

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

TRUCK PARKING CENTRAL FLORIDA CORRIDOR - EASTBOUND VOLUSIA COUNTY SITE

District: FDOT District 5

County: Volusia County

ETDM Number: N/A

Financial Management Number: 446445-2-32-01

Federal-Aid Project Number: D524-002-B

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 (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management  
Florida Department of Transportation

For additional information, contact:

Mark Trebitz, P.E.  
Project Development Manager | District 5 - PLEMO  
Florida Department of Transportation  
719 S. Woodland Blvd.  
DeLand, FL 32720  
3869435157  
mark.trebitz@dot.state.fl.us

Prime Consulting Firm:  
Vanasse Hangen Brustlin, Inc

Consulting Project Manager:  
Sunserea Gates, P.E.

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

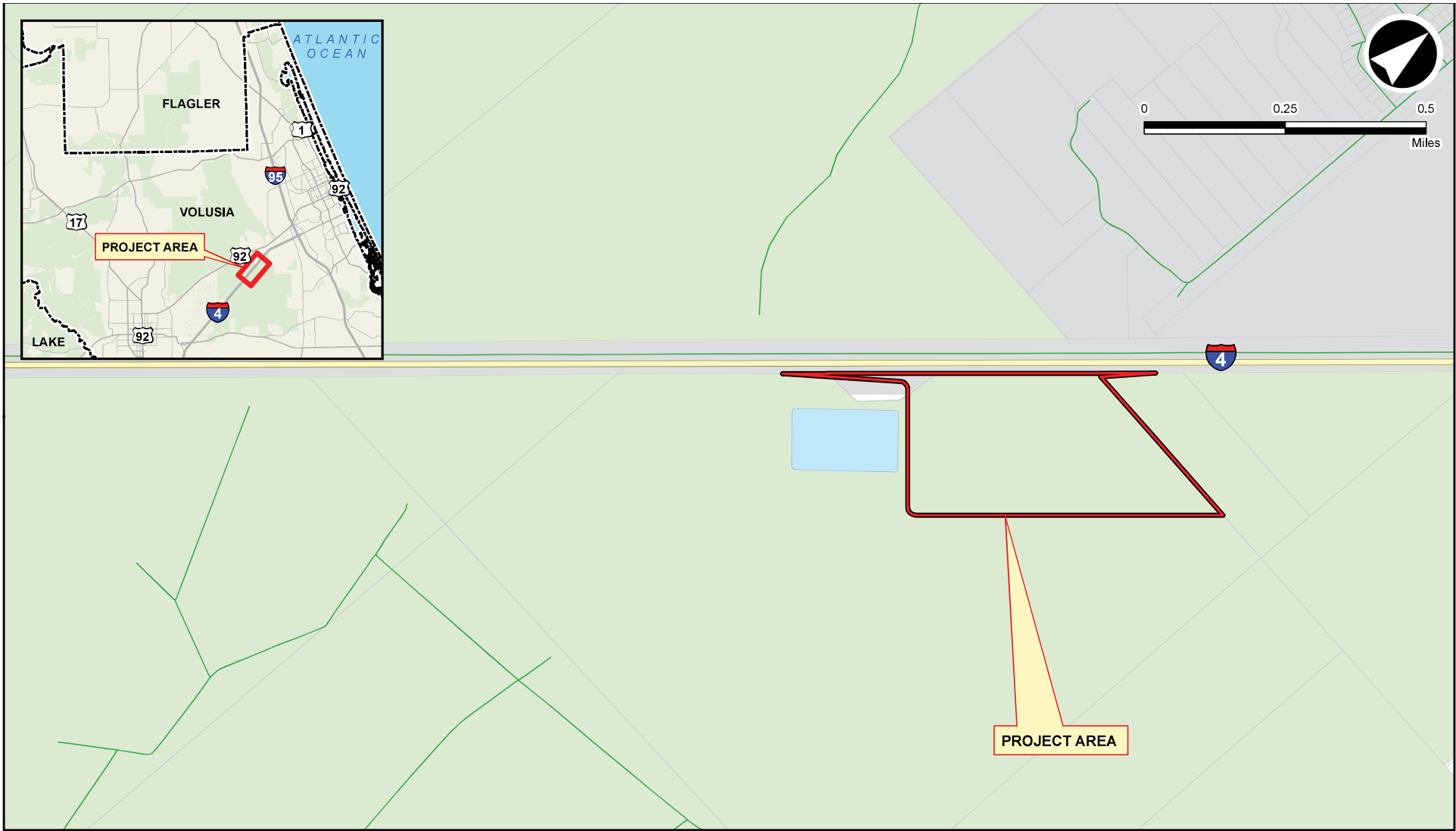
This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

# Table of Contents






1. Project Information .....	2
1.1 Project Description .....	2
1.2 Purpose and Need .....	3
1.3 Planning Consistency .....	4
2. Environmental Analysis Summary .....	6
3. Social and Economic .....	7
3.1 Social .....	7
3.2 Economic .....	9
3.3 Land Use Changes .....	9
3.4 Mobility .....	10
3.5 Aesthetic Effects .....	10
3.6 Relocation Potential .....	11
3.7 Farmland Resources .....	11
4. Cultural Resources .....	12
4.1 Section 106 of the National Historic Preservation Act .....	12
4.2 Section 4(f) of the USDOT Act of 1966, as amended .....	12
4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965 .....	12
4.4 Recreational Areas and Protected Lands .....	12
5. Natural Resources .....	13
5.1 Protected Species and Habitat .....	13
5.2 Wetlands and Other Surface Waters .....	17
5.3 Essential Fish Habitat (EFH) .....	19
5.4 Floodplains .....	19
5.5 Sole Source Aquifer .....	20
5.6 Water Resources .....	20
5.7 Aquatic Preserves .....	21
5.8 Outstanding Florida Waters .....	21
5.9 Wild and Scenic Rivers .....	22

5.10 Coastal Barrier Resources .....	22
6. Physical Resources .....	23
6.1 Highway Traffic Noise .....	23
6.2 Air Quality .....	23
6.3 Contamination .....	24
6.4 Utilities and Railroads .....	24
6.5 Construction .....	24
7. Engineering Analysis Support .....	26
8. Permits .....	27
9. Public Involvement .....	28
10. Commitments Summary .....	31
11. Technical Materials .....	32
Attachments .....	33

DRAFT



**LEGEND**

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



**Figure 1: Project Location Map**  
**Volusia County Site 1A**  
**I-4 Direct Access, 4.5 miles west of I-95**

# 1. Project Information

## 1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting the Truck and Freight Alternative Site Analysis Project Development and Environment (PD&E) Study (FPID:447724-1-22-01) to identify, evaluate, and recommend 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. In 2018, FDOT conducted a state-wide truck parking study to assess existing truck parking and future demand. 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. Based on the 2018 study, the existing average demand for the I-4 corridor within FDOT District 5 was 481 designated truck parking spaces (combined public and private) for rest stops. However, there are currently 36 truck-only parking spaces (combined public and private) for rest stops along the I-4 corridor within the PD&E study area.

The goal of the 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. An initial screening of the PD&E study area was conducted to identify alternatives that met the purpose and need for the project. The initial alternatives were further screened to identify viable alternatives that minimize environmental and community impacts. As a result of the engineering and environmental analyses completed during the PD&E Study and the comprehensive public engagement plan, five preferred sites are being advanced for project development and are programmed for the final Design phase. These five preferred sites provide a total of approximately 987 truck parking spaces to accommodate existing and future needs.

This Type 2 Categorical Exclusion documents the proposed action for a new truck parking facility along I-4 Eastbound in Volusia County (designated Volusia County Site 1A). A preliminary concept for Volusia County Site 1A was developed to establish site boundaries and is provided in the attached **Preliminary Conceptual Site Plan**. The Volusia County Site 1A study area included the proposed Right-of-Way (ROW), I-4 access ramps, and land for wildlife conservation. The preferred site is located adjacent to I-4. The preliminary site concepts include parking layouts, site access, proposed sidewalks, stormwater management, a restroom building, and landscaping/greenspace areas.

Volusia County Site 1A (shown in **Figure 1: Project Location Map**) is located along I-4 Eastbound approximately 4.5 miles west of the I-95 interchange (approximate Milepost (MP) 23.112). The preferred site, located at a former Volusia County rest area, will supply 275 truck parking spaces and a building which will house 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. 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 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. During the Design phase, FDOT plans to include necessary conduit infrastructure in the site design to facilitate a combination of shore power (electrical outlets for truck parking to eliminate the need to idle on site) and Electric Vehicle (EV) charging stations for a minimum of 15% of the total truck parking spaces at each site. All of the proposed amenities and security provisions are included as implementation measures.

The preferred site is anticipated to require 73.3 acres of ROW, impacting three parcels, all of which are publicly owned by the City of Port Orange. Wildlife fencing and wildlife sensitive lighting will be provided around the preferred site due to the proximity of the existing wildlife crossing at MP 22.583. An on-ramp and off-ramp will be provided on I-4 Eastbound for direct access to and from Volusia County Site 1A. No local road access will be provided to the sites.

The preferred Volusia County Site 1A will include one wet detention stormwater pond (approximately 7.15 acres) located along the southeast parcel line. As shown in the concept plans, the proposed site includes a proposed conservation area adjacent to the fenced truck parking area, as the remaining area outside the limits of construction but within the proposed ROW. The conservation area will provide an enhanced natural buffer between the proposed truck parking area and the relocated wildlife jump-out location, thereby reducing the likelihood of truck-wildlife interactions. The conservation area (31 acres) is east of the truck parking area and will remain undeveloped with no site clearing. A conservation easement over the conservation area will be coordinated with regulatory agencies in the Design and ROW phases for the project.

## **1.2 Purpose and Need**

The purpose of this project is to provide needed truck parking facilities to serve regional freight parking demand within or near the I-4 corridor.

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 Volusia 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 require 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 designated truck parking. 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 445 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 parking spaces provided by Volusia County Site 1A are needed to serve both the existing and projected truck parking demand in Volusia County and regionally within the I-4 study corridor.

### Project Status

The Design, ROW, and Construction phases for the project are programmed in FDOT's Five Year Work Program (2024-2029, Tentative) and the Design phase began in February 2024. The ROW phase is programmed for FY 28 and the Construction phase is programmed for FY 29.



### 1.3 Planning Consistency

Funding for Volusia County Site 1A is included in the FDOT Five Year Work Program (2024-2029 Tentative) for the Design phase (\$3.92 million in FY 2024), the ROW phase (\$8.05 million in FY 2027 and \$4.30 million in FY 2028), and the Construction phase (\$25.35 million in FY 2029). As of March 2024, the STIP includes the \$3.92 million in funding for the Design phase in FY 2024 and \$4.26 million of the ROW funding beyond FY 2027, however it does not include the remaining \$8.09 million in ROW funding or any of the Construction phase. The River to Sea (R2C) TPO TIP includes \$2.17 million of the Design funding in FY 2024 and \$20 million for ROW funding in FY 2028, however it does not include the remaining \$1.75 million in Design funding or any of the Construction phase. The STIP and TIP are still being updated to reflect FDOT Work Program updates. Based on FDOT coordination, the STIP will be adopted by FDOT by July 15, 2024, to reflect the tentative FDOT Work Program updates. The STIP will be approved by FHWA by October 1, 2024, on the annual cycle. The TIP is currently being updated to reflect the FDOT Five Year Work Program (2024-2029 Tentative).

Currently Adopted LRTP-CFP	COMMENTS			
No	R2C TPO's Long Range Transportation Plan (LRTP), Connect 2045, acknowledges the importance of freight parking in the area. This project is not identified in the LRTP or Cost Feasible Plan (CFP).			
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	2.2M	2024	
STIP	Y	3.9M	2024	
<b>R/W</b>				
TIP	Y	20.0M	2028	
STIP	Y	4.3M	>2027	
<b>Construction</b>				
TIP	N			
STIP	N			

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
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"/>
<b>4. Cultural Resources</b>				
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"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input 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"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
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, including potential issues associated with Environmental Justice, Civil Rights, and other nondiscrimination laws 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 1/2 mile study area buffer from the proposed site which intersected one block group. 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 1/2 mile study area buffer.

**Table 1** shows the demographic comparison of the block groups within the 1/2 mile study area buffer in Volusia County. As shown in the table, the Volusia County Site 1A study area buffer percentages are significantly different than the surrounding county area. The percentage of minority populations in the Volusia County Site 1A study area is lower for Black (0%), Asian (0.0%), and Other (0.0%) races when compared to Volusia County's population.

**Table 1: Demographic Comparison**

		Volusia County	Volusia County Site 1A Study Area
Population		548,783	29
Race	White	76.8%	100%
	Black	10.9%	0%
	Asian	1.8%	0%
	Other	10.5%	0%
	Total	100%	100%
Ethnicity	Hispanic or Latino	15.1%	0%
	Not Hispanic or Latino	84.9%	100%
	Total	100%	100%
Age	Median	46.4	49
	65 and over	24.4%	20.7%
	Under 18	17.8%	3.5%
Language	Speaks English Not at All	0.3%	0.0%
	Speaks English Less than Very Well	3.5%	0.0%
Population 20 to 64 Years with a disability		14.4%	10.5%
Housing Units		270,402	14
	Owner-Occupied	60.5%	64.3%
	Renter-Occupied	24.1%	28.6%
	Vacant	15.4%	0%

	No Data	-	7.1%
Poverty Level		12.9%	17.2%

The Volusia County Site 1A study area block group has a higher population below the poverty level (17.2%) when compared to Volusia County (12.9%). There are 14 housing units within the intersecting block group. Of these, approximately nine (64.3%) are owner occupied and four (28.6%) are renter occupied, no data is provided in the American Community Survey for the final household (7.1%). There are no vacant units.

