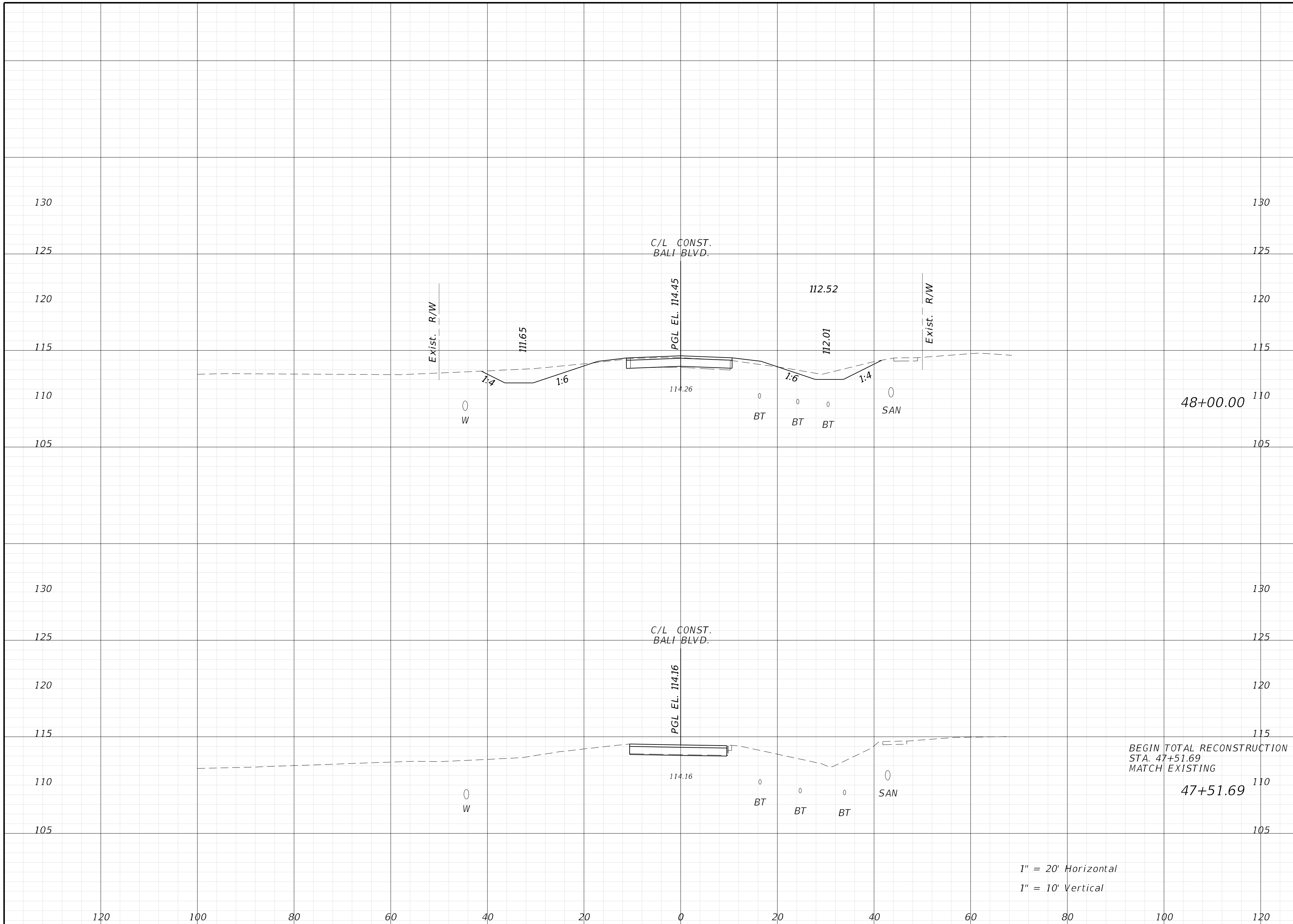
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
BALI BOULEVARD

SHEET NO. 173



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ROAD: AVALON ROAD
PROJECT NO.: OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
BALI BOULEVARD

SHEET NO. 174

Regular Exc.		Embank.	
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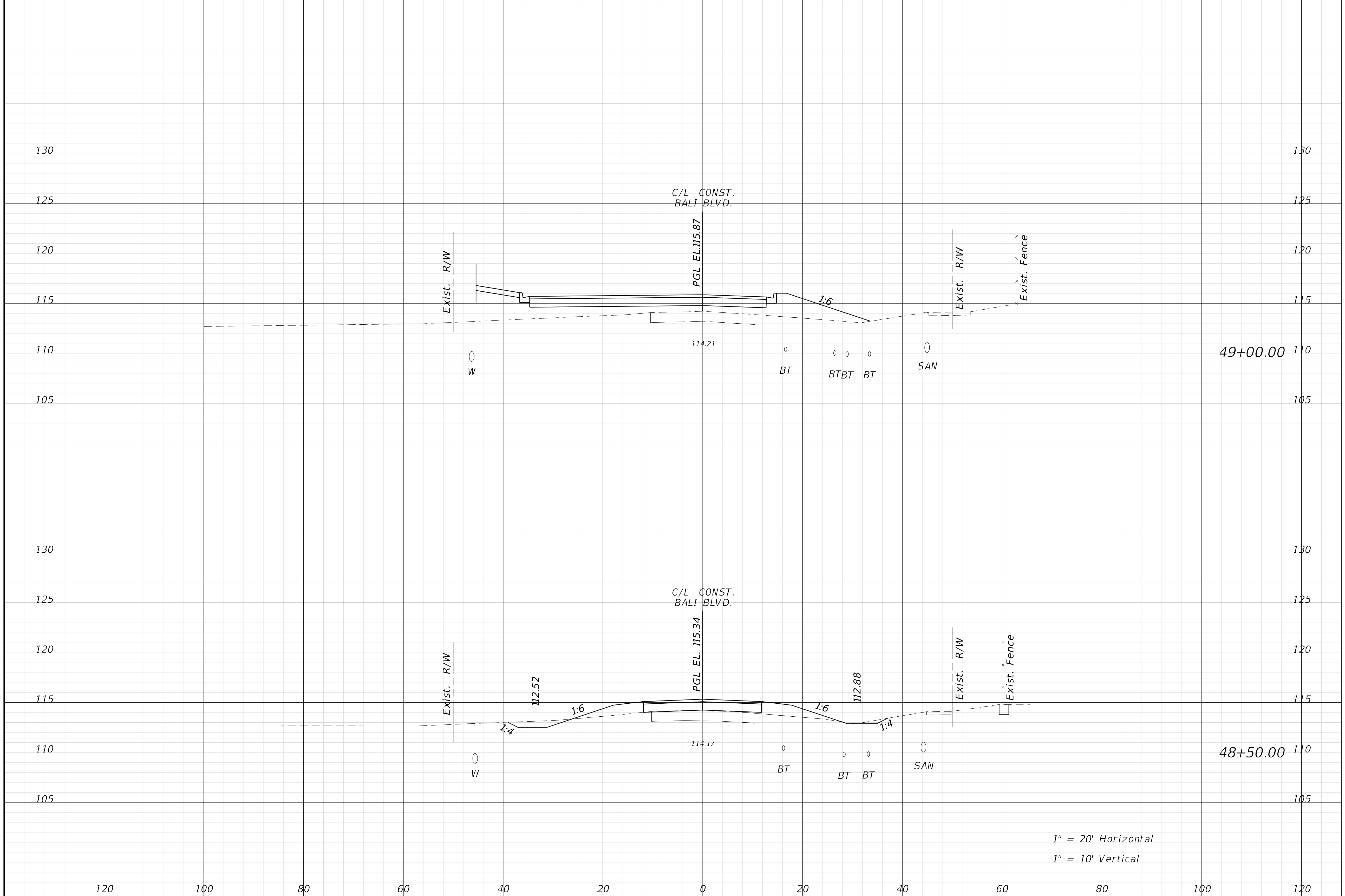

