

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: OSCEOLA COUNTY SITE

District: FDOT District 5

County: Osceola County

ETDM Number: N/A

Financial Management Number: 446445-5-32-01

Federal-Aid Project Number: N/A

Project Manager: Mark Trebitz

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

A handwritten signature in blue ink that reads "Jenny Marshall". The signature is written in a cursive style and is positioned above a horizontal line.

August 5, 2024

Director Office of Environmental Management
Florida Department of Transportation

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

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

On 06/28/2024 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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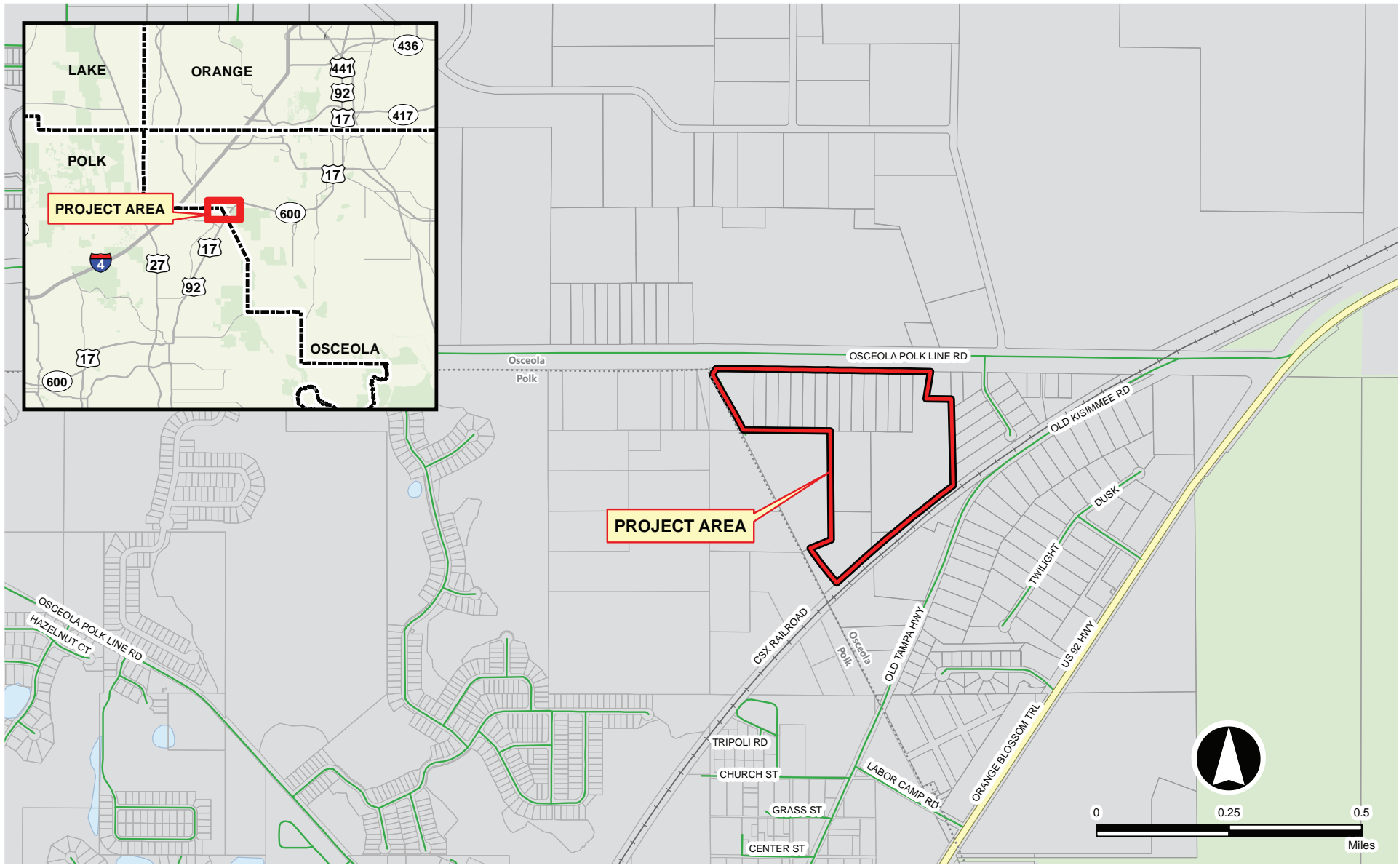
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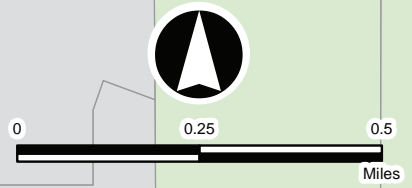
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- LEGEND**
- Site Boundary
 - Parcels
 - Streets
 - Public Lands
 - Railroads
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Figure 1: Project Location Map
Osceola County Site 1
CR 532 and Poinciana Parkway Extension



1. Project Information

1.1 Project Description

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

This Type 2 Categorical Exclusion documents the proposed action for a new truck parking facility in Osceola County (designated Osceola County Site 1), which is programmed for the Design phase under FPID #446445-5. A preliminary concept for Osceola County Site 1 was developed to establish site boundaries and is provided in the attached **Preliminary Conceptual Site Plan**. The Osceola County Site 1 study area included the proposed Right-of-Way (ROW), adjacent land uses, and the access roadways surrounding the site. The preferred site is located adjacent to existing roadways in developed areas and is adjacent to, and east of, the Polk County line. The preliminary site concepts include parking layouts, site access, proposed sidewalks, stormwater management facilities, a restroom building, and landscaping/greenspace areas.

Osceola County Site 1 (shown in **Figure 1: Project Location Map**) is located approximately 3.87 miles east of the I-4 interchange with County Road (CR) 532 (Osceola Polk Line Road) within Osceola County along the south side of CR 532 and east of the planned Poinciana Parkway Extension (PPE). This site will provide access to I-4 as well as other high freight corridors including the PPE, CR 532 and US 17/92. Adjacent and north of the truck parking site, CR 532 is planned to be widened to four lanes as part of a separate project. The Design phase for the CR 532 widening was completed in June 2023 and is programmed for construction in Fiscal Year (FY) 2025 to 2026. The truck parking site is planned to be developed around a proposed pond for the PPE.

Osceola County Site 1 will supply 234 truck parking spaces (four of which will be oversized); a centralized restroom building which will accommodate restroom facilities, vending machines, and an office for security staff. Eight-foot sidewalks will be provided around the preferred site to allow pedestrians to safely walk from their individual truck parking spot to the restroom building and to provide connection from the site to the sidewalks along CR 532, to be installed during the widening project. Proposed landscaping and green spaces adjacent to the restroom building will include picnic areas/shelters. Fencing and landscaping is proposed around the perimeter of the truck parking area. Closed-circuit television (CCTV) monitoring will be provided throughout the site, and a Truck Parking Availability System (TPAS) will be installed to inform truck drivers on I-4 of the availability of parking spaces at the truck parking site. The site will also include other design features such as dumpster storage enclosures, pet walk areas, windshield wash stations and oversize truck parking spaces as feasible, based on further evaluation during the Design phase.

The preferred site (Osceola County Site 1) is anticipated to require approximately 40.1 acres of ROW for site construction, impacting a total of 18 parcels. No residential or commercial relocations are anticipated for the preferred site. Access to the site will be located along CR 532, approximately 0.66 miles west of the intersection with US 17/92. A new signalized entrance on CR 532 is proposed for the site access, which will require a new median opening once the CR 532 widening is constructed. Additionally, a dedicated eastbound right-turn lane and westbound left-turn lane are proposed on Osceola Polk Line Road at this entrance to accommodate access to the truck parking site. There is a gas easement located on the western side of the site that will be maintained.

The preferred Osceola County Site 1 will include two wet detention stormwater ponds, with a combined pond area of 11.38 acres. The CR 532 widening project adjacent to the site includes construction of a new wet detention stormwater pond on the truck parking site. Since this pond will need to be removed to accommodate Osceola County Site 1, stormwater compensation has been provided for the lost pond volume.

1.2 Purpose and Need

The purpose of this project is to provide 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 Osceola 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, 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, the Federal Highway Administration (FHWA) noted that truck parking concerns are nationwide but most critical along key freight corridors and in metropolitan areas. Additionally, nationwide survey results showed that shortages exist at all times of day, week, and year, but mostly overnight and weekdays.

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

Parking Demand

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

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

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

Project Status

The Design and ROW phase for the project is programmed in FDOT's Five Year Work Program (2024-2029, Tentative). The Construction phase is funded through a federal INFRA grant for FY 2027. The FDOT Five Year Work Program is being updated to reflect the programmed Construction phase. During the Design phase, coordination with Osceola County will continue for the zoning amendment of the proposed truck parking site for public use.

1.3 Planning Consistency

Funding for Osceola County Site 1 is included in the adopted FDOT Five Year Work Program (2024-2029) for the Design phase (\$3.3 million in FY 2025) and ROW phase (\$7 million in FY 2024, \$1.75 million in FY 2028, and \$1.75 million in FY 2029). The Work Program is being updated to reflect the programmed Construction phase which is funded through a federal INFRA grant for FY 2027.

The current Metroplan Orlando Transportation Improvement Program 2025-2029 (TIP) includes funding for the Design phase (\$3.33 million in FY 2025) and ROW phase (\$7 million in FY 2025, \$1.75 million in FY 2028, and \$1.75 million in FY 2029). As of July 2024, the Design phase (\$3.3 million in FY 2025), ROW phase (\$7 million in FY 25 and \$3.5 million

beyond FY 2027), and Construction phase (\$7 million in 2025 and \$14 million beyond FY 2027) is included in the current Statewide Transportation Improvement Program (STIP). The Planning Consistency Package is included in the attachments.

Currently Adopted LRTP-CFP	COMMENTS
Yes	<p>The MetroPlan Orlando Metropolitan Transportation Plan (MTP) 2045 identifies expansion of truck parking and staging areas as a strategy for improving freight mobility. The Cost Feasible Plan (CFP), developed as part of the MTP, identifies funding for truck parking facilities along the I-4 corridor within Osceola, Orange, and Seminole counties.</p> <p>Priority Project No. EC 238 - Truck Parking Facility in the I-4 Corridor (applies to Osceola, Orange, and Seminole counties) includes funding in the Existing TIP for the Design and Construction phases. Priority Project No. 107 - New and Improved Truck Parking Rest Areas in Orange and Osceola Counties (Central Florida Corridor) includes funding in the Existing TIP for the Design, ROW, Construction, and Construction Engineering & Inspection phases.</p>

	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	3.3	2025	
STIP	Y	3.3	2025	
R/W				
TIP	Y	7.0	2025	
		1.8	2028	
		1.8	2029	
STIP	Y	7.0	2025	
		3.5	>2027	
Construction				
TIP	N			
STIP	Y	7.0	2025	
		14.0	>2027	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input 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 (E.O. 12898), 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 involved a total of five intersecting block groups. Block groups provide the most granular data available for the surrounding population. However, the block groups represent a larger area than the proposed site and 1/2 mile study area buffer.

Osceola County Site 1 is located entirely within Osceola County and is directly adjacent to the Osceola-Polk County line. The 1/2 mile study area buffer extends into Polk County; therefore, the socioeconomic data for the five block groups intersecting the proposed site is compared to the socioeconomic data for both Osceola County and Polk County.

Table 1 shows the demographics of the block groups within the 1/2 mile study area buffer compared with those in Osceola County and Polk County. As shown in the table, the Osceola County Site 1 study area buffer percentages are somewhat different than the surrounding county area. The percentage of minority populations in the Osceola County Site 1 study area is lower for Black (8.9%) and Asian (1.0%) populations, when compared to Osceola County's and Polk County's percentages. The percentage of minority populations in the Osceola County Site 1 study area who identify as Other races (21.0%) is higher than the Polk County percentage but lower than the Osceola County percentage.

Table 1: Demographic Comparison

		Osceola County	Polk County	Osceola County Site 1 Study Area
Population		380,331	713,148	1,067
Race	White	57.7%	68.5%	69.1%
	Black	10.9%	15.0%	8.9%
	Asian	2.7%	1.7%	1.0%
	Other	28.7%	14.8%	21.0%
	Total	100.0%	100.0%	100.0%
Ethnicity	Hispanic or Latino	55.5%	24.9%	55.6%
	Not Hispanic or Latino	44.5%	75.1%	44.4%
	Total	100.0%	100.0%	100.0%
Age	Median	36.3	40.1	36
	65 and over	13.0%	19.9%	14.0%
	Under 18	24.5%	22.3%	23.9%
Language	Speaks English Not at All	3.2%	1.3%	2.3%
	Speaks English Less than Very Well	20.6%	8.6%	20.8%
Population 20 To 64 Years with a disability		11.6%	12.4%	14.1%
Housing Units		150,567	311,599	469
	Owner-Occupied	48.3%	56.2%	44.8%
	Renter-Occupied	24.9%	25.1%	17.1%
	Vacant	26.8%	18.7%	38.1%
Poverty Level		13.5%	14.6%	12.1%

The median age within the Osceola County Site 1 study area is 36, which is almost equivalent to the Osceola County median age of 36.3 and lower than the Polk County median age of 40.1. Within the Osceola County Site 1 study area, 14.0% of the population are age 65 and over, which falls between the percentages for Osceola County and Polk County (13.0% and 19.9%, respectively). The percentage of the population in the Osceola County Site 1 study area under age 18 is 23.9%, which also falls between the percentages for Osceola County and Polk County (24.5% and 22.3%, respectively).

According to the Census data, 23 residents (2.3%) in the Osceola County Site 1 study area stated they "Speak English Not At All" - this is more than the percentage of population in Polk County (1.3%) but less than the percentage of population in Osceola County (3.2%). The block groups that intersect the Osceola County Site 1 study area buffer include a total of 208 (20.8%) residents that stated they speak English "Less than Very Well" and were considered Limited English Proficient (LEP) persons, which is more than the equivalent percentages for Osceola County (20.6%) and Polk County (8.6%). The LEP populations 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 LEP population as shown in the Osceola County Site 1 study area is much larger than the smaller number of LEP individuals likely to be affected by the project and included on the public mailing list (minimum 300 feet from the proposed site). As such, translation services for public meetings were made available upon request and FDOT continues to provide written translations upon request.

The proportion of the population aged 20 to 64 years with a disability is 14.1% within the Osceola County Site 1 study area, which is slightly higher than the proportion for Osceola County and Polk County (11.6% and 12.4%, respectively).

There are 469 housing units within the five census block groups comprising the Osceola County Site 1 study area. Of these, approximately 210 (44.8%) are owner occupied, 80 (17.1%) are renter occupied and 179 (38.1%) are vacant units. The proportion of the population within the Osceola County Site 1 study area block group below the poverty level is 12.1%, which is lower than the Osceola County and Polk County percentage of population below the poverty level (13.5% and 14.6%, respectively).

The analysis considered the effect of the project on community facilities and neighborhoods within the site and surrounding half-mile area. There is one religious facility within the 1/2 mile study area buffer, Antioch Missionary Baptist Church, located at 215 Church Street, Loughman, FL 33858. There are two residential communities within 1/2 mile of the proposed site, Sandy Ridge and Palms R.V. Resort (mobile home community), both located west of the site with access on CR 532. These residential communities will be separated from the proposed site by the PPE once constructed. A low-density residential area is located east of, and adjacent to, the proposed truck parking site south of CR 532. No other community facilities or neighborhoods are present within the 1/2 mile study area.

