

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: SAND LAKE RD SITE

District: FDOT District 5

County: Orange County

ETDM Number: N/A

Financial Management Number: 446445-3-22-01

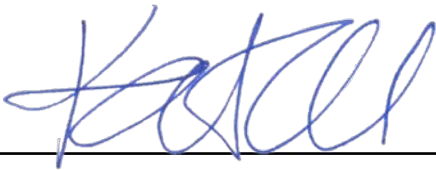
Federal-Aid Project Number: N/A

Project Manager: Mark Trebitz

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

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

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to be 'K. Trebitz', is written over a horizontal line.

March 14, 2025

Director Office of Environmental Management
Florida Department of Transportation

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

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

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LEGEND







- | | | | |
|---|---------------|---|--------------|
|  | Site Boundary |  | Parcels |
|  | Streets |  | Public Lands |
|  | Railroads |  | Waterbodies |



Figure 1: Project Location Map
Orange County Site 1
Sand Lake Road at John Young Parkway

1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) conducted a *Truck and Freight Alternative Site Analysis Project Development and Environment (PD&E) Study* (FPID 447724-1-22-01) to identify and evaluate truck and freight parking sites along or near the Interstate 4 (I-4) corridor within Osceola, Orange, Seminole, and Volusia Counties that are viable for private and public operator use for rest stops.

This Type 2 Categorical Exclusion documents the proposed action for a new truck parking facility in Orange County (designated Orange County Site 1, also known as the Sand Lake Road Site), for which the future phases will be programmed under FPID 446445-3. A preliminary concept for Orange County Site 1 was developed to establish site boundaries and is provided in the attached **Preliminary Conceptual Site Plan**. The Orange County Site 1 study area included the proposed Right-of-Way (ROW), adjacent land uses, and the access roadways surrounding the site. The preferred site is located adjacent to existing roadways in developed areas. The preliminary site concepts include parking layouts, site access, proposed sidewalks, stormwater management facilities, a restroom building, and landscaping/greenspace areas.

Orange County Site 1 (shown in **Figure 1: Project Location Map**) is located approximately 2.90 miles east of I-4. The site is proposed on the northeast corner of Sand Lake Road and John Young Parkway immediately west, and adjacent to, Florida's Turnpike. As part of a separate project, Florida's Turnpike is adding a new interchange with Sand Lake Road (FPID 433663-1), which will increase access to this truck parking site. The Design phase for the Florida's Turnpike interchange project was completed in October 2023 and the Construction phase is programmed for Fiscal Year (FY) 2024 to FY 2027.

Orange County Site 1 will supply 93 truck parking spaces and a restroom building which will accommodate restroom facilities, vending machines, and an office for security staff. Eight-foot sidewalks will be provided around the preferred site to allow pedestrians to safely walk from their individual truck parking spot to the restroom building and to provide connection from the site to the sidewalks along Sand Lake Road, to be installed during the Florida's Turnpike interchange project. Proposed landscaping and green spaces adjacent to the restroom building will include picnic areas/shelters. Fencing and landscaping is proposed around the perimeter of the truck parking area. Closed-circuit television (CCTV) monitoring will be provided throughout the site, and a Truck Parking Availability System (TPAS) will be installed to inform truck drivers on I-4 and Florida's Turnpike of the availability of parking spaces at the truck parking site. The site will also include other design features such as dumpster storage enclosures, pet walk areas, windshield wash stations and oversize truck parking spaces as feasible, based on further evaluation during the Design phase.

The preferred site area is approximately 16.3 acres and is anticipated to require approximately 14.6 acres of ROW, impacting a total of two parcels. A portion of the site is an existing pond jointly owned by FDOT and Orange County. No relocations are anticipated for the preferred site. Access to the site will be provided with two unsignalized driveways (right-in/right-out) on John Young Parkway and on Sand Lake Road. The new driveway on Sand Lake Road is located approximately 480 feet west of the proposed Turnpike off-ramp to Sand Lake Road. The second driveway connects to the John Young Parkway northbound off-ramp (frontage road) and is located approximately 440 feet north of the John Young Parkway and Sand Lake Road intersection. No access or median modifications are proposed on either Sand Lake Road or John Young Parkway to accommodate the preferred truck parking site.

The preferred Orange County Site 1 will include two wet detention stormwater ponds, with a combined pond area of 5.01 acres. An existing wet detention pond in the southwest corner of the site currently serves as the stormwater management system for portions of John Young Parkway and Sand Lake Road. The existing pond will be removed with the construction of the preferred site; therefore, treatment and attenuation volumes must be replaced in kind, and the proposed stormwater ponds will serve as a joint-use stormwater management facility between the preferred site and John Young Parkway and Sand Lake Road.

The site is adjacent to the new proposed off-ramp from Florida's Turnpike to Sand Lake Road (FPID 433663-1), which includes construction of stormwater treatment ponds which overlap the preferred Orange County Site 1. The 5.62-acre pond proposed for the Turnpike project was reconfigured as part of the preferred alternative for Orange County Site 1 to optimize the number of truck parking spaces. As construction of the Turnpike pond is ongoing, the future pond modification will be verified in the Design phase for Orange County Site 1.

1.2 Purpose and Need

The purpose of this project is to provide a needed truck parking facility to serve regional freight parking demand for the I-4 corridor in Orange County.

The need for the project is to address existing truck parking deficiencies and accommodate future truck parking demand to better serve freight mobility, improve safety, and address capacity needs. There are no truck or freight parking facilities maintained exclusively for public parking or non-retail public use in Orange County along the I-4 corridor.

Freight Mobility

The trucking industry is indispensable to the American economy and the quality of life for our communities and consumers that depend on delivered goods. Apart from many other roles and responsibilities, truck drivers are responsible for delivering raw materials to manufacturing facilities and finished products to retail and commercial sites. Businesses both big and small depend on truck drivers to safely transport their items across the nation, while maintaining efficient delivery times. According to Trucker Path survey (2018), 48% of truck drivers spend over an hour searching for a place to park. This equates to a \$5.1B loss in revenue annually, including wasted fuel, wages lost, maintenance, and associated crashes.

Safety

Truck parking is a national safety concern. In September 2022, the Federal Highway Administration (FHWA) hosted the National Coalition on Truck Parking to provide an update on studies and initiatives to advance safe truck parking. The FHWA 2022 Truck Parking Development Handbook lists the primary safety concerns arising from a lack of available designated truck parking spaces include tired truck drivers continuing to drive because of difficulty finding a place to park for rest and truck drivers choosing to park at unsafe locations, such as on the shoulder of the road, exit ramps, or vacant lots. The FHWA 2022 Truck Development Handbook states both of these scenarios endanger the truck driver and create hazards for drivers on the highway.

Capacity

The nationwide shortage of truck parking capacity continues to be a critical transportation industry focus. According to data published by the American Trucking Association (ATA) in 2022, there are about 3.5 million truck drivers nationwide and approximately 313,000 truck parking spaces; for every 11 drivers, there is one truck parking space. Truck parking needs have been ranked as a top critical issue in the trucking industry. In the most recent (2019) Jason's Law Truck

Parking Survey and Comparative Assessment, FHWA noted that truck parking concerns are nationwide but most critical along key freight corridors and in metropolitan areas. Additionally, nationwide survey results showed that shortages exist at all times of day, week, and year, but mostly overnight and weekdays.

In 2018, FDOT conducted a statewide truck parking study to assess existing truck parking capacity and future needs. The study found the I-4 corridor is the most critical corridor for truck parking needs in the state, specifically between the Osceola/Polk County Line and I-95, which is the focus of the Truck and Freight Alternative Site Analysis PD&E Study. The University of Florida Bureau of Economic and Business Research (BEBR) reports a 35.1% population growth in Florida from 2000-2020 and continued growth is expected.

Parking Demand

The parking demand is a function of both freight mobility and federal regulations governing hours of service for commercial vehicle operators. These regulations involve mandated maximum hours of service, maximum consecutive hours and days, and required regular minimum 30-minute breaks after eight cumulative hours. Without the appropriate freight parking facilities, drivers may be forced to spend unnecessary time searching for available parking, or they may be required to park in unsafe and/or improper locations.

The FDOT District Five Truck Parking Study (2019) determined the average freight parking demand (2016 existing condition) along I-4 within the PD&E study area in Osceola, Orange, Seminole, and Volusia Counties was 481 designated truck parking spaces (combined public and private rest stops). In 2023, a review was conducted to identify available public and private truck parking facilities within the PD&E study area, including a five-mile radius from the I-4 corridor and excluding Florida's Turnpike service plazas that serve Turnpike freight demand. There are currently only 36 designated truck-only parking spaces (combined public and private) directly along the I-4 corridor within the PD&E study area inclusive of the Longwood Truck Parking facility on I-4 Eastbound in Seminole County, the I-4 Westbound Rest Area in Seminole County and a private retail location with truck parking capacity. Additional private truck parking facilities that provide fee-based or subscription-based parking located within a six-mile buffer of I-4 were considered during the research for the PD&E study. However, these facilities serve truck parking needs along other highways (Florida's Turnpike, SR 408, SR 528). There is a need for additional truck parking spaces to serve existing demand within the PD&E study area.

As the number of people and the amount of goods continue to increase in Florida, freight traffic continues to be an essential part of our state's growth and economy. Based on the 2019 study, the average demand for truck parking spaces is anticipated to grow to 750 spaces by 2025 and 883 parking spaces by 2040 for the I-4 corridor within Osceola, Orange, Seminole and Volusia Counties. The projected demand is anticipated to intensify as the development of more distribution facilities like the Amazon Fulfillment Center in Volusia County, the Northport Industrial Park in Seminole County, the Infinity Park in Orange County, and JELD-WEN in Osceola County continue to be developed to better serve the region's population. The proposed project is needed to serve both the existing and projected truck parking demand in Orange County.

Project Status

The Design phase is programmed in Fiscal Year (FY) 27 in the Tentative FDOT Five Year Work Program (2025-2030). FDOT is identifying funding opportunities for future project development phases for Orange County Site 1.

1.3 Planning Consistency

As of February 2025, the Design Phase is funded (\$4.5 million in FY 27) in the FDOT Tentative Five Year Work Program (2025-2030), which will be adopted on July 1, 2025. MetroPlan Orlando will include the Orange County site in the update to the Transportation Improvement Program 2026-2030 (TIP), to be adopted in July 2025 for consistency with the FDOT Tentative Five Year Work Program. The Statewide Transportation Improvement Program (STIP) will be adopted in October 2025 for consistency with the adopted FDOT Five Year Work Program (2025-2030). The Planning Consistency Package, including a MetroPlan Orlando coordination letter, is included in the attachments.

| Currently Adopted L RTP-CFP | COMMENTS | | | |
|-----------------------------|--|------|------|--|
| Yes | The MetroPlan Orlando Metropolitan Transportation Plan (MTP) 2045 identifies expansion of truck parking and staging areas as a strategy for improving freight mobility. The Cost Feasible Plan (CFP), developed as part of the MTP, identifies Priority Project No. 107 as New and Improved Truck Parking Rest Areas (Central Florida Corridor) along I-4 within Osceola, Orange, and Seminole counties. The 2050 MTP CFP is due to be adopted in December 2025 and will include Orange County Site 1. | | | |
| | Currently Approved | \$ | FY | COMMENTS |
| PE (Final Design) | | | | |
| TIP | N | 4.5M | FY27 | Pending MetroPlan Orlando adoption July 2025 |
| STIP | N | 4.5M | FY27 | Pending FHWA adoption October 2025 |
| R/W | | | | |
| TIP | N | | | |
| STIP | N | | | |
| Construction | | | | |
| TIP | N | | | |
| STIP | N | | | |

2. Environmental Analysis Summary

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

USCG Permit

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

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

3. Social and Economic

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

3.1 Social

A Sociocultural Data Report was developed which documents 2017-2021 socioeconomic data and is located in the project file. An assessment of potential social and economic impacts was conducted for the proposed site. Census data was obtained from the U.S. Census Bureau (2020) and supplemented with data from the 2017-2021 American Community Survey. Socioeconomic data was based on a half-mile study area buffer from the proposed site which involved a total of four intersecting block groups. Block groups provide the most granular data available for the surrounding population. However, the block groups represent a larger area than the proposed site and half-mile study area buffer.

Table 1 shows the demographic comparison of the block groups within the half-mile study area buffer compared with those in Orange County. As shown in the table, the Orange County Site 1 study area percentages are significantly different than the surrounding county area. The percentage of minority populations in the study area buffer is lower for Black (15.3%), Asian (4.1%), and Other (12.2%) races when compared to Orange County's population.

Table 1: Demographic Comparison

| | | Orange County | Orange County Site 1 Study Area |
|---|------------------------------------|------------------|---------------------------------|
| Population | | 1,409,949 | 98 |
| Race | White | 55.46% | 68.37% |
| | Black | 20.74% | 15.31% |
| | Asian | 5.21% | 4.08% |
| | Other | 18.59% | 12.18% |
| | Total | 100.0% | 100.0% |
| Ethnicity | Hispanic or Latino | 32.59% | 29.59% |
| | Not Hispanic or Latino | 67.41% | 70.41% |
| | Total | 100.0% | 100.0% |
| Age | Median | 35.7 | 29.0 |
| | 65 and over | 12.0% | 5.1% |
| | Under 18 | 22.1% | 6.1% |
| Language | Speaks English Not at All | 2.23% | 1.04% |
| | Speaks English Less than Very Well | 14.7% | 12.5% |
| Population 20 to 64 Years with a disability | | 9.3% | 10.6% |
| Housing Units | | 554,517 | 71 |
| | Owner-Occupied | 48.5% | 4.2% |
| | Renter-Occupied | 37.2% | 52.1% |
| | Vacant | 14.3% | 42.3% |
| | No Data | - | 1.4% |
| Poverty Level | | 13.9% | 11.2% |

The Orange County Site 1 study area block groups have a lower population below the poverty level (11.2%) when compared to Orange County (13.9%). There are 71 housing units within the four census block groups comprising the study area. Of these, approximately three (4.2%) are owner occupied and thirty-seven (52.1%) are renter occupied. There are thirty vacant units (42.3%) and one unit for which no data is available (1.4%).