1" = 20' Horizontal

1" = 10' Vertical

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OCC-24056

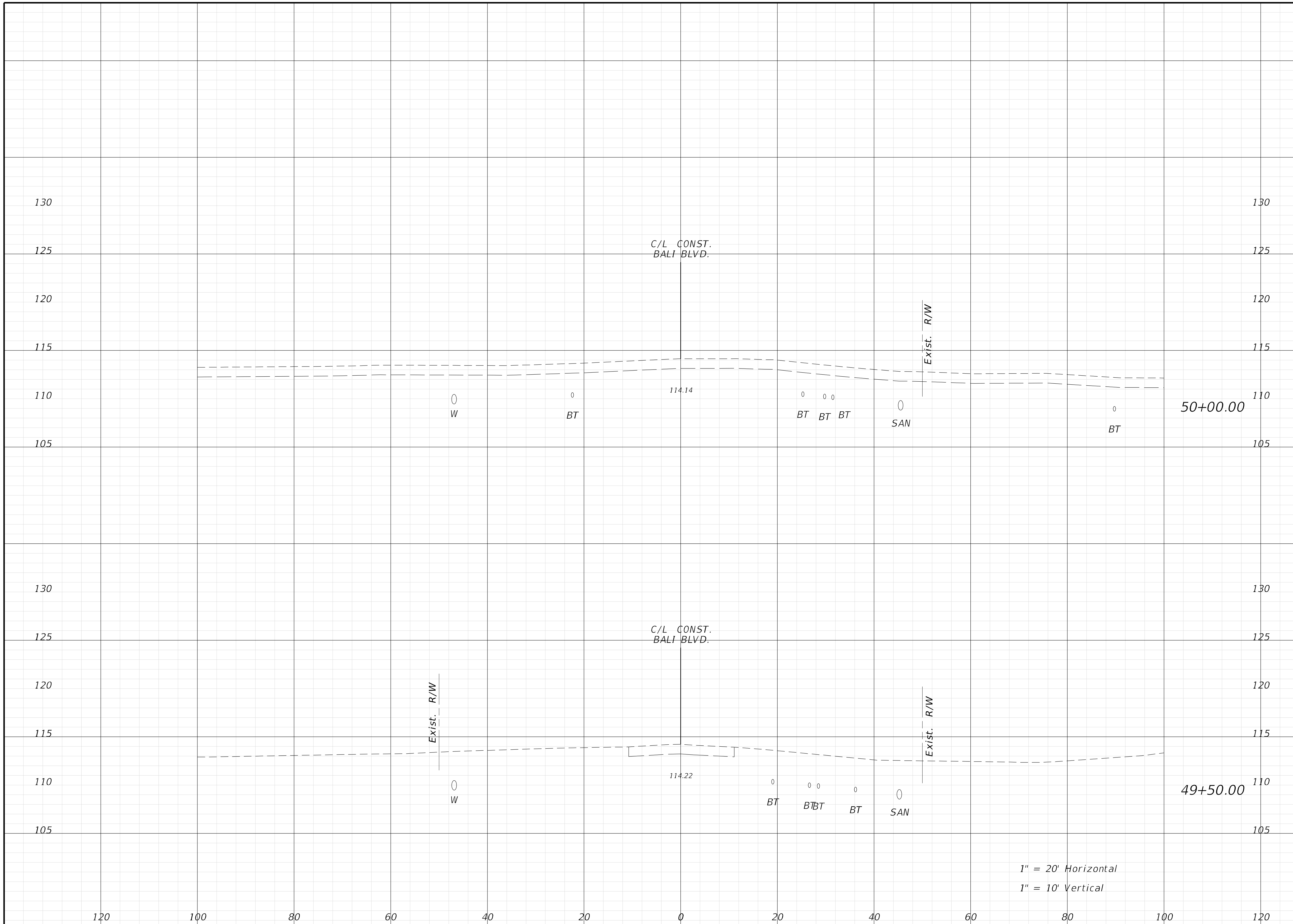
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS

BALI BOULEVARD

SHEET NO.

175



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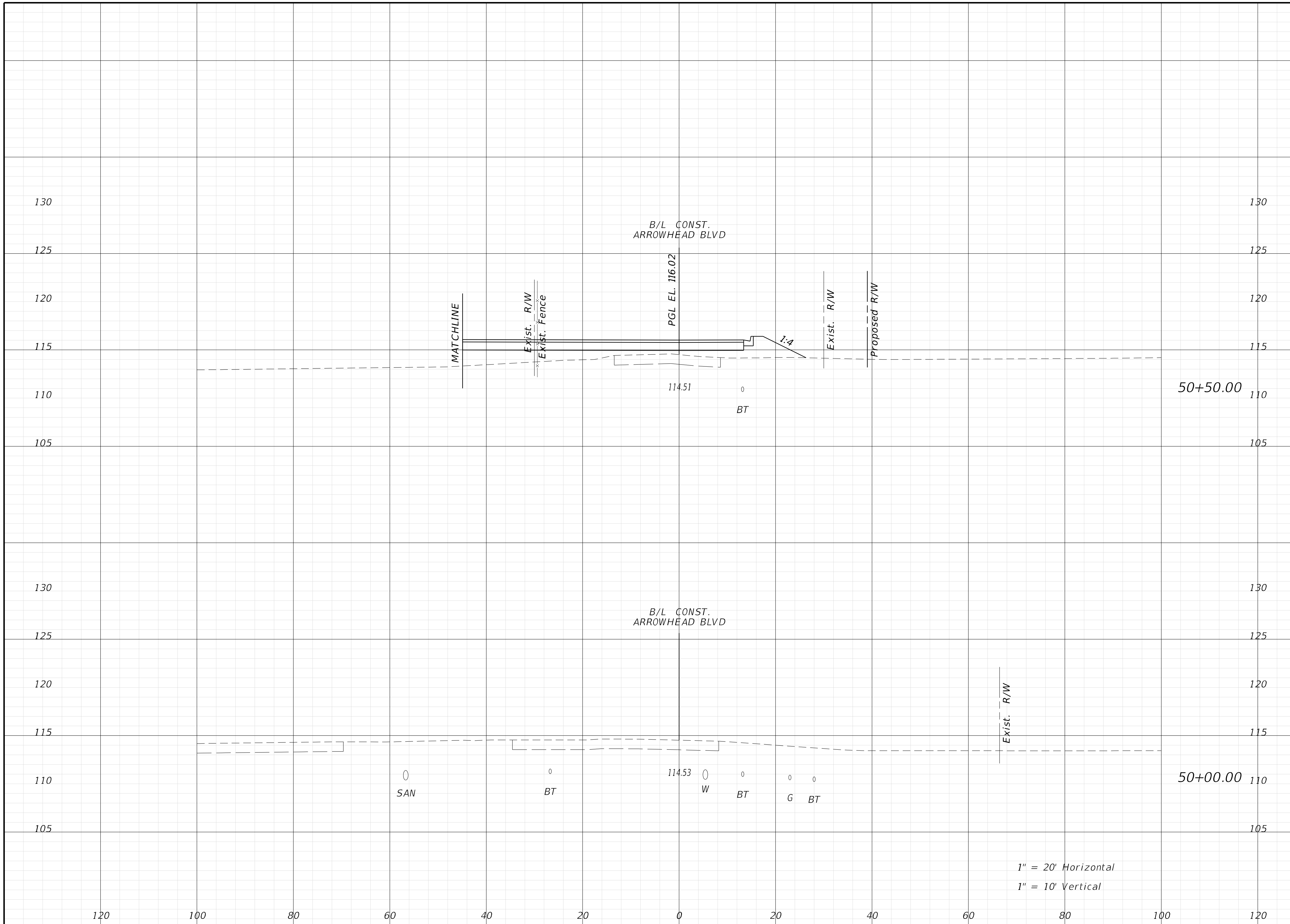
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
BALI BOULEVARD