Anticipated Impacts

During the alternative development process, social impacts were avoided and minimized to the extent feasible. Direct impacts were minimized by selecting a site primarily composed of a cluster of vacant parcels in an area with surrounding major utilities, including the Florida Gas Transmission plant and the Duke Energy Intercession City Power Plant, both located north of CR 532 and the proposed site, and the CSX Railroad, located south of the site. The ROW impacts involve full acquisition of 18 vacant parcels. One of the parcels is zoned residential but is abandoned (vacant) with a structure in a deteriorated state. There are no residential or business relocations anticipated as part of the Preferred Alternative. During project development for Osceola County Site 1 and subsequent to the public meetings, a potential residential development designated County Line Towns (151 units) is now proposed on three of the parcels common to the truck parking site. A preliminary subdivision plan was approved by Osceola County in February 2023. However, as of July 2024, no site plans have been submitted for Osceola County approval and there is no permit for future construction. FDOT coordinated with Osceola County, Central Florida Expressway Authority (CFX), and the developer of County Line Towns to review the proposed truck parking improvements. As of July 2024, CFX plans to acquire a portion of one parcel associated with County Line Towns as part of the adjacent CFX pond for the PPE project in 2024.

The proposed Osceola County Site 1, located within the vicinity of CR 532, US 17/92, and the proposed PPE interchange with US 17/92, was selected to provide expedited access to I-4 via CR 532 and the future PPE to serve local and regional existing freight traffic. Truck traffic is expected to slightly increase in the area as a result of the Preferred Alternative. Based on the Project Traffic Analysis Report (PTAR) located in the project file, the truck parking site is anticipated to generate approximately 106 peak hour truck trips (53 vehicles per hour (vph) in and 53 vph out of the site entrance). The study intersections, CR 532 at US 17/92, and CR 532 at PPE Off-Ramp are projected to operate similar (Level of Service (LOS) C) to the No-Build condition with only a slight increase in overall intersection delays.

To minimize potential aesthetic impacts to adjacent properties, the proposed site will include a landscape buffer around the site boundaries and a pond along the east side of the site to provide additional buffer from the residential properties to the east.

A new signalized intersection will be provided for access to the proposed site on CR 532. Existing property access will be maintained for all surrounding properties. Based on the minimal change in traffic, no impacts to travel patterns or

emergency response times are expected as a result of the Preferred Alternative.

The proposed Osceola County Site 1 is not expected to cause impacts to community cohesion as it will not separate residences from existing community facilities such as churches, schools, shopping areas, civic or cultural facilities. This project is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or low-income. Based on the above discussion and analysis, the project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23A.

Based on the Comments and Coordination Report, located in the project file, which summarizes public involvement activities and comments received, no controversy is anticipated.

3.2 Economic

The proposed project may enhance economic activity by improving freight mobility, enhancing the transport of goods and services to the community, and increasing safety by reducing the amount of time truck drivers spend searching for a safe place to park. The project will provide additional truck parking capacity to support the economic viability of existing retail, commercial, industrial and utility operations in the Osceola County Site 1 study area, as well as the local area and region as a whole.

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

3.3 Land Use Changes

The existing land uses within the proposed site consist of Residential (13.5 acres/33.6 percent) and Vacant Residential (26.6 acres/66.4 percent) (**Existing Land Use Map**, included in the attachments). There are no existing or future agricultural land uses designated on the site.

The **Future Land Use Map**, included in the attachments, shows future land uses throughout the site consist entirely of Low Density Residential. Future land uses surrounding the Osceola County Site 1 study area are also proposed to be Low Density Residential. Industrial uses associated with the Duke Energy facility are located to the northeast. Commercial and Community Center land uses are also present within the surrounding area. As part of the preliminary subdivision plan approval of County Line Towns, the zoning on three of the parcels was changed to multi-family residential (vacant).

The existing and future land uses in the surrounding area will continue to be supported. The future truck parking site will require a zoning amendment for public use as a truck parking facility; however, this land use change is compatible with industrial land uses to the north, the PPE to the west, and the CSX Railroad to the south. The loss of low density residential for an alternative use within the Osceola County Site 1 study area is not anticipated to have a significant effect as there is an abundance of low-density residential land use parcels in the surrounding area. Given the proposed PPE adjacent to the proposed site, which will introduce high-capacity roadways into the local area, this project is not anticipated to induce secondary development or changes to existing land use patterns. 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 Osceola 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. An eight-foot-wide sidewalk will also be included along the south side of CR 532 to provide enhanced pedestrian mobility between the proposed site and the existing sidewalk along CR 532.

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

3.5 Aesthetic Effects

The parking site is located within an area in proximity to commercial/industrial development and low density residential. The site does not have any scenic views or vistas, nor are there any aesthetic features of note within sight of the site. Based on agency coordination with and commitments to Osceola County, landscaping will be installed around the site to preserve and/or enhance the natural, environmental, scenic, and aesthetic values of the area.

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

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

3.6 Relocation Potential

As stated previously, the Preferred Alternative will involve approximately 40.1 acres of ROW and 18 parcels will be impacted. As shown in the **ROW Needs Map** included in the attachments, the proposed improvements will be constructed within vacant and unoccupied parcels; therefore, no relocations will be required.

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

Osceola County Site 1 is located adjacent to, but not within an urbanized area. As shown in the **Prime Farmlands Map**, included in the attachments, the proposed site contains 5.02 acres of soil designated as farmland of unique importance based on Natural Resources Conservation Service (NRCS). Approximately 4.41 acres (10.8%) of the truck parking facility will directly impact this soil. Based on this result, this project is subject to the provisions of the Farmland Protection Policy

Act of 1981. Coordination with NRCS was conducted and completed on June 4, 2024 and a Farmland Conversion Impact Rating Form (attached) was completed for the site. Based on this coordination, NRCS confirmed that 4.1 total acres of prime and unique farmlands will be impacted by the site but only 0.01 acres of this area is existing farmland in the jurisdiction that the project would convert. NRCS determined that approximately 54.1% of the farmlands in Osceola County has the same or higher related value than the impacted area.

The Relative Value of Farmland was calculated as 44.1 out of 100 by NRCS and the Total Site Assessment was calculated as 20 out of 160 for a total score of 64.1 out of 260. Therefore, no additional NRCS coordination is needed and no significant impacts are anticipated. Based on the Osceola County Comprehensive Plan, the site is not designated for existing/future agricultural use and is within the 2040 Urban Infill Area. Impacts were minimized by selecting a truck parking site that minimizes involvement with farmland resources.

4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

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

For the archaeological portion of the survey, the APE was defined as the footprint of the proposed site. The historic resources portion of the survey included the footprint of the proposed site and adjacent parcels within the viewshed. As part of the archaeological survey, 69 shovel tests were excavated within the archaeology APE. A total of 13 shovel tests were not excavated and recorded as "No digs" due to pavement and existing commercial structures. A single shovel test was positive for one lithic flake. As the delineations of the positive shovel test were negative for any other artifacts or features and only one artifact was recovered, the artifact was defined as an isolated find (Archaeological Occurrence 1). As a result of the survey, no archaeological sites were identified within the archaeology APE.

The architectural survey resulted in the identification of two newly identified (8OS03284 and 8PO09958) and four previously recorded historic resources (8OS02773, 8OS03111, 8OS02567 and 8OS02540/8PO07219) within the historic resources survey APE. The resources consist of three masonry vernacular buildings, one frame vernacular structure, and two linear resources. 8OS03284 and 8PO09958 have been determined ineligible for inclusion in the NRHP. 8OS02773 and 8OS03111 were previously determined as ineligible for inclusion in the NRHP, and SHPO concurred with these findings for each of these resources on July 6, 2021. 8OS02567 was also previously determined ineligible for inclusion in the NRHP; however, SHPO determined there was insufficient information to make this determination on April 22, 2022. FDOT has also determined 8OS02567 as ineligible for the NRHP.

Resource 8OS02540/8PO07219, also known as the South Florida Railroad or CSX Railroad, is one linear resource spanning two counties that was previously determined NRHP-eligible on April 19, 2022 (Osceola County) and September 26, 2022 (Polk County). The resource is located outside the footprint of the Osceola County Site 1 study area and no direct physical impacts to the property are anticipated. Although Resource 8OS02540/8PO07219 is considered NRHP-eligible, its significance derives from its role in commerce and the community development of the area under Criterion A. The potential for visual changes to the overall setting, which is comprised of mature vegetation as well as historic and non-historic residential and commercial development, will not impact the key character-defining features of the property nor diminish its integrity. Based on the Preferred Alternative, the proposed project will result in No Adverse Effect to Resource 8OS02540/8PO07219.

Based on the findings of the CRAS outlined above and the nature of the proposed project design it is the opinion of the FDOT that the proposed project will result in No Adverse Effect for any NRHP-eligible historic resources or archaeological sites within the project APE. Maps of the cultural resources within the Osceola County Site 1 study area APE are included in the attachments. SHPO concurrence on the CRAS report was received on May 23, 2024, the concurrence letter is

included in the attachments. The CRAS is located in the project file.

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

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

Through a review of the project area, one linear resource was identified: the CSX Railroad.

The Official With Jurisdiction (OWJ) for the CSX Railroad is SHPO. The finding of the CRAS is that, based on the current proposed project design, the proposed project will result in No Adverse Effect for the CSX Railroad. Therefore, 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), a Section 4(f) No Use finding was determined for the CSX Railroad.

The northern edge of the railway ROW abuts the proposed ROW for the preferred truck parking site for a distance of approximately 1,260 feet. However, the resource is fully outside of the Osceola Site 1 ROW. In the area of the CSX Railroad, project activities would consist of the construction of truck parking; however, no direct physical impacts to the resource are anticipated, as all construction would take place outside of existing rail ROW. Based on the concept plans, the CSX ROW will be separated from all built out areas of the preferred site by a minimum buffer of 80 feet which will be landscaped in accordance with the project commitments. The proposed pond sites on the eastern and southern sides of the preferred site will provide an additional buffer between the CSX ROW and the truck parking facilities of the preferred site.

Within the CSX ROW, there is approximately 40 feet of existing vegetation between the railway line and the ROW line. None of this vegetation will be removed during construction of the truck parking site as it lies outside of the proposed ROW for the preferred site. As a result, the potential for visual changes to the overall setting will not impact the resource nor diminish its integrity.

The FDOT Office of Environmental Management (OEM) made a No Use determination for the Section 4(f) resource on July 11, 2024. The Section 4(f) No Use documentation is included in the attachments. SHPO concurrence on the No Use finding for the CSX Railroad was received May 23, 2024.

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

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

4.4 Recreational Areas and Protected Lands

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

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

5. Natural Resources

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

5.1 Protected Species and Habitat

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

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

A Natural Resources Evaluation (NRE) report, located in the project file, was prepared to determine the effects of the project on natural features and to assess the need for mitigation. The NRE was sent to the Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Environmental Protection (FDEP), US Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), and United States Fish and Wildlife Service (USFWS) for review and concurrence (as applicable). The concurrence letters are included in the attachments. Concurrence from each regulatory agency (as applicable) was received on the following dates:

FWC: February 26, 2024

USFWS: February 15, 2024

Effect Determinations

Fifty-seven listed species have the potential to occur within the Osceola County Site 1 study area. One of those species (the tri-colored bat) was determined to have a high potential occurrence and two species (the Florida panther and the gopher tortoise) were observed within the Osceola County Site 1 study area. Nine of the listed species have a moderate potential occurrence; the burrowing owl, the little blue heron, the tricolored heron, the southeastern American kestrel, the Florida sandhill crane, the wood stork, the roseate spoonbill, the eastern indigo snake, and the Florida pine snake. Based on the anticipated impacts from the Preferred Alternative, there are five federal and state listed species and one candidate species that were determined to have a "May Affect, Not Likely to Adversely Affect" determination and fifteen species with a "No Adverse Effect Anticipated" determination. The remaining 36 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 Osceola County Site 1 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	Listing Status			Potential Occurrence	Effect Determination
		USFWS	FWC	FDACS		
Birds						
<i>Ammodramus savannarum floridanus</i>	Florida grasshopper sparrow	E	E		No	No Effect
<i>Aphelocoma coerulescens</i>	Florida scrub jay	T	T		No	No Effect
<i>Athene cunicularia floridana</i>	Burrowing owl		T		Moderate	No Adverse Effect Anticipated
<i>Egretta caerulea</i>	Little blue heron		T		Moderate	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron		T		Moderate	No Adverse Effect Anticipated
<i>Falco sparverius Paulus</i>	Southeastern American kestrel		T		Moderate	No Adverse Effect Anticipated
<i>Grus canadensis pratensis</i>	Florida sandhill crane		T		Moderate	No Adverse Effect Anticipated
<i>Haliaeetus leucocephalus</i>	Bald eagle	BGEMA/ MBTA	M		Low	-
<i>Laterallus jamaicensis jamaicensis</i>	Eastern black rail	T	T		No	No Effect
<i>Mycteria americana</i>	Wood stork	T	T		Moderate	May Affect, Not Likely to Adversely Affect
<i>Picoides borealis</i>	Red-cockaded Woodpecker	E			No	No Effect
<i>Platalea ajaja</i>	Roseate spoonbill		T		Moderate	No Adverse Effect Anticipated
<i>Polyborus plancus audubonii</i>	Audubon's crested caracara	T	T		No	No Effect
<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	E	E		No	No Effect
Mammals						
<i>Perimyotis subflavus</i>	Tricolored Bat	C			High	May Affect, Not Likely to Adversely Affect
<i>Puma concolor coryi</i>	Florida Panther	E	E		Observed	May Affect, Not Likely to Adversely Affect
<i>Ursus americanus floridanus</i>	Florida black bear		M		Low	-

Reptiles						
<i>Drymarchon corais couperi</i>	Eastern indigo snake	T	T		Moderate	May Affect, Not Likely to Adversely Affect
<i>Eumeces egregious lividus</i>	Blue-tailed mole skink	T	T		Low	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
<i>Neoseps reynoldsi</i>	Sand skink	T	T		Low	May Affect, Not Likely to Adversely Affect
Plants						
<i>Andropogon arctatus</i>	Pinewoods bluestem			T	Low	No Adverse Effect Anticipated
<i>Bonamia grandiflora</i>	Florida bonamia	T		E	Low	No Effect
<i>Calamintha ashei</i>	Ashe's savory			T	Low	No Effect Anticipated
<i>Calopogon multiflorus</i>	Many-flowered grass-pink			T	Low	No Adverse 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>Chionanthus pygmaeus</i>	Pygmy Fringe-tree	E		E	Low	No Effect
<i>Cladonia perforata</i>	Perforate reindeer lichen	E		E	Low	No Effect
<i>Clitoria fragrans</i>	Pigeon wings	T		E	Low	No Effect
<i>Coleataenia abscissa</i>	Cutthroatgrass			E	Low	No Effect Anticipated
<i>Conradia brevifolia</i>	Short-leaved rosemary	E		E	Low	No Effect
<i>Crotalaria avonensis</i>	Avon Park rabbit-bells	E		E	Low	No Effect
<i>Dicerandra christmanii</i>	Garrett's scrub balm	E		E	Low	No Effect
<i>Dicerandra frutescens</i>	Scrub mint	E		E	Low	No Effect
<i>Eriogonum longifolium gnaphalifolium</i>	Scrub buckwheat	T		E	Low	No Effect
<i>Hartwrightia floridana</i>	Hartwrightia			T	Low	No Adverse Effect Anticipated

<i>Hypericum cumulicola</i>	Highlands scrub hypericum	E		E	Low	No Effect
<i>Illicium parviflorum</i>	Star anise			E	Low	No Adverse Effect Anticipated
<i>Lechea cernua</i>	Nodding pinweed			T	Low	No Effect Anticipated
<i>Lechea divaricate</i>	Pine pinweed			E	Low	No Effect Anticipated
<i>Liatris ohlingerae</i>	Florida blazing star	E		E	Low	No Effect
<i>Lupinus aridorum</i>	Scrub lupine	E		E	Low	No Effect
<i>Matelea floridana</i>	Florida spiny-pod			E	Low	No Effect Anticipated
<i>Nemastylis floridana</i>	Celestial lily			E	Low	No Adverse Effect Anticipated
<i>Nolina atopocarpa</i>	Florida beargrass			T	Low	No Adverse Effect Anticipated
<i>Nolina brittoniana</i>	Britton's beargrass	E		E	Low	No Effect
<i>Paronychia chartacea</i>	Papery Whitlow-wort	T		E	Low	No Effect
<i>Polygala lewtonii</i>	Lewton's polygala	E		E	Low	No Effect
<i>Polygonella myriophylla</i>	Sandlace	E		E	Low	No Effect
<i>Prunus geniculata</i>	Scrub plum	E		E	Low	No Effect
<i>Pteroglossaspis ecristata</i>	Giant orchid			T	Low	No Effect Anticipated
<i>Salix floridana</i>	Florida willow			E	Low	No Adverse Effect Anticipated
<i>Schizachyrium niveum</i>	Scrub bluestem			E	Low	No Effect Anticipated
<i>Werea amplexifolia</i>	Clasping warea	E		E	Low	No Effect
<i>Werea carteri</i>	Carter's warea	E		E	Low	No Effect

Notes:

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

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

Critical Habitat

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

There are no Strategic Habitat Conservation Areas (SHCA) located within the Osceola County Site 1 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. Multiple gopher tortoise burrows were observed during meandering pedestrian surveys in the Osceola County Site 1 study area. To address any potential effects to the eastern indigo snake, all potentially occupied gopher tortoise burrows within the limits of construction will be excavated and the Standard Protection Measures for the Indigo Snake will be implemented during construction activities. According to the Eastern Indigo Snake Effect Determination Key, the proposed project will result in the following sequential determination: A>B>C>D>E = **"may affect, but is not likely to adversely affect"** the eastern indigo snake.