The median age within the Volusia County Site 1A study area is 49, which is slightly higher than the overall Volusia County median age of 46.4. Within the Volusia County Site 1A study area, 20.7% of the population are age 65 and over, and 3.5% are under age 18. The proportion of the population aged 20 to 64 years with a disability is 10.5% within the Volusia County Site 1A study area, which is slightly lower than the proportion for Volusia County as a whole (14.4%).

According to the Census data, no residents in the Volusia County Site 1A study area stated they "Speak English Not At All". Additionally, no residents in the Volusia County Site 1A study area stated they "Speak English Less than Very Well" or were considered Limited English Proficient (LEP) persons. The overall Volusia County LEP population is 3.5%. The LEP population within the Volusia County Site 1A study area does not meet the Department of Justice's (DOJ's) Safe Harbor Provision threshold for written translations (minimum LEP Population of 1,000 persons or 5% of the area population).

The analysis considered the effect of the project on community facilities and neighborhoods within the site and the surrounding 1/2 mile area. The site is located adjacent to the existing I-4 limited access facility and surrounded by vacant governmental properties. The site will include direct access to I-4, with no access to adjacent properties or local roadways. There are no community facilities within the surrounding 1/2 mile area. There is one low-density residential area north of the proposed truck parking site. The nearest residential structure is located approximately 1300 feet from Volusia County Site 1A and is separated from the proposed site by I-4.

#### Anticipated Impacts

During the alternative development process, social impacts were avoided and minimized to the extent feasible. In general, direct impacts were minimized by selecting a site on and surrounded by vacant parcels. The ROW impacts involve acquisition from three publicly owned, vacant parcels. There are no residential or business relocations anticipated as part of the Preferred Alternative.

The proposed site is located within vacant land use, near an existing wildlife crossing on the I-4 corridor. To retain the existing character of the surrounding area, the site will include wildlife fencing and wildlife sensitive lighting. Additionally, the site will include a proposed conservation area east of the truck parking area. The wildlife conservation area will comprise 31 acres of the total 73.3 acre site. The conservation area will be fenced off from the developed portion of the site, but there will be no barrier or fence constructed between the conservation area and the surrounding undeveloped land.

The proposed site, located adjacent to the I-4 corridor, will provide direct access to I-4 via a new on-ramp and off-ramp. These ramps are intended solely for the proposed site and will not provide access to adjacent properties. Based on the minimal change in traffic anticipated (84 vehicles in and out during the peak hour), no impacts to travel patterns or emergency response are expected as a result of the Preferred Alternative.

The proposed Volusia County Site 1A 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 special populations of elderly, handicapped, minority or low-income. Based on the analysis conducted, the Preferred Alternative will not result in high or disproportionate impacts to any minority, ethnicity, elderly or handicapped groups, and/or low-income populations. Based on the Comments and Coordination Report which summarizes public involvement activities and comments received, no controversy is anticipated.

Potential temporary effects during construction will occur but are expected to be limited by the confined nature of the proposed site. The majority of construction activities will occur on the proposed site, with the exception of the connections of the new on-ramp and off-ramp to the I-4 eastbound corridor. Temporary effects during construction that could occur include construction related traffic congestion, temporary travel pattern disruptions, and noise. These temporary effects will be determined and minimized during the Design phase.

### 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 economic viability of existing retail, commercial, industrial, and utility operations in the vicinity.

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 freight traffic.

### 3.3 Land Use Changes

The existing land uses within the proposed site consist entirely of Vacant Governmental (73.3 acres/100 percent). Volusia County Site 1A is located within a large area of public lands designated the Port Orange City Forest (POCF)/Port Orange Wellfield Property. The existing land uses and the POCF boundary can be seen in the **Existing Land Use Map**, included in the attachments. The POCF involves multiple tracts comprising approximately 9,000 acres on both sides of I-4. The portion of POCF surrounding Volusia County Site 1A is owned by the City of Port Orange. The POCF is a public multiple-use land holding that serves various land uses including water production wells, a solar panel field, reclaimed water systems, private hunting areas (leased-based), mitigation, and conservation areas; there is no general public access and no designated public recreation areas. Volusia County Site 1A is located within a portion of the POCF that is outside of any regulatory conservation easements, as shown in the **Conservation Lands and Easements Map** included in the attachments. A portion of POCF approximately 3,500 feet south of Volusia County Site 1A is designated the Port Orange Mitigation Bank and is St. Johns River Water Management District (SJRWMD) managed conservation area. Longleaf Pine Preserve is another managed conservation area with public recreational land uses and is approximately 12,000 acres located south of the Port Orange Mitigation Bank and north of SR 44. Volusia County Site 1A abuts the existing I-4 limited access ROW and is within an area that has been previously disturbed, as previous land uses within the site include a former I-4 rest area and borrow pit. The area outside of the managed conservation easements, but within Volusia County Site 1A limits, is currently privately-leased to a hunt club.

As shown in the *Volusia County Future Land Use Map (2014)*, Future Land Use Map, future land uses throughout the project area consist of Federal Highway System (97.41 acres/2.59 percent) and Conservation (71.4 acres/97.41 percent). This can be seen in the **Future Land Use Map**, included in the attachments. Future land uses surrounding the project

area are also proposed to be Conservation. There is low impact urban development future land use located north and separated from the proposed site by the I-4 corridor. The proposed site includes conservation surrounding the truck parking area to maintain connectivity with existing and future conservation land uses. The portion of the site planned for truck parking will require a rezoning of the existing Vacant Governmental land use during the Design phase to accommodate the proposed truck parking. Coordination with the City of Port Orange has occurred during the study and no controversy is anticipated.

The existing and future land uses in the surrounding area will continue to be supported and no secondary development is anticipated given the location and limited access of Volusia County Site 1A. Therefore, no adverse impacts to surrounding land use 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 travelling through Volusia 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 planned 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.

No special needs patrons were identified within the Volusia County Site 1A study area. The project will provide Americans with Disabilities Act-compatible pedestrian accommodations. This will provide enhanced accessibility and mobility for all users.

No road closures are anticipated as part of the proposed construction for the site. Temporary traffic shifts may be required during the construction of the access ramps.

### **3.5 Aesthetic Effects**

The parking site is located within an area of vacant land adjacent to the I-4 corridor. The site does not have any scenic views or vistas, nor are there any aesthetic features of note within sight of the site. During the PD&E Study, local agency feedback was received concerning the desire to provide landscaping at the sites to enhance aesthetics of the parking area and provide enhanced viewsheds from I-4. Therefore, FDOT will install landscaping around the site to preserve and/or enhance the natural, environmental, scenic, and aesthetic values of the area. The landscaping around the site will serve as a natural buffer, with the proposed ponds forming part of that buffer.

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. Temporarily disturbed areas will be restored to existing or better condition after the completion of construction activities.

Therefore, the level of impact is not expected to be substantial.

### **3.6 Relocation Potential**

As stated previously, the Preferred Alternative will involve approximately 73.3 acres of ROW and three parcels will be impacted. The three publicly owned parcels are vacant; 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 Florida Statute 421.55, 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**

Through coordination with the Natural Resources Conservation Service, it has been determined that no farmlands as defined by 7 CFR Part 658 are located in the project vicinity.

## 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 03/12/2024.

### 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.



## 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.

This analysis was performed consistent with the Protected Species and Habitat chapter of the PD&E Manual. The protected species and habitat 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 "species listed under the Preservation of Native Flora of Florida"; Chapter 5B-40, F.A.C., Regulated Plant Index; 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, which is 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), SJRWMD and United States Fish and Wildlife Service (USFWS) for review and concurrence (as applicable). The concurrence letters are included in the attachments. Concurrence from each regulatory agency (as applicable) was received on the following dates:

FWC: February 16, 2024

USFWS: February 29, 2024

Correspondence with the Florida Department of Agriculture and Consumer Services (FDACS) has occurred with regard to the three protected plant species (Rugel's pawpaw, leafless beaked orchid, and hooded pitcher plant) found on site. FDACS agreed with the findings of the NRE.

### Effect Determinations

Thirty-one listed species have the potential to occur within the Volusia County Site 1A study area. Two of those species (the tricolored bat and Florida black bear) were determined to have a high potential occurrence and three species (the gopher tortoise, Rugel's pawpaw, and the leafless beaked orchid) were observed within the Volusia County Site 1A study area. Four of the listed species (the southeastern American kestrel, the bald eagle, the eastern indigo snake, and the Florida pine snake) have a moderate potential occurrence. Based on the anticipated impacts from the Preferred Alternative, there are three federal and state listed species determined to have a "May Affect, Not Likely to Adversely Affect" determination, and eight with a "No Adverse Effect Anticipated" determination.

The remaining federal and state listed species were determined to have either a "No Effect" or a "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 Volusia County Site 1A study 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 observed species and species with moderate or

high potential for occurrence are discussed in detail following **Table 2**. A **Species and Habitat Map** is provided in the attachments.

**Table 2: Effect Determinations for Protected Species**

Scientific Name	Common Name	USFWS Listing Status	FWC Listing Status	FDACS Listing Status	Potential Occurrence	Effect Determination
<b>Birds</b>						
<i>Aphelocoma coerulescens</i>	Florida scrub jay	T	T		No	No Effect
<i>Athene cunicularia floridana</i>	Burrowing owl		T		Low	No Effect Anticipated
<i>Egretta caerulea</i>	Little blue heron		T		Low	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron		T		Low	No Adverse Effect Anticipated
<i>Falco sparverius Paulus</i>	Southeastern American kestrel		T		Moderate	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		Moderate	--
<i>Laterallus jamaicensis</i>	Eastern black rail	T	T		Low	No Effect
<i>Mycteria americana</i>	Wood stork	T	T		Low	May Affect, Not Likely to Adversely Affect
<i>Platalea ajaja</i>	Roseate spoonbill		T		No	No Effect Anticipated
<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	E	E		No	No Effect
<b>Mammals</b>						
<i>Perimyotis subflavus</i>	Tricolored bat	C			High	--
<i>Ursus americanus floridanus</i>	Florida black bear		M		High	--
<b>Reptiles</b>						
<i>Drymarchon corais couperi</i>	Eastern indigo snake	T	T		Moderate	May Affect, Not Likely to Adversely Affect
<i>Gopherus polyphemus</i>	Gopher tortoise		T		Observed	No Adverse Effect Anticipated
<i>Pituophis melanoleucus mugitis</i>	Florida pine snake		T		Moderate	No Adverse Effect Anticipated
<b>Plants</b>						
<i>Calopogon multiflorus</i>	Many-flowered grass-pink			T	Low	No Effect Anticipated
<i>Carex chapmannii</i>	Chapman's sedge			T	Low	No Effect Anticipated
<i>Centrosema Arenicola</i>	Sand butterfly pea			E	Low	No Effect Anticipated
<i>Conradina grandiflora</i>	Large-flowered rosemary			T	Low	No Effect Anticipated

<i>Deeringothamnus rugelii</i>	Rugel's pawpaw	E		E	Observed	May Affect, Not Likely to Adversely Affect
<i>Illicium parviflorum</i>	Star anise			E	Low	No Effect Anticipated
<i>Lechea cernua</i>	Nodding pinweed			T	Low	No Effect Anticipated
<i>Matelea floridana</i>	Florida spiny-pod			E	Low	No Effect Anticipated
<i>Nemastylis floridana</i>	Celestial lily			E	Low	No Effect Anticipated
<i>Nolina atopocarpa</i>	Florida beargrass			T	Low	No Effect Anticipated
<i>Pteroglossaspis ecristata</i>	Giant orchid			T	Low	No Effect Anticipated
<i>Pycnanthemum floridanum</i>	Florida mountain mint			T	Low	No Effect Anticipated
<i>Sacoila lanceolata</i> var. <i>lanceolata</i>	Leafless beaked orchid			T	Observed	No Adverse Effect Anticipated
<i>Salix floridana</i>	Florida willow			E	Low	No Effect Anticipated
<i>Sarracenia minor</i>	Hooded pitcher plant			T	Low	No Adverse Effect Anticipated

**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 determined by Congress in 16 CFR 35.1532. Based on the review of USFWS Geographic Information System (GIS) data and literature, there are no designated critical habitats documented within the Volusia County Site 1A study area. The project will therefore not result in the destruction or adverse modification of critical habitat.

There are no Strategic Habitat Conservation Areas (SHCA) located within the Volusia County Site 1A 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. No indigo snakes were observed during the field reviews. Gopher tortoise burrows were observed within and adjacent to the project footprint. 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.

**Rugel's Pawpaw**

Rugel's pawpaw has been listed as endangered since 1986, in large part due to clearing of its habitats. This plant is part of the custard apple family and occurs only in Volusia County, including the Port Orange City Forest and Tiger Bay State Forest near the project area. Due to suitable habitat within the project area, a species specific survey was conducted for the Rugel's pawpaw. The survey was conducted in April and May of 2023 during the flowering season. Ecologists observed Rugel's pawpaw within the project footprint during the survey events. Seventeen individual plants were identified as a result of the survey. FDOT will coordinate with the Florida Native Plant Society (FNPS) or similar organization to facilitate the relocation of the Rugel's pawpaw and other protected or rare plant species within the project footprint prior to construction. Therefore, the proposed project "**may affect, but is not likely to adversely affect**" the Rugel's pawpaw.

### 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 is not within the Core Foraging Area (CFA) of a known colony. The project will result in minimal impacts of approximately 0.31 acres to SFH consisting of roadside ditches. According to the *Effect Determination Key for the Wood Stork in 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.

### 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 within the project site and multiple gopher tortoises and gopher tortoise burrows were observed during the field surveys; however, species-specific surveys for tortoises were not performed. A 100% gopher tortoise survey will be conducted in the project area within 90 days of construction. A relocation permit from FWC will be required if tortoises are present within 25 feet of any permanent or temporary construction area. **No adverse effect** is anticipated for the gopher tortoise.

