



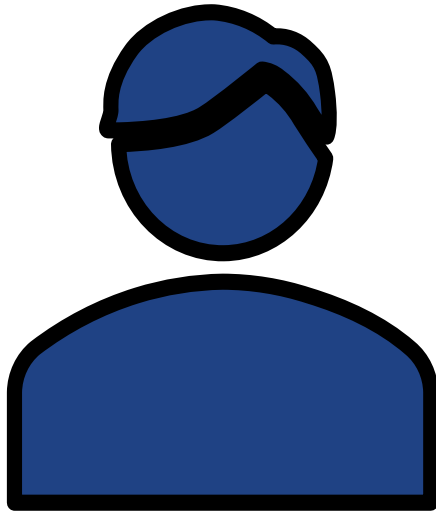
# **WELCOME**

**TRUCK AND FREIGHT SITE ANALYSIS PROJECT  
DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY**

**PUBLIC INFORMATION MEETING  
THE PUBLIC MEETING PRESENTATION  
WILL BEGIN AT 5:40 P.M.**

# Welcome

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**Mark Trebitz, P.E.**

FDOT Project Manager

719 S. Woodland Blvd.,

DeLand, FL 32720

[Mark.Trebitz@dot.state.fl.us](mailto:Mark.Trebitz@dot.state.fl.us)

386-943-5157

# Title VI of the Civil Rights Act of 1964

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## Title VI Compliance

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

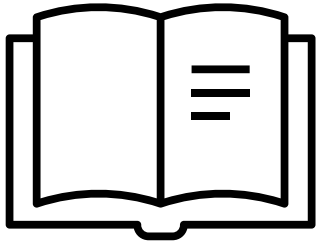
Jennifer Smith  
**District Five Title VI Coordinator**  
719 S. Woodland Blvd.  
DeLand, FL 32720  
386-943-5367  
Jennifer.Smith2@dot.state.fl.us

Jacqueline Paramore  
**State Title VI Coordinator**  
605 Suwannee St., MS 65  
Tallahassee, FL 32399-0450  
850-414-4753  
Jacqueline.Paramore@dot.state.fl.us

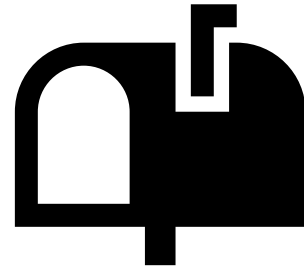
*All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.*

# Public Notice

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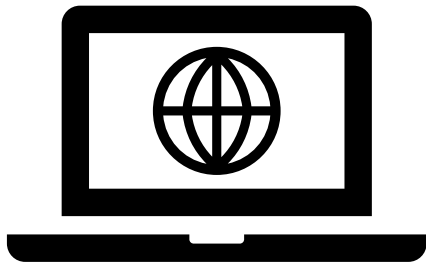
**Florida Administrative Register**



**Property owner/tenant letters**



**Email to project contacts list**



**Department/project webpage**



**Newspaper**



**Social media**

# NEPA Assignment

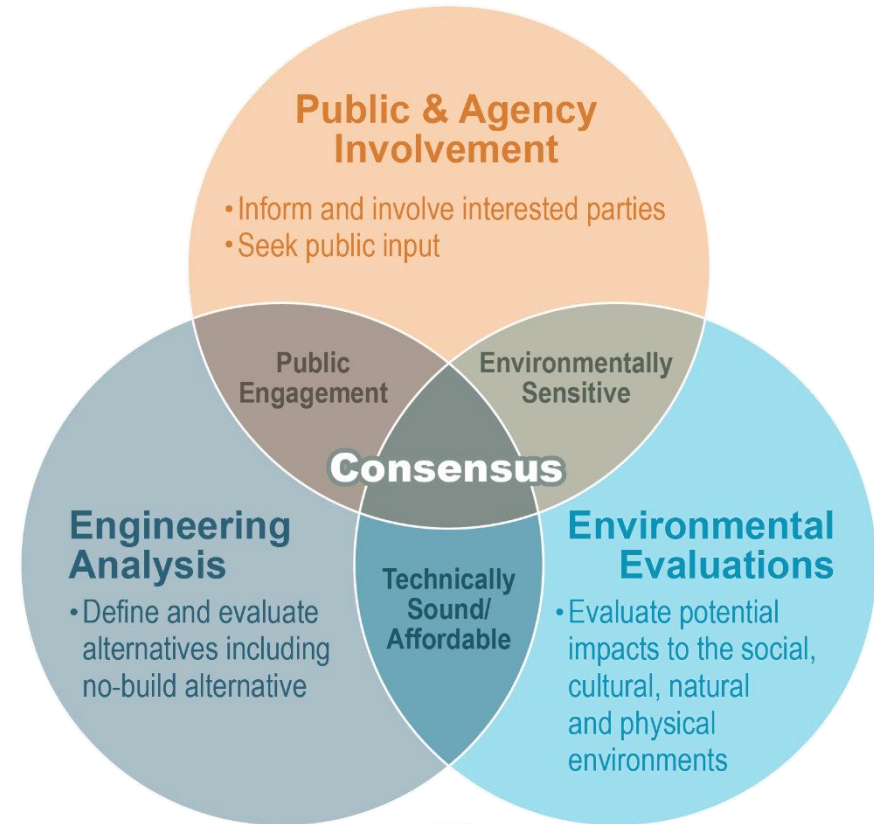
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*The environmental review, consultation, and other actions required by applicable federal documents for this project are being, or have been, carried out by FDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.*



# What is a PD&E Study?

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



National Environmental Policy Act (NEPA)



Florida Department of  
Transportation (FDOT)

# **Truck and Freight Site Analysis Project Development & Environment (PD&E) Study**

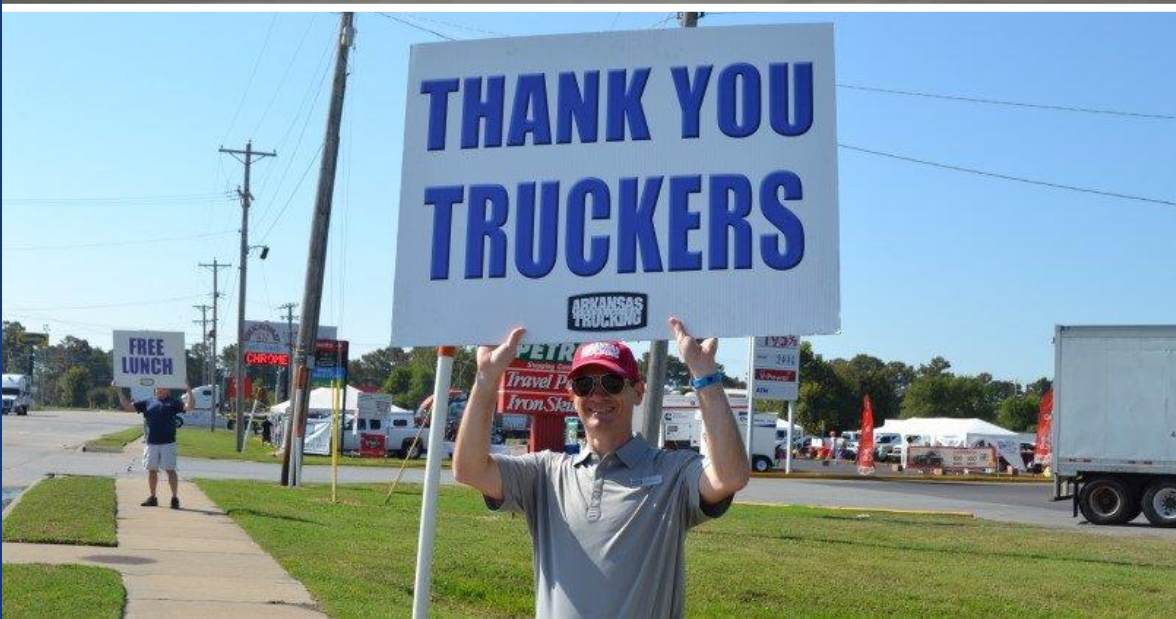
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Interstate 4 (District 5)

Financial Project Identification (FPID) No.: 447724-1

Public Information Meeting

# Drivers Deliver Goods





# National Truck Parking Need

40%

SAFETY

Of truck drivers spend over an hour searching for a place to park.



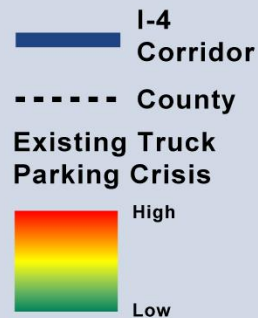
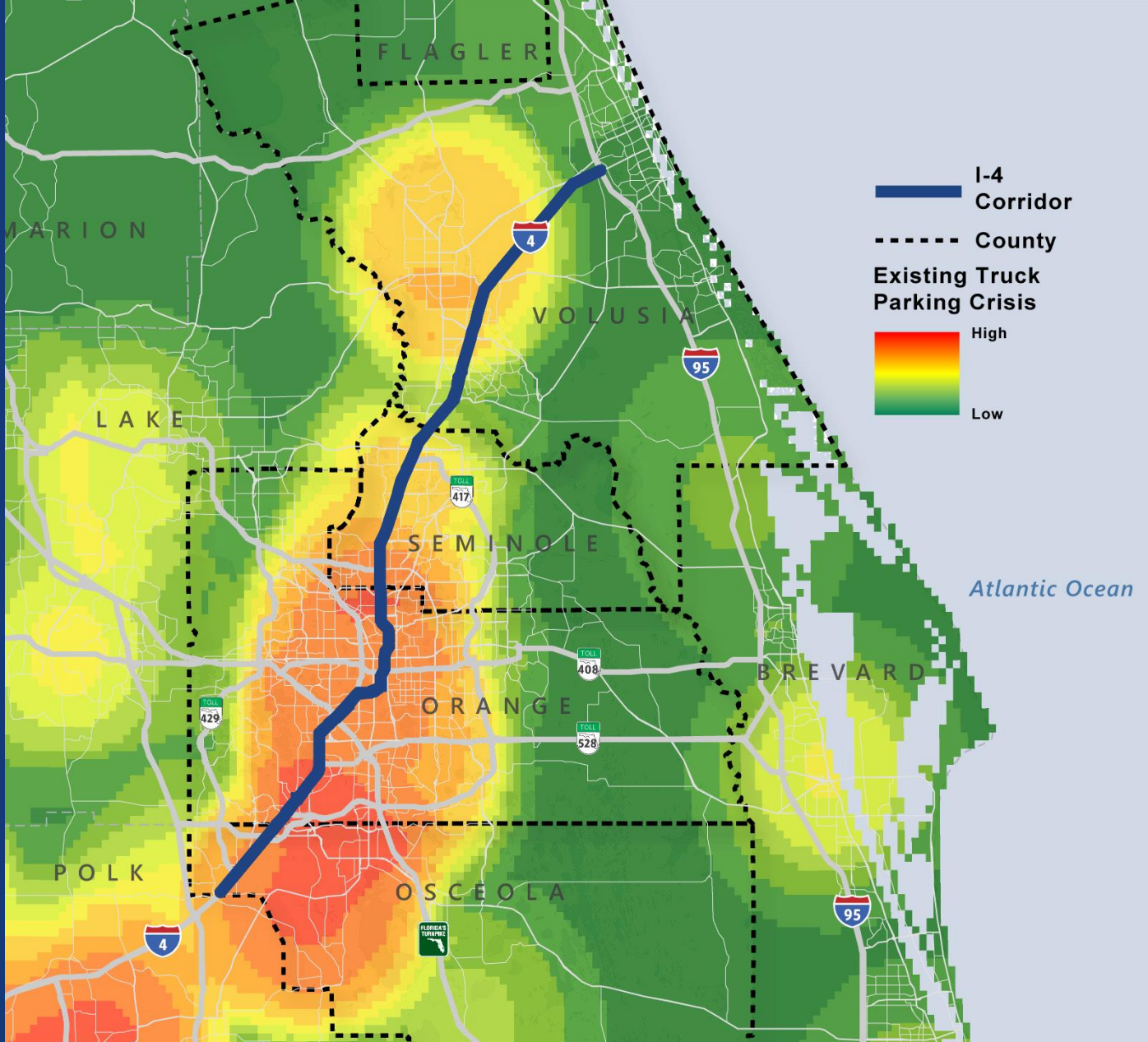
\$5.1B

ECONOMICS

Annual loss in revenue due to lack of truck parking (wasted fuel, time lost, additional maintenance, associated crashes, etc.)