The median age within the study area buffer is 29, which is lower than the overall Orange County median age of 35.7. Within the study area buffer, 5.1% of the population are age 65 and over, which is lower than the percentage for Orange County (12.0%). The percentage of the population in the Orange County Site 1 study area under age 18 is 6.1%, which is also lower than the percentage for Orange County (22.1%). The proportion of the population aged 20 to 64 years with a disability is 10.6% within the study area buffer, which is slightly higher than the proportion for Orange County as a whole (9.3%).

According to the Census data, one resident in the study area buffer stated they "Speak English Not At All" (1.04%) - this is less than the percentage of population in Orange County (2.23%). The block groups that intersect the study area buffer include a total of twelve residents (12.5%) that stated they speak English "Less than Very Well" and were considered Limited English Proficient (LEP) persons, which is less than the equivalent percentage for Orange County (14.7%). The LEP population as shown in the study area buffer is much larger than the smaller number of LEP individuals likely to be affected by the project and included on the public mailing list (minimum 300 feet from the proposed site). As such, translation services for public meetings were made available upon request and FDOT continues to provide written translations upon request.

The analysis considered the effect of the project on community facilities and neighborhoods within the site and the surrounding half-mile area. The site is bordered by Sand Lake Road, John Young Parkway and Florida's Turnpike and surrounded by industrial and commercial land uses. There is one religious facility within the study area buffer, New Missions In Haiti, located at 8054 Presidents Drive, Orlando, FL 32809. The religious facility is separated from the proposed site by Sand Lake Road and Florida's Turnpike. There are no residential areas or other community facilities present within the half-mile study area buffer.

During the alternative development process, social impacts were avoided and minimized to the extent feasible. Direct impacts were minimized by selecting a site comprised of publicly owned vacant parcels currently being used as a stormwater facility and bordered by Sand Lake Road, John Young Parkway and Florida's Turnpike.

Access to and from the proposed site and I-4 will be available via the Florida's Turnpike. Truck traffic is expected to slightly increase in the area as a result of the Preferred Alternative. Based on the Project Traffic Analysis Report (PTAR) located in the project file, the truck parking site is anticipated to generate approximately 110 peak hour trips (55 vehicles per hour (vph) in and 55 vph out of the site entrance). The study intersection at Sand Lake Road and John Young Parkway is projected to operate similar (Level of Service (LOS) D in the AM and F in the PM) to the No-Build condition with only a slight increase in overall intersection delay.

The proposed Orange County Site 1 will not separate residences from existing community facilities such as churches, schools, shopping areas, civic or cultural facilities. The proposed site is not expected to contribute to social isolation of any distinct populations. The Comments and Coordination Report, located in the project file, summarizes public involvement activities and comments received, with no controversy anticipated.

3.2 Economic

The proposed project may enhance economic activity by improving freight mobility, enhancing the transport of goods and services to the community, and increasing safety by reducing the amount of time truck drivers spend searching for a safe place to park. The project will provide additional truck parking capacity to support the economic viability of existing retail, commercial, industrial, and utility operations in the study area, as well as the local area and region as a whole.

There are no business impacts anticipated with the Preferred Alternative. There are no negative effects to property values expected as a result of providing additional truck parking capacity to support existing and future freight traffic.

3.3 Land Use Changes

The existing land use within the proposed site consists entirely of Vacant Governmental (16.3 acres/100 percent). The **Existing Land Use Map** is included in the attachments. There are no existing or future agricultural land uses designated on the site.

The **Future Land Use Map**, included in the attachments, shows future land uses throughout the site consist entirely of Industrial. Future land use surrounding the project area is also proposed to be industrial with conservation land proposed to the west.

The existing and future land uses in the surrounding area will continue to be supported. Given the proximity of the project to Florida's Turnpike, this project is not anticipated to induce secondary development or changes to existing land use patterns. Therefore, no adverse impacts to surrounding land uses are anticipated as a result of this project.

3.4 Mobility

The proposed truck parking site will improve freight mobility by providing a safe location for truck drivers to park in an area where there are no existing equivalent parking locations. Drivers will spend less time searching for a parking site when traveling through Orange County, thus increasing their travel efficiency, and providing a safe area to park and rest will help to reduce driver fatigue, thereby improving their safety when driving.

The proposed site will be open to the public, but access will be restricted to freight vehicles only, using signage and security for enforcement. The proposed site will include an eight-foot sidewalk surrounding the facility to allow pedestrians to safely walk from their individual truck parking spot to the restroom building. Eight-foot wide sidewalks will also be included extending out to two access points, one on John Young Parkway and one on Sand Lake Road to provide enhanced pedestrian mobility between the proposed site and roadway sidewalk facilities.

The project is expected to provide Americans with Disabilities Act-compatible pedestrian accommodations. This will provide enhanced accessibility and mobility for all users.

3.5 Aesthetic Effects

The parking site is located within an area in proximity to commercial and industrial development. The site does not have any scenic views or vistas, nor are there any aesthetic features of note within sight of the site. Based on agency

coordination with and commitments to Orange County, landscaping will be installed around the site to preserve and/or enhance the natural, environmental, scenic, and aesthetic values of the area.

Visual impacts associated with clearing and grubbing, storage of construction materials and equipment, and establishment of temporary construction facilities may occur, but they are expected to be minimal and temporary in nature.

Therefore, the level of impact is expected to be minimal.

3.6 Relocation Potential

As previously stated, the Preferred Alternative will involve approximately 14.6 acres of ROW and two parcels will be impacted. One parcel is owned by FDOT and the other parcel, owned by Orange County, includes a portion of a stormwater management system that currently supports portions of John Young Parkway and Sand Lake Road. The two parcels are vacant and unoccupied parcels; therefore, no relocations will be required. A **ROW Needs Map** is included in the attachments.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of the City of Orlando with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project. No archaeological sites or historical resources were identified, and FDOT, in consultation with State Historic Preservation Officer (SHPO), has determined that the project will result in No Historic Properties Affected. Concurrence from SHPO was received on 03/26/2024.

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

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

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

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

4.4 Recreational Areas and Protected Lands

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

There are no state-owned conservation lands in the project area subject to review and approval by the Acquisition and Restoration Council.

5. Natural Resources

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

5.1 Protected Species and Habitat

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

The protected species and habitats include those listed under Section 7 of the Endangered Species Act of 1973 (ESA), as amended (50 CFR 17); critical habitat as defined in the ESA (16 United States Code [U.S.C.] 1532); Chapter 68A-27, Florida Administrative Code (F.A.C.); Florida Endangered and Threatened Species List; and Chapter 5B-40, F.A.C., Regulated Plant Index; and the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. All federally listed species under the ESA of 1973 are also considered to be state listed species.

A Natural Resources Evaluation (NRE) report, located in the project file, was prepared to determine the effects of the project on natural features and to assess the need for mitigation. The NRE was sent to the Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Environmental Protection (FDEP), US Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD) and United States Fish and Wildlife Service (USFWS) for review and concurrence (as applicable). Concurrence from USFWS was received April 3, 2024. A consultation letter noting agreement with the effect determinations and support of project implementation measures and commitments was received from FWC March 11, 2024. The letters are included in the attachments.

Effect Determinations

Forty-four listed species have the potential to occur within the Orange County Site 1 study area. Four of those species (little blue heron, tricolored heron, wood stork, and tricolored bat) were determined to have a moderate potential for occurrence. No species were observed or determined to have a high potential of occurrence. Based on the anticipated impacts from the Preferred Alternative, there are two federal and state listed species that were determined to have a "May Affect, Not Likely to Adversely Affect", and 13 species with a "No Adverse Effect Anticipated" determination. The remaining 30 federal and state listed species were determined to have a "No Effect" or "No Effect Anticipated" determination. The "No Effect" and "No Effect Anticipated" determinations were made due to the lack of suitable habitat present, the species are not known to occur within the project area and there were no species, or evidence thereof, observed during the field investigation. Please see **Table 2** for a summary of the occurrence potential and effect determinations for both federal and state protected species. All species with moderate potential for occurrence are discussed in detail following **Table 2**.

Table 2: Effect Determinations for Protected Species

| Scientific Name | Common Name | Listing Status | | | Potential Occurrence | Effect Determination |
|--------------------------------|-------------------|----------------|-----|-------|----------------------|----------------------|
| | | USFWS | FWC | FDACS | | |
| Birds | | | | | | |
| <i>Aphelocoma coerulescens</i> | Florida scrub jay | T | T | | No | No Effect |

| | | | | | | |
|---|-------------------------------|-------------|---|---|----------|--|
| <i>Athene cunicularia floridana</i> | Burrowing owl | | T | | No | No Effect Anticipated |
| <i>Egretta caerulea</i> | Little blue heron | | T | | Moderate | No Adverse Effect Anticipated |
| <i>Egretta tricolor</i> | Tricolored heron | | T | | Moderate | No Adverse Effect Anticipated |
| <i>Falco sparverius Paulus</i> | Southeastern American kestrel | | T | | Low | No Adverse Effect Anticipated |
| <i>Grus canadensis pratensis</i> | Florida sandhill crane | | T | | Low | No Adverse Effect Anticipated |
| <i>Haliaeetus leucocephalus</i> | Bald eagle | BGEPA/ MBTA | M | | Low | - |
| <i>Laterallus jamaicensis jamaicensis</i> | Eastern black rail | T | | | No | No Effect |
| <i>Mycteria americana</i> | Wood stork | T | T | | Moderate | May Affect, Not Likely to Adversely Affect |
| <i>Picoides borealis</i> | Red-cockaded Woodpecker | E | E | | No | No Effect |
| <i>Platalea ajaja</i> | Roseate spoonbill | | T | | Low | No Adverse Effect Anticipated |
| <i>Polyborus plancus audubonii</i> | Audubon's crested caracara | T | T | | No | No Effect |
| <i>Rostrhamus sociabilis plumbeus</i> | Everglade snail kite | E | E | | No | No Effect |
| Mammals | | | | | | |
| <i>Perimyotis subflavus</i> | Tricolored Bat | C | | | Moderate | - |
| <i>Ursus americanus floridanus</i> | Florida black bear | | M | | Low | - |
| Reptiles | | | | | | |
| <i>Drymarchon corais couperi</i> | Eastern indigo snake | T | T | | Low | May Affect, Not Likely to Adversely Affect |
| <i>Gopherus polyphemus</i> | Gopher tortoise | C | T | | Low | No Adverse Effect Anticipated |
| <i>Pituophis melanoleucus mugitis</i> | Florida pine snake | | T | | No | No Effect Anticipated |
| Plants | | | | | | |
| <i>Andropogon arctatus</i> | Pinewoods bluestem | | | T | No | No Adverse Effect Anticipated |
| <i>Bonamia grandiflora</i> | Florida bonamia | T | | E | No | No Effect |
| <i>Calamintha ashei</i> | Ashe's savory | | | T | No | No Effect Anticipated |
| <i>Calopogon multiflorus</i> | Many-flowered grass -pink | | | T | No | No Adverse Effect Anticipated |
| <i>Centrosema arenicola</i> | Sand butterfly pea | | | E | No | No Effect Anticipated |
| <i>Chionanthus pygmaeus</i> | Pygmy Fringe-tree | E | | E | No | No Effect |

| | | | | | | |
|---|--------------------------|---|--|---|-----|-------------------------------|
| <i>Clitoria fragrans</i> | Pigeon wings | T | | E | No | No Effect |
| <i>Coleataenia abscissa</i> | Cutthroatgrass | | | E | No | No Effect Anticipated |
| <i>Deeringothamnus pulchellus</i> | Beautiful pawpaw | E | | E | No | No Effect |
| <i>Eriogonum longifolium gnaphalifolium</i> | Scrub buckwheat | T | | E | No | No Effect |
| <i>Hartwrightia floridana</i> | Hartwrightia | | | T | No | No Adverse Effect Anticipated |
| <i>Illicium parviflorum</i> | Star anise | | | E | Low | No Adverse Effect Anticipated |
| <i>Lechea cernua</i> | Nodding pinweed | | | T | No | No Effect Anticipated |
| <i>Liatis ohlingerae</i> | Florida blazing star | E | | E | No | No Effect |
| <i>Lupinus aridorum</i> | Scrub lupine | E | | E | No | No Effect |
| <i>Matelea floridana</i> | Florida spiny-pod | | | E | No | No Effect Anticipated |
| <i>Nemastylis floridana</i> | Celestial lily | | | E | No | No Adverse Effect Anticipated |
| <i>Nolina atopocarpa</i> | Florida beargrass | | | T | Low | No Adverse Effect Anticipated |
| <i>Nolina brittoniana</i> | Britton's beargrass | E | | E | No | No Effect |
| <i>Paronychia chartacea</i> | Papery Whitlow-wort | T | | E | No | No Effect |
| <i>Platanthera integra</i> | Yellow fringeless orchid | | | E | Low | No Adverse Effect Anticipated |
| <i>Polygala lewtonii</i> | Lewton's polygala | E | | E | No | No Effect |
| <i>Polygonella myriophylla</i> | Sandlace | E | | E | No | No Effect |
| <i>Prunus geniculata</i> | Scrub plum | E | | E | No | No Effect |
| <i>Pteroglossaspis ecristata</i> | Giant orchid | | | T | No | No Effect Anticipated |
| <i>Werea carteri</i> | Carter's warea | E | | E | No | No Effect |

Notes:

E=Endangered | T=Threatened | C=Candidate | M=Managed

BGEMA=Bald and Golden Eagle Protection Act | MBTA=Migratory Bird Treaty Act

Critical Habitat

The project area was assessed for USFWS designated Critical Habitat as defined by Congress in 16 U.S.C. 1532. Based on the review of USFWS Geographic Information System (GIS) data and literature, there are no designated critical habitats documented within the Orange County Site 1 study area. There are no Strategic Habitat Conservation Areas (SHCA) located within the study area.