### Leafless Beaked Orchid

The leafless beaked orchid is listed as threatened by FDACS. It is a perennial ground orchid with pubescent coral to brick red flowers. Suitable habitat consists of open, dry to moist habitats, including poorly drained pinelands, pastures, roadside ditches, and open woods in sandy soils. During the general plant survey conducted in April and May of 2023, the leafless beaked orchid was observed within the project site. FDOT will coordinate with the FDACS to facilitate the relocation of any leafless beaked orchids which occur within the project footprint. Based on the information provided and the relocation efforts, "**no adverse effect is anticipated**" for the leafless beaked orchid.

### 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, a bald eagle nest (VO095) occurs nearly 1 mile from the proposed truck parking facility. 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.

#### 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 area is within the abundant range of the Central Bear Management Unit (BMU). According to the most current FWC telemetry data, bears occur in the vicinity of the project area and currently use existing wildlife crossings (underpasses) to migrate under I-4. The existing wildlife crossing is not impacted by the proposed project, as described in the Wildlife Crossings discussion on the next page. The Florida black bear **may be impacted** by the proposed project due to the loss of some of the existing wetlands which may provide bears with refuge, cover, and food sources. Garbage, food, and other debris within the project work area during construction will be removed daily or stored in bear proof containers to prevent these items from attracting bears.

### Tricolored Bat

The tricolored bat is a proposed candidate species for federal listing. Suitable roosting and foraging habitat was observed throughout the proposed project area. Additionally, the surrounding area provides habitat and an undisturbed corridor for commuting between habitats. While the proposed project will impact suitable roosting and foraging habitat through the removal of approximately 35 acres of forested habitat, the vast majority of suitable habitat will remain, including the proposed protected wildlife conservation area. Therefore, **no adverse impacts** are anticipated. 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 status of the tricolored bat is elevated by USFWS to threatened or endangered and the proposed site is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

### Wildlife Crossings

This portion of I-4 was historically prone to wildlife-vehicle collisions, particularly with black bears. To mitigate future impacts, FDOT designed, permitted (SJRWMD Permit No. 64105-5), and constructed two large (> 100 ft wide) wildlife crossing structures and a pair of 25-foot ledges under the Tomoka River bridge. These crossing structures are large enough to accommodate bears (and other large mammals). Ten (10) miles of existing wildlife fencing preclude wildlife from entering the road corridor. A permit modification (SJRWMD Permit No. 64105-12) further improved wildlife mobility by adding six dry culvert crossings, jump-outs, and four-foot high "herp" mesh to the wildlife fencing. One large crossing, a jump-out, and fencing occur in the Volusia County Site 1A project area.

The existing jump-out and exclusionary fencing are anticipated to be impacted by the proposed project. No impacts to the existing wildlife crossing structure are anticipated. The existing jump-out located within the truck parking limits will be relocated eastward along the existing FDOT ROW. The limits of the exclusionary fencing will be extended to accommodate the new jump-out location. A wildlife conservation area (31 acres) is being proposed to maintain wildlife movement through the existing crossing and provide adequate natural buffers around truck parking areas to reduce potential impacts from noise, vibration, and light (the lighting provided for the truck parking areas will be directed inward with shields to minimize light pollution into adjacent natural areas). This wildlife conservation area will be placed under a conservation easement. The dimensions of the conservation area located outside the fenced truck parking will be coordinated further with regulatory agencies during the Design and ROW phases.

The project is unlikely to alter migration patterns for bears and other wildlife that have acclimated to the crossing structures. Additional coordination with the SJRWMD and other regulatory agencies will be conducted in the Design phase (as applicable) to coordinate design features for the jump-out location and wildlife fencing. A **Wildlife Crossing Features Map**, which shows the locations of the existing and proposed jump-out and the wildlife fencing, is provided in the attachments.

## **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 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; the Corps of Engineers Wetland Delineation Manual, 1987; the 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 Volusia County Site 1A study area includes two wetlands and one surface water within 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. The avoidance and minimization of adverse impacts were considered during site selection and will continue to be evaluated during the Design and Permitting phases of the project. 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 28.05 acres of direct wetland impacts will occur as a result of the project and a total of 6.88 acres of indirect (i.e., secondary) impacts will occur as a result of the project. Also, it is anticipated that a total of 0.31 acres of surface waters will be impacted as a result of the project resulting in 35.24 acres of total wetland and surface water impacts.

To determine the functional loss of the impacted wetlands and the amount of mitigation required to offset adverse impacts to these areas, 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 22.755 wetland units. A **Wetlands Map** 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	Impact Type	Impact Area (Acres)	Functional Loss
WL 1	611/617/630/631 Bay Swamps/Mixed Wetland Hardwoods/Wetland Forested Mixed/Wetland Scrub	Direct	25.89	20.712
WL 1	611/617/630/631 Bay Swamps/Mixed Wetland Hardwoods/Wetland Forested Mixed/Wetland Scrub	Indirect	6.88	0.459
WL 2	641 Freshwater Marshes	Direct	2.16	1.584
SW 1	510 Streams and Waterways	Direct	0.31	0.000
<b>Total Wetland Impacts and Functional Loss</b>			<b>35.24</b>	<b>22.755</b>

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. Mitigation banks within the same basin as the project include Farmton, Lake Swamp, Port Orange, and Tiger Bay. These banks have available forested and herbaceous freshwater credits.

During the alternatives evaluation process, thousands of potential locations were considered along the I-4 corridor in Volusia County and avoidance and minimization of wetland and habitat impacts were considered during site selection of

Volusia County Site 1A. The initial screening of alternatives identified site locations with vacant or redevelopment opportunities with compatible land uses (commercial, industrial and governmental) or the ability to rezone for truck parking facilities based on local agency input. The available site area to support a truck parking site was also considered during the initial screening. These potential site locations were then analyzed to identify viable sites based on avoidance and minimization of wetlands, regulatory conservation lands and easements, and threatened and endangered species and habitats. The Preferred Alternative was also developed to avoid sensitive conservation lands within the Port Orange Mitigation Bank and Longleaf Pine Preserve. A portion of the preferred site was the location of a former Volusia County rest area and involves previously disturbed natural areas. Practicable measures to minimize harm were incorporated in the Preferred Alternative. These include one centralized restroom building, parking area refinements to reduce wetland impacts, and additional measures to reduce potential secondary impacts including wildlife fencing surrounding the site to avoid adjacent wetland habitats, conservation areas to preserve wildlife connectivity, and wildlife-sensitive lighting. The avoidance and minimization of wetland impacts will continue to be evaluated during the design and permitting phases of the project.

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 12127C0500H indicates that the majority of the site intersects Zone A of the 100-year floodplain. There are no federally regulated floodways within the site limits. The remaining project ROW is designated Zone X, which is an area of minimal flood hazard. The **Floodplains Map** is provided in the attachments.

There are two existing cross drains under I-4 near the proposed site. These cross drains will require extension due to the proposed ramps to the truck parking site in order to provide offsite drainage connectivity and to maintain existing drainage patterns. The modified cross drains will perform hydraulically in a manner equal to or greater than the existing conditions, and backwater elevations are not expected to increase.

Volusia County Site 1A was determined to have 17.48 ac-ft of floodplain impacts. Floodplain compensation volume will be provided within the stormwater pond as it will be hydraulically connected to the 100-year floodplain. Pond 1 provides 4.26 ac-ft of compensation volume. Additionally, two separate dedicated Floodplain Compensation Areas (FPCAs) that are

hydraulically connected to the floodplain and within the infield areas were identified within the site to mitigate loss of storage in the floodplain due to the project construction. FPCA 1 and FPCA 2 provide 0.91 ac-ft and 1.00 ac-ft of compensation, respectively. The total compensation available within the site is 6.17 ac-ft.

The Base Flood Elevation (BFE) of the site has been determined to be at the elevation of 37 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 (11.31 ac-ft) by the total area of the impacted floodplain (3,029 acres) uninhibited by any constriction. The resulting potential rise in the flood stage was found to be 0.0037 ft.

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.

In conclusion, the following statement is a slightly modified version of statement number 4 in the *FDOT PD&E Manual* tailored for this project:

*The proposed structures and stormwater management systems will perform hydraulically in a manner equal to or greater than the existing conditions, 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.

The transverse floodplain impacts from the project occur due to filling floodplain areas to construct the freight parking site. Impacts will be minimized by utilizing the maximum allowable embankment slopes during construction. As most of the area within the proposed parking site is located within the floodplain, there is no economically feasible way to construct the parking site outside of the floodplain.

## **5.5 Sole Source Aquifer**

### Volusia-Floridan Aquifer

This project falls within the boundary of the Volusia-Floridan Aquifer. A Sole Source Aquifer (SSA) Checklist and Water Quality Impact Evaluation (WQIE) Checklist are located in the project file. Environmental Protection Agency (EPA) concurrence was received on March 20, 2024, and is included in the attachments.

## **5.6 Water Resources**

The Conceptual Drainage Report, WQIE and SSA Checklist, 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 SJRWMD. The topography throughout the site slopes downhill from the southwest side to the northeast side and consists of undeveloped mixed forests and wetlands. It is bordered to the northwest by I-4 and on all other sides by the Port Orange City Forest.

The proposed site for Volusia County Site 1A is 73.3 acres and will include one wet detention stormwater pond. Pond 1 is located along the southeast parcel line and is a 7.15-acre wet detention pond. The site will require 8.68 ac-ft of treatment and attenuation volume. Pond 1 provides 8.77 ac-ft of treatment and attenuation volume.

A National Pollutant Discharge and Elimination System (NPDES) permit, 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 Best Management Practices (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**

The Preferred Alternative discharges to the Tomoka River Outstanding Florida Water (OFW). Waters with this designation are afforded an extra measure of protection and are subject to greater stormwater runoff treatment volume requirements because of their natural attributes. The site is located within Waterbody Identification (WBID) Number 2634 Tomoka River, which is not impaired for nutrients. Therefore, a nutrient loading analysis is not required.

The SJRWMD criteria indicates when a project or portion of a project is located within a basin that discharges to an OFW, the required treatment volume shall be increased by 50%. This requirement has 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.

### **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**

There are no Coastal Barrier Resources in the project area.

DRAFT

## 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.

No noise sensitive sites with areas of frequent human use are located within 1,000 feet of the Preferred Alternative due to the undeveloped nature of the surrounding land. For this reason, no noise analysis was conducted for the site. In addition, no substantial changes in I-4 traffic related to the proposed project is anticipated; therefore, the traffic noise on I-4 is expected to be similar to existing traffic noise levels. The Noise Study Technical Memorandum is located in the project file.

### 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 Project Traffic Analysis Report (PTAR), located in the project file, documents the future traffic conditions. In the Design Year 2045, the project will operate at LOS D in the AM Peak Hour and LOS C in the PM Peak Hour in both the No-Build and Build conditions.

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. 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 the NAAQS. As such, the project "passes" the CO screening.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project. The Air Quality Technical Memorandum is located in the project file.

### 6.3 Contamination

The Contamination Screening Evaluation Report (CSER), located in the project file, identified a total of two sites as potential contamination sources within the recommended review distances of the project area, as shown on the **Potential Contamination Sites Map** included in the attachments. Of the two sites, one was rated as having a Low potential for contamination risk, and one was rated as having No potential for contamination risk. No sites were rated as having a High or Medium potential for contamination risk. The Low rated site related to a petroleum release which occurred on I-4 eastbound at mile marker 128.5 after a semi-truck veered off the roadway into a wooded area.

No further investigation is recommended. There is potential during development to encounter soils associated with the petroleum release. Should contaminated soil be encountered during construction, proper removal and disposal is recommended in accordance with state and federal law.

### 6.4 Utilities and Railroads

A Utilities Assessment Package (UAP) was conducted for the Volusia County Site 1A study area. Five Utility Agencies/Owners (UAOs) were identified and are summarized in **Table 4**. Each UAO was contacted to request facility type and location information. Through UAO coordination, it was determined there are no existing or future planned facilities within the project limits. For additional detailed information, refer to the UAP, located in the project file.

**Table 4: UAO Summary**

Utility Agency/Owner
AT&T Florida
City of Daytona Beach
City of Port Orange Florida
Florida Power and Light-Distribution
Florida Power and Light-Transmission

Due to the nature of the existing conditions throughout the project area, Volusia County Site 1A is not anticipated to impact utilities within easements or lands of compensable interests. Utility coordination will be performed during the Design phase of the project to identify any potential impacts to utilities. If utilities eligible for reimbursement are located during the Design phase, all measures will be taken to avoid impacting the facilities.

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").

A Maintenance of Traffic (MOT) plan will be developed during final Design. 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.

A NPDES permit is anticipated for the construction of the truck parking site.

DRAFT

## 7. Engineering Analysis Support

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

DRAFT

## 8. Permits

The following environmental permits are anticipated for this project:

### State Permit(s)

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

### Status

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

### Other Permit(s)

FDEP - Dewatering Permits

### Status

To be acquired

### Permits Comments

- The project will require an Individual ERP under the jurisdiction of the SJRWMD.
- As part of the ERP, a SJRWMD permit modification is anticipated to relocate the jump-out and extend the exclusionary fencing.
- The NPDES permit will be obtained by the contractor.
- A dewatering permit will be obtained by the contractor as needed during construction.

## 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 are 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 property owners/tenants within a minimum of 300 feet from the proposed site (a total of 36 mailouts)
- Notification letters and emails to approximately 196 state and local elected and appointed officials and other agencies
- Display advertisement in the *Daytona Beach News-Journal*
- 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 R2C TPO Board and Committees, Volusia County staff, and the City of Port Orange staff.

The first Public Information Meeting was held on April 28, 2022. Approximately ten FDOT staff members, three Orange City staff members, one Port Orange staff member, one City of Daytona Beach staff member, and nine members of the consultant study team attended the meeting. No in-person or online comments were received during the public meeting or within the 10-day comment period.