Florida Panther

The Florida panther is listed by the USFWS as endangered due to habitat loss and degradation. The Osceola County Site 1 study area is not within the USFWS Florida panther Consultation Area (CA); however, according to USFWS Information Planning and Consultation (IPaC) and Environmental Conservation Online System (ECOS), the project site is within the panther's range. Two ecologists observed an adult panther with a juvenile during a site visit on March 21, 2023. The panthers were observed traveling south in a clearing within the pine flatwoods. The project site is within the northern range of the Florida panther; however, the site does not contain the large tracks of contiguous lands required to support them. No tracks, scat, signs of denning, or other evidence were observed during multiple onsite surveys. FWC telemetry data shows no recent movement near the project site. Based on the current site conditions and surrounding land use, it is unlikely that the project site is occupied by resident panthers and more likely a transient occurrence. Due to the proposed project site being located outside of the Florida panther CA and Panther Focus Area, the lack of occurrence data and habitat utilization outside of the Reedy Creek corridor, the lack of onsite habitat and connectivity to contiguous habitats which support panthers, the lack of evidence of panthers occupying the site, and the remaining availability and evidenced use of the Reedy Creek corridor which provides habitat for fulfilling all life history requirements of the panther, the project "may effect, but is not likely to adversely affect" the Florida panther. Additionally, FDOT coordinated with the USFWS regarding the observation. Based on this coordination and correspondence received on June 27, 2023, from the USFWS (Attachments), a **"may effect, but is not likely to adversely affect"** was determined.

Sand and Blue-tailed Mole Skink

The entire project is located within the USFWS sand skink and bluetail mole skink (skinks) CA. Both skinks are listed as threatened due to habitat loss, degradation, and fragmentation. No critical habitat has been designated for the sand skink.

Portions of the site contain suitable sand skink habitat based on the location, soil types, and elevation criteria defined in the Peninsular Florida Species Conservation and Consultation Guideline for Sand and Blue-tailed Mole Skink. The site contains Immokalee and Placid soils above 82 feet mean sea level, with plant communities that are known to support skinks.

Ecologists conducted a habitat investigation on March 13, 2023, to determine the potential for the presence of sand skinks within the limits of the proposed Osceola County Site 1 study area. This assessment consisted of a pedestrian survey to determine existing habitat types, identify suitable skink habitat, confirm the presence of sandy soils, and survey open sandy areas to identify tracks within and adjacent to the proposed Osceola County Site 1 study area. Based on this assessment, it was confirmed that suitable habitat for sand skinks occurs within the Osceola County Site 1 study area.

Skink coverboard surveys were conducted in accordance with the current USFWS survey protocol. The survey methodology was submitted and approved by the USFWS on March 17, 2023, prior to the commencement of the survey. Coverboard installation occurred on March 21 and 22, 2023. Coverboards were left in place for seven days prior to

monitoring in order to acclimate to the natural environment. Monitoring began on March 29, 2023. Ecologists checked coverboards weekly for sinusoidal skink tracks for four consecutive weeks, until April 19, 2023. No skink tracks or evidence of skink activity was observed during the coverboard and pedestrian surveys.

Due to the lack of evidence of skink activity during the coverboard survey, the project "**may effect, but is not likely to adversely affect**" sand skinks and blue-tailed mole skinks.

Tricolored Bat

The tricolored bat is a proposed species for federal listing. Suitable roosting and foraging habitat was observed throughout the proposed project area. FDOT will continue consultation with the USFWS regarding the tricolored bat listing status and potential impacts to this species during the design and permitting phase. If the listing decision of the tricolored bat is threatened or endangered and the proposed 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.

Wood Stork

The wood stork is listed by the USFWS as threatened due to the reduction in food base attributed to the loss of suitable foraging habitat (SFH). The proposed project site is within the Core Foraging Area (CFA) of two wood stork colonies. No wood storks were observed during the field review. SFH is limited to the wet prairie located near the northern project boundary. The proposed project will impact approximately 1.7 acres of SFH. According to the South Florida Programmatic Concurrence Key for the Wood Stork, the proposed project will result in the following sequential determination: A>B>C>E= "**may affect, but is not likely to adversely affect**" the wood stork. Based on the current design, the project will impact over five acres of wetlands and therefore, a foraging prey base analysis is required. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.

Southeastern American Kestrel

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

No kestrels were observed during the field review. Suitable nesting and foraging habits were observed; however, no nesting cavities were observed. Activities within the 492 feet (150 meter) buffer of an active nest are considered to cause take.

Surveys for the southeastern American kestrel will be conducted during the nesting season (May through August) in the Design phase. If determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Therefore, **no adverse effect** is anticipated for the southeastern American kestrel.

Florida Burrowing Owl

The FWC listed the Florida burrowing owl as threatened. Burrowing owls inhabit upland areas that are sparsely vegetated. Natural habitats include dry prairie and sandhill, but they will make use of ruderal areas such as pastures, airports, parks, and road rights-of-way because much of their native habitat has been altered or converted to other uses.

Suitable habitat was observed within the project site. No burrowing owls were observed during the field survey. Burrowing owls typically dig their own burrows but are known to utilize gopher tortoise burrows and armadillo burrows. Gopher tortoise burrows and mammal burrows were observed within the site.

Surveys for the Florida burrowing owl will be conducted in accordance with 68A-27.003(a), 68A-27.001(4), F.A.C. and the current FWC Florida Burrowing Owl Species Conservation and Permitting Guidelines during the Design phase. Coordination with FWC will take place as necessary to determine appropriate avoidance and minimization measures to apply during construction. Therefore, **no adverse effect** is anticipated for the burrowing owl.

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. No gopher tortoises were observed; however, six gopher tortoise burrows were observed during the field survey. A 100% gopher tortoise survey was not conducted, however, surveys for gopher tortoise burrows, as well as commensal species, will be conducted during the Design phase. Permits to relocate tortoises and commensals as appropriate will be obtained from FWC if tortoises are present within 25 feet of any permanent or temporary construction area. **No adverse effect** is anticipated for the gopher tortoise.

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, there are no nests within 660 feet of the Osceola County Site 1 study area (June 2022). The nearest nest (Nest PO172) is located approximately 1.8 miles from the project. 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 Osceola County Site 1 study area is within the common range of the South Central Bear Management Unit (BMU). According to the most current FWC telemetry data, one recent bear call occurred (May 2022) approximately two miles west of the project site. Based on the lack of suitable habitat, including connectivity to suitable habitat, and lack of occurrences near the project site, the proposed project will have **no impact** on the Florida black bear. No further coordination with FWC will be required.

5.2 Wetlands and Other Surface Waters

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

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

The wetlands and other surface waters identified within the Osceola County Site 1 study area include those defined under Section 404 of the Clean Water Act of 1972 (CWA) and Chapter 62-340, F.A.C., Delineation of the Landward Extent of

Wetlands and Surface Waters; Corps of Engineers Wetland Delineation Manual, 1987; Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, 2010; and The Florida Wetlands Delineation Manual, 1995.

The Osceola County Site 1 study area includes three wetlands and no surface waters within or adjacent to the project limits of the proposed project. In accordance with federal and state regulations, avoidance and minimization of wetland impacts were considered in developing the proposed project. The avoidance and minimization of adverse impacts were considered during site selection; during preliminary site evaluations, any site that was found to be inundated or covered by majority wetlands was removed from consideration. Practicable measures to minimize harm were incorporated in the Preferred Alternative, including one centralized restroom building and parking area refinements to reduce wetland impacts. Avoidance and minimization of wetland impacts 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 18.80 acres of wetland impacts will occur as a result of the project (17.88 acres of direct impacts and 0.92 acres of indirect/secondary impacts). Secondary impacts were assessed at a distance of 50 feet beyond direct wetland impacts. The secondary impacts are adjacent to a proposed pond site and a fence will be installed adjacent to the new wetland edge, reducing the effects of secondary 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 11.159 wetland units. A map of the wetlands within the Osceola County Site 1 study area is included in the attachments. The direct and secondary 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	617 Mixed Wetland Hardwoods	Direct and Secondary	0	0
WL 2	617/621/630 Mixed Wetland Hardwoods /Cypress/Wetland Forested Mixed	Direct	10.84	7.227
		Secondary	0.92	0.061
WL 3	625 Hydric Pine Flatwoods	Direct	5.26	2.981
WL 3	643 Wet Prairies	Direct	1.78	0.890
Total Wetland Impacts and Functional Loss			18.80	11.159

Cumulative impacts can result from incremental but collectively significant impacts within the basin over time. In order to provide reasonable assurances that the project will not cause unacceptable cumulative impacts, mitigation 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. Three mitigation banks occur within the same drainage basin as the proposed impacts: Southport Ranch, Reedy Creek, and Bullfrog Bay. These mitigation banks have forested

and herbaceous freshwater credits available.

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

There are no floodplains present in the project area.

5.5 Sole Source Aquifer

Biscayne Aquifer

This project is located within the limits of the Biscayne Aquifer. A Sole Source Aquifer (SSA) Checklist and Water Quality Impact Evaluation (WQIE) Checklist are located in the project file. There is no existing stormwater treatment within the project area. Two wet detention ponds are proposed to treat and attenuate stormwater. During the Design phase, sewer connections for the restroom facility will be designed as appropriate. Environmental Protection Agency (EPA) concurrence was received on March 20, 2024, and is included in the attachments. EPA noted no significant impacts are anticipated with implementation of proper Best Management Practices (BMPs). FDOT will adhere to the list of BMPs provided by the EPA related to groundwater protection.

5.6 Water Resources

The Conceptual Drainage Report, WQIE checklist, SSA Checklist, and SSA Coordination Letter, located in the project file, document the water resources and floodplains 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. This report also documents no involvement with regulated floodways.

The project is located within the area regulated by SFWMD. The site slopes from northwest to southeast and consists mainly of undeveloped forest and wetland. The CR 532 widening project includes a proposed wet detention pond within the Osceola County Site 1. This proposed wet detention pond (not yet constructed) will need to be removed to accommodate Osceola County Site 1 and stormwater compensation will be provided for the lost pond volume.

The proposed project site is 40.1 acres and will include two proposed wet detention stormwater ponds. The site is located within an open basin and discharges to an adjacent wetland to the south. It is within Water Body Identification (WBID) 3170C - Reedy Creek Above Lake Russell, which is not impaired for nutrients but is within the Basin Management Action Plan (BMAP) area for Lake Okeechobee; therefore, nutrient loading analysis has been performed. SFWMD requires stormwater management facilities discharging to the Lake Okeechobee BMAP to meet OFW criteria; therefore, an

additional 50% of the required treatment volume has been provided.

Pond 1 is located along the east parcel line and is a 7.95 acre wet detention pond. Pond 2 is located at the southwest corner of the site and is a 3.43 acre wet detention pond. Both ponds are shown in the Preliminary Conceptual Site Plan, included as an attachment. The site will require 14.39 ac-ft of treatment and attenuation volume. Ponds 1 and 2 provide 10.33 ac-ft and 4.06 ac-ft, respectively, totaling 14.39 ac-ft of provided treatment and attenuation volume. Nutrient loading analysis has been performed to demonstrate that the post development condition will not exceed pre-development nutrient loads. It was determined that the wet detention ponds provide sufficient Phosphorus reduction.

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 and the proposed 17.88 acres of direct wetland impacts, the project is anticipated to require an Individual Environmental Resource Permit (ERP). The ERP is considered to be the Water Quality Certification under Section 401 of the Clean Water Act and is required for the 404 Individual Permit.

Implementation of FDOT's Standard Specifications for Road and Bridge Construction and BMPs will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found within the Osceola County Site 1 study area. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. Specific BMPs during construction will follow the standard SRCC and Erosion Control Plans to be developed by the contractor. BMPs will also follow guidelines established in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual.

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

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

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

6.1 Highway Traffic Noise

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

A Noise Study Technical Memorandum (located in the project file) was prepared in accordance with the PD&E manual for Osceola County Site 1, which is a Type I project. Within 1,000 feet of the proposed site there are 19 Noise Abatement Criteria (NAC) B residences scattered along Shady Oak Drive and Old Tampa Highway. There are no NAC C, D, or E special use locations within the vicinity of Osceola County Site 1. A **Noise Receptor Map** showing the noise sensitive areas and noise receiver locations is included as an attachment. The proposed site is east of the planned PPE project, which is programmed for construction in FY 2026 and 2027, and south of the CR 532 four-lane widening project, which is programmed for construction in FY 2025 and 2026. Therefore, both adjacent projects were included as part of the future Build and No-Build condition for this area. The methodology detailed in the National Cooperative Highway Research Program (NCHRP) guidance document for stationary sources (Supplemental Guidance on the Application of FHWA's Traffic Noise Model) was used to model future noise levels for the 19 NAC B residences near Osceola County Site 1. The maximum noise level modeled in TNM among these 19 receptors is predicted to be 65.0 dB(A) in the future build condition, so no receptors are predicted to exceed the 66 dB(A) NAC for residential receptors. In addition, the maximum predicted increase at any of these receptors is 10.7 dB(A), so none of the 19 receptors is predicted to experience a substantial increase (+15dB(A)). Therefore, no noise impacts are anticipated at any of the receptors analyzed for Osceola County Site 1.

6.2 Air Quality

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

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

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

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

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

6.3 Contamination

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

The Contamination Screening Evaluation Report (CSER), located in the project file, identified a total of eight sites as potential contamination sources within the recommended review distances of the Osceola County Site 1 study area, as shown on the **Potential Contamination Sites Map** included in the attachments. Of the eight sites, seven were rated as having a Low potential for contamination risk, and one site (CSX Railroad) was rated as having a Medium potential for contamination risk. No sites were rated as having a High potential for contamination risk.

Onsite observations constituted mainly solid waste debris with no signs of hazardous or petroleum contamination. No odors, pools of liquid, stains or corrosion, stressed vegetation, or other concerns were observed associated with these materials in the portions of the site which were accessible at the time of the site review.