SHEET NO.
176



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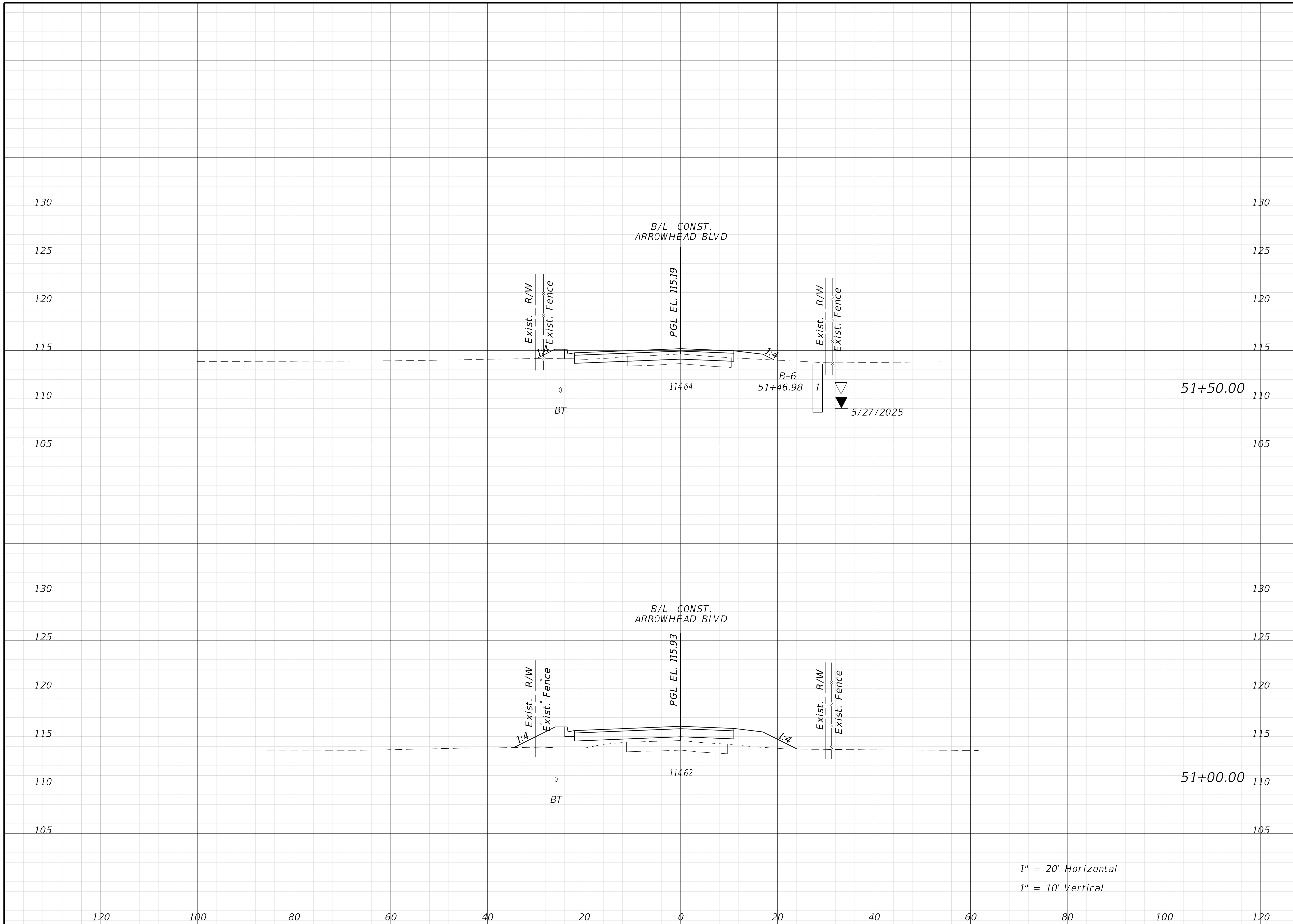
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
ARROWHEAD BLVD.

SHEET NO. 177



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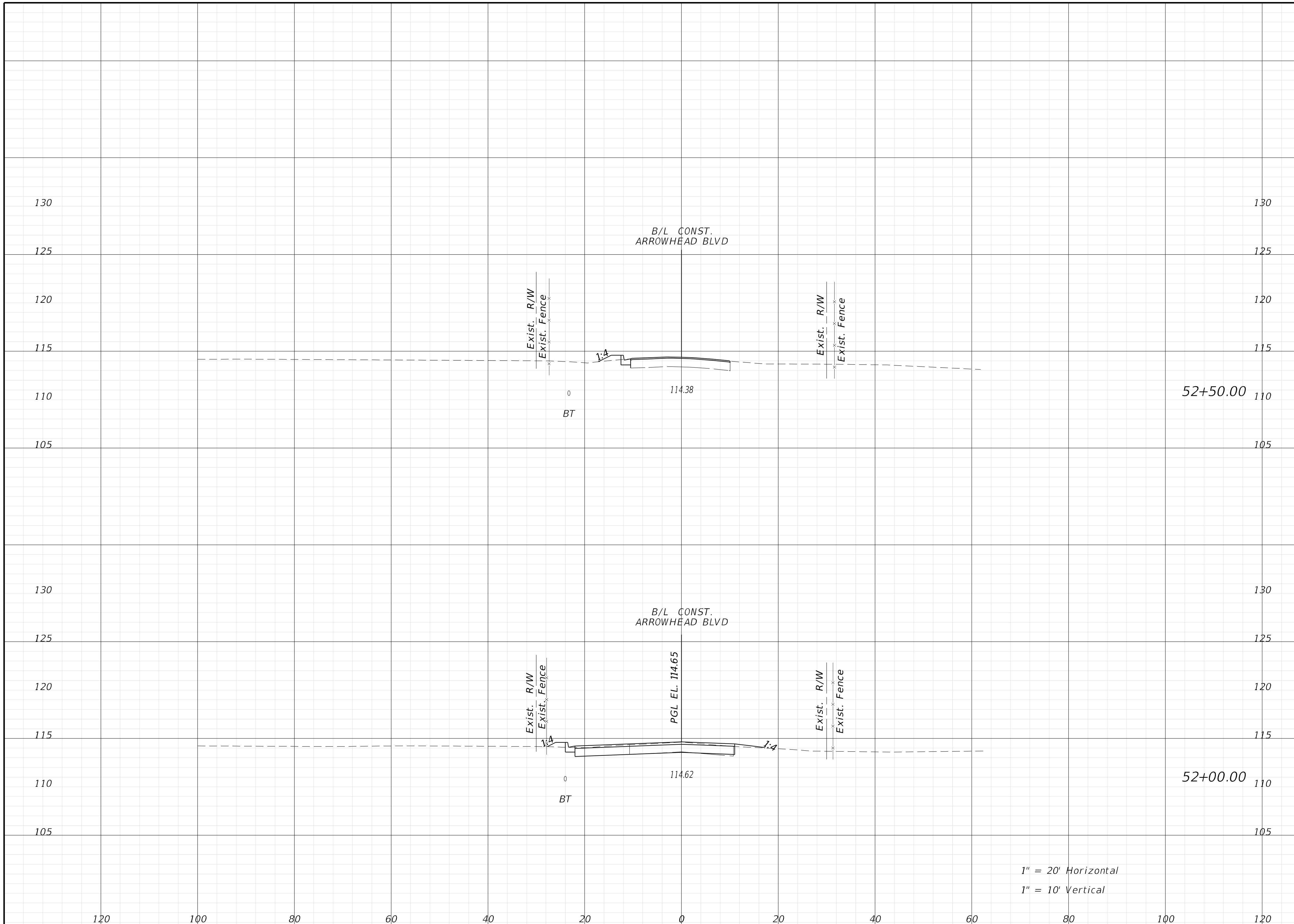
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
ARROWHEAD BLVD.

SHEET NO.
178



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PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
ARROWHEAD BLVD.