The second Public Information Meeting was held on June 30, 2022. Four FDOT staff members, one Port Orange staff member, two City of Daytona Beach staff members, one City of DeLand staff member, one Volusia County staff member, one press staff from *The Beacon*, and seven members of the consultant 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

There were no public comments received related to the project.

#### Agency Coordination Meetings

Agency coordination meetings were held with the City of Port Orange, Volusia County, the City of Daytona Beach, Florida Wildlife Federation, Audubon Florida, Florida Fish & Wildlife Commission, and Florida Highway Patrol. The agency input



received during the coordination meetings included:

- Discussions concerning the proposed site location.
- Desire to maintain the wildlife conservation area and not allow for future expansion.
- In favor of the additional measures to reduce impacts to surrounding wildlife, such as wildlife fencing and wildlife sensitive lighting.
- Potential to maintain the existing wildlife crossing.

#### 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 5** and **Table 6**.

**Table 5: 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 6: 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.

A Notice of Opportunity for a Public Hearing is anticipated to be published in April 2024.

**Date of Consultation with OEM:** 01/30/2023

**Date of opportunity for Public Hearing:**

DRAFT

## 10. Commitments Summary

1. The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction.
2. Lighting provided for the truck parking areas will be directed inward with shields to minimize light pollution into adjacent natural areas.
3. ROW acquisition will include a wildlife conservation area, as shown in the concept plans as the remaining area outside of the limits of construction but within the proposed ROW, to provide an enhanced natural buffer. This area will be placed under a conservation easement. The dimensions of the conservation area located outside the fenced truck parking will be coordinated further with regulatory agencies during the Design and ROW phases.
4. FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
5. FDOT will relocate the existing wildlife jump-out within the limits of the proposed truck parking site approximately 2,500 feet northeast, along the existing FDOT ROW, from the tie in from the proposed eastbound on ramp. Additionally, the exclusionary fencing will be extended to accommodate the new jump-out location.
6. A survey for listed plant species, Rugel's pawpaw, and leafless beaked orchid will be performed during the Design phase and coordination with FDACS and USFWS will occur if impacts to the species are anticipated.
7. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
8. Based on local agency coordination, FDOT will include landscaping and pond buffers to enhance aesthetics and provide a natural buffer from adjacent properties and roadways as feasible.

## 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)  
Conceptual Drainage Report  
Sole Source Aquifer Checklist (SSA)  
Water Quality Impact Evaluation (WQIE)  
Utilities Assessment Package (UAP)  
Contamination Screening Evaluation Report (CSER)  
Air Quality Technical Memorandum (AQTM)  
Noise Study Technical Memorandum (NSTM)  
Project Traffic Analysis Report (PTAR)  
Preliminary Engineering Report (PER)  
Value Engineering (VE) Study Report  
Public Involvement Plan (PIP)  
Comments and Coordination Report

## **Attachments**

### **Project Information**

Preliminary Conceptual Site Plan

### **Planning Consistency**

Project Planning Consistency Documentation

### **Social and Economic**

Existing Land Use Map

Future Land Use Map

Conservation Lands and Easements Map

ROW Needs Map

Farmland Conversion Impact Rating Form (Form AD 1006)

NRCS Coordination Documentation

### **Cultural Resources**

Cultural Resource Maps

SHPO Concurrence Letter

### **Natural Resources**

Species and Habitat Map

Wetlands Map

Wildlife Crossing Features Map

Floodplains Map

Florida Fish and Wildlife Commission Species Concurrence Letter

Florida Department of Agriculture and Consumer Services Feedback Letter

US Fish and Wildlife Service Species Concurrence Letter

EPA Sole Source Aquifer Concurrence Letter

### **Physical Resources**

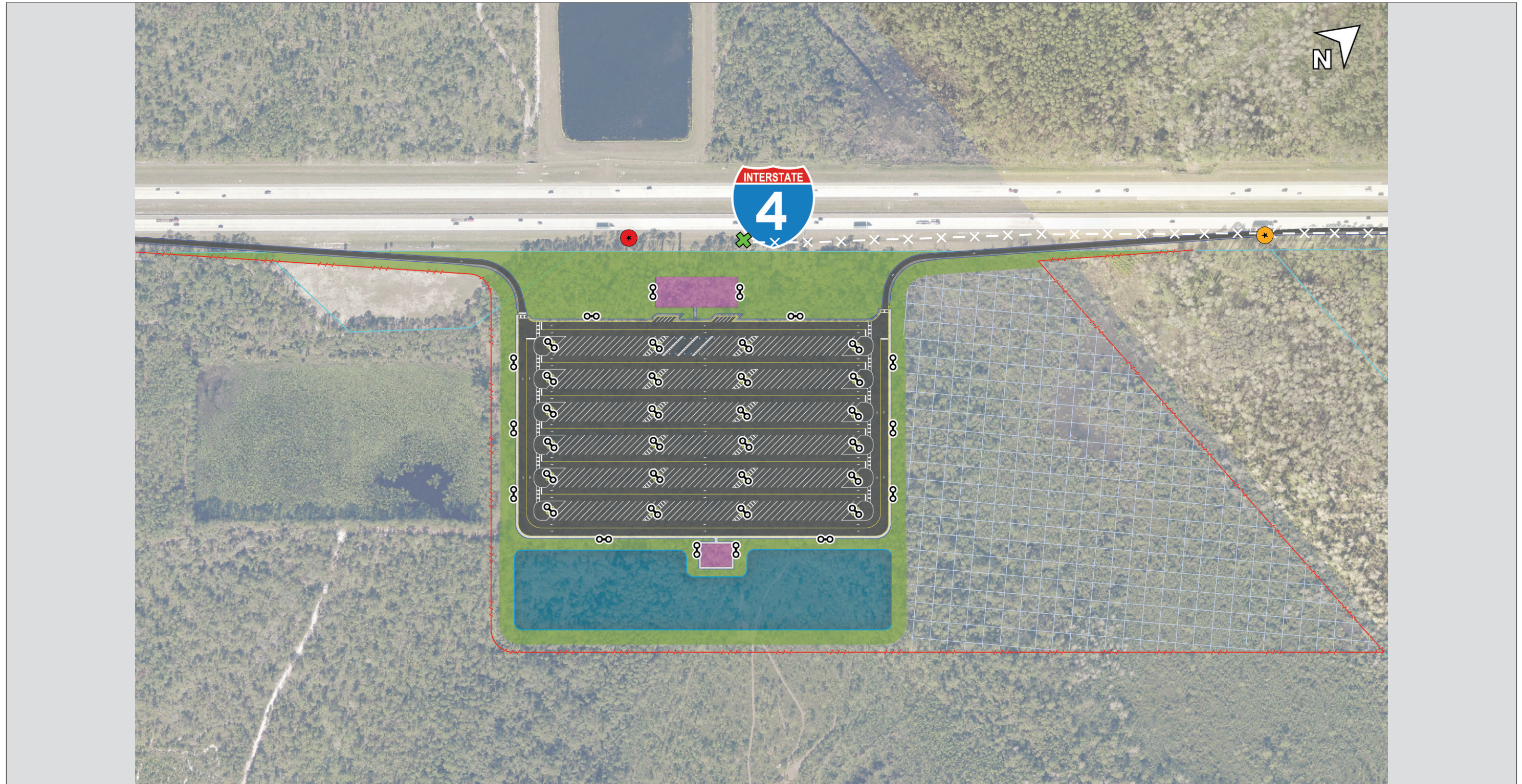
Potential Contamination Sites Map

## **Project Information Appendix**

Contents:

Preliminary Conceptual Site Plan

DRAFT



**LEGEND**

- Pond
- Restroom Facility
- Sidewalk
- Lighting
- Property Lines
- Proposed Right-of-Way
- Proposed Conservation Area
- \* Existing Jump-Out Location
- \* Proposed Jump-Out Location
- End of Existing Fence
- Proposed Fence Location



**Preliminary Conceptual Site Plan  
Volusia County Site 1A  
I-4 Direct Access, 4.5 miles west of I-95**

## **Planning Consistency Appendix**

Contents:

Project Planning Consistency Documentation

DRAFT



FDOT

FY24-29 Work Program (Tentative)

as of 3/29/2024

DRAFT



Florida Department of

# TRANSPORTATION

[E-Updates](#) | [FL511](#) | [Site Map](#) | [Translate](#)

- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

Web Application

**Office of Work Program and Budget** Julie Adamson - Director

Updated: 2/7/2024 9:31

## Five Year Work Program

<b>Selection Criteria</b>
<b>All in State</b>
<b>2024-2029 G1</b>
<b>Item Number:446445-2</b>

[Display current records in a Report Style](#)  
[Display current records in an Excel Document](#)

Project Summary						
<b>Transportation System:</b> INTRASTATE INTERSTATE			District 05 - Volusia County			
<b>Description:</b> TRUCK PARKING CENTRAL FLORIDA CORRIDOR - EASTBOUND VOLUSIA COUNTY SITE						<a href="#">View Scheduled Activities</a>
<b>Type of Work:</b> PARKING FACILITY						<b>SIS</b>
<b>Item Number:</b> 446445-2						<a href="#">View Map of Item</a>
<b>Length:</b> 1.446						
Project Detail						
Fiscal Year:	2024	2025	2026	2027	2028	2029
Highways/Preliminary Engineering						
<b>Amount:</b>	\$3,916,003					
Highways/Right of Way						
<b>Amount:</b>				\$8,050,000	\$4,299,560	
Highways/Construction						
<b>Amount:</b>						\$25,350,400
<b>Item Total:</b>	<b>\$3,916,003</b>			<b>\$8,050,000</b>	<b>\$4,299,560</b>	<b>\$25,350,400</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

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

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

- [Contact Us](#)
- [Employment](#)
- [MyFlorida.com](#)
- [Performance](#)
- [Statement of Agency](#)
- [Web Policies & Notices](#)



© 1996-2019 Florida Department of Transportation

Florida Department of Transportation

**Consistent, Predictable, Repeatable**

DRAFT

FDOT

FY24-28 Current Statewide Transportation Improvement

Program as of 3/29/2024

DRAFT



Florida Department of

# TRANSPORTATION

[E-Updates](#) | [FL511](#) | [Site Map](#) | [Translate](#)



- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

Web Application

**Federal Aid Management** David Williams - Manager

## STIP Project Detail and Summaries Online Report

**\*\* Repayment Phases are not included in the Totals \*\***

Selection Criteria	
<b>Current STIP</b>	<b>Detail</b>
<b>Financial Project:446445 2</b>	<b>As Of:3/29/2024</b>

HIGHWAYS							
<b>Item Number:</b> 446445 2	<b>Project Description:</b> TRUCK PARKING CENTRAL FLORIDA CORRIDOR - EASTBOUND VOLUSIA COUNTY SITE					*SIS*	
<b>District:</b> 05	<b>County:</b> VOLUSIA	<b>Type of Work:</b> PARKING FACILITY			<b>Project Length:</b> 1.446MI		
Phase / Responsible Agency		Fiscal Year					All Years
		<2024	2024	2025	2026	2027	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	ACFP-AC FREIGHT PROG (NFP)		3,158,000				3,158,000
	DI-ST. - S/W INTER/INTRASTATE HWY		748,003				748,003
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000				10,000
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>3,916,003</b>				<b>3,916,003</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	ACFP-AC FREIGHT PROG (NFP)					4,264,669	<b>4,264,669</b>
	<b>Item: 446445 2 Totals</b>		<b>3,916,003</b>			<b>4,264,669</b>	<b>8,180,672</b>
	<b>Project Totals</b>		<b>3,916,003</b>			<b>4,264,669</b>	<b>8,180,672</b>
	<b>Grand Total</b>		<b>3,916,003</b>			<b>4,264,669</b>	<b>8,180,672</b>

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

For additional information please e-mail questions or comments to:  
Federal Aid Management

David Williams: [David.Williams@dot.state.fl.us](mailto:David.Williams@dot.state.fl.us) Or call 850-414-4449

Or

Denise Strickland: [Denise.Strickland@dot.state.fl.us](mailto:Denise.Strickland@dot.state.fl.us) Or call 850-414-4491

[Reload STIP Selection Page](#)

**Office Home:** [Office of Work Program](#)

[Contact Us](#)

[Employment](#)

[MyFlorida.com](#)

[Performance](#)

[Statement of Agency](#)

[Web Policies & Notices](#)

- 
- 
- 
- 
- 
- 



© 1996-2019 Florida Department of Transportation

Florida Department of Transportation

**Consistent, Predictable, Repeatable**

## River to Sea TPO

FY24-28 Transportation Improvement Program as of 03/29/2024

DRAFT

River to Sea TPO Transportation Improvement Program FY 2023/24 to FY 2027/28

<b>4464452</b>		<b>Truck Parking Central Florida Corridor - Eastbound Volusia County Site</b>				<b>Managed By: FDOT</b>			<b>SIS</b>	
<b>Project Type: Parking Facility</b>						<b>Length: 1.446 miles</b>			<b>County: Volusia</b>	
						<b>LRTP Ref: Pages 2-3 to 2-5</b>				
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>	
ACFP	PE		\$ 2,166,000	\$ -	\$ -	\$ -	\$ -		\$ 2,166,000	
ACFP	ROW		\$ -	\$ -	\$ -	\$ -	\$ 20,000,000		\$ 20,000,000	
<b>TOTAL</b>		\$ -	\$ 2,166,000	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ 22,166,000	

<b>4464454</b>		<b>Truck Parking Central Florida Corridor - Westbound Volusia County Site</b>				<b>Managed By: FDOT</b>			<b>SIS</b>	
<b>Project Type: Parking Facility</b>						<b>Length: 1.446 miles</b>			<b>County: Volusia</b>	
						<b>LRTP Ref: Pages 2-3 to 2-5</b>				
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>	
ACFP	PE		\$ 2,900,000	\$ -	\$ -	\$ -	\$ -		\$ 2,900,000	
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000	
<b>TOTAL</b>		\$ -	\$ 2,910,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,910,000	