The CSER recommends that dumped materials may require special handling during removal from the site. FDOT will handle the dumped materials within the sites appropriately prior to development of the site. This may include special handling of the materials. In addition, the proposed ROW borders the CSX Railroad ROW. Due to the potential for petroleum and pesticide use along the railroad corridor, FDOT plans to conduct additional groundwater and soil sampling for petroleum and pesticide use along the CSX Rail ROW corridor along the southeastern boundary, particularly near proposed stormwater facilities bordering the railroad corridor.

Level II Contamination Assessment investigations will occur during the Design phase at or adjacent to any sites rated High or Medium Risk where proposed dewatering or subsurface work (e.g., pole foundations, drainage features, soil excavation, etc.) will occur. If dewatering will be necessary during construction, a FDEP Dewatering Permit will be required. A dewatering plan will be necessary to avoid potential contamination plume exacerbation. All permits will be obtained in accordance with Federal, state, and local laws and regulations, and in coordination with the District Contamination Impact Coordinator (DCIC).

No additional testing will be conducted for sites rated Low. Information on each site is summarized in **Table 4**. The Preferred Alternative was developed to avoid or minimize impacts to the one documented medium risk contamination site (the CSX Railroad). The conceptual design of the site avoids direct impacts to the Railroad ROW to avoid and minimize construction impacts.

Table 4: Potential Contamination Sites Summary

Site No.	Site Name	Contamination Risk Rating
1	Residence 3	Low
2	Buried Debris and Barn 2	Low
3	Central Florida Pipeline	Low
4	CSX Rail - A Line from the Hillsborough-Polk County Line to the Clay-Duval County Line	Medium
5	Sabal Trail Pipeline	Low
6	Sabal Trail Transmission Reunion	Low
7	Ace Wrecker	Low
8	Intercession City Combustion Turbine Plant	Low

6.4 Utilities and Railroads

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

Table 5: Utilities Summary

Utility
CenturyLink/Lumen Local
CenturyLink/Lumen National
Comcast Communications
Duke Energy Distribution
Duke Energy Fiber
Duke Energy Transmission
Florida Southeast Connection, LLC
Gulfstream Natural
Kinder Morgan / Central Florida Pipeline
TECO Peoples Gas
Toho Water Authority
Transtate Industrial Pipeline Systems

At the date of contact, relocations of facilities owned by CenturyLink Local were identified to be in easements. If utilities located in easements require relocations, the utility may be entitled to reimbursements for relocation expenses. Additionally, the proposed truck parking site is anticipated to be designed around the 50' natural gas easement owned by Florida Southeast Connection LLC. **Table 6** outlines companies that have been contacted regarding potential easements on the project. Utility coordination will be performed during the Design phase of the project to clearly identify all utility easements and potential reimbursable relocations on the project.

There are no direct impacts to the CSX ROW or the CSX Railroad.

Table 6: Summary of Potential Utility Easements Identified

Company	General Easement Description
CenturyLink/Lumen Local	Service lines to houses just west of Sandy Oak Dr.
Florida Southeast Connection LLC	50' easement on the west side of the truck parking site
Gulfstream Natural Gas/Williams	Private pipeline easement on the north side of CR 532 outside of the ROW

6.5 Construction

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

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

The majority of construction activities will occur on the proposed site, with the exception of median modifications on CR 532. Entrances to local residences and businesses will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed during final Design. No road closures are anticipated as part of the proposed construction for the site. However, the public will be notified, and detours will be provided should road closures or traffic shifts be required during construction.

Construction of the proposed project may cause temporary noise and/or vibration impacts at nearby developed land uses. If changes in land uses occur in the vicinity of the proposed project prior to construction, then additional 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 parking site.

7. Engineering Analysis Support

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

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

Other Permit(s)

FDEP - Dewatering Permits

Status

To be acquired

Permits Comments

- The project will require an Individual ERP under the jurisdiction of the SFWMD.
- A NPDES permit will be obtained by the contractor.

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was developed for the Truck and Freight Alternative Site Analysis PD&E Study and is located in the project file. Additionally, the Comments and Coordination Report, which includes meeting minutes, summaries, and materials from the public meetings conducted as part of this study 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 properties owners/tenants within a minimum of 300 feet of the proposed site (a total of 55 mailouts)
- Notification letters and emails to approximately 150 state and local elected and appointed officials and other agencies
- Display advertisement in the Osceola News-Gazette
- Press release to local media outlets including nine local television networks and nine radio stations
- Announcement on the project website
- Coordination with local communities including presentations to MetroPlan Orlando Board and Committees and Osceola County staff.

The first Public Information Meeting was held on April 12, 2022. Approximately eight members of the public, three FDOT staff members, two Osceola County staff members, one MetroPlan Orlando staff member, and seven members of the consultant study team attended the meeting. One comment was received online at this public meeting.

The second Public Information Meeting was held on June 23, 2022. Approximately four members of the public, two FDOT staff members, and five members of the study team attended the meeting. No in-person or online comments were received during the public meeting or within the 10-day comment period.

Public Comments

Public comments included a comment in support of Osceola County Site 1 and concern for future land use plans in Osceola County.

Agency Coordination Meetings

Agency coordination meetings were held with Osceola County, Florida's Turnpike Enterprise, CFX, and Florida Highway Patrol. During the site selection phase of the PD&E study, Osceola County provided the following input:

- The area near the proposed PPE was proposed as a possible area to look at due the adjacent industrial land uses.
- It was indicated that there is a potential for truck parking sites near the Duke Energy power plant.

The study team also provided reports on the progress of the PD&E study to the agencies, received updates on the progress of the CR 532 widening project from Osceola County, and received updates on the PPE from CFX.

Additional Outreach

Additional outreach included the Truck Driving Championship Survey which was held from 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 survey are summarized in **Table 7** and **Table 8**.

Table 7: 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 8: June 2023 Florida Truck Driving Championship Survey Feedback

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

Public Hearing

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

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

Date of Consultation with OEM: 01/30/2023

10. Commitments Summary

1. The most recent version of the *USFWS Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction.
2. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of the Service-approved wetland mitigation bank or wood stork conservation bank.
3. If the listing decision of the tricolored bat is 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.
4. FDOT will coordinate with CFX and Osceola County during the Design phase. As of March 2024, CFX is in the Design phase for the PPE which is on the west side of the site. Osceola County plans to build a pond on this site as part of the CR 532 (Osceola Polk Line Road) widening. Joint use stormwater management with Osceola County will be coordinated in Design.
5. Based on local agency coordination, FDOT will include proposed pond and landscape buffer on the east side of the site, as shown in the concept plans, to provide a buffer to properties to the east.

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)
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)
Preliminary Engineering Report (PER)
Project Traffic Analysis Report (PTAR)
Value Engineering (VE) Study Report
Public Involvement Plan (PIP)
Comments and Coordination Report

Attachments

Project Information

Preliminary Conceptual Site Plan

Planning Consistency

Project Planning Consistency Documentation

Social and Economic

Existing Land Use Map

Future Land Use Map

Prime Farmlands Map

Farmland Conversion Impact Rating (AD1006)

ROW Needs Map

NRCS Coordination Documentation

Cultural Resources

Cultural Resources Maps

Section 4(f) Resources Form

SHPO Concurrence Letter

Natural Resources

Wetlands Map

Species and Habitat Map

USFWS Species Concurrence Letter

FWC Species Concurrence Letter

EPA Sole Source Aquifer Concurrence Letter

Physical Resources

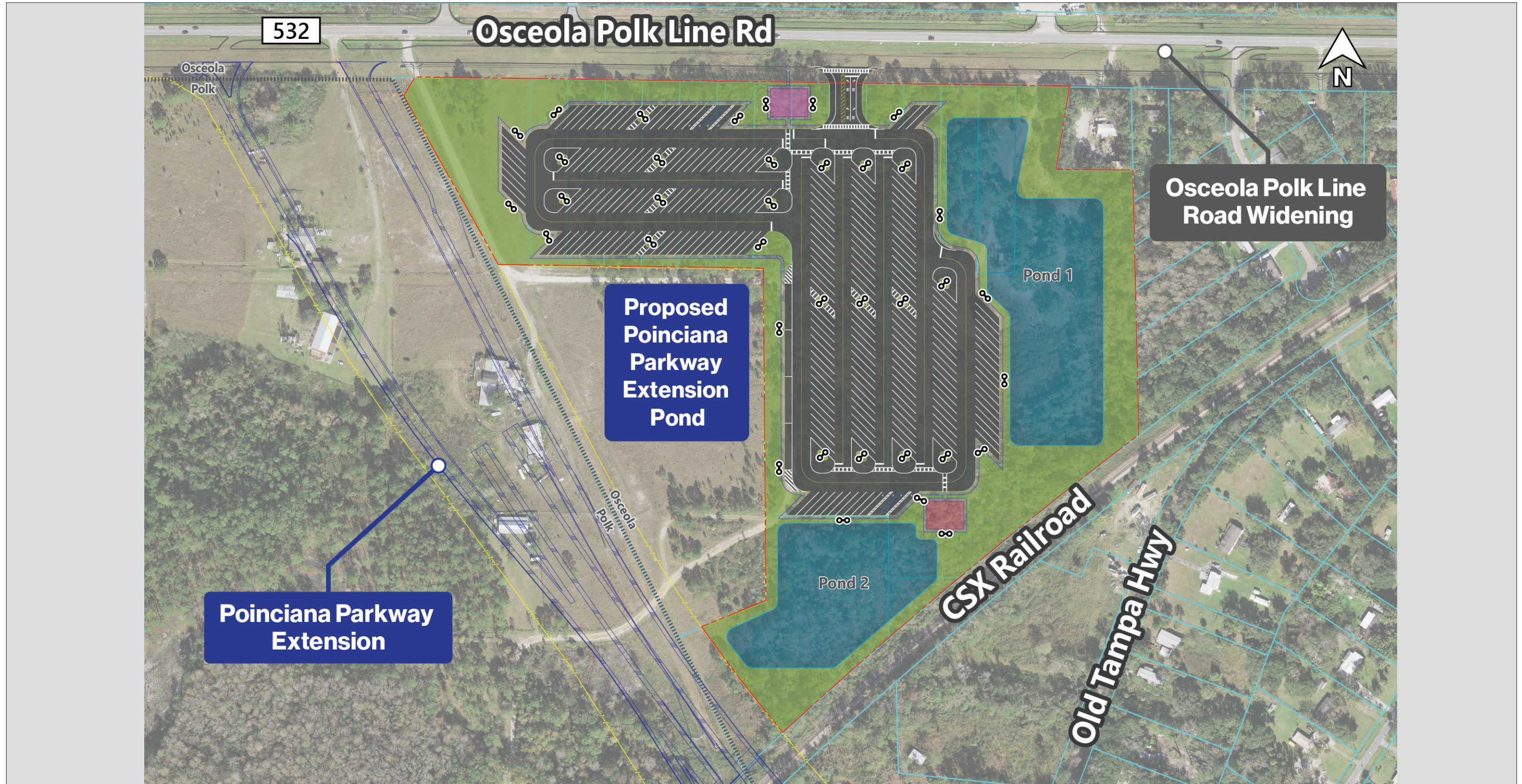
Potential Contamination Site Map

Noise Receptor Map

Project Information Appendix

Contents:

Preliminary Conceptual Site Plan



LEGEND

- Pond
- Restroom Facility
- Sidewalk
- Lighting
- Property Lines
- Proposed Right-of-Way
- Poinciana Parkway Extension Proposed Right-of-Way
- County Boundary



**Preliminary Conceptual Site Plan
Osceola County Site 1
CR 532 and Poinciana Parkway Extension**

Planning Consistency Appendix

Contents:

Project Planning Consistency Documentation

FDOT

FY24-29 Work Program (Adopted) as of 6/14/2024



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Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/7/2024 9:31

Five Year Work Program

Selection Criteria
All in State
2024-2029 G1
Item Number:446445-5

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

Project Summary						
Transportation System: INTRASTATE INTERSTATE	District 05 - Osceola County					
Description: TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: OSCEOLA COUNTY SITE						
Type of Work: PARKING FACILITY	View Scheduled Activities					
Item Number: 446445-5	SIS					
Length: 0.375	View Map of Item					
Project Detail						
Fiscal Year:	2024	2025	2026	2027	2028	2029
Highways/Preliminary Engineering						
Amount:		\$3,313,264				
Highways/Right of Way						
Amount:	\$7,000,000				\$1,750,000	\$1,750,000
Item Total:	\$7,000,000	\$3,313,264			\$1,750,000	\$1,750,000

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

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Consistent, Predictable, Repeatable

MetroPlan Orlando

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

Priority ID#	County	Facility Name & Limits	Project Description	Length (miles)	Project Phase	Total Project Cost (2020 \$'s) <i>Shown in Millions</i>	Existing TIP: 2020-2025		Plan Period I: 2026-2030		Plan Period II: 2031-2035		Plan Period III: 2036-2045		Unfunded Needs	
							Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s	Phase	YOE \$'s
							Project Cost Inflation Factors		1.32		1.55		2.05		2.05	
104	Orange	I-4 From: Osceola Pkwy - To: SR 528 / Beachline Expy	Ultimate Configuration for General Use and Managed Lanes	6.49	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 1.090	PE	\$ 1.09		\$ -		\$ -		\$ -		\$ -
					ROW	\$ 280.07		\$ -	ROW	\$ 184.85	ROW	\$ 217.05		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 154.28		\$ -		\$ -		\$ -	CST	\$ 316.27		\$ -
					CEI	\$ 15.43		\$ -		\$ -	CEI	\$ 31.63		\$ -		
105	Seminole	I-4 From: SR 434 - To: Seminole / Volusia CL	Ultimate Configuration for General Use and Managed Lanes	10.88	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 1.010	PE	\$ 1.01		\$ -		\$ -		\$ -		\$ -
					ROW	\$ 35.27	ROW	\$ 35.27		\$ -		\$ -		\$ -		\$ -
					ENV	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					CST	\$ 258.66		\$ -	CST	\$ 341.43		\$ -		\$ -		\$ -
					CEI	\$ 25.87		\$ -	CEI	\$ 34.14		\$ -		\$ -		
107	Orange / Osceola / Seminole	I-4 From: Polk / Osceola CL - To: Seminole / Volusia CL	New and Improved Truck Parking Rest Areas (Central Florida Corridor)	46.91	PD&E	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
					PE	\$ 0.010	PE	\$ 0.01		\$ -		\$ -		\$ -		\$ -
					ROW	\$ 10.89	ROW	\$ 10.89		\$ -		\$ -		\$ -		\$ -
					ENV			\$ -		\$ -		\$ -		\$ -		\$ -
					CST			\$ -		\$ -		\$ -		\$ -		\$ -
					CEI			\$ -		\$ -		\$ -		\$ -		
108	Volusia	I-4 From: Seminole / Volusia CL - To: SR 472	Ultimate Configuration for General Use and Managed Lanes	9.29	PD&E	\$ 1.50		\$ -	PD&E	\$ 9.90		\$ -		\$ -		\$ -
					PE	\$ 2.250		\$ -	PE	\$ 14.85		\$ -		\$ -		\$ -
					ROW	\$ 10.00	ROW	\$ 10.00	ROW	\$ 66.00		\$ -		\$ -		\$ -
					ENV	\$ 1.00		\$ -	ENV	\$ 6.60		\$ -		\$ -		\$ -
					CST	\$ 15.00		\$ -		\$ -	CST	\$ 69.75	CST	\$ 61.50		\$ -
					CEI	\$ 1.50		\$ -	CEI	\$ 6.98	CEI	\$ 6.15		\$ -		
109	Polk	I-4 From: US 27 - To: Polk / Osceola CL	Ultimate Configuration for General Use and Managed Lanes	2.86	PD&E	\$ 3.40		\$ -	PD&E	\$ 4.48		\$ -		\$ -		\$ -
					PE	\$ 1.010		\$ -	PE	\$ 1.33		\$ -		\$ -		\$ -
					ROW	\$ 35.27		\$ -		\$ -	ROW	\$ 54.67		\$ -		\$ -
					ENV	\$ 2.71		\$ -		\$ -	ENV	\$ 4.21		\$ -		\$ -
					CST	\$ 67.91		\$ -		\$ -		\$ -	CST	\$ 139.23		\$ -
					CEI	\$ 6.79		\$ -		\$ -	CEI	\$ 13.92		\$ -		
2255	Osceola / Polk	SR 60 From: Grape Hammock Rd (Polk Co.) - To: E of Kissimmee River Bridge (Osceola Co.)	Widen from 2 to 4 lanes	1.76	PD&E	\$ 2.09		\$ -	PD&E	\$ 2.76		\$ -		\$ -		\$ -
					PE	\$ 1.010		\$ -	PE	\$ 1.33		\$ -		\$ -		\$ -
					ROW	\$ 35.27		\$ -		\$ -	ROW	\$ 54.67		\$ -		\$ -
					ENV	\$ 1.67		\$ -		\$ -	ENV	\$ 2.59		\$ -		\$ -
					CST	\$ 41.86		\$ -		\$ -		\$ -	CST	\$ 85.81		\$ -
					CEI	\$ 4.19		\$ -		\$ -	CEI	\$ 8.58		\$ -		