SHEET NO. 179

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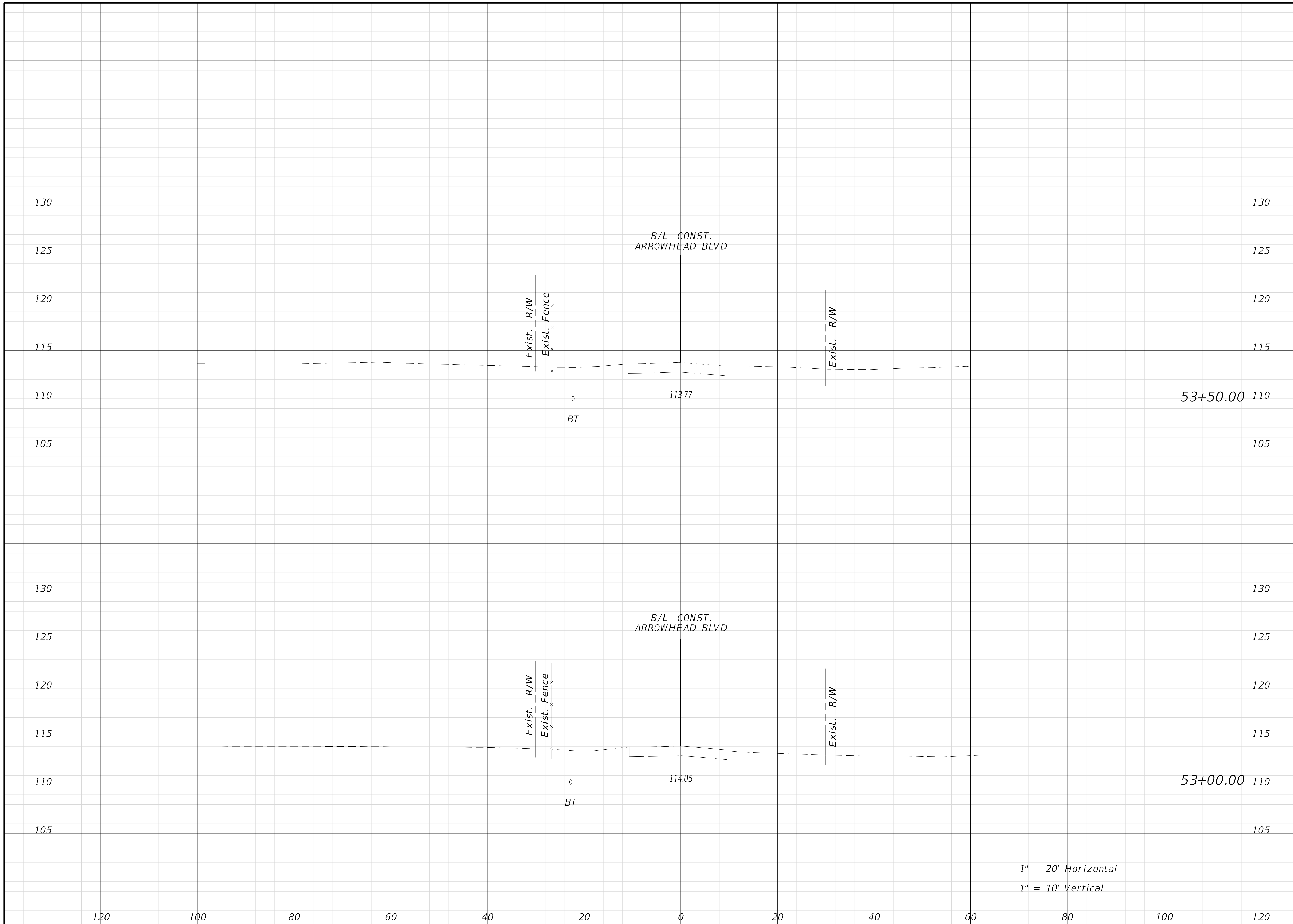

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ROAD
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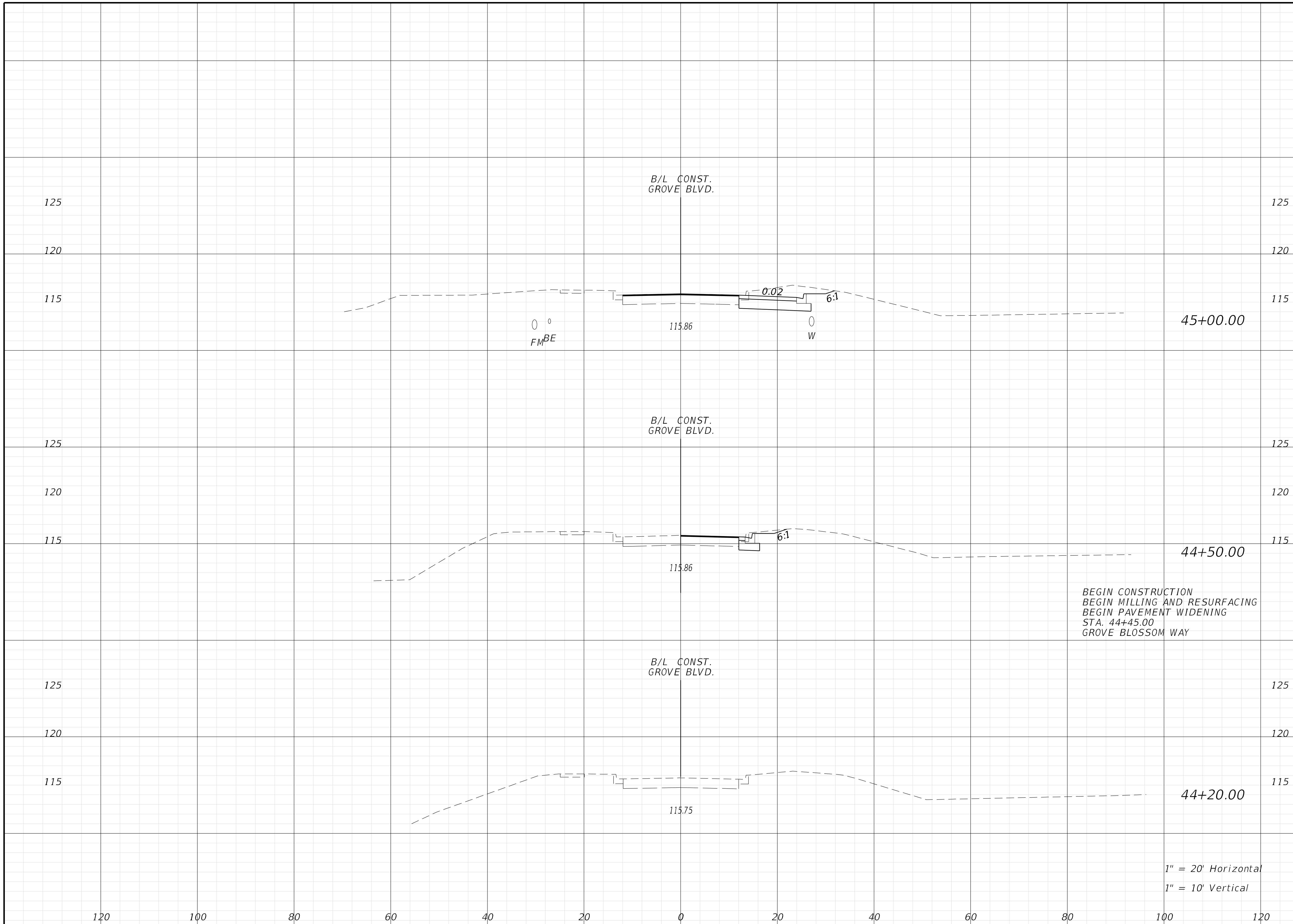
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
ARROWHEAD BLVD.