## **Social and Economic Appendix**

### **Contents:**

Existing Land Use Map

Future Land Use Map

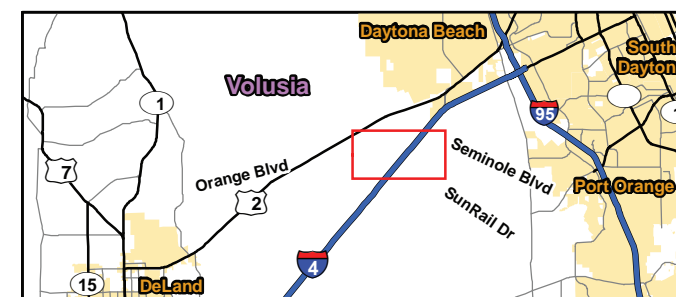
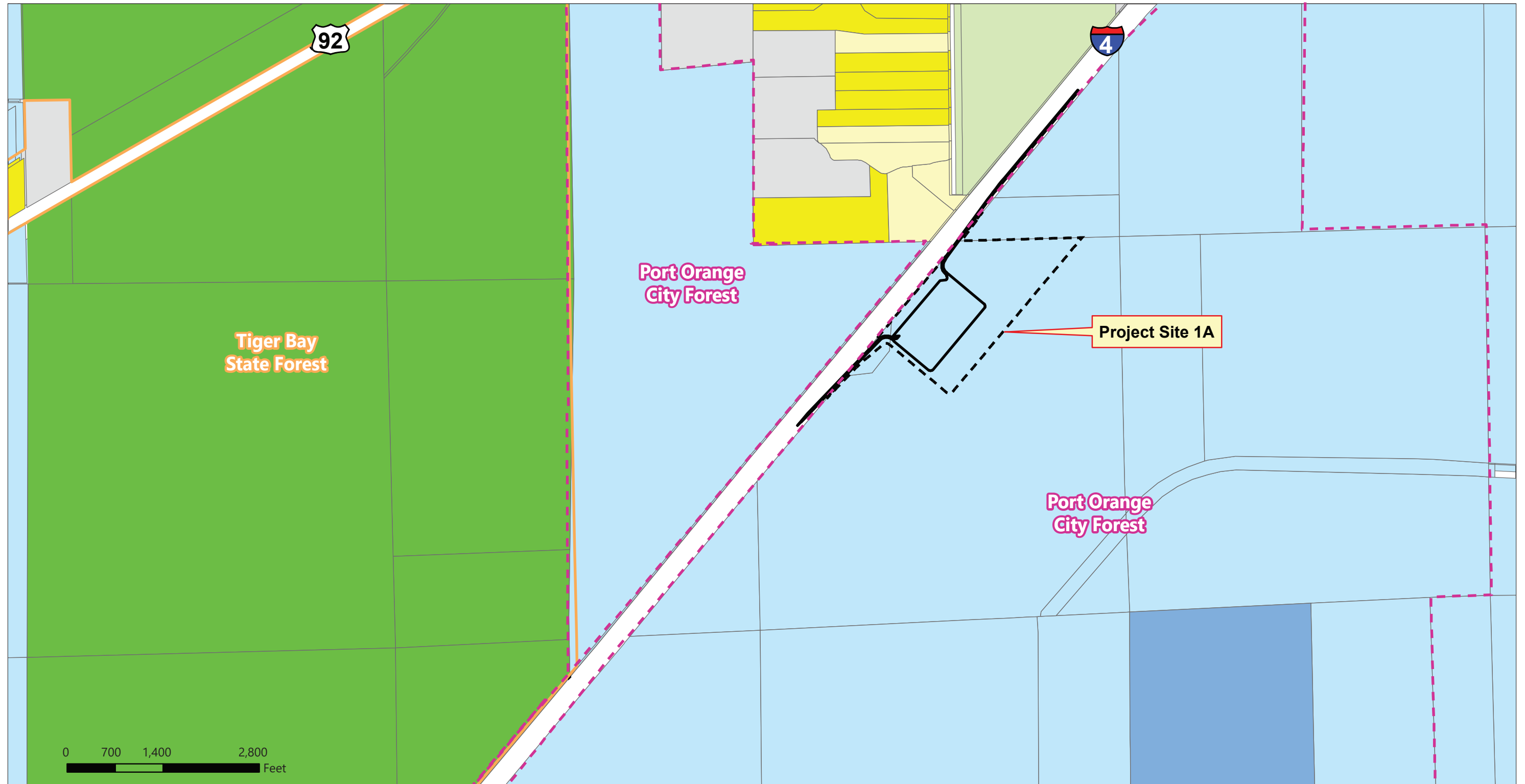
Conservation Lands and Easements Map

ROW Needs Map

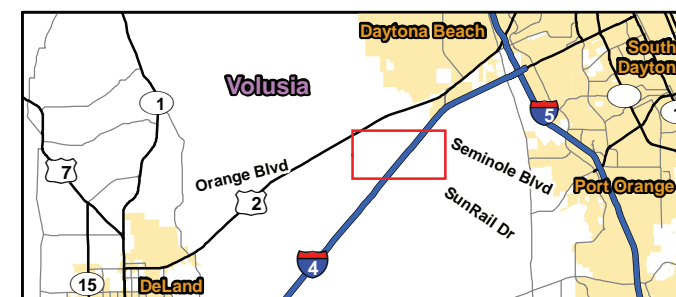
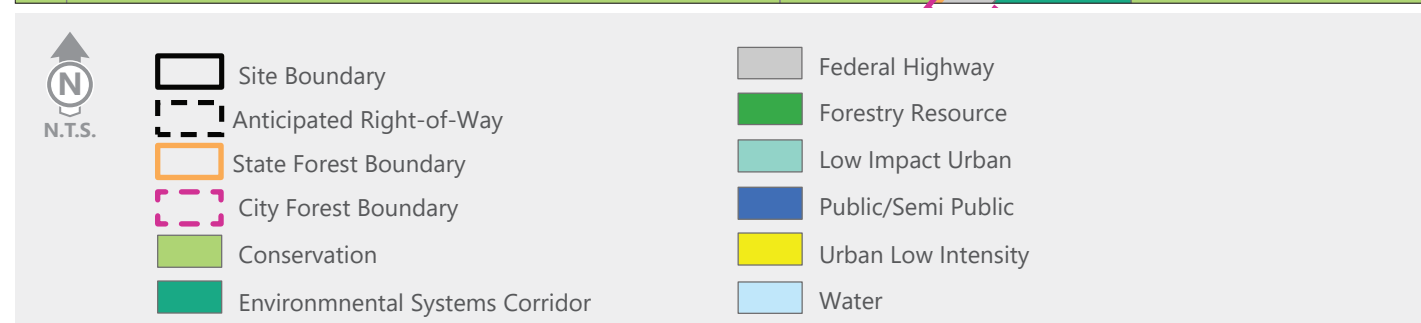
Farmland Conversion Impact Rating Form (Form AD 1006)

NRCS Coordination Documentation

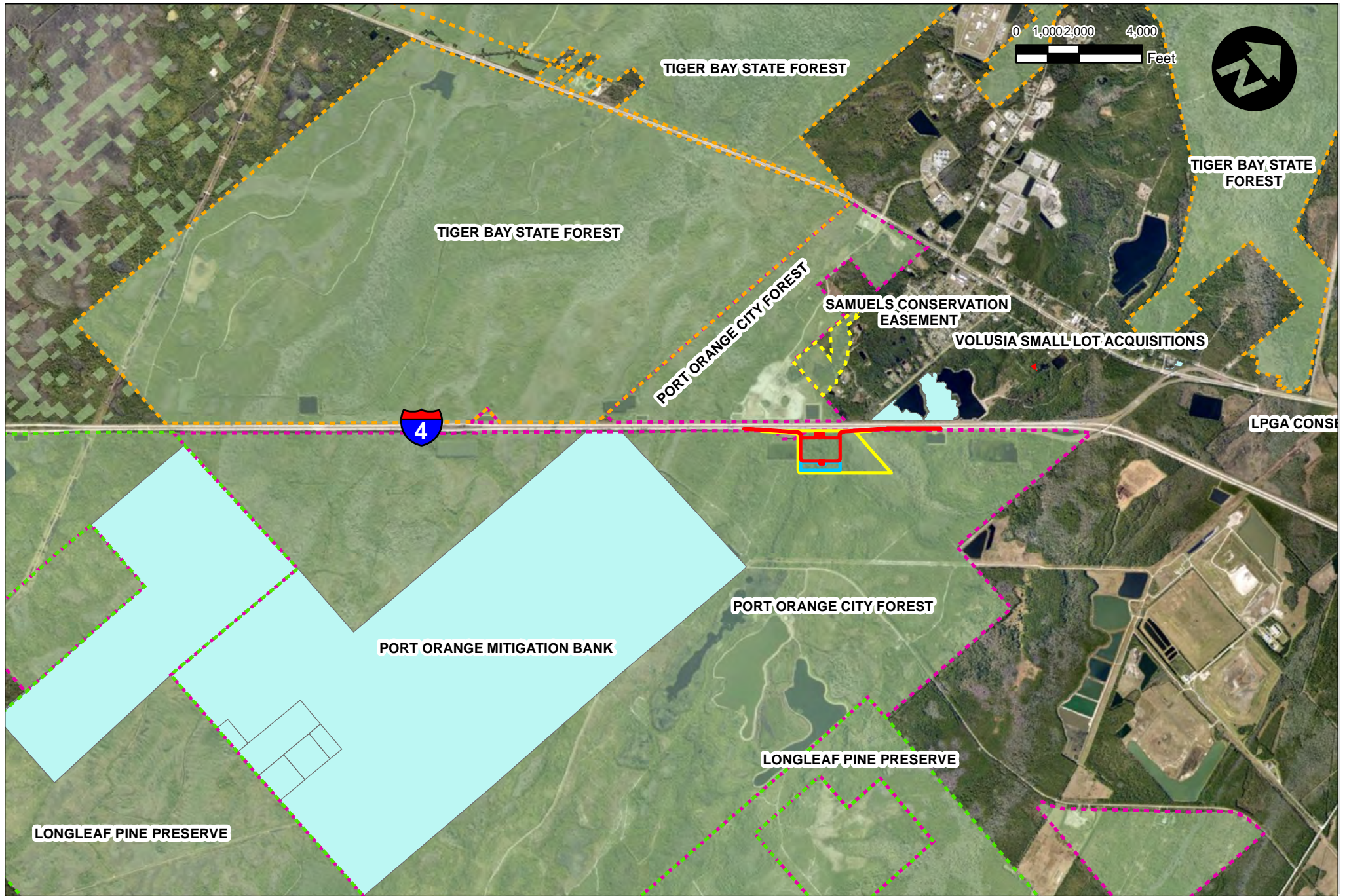
DRAFT













**FDOT** Existing Land Use Map  
 Volusia County Site 1A  
 I-4 Direct Access, 4.5 miles west of I-95



**FDOT** Future Land Use Map  
 Volusia County Site 1A  
 I-4 Direct Access, 4.5 miles west of I-95

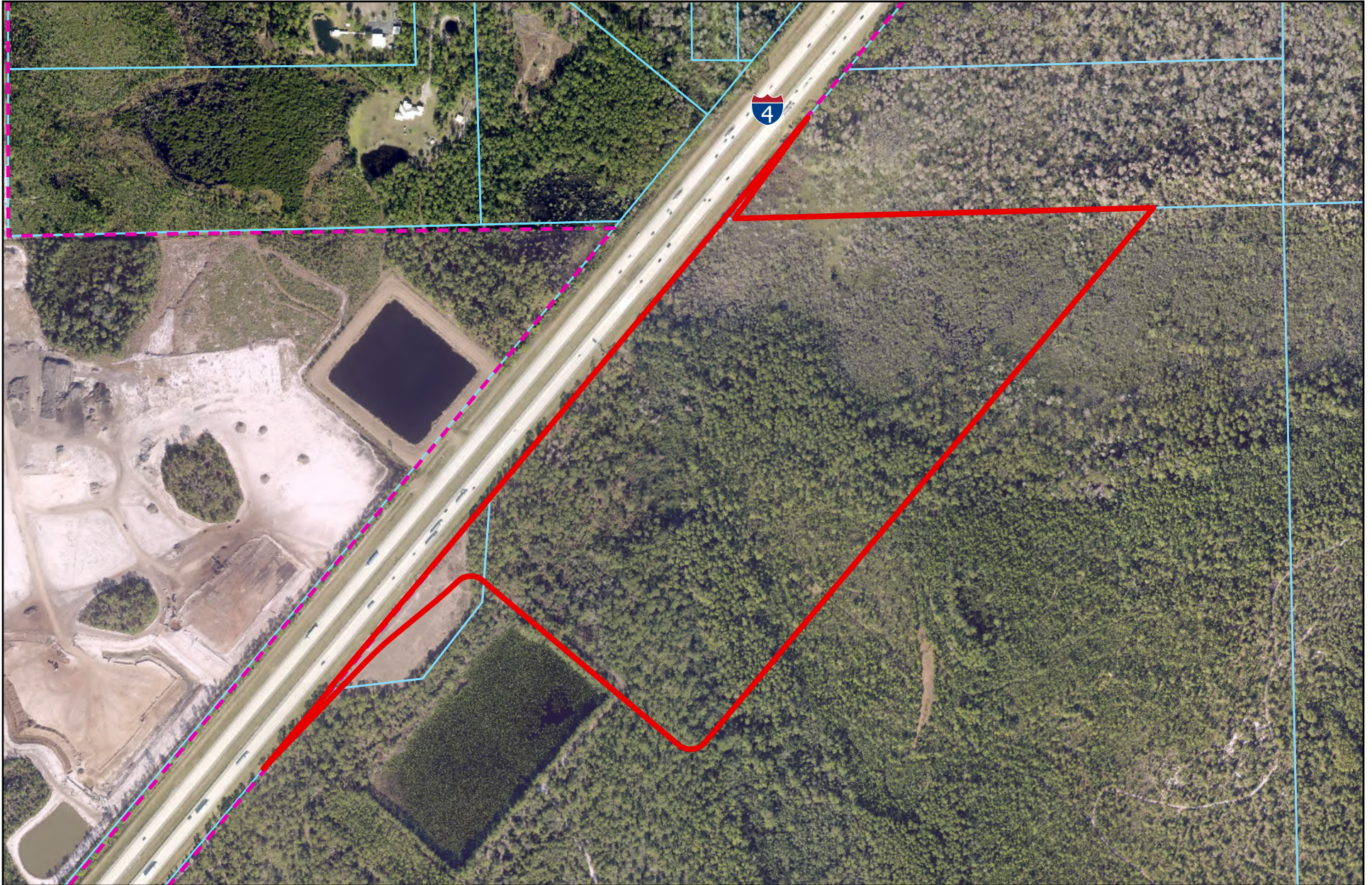


**LEGEND**




- |   |                               |   |                                  |
|---|-------------------------------|---|----------------------------------|
|  | Volusia County Site 1A        |  | Volusia Small Lot Acquisitions   |
|  | Longleaf Pine Preserve        |  | Florida Managed Areas            |
|  | Port Orange City Forest       |  | Regulatory Conservation Easement |
|  | Samuels Conservation Easement |  | Proposed Ponds                   |
|  | Tiger Bay State Forest        |  | Proposed Right-of-Way            |