Source: TruckerPath (national statistics)





# I-4 Truck Parking Need

**36** Available Spaces

**481** Existing Demand

**750** 2025 Demand

**883** 2040 Demand

**I-4 corridor (D5) has the highest unmet truck parking demand in the state**

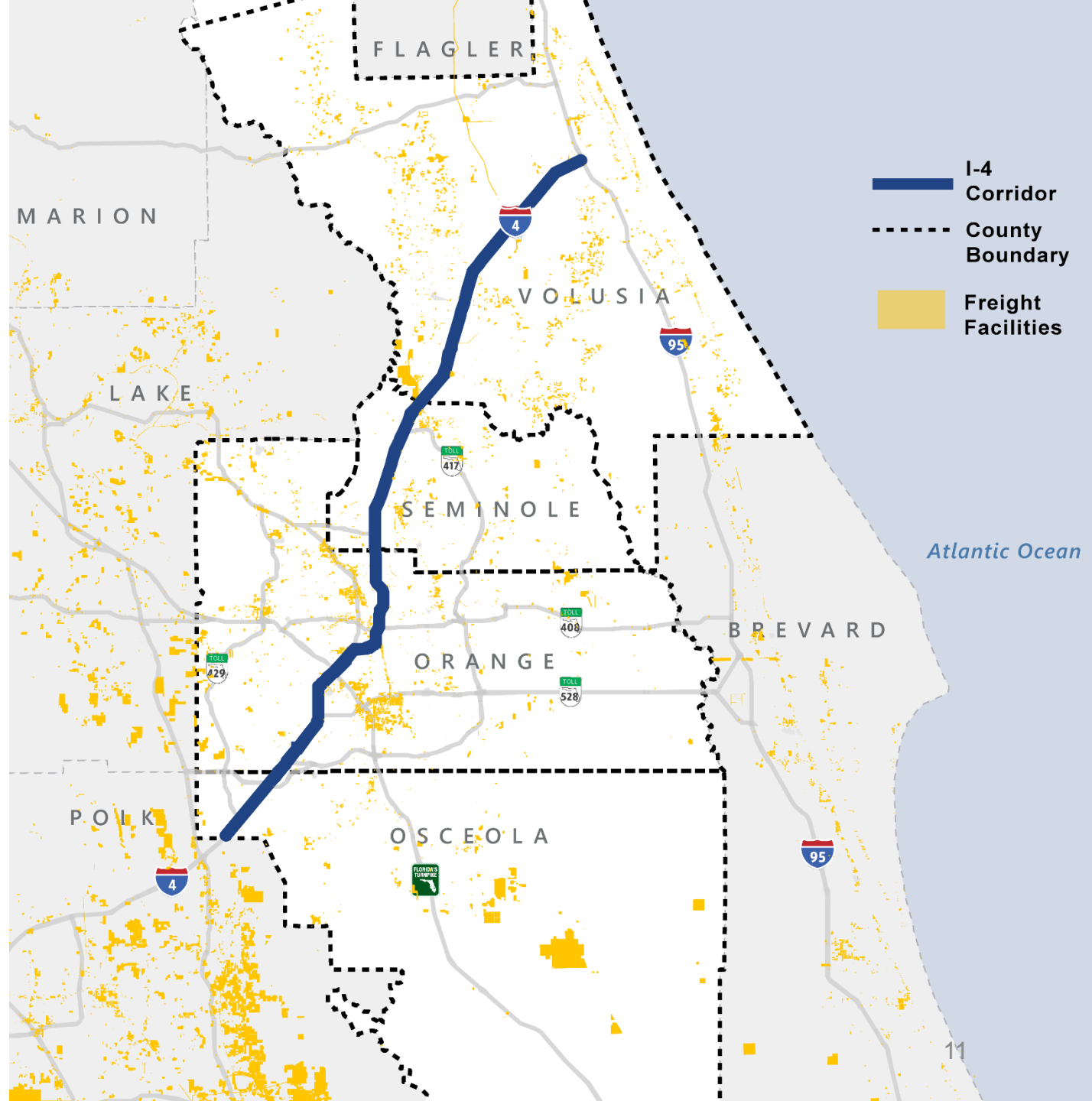
# I-4 Truck Parking PD&E Study Purpose and Need

Identify, evaluate, and recommend viable candidate truck parking sites along the D5 I-4 corridor for public and/or private development.

**4**  
COUNTIES

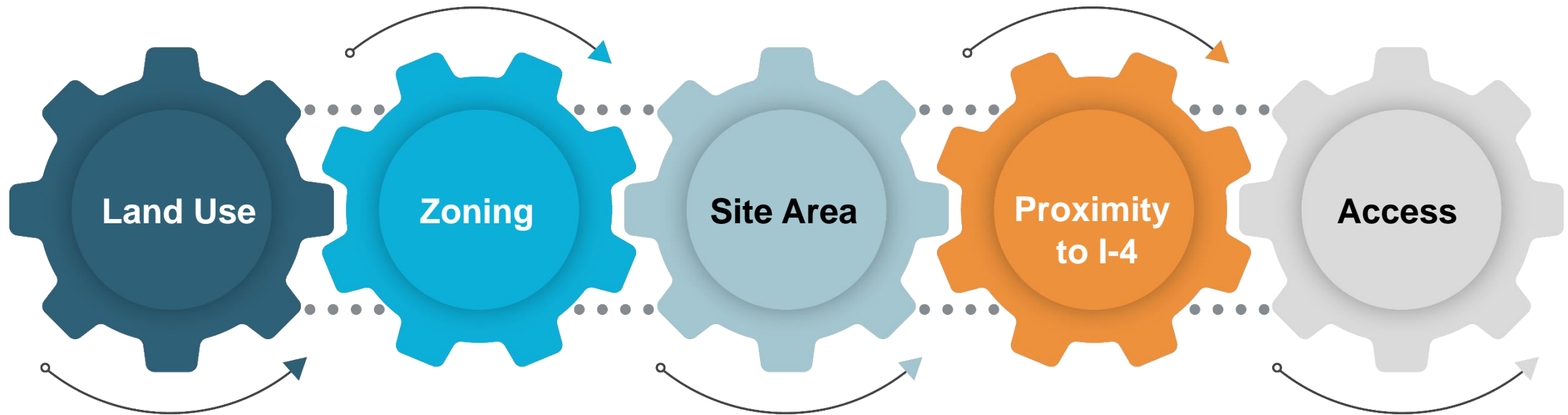
Osceola County, Orange County,  
Seminole County, Volusia County

**75**  
MILES



# Alternative Analysis

# Site Selection Criteria - Primary



## I D E A L T R U C K P A R K I N G S I T E C R I T E R I A

Truck parking in accordance with permitted future land use designation with local agency input