Source: 2045 SIS Cost Feasible Plan, SIS 1st Five Year Plan, SIS 2nd Five Year Plan & MetroPlan Orlando Prioritized Project List (2040 PPL)

FDOT

FY25-29 Current Statewide Transportation Improvement Program
as of 7/9/2024



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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	
Current STIP	Detail
Financial Project: 446445 5	Related Items Shown
As Of: 7/9/2024	

HIGHWAYS							
Item Number: 446445 5	Project Description: TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: OSCEOLA COUNTY SITE					*SIS*	
District: 05	County: OSCEOLA	Type of Work: PARKING FACILITY			Project Length: 0.375MI		
	Fiscal Year						
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: ACFP-AC FREIGHT PROG (NFP)			3,303,264				3,303,264
DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000				10,000
Phase: PRELIMINARY ENGINEERING Totals			3,313,264				3,313,264
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP						3,500,000	3,500,000
LFRF-LOCAL FUND REIMBURSABLE-FUTURE			7,000,000				7,000,000
Phase: RIGHT OF WAY Totals			7,000,000			3,500,000	10,500,000
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP						14,040,000	14,040,000

LOCAL ADVANCE REIMBURSE / MANAGED BY FDOT

Fund Code:	ACFP-AC FREIGHT PROG (NFP)			7,000,000				7,000,000
	Item: 446445 5 Totals			17,313,264			17,540,000	34,853,264
	Project Totals			17,313,264			17,540,000	34,853,264
	Grand Total			17,313,264			17,540,000	34,853,264

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 Or call 850-414-4449

Or

Denise Strickland: Denise.Strickland@dot.state.fl.us Or call 850-414-4491

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Florida Department of Transportation

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MetroPlan Orlando
FY25-29 Current Transportation Improvement
Program (Adopted July 10, 2024)

Section 5: State Highway / Roadway Improvement Projects

*Funds are shown in \$1000s

FPN: 437932-2		From: Dakin Ave. at Church St.		MTP Ref.: 4012					
Project Name: Central Ave.		To: W. Donegan Ave.		Managed by: Kissimmee					
Description: Urban Corridor Improvements		Length: 1.61 miles							
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	CARU	PE	\$ -	\$ 122	\$ -	\$ -	\$ -		\$ 122
	SU	PE	\$ 10	\$ 1,003	\$ -	\$ -	\$ -		\$ 1,013
	SU	ROW	\$ -	\$ -	\$ -	\$ 800	\$ -		\$ 800
\$ -			\$ 10	\$ 1,125	\$ -	\$ 800	\$ -	\$ -	\$ 1,935

FPN: 443702-1		From: Blanket Bay Slough		MTP Ref.: EC104					
Project Name: SR 60 EB & WB Passing Lanes		To: Peavine Tr.		Managed by: FDOT					
Description: Traffic Ops Improvement		Length: 4.04 miles		S/S					
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	BNIR	ROW	\$ 8	\$ -	\$ -	\$ -	\$ -		\$ 8
	DIH	ROW	\$ 15	\$ -	\$ -	\$ -	\$ -		\$ 15
	ACFP	CST	\$ 14,945	\$ -	\$ -	\$ -	\$ -		\$ 14,945
\$ 3,497			\$ 32,703	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,201

FPN: 446445-5		From: -		MTP Ref.: EC238					
Project Name: Truck Parking - Central Florida Corridor: Osceola Co. Site		To: -		Managed by: FDOT					
Description: Parking Facility		Length: 0.38 miles		S/S					
Historic Costs Prior to FY 2024/25	Fund	Phase	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Estimated Future Costs After FY 2028/29	Total Cost
	ACFP	PE	\$ 3,303	\$ -	\$ -	\$ -	\$ -		\$ 3,303
	DIH	PE	\$ 10	\$ -	\$ -	\$ -	\$ -		\$ 10
	ACNP	ROW	\$ -	\$ -	\$ -	\$ 1,750	\$ 1,750		\$ 3,500
\$ 7,000			\$ 10,313	\$ -	\$ -	\$ 1,750	\$ 1,750	\$ 14,445	\$ 35,258

Social and Economic Appendix

Contents:

Existing Land Use Map

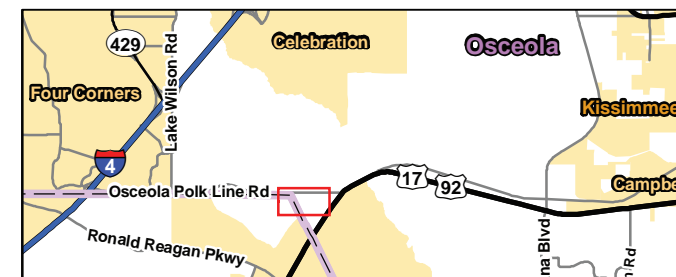
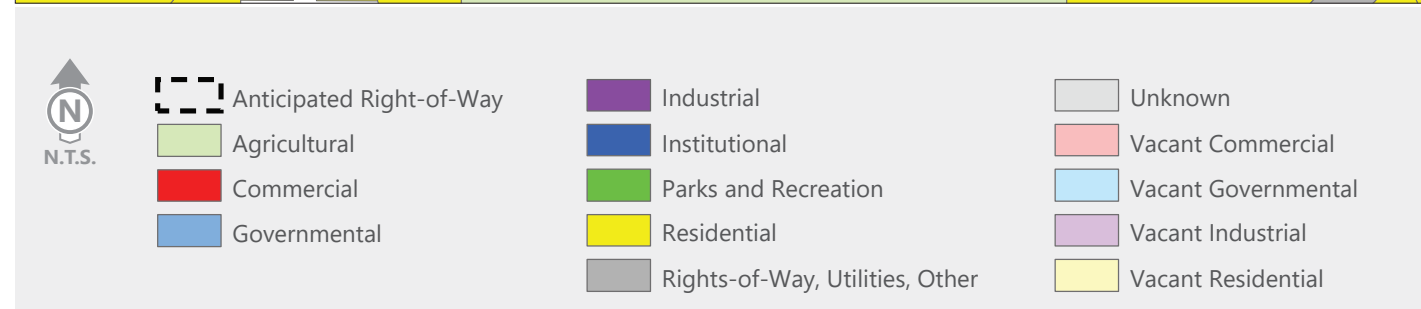
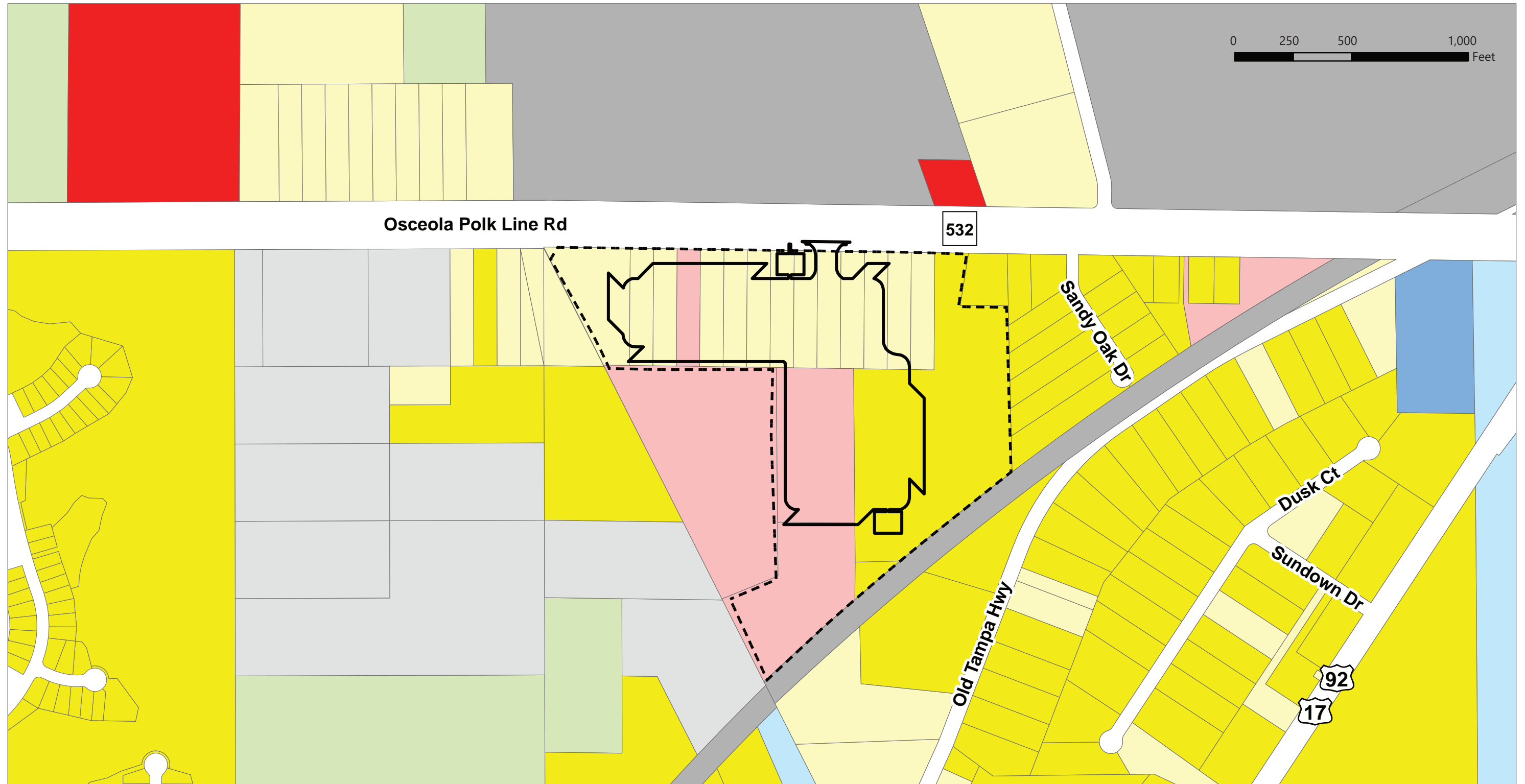
Future Land Use Map

Prime Farmlands Map

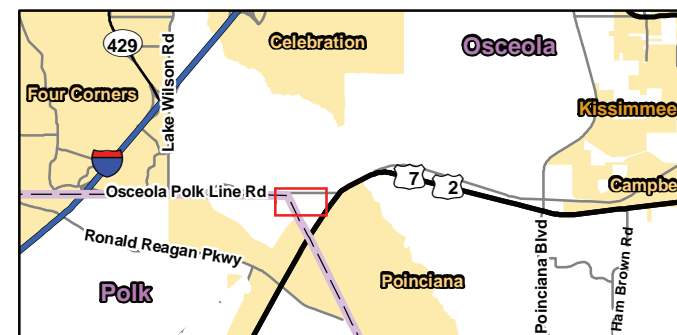
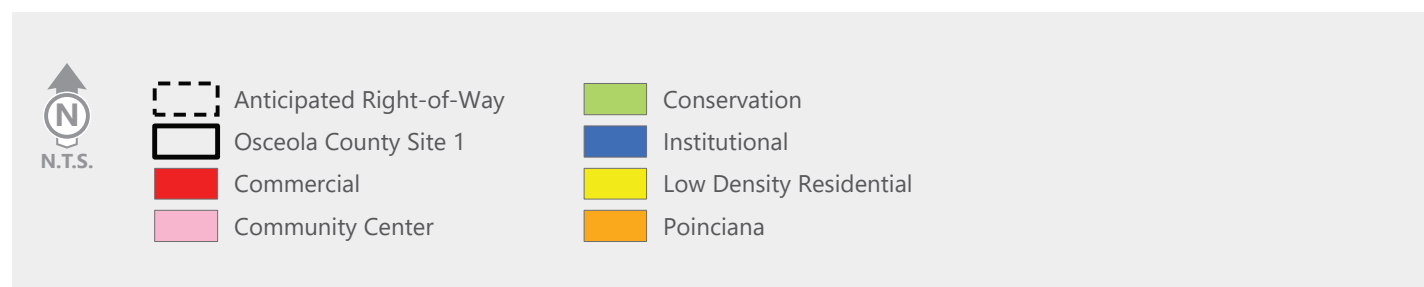
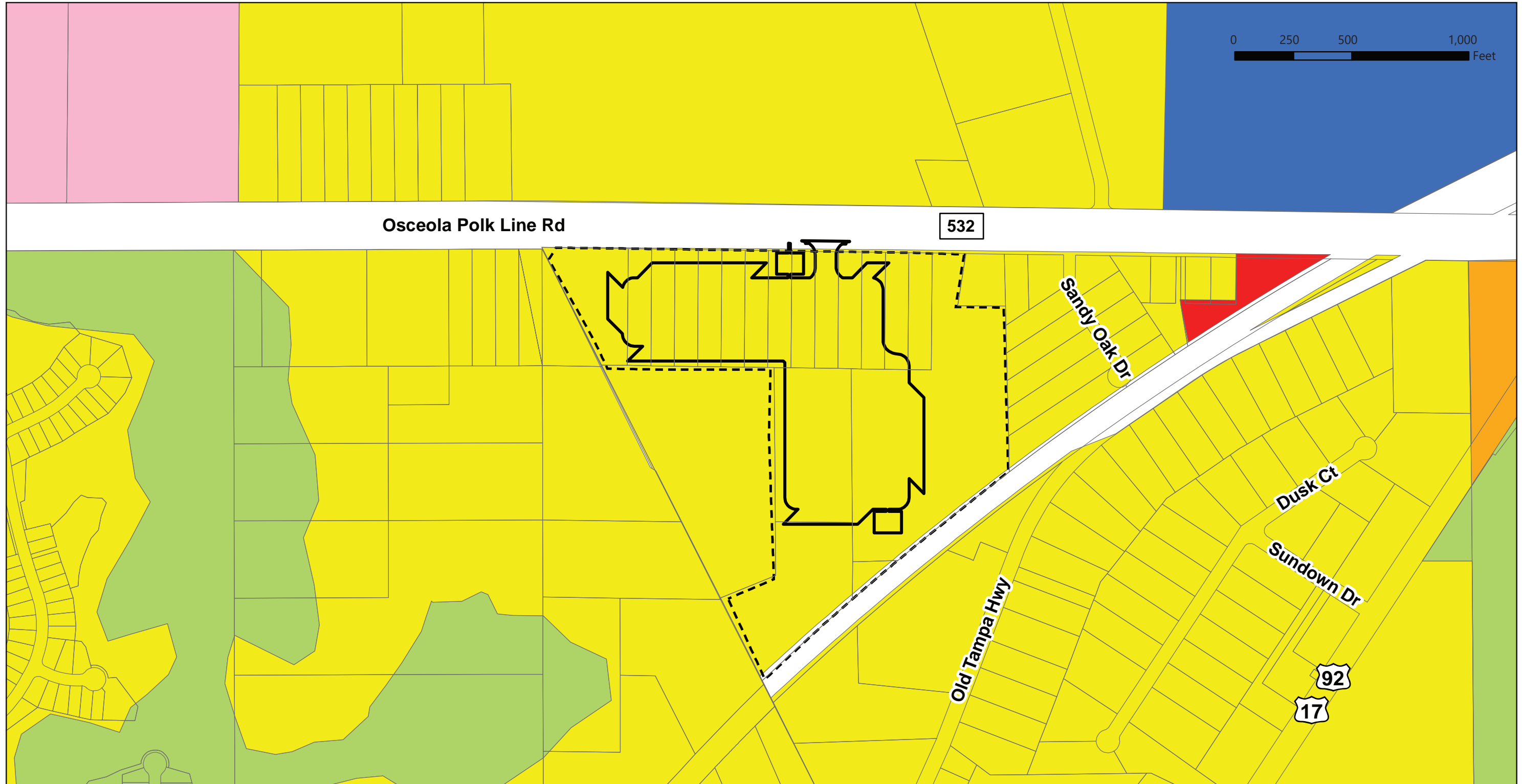
Farmland Conversion Impact Rating (AD1006)