**Regional Conservation Lands and Easements Map**  
**Volusia County Site 1A**



**LEGEND**

-  Volusia County Site 1A
-  Port Orange City Forest
-  Parcels



**Right-of-Way Needs  
Volusia County Site 1A  
I-4 Direct Access, 4.5 miles  
west of I-95**

U.S. Department of Agriculture						
<b>FARMLAND CONVERSION IMPACT RATING</b>						
<b>PART I</b> (To be completed by Federal Agency)				Date Of Land Evaluation Request <b>April 4, 2024</b>		
Name of Project <b>446445-2: Truck Parking Eastbound Volu</b>				Federal Agency Involved <b>FDOT</b>		
Proposed Land Use <b>New Truck Parking Facility</b>				County and State <b>Volusia County, Florida</b>		
<b>PART II</b> (To be completed by NRCS)				Date Request Received By NRCS		Person Completing Form:
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>				YES <input type="checkbox"/>	NO <input type="checkbox"/>	Average Farm Size
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %		
Name of Land Evaluation System Used		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
<b>PART III</b> (To be completed by Federal Agency)				Alternative Site Rating		
				Site A	Site B	Site C
A. Total Acres To Be Converted Directly				0		
B. Total Acres To Be Converted Indirectly				0		
C. Total Acres In Site				73.3		
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide Important or Local Important Farmland						
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted						
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value						
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>			<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use			(15)			
2. Perimeter In Non-urban Use			(10)			
3. Percent Of Site Being Farmed			(20)			
4. Protection Provided By State and Local Government			(20)			
5. Distance From Urban Built-up Area			(15)			
6. Distance To Urban Support Services			(15)			
7. Size Of Present Farm Unit Compared To Average			(10)			
8. Creation Of Non-farmable Farmland			(10)			
9. Availability Of Farm Support Services			(5)			
10. On-Farm Investments			(20)			
11. Effects Of Conversion On Farm Support Services			(10)			
12. Compatibility With Existing Agricultural Use			(10)			
<b>TOTAL SITE ASSESSMENT POINTS</b>			160	0	0	0
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)			100	0	0	0
Total Site Assessment (From Part VI above or local site assessment)			160	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>			260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
Reason For Selection: <b>Site is adjacent to the Interstate 4 right-of-way, providing immediate access to parking for freight vehicles traveling eastbound along the interstate.</b>						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)

**STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM**

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at [http://offices.usda.gov/scripts/ndISAPI.dll/oip\\_public/USA\\_map](http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map), or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

**INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM**

*(For Federal Agency)*

**Part I:** When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

**Part III:** When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

**Part VI:** Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$
---

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

JARED W. PERDUE, P.E.  
SECRETARY

April 11, 2024

Isabelle Giuliani  
State Soil Scientist  
U.S. Department of Agriculture  
Natural Resources Conservation Service  
4500 NW 27th Avenue  
Building A  
Gainesville, FL 32606

Attn: Ms. Isabelle Giuliani  
Truck Parking Central Florida Corridor – Eastbound Volusia County Site  
Volusia County, Florida  
Financial Management No.: 446445-2

Dear Ms. Giuliani:

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 a result of the engineering and environmental analyses completed during the PD&E Study and the comprehensive public engagement plan, five recommended sites are being advanced for project development and are programmed for the final Design phase. This coordination letter addresses the proposed action for a new truck parking facility along I-4 Eastbound in Volusia County (designated Volusia County Site 1A).

As part of the study, FDOT has conducted a farmland evaluation to assess Volusia County Site 1A in compliance with the *Farmland Protection Policy Act (FPPA) of 1981, 7 CFR Part 658*. The project is located along I-4 Eastbound approximately 4.50 miles southwest of the I-95 interchange (see attached Project Location Map). The project was not screened through FDOT's Environmental Transportation Decision Making process, as it is a minor transportation project.

Based on a review of U.S. Census Bureau GIS files, the project is located entirely within a non-urbanized area and is subject to provisions of FPPA and coordination with NRCS. The project is federally-funded and is also a recipient of a federal 2023 INFRA Grant. 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 FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

[www.fdot.gov](http://www.fdot.gov)



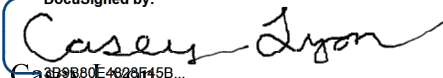
DocuSign Envelope ID: 990A1A1E-EAA8-4B80-938B-447DA0F4CA4C

Ms. Giuliani, NRCS  
FM No.: 446445-2  
April 4, 2024  
Page 2

FDOT has completed the initial evaluation of the attached **Form AD-1006** per NRCS procedures. The project boundary is depicted on the attached project location map and the provided GIS shapefiles. The existing land uses within the proposed site consist entirely of Vacant Governmental. Volusia County Site 1A is located within a large area of public lands designated the Port Orange City Forest (POCF)/Port Orange Wellfield Property. FDOT appreciates NRCS evaluation of the proposed project.

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

Sincerely,

DocuSigned by:  
  
Casey Lyon

Environmental Manager  
FDOT, District Five

cc: Sunserea Gates (VHB)

Attachments: Project Location Map, GIS Shapefile, Form AD-1006

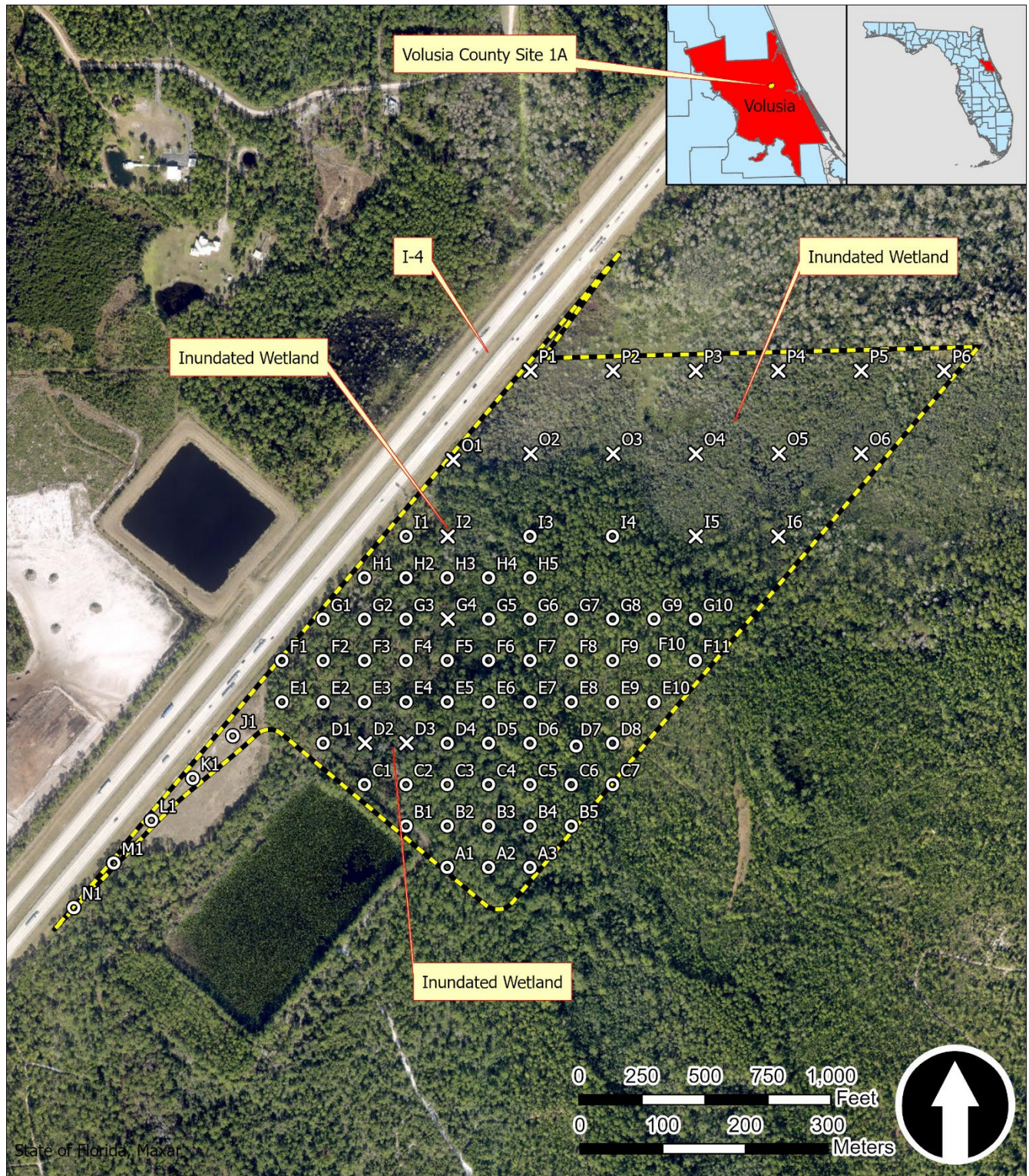
## **Cultural Resources Appendix**

### Contents:

Cultural Resource Maps

SHPO Concurrence Letter

DRAFT

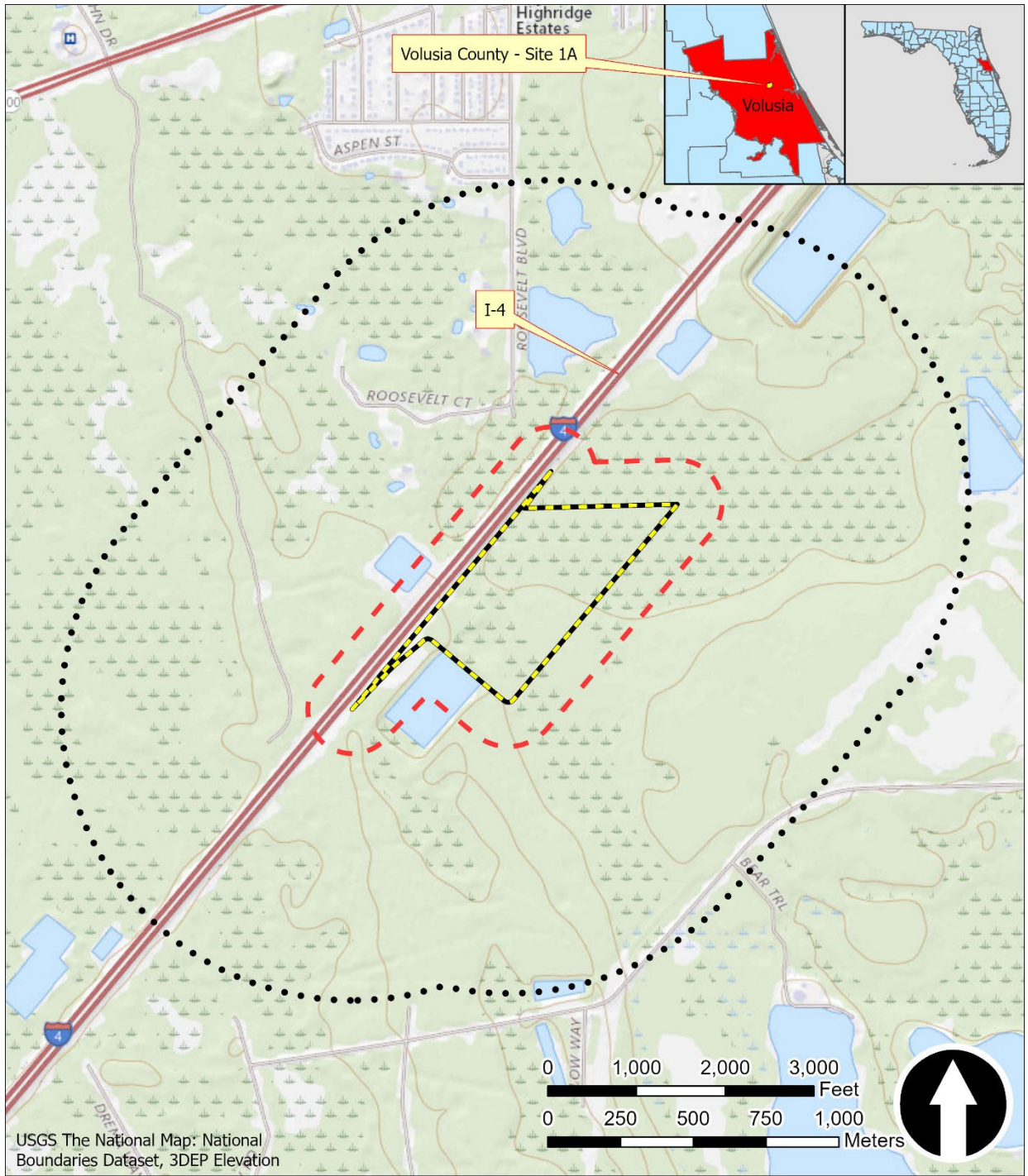


**LEGEND**

- ⊙ Negative
- ⊗ No Dig
- Archaeology APE



Shovel Test Result Map  
 Volusia County Site 1A  
 Interstate 4 Eastbound



USGS The National Map: National Boundaries Dataset, 3DEP Elevation

**LEGEND**

Historic Resources Survey APE

1 km Buffer



Previous Sites and Surveys Map  
**Volusia County Site 1A**  
 Interstate 4 Eastbound