Truck parking in accordance with permitted zoning designation

Site area size of 8-20 acres

Location within ½ to 1 mile from interstate or within industrial area

Prime frontage, direct access, and visibility to intersecting arterial roadway

# Potential Sites

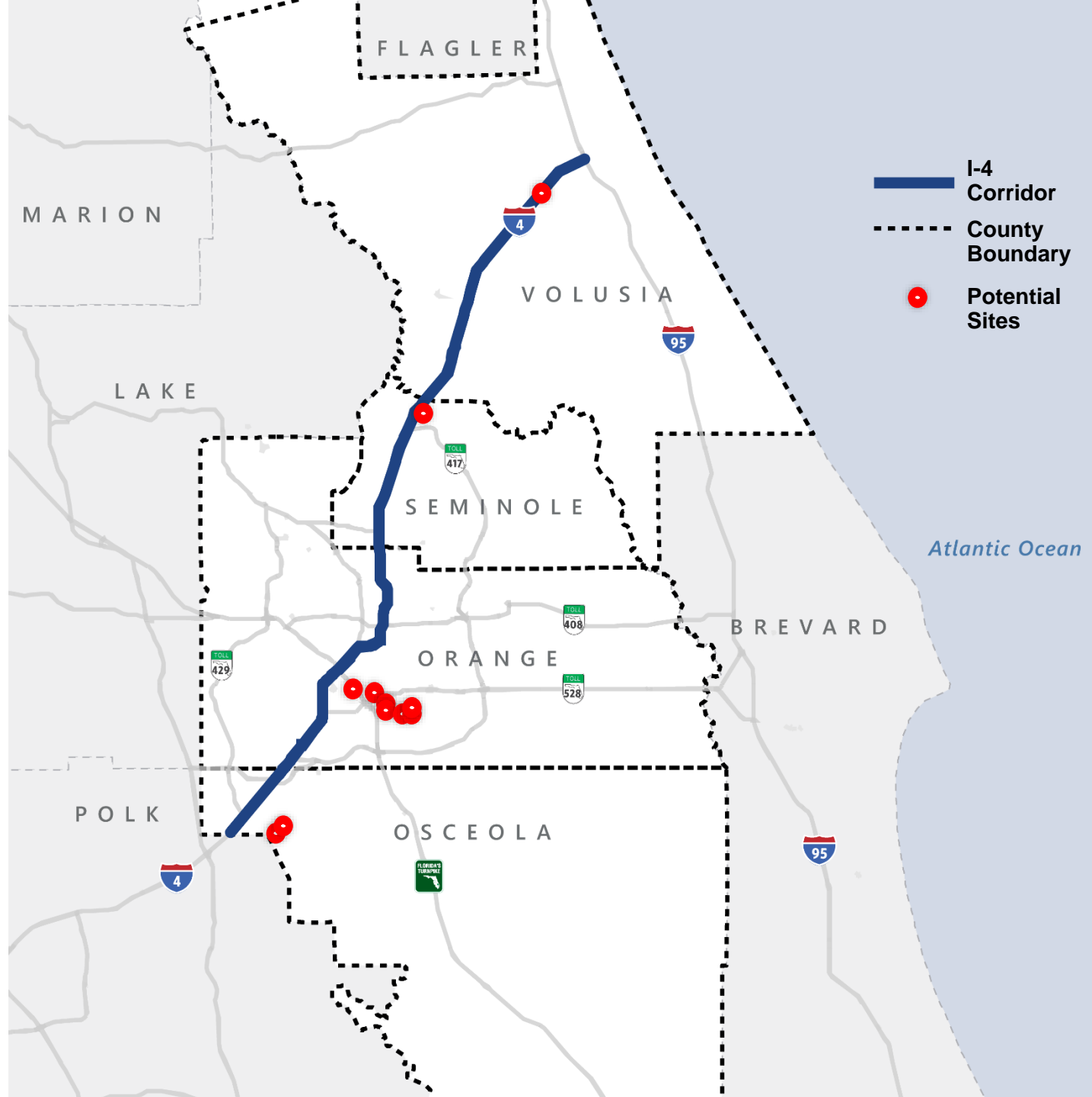
4

COUNTIES

*Osceola County, Orange County,  
Seminole County, Volusia County*

11

Sites



# Site Evaluation



## Purpose and Need

- Meet 2040 truck parking demand



## Community Impacts

- Right-of-Way
- Utilities
- Historic/Archaeological



## Environmental Impacts

- Wetlands
- Floodplains
- Threatened & Endangered Species
- Contamination



## Cost

- Design
- Right-of-Way Acquisition
- Construction

**Study Goal: Identify at least One (1) Viable Site in Each County**

# Preferred Sites

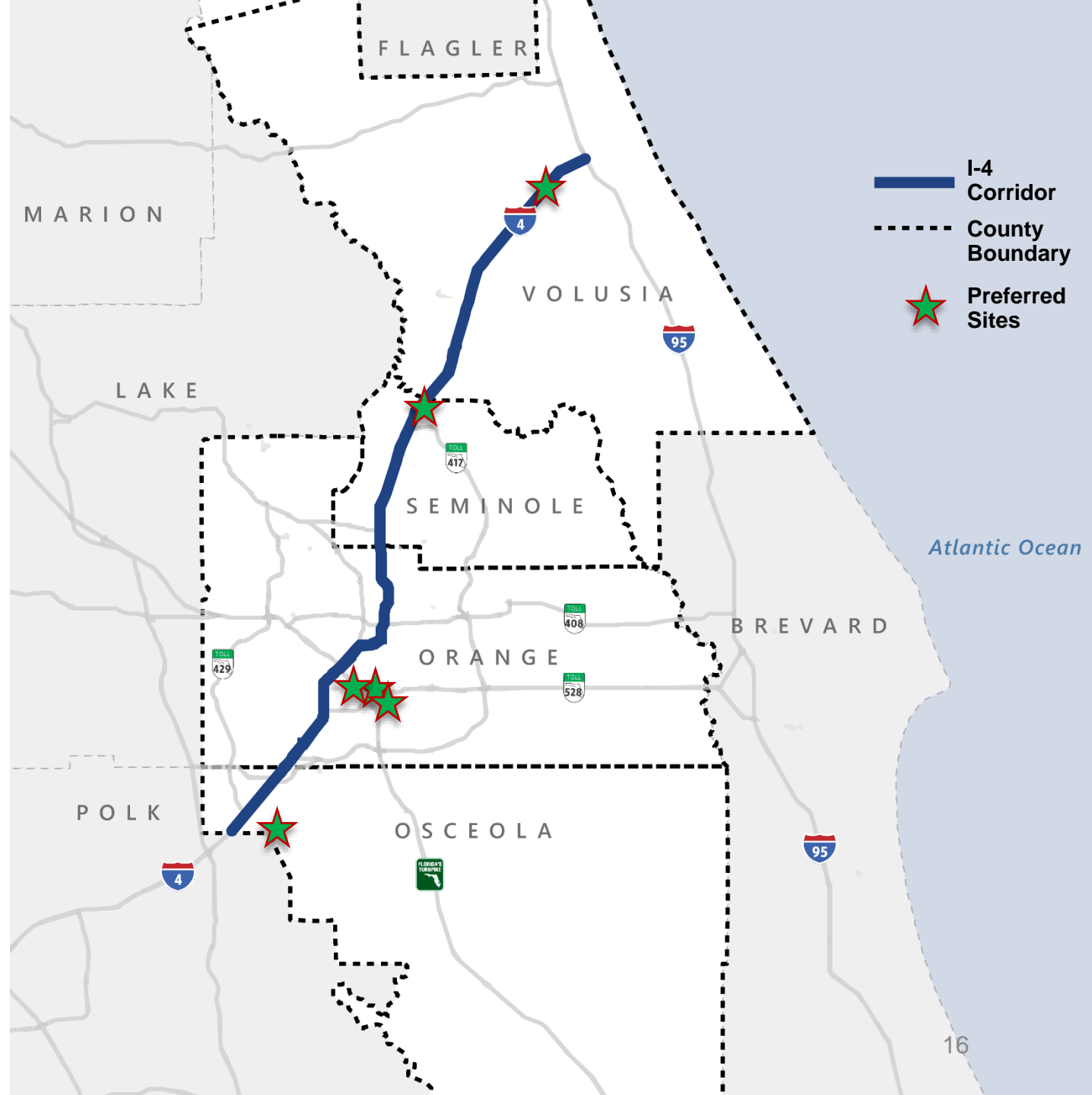
4

COUNTIES

*Osceola County, Orange County,  
Seminole County, Volusia County*

6

Sites

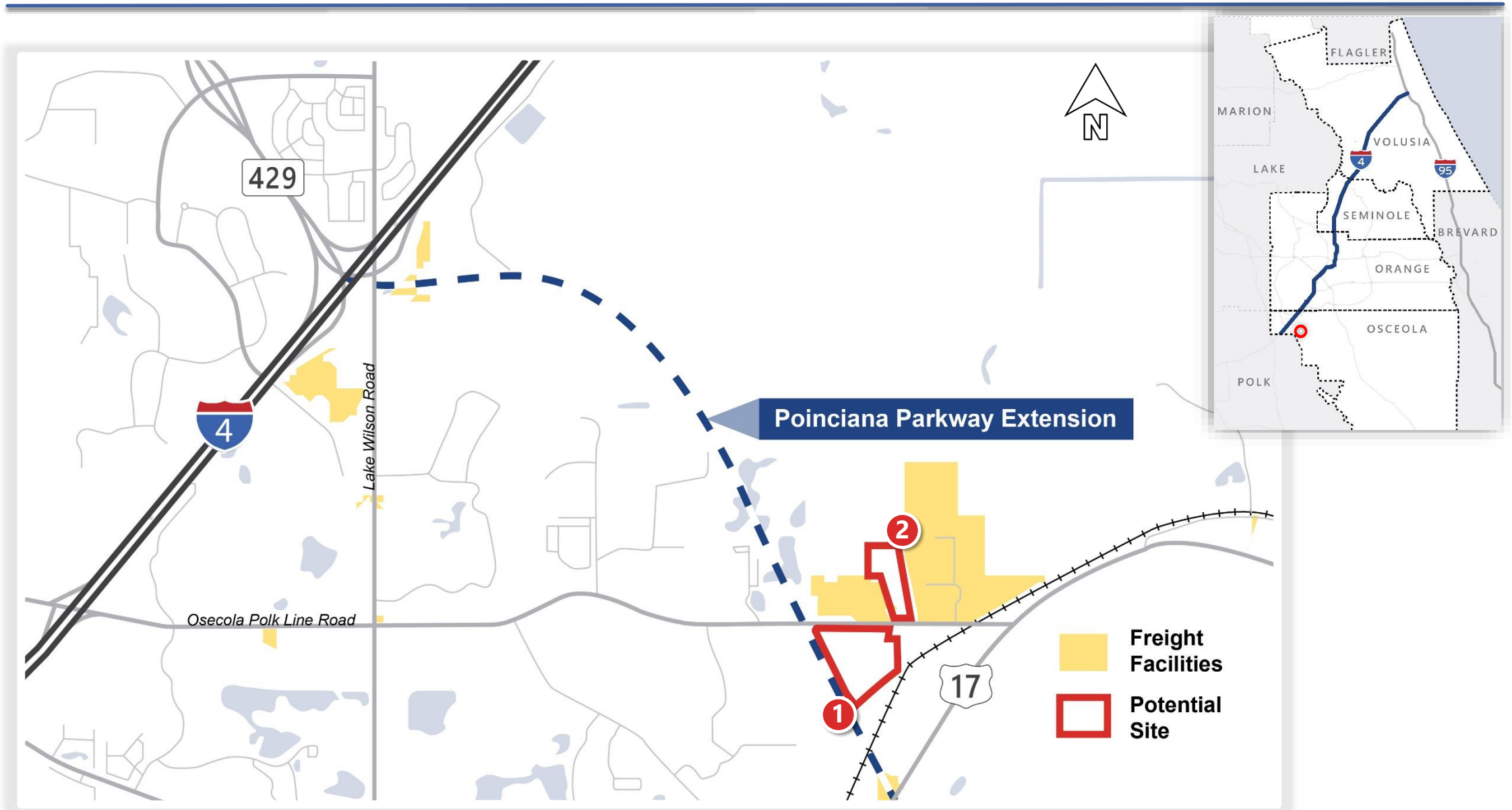






# Osceola County

# Osceola County – 2 Potential Sites





# Osceola County

## Alternative Analysis

### Key Evaluation Factors

- Site #1 is larger and can accommodate more truck parking spaces
- Utility easements located on Site #2 impacts site layout
- Community and Environmental impacts are similar between both sites

## Osceola County Alternatives Evaluation Matrix

	NO BUILD	SITE 1	SITE 2
			
<b>Evaluation Criteria</b>			
<b>Purpose &amp; Need</b>			
Accommodates Truck Parking Needs	No	Yes	Yes
Number of Truck Parking Spaces	0	257	71
<b>Potential Community Impacts</b>			
Parcels Impacted	0	19	3
Residential Parcels Impacted (occupied/vacant)	0 / 0	0 / 19	0 / 2
Relocations	0	0	0
Right-of-Way Required (acres)	0.0	40.1	24.3
<b>Potential Environmental Impacts</b>			
Wetlands (acres)	0.0	8.5	5.7
Floodplains (acres)	0.0	0.0	0.0
Threatened & Endangered Species	None	High	High
Contamination Sites	None	Moderate	Moderate
Historic/Archaeological Impacts	None	Moderate	Moderate
Noise Sensitive Areas within 500 feet	0	6	9
<b>Estimated Project Cost</b>			
Total Estimated Project Costs*	\$0	\$33.3M	\$21.8M

\*Cost includes Design, Right of Way, and Construction

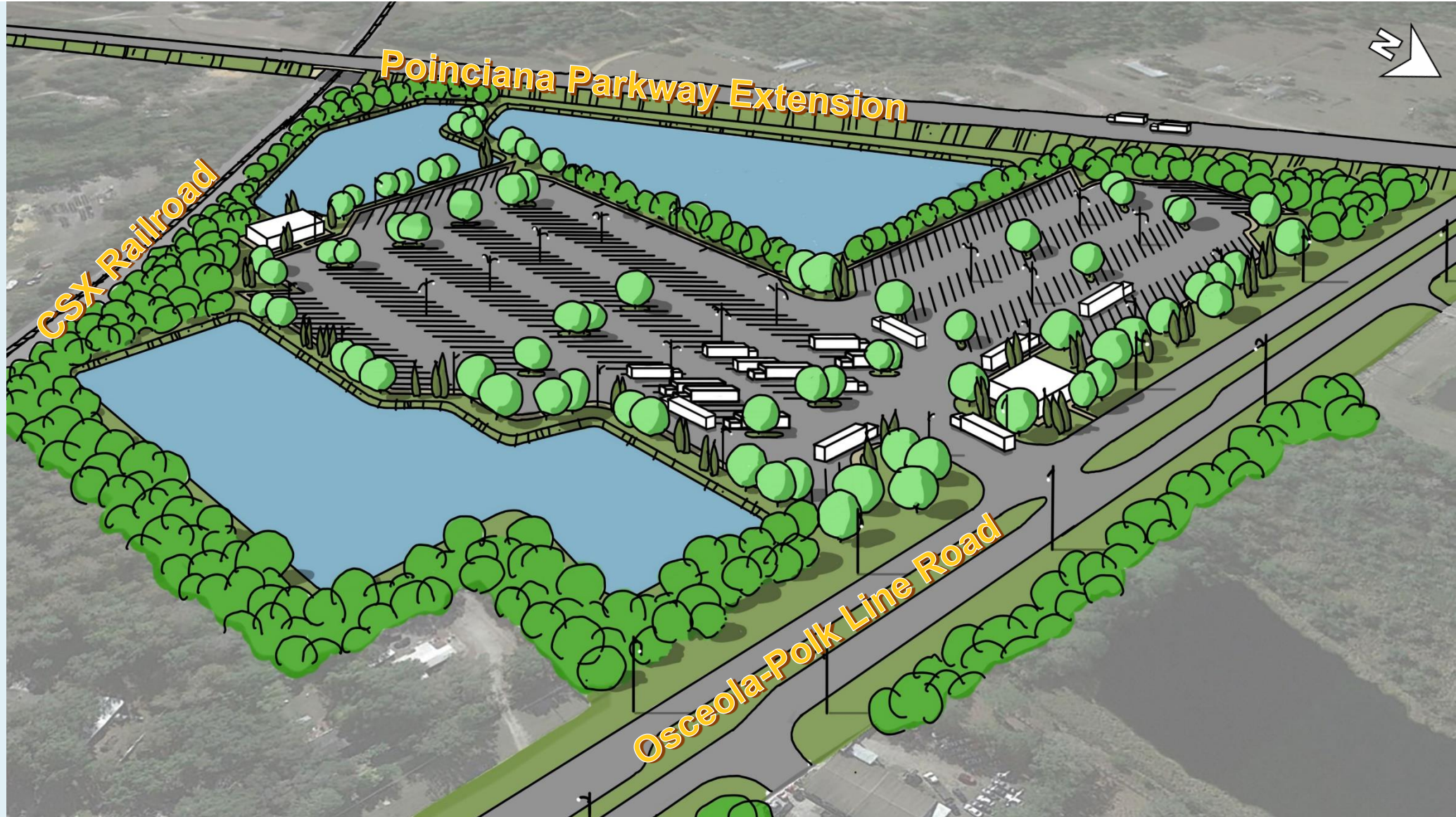
# Osceola County Site #1 – Osceola-Polk Line Road - Southside

**Site Size:** 43 Acres

**Approx. Truck  
Parking Spaces:**  
257

## Why This Site?

Bordered by Poinciana Parkway Extension, Osceola-Polk Line Road Widening, and US 17/92, this site provides access to I-4 as well as other high freight connectors. This site may also be suitable for a Public Private Partnership



# Osceola County Site #1 – Osceola-Polk Line Road - Southside

## Connection to I-4:

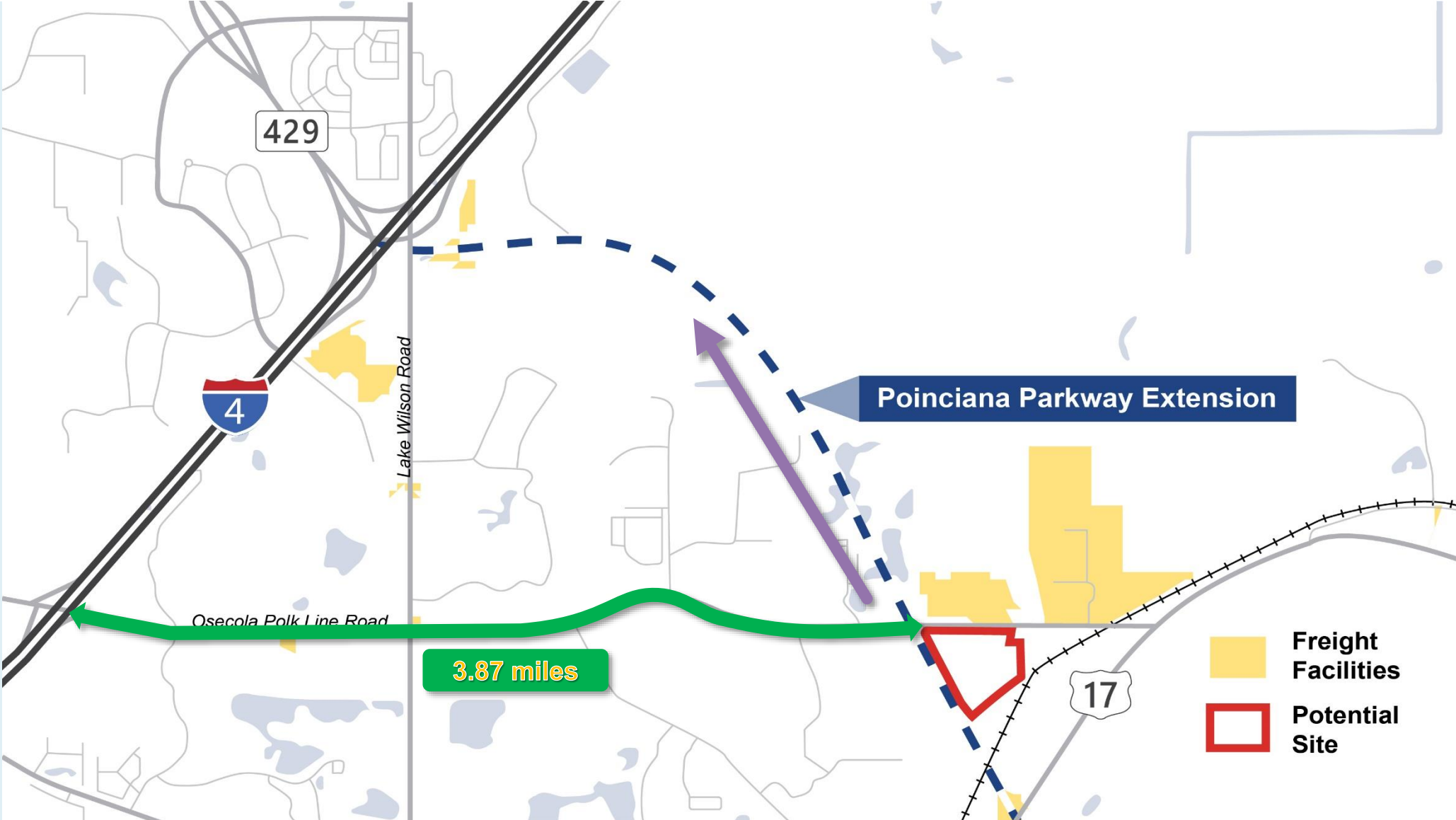
- 3.87 miles via Osceola-Polk Line Road

## Regional Connectivity

- Future improvement will provide an additional route to I-4

**Site Access:** One full-access entrance to Osceola-Polk Line Road

**Peak Hour Trips:**  
106



# Osceola County Site #1 – Osceola-Polk Line Road - Southside

- No relocations
- No floodplain involvement

Further evaluation to:

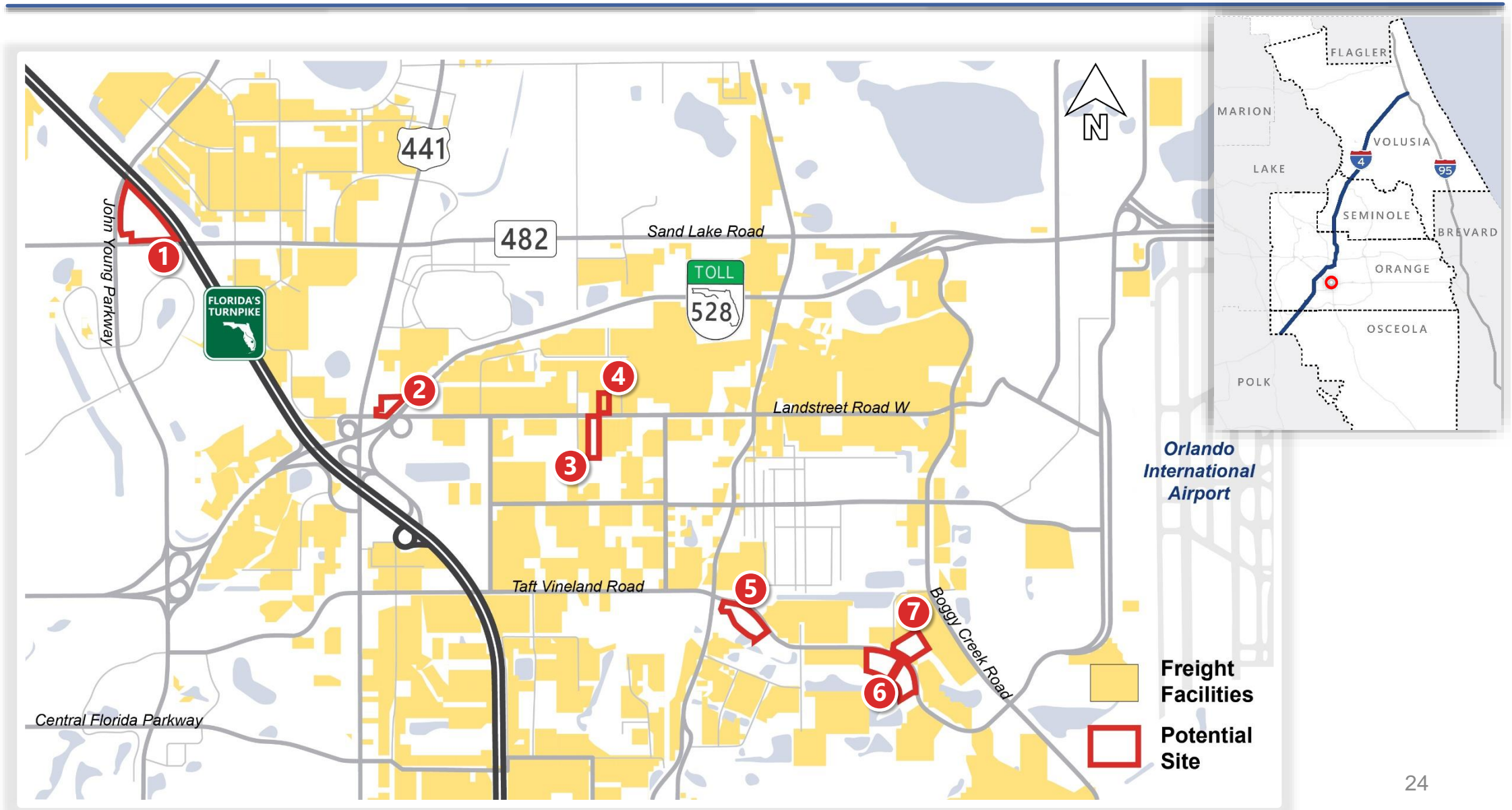
- Refine concept and provide more engineering detail
- Minimize wetland impacts
- Avoid/minimize wildlife species and habitat
- Avoid/minimize environmental effects and reduce costs








# Orange County

# Orange County – 7 Potential Sites





# Orange County – Evaluation Matrix

Orange County Alternatives Evaluation Matrix	NO BUILD	SITE 1	SITE 2	SITE 3	SITE 4	SITE 5	SITE 6	SITE 7
								
<b>Evaluation Criteria</b>								
<b>Purpose &amp; Need</b>								
Accommodates Truck Parking Needs	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Number of Truck Parking Spaces	0	109	59	26	48	114	177	88
<b>Potential Community Impacts</b>								
Parcels Impacted	0	2	1	1	1	2	2	2
Residential Parcels Impacted (occupied/vacant)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Relocations	0	0	0	0	1	0	0	0
Right-of-Way Required (acres)	0.0	21.5	6.8	2.4	4.9	16.3	25.3	12.4
<b>Potential Environmental Impacts</b>								
Wetlands (acres)	0	8.2	0.0	0.0	0.0	1.0	0.2	0.0
Floodplains (acres)	0	21.5	0.0	9.9	4.8	0.0	1.6	0.0
Threatened & Endangered Species	None	Moderate	Low	Low	Low	Moderate	Moderate	Moderate
Contamination Sites	None	Moderate	High	High	High	Moderate	Moderate	Moderate
Historic/Archaeological Impacts	None	Low	Moderate	Low	Low	Moderate	Low	Low
Noise Sensitive Areas within 500 feet	0	0	1	0	0	0	0	0
<b>Estimated Project Cost</b>								
Total Estimated Project Costs*	\$0	\$12.5M	\$19.0M	\$4.6M	\$12.4M	\$28.4M	\$44.0M	\$22.5M

\*Cost includes Design, Right of Way, and Construction

# Orange County – Recommended Sites

## Alternative Analysis

### Key Evaluation Factors

- Site 1 – Property owned by Florida’s Turnpike Enterprise, eliminating need for R/W
- Site 2 – Ideal site for Public Private Partnership and within heavy industrialized area
- Site 4 – Viable site with high truck parking demand. Opportunity to support overflow from sites 1 and 2

### Orange County Recommended Alternatives Evaluation Matrix

	NO BUILD	SITE 1	SITE 2	SITE 4
<b>Evaluation Criteria</b>				
<b>Purpose &amp; Need</b>				
Accommodates Truck Parking Needs	No	Yes	Yes	Yes
Number of Truck Parking Spaces	0	109	59	48
<b>Potential Community Impacts</b>				
Parcels Impacted	0	2	1	1
Residential Parcels Impacted (occupied/vacant)	0 / 0	0 / 0	0 / 0	0 / 0
Relocations	0	0	0	1
Right-of-Way Required (acres)	0.0	21.5	6.8	4.9
<b>Potential Environmental Impacts</b>				
Wetlands (acres)	0.0	8.2	0.0	0.0
Floodplains (acres)	0.0	21.5	0.0	4.8
Threatened & Endangered Species	None	Moderate	Low	Low
Contamination Sites	None	Moderate	High	High
Historic/Archaeological Impacts	None	Low	Moderate	Low
Noise Sensitive Areas within 500 feet	0	0	1	0
<b>Estimated Project Cost</b>				
Total Estimated Project Costs*	\$0	\$12.5M	\$19.0M	\$12.4M

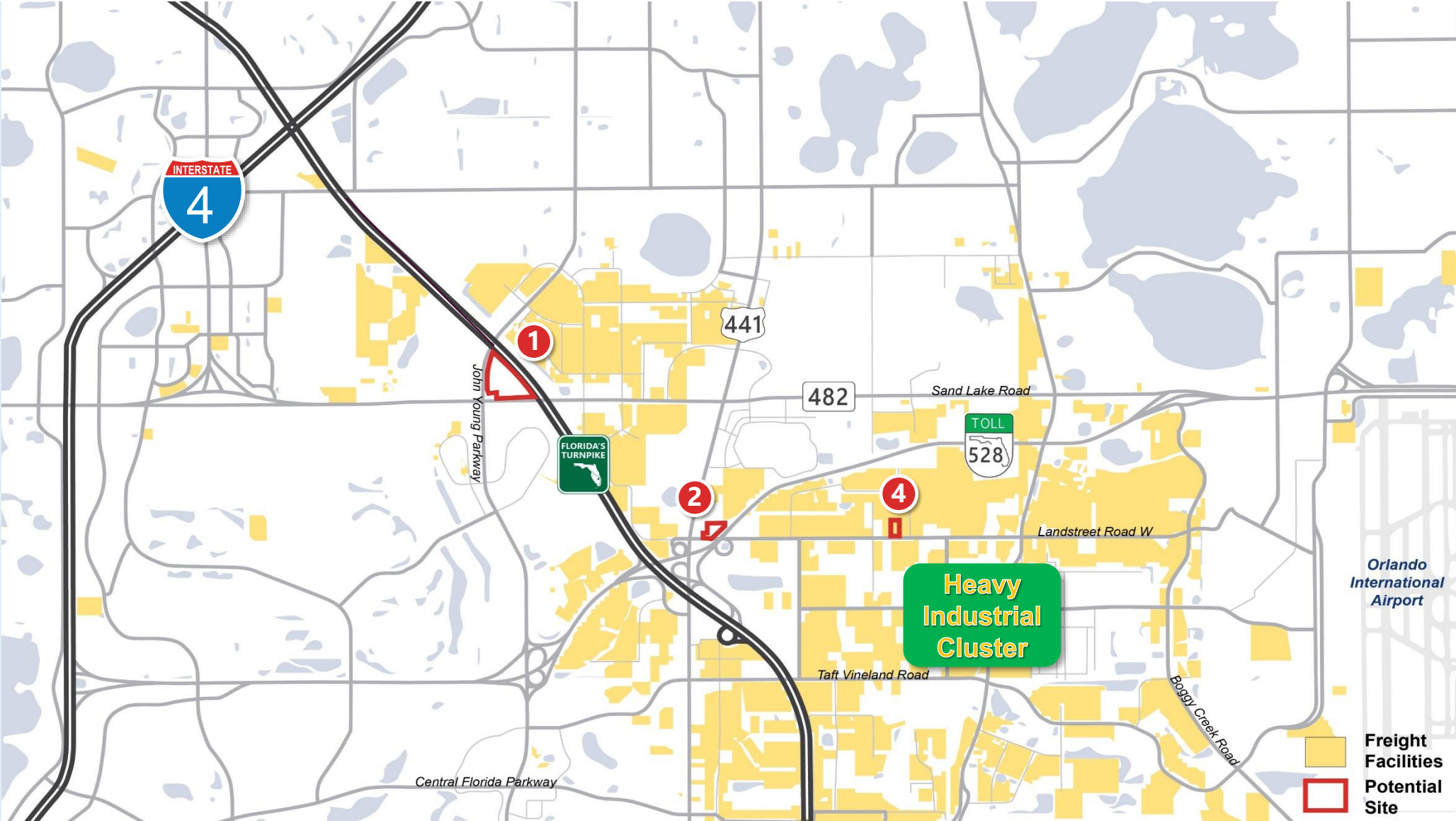
\*Cost includes Design, Right of Way, and Construction

# Orange County Sites #1, 2 and 4 – Connectivity and Location

**Connection to I-4:** 2.90 miles via Sand Lake Rd

**Regional Connectivity:** FL Turnpike, SR 528, Heavy Freight and Industrial Land Use to the West

**Heavy Industrial Cluster** – Origin / Destination for truck traffic on surround facilities



# Orange County Site #1 – Sand Lake Road at John Young Parkway

**Site Size:** 36.70  
Acres

**Approx. Truck  
Parking Spaces:** 109

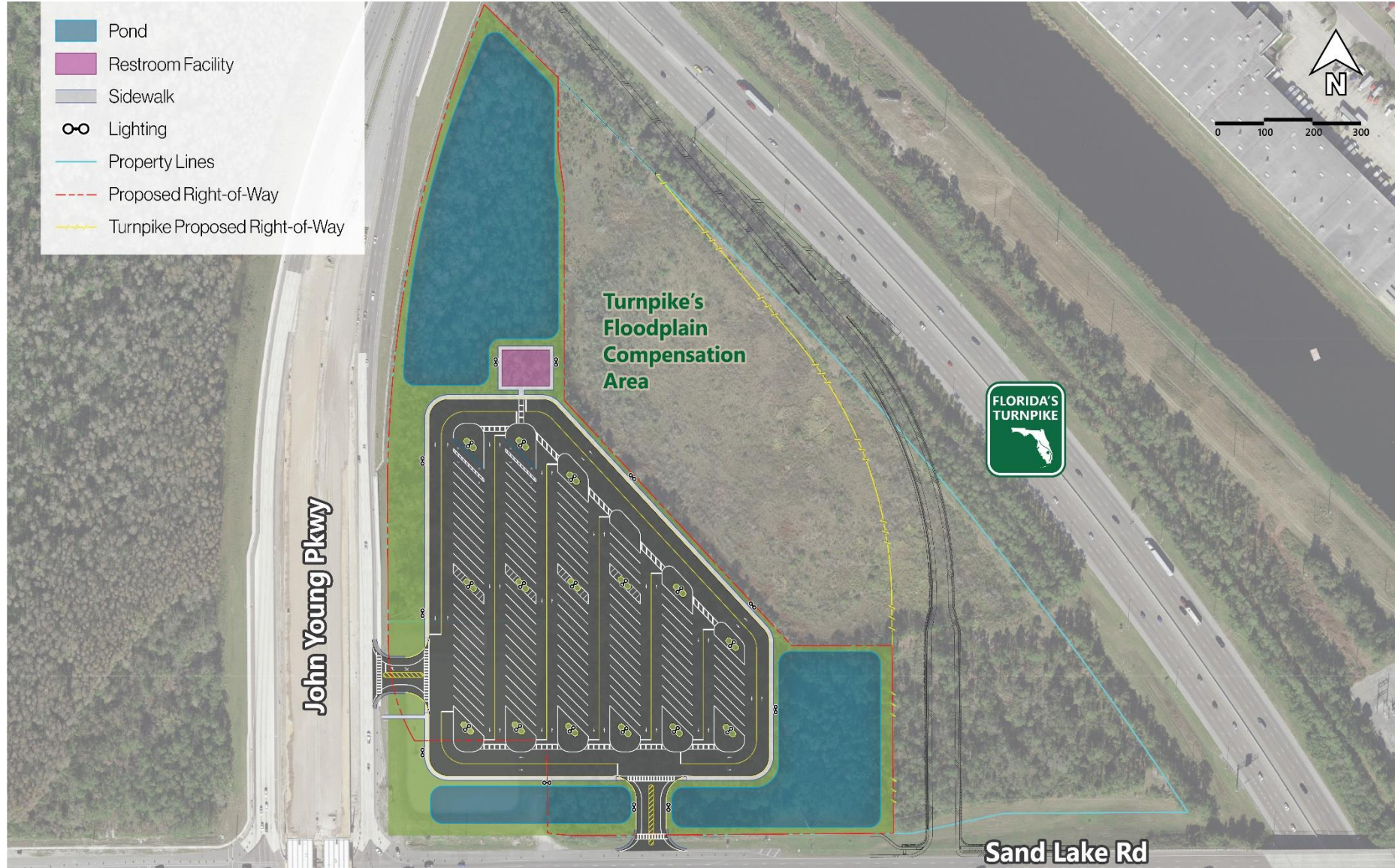
## Why This Site?