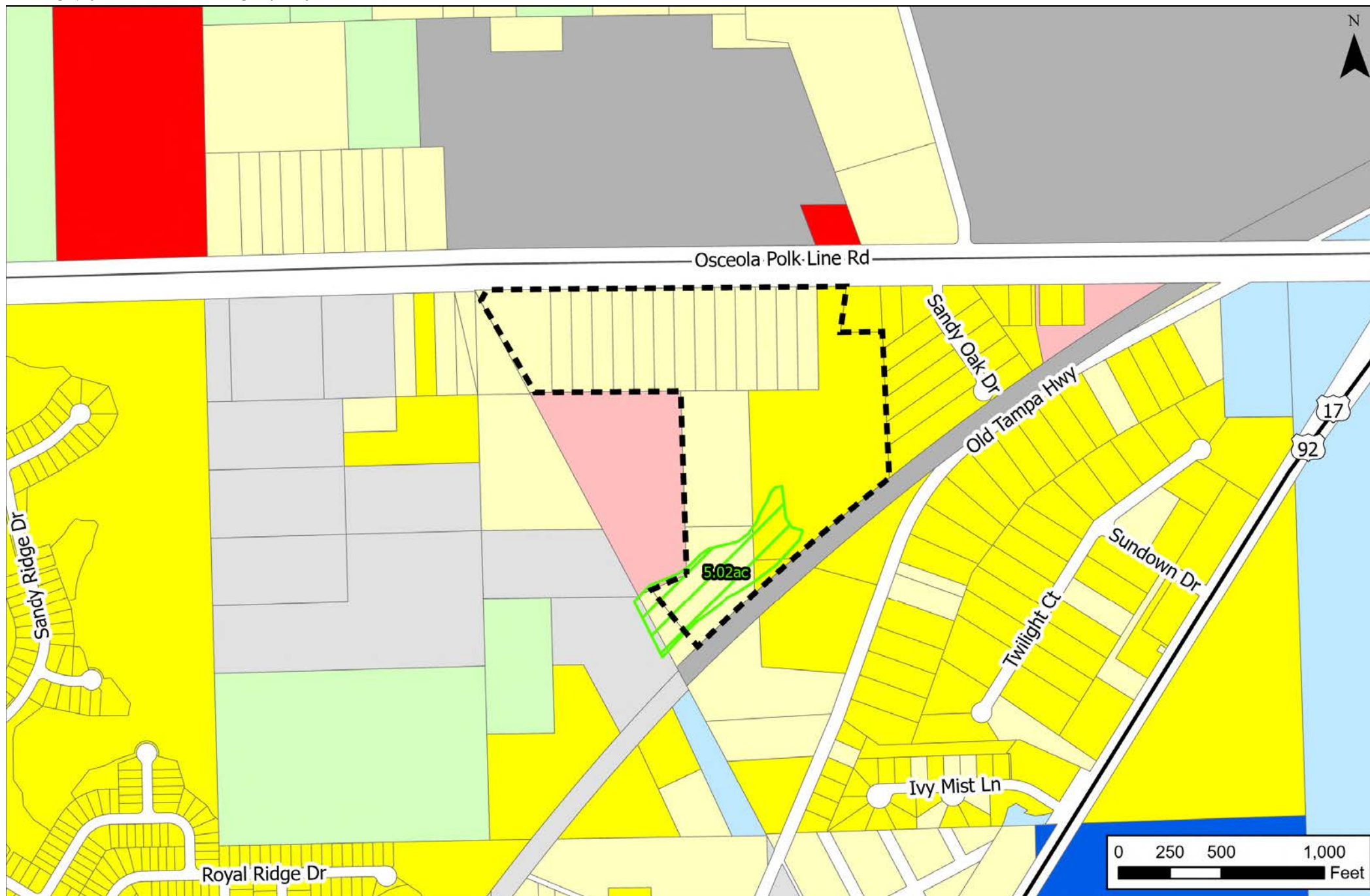
ROW Needs Map

NRCS Coordination Documentation














FDOT Osceola County Site 1
Existing Land Use





LEGEND

- | | | | | | |
|---|--------------------------------------|---|---------------------------------|---|----------------------|
|  | Anticipated Right-of-Way |  | Institutional |  | Vacant Governmental |
|  | Farmland of Unique Importance (Soil) |  | Residential |  | Vacant Institutional |
|  | Commercial |  | Rights-of-Way, Utilities, Other |  | Vacant Residential |
|  | Governmental |  | Vacant Commercial | | |

U.S. Department of Agriculture FARMLAND CONVERSION IMPACT RATING						
PART I (To be completed by Federal Agency)			Date Of Land Evaluation Request 5/30/2024			
Name of Project 446445-5: Truck Parking - Osceola Site			Federal Agency Involved FDOT			
Proposed Land Use New Truck Parking Facility			County and State Osceola County, Florida			
PART II (To be completed by NRCS)			Date Request Received By NRCS 5/31/24		Person Completing Form: Josue Aceituno	
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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated 29,153	Average Farm Size 1,499
Major Crop(s) Citrus;Forage		Farmable Land In Govt. Jurisdiction Acres: 58,853 % 6.96		Amount of Farmland As Defined in FPPA Acres: 17,124% 0.02		
Name of Land Evaluation System Used None		Name of State or Local Site Assessment System Soil Potential Rating		Date Land Evaluation Returned by NRCS 6/4/24		
PART III (To be completed by Federal Agency)			Alternative Site Rating			
			Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly			4.41			
B. Total Acres To Be Converted Indirectly			0			
C. Total Acres In Site			4.41			
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland			4.1			
B. Total Acres Statewide Important or Local Important Farmland			0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted			0.01			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value			54.1			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)			44.1			
PART VI (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>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	10			
2. Perimeter In Non-urban Use		(10)	10			
3. Percent Of Site Being Farmed		(20)	0			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	0			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	0			
10. On-Farm Investments		(20)	0			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	20	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	44.1	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	20	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	64.1	0	0	0
Site Selected: Site A			Date Of Selection 7/31/2024		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: Based on the Osceola County Comprehensive Plan, the site is not designated for existing/future agricultural use and is within the 2040 Urban Infill Area. Impacts were minimized by selecting a truck parking site that minimizes involvement with farmland resources. The Relative Value of Farmland was						
Name of Federal agency representative completing this form: FDOT					Date: 7/31/2024	

(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, 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.



LEGEND

-  Osceola County Site 1
-  Parcels
-  County Boundary



**Right-of-Way Needs
Osceola County Site 1
CR 532 and Poinciana
Parkway Extension**

From: Northey, Edward <Edward.Northey@dot.state.fl.us>
Sent: Tuesday, June 4, 2024 1:39 PM
To: Sunsera Gates <sgates@vhb.com>; Kevin Freeman <KFreeman@VHB.com>; Fontanelli, Joseph <Joseph.Fontanelli@dot.state.fl.us>; Serrano-Acosta, Maria <Maria.Serrano-Acosta@dot.state.fl.us>; Roberson, Deysia <Deysia.Roberson@dot.state.fl.us>
Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Trebitz, Mark <Mark.Trebitz@dot.state.fl.us>
Subject: [External] FW: [External Email]446445-5: Truck Parking Central Florida Corridor – Osceola County Site ['Osceola County Site 1']

FYR –
/E.

Edward D. Northey, FCCM
Environmental Management Supervisor
Planning & Environmental Management Office
Florida Department of Transportation – District Five
719 S. Woodland Blvd.
DeLand FL, 32720
Office: (386) 943 - 5047



From: AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Sent: Tuesday, June 4, 2024 1:30 PM
To: Northey, Edward <Edward.Northey@dot.state.fl.us>
Cc: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>
Subject: RE: [External Email]446445-5: Truck Parking Central Florida Corridor – Osceola County Site ['Osceola County Site 1']

EXTERNAL SENDER: Use caution with links and attachments.

This is Josue Aceituno Resources Soil Scientist for NRCS.

Please see attached to the email NRCS Farmland Conversion Impact Rating (Page 8) with NRCS portion completed based on the information and proposed footprint KMZ file provided.

Best Regards,

Josué Aceituno-Díaz

Resource Soil Scientist (Area 3 & 4)

Sebring Field Office

USDA-NRCS

4505 George Blvd

Sebring, FL 33875

Office: (863) 451-3421

Mobile: (863) 464-3969

josue.aceitunodiaz@usda.gov

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From: Northey, Edward <Edward.Northey@dot.state.fl.us>

Sent: Thursday, May 30, 2024 4:40 PM

To: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>

Cc: Lyon, Casey <Casey.Lyon@dot.state.fl.us>; Trebitz, Mark <Mark.Trebitz@dot.state.fl.us>; Kevin Freeman <KFreeman@VHB.com>; Sunsera Gates <sgates@vhb.com>; acnelson@vhb.com; Serrano-Acosta, Maria <Maria.Serrano-Acosta@dot.state.fl.us>; Fontanelli, Joseph <Joseph.Fontanelli@dot.state.fl.us>

Subject: [External Email]446445-5: Truck Parking Central Florida Corridor – Osceola County Site ['Osceola County Site 1']

You don't often get email from edward.northey@dot.state.fl.us. [Learn why this is important](#)

[External Email]

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Dear Ms. Giuliani,

Please find attached FDOT review of the subject project in compliance with the *Farmland Protection Policy Act (FPPA) of 1981, 7 CFR Part 658*. The project area is located entirely in a non-urbanized area and is subject to provisions of FPPA and coordination with NRCS. Parts I & III of the attached Form AD-1006 have been completed for NRCS review. Please assist with Parts II, IV & V to be completed by NRCS. To support review and evaluation, please see the attached Project Location Map and FDOT Transmittal Letter. Additionally, please see the link below for project shapefiles.

We thank you for your assistance with this project. Please do not hesitate to contact me if you have any questions or require additional information.

 [Osceola County Site 1](#)

Respectfully,

/E.

Edward D. Northey, FCCM
Environmental Management Supervisor
Planning & Environmental Management Office
Florida Department of Transportation – District Five
719 S. Woodland Blvd.
DeLand FL, 32720
Office: (386) 943 - 5047



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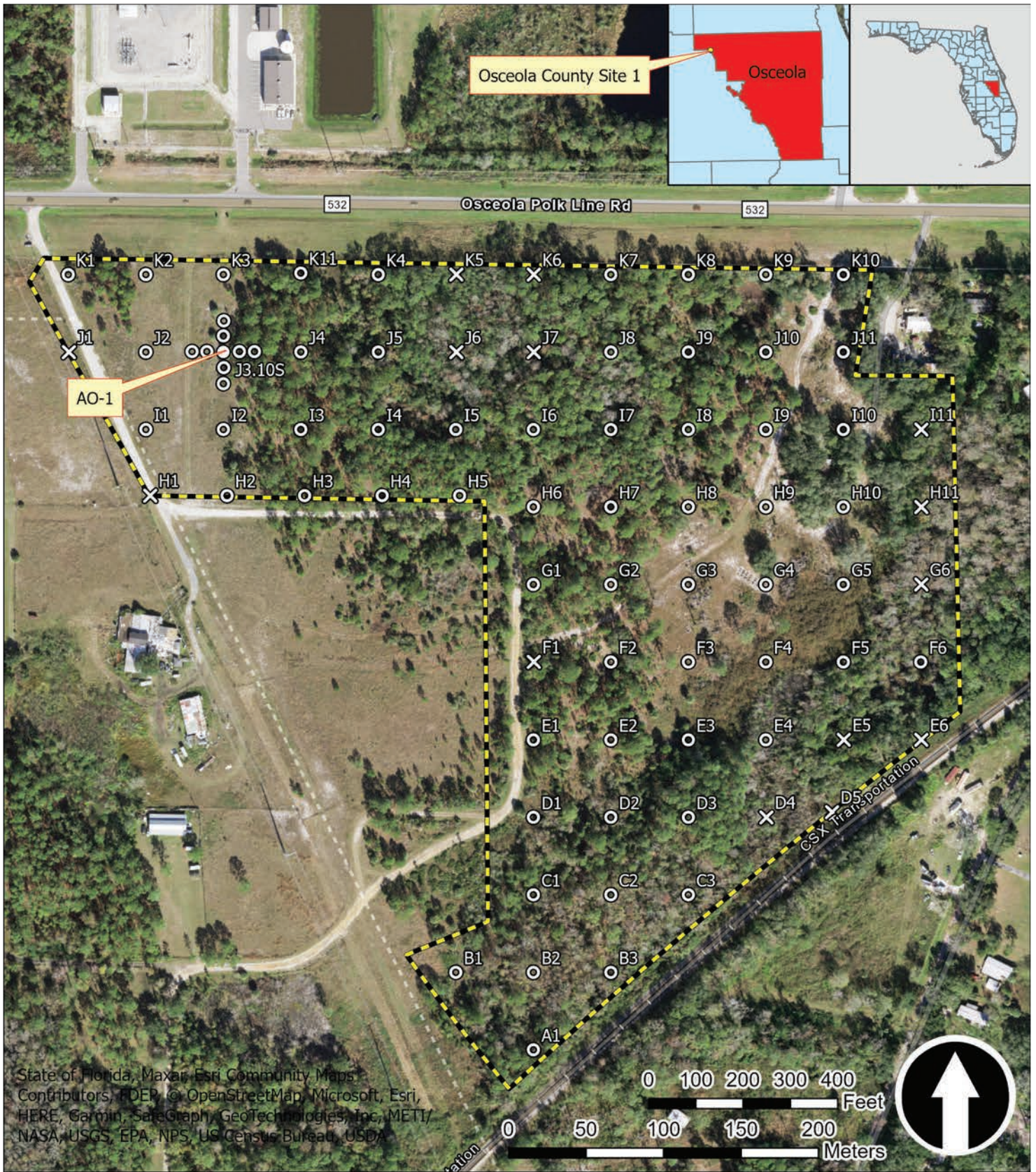
Cultural Resources Appendix

Contents:

Cultural Resources Maps

Section 4(f) Resources Form

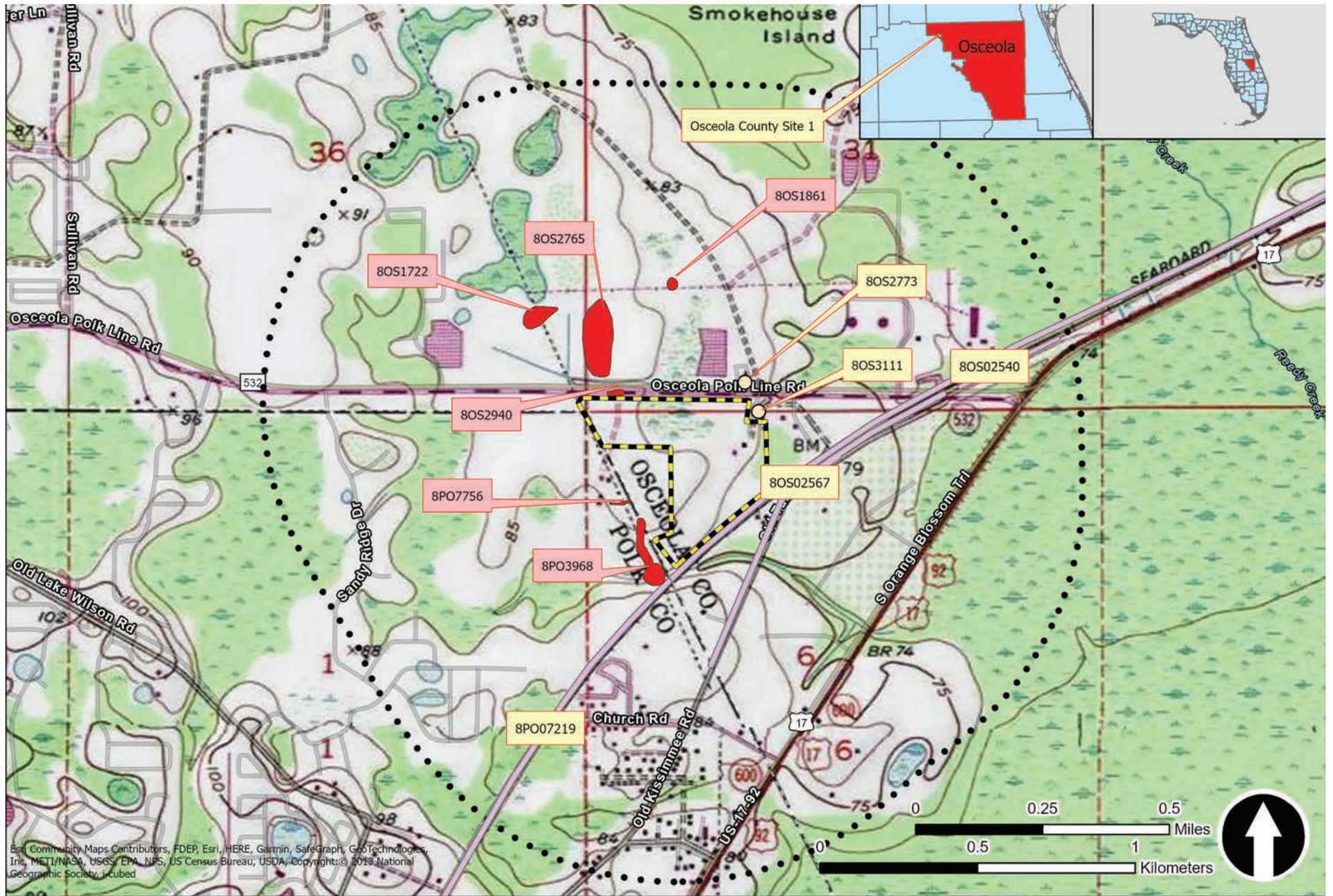
SHPO Concurrence Letter



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 Contributors, FDER, © OpenStreetMap, Microsoft, Esri,
 HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/
 NASA, USGS, EPA, NPS, US Census Bureau, USDA

- Positive Shovel Test
- ⊗ Negative Shovel Test
- ✕ No Dig
- ▬ Archeology APE

FDOT Shovel Test Results Map
 Osceola County Site 1
 CR 532 and Poinciana Parkway Extension

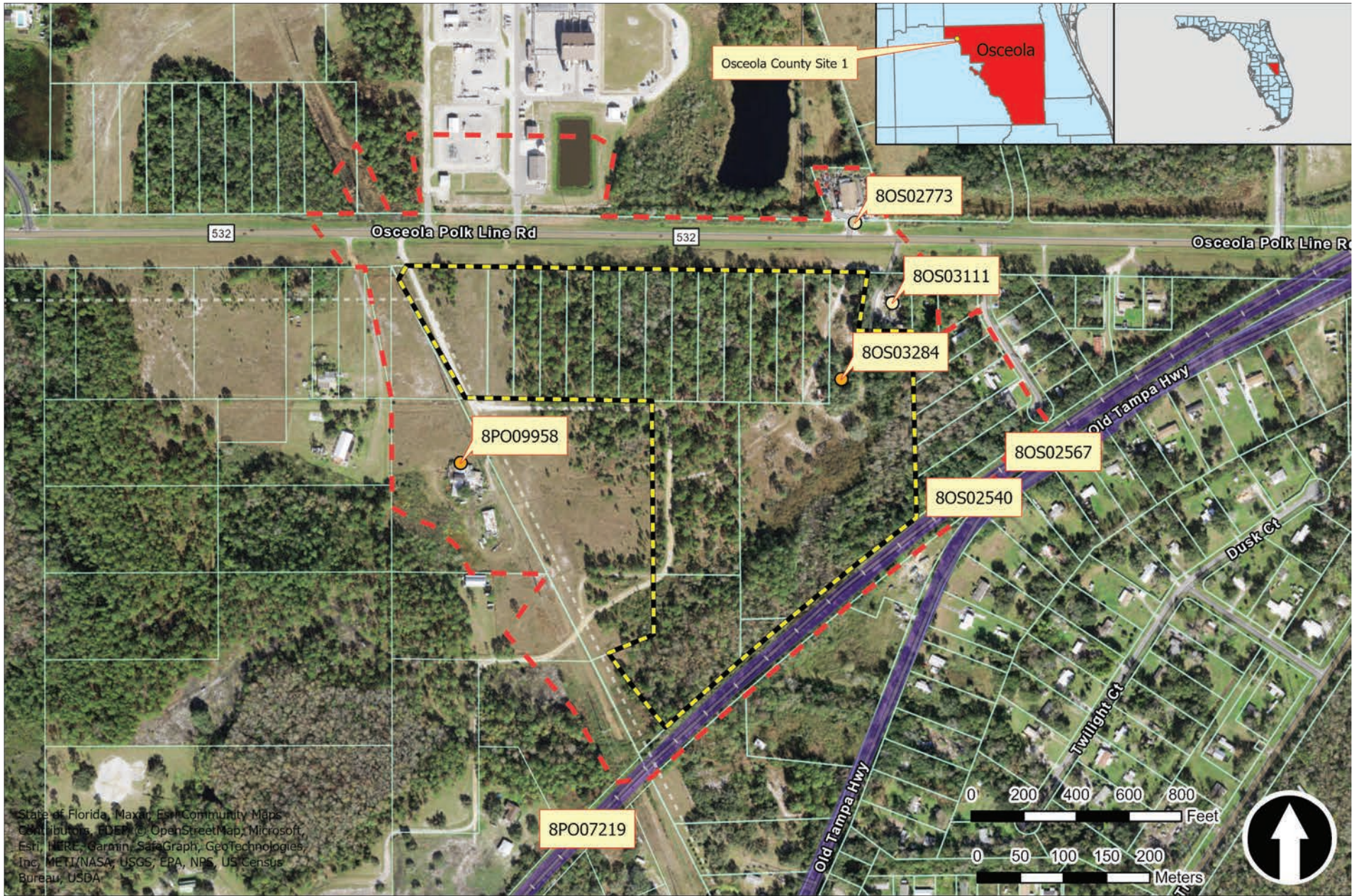


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- Archaeology APE
- Historic Resource Survey APE
- Previously Recorded Historic Resources
- Previously Recorded Archaeological Sites
- Historic Linear Resources
- 1km Buffer



Previously Recorded Archaeological Sites and Historic Resources Map
Osceola County Site 1



State of Florida, Maxar, Esri Community Maps Contributors, FDOT, OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

- Historic Resource Survey APE
- Historic Linear Resources
- Archaeology APE

- Previously Recorded Historic Resources
- Newly Recorded Historic Resources
- Parcel



Historic Resources Results Map
Osceola County Site 1
CR 532 and Poinciana Parkway Extension

Section 4(f) Resources

Florida Department of Transportation

TRUCK PARKING - CENTRAL FLORIDA CORRIDOR: OSCEOLA COUNTY SITE

District: FDOT District 5

County: Osceola County

ETDM Number: N/A

Financial Management Number: 446445-5-32-01

Federal-Aid Project Number: N/A

Project Manager: Mark Trebitz

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

Table of Contents

Summary and Approval	1
CSX Railroad	2
Project-Level Attachments	4
Resource Attachments	10

DRAFT

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
CSX Railroad	Railroad Corridor	Historic Site	SHPO	No Use	Determination 07-11-2024

DRAFT

CSX Railroad

Facility Type: Railroad Corridor

Property Classification: Historic Site

Address and Coordinates:

Address: 5570 Osceola Ave, Kissimmee, FL, 33848, USA (Listed Property Address)

Latitude: 28.25563 Longitude: -81.55320

Description of Property:

The CSX Railroad is a linear resource (Site ID: 8OS02540/8PO07219) identified as part of the Cultural Resource Assessment Survey (CRAS), included in the project file, conducted for Osceola County Site 1. Resource 8OS02540/8PO07219, also known as the South Florida Railroad or CSX Railroad, originally extended from Sanford, Florida to Tampa, Florida. This segment of the South Florida Railroad was constructed in 1884 and became part of the CSX Corporation in the 1980s.

Approximately 2,078 feet of the resource is located within the Historic Resource Survey Area of Potential Effects (APE, defined as the footprint of the proposed Right-of-Way (ROW) for the preferred site and the immediate viewshed of the adjacent parcels) of the proposed project area in Osceola and Polk Counties. The northern edge of the railway ROW abuts the proposed ROW for the preferred truck parking site for a distance of approximately 1,260 feet. The railroad consists of two standard gauge tracks over gravel ballast. The tracks within the APE do not feature any at-grade crossings or rail bridges. The railroad is located in a rural setting with historic and non-historic residential and agricultural properties within the viewshed.

8OS02540/8PO07219 was determined eligible for the National Register of Historic Places (NRHP) as a result of previous survey efforts, and the State Historic Preservation Office (SHPO) concurred with these findings on April 19, 2022 (Osceola County) and September 26, 2022 (Polk County).

Owner/Official with Jurisdiction: SHPO

Relationship Between the Property and the Project

In the area of the CSX Railroad, project activities would consist of the construction of truck parking; however, no direct physical impacts to the resource are anticipated, as all construction would take place outside of existing rail ROW. Based on the concept plans, the CSX ROW will be separated from all built out areas of the preferred site by a minimum buffer of 80 feet which will be landscaped in accordance with the project commitments. The proposed pond sites on the eastern and southern sides of the preferred site will provide an additional buffer between the CSX ROW and the truck parking facilities of the preferred site.

Within the CSX ROW, there is approximately 40 feet of existing vegetation between the railway line and the ROW line. None of this vegetation will be removed during construction of the truck parking site as it lies outside of the proposed ROW for the preferred site.

Although the CSX Railroad is considered eligible for the NRHP, its significance derives from its role in commerce and the community development of the area. As a result, the potential for visual changes to the overall setting, which is comprised of mature vegetation as well as historic and non-historic residential and commercial development, would not impact the

key character-defining features of the resource nor diminish its integrity. SHPO concurrence with the determination of no adverse effect was received May 23, 2024.

Yes **No**

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

Recommended Outcome: No Use

OEM SME Determination Date: 07-11-2024

DRAFT

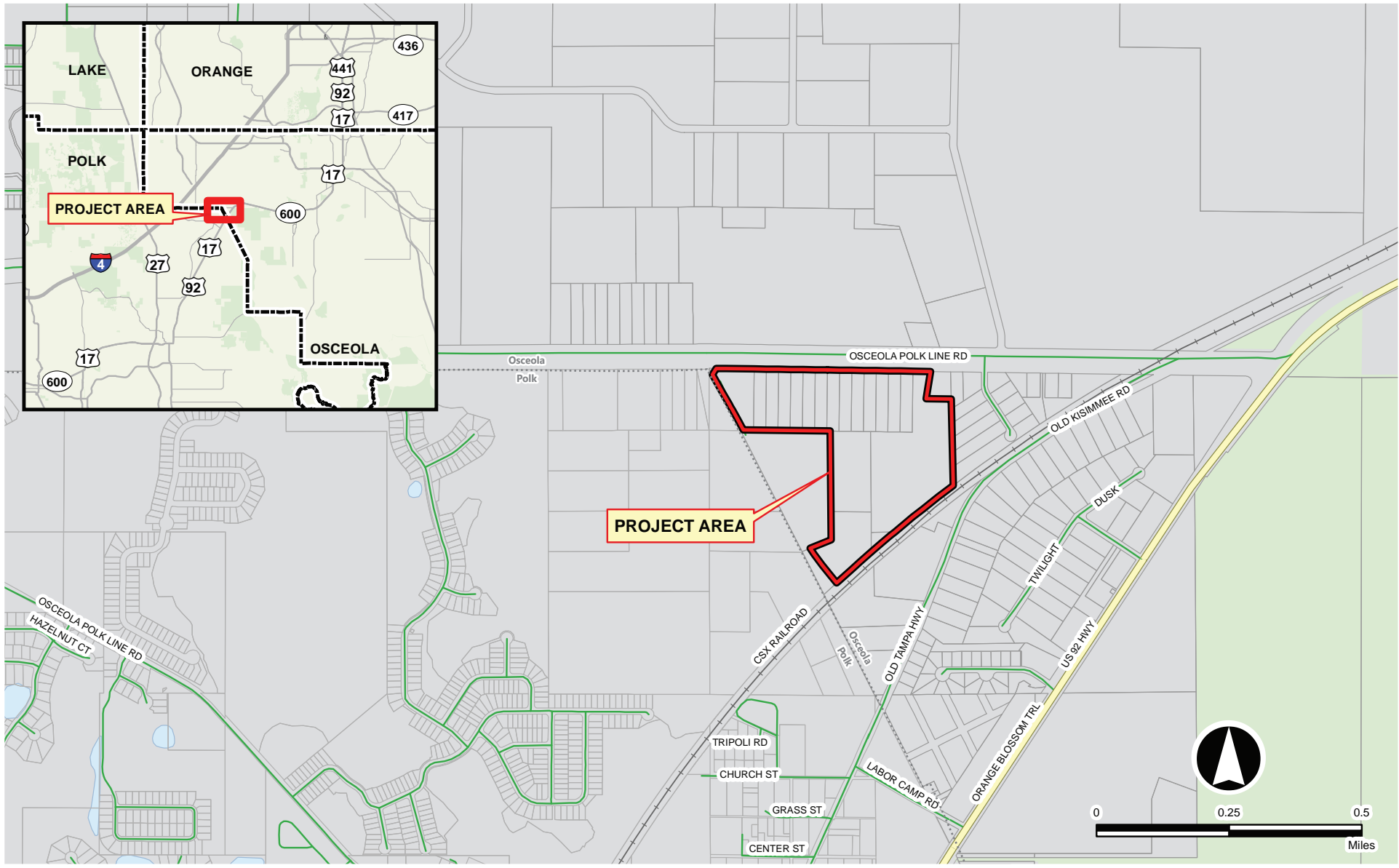
Project-Level Attachments

Project Location Map

SHPO Concurrence Letter

Preliminary Conceptual Site Plan

DRAFT



- LEGEND**
- Site Boundary
 - Parcels
 - Streets
 - Public Lands
 - Railroads
 - Waterbodies
 - County Boundary

FDOT Project Location Map Osceola County
 Site 1
 CR 532 and Poinciana Parkway Extension



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

April 29, 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: Phase I Cultural Resource Assessment Survey - Resubmittal
Preferred I-4 Truck Parking Site Location: Osceola County Site 1
Osceola County, Florida
Financial Management No.: 446445-5; DHR 2024-733

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: Osceola County Site 1, Osceola County, Florida*. Eight previous cultural resource surveys have been conducted within one kilometer of the APE for this CRAS. Previous surveys include a CRAS conducted by Janus Research in 1992 for the proposed Kissimmee Utility Cane Island project; a CRAS completed by Janus Research in 2008 for the Progress Energy Transmission Line; three CRAS investigations prepared by Janus Research between 2014 and 2015 in support of the Florida Southeast Connection Natural Gas Pipeline in Polk, Okeechobee, St. Lucie, Martin, and Osceola Counties; a CRAS report prepared by SEARCH in 2019 in anticipation of improvements to relating to the Poinciana Parkway Extension project; and a CRAS report and subsequent addendum conducted by SEARCH in 2021 and 2022 in anticipation of improvements to County Road 532 from Lake Wilson Road to US 92. This CRAS was initiated by the Florida Department of Transportation (FDOT) as part of the Truck and Freight Alternative Site Analysis PD&E Study. 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 within Osceola County is designated Osceola County Site 1. The proposed project is federally funded.