Eastern Indigo Snake

The eastern indigo snake is listed by USFWS as threatened. Suitable habitat for the indigo snake was observed within the project site; however, the site is surrounded by major roadways including Sand Lake Road, John Young Parkway and Florida's Turnpike, which severs connectivity to adjacent habitats. No indigo snakes were observed during the site review. Gopher tortoise habitat was observed; however, no gopher tortoise burrows were observed. A 100% gopher tortoise survey was not conducted during the field survey but will be required before construction activities commence. Multiple

gopher tortoise burrows were observed during meandering pedestrian surveys in the project area. To address any potential effects to the eastern indigo snake, all potentially occupied gopher tortoise burrows within the limits of construction will be excavated and the Standard Protection Measures for the Indigo Snake will be implemented during construction activities. According to the Eastern Indigo Snake Effect Determination Key, the proposed project will result in the following sequential determination: A>B>C>D>E = **"may affect, but is not likely to adversely affect"** the eastern indigo snake.

Southeastern American Kestrel

The southeastern American kestrel is listed as threatened by the FWC. Preferred habitat consists of fire-maintained sandhill and open pine savannah. They utilize open pine habitats, woodland edges, prairies, pastures, and other agricultural lands. The southeastern American kestrel is a secondary cavity nester, typically nesting in tall trees or utility poles.

Suitable habitat for the southeastern American kestrel was observed within the project site; however, no kestrels or nesting cavities were observed during the field review. Activities within the 492-foot buffer of an active nest are considered to cause take. Surveys for the southeastern American kestrel will be conducted during the nesting season (May through August) in the Design phase. If determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Therefore, **no adverse effect is anticipated** for the southeastern American kestrel.

Little Blue Heron and Tricolored Heron

The little blue heron and the tricolored heron are listed by the FWC as threatened due to habitat loss and degradation of habitat, particularly from hydrologic alterations to their essential foraging areas. No suitable nesting habitat for these two wading birds was observed within the site. Foraging habitat is limited and includes the littoral edge of the existing stormwater pond. No nesting activity was observed within the project area, and there is no evidence that nesting occurs within 330 feet of the project site. According to the FWC Wading Bird Rookery Data, the nearest rookery is over six miles away from the project site. Impacts to wetlands will be mitigated. Based on the information provided, **"no adverse effect is anticipated"** for the little blue heron and the tricolored heron resulting from the proposed project.

Wood Stork

The wood stork is listed by the USFWS as threatened due to the reduction in food base attributed to the loss of suitable foraging habitat (SFH). The proposed project site is within the core foraging area (CFA) of three wood stork colonies. No wood storks were observed during the field review. SFH is limited to the littoral edge of the existing stormwater pond. The proposed project will impact approximately 0.35 acres of SFH. According to the *Wood Stork Effect Determination Key for Central and North Peninsular Florida*, the proposed project will result in the following sequential determination: A>B>C = **"may affect, but is not likely to adversely affect"** the wood stork. However, based on the current design, SFH will be restored in the post-construction condition with the construction of three wet ponds on the site. This will result in no net loss of SFH and therefore, the project will have no adverse impact on the wood stork. The final impacts will be calculated during the Design phase and any mitigation will adhere to the requirements of the USACE and USFWS Effect Determination Key. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.

Gopher Tortoise

The gopher tortoise is listed as threatened by the FWC. Gopher tortoises require well-drained, sandy soils for burrowing and nest construction, with a generally open canopy and an abundance of herbaceous groundcover. Suitable gopher tortoise habitat was observed during the site review. Suitable habitat within the site consists of the open ROW, forest

edges, and the retention pond berm. A 100% gopher tortoise survey was not conducted, but a survey will be performed prior to construction. A permit may be necessary from the FWC if tortoises are present within 25 feet of any permanent or temporary construction area. **No adverse effect is anticipated** for the gopher tortoise.

Tricolored Bat

The tricolored bat is a proposed species proposed for federal listing. Suitable roosting and foraging habitats for the tricolored bat were observed within the project limits. FDOT will continue consultation with the USFWS regarding the tricolored bat listing status and potential impacts to this species during the design and permitting phase. If the listing decision of the tricolored bat is threatened or endangered and the proposed project site is located within the consultation area during the design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

Other Protected Species and Habitats

Bald Eagle

The bald eagle was removed from the ESA in 2007 and Florida's Endangered and Threatened Species list in 2008; however, it remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. No critical habitat has been designated for the bald eagle. According to the FWC's Eagle Nest locator and the Audubon Florida EagleWatch Nest website, bald eagle nest OR087 is more than 4,600 feet from the project site (June 2022). The proposed project will have **no impact** on the bald eagle since the proposed activities are well outside the 660-foot eagle nest protection buffer zone.

Florida Black Bear

The Florida black bear was removed from Florida's Endangered and Threatened Species list in 2012; however, it remains protected under Chapter 68A-4.009 F.A.C., the Florida Black Bear Conservation Plan. The project site is surrounded by major roadways and does not provide the large tracks of land required by the Florida black bear. According to the most current FWC telemetry data, one recent bear call occurred (September 2021) approximately two miles from the project site. The project corridor is highly developed and does not provide suitable habitat or connectivity to suitable habitat. The proposed project will have **no impact** on the Florida black bear. No further coordination with FWC will be required.

5.2 Wetlands and Other Surface Waters

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

The NRE, including the wetlands assessment, was provided to FDEP, SFWMD and USACE for informational purposes.

The wetlands and other surface waters identified within the project area include those defined under Section 404 of the Clean Water Act of 1972 (CWA) and Chapter 62-340, F.A.C., Delineation of the Landward Extent of Wetlands and Surface Waters; Corps of Engineers Wetland Delineation Manual, 1987; Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, 2010; and The Florida Wetlands Delineation Manual, 1995.

The Orange County Site 1 study area includes two wetlands and two surface waters within or adjacent to the project limits of the proposed project. In accordance with federal and state regulations, avoidance and minimization of wetland impacts

were considered in developing the proposed project. Practicable measures to minimize harm were incorporated in the Preferred Alternative, including one restroom building and parking area refinements to reduce wetland impacts. The project will be designed to avoid and minimize wetland impacts to the greatest extent practicable.

The project is expected to result in unavoidable wetland impacts. It is anticipated that a total of 8.38 acres of direct wetland impacts will occur as a result of the project. Indirect (i.e., secondary) impacts were not assessed as it is not anticipated that there will be any additional secondary impacts due to construction. Also, it is anticipated that a total of 0.09 acres of surface waters will be impacted as a result of the project resulting in 8.47 acres of total wetland and surface water impacts. WL 1 will have a portion of the system remaining on the north side of the wetland, adjacent to the Turnpike and John Young Parkway off-ramp in the northwest corner of the site. The remaining acreage will be approximately 1.48 acres. There is a proposed pond on the south side of the remaining wetland. Due to the secondary effects of lights and noise, and the degraded value in this area from the Turnpike lanes and the off-ramp, it is not anticipated that there will be any additional secondary impacts from the construction of the pond. Therefore, secondary impacts are not anticipated as a result of the proposed project.

To determine the functional loss of the impacted wetlands and the amount of mitigation required to offset adverse impacts to these communities, the wetlands were evaluated using the Uniform Mitigation Assessment Method (UMAM) in accordance with Chapter 62-345, F.A.C. It is anticipated that the Preferred Alternative will result in a total functional loss of 3.04 wetland units. A map of the wetlands within the Orange County Site 1 study area is included in the attachments. The direct impacts, indirect impacts and the anticipated functional loss of each applicable system are provided in **Table 3**.

Table 3: Anticipated Impacts and Functional Loss

| Wetland ID | FLUCFCS Code and Description | Direct Impacts | |
|--|------------------------------|----------------|-----------------|
| | | Acres | Functional Loss |
| WL 1 | 621 Cypress | 8.29 | 3.04 |
| WL 2 | 630 Wetland Forested Mixed | 0.09 | - |
| SW 1 | 530 Reservoirs | - | - |
| SW 2 | 510 Streams and Waterways | 0.09 | - |
| Total Wetland Impacts and Functional Loss | | 8.47 | 3.04 |

In order to provide reasonable assurances that the project will not cause unacceptable cumulative impacts, mitigation for adverse impacts will be provided within the same drainage basin pursuant to Section 373.4137, F.S. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137 F.S., to satisfy all mitigation requirements of Part IV, Chapter 373 F.S. and 33 U.S.C. 1344. Two mitigation banks occur within the same drainage basin as the proposed impacts: Florida and Shingle Creek. These mitigation banks have available forested freshwater credits available.

The proposed project has been evaluated in accordance with E.O. 11990 - "Protection of Wetlands." Based upon the above considerations, and due to the constraints of the proposed site, it is determined that there are no practicable alternatives to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. As the proposed project advances through subsequent phases, avoidance and minimization of wetland impacts will continue to be considered to the maximum extent practicable. Therefore, with proper mitigation, the proposed project is expected to result in no significant short-term or long-term adverse impacts to wetlands.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

The floodplain analysis of the project is documented in the Location Hydraulics Report (LHR), located in the project file. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 12095C0410F indicates the entirety of the site lies within Zone AE of the 100-year floodplain. There are no federally regulated floodways within the site limits, although the Zone AE floodplains that encompass the site location about the floodway associated with Shingle Creek. The **Floodplains Map** is provided in the attachments.

There are three existing cross drains near the proposed site that carry water from the wetlands on the east side of John Young Parkway to the west side, discharging into wetlands associated with Shingle Creek. If necessary, these cross drains may require extensions to maintain existing drainage patterns and continue providing offsite connectivity.

Orange County Site 1 was determined to have 19.22 acre-foot (ac-ft) of floodplain impacts. Additionally, construction of the freight parking site will remove 5.40 ac-ft of floodplain compensation volume provided by an existing stormwater treatment pond, hereafter referred to as "John Young Pond 4", resulting in a total of 24.62 ac-ft of floodplain impacts. Floodplain compensation will be provided within the stormwater ponds as they will be hydraulically connected to the 100-year floodplain. Ponds 1 and 2 provide 7.56 ac-ft and 1.40 ac-ft of compensation volume, respectively. The total compensation available within the site is 8.96 ac-ft. Additionally, there is excess compensation volume provided in both the existing Turnpike floodplain compensation (0.88 ac-ft) and in the existing John Young Parkway ponds (3.76 ac-ft).

The Base Flood Elevation (BFE) of the site has been determined to be 87 feet. A preliminary estimate of the potential rise of the BFE was performed to show that there will be an insignificant rise in the floodplain elevation given the large extent of the floodplain boundary. This estimate was performed by dividing the remaining floodplain impact volume to be compensated (11.02 ac-ft) by the total area of the impacted floodplain (288.43 acres) uninhibited by any constriction. The resulting potential rise in the flood stage was found to be 0.038 feet.

These impacts are minimal compared to the overall extent of the floodplain; therefore, it was determined that the floodplain encroachment is classified as "minimal". Minimal encroachments on a floodplain occur when there is a floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts.

The proposed structures and stormwater management systems will perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to significantly increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

In the Design phase of this project, a hydraulic floodplain model will be developed to reverify that any uncompensated volume will not result in a significant rise in the BFE, as the floodplain boundary in this location is extensive.

5.5 Sole Source Aquifer

Biscayne Aquifer

This project is located within the limits of the Biscayne Aquifer. A Sole Source Aquifer (SSA) Checklist and Water Quality Impact Evaluation (WQIE) Checklist are located in the project file. There is a permitted stormwater treatment pond servicing portions of John Young Parkway and Sand Lake Road located within the limits of the freight parking site. A stormwater pond associated with the Florida Turnpike's Sand Lake Road interchange project will be constructed on the site prior to this project and modified along with this project. As part of this project, two wet detention ponds are proposed to treat and attenuate stormwater ponds. Environmental Protection Agency (EPA) concurrence was received on March 21, 2024, and the letter is included in the attachments. EPA noted no significant impacts are anticipated with implementation of proper Best Management Practices (BMPs). FDOT will adhere to the list of BMPs provided by the EPA related to groundwater protection.

5.6 Water Resources

The Conceptual Drainage Report, WQIE and SSA Checklists, located in the project file, document the water resources for the proposed project. The Conceptual Drainage Report analyzed and identified the stormwater management plan for the proposed site based on environmental, hydrology and hydraulics, and economic factors.

The project is located within the area regulated by SFWMD. The topography throughout the site varies with a gradual downhill slope from the southern end of the site to the north and is largely comprised of forested wetland areas. It is bordered on all sides by ROW for Florida's Turnpike to the east, John Young Parkway to the west, and Sand Lake Road to the south. An existing ditch runs through the center of the site, carrying runoff west toward cross drains beneath John Young Parkway, where it flows along its historic path to wetlands associated with Shingle Creek. A floodplain compensation site constructed as part of a project to widen Florida's Turnpike lies east of the freight parking site, directly between the site and Turnpike ROW. Additionally, there is a permitted stormwater treatment pond, John Young Pond 4, servicing portions of John Young Parkway and Sand Lake Road located within the limits of the freight parking site.

Orange County Site 1 is located within WBID 3169A - Shingle Creek, which is not impaired for nutrients but is within the Basin Management Action Plan (BMAP) for Lake Okeechobee; therefore, a nutrient loading analysis was performed. Additionally, SFWMD requires stormwater management facilities discharging to the Lake Okeechobee BMAP to meet Outstanding Florida Waters (OFW) criteria; therefore, an additional 50% of the required treatment volume has been provided. This requirement was been incorporated in the pond sizing for the project site, as detailed in the Conceptual Drainage Report. Coordination with FDEP will continue during the Design phase for permitting.

The proposed project site is 16.3 acres and will include two wet detention stormwater ponds. Pond 1 is located in the northern portion of the site along John Young Parkway and is a 3.91 acre wet detention pond. Pond 2 is located on the southern edge of the site along Sand Lake Road and is a 1.10 acre linear wet detention pond. Both ponds are shown in the **Preliminary Conceptual Site Plan**, included as an attachment.