This site is at the location of Turnpike's planned off ramp to Sand Lake Road. The site will provide the opportunity for trucks on both I-4 and Turnpike to access the facility.



# Orange County Site #1 – Sand Lake Road at John Young Parkway

- No ROW required
  - Industrial area
- Further evaluation to:
- Refine concept and provide more engineering detail
  - Minimize wetland, floodplain and wildlife species and habitat involvement
  - Avoid and minimize environmental effects and reduce costs



# Orange County Site #2 – West Landstreet Road, Adjacent to State Road 528

**Site Size:** 6.8 Acres  
**Approx. Truck Parking Spaces:** 59

## Why This Site?

This site is located within a heavy industrialized area and provides an opportunity for a public private partnership to operate the site.

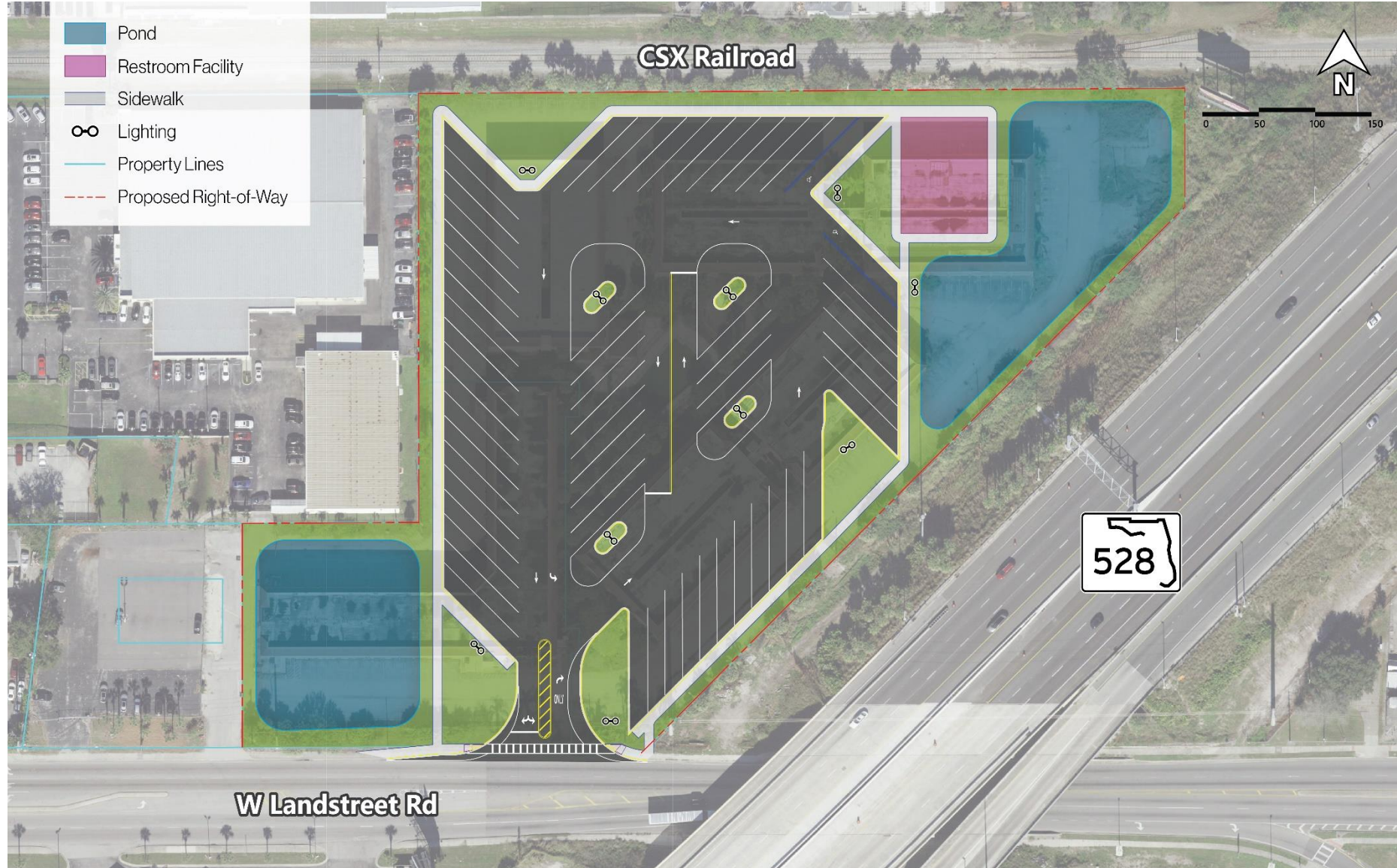


# Orange County Site #2 – West Landstreet Road, Adjacent to State Road 528

- No relocations
- No wetland/floodplain involvement

Further evaluation to:

- Refine concept and provide more engineering detail
- Minimize wildlife species and habitat involvement
- Avoid and minimize environmental effects and reduce costs



# Orange County Site #4 – West Landstreet Road, East of State Road 528

**Site Size:** 4.9 Acres  
**Approx. Truck Parking Spaces:** 48

**Why This Site?**  
This site is located in an area where many local truck drivers store their vehicles when not in use. The opportunity to develop this site will help to address parking capacity issues in the area and provide a safe and secure location for short- and long-term parking.





# Orange County Site #4 – West Landstreet Road, East of State Road 528

- No residential relocations
- No wetland involvement

Further evaluation to:

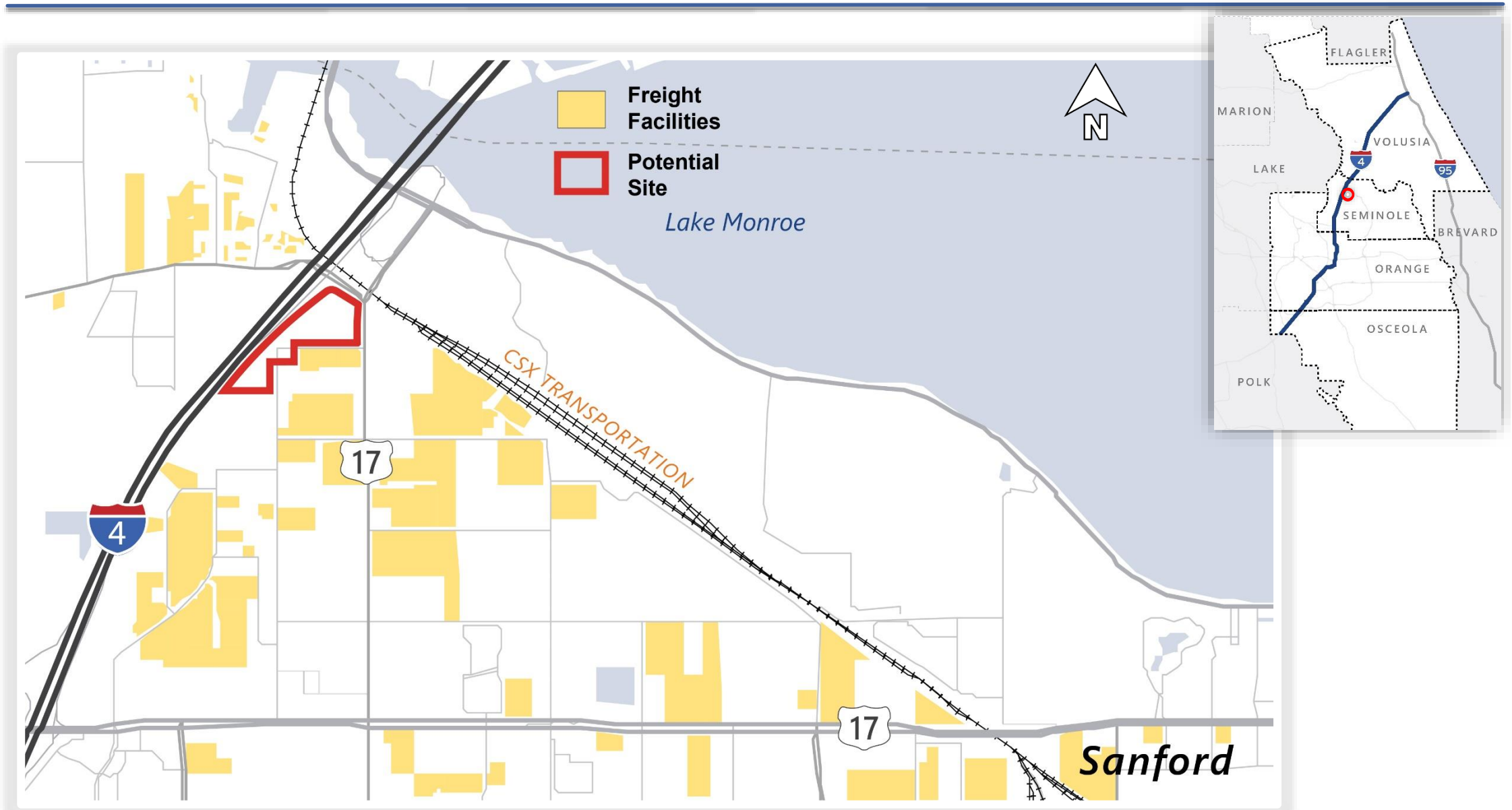
- Refine concept and provide more engineering detail
- Minimize floodplain and wildlife species and habitat involvement
- Avoid and minimize environmental effects and reduce costs





# Seminole County

# Seminole County – 1 Potential Site



# Seminole County

## Seminole County Alternatives Evaluation Matrix

NO BUILD

SITE 1A

SITE 1B



### Alternative Analysis

#### Key Evaluation Factors

- Relocations significantly less in smaller site layout
- Project costs of larger site did not justify the additional parking spaces

#### Evaluation Criteria

Purpose & Need			
Accommodates Truck Parking Needs	No	Yes	Yes
Number of Truck Parking Spaces	0	219	157
Potential Community Impacts			
Parcels Impacted	0	25	9
Residential Parcels Impacted (occupied/vacant)	0 / 0	5 / 2	2 / 1
Relocations	0	8	4
Right-of-Way Required (acres)	0.0	26.0	18.3
Potential Environmental Impacts			
Wetlands (acres)	0.0	4.8	4.4
Floodplains (acres)	0.0	0.0	0.0
Threatened & Endangered Species	None	Moderate	Moderate
Contamination Sites	None	Moderate	Moderate
Historic/Archaeological Impacts	None	Moderate	Moderate
Noise Sensitive Areas within 500 feet	0	7	4
Estimated Project Cost			
Total Estimated Project Costs*	\$0	\$54.3M	\$25.6M

\*Cost includes Design, Right of Way, and Construction

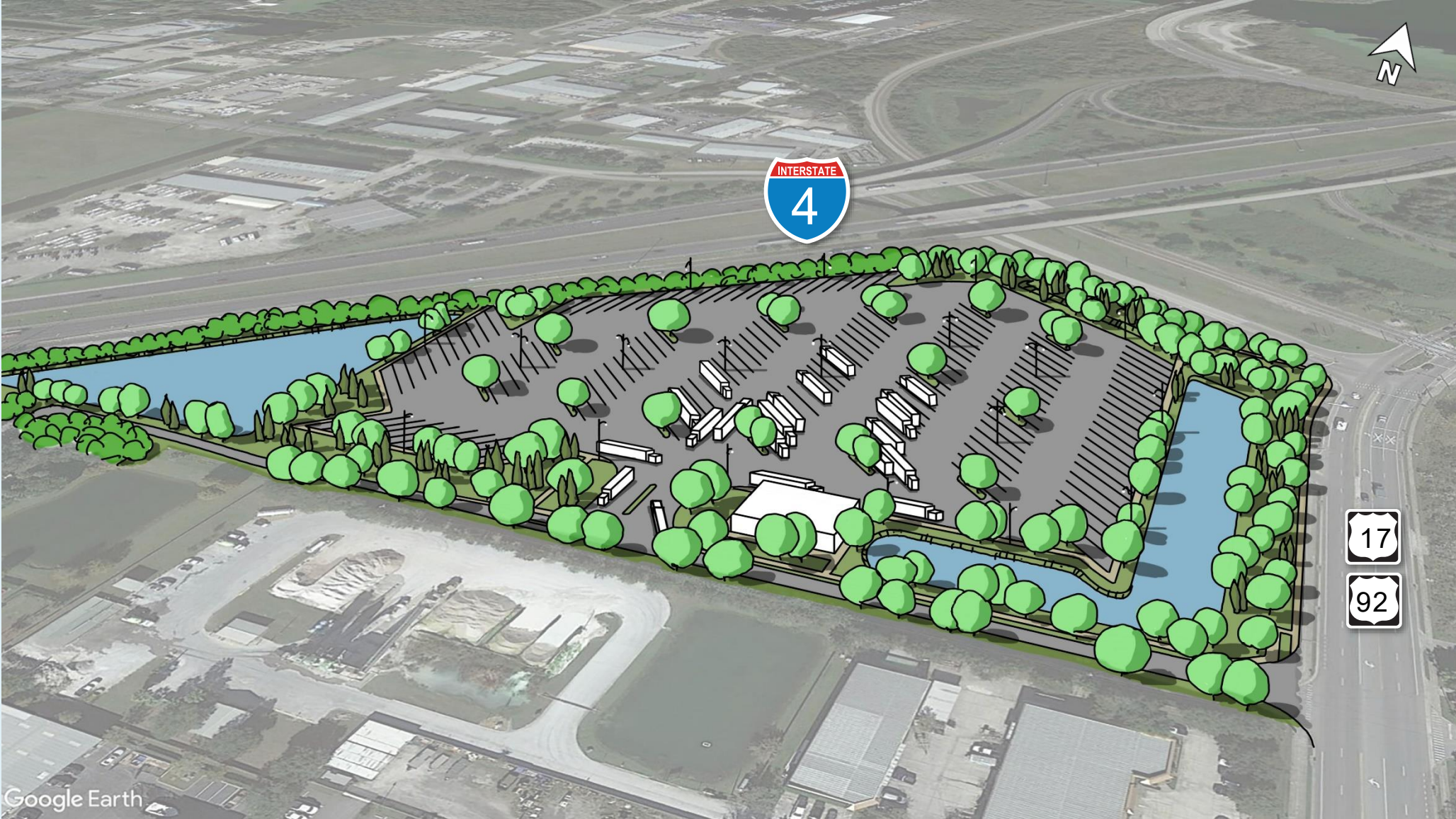
# Seminole County Site 1B – I-4 at US 17/92

**Site Size:** 18.3 Acres

**Approx. Truck  
Parking Spaces:** 157

### Why This Site?

Located just west of the I-4 Beyond the Ultimate (BTU) improvement at US 17/92, this site will provide efficient access to I-4 through a reconfigured ramp adjacent to the site.