SHEET NO.
180



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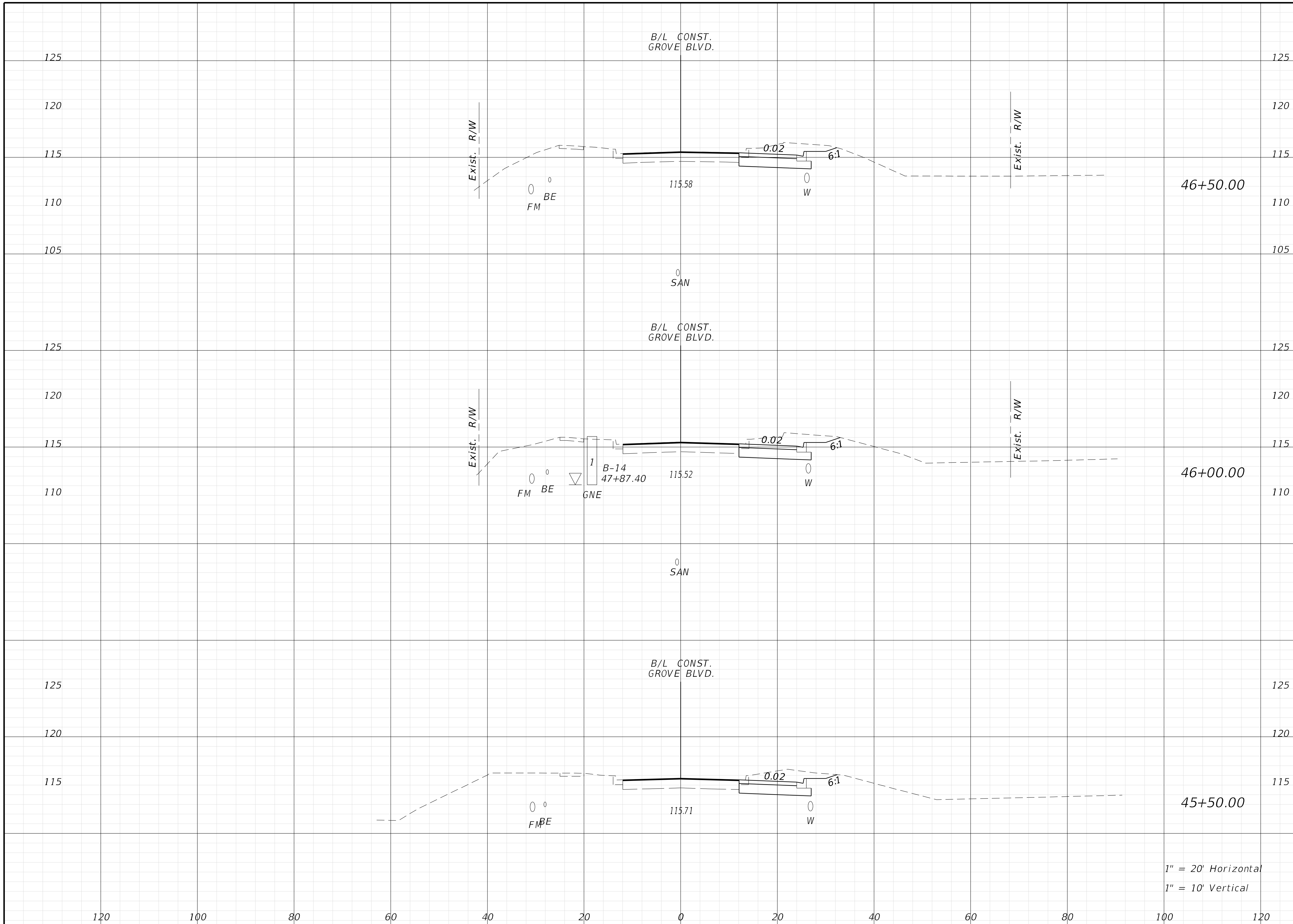
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
GROVE BLOSSOM WAY

SHEET NO.
181



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ROAD: AVALON ROAD

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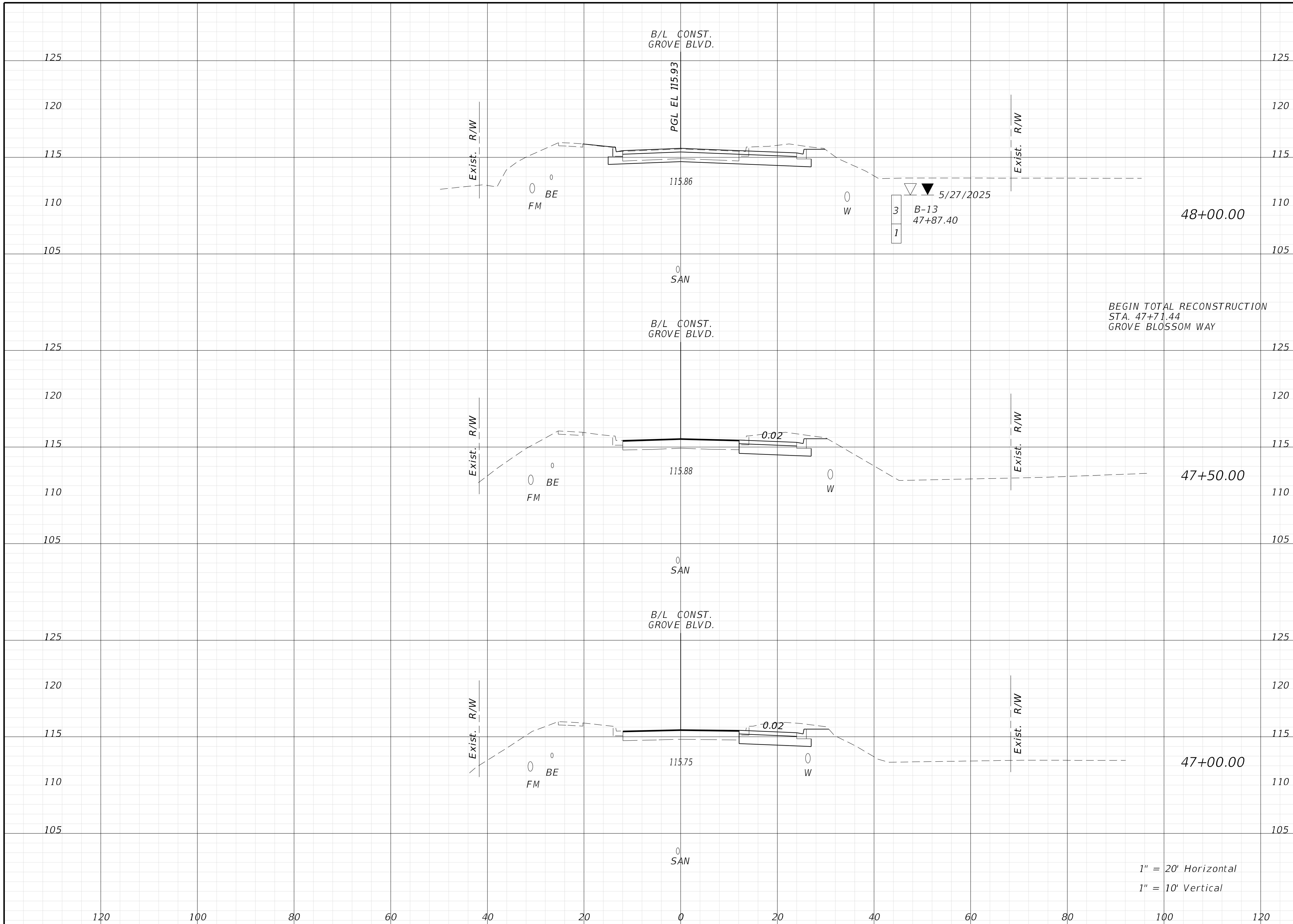
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
GROVE BLOSSOM WAY