Per the permit calculations for the Florida's Turnpike to Sand Lake Road project, John Young Pond 4 currently provides 1.95 ac-ft of treatment volume, and the estimated pond storage is 2.12 ac-ft. Since this pond is being removed in the

proposed conditions, the treatment and attenuation volumes must be replaced in kind, and the proposed stormwater ponds will serve as a joint-use stormwater management facility between Orange County Site 1 and John Young Parkway/Sand Lake Road. The site will require a total of 8.52 ac-ft of treatment and attenuation volume (including the replaced volume from John Young Pond 4). Pond 1 and 2 provide a total of 8.67 ac-ft of treatment and attenuation volume.

A National Pollutant Discharge and Elimination System (NPDES) General Construction Permit (GCP), along with development of the required Stormwater Runoff Control Concept (SRCC) during the Design phase, will be required for the construction of the proposed project. Due to the proposed construction of new and modified stormwater management facilities, the proposed project is anticipated to require an Individual Environmental Resource Permit (ERP) and a 404 Permit.

Implementation of FDOT's Standard Specifications for Road and Bridge Construction and BMPs will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. Specific BMPs during construction will follow the standard SRCC and Erosion Control Plans to be developed by the contractor. BMPs will also follow guidelines established in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual.

BMPs will consist of both stabilization and structural practices to manage and control stormwater runoff during construction. Stabilization practices will include artificial covering such as turf or sod (temporary condition) and asphalt or concrete surface, and sod (permanent condition). Structural practices for temporary construction site BMPs include sediment barriers (such as perimeter silt fence and turbidity barriers), inlet protection systems and sediment containment systems. These BMPs are further discussed in Section V "Temporary Construction Site BMPs" in the Erosion and Sediment Control Manual.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

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

6. Physical Resources

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

6.1 Highway Traffic Noise

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

A Noise Study Technical Memorandum (located in the project file) was prepared for Orange County Site 1, which is a Type I project. No Noise Abatement Criteria (NAC) B residential noise sensitive sites are located within 1,000-feet of the proposed site. One NAC D restaurant (The Famous Flame Steakhouse - currently closed) is located on the opposite side of Sand Lake Road from the proposed site. The methodology detailed in the National Cooperative Highway Research Program (NCHRP) guidance document for stationary sources (Supplemental Guidance on the Application of FHWA's Traffic Noise Model) states that in locations where there are existing highways with moving traffic, that these roadways will dominate noise levels and therefore detailed modeling is not needed for stationary sources. Orange County Site 1 is surrounded by Florida's Turnpike, John Young Parkway, and Sand Lake Road and is separated from the noise sensitive site by Sand Lake Road. Therefore, the mainline traffic noise on these roadways would be expected to dominate the noise environment in this location and the modeling approach detailed in the NCHRP document would not apply. For this reason, no noise analysis was conducted for this location.

6.2 Air Quality

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

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

The PTAR, located in the project file, documents the future traffic conditions. In the Design Year 2045, all study intersections are projected to operate the same as No Build conditions, with a less than three second increase in delays at the signalized intersections after introducing the potential truck stop intersection.

This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns (i.e. air quality impacts from idling trucks). An air quality screening was completed for this project in accordance with the FDOT PD&E Manual. The No-Build and proposed Build conditions for the preferred truck parking site were subject to a carbon monoxide (CO) screening model. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels are predicted to be below NAAQS. As such, the project "passes" the CO screening.

6.3 Contamination

A Level I contamination screening evaluation was conducted to evaluate the potential for encountering contamination sources within or adjacent to the limits of the project site. The review areas outside the proposed ROW varied based on contamination type. For sites identified as non-landfill waste sites (such as recycling facilities, transfer stations, or debris placement areas), a distance of 1,000 feet from the proposed ROW was evaluated. For Comprehensive Environmental Response, Compensation, and Liability Act sites (CERCLA, also known as Superfund), a distance of one-half mile from the proposed ROW was used. A minimum distance of 500 feet from the proposed ROW was evaluated for petroleum, drycleaners, and other contamination sites. The analysis was developed through a desktop review utilizing regulatory data, literature reviews, and a field review.

The Contamination Screening Evaluation Report (CSER), located in the project file, identified a total of three sites as potential contamination sources within the recommended review distances of the project area, as shown in the **Potential Contamination Site Map** included in the attachments. Of the three sites, one site (a recorded, inactive disaster debris management site within the Sand Lake Road ROW) was rated as having "No" potential for contamination risk, one site (Progress Energy Center) was rated as having "Low" potential for contamination risk, and one site (Amerada Hess Corp/Marathon Turnpike #0) was rated as having a "Medium" potential for contamination risk. No sites were rated as having a "High" potential for contamination risk.

Dumping of household waste associated with a likely homeless encampment was observed within the site and is also anticipated to occur in unobserved areas. No odors, pools of liquid, stains or corrosion stressed vegetation, or other concerns were observed associated with these materials in the portion of the site which were accessible at the time of the site review.

Dumped materials may require special handling during removal from the site. Due to the proximity of Amerada Hess Corp/Marathon Turnpike #0 to Orange County Site 1, the final site plans will be reviewed to evaluate the potential project impacts and need for Level II Impact to Construction Assessment (ICAs) during the Design phase.

No additional testing will be conducted for the sites rated No/Low. Information on each site is summarized in **Table 4**.

Table 4: Potential Contamination Sites Summary

| Site No. | Site Name | Contamination Risk Rating |
|----------|--|---------------------------|
| 1 | Amerada Hess Corp/Marathon - Turnpike #0 | Medium |
| 2 | Sand Lake Road & John Young Parkway | No |
| 3 | Progress Energy Center | Low |

6.4 Utilities and Railroads

A Utilities Assessment Package (UAP) was conducted for the Orange County Site 1 study area. Twenty Utility Agencies/Owners (UAOs) were identified, and facility type and location information was requested from each. **Table 5** summarizes the utilities within the project area. For additional detailed information, please refer to the UAP, located in the project file.

Table 5: Utilities Summary

| Utility |
|-------------------------------------|
| AT&T Corp |
| AT&T Florida |
| Bright House Networks / Charter |
| CenturyLink/Lumen Local |
| CenturyLink/Lumen National |
| Crown Castle |
| Duke Energy Distribution |
| Duke Energy Fiber |
| Duke Energy Transmission |
| Florida Gas Transmission |
| Orange County Utilities |
| Orange County Public Works |
| Orlando Utilities Commission Water |
| Smart City Telecom |
| Summit Broadband |
| TECO Peoples Gas |
| Traffic Engineering and Maintenance |
| Verizon Business / MCI |
| Windstream Communications |
| Zayo Group, LLC |

At the date of contact, no relocations of facilities located in easements were identified. A potential Duke Energy Distribution easement is located on the southeast corner of the Orange County Site 1 where the overhead electric enters the property outside the ROW. Utility coordination will be performed during the Design phase of the project to clearly identify all utility easements.

There are no railroads present within the proposed project area.

6.5 Construction

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

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, BMPs, and adherence to FDOT's Standard Specifications for Road and Bridge Construction (Section 104, "Prevention, Control, and Abatement of Erosion and Water Pollution").

The majority of construction activities will occur on the proposed site, with the exception of the new access points on Sand Lake Road and on the John Young Parkway northbound ramp (frontage road). Entrances to local residences and businesses will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed during final Design. No road closures are anticipated as part of the proposed construction for the site. However, the public will be notified, and detours will be provided should road closures or traffic shifts be required during construction.

Construction of the proposed project may cause temporary noise and/or vibration impacts at nearby developed land uses. If changes in land uses occur in the vicinity of the proposed project prior to construction, then construction noise and vibration impacts could occur. It is anticipated that application of FDOT's Standard Specifications for Road and Bridge Construction will minimize potential construction noise and vibration impacts. However, should unanticipated noise or vibration concerns, issues, or impacts arise during project construction, the FDOT Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

7. Engineering Analysis Support

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

8. Permits

The following environmental permits are anticipated for this project:

| | |
|--|----------------|
| Federal Permit(s) | Status |
| USACE Section 10 or Section 404 Permit | To be acquired |
| State Permit(s) | Status |
| DEP or WMD Environmental Resource Permit (ERP) | To be acquired |
| DEP National Pollutant Discharge Elimination System Permit | To be acquired |
| FWC Gopher Tortoise Relocation Permit | To be acquired |
| Other Permit(s) | Status |
| FDEP - Dewatering Permits | To be acquired |
| Permits Comments | |
| <ul style="list-style-type: none"> • The project will require an Individual ERP under the jurisdiction of the SFWMD. • A NPDES GCP will be obtained by the contractor. | |

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was developed for the *Truck and Freight Alternative Site Analysis PD&E Study* and is located in the project file. Additionally, the Comments and Coordination Report, which includes meeting minutes, summaries, and materials from the public meetings conducted as part of this study is located in the project file. The following is a summary of public involvement activities conducted for this project:

Public Information Meetings

Two Public Information Meetings were held to review the proposed site, explain the PD&E process, and provide an opportunity for input from the public and stakeholders. Each meeting was conducted as a hybrid meeting. In-person attendees could view a looping narrated presentation, project displays, and ask questions of available FDOT staff and members of the study team. Online attendees were shown a looping narrated presentation (shown during the in-person meetings) and were encouraged to submit their comments and questions via the online meeting's chat-box throughout the presentation.

Both meetings were advertised through several methods, including:

- Advertisement in the Florida Administrative Register
- Direct mail notifications were sent to properties owners/tenants within a minimum of 300 feet of the proposed site (a total of 135 mailouts)
- Notification letters and emails to approximately 240 state and local elected and appointed officials and other agencies
- Display advertisement in the *Orlando Sentinel*
- Press release to local media outlets including nine local television networks and nine radio stations
- Announcement on the project website
- Coordination with local communities including presentations to MetroPlan Orlando Board and Committees and Orange County staff.

The first Public Information Meeting was held on April 5, 2022. Sixteen members of the public, seven FDOT staff members, one Orange County staff member, three Greater Orlando Aviation Authority (GOAA) Orlando staff members, one Department of State Division of Historical Resources staff member, and eight members of the consultant study team attended the meeting. Three comments were received online during the meeting and two written comments were received during the in-person meeting or within the 10-day comment period.

The second Public Information Meeting was held on June 14, 2022. Three members of the public, one Metroplan staff member, and seven members of the study team attended the meeting. No in-person or online comments were received during the public meeting or within the 10-day comment period.

Public Comments

Public comments included input on potential sites and questions related to proposed traffic conditions, anticipated impacts, and requirements for trucks using parking facilities. All comments were taken into consideration in the development of the project alternatives.

Agency Coordination Meetings

Agency coordination meetings were held with the City of Orlando, Orange County, Florida's Turnpike Enterprise (FTE), and Florida Highway Patrol. The agency input received during the coordination meetings included:

City of Orlando:

- A site that was considered (located east of Kirkman Road and north of Sand Lake Road) was deemed not suitable by the City of Orlando as the site zoning is industrial, but it currently allows commercial development.
- A site on LB McLeod Road and President Barack Obama Parkway near McLeod Road Transfer Station was considered a feasible site but is currently occupied by a private business.
- It was agreed that the site on John Young Parkway and Sand Lake Road (ultimately Site 1) is a good site for truck parking.
- The City of Orlando asked if there is a way to serve north bound traffic as well.
- The locations of the sites (Sites 2, 3, and 4) on Landstreet Road were noted to be ideal for Orange County due to their proximity to SR 528.
- A site on Boggy Creek Road site was determined to not be viable due to increased development in the area, including the construction of a large Amazon facility.

Orange County:

- The challenges at Site 1 on Sand Lake Road and John Young Parkway due to the proposed interchange along with access to John Young Parkway were discussed. However, it was acknowledged that the site might work for the purpose of truck parking.
- Orange County suggested a county property adjacent to Aquatica that is 29 acres, close to I-4 and SR 528. It was agreed this is not a good site because it backs up to residential properties.
- Orange County suggested the old Crossroads site as a possible opportunity for truck parking. However, this property is being used for pond sites for the I-4 Ultimate project and is not a viable option.

Additional Outreach

Additional outreach included surveys during the Florida Truck Driving Championship events held on June 9-11, 2022, and June 15-17, 2023. The surveys elicited 66 responses during the 2022 event and 32 responses during the 2023 event. Of the responses, feedback indicated that security, restrooms, and parking space design (specifically pull through spaces) were a top priority as they received the highest favor. Results from the surveys are summarized in **Table 6** and **Table 7**. All comments were taken into consideration in the development of the project alternatives.

Table 6: June 2022 Florida Truck Driving Championship Survey Feedback

| Potential Truck Parking Site Concept Preferences | Favor |
|--|-------|
| Security | 26 |
| Restrooms | 25 |
| Design/Parking Spaces | 24 |
| Quiet Parking (away from cars to rest) | 16 |
| Vending Machines | 15 |
| Other Food Sources (food court) | 12 |
| Showers | 12 |
| Dog Area | 6 |
| Lighting | 4 |
| Trash/Garbage Cans | 4 |

Table 7: June 2023 Florida Truck Driving Championship Survey Feedback

| Potential Truck Parking Site Concept Preferences | Favor |
|--|-------|
| Restrooms | 27 |
| Pull Through Spaces | 23 |
| Security | 22 |
| Enhanced Lighting | 20 |
| Vending Machines | 18 |
| Trash/Garbage Cans | 13 |
| Parking Space Available Tech (TPAS) | 11 |
| Pet Amenities (Dog walk area) | 9 |
| Back-in Spaces | 6 |
| Generator Plug Ins | 2 |

Public Hearing

As a result of all prior public involvement activities and minimal public participation, and based on coordination with OEM, a Public Hearing was confirmed to not be required for this transportation project.

The district has determined that a public hearing is not needed.