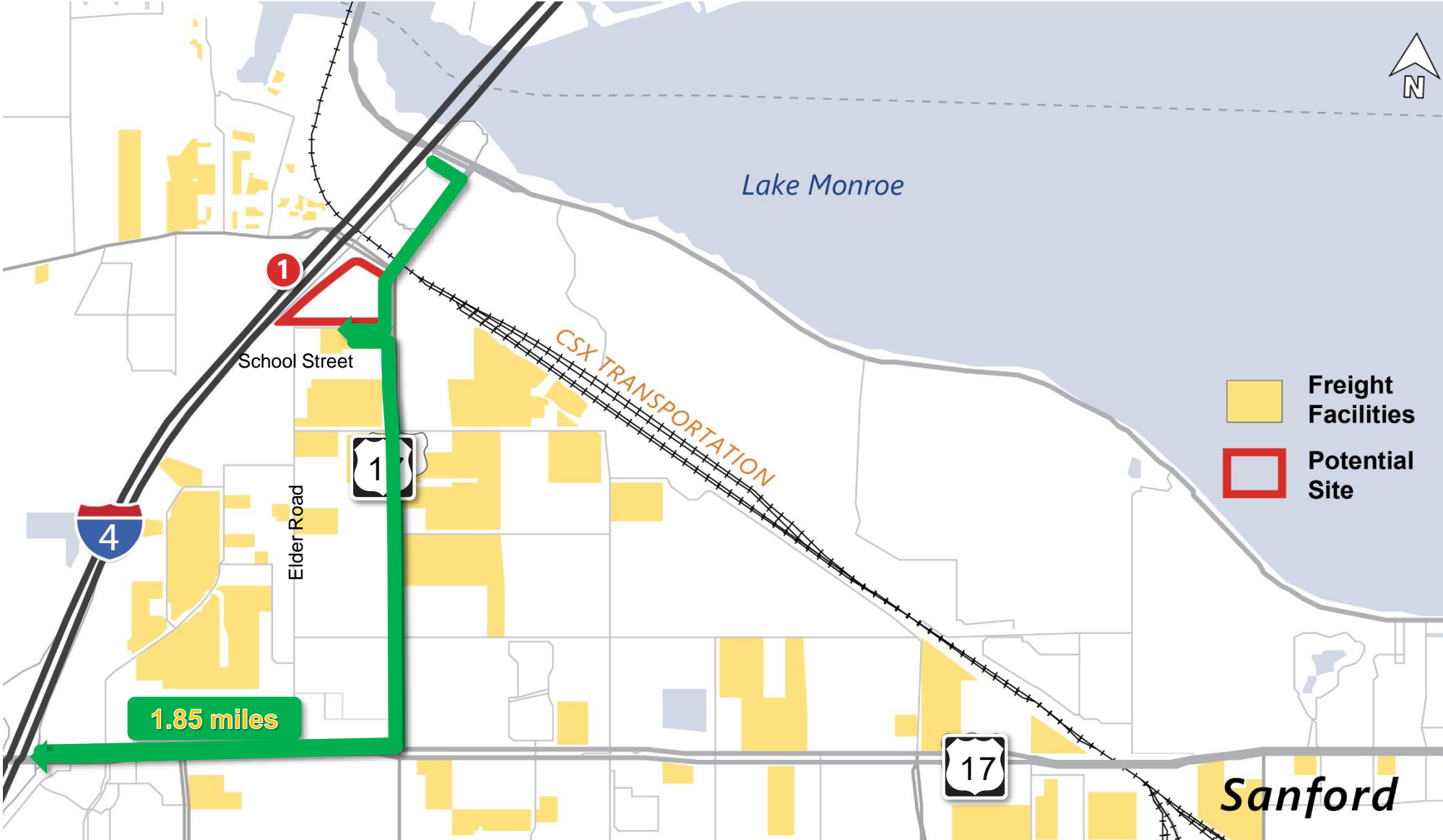
# Seminole County Site 1B – I-4 at US 17/92

## Connection to I-4:

- 0.45 miles to enter site from US 17/92
- 1.85 miles to leave the site at SR 46

**Site Access:** One controlled access to School Road. Exit will be signed to send trucks east to US 17/92

**Peak Hour Trips:** 70



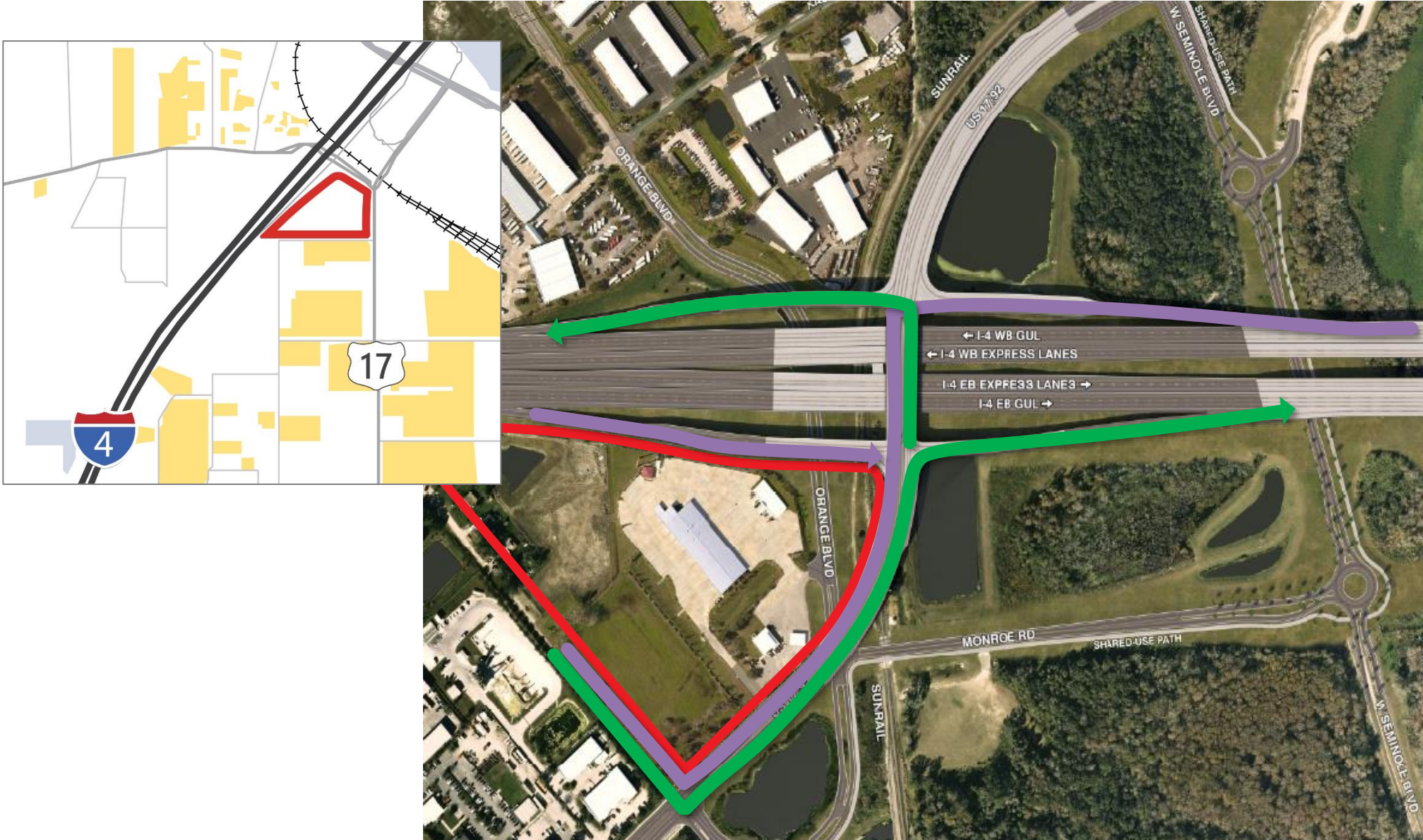
# Seminole County Site 1B – I-4 at US 17/92

## Connection to I-4

(After I-4 BTU):

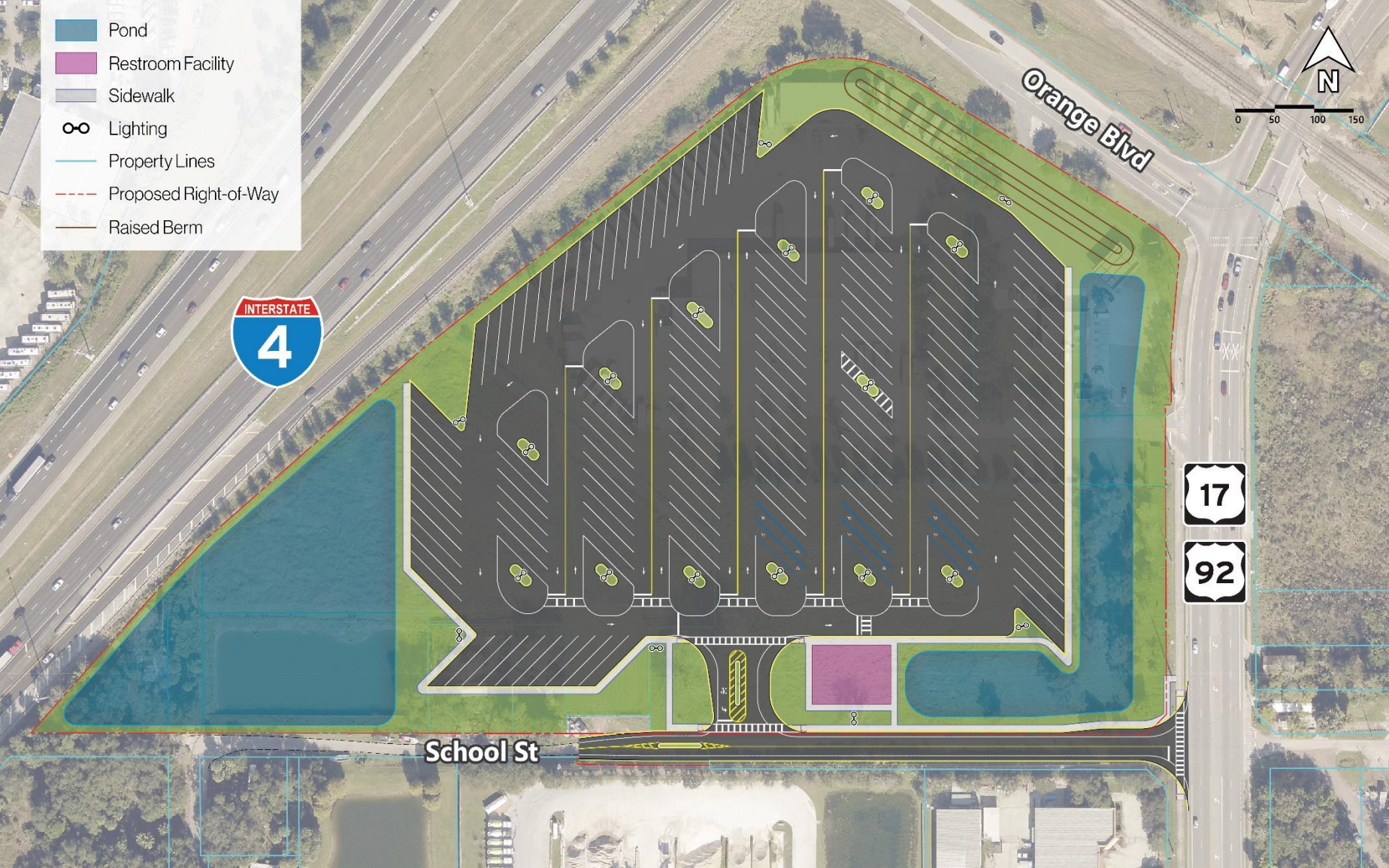
- 0.25 miles to access site to/ from US 17/92

**Site Access:** One Controlled Access on School Road  
- School Street will be signalized



# Seminole County Site 1B – I-4 at US 17/92

- No floodplain involvement
- Further evaluation to:
- Refine concept and provide more engineering detail
  - Minimize wetland and wildlife species and habitat involvement
  - Avoid and minimize environmental effects and reduce costs