SHEET NO. 182



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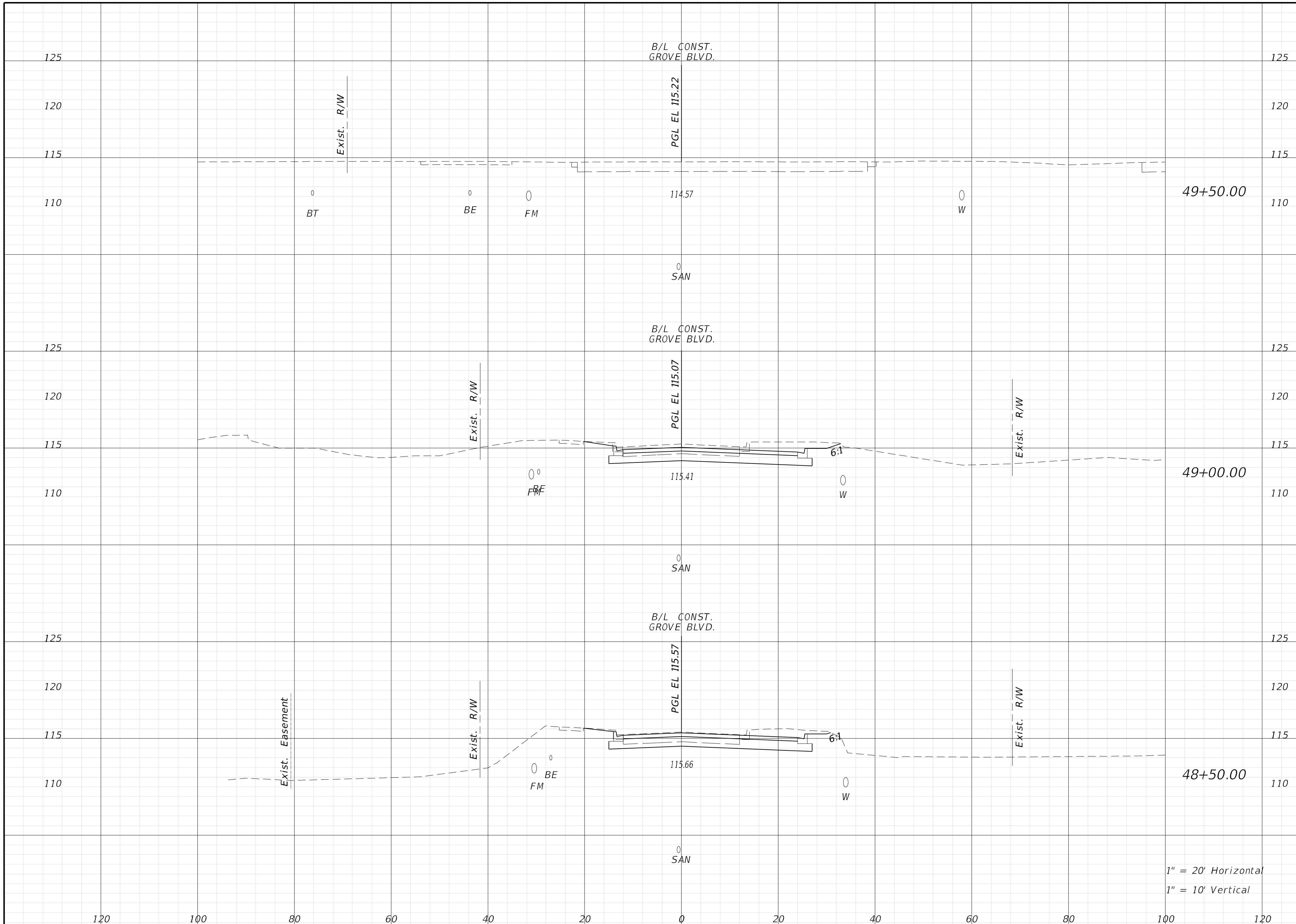
ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
GROVE BLOSSOM WAY

SHEET NO. 183



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ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
GROVE BLOSSOM WAY

SHEET NO. 184

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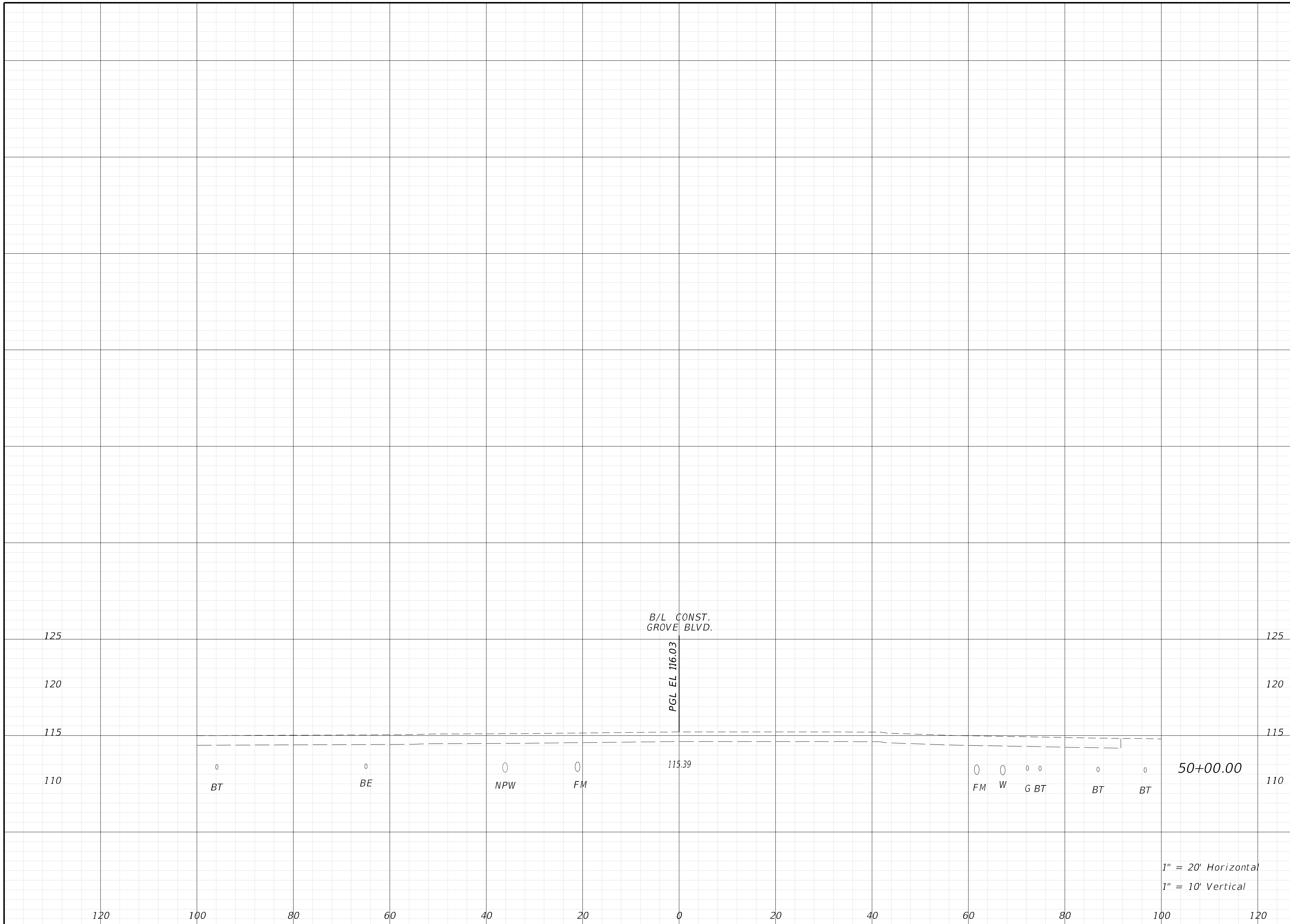

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PROJECT NO.	OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
GROVE BLOSSOM WAY