Date of Consultation with OEM: 01/30/2023

10. Commitments Summary

1. Based on local agency coordination, FDOT will include landscaping and pond buffers from adjacent properties and roadways to enhance aesthetics for all sites feasible.
2. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
3. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.
4. If the listing decision for the tricolored bat is Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

11. Technical Materials

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

Sociocultural Data Report (SDR)
Cultural Resources Assessment Survey (CRAS)
Natural Resources Evaluation (NRE)
Location Hydraulics Report (LHR)
Sole Source Aquifer Checklist (SSA)
Water Quality Impact Evaluation (WQIE)
Conceptual Drainage Report
Noise Study Technical Memorandum (NSTM)
Air Quality Technical Memorandum (AQTM)
Contamination Screening Evaluation Report (CSER)
Utilities Assessment Package (UAP)
Preliminary Engineering Report (PER)
Project Traffic Analysis Report (PTAR)
Value Engineering (VE) Study Report
Public Involvement Plan (PIP)
Comments and Coordination Report

Attachments

Project Information

Preliminary Conceptual Site Plan

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Existing Land Use Map

Future Land Use Map

ROW Needs Map

Cultural Resources

SHPO Concurrence Letter

Natural Resources

FWC Species Consultation Letter

Wetlands and Surface Waters Map

EPA Sole Source Aquifer Concurrence (Section 1424[e] of the Safe Drinking Water Act)

USFWS Species Concurrence Letter

Floodplains Map

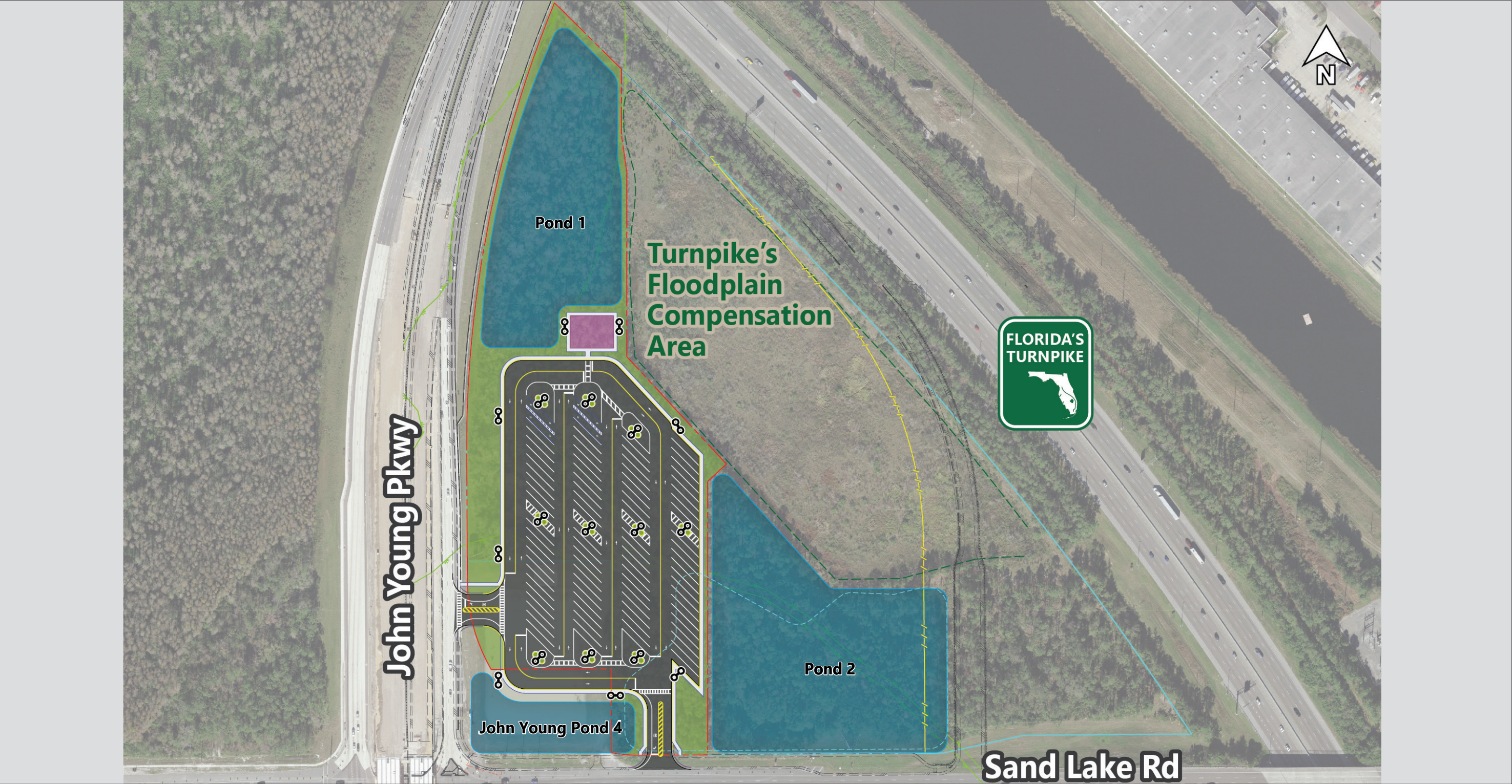
Physical Resources

Potential Contamination Sites Map

Project Information Appendix

Contents:

Preliminary Conceptual Site Plan



LEGEND

| | |
|---|--|
|  Pond |  Property Lines |
|  Restroom Facility |  Proposed Right-of-Way |
|  Sidewalk |  Turnpike Proposed Right-of-Way |
|  Lighting |  Wetlands |

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

MetroPlan Orlando

2045 Metropolitan Transportation Plan | Cost Feasible Plan: Strategies, Programs and Projects

| MTP ID# | County | Facility Name & Limits | Project Description | Length (miles) | Project Phase | Total Project Cost (2020 \$'s) <small>Shown in Millions</small> | Existing TIP: 2024 - 2029 (as of 9/11/24) | | Plan Period I: 2026-2030 | | Plan Period II: 2031-2035 | | Plan Period III: 2036-2045 | | Unfunded Needs | |
|--------------------------------|--------------------------------|---|---|-------------------|---------------|--|--|----------|-----------------------------|----------|------------------------------|----------|-------------------------------|----------|----------------|----------|
| | | | | | | | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s |
| Project Cost Inflation Factors | | | | | | | | | | 1.32 | | 1.55 | | 2.05 | | 2.05 |
| EC235 | Orange | I-4 From: W of SR 536 To: W of Central Florida Pkwy | Single Buffer Express Lane | 5.10 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 6.71 | CST | \$ 6.71 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC238 | Orange / Osceola / Seminole | Truck Parking Facility in the I-4 Corridor From: In Orange, Osceola, Seminole, and Volusia Counties | Construct Truck Parking Facilities | - | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 3.31 | PE | \$ 3.31 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 17.65 | ROW | \$ 17.65 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 22.81 | CST | \$ 22.81 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC239 | Osceola | I-4 From: World Dr. To: Orange/Osceola Co. Line | Resurfacing | 2.40 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0.40 | PE | \$ 0.40 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 0.15 | CST | \$ 0.15 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC240 | Orange | I-4 From: SR 435 / Kirkman Rd To: Ivanhoe Blvd | Other ITS | 9.64 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 5.05 | CST | \$ 5.05 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ 0.51 | CEI | \$ 0.51 | | \$ - | | \$ - | | \$ - | | \$ - |
| EC229 | Orange | I-4 at Sand Lake Rd. From: W of SR 528 To: SR 435/Kirkman Rd | Interchange Conversion to Diverging Diamond Interchange with New WB Buffer Separated Express Lanes from W. of SR 528 to W. of SR 435. | 3.45 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0.06 | PE | \$ 0.06 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 0.91 | CST | \$ 0.91 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC230 | Orange | I-4 From: W of Central Florida Pkwy To: W of SR 528 | Add New WB Single Buffer Separated Express Lane | 1.45 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 3.05 | CST | \$ 3.05 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC231 | Orange | I-4 From: E of SR 528 To: W of SR 528 | Interchange Improvements | 0.65 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0.004 | PE | \$ 0.004 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 0.03 | CST | \$ 0.03 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| EC232 | Orange | I-4 From: E of SR 535 To: W of SR 535 | Interchange Improvements | 0.75 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0.03 | PE | \$ 0.03 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 0.14 | CST | \$ 0.14 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |

| MTP ID# | County | Facility Name & Limits | Project Description | Length (miles) | Project Phase | Total Project Cost (2020 \$'s) <small>Shown in Millions</small> | Existing TIP: 2024 - 2029 (as of 9/11/24) | | Plan Period I: 2026-2030 | | Plan Period II: 2031-2035 | | Plan Period III: 2036-2045 | | Unfunded Needs | |
|--------------------------------|--------------------------------|---|---|-------------------|---------------|--|--|-------------|-----------------------------|-----------|------------------------------|-----------|-------------------------------|-----------|----------------|----------|
| | | | | | | | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s | Phase | YOE \$'s |
| Project Cost Inflation Factors | | | | | | | | | | 1,32 | | 1,55 | | 2,05 | | 2,05 |
| 103 | Osceola | I-4 From: West of CR 532 To: East of CR 522 / Osceola Pkwy | Add Lanes and Reconstruct | 7.88 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0.03 | PE | \$ 0.03 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 103,59 | ROW | \$ 103,59 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 1,738.16 | CST | \$ 1,738.16 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| 104 | Orange | I-4 From: E of SR 522 / Osceola Pkwy To: W of SR 528 / Beachline Expy | Ultimate Configuration for General Use and Managed Lanes | 5.65 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 13,35 | PE | \$ 13,35 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 539,52 | ROW | \$ 127,82 | ROW | \$ 228,26 | ROW | \$ 418,13 | | \$ - | | \$ - |
| | | | | | ENV | \$ 8,66 | ENV | \$ 2,50 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 1,67 | | \$ - | | \$ - | | \$ - | CST | \$ 3,42 | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| 105 | Seminole | I-4 From: SR 434 To: Seminole / Volusia CL | Ultimate Configuration for General Use and Managed Lanes | 10.88 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 15,35 | ROW | \$ 15,35 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 6,00 | | \$ - | CST | \$ 7,92 | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| 107 | Orange / Osceola / Seminole | I-4 From: Polk / Osceola CL To: Orange / Seminole CL | New and Improved Truck Parking Rest Areas in Orange and Osceola Counties (Central Florida Corridor) | 32.61 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 0,04 | PE | \$ 0,04 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 20,33 | ROW | \$ 20,33 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 13,20 | CST | \$ 13,20 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ 1,65 | CEI | \$ 1,65 | | \$ - | | \$ - | | \$ - | | \$ - |
| 108 | Volusia | I-4 From: Seminole / Volusia CL To: SR 472 | Ultimate Configuration for General Use and Managed Lanes | 9.29 | PD&E | \$ 1,50 | | \$ - | PD&E | \$ 9,90 | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 2,25 | | \$ - | PE | \$ 14,85 | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 10,00 | ROW | \$ 10,00 | ROW | \$ 66,00 | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ 1,00 | | \$ - | ENV | \$ 6,60 | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 15,00 | | \$ - | | \$ - | CST | \$ 69,75 | CST | \$ 61,50 | | \$ - |
| | | | | | CEI | \$ 1,50 | | \$ - | | \$ - | CEI | \$ 6,98 | CEI | \$ 6,15 | | \$ - |
| 109 | Polk | I-4 From: US 27 To: Polk / Osceola CL | Ultimate Configuration for General Use and Managed Lanes | 2.86 | PD&E | \$ 3,40 | | \$ - | PD&E | \$ 4,48 | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 1,01 | | \$ - | PE | \$ 1,33 | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 35,27 | | \$ - | | \$ - | ROW | \$ 54,67 | | \$ - | | \$ - |
| | | | | | ENV | \$ 2,71 | | \$ - | | \$ - | ENV | \$ 4,21 | | \$ - | | \$ - |
| | | | | | CST | \$ 67,91 | | \$ - | | \$ - | | \$ - | CST | \$ 139,23 | | \$ - |
| | | | | | CEI | \$ 6,79 | | \$ - | | \$ - | | \$ - | CEI | \$ 13,92 | | \$ - |
| 2255 | Osceola / Polk | SR 60 From: Grape Hammock Rd (Polk Co.) To: E of Kissimmee River Bridge (Osceola Co.) | Widen from 2 to 4 lanes | 1.76 | PD&E | \$ 2,09 | | \$ - | PD&E | \$ 2,76 | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 1,01 | | \$ - | PE | \$ 1,33 | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 35,27 | | \$ - | | \$ - | ROW | \$ 54,67 | | \$ - | | \$ - |
| | | | | | ENV | \$ 1,67 | | \$ - | | \$ - | ENV | \$ 2,59 | | \$ - | | \$ - |
| | | | | | CST | \$ 41,86 | | \$ - | | \$ - | | \$ - | CST | \$ 85,81 | | \$ - |
| | | | | | CEI | \$ 4,19 | | \$ - | | \$ - | | \$ - | CEI | \$ 8,58 | | \$ - |
| EC709 | Polk / Osceola | I-4 (SR 400) Managed Lanes From: West of US 27 To: Polk / Osceola Co. Line | Add Lanes and Reconstruct | 4.02 | PD&E | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | PE | \$ 7,20 | PE | \$ 2,20 | PE | \$ 5,00 | | \$ - | | \$ - | | \$ - |
| | | | | | ROW | \$ 0,11 | ROW | \$ 0,11 | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | ENV | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | | \$ - |
| | | | | | CST | \$ 527,00 | CST | \$ 2,00 | CST | \$ 525,00 | | \$ - | | \$ - | | \$ - |
| | | | | | CEI | \$ 52,70 | CEI | \$ 0,20 | CEI | \$ 52,50 | | \$ - | | \$ - | | \$ - |



250 S. Orange Avenue, Suite 200
Orlando, FL 32801

407.481.5672
MetroPlanOrlando.gov

January 23, 2025

Mr. Jonathan Scarfe
MPO Liaison Administrator
FDOT District Five Planning & Environmental Management
719 S. Woodland Boulevard
DeLand, FL 32720

Dear Mr. Scarfe,

This letter is to confirm that the Orange County Truck Parking project (FM# 446445-3) will be included in the next planned update of MetroPlan Orlando's Transportation Improvement Program for Fiscal Years 2026 – 2030 and the 2050 Metropolitan Transportation Plan – Cost Feasible Plan for planning consistency.

The Transportation Improvement Program for Fiscal Years 2026 – 2030 is scheduled to be adopted by the MetroPlan Orlando Board in July 2025. The 2050 Metropolitan Transportation Plan – Cost Feasible Plan is scheduled to be adopted by the MetroPlan Orlando Board in December 2025.