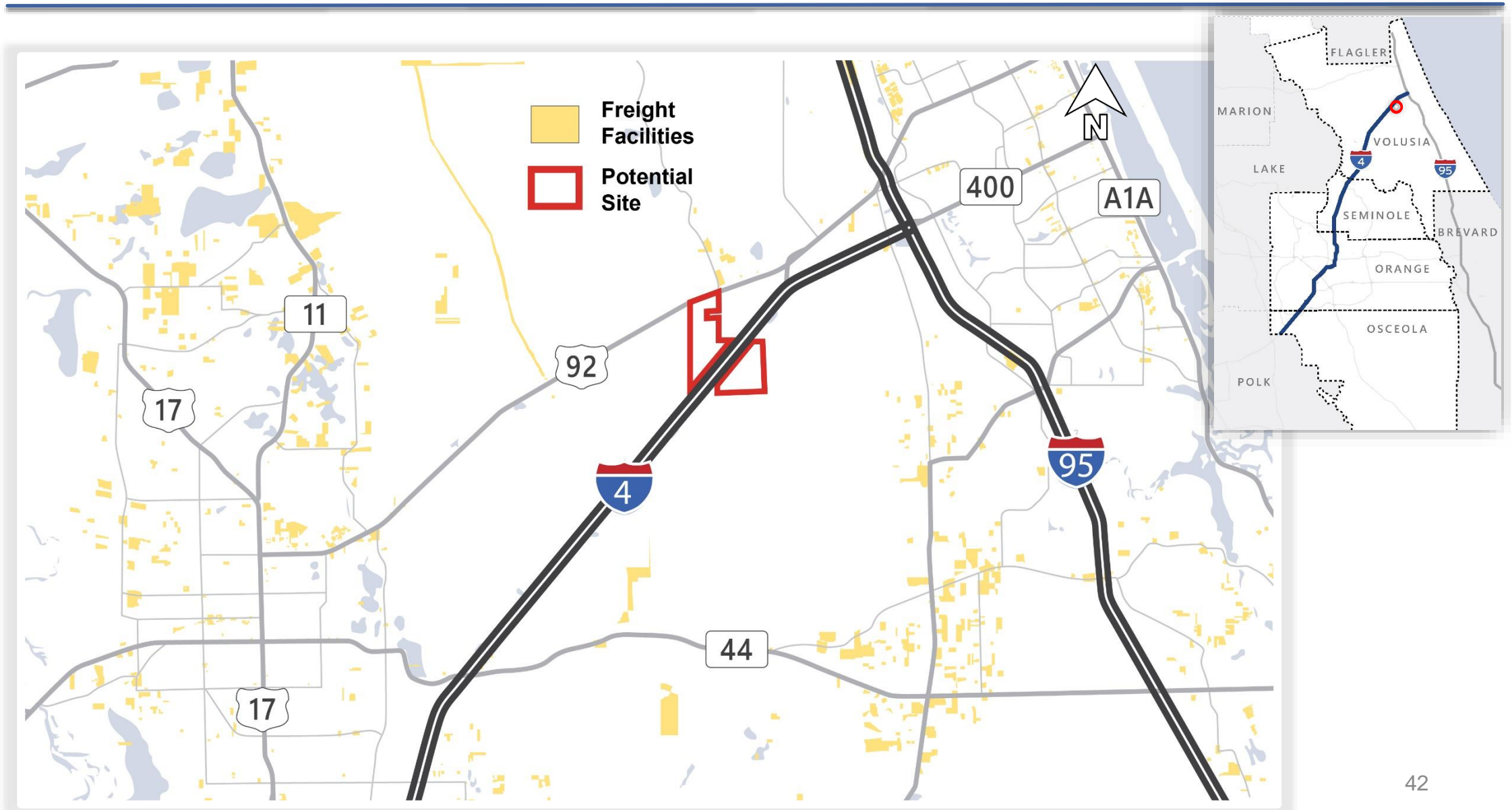






# Volusia County

# Volusia County – 1 Potential Site



# Volusia County

## Alternative Analysis

### Key Evaluation Factors

- Proximity to I-4 and acreage
- Land is currently publicly owned
  - City of Daytona Beach – Northside
  - City of Port Orange - Southside
- Potential for larger parking facility
- Direct Access on/off I-4 limits truck traffic on the local roadway network

## Volusia County Alternatives Evaluation Matrix

NO BUILD

SITE 1



### Evaluation Criteria

Purpose & Need		NO BUILD	SITE 1
Accommodates Truck Parking Needs		No	Yes
Number of Truck Parking Spaces		0	528
Potential Community Impacts			
Parcels Impacted		0	3
Residential Parcels Impacted (occupied/vacant)		0 / 0	0 / 0
Relocations		0	0
Right-of-Way Required (acres)		0.0	190.4
Potential Environmental Impacts			
Wetlands (acres)		0.0	122.5
Floodplains (acres)		0.0	156.5
Threatened & Endangered Species		None	High
Contamination Sites		None	Low
Historic/Archaeological Impacts		None	Low
Noise Sensitive Areas within 500 feet		0	0
Estimated Project Cost			
Total Estimated Project Costs*		\$0	\$110M

\*Cost includes Design, Right of Way, and Construction

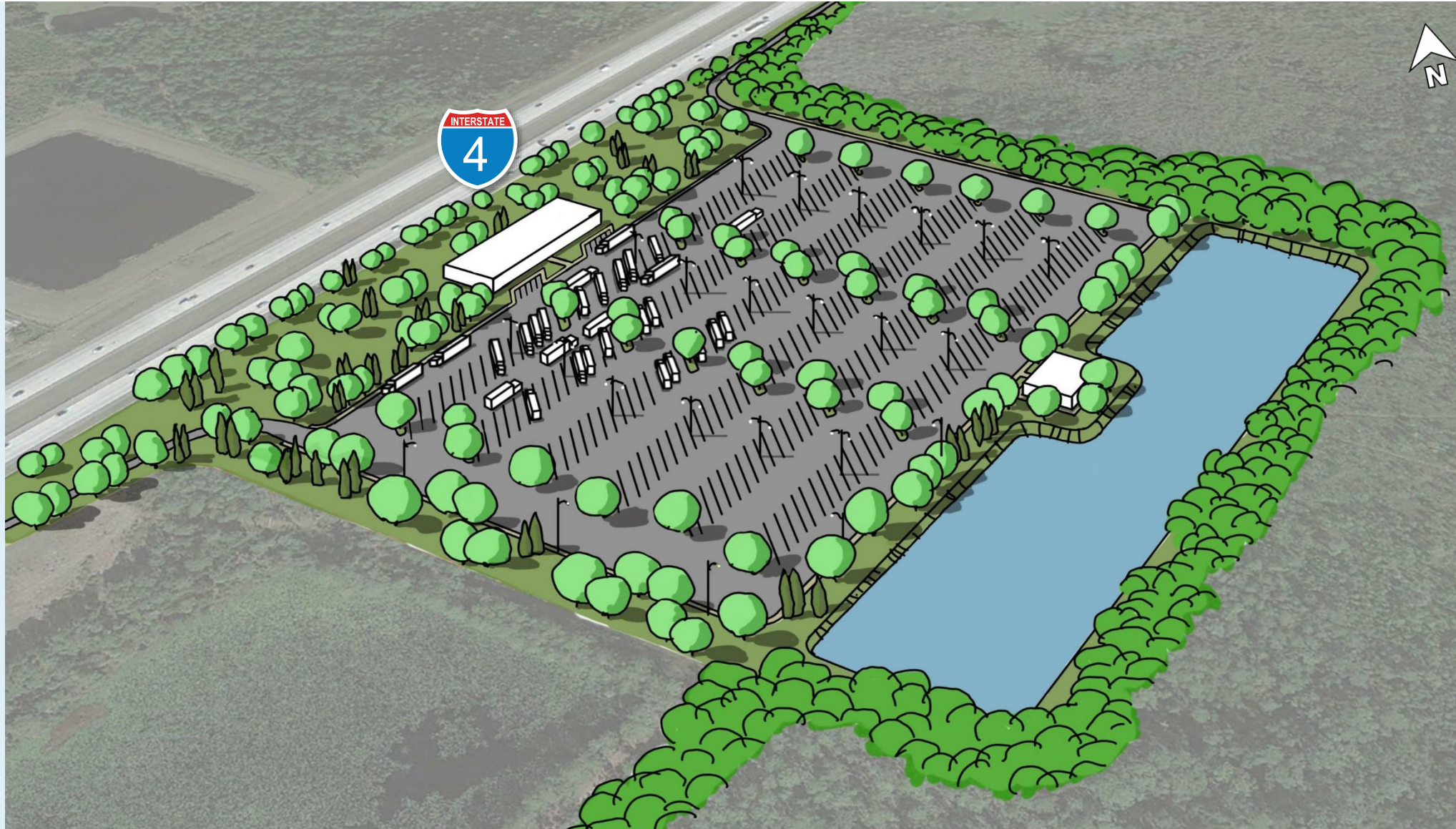
# Volusia County Site #1 – I-4 Eastbound

**Site Size:** 73.3 Acres

**Approx. Truck  
Parking Spaces:**  
275

## Why This Site?

This site provides an opportunity to develop a larger truck parking facility, with a direct ramp on and off to I-4. The site is located at the previous Volusia County Rest area and will include several features to minimize impacts to the adjacent wildlife crossing.



# Volusia County Site #1 – I-4 Westbound

**Site Size:** 116.8 Acres

**Approx. Truck  
Parking Spaces:** 253

## Why This Site?

This site provides an opportunity to develop a larger truck parking facility, with a direct ramp on and off to I-4. The site is located at the previous Volusia County rest area and will include several features to minimize impacts to the adjacent wildlife crossing.



# Volusia County Site #1 – Access to EB and WB Sites

**Connection to I-4:**

Direct access on both eastbound and westbound I-4.

**Peak Hour Traffic:**

168 (eastbound)  
156 (westbound)