SHEET NO. 185

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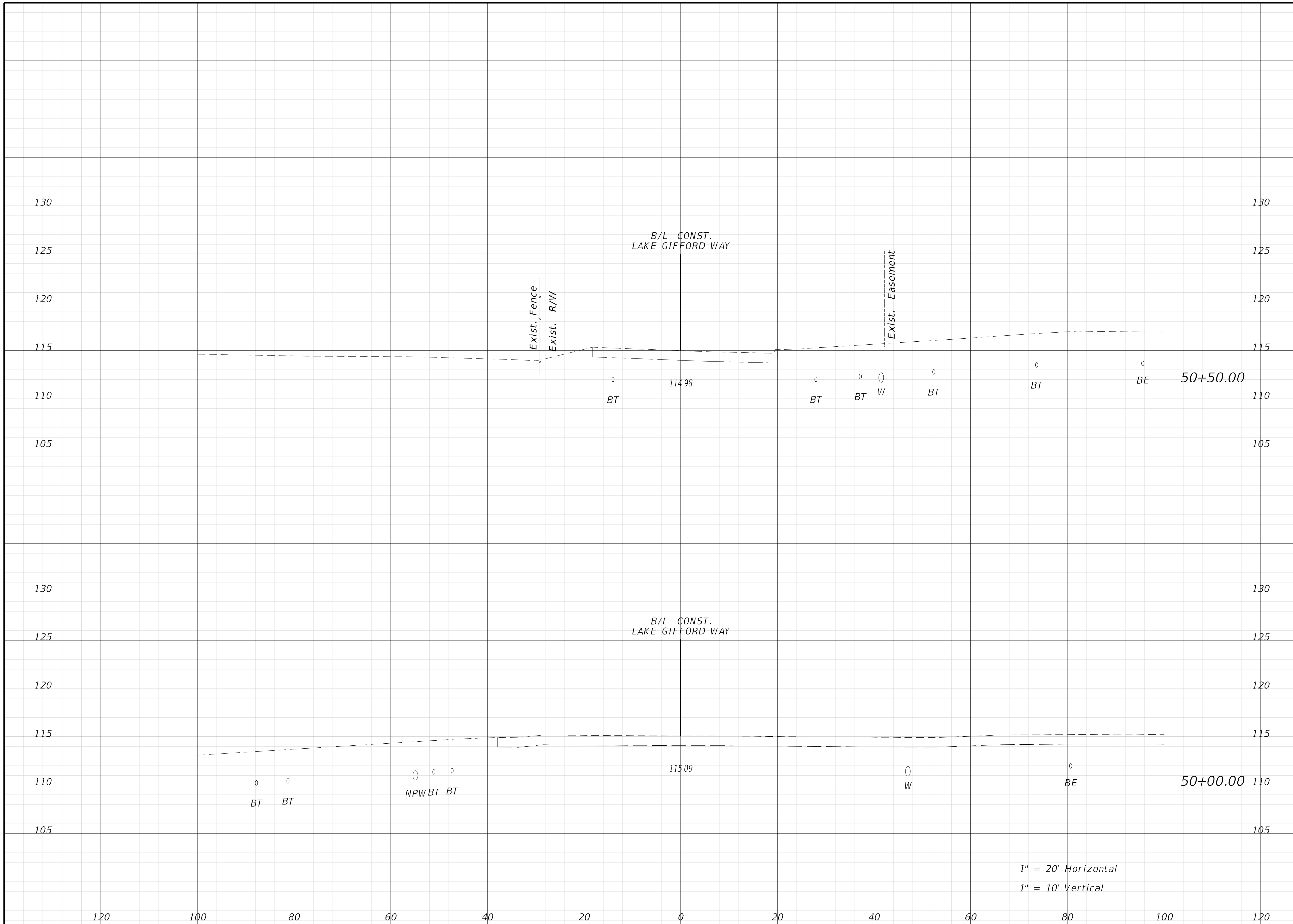

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ROAD
AVALON ROAD
PROJECT NO.
OCC-24056

ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
LAKE GIFFORD WAY

SHEET NO.
186

Regular Exc.		Embank.	
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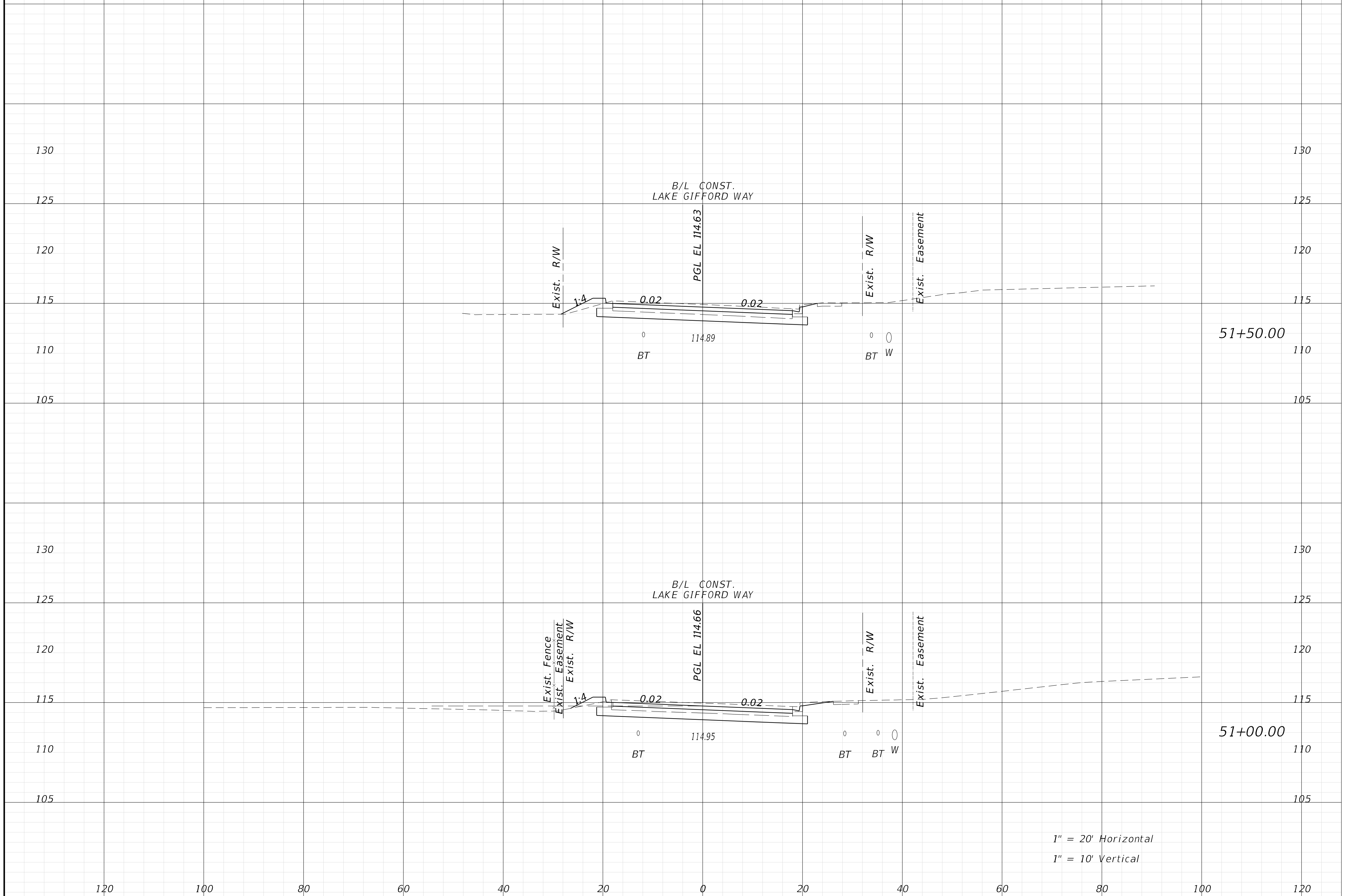

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PROJECT NO.
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ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
LAKE GIFFORD WAY