Should you have any questions or need additional information, please don't hesitate to contact me.

Sincerely,

Gary Huttman, AICP
Executive Director, MetroPlan Orlando

CC: Alex Trauger, MetroPlan Orlando, Director of Transportation Planning & Development



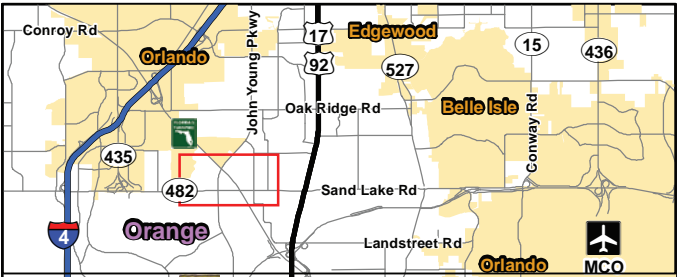
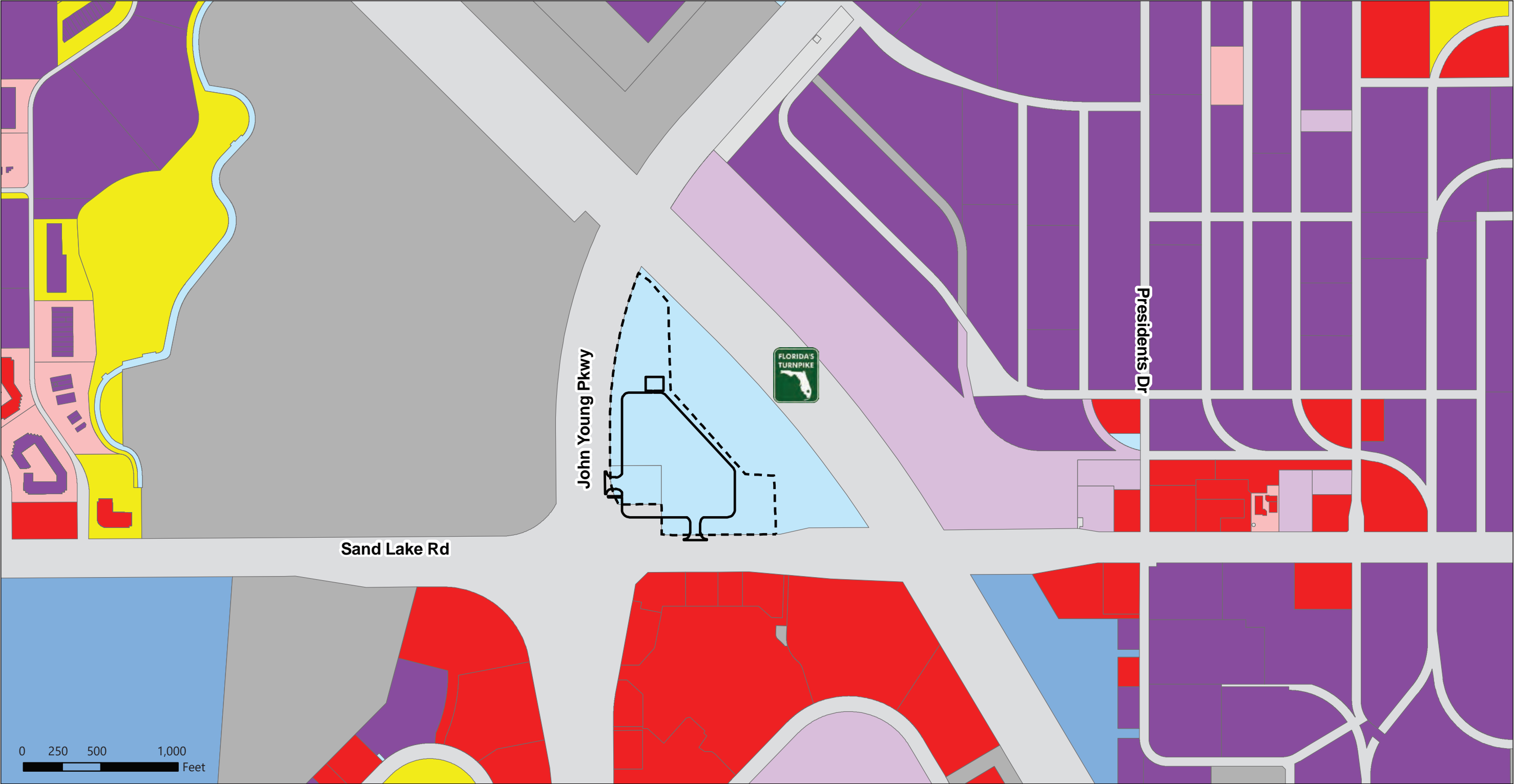
Social and Economic Appendix

Contents:

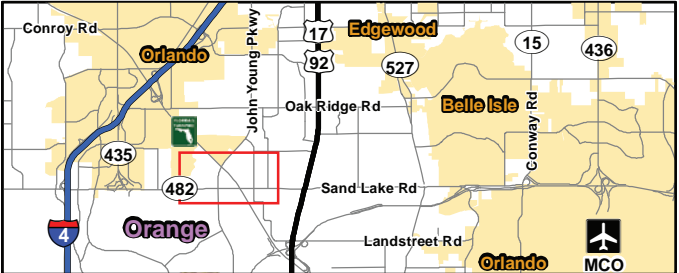
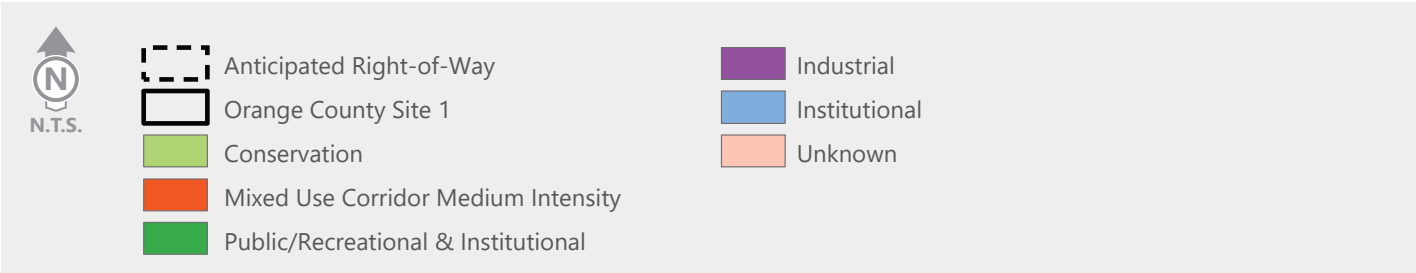
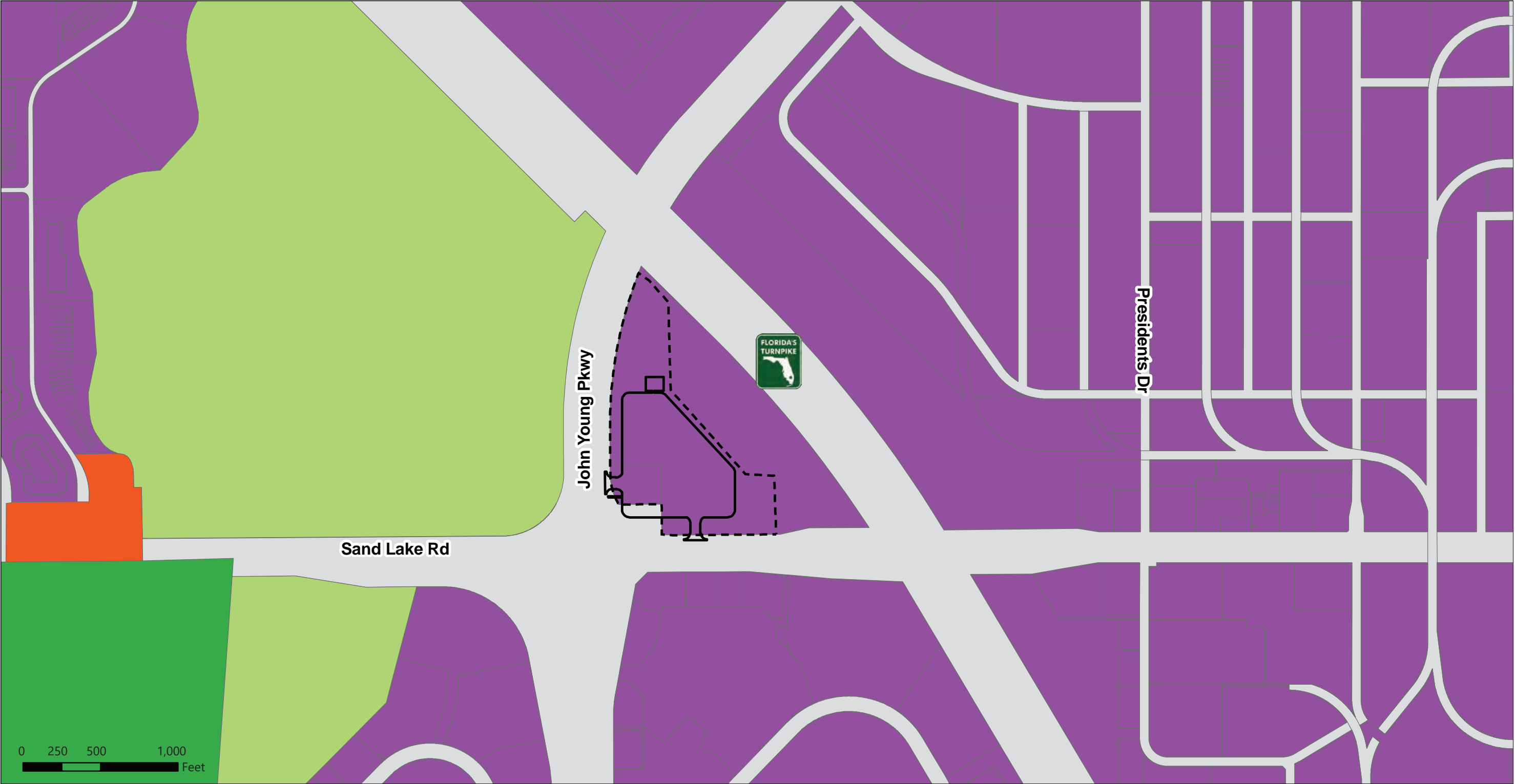
Existing Land Use Map

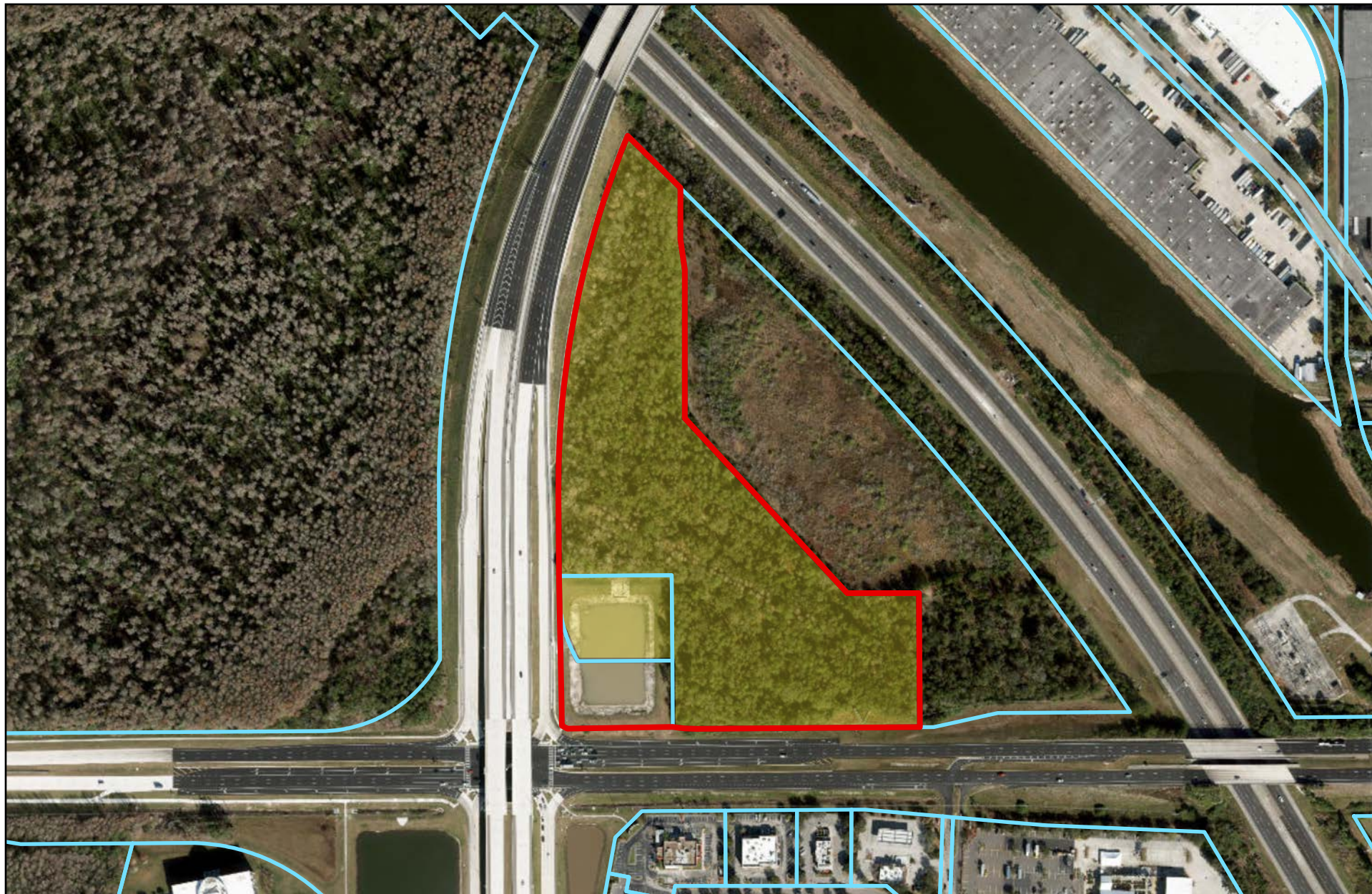
Future Land Use Map

ROW Needs Map



Existing Land Use - Orange County Site 1
Sand Lake Road





LEGEND

- Orange County Site 1
- ROW Needs for Orange County Site 1 Truck Parking
- Parcels