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

JARED W. PERDUE, P.E.  
SECRETARY

February 12, 2024

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

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
Truck Parking Central Florida Corridor – Eastbound Volusia County Site  
Volusia County, Florida  
Financial Management No.: 446445-2

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: Volusia County Site 1A, Volusia County, Florida*. This CRAS is the first recorded survey within the proposed project area; no previously recorded surveys are located within the survey area addressed in this CRAS. This CRAS was initiated by the Florida Department of Transportation (FDOT) as part of the Truck and Freight Alternative Site Analysis Project Development & Environment (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. The Preferred Alternative to serve freight demand for I-4 Eastbound within Volusia County is designated Volusia County Site 1A. The CRAS was based on the Area of Potential Effect (APE) established for the site design within the northwest quadrant of Section 18, Township 16 South, Range 32 East on the Daytona Beach Southwest, 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 73.64 acres (ac) (29.8 hectares [ha]) southeast of I-4 in Port Orange, FL. For the historic resources portion of the survey, the APE was defined as the area in which the proposed development would physically

[www.fdot.gov](http://www.fdot.gov)

Ms. Lotane, SHPO  
FM No.: 446445-2  
February 12, 2024  
Page 2

(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 82 shovel test locations. Of these, 64 shovel tests were excavated with no cultural resources, features, or material identified. Environmental conditions consisting of inundated wetland prohibited subsurface examination at 18 shovel test locations. No further work is recommended.

No historic resources have previously been recorded 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 Volusia County Site 1A will have no effect on any cultural 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.

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

Ms. Lotane, SHPO  
FM No.: 446445-2  
February 12, 2024  
Page 3

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 2024-717. 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

3/12/24  
Date

## **Natural Resources Appendix**

### **Contents:**

Species and Habitat Map

Wetlands Map

Wildlife Crossing Features Map

Floodplains Map

Florida Fish and Wildlife Commission Species Concurrence Letter

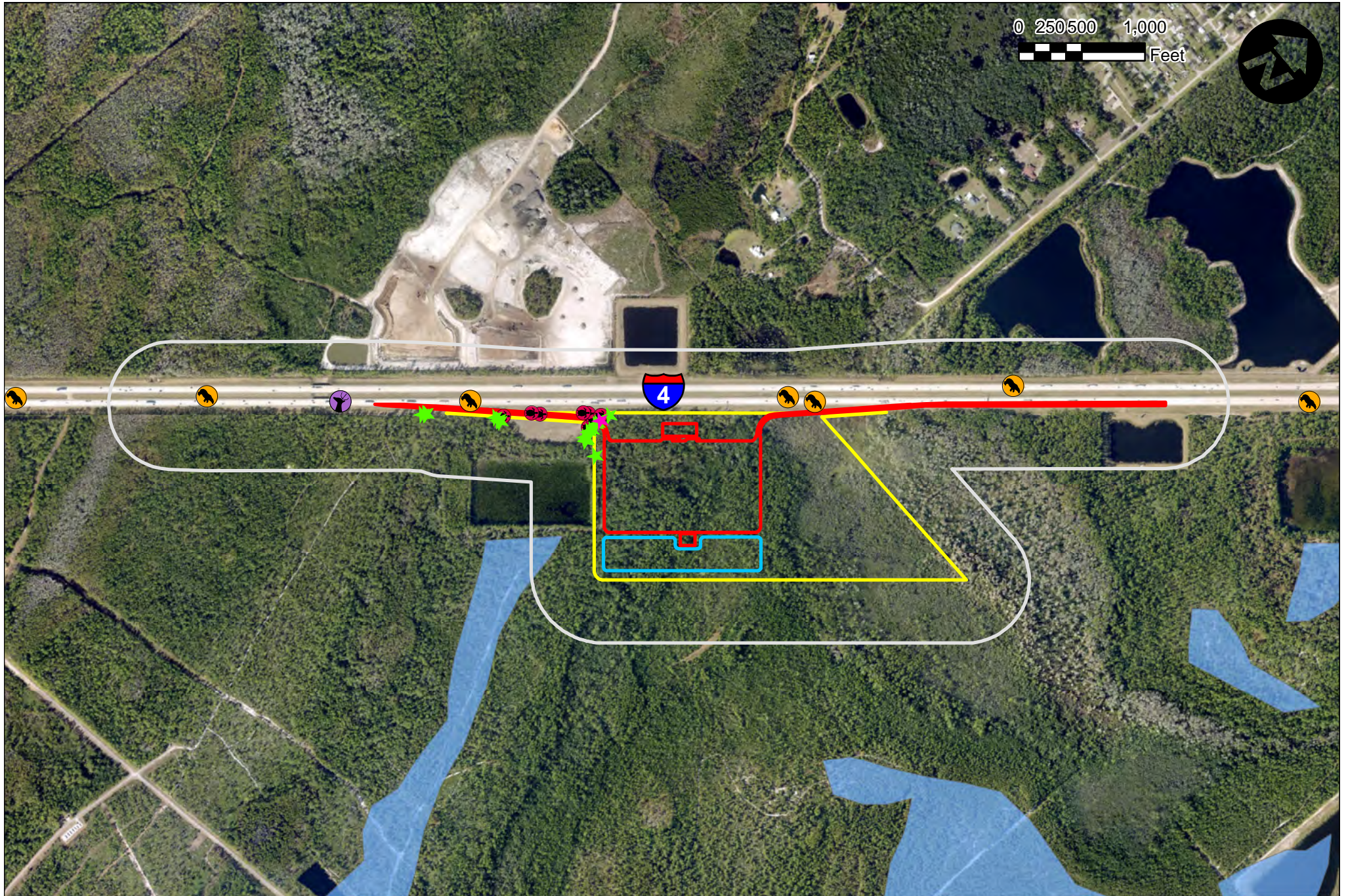
Florida Department of Agriculture and Consumer Services Feedback Letter

US Fish and Wildlife Service Species Concurrence Letter











EPA Sole Source Aquifer Concurrence Letter

DRAFT



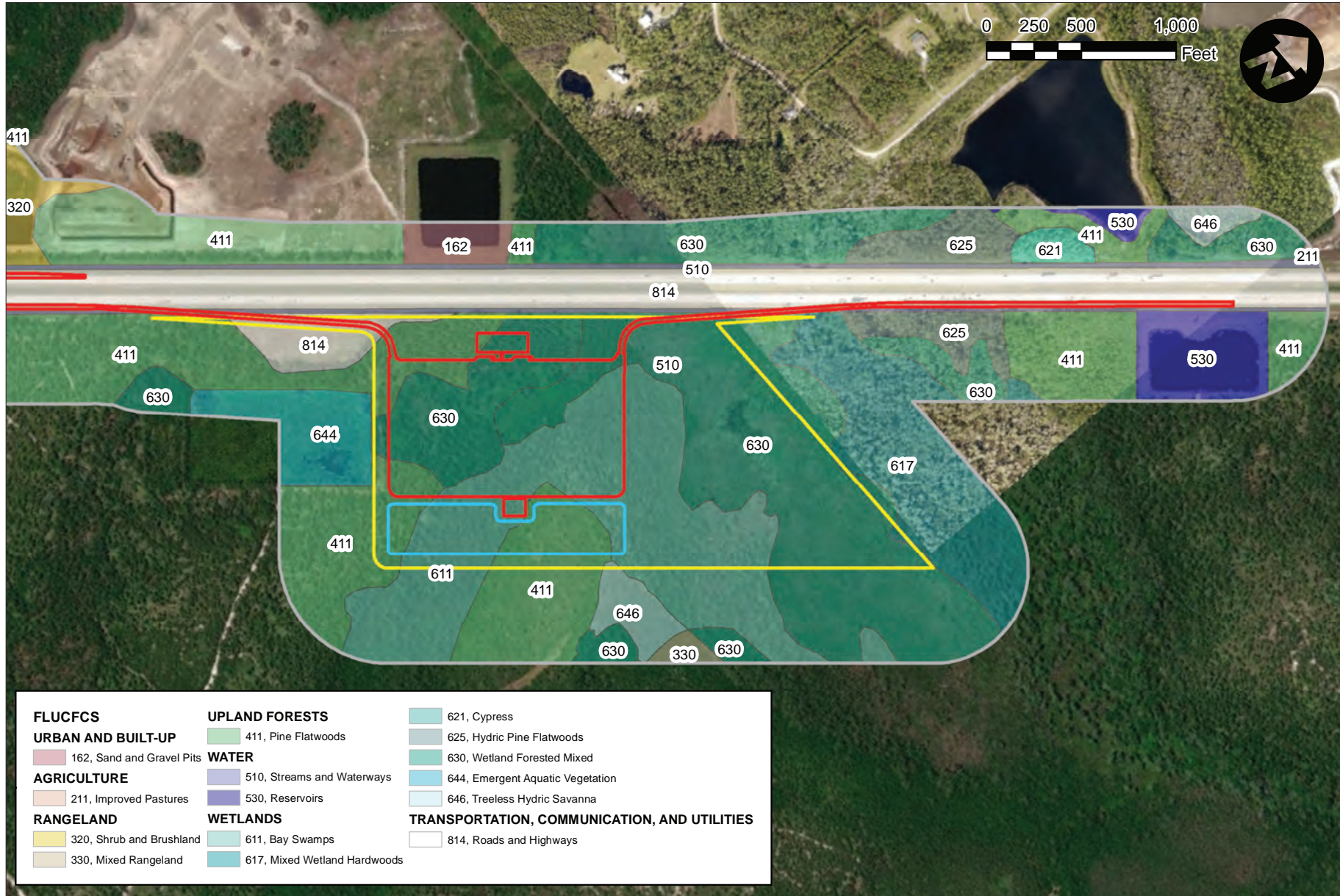


**LEGEND**

- |   |                        |   |                            |
|---|------------------------|---|----------------------------|
|  | Volusia County Site 1A |  | Existing Wildlife Crossing |
|  | Black Bear Roadkill    |  | Scrub-jay Habitat          |
|  | Gopher Tortoise Burrow |  | Proposed Ponds             |
|  | Leafless Beaked Orchid |  | Proposed Right-of-Way      |
|  | Rugel's Pawpaw         |  | 500ft Project Area Buffer  |



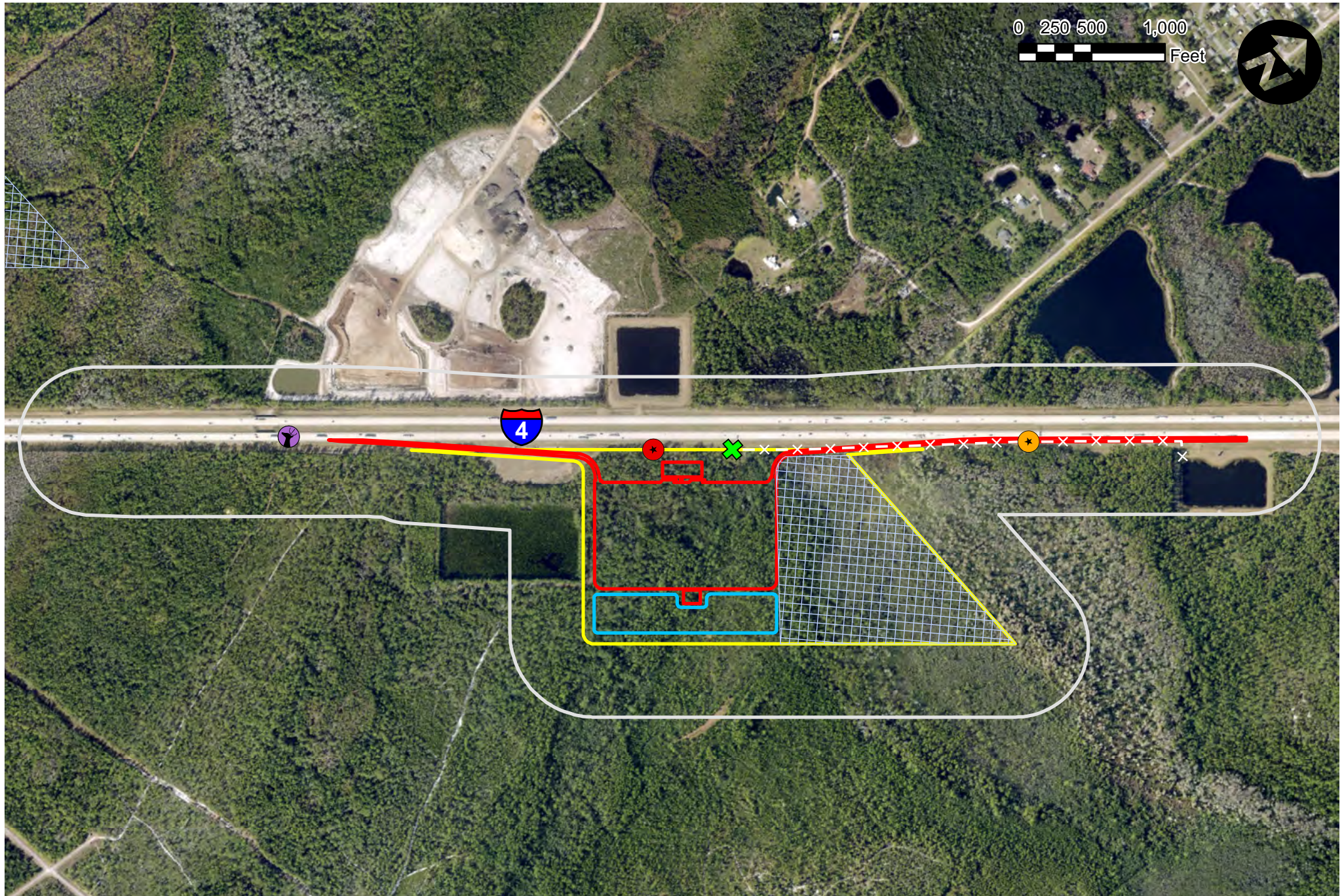
**Protected Species and Habitat Map  
Volusia County Site 1A**