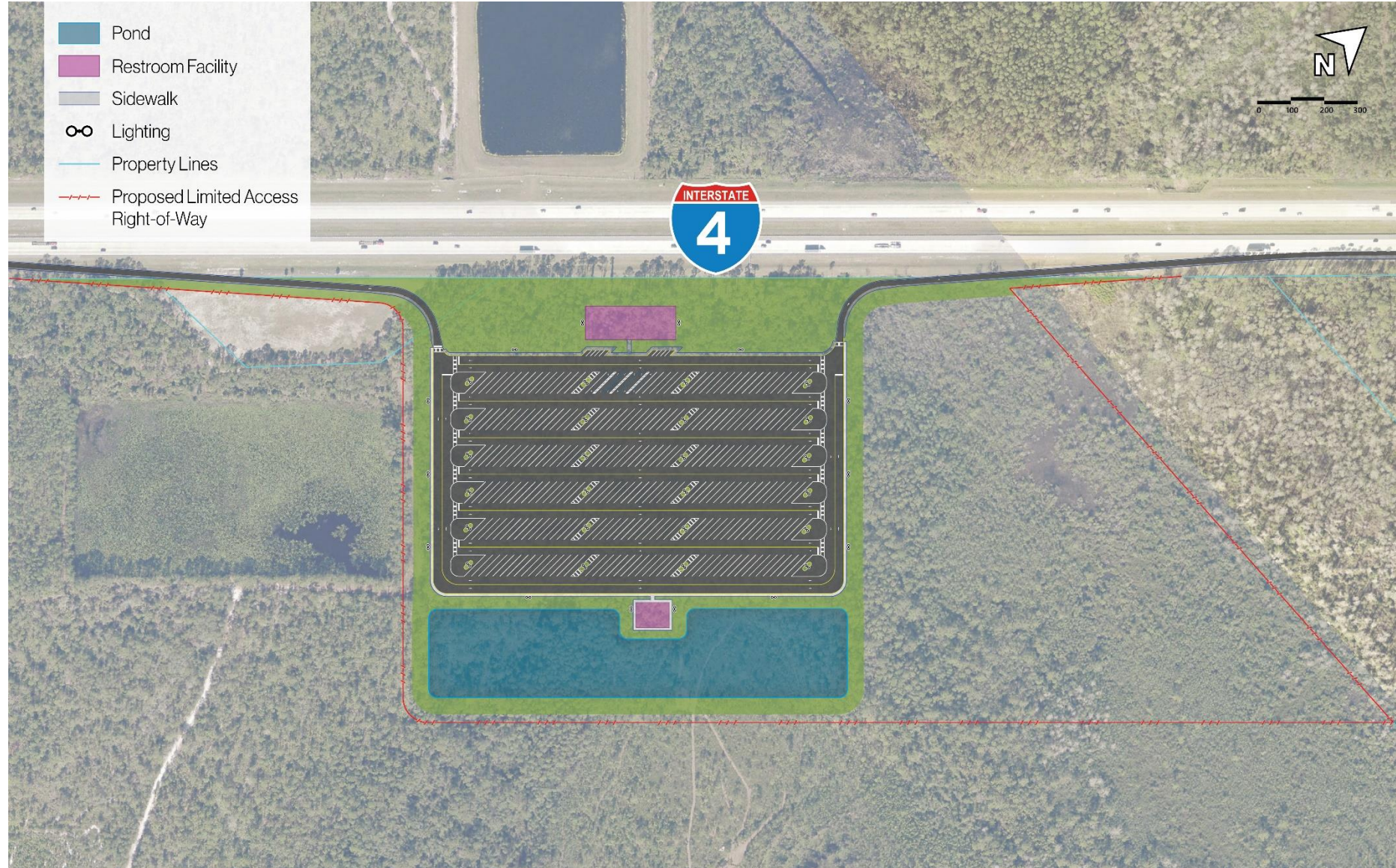


# Volusia County Site #1 – I-4 Eastbound

- No relocations

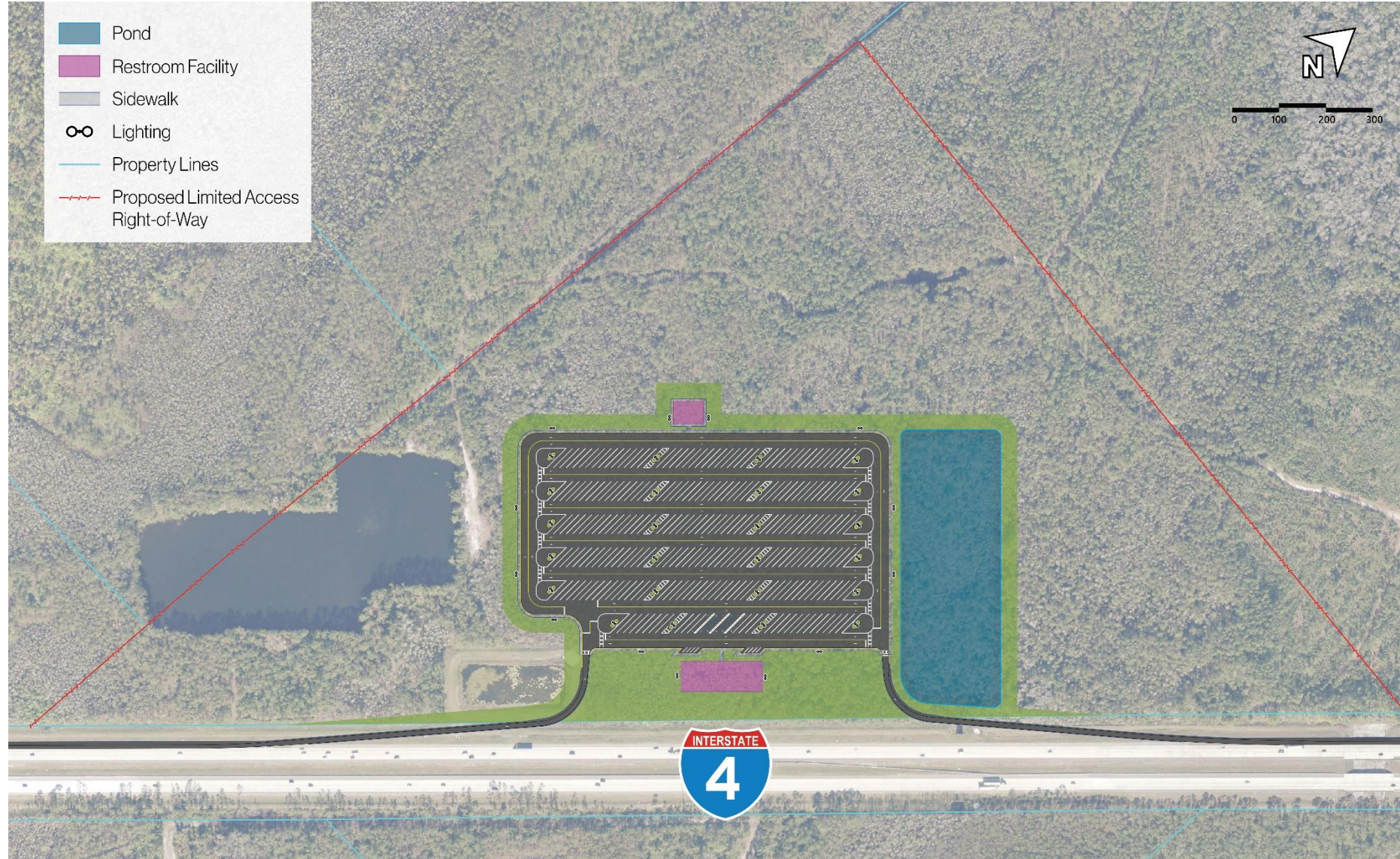
Further evaluation to:

- Refine concept and provide more engineering detail
- Minimize wetland, floodplain and wildlife species and habitat involvement
- Avoid and minimize environmental effects and reduce costs



# Volusia County Site #1 – I-4 Westbound

- No relocations
- Further evaluation to:
- Refine concept and provide more engineering detail
  - Minimize wetland, floodplain and wildlife species and habitat involvement
  - Avoid and minimize environmental effects and reduce costs







# Site Features

# Eco-Friendly and Safety Features



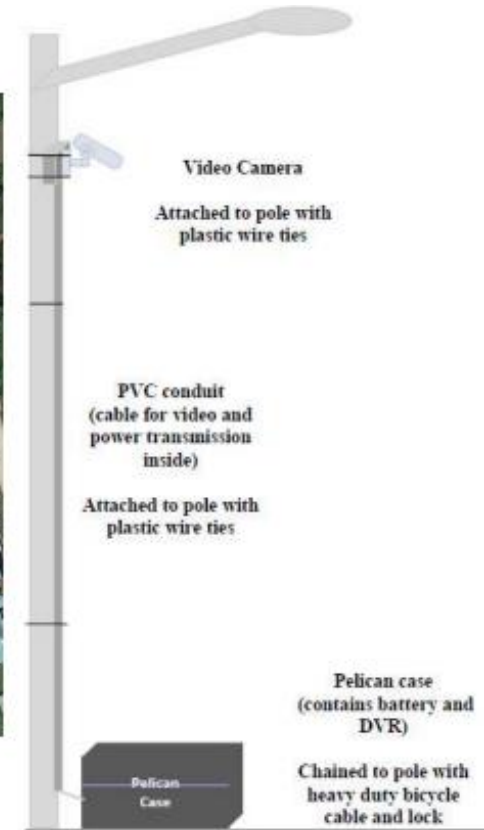
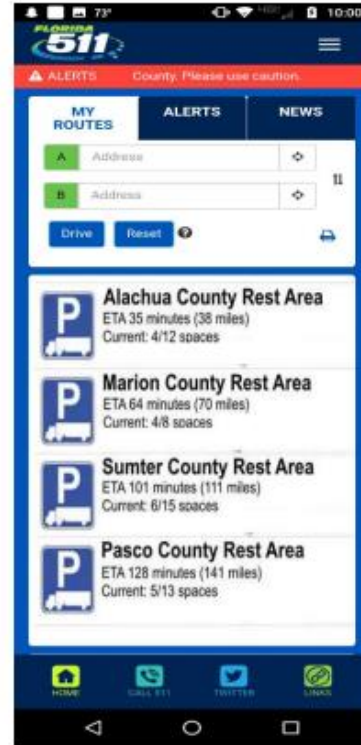
Sustainable truck parking facilities reduce emissions by leveraging electrification and solar technologies.

Safe truck parking facilities provide surveillance cameras and lighting.

# Technology Features



FL511 Mobile App Truck Parking Facilities List View



Truck Parking Availability Sensors can detect and communicate available parking spots to truck drivers via apps or signage

Communicating available parking saves time, reduces emissions, and improves safety

# Summary of Recommended Sites

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**1,194**

TOTAL 2040 TRUCK PARKING SPACES

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**883**

2040 TRUCK PARKING DEMAND

The purpose and need of the study was achieved by recommending viable candidate truck parking sites across the District 5 I-4 Corridor

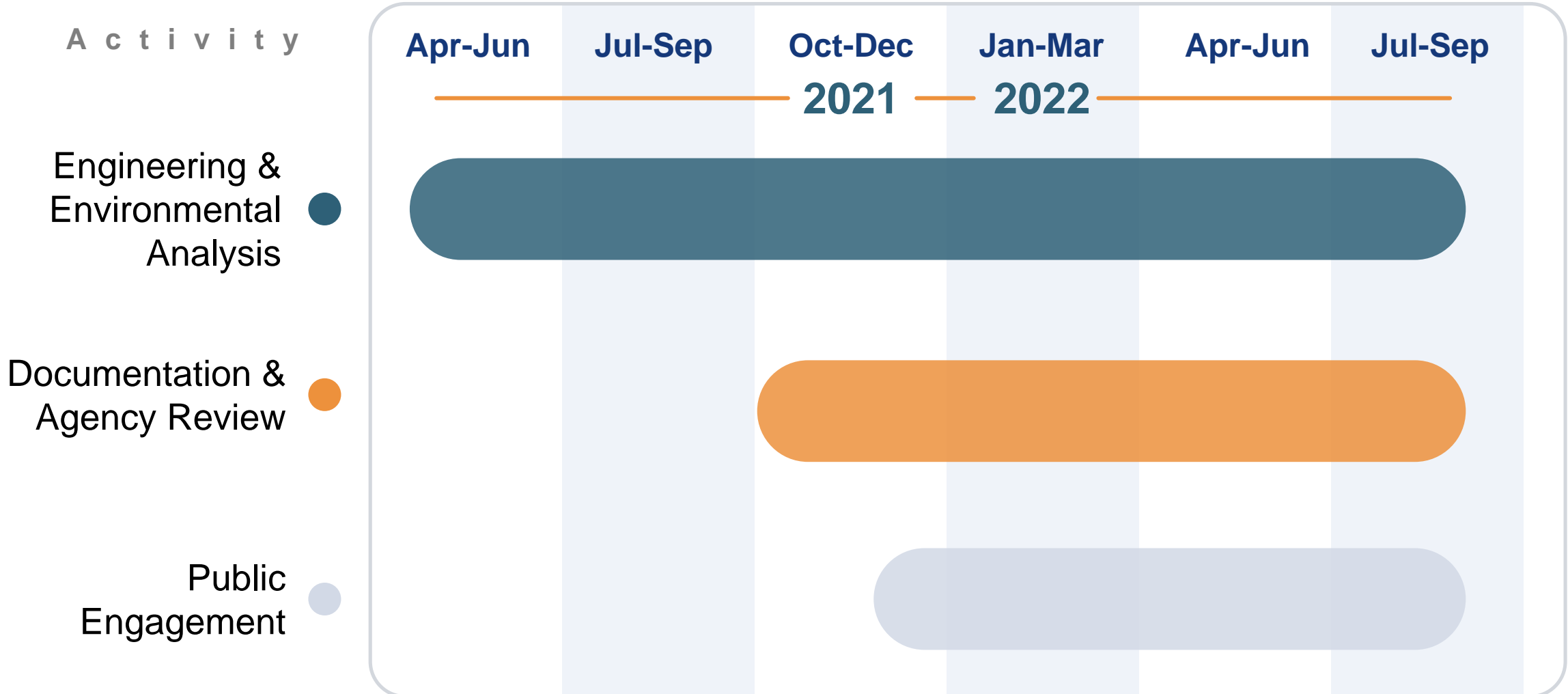


## Next Steps



# Project Schedule

## S c h e d u l e



# Public Information Meetings

The graphic is a calendar-style layout with four columns representing different counties. Each column has a header for the month and year, an icon representing a hybrid meeting format, the word 'HYBRID' in all caps, and the county name. The columns are: 1) May 2022, Seminole County (dark blue); 2) June 2022, Orange County (light blue); 3) June 2022, Osceola County (orange); 4) June 2022, Volusia County (light blue). Each column has two binder rings at the top and a tab at the bottom.

Month	Year	Meeting Format	County
May	2022	Hybrid	Seminole County
June	2022	Hybrid	Orange County
June	2022	Hybrid	Osceola County
June	2022	Hybrid	Volusia County

# Funding





# For More Information

More information is available online:

1. Go to the project website at [www.cflroads.com](http://www.cflroads.com)
2. Enter the project number “447724-1” in the search box at the top right
3. Then click “go”.

The screenshot shows the FDOT District Five Projects Website. At the top right, there is a search bar with a "Go" button, which is circled in red. Below the search bar, the text "Welcome to FDOT's District Five Projects Website" is displayed. The main content area features a large image of a paved road with a yellow arrow pointing right and a black arrow pointing up. Below the image is a blue banner with the text "Grab Your Running Shoes: Learn about upcoming trail plans and projects" and "Looking for the nearest trail to explore? Check here for SUN Trail funded construction projects – both completed and on the horizon! [More...](#)". To the right of the main content is a map of the District Five Service Area, highlighting counties: Marion, Sumner, Lake, Seminole, Orange, Volusia, Flagler, Osceola, and Brevard. Below the main content is a "Project Finder" section with the text "You can find FDOT projects quickly by selecting a road, city or county below, or by clicking a county on the service area map." and a row of icons for various roads and projects. To the right of the Project Finder is a "Links" section with a list of links: SunRail, reThinkYourCommute.com, D5 Work Program Public Hearings, and Public Meeting Notices.

# Share Your Comments and Questions

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In-person

Virtually

Mail

By phone



# Ways to Submit Comments & Questions

- In-person
  - Submit Comment Form
- Virtually
  - GoTo Webinar: Type the comment in the Questions box
  - Online at <https://www.cflroads.com/project/447724-1>
  - Contact the FDOT Project Manager directly

## Project Manager Contact Information

Mark Trebitz, P.E.  
719 S. Woodland Blvd.,  
DeLand, FL 32720  
[Mark.Trebitz@dot.state.fl.us](mailto:Mark.Trebitz@dot.state.fl.us)  
386-943-5157

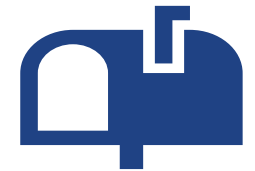
# Thank you for participating.

Please submit comments and questions within 10 days

[Mark.Trebitz@dot.state.fl.us](mailto:Mark.Trebitz@dot.state.fl.us)



719 S. Woodland Blvd., DeLand, FL 32720



386-943-5157



[cflroads.com/project/447724-1](http://cflroads.com/project/447724-1)

# Thank you for participating

**THE SAFE SYSTEM APPROACH**

Safe Road Users

Safe Vehicles

Safe Roads

Safe Speeds

Post-Crash Care

DEATH/SERIOUS INJURY IS UNACCEPTABLE

REDUNDANCY IS CRUCIAL

HUMANS MAKE MISTAKES

HUMANS ARE VULNERABLE

RESPONSIBILITY IS SHARED

SAFETY IS PROACTIVE

**SAFETY IS EVERYONE'S RESPONSIBILITY**

**THE SAFE SYSTEM APPROACH**

Zero is our goal. A Safe System is how we will get there.

# We are experiencing technical difficulties

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**Our team is actively  
working to fix the issue and  
hope to have this resolved  
soon.**

Thank you for your patience.