**Right-of-Way Needs
Orange County Site 1
Sand Lake Road at John
Young Parkway**

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

February 28, 2024

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

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Truck Parking Central Florida Corridor – Orange County Site
Orange County, Florida
Financial Management No.: 446445-3

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Phase I Cultural Resource Assessment Survey of the Preferred Interstate (I) - 4 Truck Parking Site Location: Orange County Site 1, Orange County, Florida*. Seven cultural resource investigations have been previously conducted within the survey area of this CRAS. In 1989, the University of South Florida conducted an archaeological survey of the John Young Parkway Extension Corridor from Sand Lake Road to I-4 (Williams 1989). In 2000, SouthArc, Inc., conducted a CRAS for the Universal/Sand Lake Road Complex (Dickinson and Wayne 2000). In 2003, Janus Research conducted a CRAS for Florida's Turnpike Mainline Project Development and Environment (PD&E) Study from US 192 to SR 50 (Janus Research 2003a). In 2003, Janus Research conducted an addendum CRAS for same PD&E Study from US 192 to SR 50 (Janus Research 2003b). In 2004, Environmental Services, Inc., conducted a CRAS for the Sandlake cellular tower (Groff and Nash 2004). In 2005, Archaeological Consultants, Inc., conducted a CRAS of John Young Parkway from SR 528 to the Florida's Turnpike bridge (Deming et al. 2005). In 2006, Southeastern Archaeological Research, Inc., conducted a CRAS for the SR 482 PD&E Study from I-4 to President's Drive (Chambless and Estabrook 2006). This CRAS was initiated by the Florida Department of Transportation (FDOT) as part of the Truck and Freight Alternative Site Analysis PD&E Study (FPID No. 447724-1). This Truck and Freight Alternative Site Analysis PD&E Study is being conducted to identify, evaluate, and recommend viable candidates for truck and freight parking sites along or near the I-4 corridor within Osceola, Orange, Seminole, and Volusia Counties. The goal of the Truck and Freight Alternative Site Analysis PD&E Study was to identify at least one truck parking facility within each county to serve regional freight demand in Central Florida and balance the parking available throughout the I-4 corridor.

www.fdot.gov

Ms. Lotane, SHPO
FM # 446445-3
February 28, 2024
Page 2

The Preferred Alternative to serve freight demand within Orange County is designated Orange County Site 1. The CRAS was based on the Area of Potential Effect (APE) established for the site design within the southeastern quadrant of Section 29, Township 23 South, Range 29 East and the southwestern quadrant of Section 28, Township 23 South, Range 29 East on the Lake Jessamine, Florida 7.5' series United States Geological Survey (USGS) Topographic Quadrangle.

The project APE is consistent with the proposed undertaking as developed. For the archaeological portion of the survey, the APE was defined as the footprint of the proposed development, which includes all ground disturbing efforts. The archaeology APE consists of approximately 20.2 acres (ac) (8.2 hectares [ha]) north of Sand Lake Road, east of John Young Parkway, and southwest of the Florida Turnpike in Orlando, FL. For the historic resources portion of the survey, the APE was defined as the area in which the proposed development would physically (footprint) or visually (viewshed) affect a historic resource. This includes the footprint of the archaeological survey area and the viewshed of the project footprint, which was defined as the extent of adjacent and adjoining parcels.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The study also complies with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2023), FDOT's *Cultural Resources Management Handbook*, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The principal investigator for this project meets the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-4473839). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

The archaeological survey, conducted in March of 2023, included pedestrian survey and the investigation of 35 shovel test locations. Of these, 31 shovel tests were excavated with no cultural resources, features, or material identified. Environmental conditions including inundated wetland and the presence of an artificial berm prohibited subsurface examination at four shovel test locations. No further work is recommended.

No historic resources have previously been recorded within the project's APE and the architectural survey resulted in no newly identified historic resources. No further architectural history survey is required.

Based on the results of the CRAS, it is the opinion of the District that no NRHP-listed or eligible cultural resources were identified within the project APE. Therefore, the proposed Orange County Site 1 will have no effect on any resources listed or eligible for listing in the NRHP. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

Ms. Lotane, SHPO
FM # 446445-3
February 28, 2024
Page 3

If you have any questions or need further assistance, please contact Catherine Owen, District Cultural Resource Coordinator, at (386) 943-5383 or me at (386) 943-5436.

Sincerely,

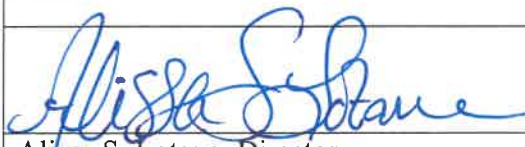


For: Casey Lyon, M.S.
Environmental Manager
FDOT, District Five

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-175. Or, the SHPO finds the attached document contains _____insufficient information.

In accordance with the Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 C.F.R. Part 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:



Alissa S. Lotane, Director
Florida Division of Historical Resources

3/26/24
Date

Natural Resources Appendix

Contents:

FWC Species Consultation Letter

Wetlands and Surface Waters Map

EPA Sole Source Aquifer Concurrence (Section 1424[e] of the Safe Drinking Water Act)

USFWS Species Concurrence Letter

Floodplains Map



Florida Fish and Wildlife Conservation Commission

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Executive Director**
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Executive Director

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Assistant Executive Director

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32399-1600
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Hearing/speech-impaired:
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800-955-8770 (V)

MyFWC.com

March 11, 2024

Deysia Roberson
Florida Department of Transportation District 5
719 South Woodland Boulevard
DeLand, Florida 32720
Deysia.Roberson@dot.state.fl.us

Re: Truck Parking, Natural Resource Evaluation, Orange County

Dear Ms. Roberson:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District Five (FDOT D5) is conducting a Project Development and Environment (PD&E) to study truck and freight parking sites along or near the Interstate 4 (I-4) corridor within Osceola, Orange, Seminole, and Volusia Counties that are viable for private and public operator use for rest stops. The preferred alternative to serve freight demand in Orange County is designated Orange County Site 1, located at the intersection of Sand Lake Road and John Young Parkway. The site is approximately 16.3 acres and is anticipated to require approximately 14.6 acres of right-of-way. A portion of the site is an existing pond jointly owned by FDOT and Orange County.

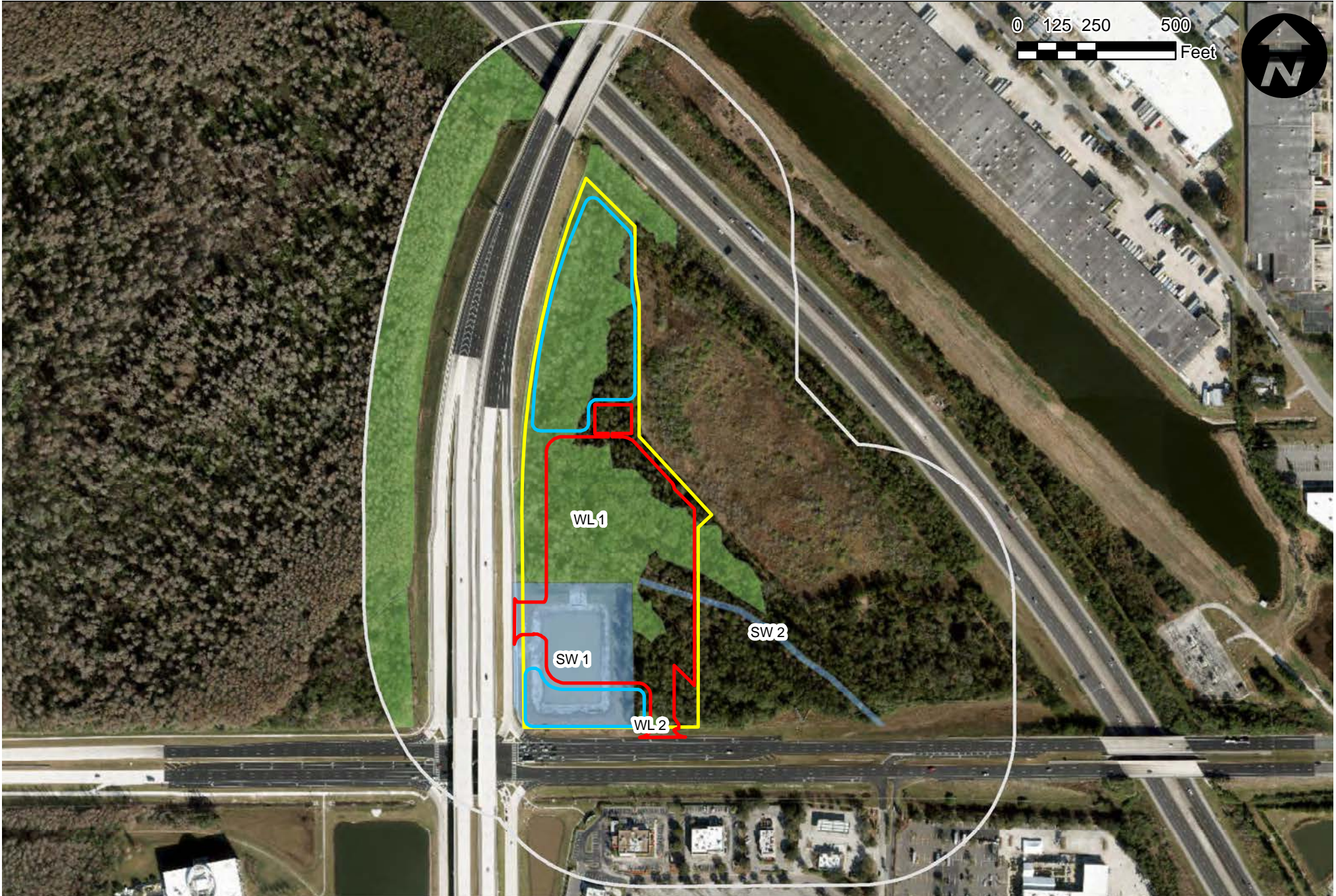
The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Elijah McBride at (772) 597-9746 or Elijah.McBride@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.







Sincerely,

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/em
Truck Parking Osceola County _58100_03112024



LEGEND

- | | | | |
|---|----------------------------------|---|----------------|
|  | Orange County Truck Parking Area |  | Wetlands |
|  | Proposed Ponds |  | Surface Waters |
|  | Proposed Right-of-Way | | |
|  | 500ft Proposed Area Buffer | | |



Wetlands and Surface Waters Map
Orange County Site 1



March 21, 2024

Ms. Casey Lyon
Environmental Manager
Florida Department of Transportation, District V
719 S. Woodland Boulevard
DeLand, Florida 32720

Subject: Sole Source Aquifer Review/Concurrence Truck and Freight Alternative Site Analysis Project Development and Environment (PD&E) Study in Orange County, Florida, Financial Project ID: 447724-1-22-01.

Dear Ms. Lyon:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) request on February 22, 2024, to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), [42 U.S.C. § 300h-3](#). The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

The Truck and Freight Alternative Site Analysis Project Development and Environment (PD&E) project along the I-4 corridor in the county undertaken by FDOT (District 5), has been determined to lie inside the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's truck parking sites (with new stormwater ponds) are constructed. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when constructing parking sites, the FDOT must adhere to the BMPs provide listed below.

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

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.
<http://www.dep.state.fl.us/swapp/Default.html>.

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

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Ms. Jayeeta Chakraborty at 404-562-8845 or Chakraborty.Jayeeta@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

**KHURRAM
RAFI**

Digitally signed by
KHURRAM RAFI
Date: 2024.03.21
13:27:59 -04'00'

Khurram Rafi, Manager
Groundwater and GIS Section
Safe Drinking Water Branch
Water Division
U.S. EPA, Region 4

cc: Ed Northey, FDOT District V, Supervisor, Edward.Northey@dot.state.fl.us
Sunserea Gates, VHB, sgates@vhb.com



Florida

RON DESANTIS
GOVERNOR

January 23, 2024

Zakia Williams
US Fish and Wildlife Service
North Florida Ecological Service
7915 Baymeadows Way, Suite 1
Jacksonville, FL 32256-7517



Florida Ecological Services Field Office

Service Project Code No. 24-TA-0061367

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

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

CATRINA MARTIN Digitally signed by CATRINA MARTIN
Date: 2024.04.03 17:33:59 -05'00'

Environmental Review Supervisor

Date

RE: Natural Resources Evaluation
Truck Parking Central Florida Corridor, Orange County Site 1
Orange County, Florida
Financial Management Number: 446445-3

Dear Ms. Zakia Williams,

The Florida Department of Transportation (FDOT) is conducting the Truck and Freight Site Analysis Project Development and Environment (PD&E) Study to identify, evaluate, and recommend viable candidate truck and freight parking sites along or near the Interstate 4 (I-4) corridor within Osceola, Orange, Seminole, and Volusia Counties that are viable for private and public operator use. As part of the study, a Natural Resources Evaluation (NRE) has been developed to assess Orange County Site 1, located at Sand Lake Road and John Young Parkway, for its impacts to wetlands and protected species. A copy of the NRE is enclosed for your review.

The study area is within the USFWS Consultation Area (CA) of the following species: Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Picoides borealis*), and Lake Wales Ridge Plants. Other federally-listed or otherwise protected species included in the evaluation are the Audubon's crested caracara (*Polyborus plancus audubonii*), eastern black rail (*Laterallus jamaicensis*), eastern indigo snake (*Drymarchon corais couperi*), tricolored bat (*Perimyotis subflavus*), wood stork (*Mycteria americana*), and bald eagle (*Haliaeetus leucocephalus*). There is no suitable habitat and no documented occurrences for the Audubon's crested caracara, Everglade snail kite, Florida scrub-jay, and red-cockaded woodpecker; therefore, it has been determined that the project will have "no effect" on these species. Additionally, it is anticipated that the proposed project will have no impact on the bald eagle as there are no eagle nests within the project area. The project "may affect, but is not likely to adversely affect" the eastern indigo snake and wood stork.