SHEET NO.
187

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Regular Exc.		Embank.	
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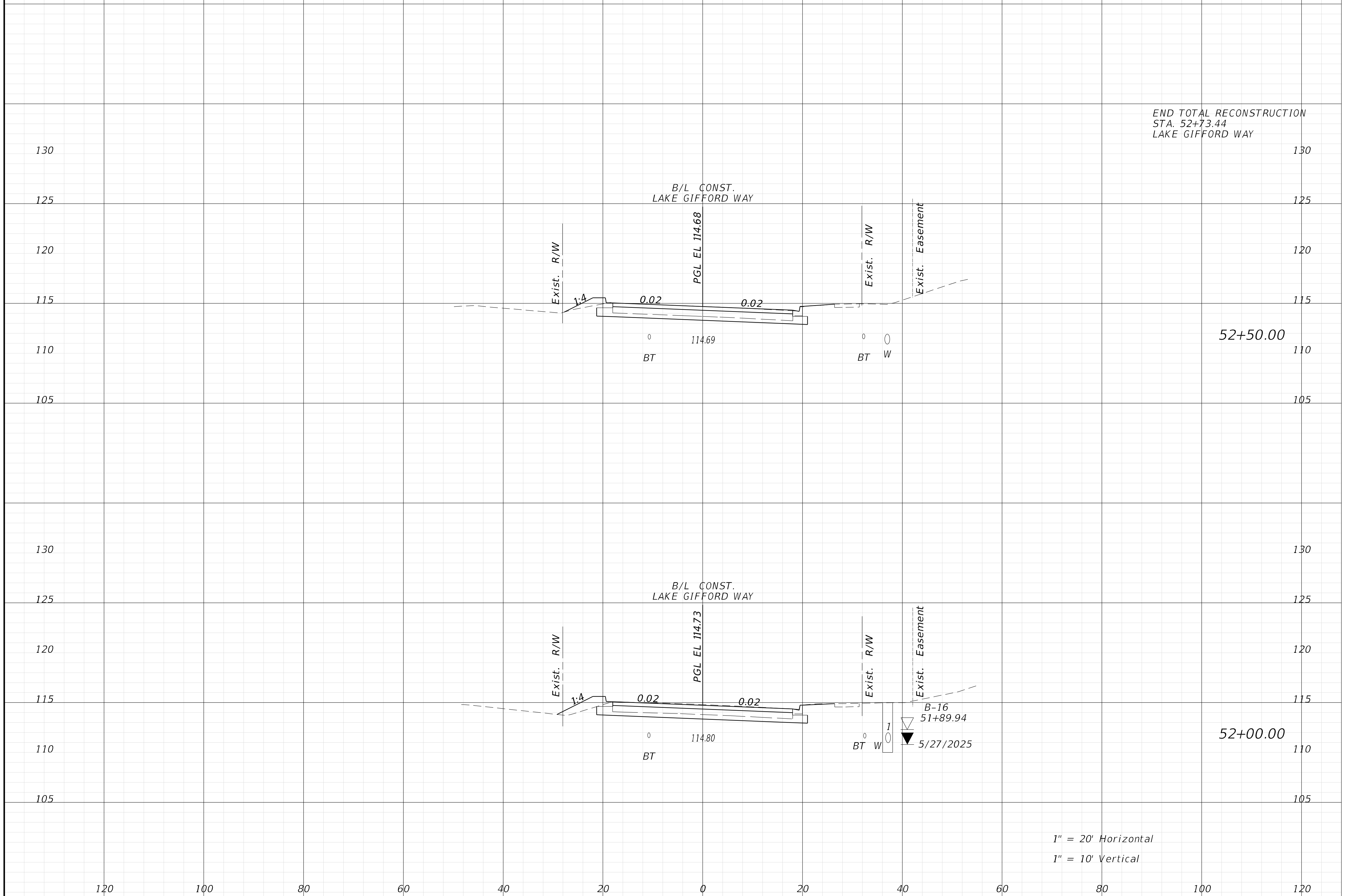

1" = 20' Horizontal

1" = 10' Vertical

REVISIONS			
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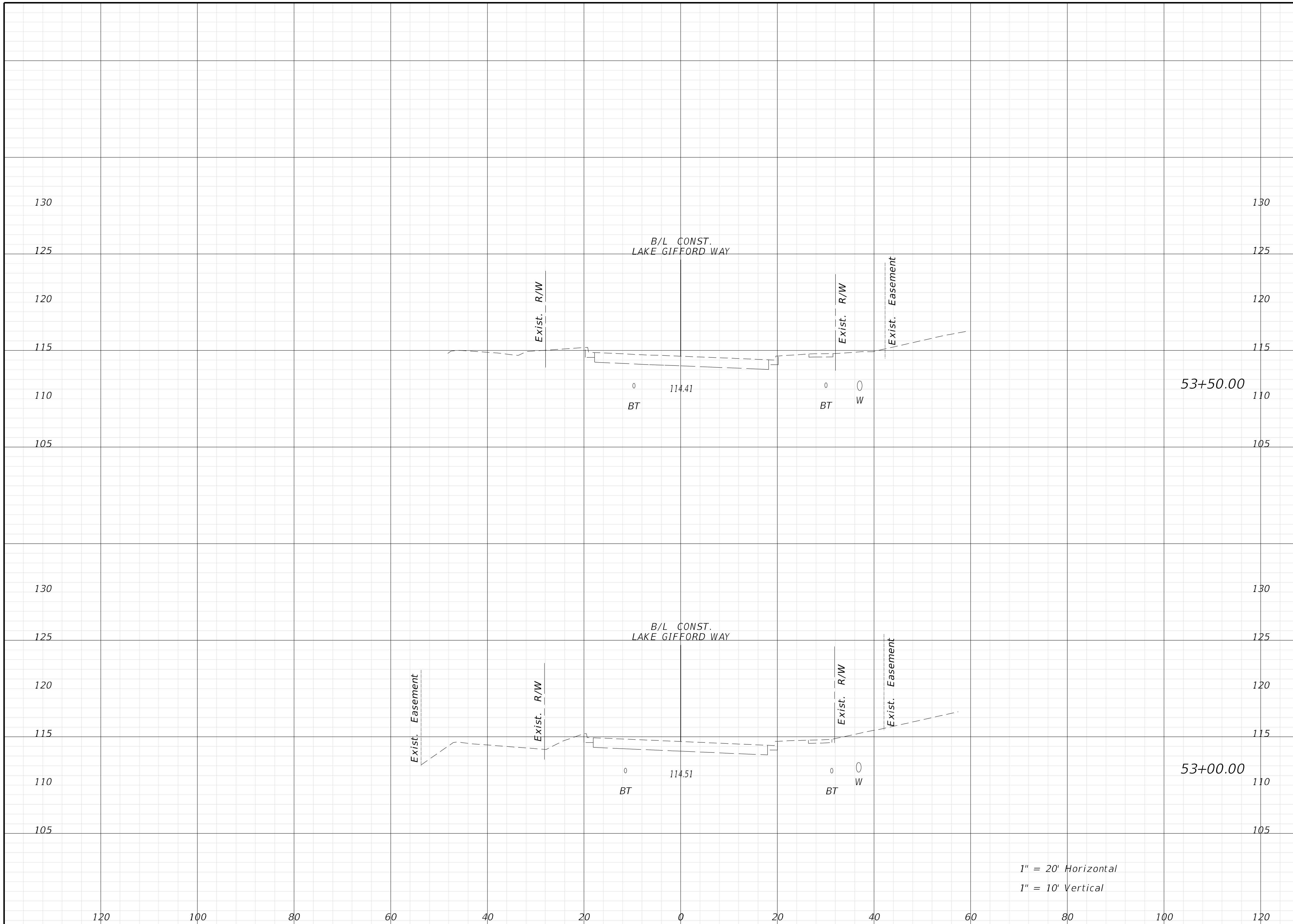
ORANGE COUNTY GOVERNMENT FLORIDA

CROSS SECTIONS
LAKE GIFFORD WAY

SHEET NO. 188



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CROSS SECTIONS
LAKE GIFFORD WAY

SHEET NO. 189