- Volusia County Truck Parking Area
- Proposed Ponds
- Proposed Right-of-Way
- 500ft Project Area Buffer



**Wetlands Map**  
**Volusia County Site 1A**  
**I-4 Direct Access, 4.5 miles west of I-95**

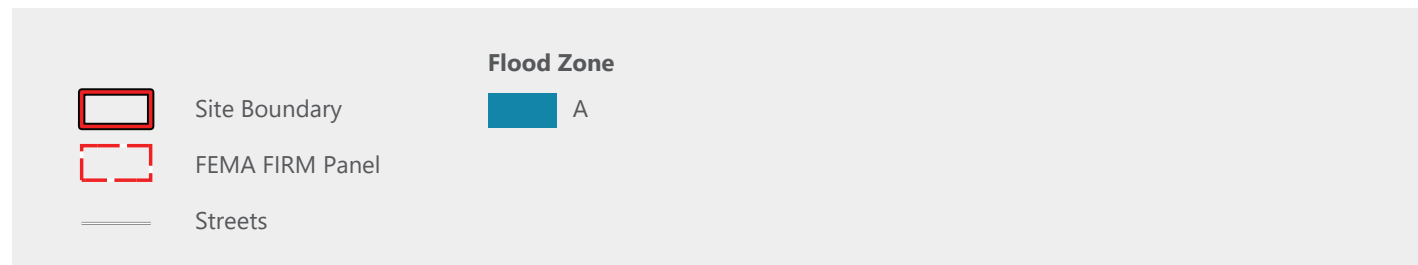


**LEGEND**

- |   |                            |   |                            |
|---|----------------------------|---|----------------------------|
|  | Volusia County Site 1A     |  | Existing Wildlife Crossing |
|  | Proposed Conservation Area |  | Proposed Fence Location    |
|  | Existing Jump-Out Location |  | Proposed Ponds             |
|  | Proposed Jump-Out Location |  | Proposed Right-of-Way      |
|  | End of Existing Fence      |  | 500ft Project Area Buffer  |



**Wildlife Crossing Features Map  
Volusia County Site 1A**





**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Rodney Barreto**  
Chairman  
Coral Gables

**Steven Hudson**  
Vice Chairman  
Fort Lauderdale

**Preston Farrior**  
Tampa

**Gary Lester**  
Oxford

**Albert Maury**  
Coral Gables

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

Office of the  
Executive Director  
**Roger A. Young**  
Executive Director

**Jessica Crawford**  
Chief of Staff

850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife resources for their long-term well-being and the benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800 955-8770 (V)

MyFWC.com

February 16, 2024

Deysia Roberson  
Florida Department of Transportation District 5  
719 S Woodland Boulevard  
Deland, FL 32720  
[deysia.roberson@dot.state.fl.us](mailto:deysia.roberson@dot.state.fl.us)

Re: Volusia County Eastbound Truck Parking, Natural Resource Evaluation, Volusia 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 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. The study limits extend from Osceola County north to Volusia County encompassing a 75-mile-long project study area and spanning approximately one mile from I-4 within the four counties. The NRE was prepared as part of the PD&E Study to assess Volusia County Site 1A (the preferred alternative), located along I-4 Eastbound approximately 4.5 miles southwest of the I-95 interchange, to identify potential impacts to natural resources within the site.

The purpose of this NRE is to document protected species and habitat and identify the location of wetlands and surface waters in order to determine potential impacts to these resources, provide rationale to support species effect determinations, identify avoidance and minimization measures, and quantify mitigation as well as 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 Kristee Booth at (850) 363-6298 or [KristeeBooth@MyFWC.com](mailto:KristeeBooth@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,

Laura DiGruttolo  
Land Use Planning Supervisor  
Office of Conservation Planning Services

ld/kb  
Volusia County Eastbound Truck Parking NRE\_58025\_02162024

## Roberson, Deysia

---

**From:** Anderson, Patti <Patti.Anderson@fdacs.gov>  
**Sent:** Monday, February 12, 2024 2:32 PM  
**To:** Roberson, Deysia; Stanley, Jason  
**Cc:** Northey, Edward; Linger, Kathaleen; Casey.Lyon@dot.state.fl.u  
**Subject:** RE: Natural Resource Evaluation (NRE) for Truck Parking Sites in Volusia County (Eastbound)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red category

**EXTERNAL SENDER: Use caution with links and attachments.**

Dear Deysia,

Thank you for the opportunity to review the Truck and Freight Site Analysis Project Development and Environment (PD&E) Study of Volusia County Site 1A, located along I-4 Eastbound approximately 4.50 miles southwest of the I-95 interchange and Westbound Volusia County Site 1B. We appreciate the work you have completed with the Natural Resources Evaluation of the site.

Although we regret the need to disturb any natural areas of the state, we recognize the safety of truck drivers, their cargo, and other drivers is also important. As the project goes forward, we will be happy to help facilitate relocation of regulated plant species by communicating with local volunteers through the Florida Native Plant Society. We are delighted you have already found relocation sites for the Rugeley's pawpaw, as you describe in the report:

FDOT will survey for Rugeley's pawpaw and relocate any individuals found within the project footprint prior to construction. Preliminary coordination has occurred with 2 potential relocation sites: Lake Monroe Conservation Area and D Ranch Preserve. Therefore, the proposed project "may affect, but is not likely to adversely affect" the Rugeley's pawpaw.

We hope you will continue to search for appropriate habitats for the leafless orchids and pitcher plants. As the project continues, please let me know when you would like to notify potential volunteers to schedule the rescue of other plants with you or your construction contractors.

In future correspondence, please copy my supervisor, Mr. Jason Stanley (included in the email above), in case I am not available when needed.

Thank you again for the opportunity to review the project.

Best wishes,

**Patti J. Anderson, Ph.D., Botanist**

Division of Plant Industry  
Florida Department of Agriculture and Consumer Services  
352/395-4701

[Patti.Anderson@FDACS.gov](mailto:Patti.Anderson@FDACS.gov)

1911 SW 34th Street  
Gainesville, FL 32608

PO Box 147100  
Gainesville, FL 32614-7100  
[www.FDACS.gov](http://www.FDACS.gov)

ORC ID: 0000-0002-0870-7858

Please note that Florida has a broad public records law (Chapter 119, Florida Statutes). Most written communications to or from state employees are public records obtainable by the public upon request. Emails sent to me at this email address may be considered public and will only be withheld from disclosure if deemed confidential pursuant to the laws of the State of Florida.

See my Palm Identification tool: <http://idtools.org/id/palms/palmid/>

---

**From:** Roberson, Deysia <Deysia.Roberson@dot.state.fl.us>  
**Sent:** Friday, February 9, 2024 4:15 PM  
**To:** Anderson, Patti <Patti.Anderson@fdacs.gov>  
**Cc:** Northey, Edward <Edward.Northey@dot.state.fl.us>; Linger, Kathaleen <Kathaleen.Linger@dot.state.fl.us>  
**Subject:** Natural Resource Evaluation (NRE) for Truck Parking Sites in Volusia County (Eastbound)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Patti,

I recently joined FDOT and I believe you may have worked with Heather Chasez on NRE reviews in the past. I was told that you typically review the NRE's for listed plant species concerns. Please find the attached Natural Resource Evaluation (NRE) for your review and provide any comments to me by 3/11/2024. Also, for future submittals, please let me know if I need to copy anyone else from FDACS on these emails.

Thank you!

Deysia Roberson  
Environmental Specialist  
Florida Department of Transportation  
719 S. Woodland Blvd., M.S. 2-501  
Deland, FL 32720  
386-943-5393  
[Deysia.roberson@dot.state.fl.us](mailto:Deysia.roberson@dot.state.fl.us)



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

719 S. ...  
DeLand

January 23, 2024

Zakia Williams  
US Fish and Wildlife Service  
North Florida Ecological Services Office  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517

RE: Natural Resources Evaluation Report  
Truck Parking Central Florida Corridor, Eastbound Volusia County Site 1A  
Volusia County, Florida  
Financial Management Number: 446445-2



**Florida Ecological Services Field Office**  
Service Project Code No. 24-TA\_0055958

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.

Digitally signed by CATRINA MARTIN  
Date: 2024.02.29 12:25:05 -06'00'

Environmental Review Supervisor

Date

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 Volusia County Site 1A, located along I-4 Eastbound approximately 4.50 miles southwest of the I-95 interchange, for its impacts to wetlands and protected species. A copy of the NRE has been provided for your review.

Volusia County Site 1A is located within the US Fish and Wildlife Service (USFWS) Consultation Area for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*) and Florida scrub-jay (*Aphelocoma coerulescens*). The existing habitats in the study area may support other federally protected species including the bald eagle (*Haliaeetus leucocephalus*), eastern black rail (*Laterallus jamaicensis*), eastern indigo snake (*Drymarchon corais couperi*), tricolored bat (*Perimyotis subflavus*), wood stork (*Mycteria americana*), and Rugel's pawpaw (*Deeringothamnus rugelii*). Effect determinations were based on the results of general and species-specific surveys, data collection, and USFWS' effect determination keys. A "may affect, but not likely to adversely affect" determination was made for the eastern indigo snake, wood stork, and Rugel's pawpaw. As there is no suitable habitat and no documented occurrences, it has been determined that the project will have "no effect" on the eastern black rail, Everglade snail kite, or the Florida scrub-jay. 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 tricolored bat is a



candidate species proposed for federal listing, and therefore, an effect determination has not been determined.

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

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. Suitable habitat for the gopher tortoise was also observed and multiple 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, and (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 is densely forested, including forested wetland systems and does not contain the xeric scrub habitats required by the scrub-jay. According to the Florida Scrub-Jay Statewide Map, the nearest scrub-jays were documented more than 6 miles east of the project limits in Port Orange. However, no scrub-jay occurrences have been documented in the project area according to FNAI. 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.

Tricolored Bat – Suitable foraging and roosting habitat for the tricolored bat was observed within the proposed project area. Additionally, the surrounding area provides habitat and an undisturbed corridor for commuting between habitats. While the proposed project will impact suitable roosting and foraging habitat, the vast majority of suitable habitat will remain, including the proposed protected wildlife conservation area.

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. According to the USFWS wood stork colony website, the proposed project is not located within the CFA of a known colony. The project will impact approximately 0.31 acres of Suitable Foraging Habitat (SFH).

The USFWS has a programmatic Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (USFWS 2008). Following this 2008 key, (A) The project is more than 2,500 feet from a colony site, (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 not likely to adversely affect” the wood stork.

Rugel’s Pawpaw - Due to suitable habitat within the project area, a species-specific survey was conducted for the Rugel’s pawpaw in April and May of 2023 during the flowering season. Ecologists marked the boundaries of suitable habitat and identified survey blocks in the field. Pedestrian surveys of suitable habitat were conducted via transects spaced approximately five to ten meters apart, depending on the groundcover. Two survey events were conducted in each block. The first event occurred in April, while the second event occurred in May.

Ecologists observed Rugel’s pawpaw within the project footprint during the survey events. 17 individual plants were identified as a result of the survey. FDOT will survey for Rugel’s pawpaw and relocate any individuals found within the project footprint prior to construction. Preliminary coordination has occurred with 2 potential relocation sites: Lake Monroe Conservation Area and D Ranch Preserve. Therefore, FDOT has determined the proposed project “may affect, but is not likely to adversely affect” the Rugel’s pawpaw.

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

Sincerely,

Casey Lyon  
Environmental Manager  
FDOT, District Five

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

DRAFT



March 20, 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 Volusia County [1A], 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 Volusia-Floridan 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](mailto:Chakraborty.Jayeeta@epa.gov) or Mr. Larry Cole at 404-562-9474 or [Cole.Larry@epa.gov](mailto:Cole.Larry@epa.gov).

Sincerely,

**KHURRAM**

**RAFI**

Khurram Rafi, Manager

Groundwater and GIS Section

Safe Drinking Water Branch

Water Division

U.S. EPA, Region 4

Digitally signed by  
KHURRAM RAFI  
Date: 2024.03.20  
16:14:59 -04'00'

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







## Physical Resources Appendix

Contents:

Potential Contamination Sites Map

DRAFT



<b>LEGEND</b>		NPDES Construction and Non-Major sites not depicted
 Anticipated Right-of-Way	<b>RISK</b>	
 Volusia County Site 1A	 None	
	 Low	
	 Medium	
	 High	

**FDOT** Potential Contamination Sites Map  
 Volusia County Site 1A  
 I-4 Direct Access, 4.5 miles west of I-95