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

Audubon's Crested Caracara - The project is not located within the USFWS Audubon's crested caracara CA. However, according to USFWS IPaC and ECOS data, the project is located within the current range of the caracara. No suitable nesting or foraging habitat for the caracara was observed during the field review. Additionally, the surrounding area is highly developed and lacks suitable habitat to support the caracara.

According to FNAI's Biodiversity Matrix Query Report (FNAI), no individuals have been historically documented in the project vicinity. No suitable habitat or caracara were observed during the field review. FDOT has determined that the proposed project will have "no effect" on the Audubon's crested caracara.

Eastern Black Rail - No suitable habitat was observed for the eastern black rail during the field survey. The wetlands on the site do not consist of the marsh habitat required for this species. No individuals were observed during the survey, nor have been historically documented within the area according to FNAI.

Due to the lack of suitable habitat, FDOT has determined that the proposed project will result in "no effect" on the eastern black rail.

Eastern Indigo Snake - Suitable habitat for the eastern indigo snake was observed within the project study area. However, the site is surrounded by major roadways including the Florida Turnpike, John Young Parkway, and Sand Lake Road, which severs connectivity to adjacent habitats. Suitable gopher tortoise habitat was observed; however, no gopher tortoise burrows (a primary source of shelter) were identified within the proposed project limits during field reviews.

The USFWS has a programmatic Effect Determination Key for the indigo snake. Following this key, (A) the project is not located in open water or salt marsh, (B) the permit will be conditioned for use of the Services Standard Protection Measures For the Eastern Indigo Snake during site preparation and project construction, (C) there are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities, (D) the project will impact less than 25 acres of xeric habitat supporting less than 25 active and inactive gopher tortoise burrows (E) any permit will be conditioned such that all gopher tortoise burrows, active or inactive, will be excavated prior to site manipulation in the vicinity of the burrow. Based on the use of the programmatic key, FDOT has determined that this project would result in a "may affect, but not likely to adversely affect" determination for this species.

Everglade Snail Kite - The project site lacks waterbodies suitable for snails and snail kites. According to FNAI, no individuals have been historically documented in the project vicinity. No suitable habitat and no individuals were observed during the field survey.

Based on the lack of suitable habitat and documented snail kite occurrences, FDOT has determined that the proposed project will have “no effect” on the Everglade snail kite.

Florida Scrub-Jay - The project site does not contain the xeric scrub habitats required by the scrub-jay. No scrub-jay occurrences have been documented in the project area according to FNAI and the Florida Scrub-Jay Statewide Map, 1992-1993 (Fitzpatrick et al 1994). No scrub-jays or suitable habitat was observed during the field survey.

Based on the lack of suitable habitat and documented scrub-jay occurrences, FDOT has determined that this project will have “no effect” on the Florida scrub-jay.

Red-Cockaded Woodpecker – The project site lacks the open, mature pine woodlands that are required by the RCW. Additionally, no RCW occurrences have been documented in the project area according to FNAI.

No suitable habitat and no individuals were observed during the field review. Due to the lack of suitable habitat, FDOT has determined the proposed project will have “no effect” on the red-cockaded woodpecker.

Tricolored Bat – Suitable foraging and roosting habitat for the tricolored bat was observed within the proposed project area; however, the project site is completely surrounded by roadways. The adjacent Shingle Creek area provides optimal habitat and an undisturbed corridor for commuting between habitats. The project site is severed from this habitat by the roadways. While the proposed project will impact suitable roosting and foraging habitat, offsite habitat will remain, including the adjacent Shingle Creek corridor, which provides abundant habitat for roosting, foraging, and connectivity between habitats.

FDOT will continue consultation with the USFWS regarding the tricolored bat during the design and permitting phase as needed. If the listing status of the tri-colored bat is elevated by USFWS to threatened or endangered and the proposed site is located within the consultation area during the design and permitting phase of the proposed project, consultation with the USFWS will be re-initiated.

Wood Stork – The USFWS wood stork colony database was searched for active wood stork colonies located within 15-miles of the project area. The proposed project site falls within the Core Foraging Area (CFA) of three (3) wood stork breeding colonies (Eagle Nest Park, Gatorland and Lawne Lake). The project will impact approximately 0.35 acres of Suitable Foraging Habitat (SFH).

The USFWS has a Wood Stork Effect Determination Key for Central and North Peninsular Florida (USFWS, 2008). Following this 2008 key, (A) project is more than 2,500 feet from a colony, (B) project impacts SFH, (C) project impacts to SFH are less than or equal to 0.5 acre. Based on the programmatic key, FDOT has determined that the project “may affect, but is not likely to adversely affect” the wood stork.

Federally Protected Plant Species - According to FNAI and USFWS, 13 federally listed plants have the potential to occur within the study area. These include the endangered beautiful pawpaw, Britton's beargrass, Carter's warea, Florida blazing star, Lewton's polygala, pygmy fringe-tree, sandlace, scrub lupine and scrub plumb; and the threatened Florida bonamia, papery Whitlow-wort, pigeon wings, and scrub buckwheat.

The existing conditions of the project site do not contain the appropriate habitat to support these species. No federally listed plant species were observed during the field review or general plant survey. Based on the results of the general plant survey and lack of habitat, FDOT has determined that the proposed project will have "no effect" on federally protected plants.

If you have any questions, feel free to contact either Edward Northey at (386) 943-5047, Edward.Northey@dot.state.fl.us or me at (386) 943-5436, Casey.Lyon@dot.state.fl.us at your convenience. Thank you for your assistance with this project.

Sincerely,

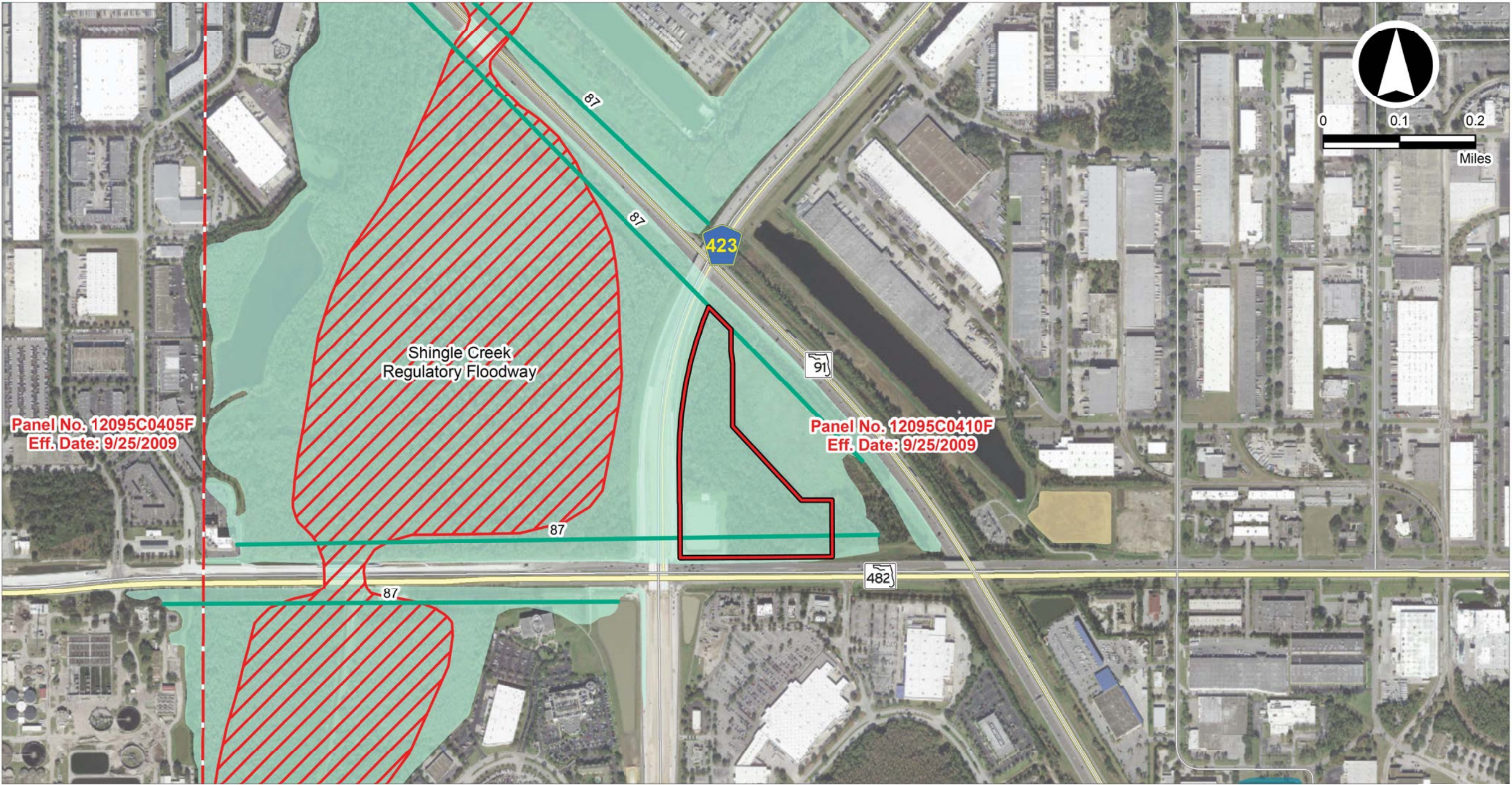
DocuSigned by:



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Casey Lyon
Environmental Manager
FDOT, District Five

cc: Sunserea Gates (VHB), Jason Houck, Jada Barhorst (Inwood)

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



- | | | | | |
|---|----------------------|---|---|---|
|  | Site Boundary | Flood Zone |  | A |
|  | FEMA FIRM Panel |  | AE | |
|  | Base Flood Elevation |  | AH | |
|  | Streets |  | Regulatory Floodway | |

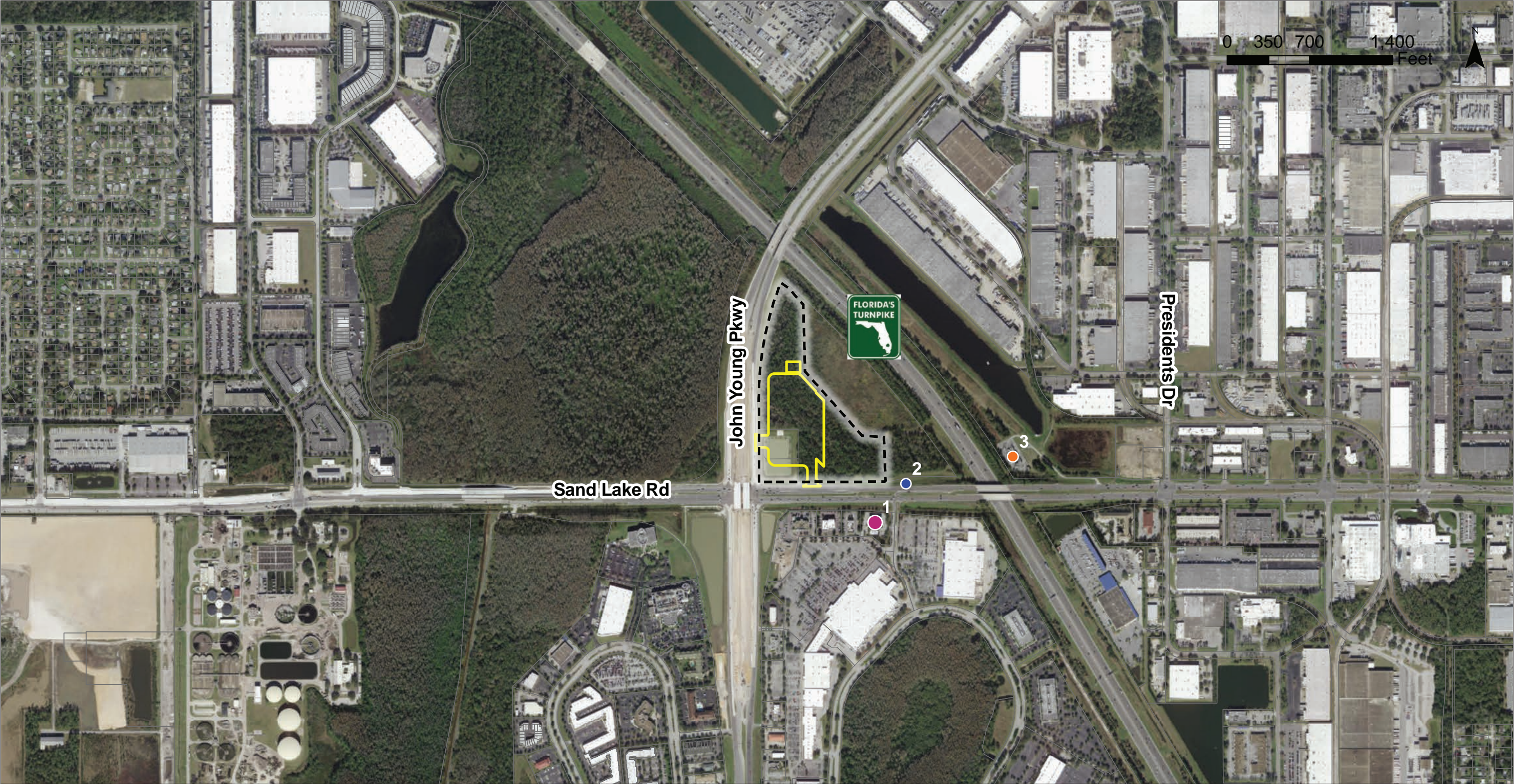


Floodplains Map
Orange County Site 1
Sand Lake Road at John Young Parkway

Physical Resources Appendix

Contents:

Potential Contamination Sites Map



LEGEND

- Site Boundary
- Orange County Site 1

RISK

- None
- Low
- Medium
- High



Potential Contamination Sites Orange
County Site 1
Sand Lake Road at John Young Parkway