The project area of potential effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic resources. To encompass the proposed project, the archaeological APE was defined as the footprint of the proposed development, which

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Ms. Lotane, SHPO
FM No. 446445-5
April 29, 2024
Page 2

includes all ground disturbing efforts. The archaeology APE consists of approximately 40.1 acres south of Osceola Polk Line Road, east of the Polk County Line, and northwest of CSX Railroad Line. For the historic resources survey, the APE was defined as the footprint of proposed development and the immediate viewshed of the adjacent parcels, which is the area in which the proposed development would have the potential to affect historic resources, if any are present.

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 studies also comply 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 Investigators for this project meet the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). 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 February of 2023, included pedestrian survey and the investigation of 82 shovel test locations. Of these, 69 shovel tests were excavated; one shovel test was positive for a single lithic flake recovered. Environmental conditions, including existing commercial structures and surface pavement, prohibited subsurface examination at 13 shovel test locations. As the delineations of the positive shovel test were negative for any other artifacts or features and one artifact was recovered, the artifact was defined as Archaeological Occurrence 1 (AO-1), and therefore not eligible for the National Register of Historic Places (NRHP). No further archaeological work is recommended.

The historic resources survey resulted in the identification of six previously recorded resources, including three within the immediate footprint of the proposed project. These include five historic structures (8OS02773, 8OS03111, 8OS03237, 8OS03238, and 8OS03239) and one linear resource group (8OS02540/8PO07219). 8OS02540/8PO07219 has two FMSF numbers because it crosses the Osceola/Polk County line. The historic resources field survey resulted in the revisit of these previously identified resources, and the identification of two new historic resources. The newly identified historic resources are 8PO09958 and 8OS03284. 8OS03284 is a Building Complex resource group that encompasses three of the previously identified structures (8OS03237, 8OS03238, and 8OS03239). 8PO09958 and 8OS03284 have been recommended ineligible for inclusion in the NRHP. The NRHP recommendation for 8OS03284 is congruent with the NRHP determinations for its three previously identified components, which were determined to be ineligible by SHPO on October 13, 2022. 8OS02733 and 8OS03111 were previously recommended as ineligible for inclusion in the NRHP, and SHPO concurred with these findings for each of these resources on July 6, 2021. 8OS02540/8PO07219 has been previously determined eligible for listing in the NRHP by SHPO on April 19, 2022, for Osceola County, and September 26, 2022, for Polk County. As currently proposed, activities related to the proposed Osceola County Site 1 within the APE would not result in an adverse effect to any NRHP eligible or listed historic resources. No further architectural history survey is required.

Ms. Lotane, SHPO
FM No. 446445-5
April 29, 2024
Page 3

Based on the results of the CRAS, it is the opinion of the District that the proposed Osceola County Site 1 will have no adverse effect on any resources listed or eligible for listing in the NRHP. No further work is recommended.

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

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

Sincerely,



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

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-733B. 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

5/23/24
Date



Poinciana Parkway Extension

Proposed Poinciana Parkway Extension Pond

Osceola Polk Line Road Widening

CSX Railroad

Old Tampa Hwy

LEGEND

- Pond
- Restroom Facility
- Sidewalk
- Lighting
- Property Lines
- Proposed Right-of-Way
- Poinciana Parkway Extension Proposed Right-of-Way
- County Boundary



**Preliminary Conceptual Site Plan
Osceola County Site 1
CR 532 and Poinciana Parkway Extension**

Resource Attachments

None



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

JARED W. PERDUE, P.E.
SECRETARY

April 29, 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

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Preferred I-4 Truck Parking Site Location: Osceola County Site 1
Osceola County, Florida
Financial Management No.: 446445-5; DHR 2024-733

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Ms. Lotane, SHPO
FM No. 446445-5
April 29, 2024
Page 2

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Ms. Lotane, SHPO
FM No. 446445-5
April 29, 2024
Page 3

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Sincerely,



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

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2024-733B. Or, the SHPO finds the attached document contains _____ insufficient information.

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SHPO Comments:



Alissa S. Lotane, Director
Florida Division of Historical Resources

5/23/24
Date

Natural Resources Appendix

Contents:

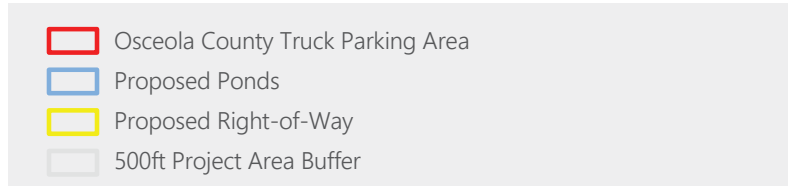
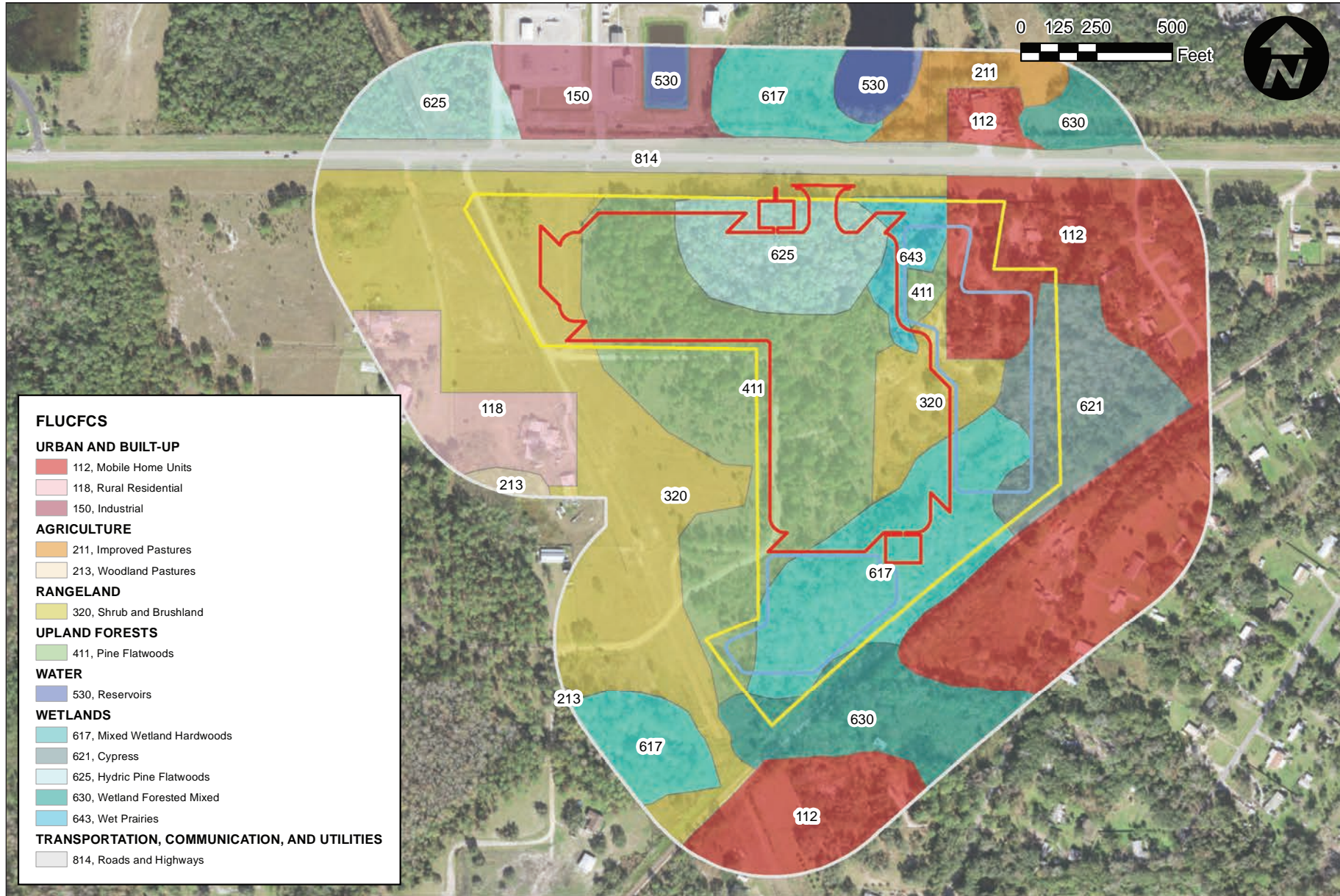
Wetlands Map

Species and Habitat Map

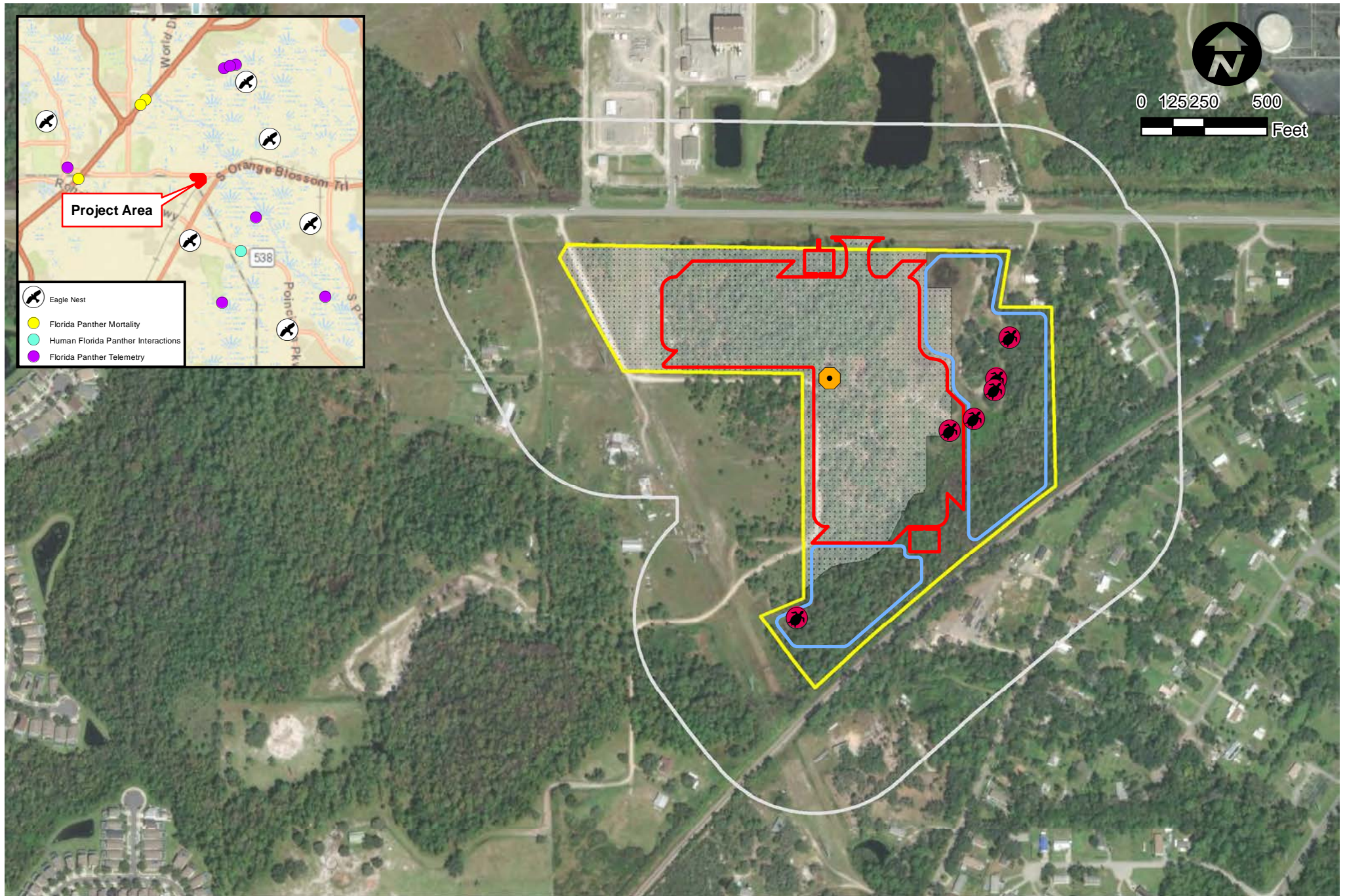
USFWS Species Concurrence Letter

FWC Species Concurrence Letter








EPA Sole Source Aquifer Concurrence Letter



**Wetlands Map
Osceola County Site 1**



LEGEND


- | | | | |
|---|------------------------|---|---------------------------|
|  | Osceola County Site 1 |  | Sand Skink Soils |
|  | Panther Siting |  | Proposed Ponds |
|  | Gopher Tortoise Burrow |  | Proposed Right-of-Way |
| | |  | 500ft Project Area Buffer |

Florida

RON DESANTIS
GOVERNOR

January 23, 2024

John Wrublik
US Fish and Wildlife Service
777 37th Street, Suite D-101
Vero Beach, Florida 32960



Florida Ecological Services Field Office

Service Project Code No. 2024-0056970

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 Services Field 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.

ROBERT CAREY
Digitally signed by ROBERT CAREY
Date: 2024.02.15 14:18:03 -05'00'

Environmental Review Supervisor

RE: Natural Resources Evaluation
Truck Parking Central Florida Corridor, Osceola County Site 1
Osceola County, Florida
Financial Management Number: 446445-5

Dear Mr. John Wrublik,

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 Osceola County Site 1, located south of Osceola Polk Line Road and west of Old Tampa Highway, for its impacts to wetlands and protected species. A copy of the NRE is provided for your review.

The study area is within the USFWS Consultation Area of the following species: Audubon’s crested caracara (*Polyborus plancus audubonii*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Picoides borealis*), sand skink (*Neoseps reynoldsi*) and blue-tailed mole skink (*Eumeces egregious lividus*), and Lake Wales Ridge plants. Other federally listed or otherwise protected species included in the evaluation are the eastern black rail (*Laterallus jamaicensis jamaicensis*), eastern indigo snake (*Drymarchon corais couperi*), Florida panther (*Puma concolor coryi*), tricolored bat (*Perimyotis subflavus*), wood stork (*Mycteria americana*), and bald eagle (*Haliaeetus leucocephalus*). Suitable habitat for the sand skink and blue-tailed mole skink is present within the project area and a skink coverboard survey was conducted in accordance with the current USFWS survey protocol. No skink tracks or evidence of skink activity was observed; therefore, the project “may affect, but is not likely to adversely affect” the sand and blue-tailed mole skinks. The project “may affect, but is not likely to adversely affect” the eastern indigo snake, Florida panther, and the wood stork.

There is no suitable habitat and no documented occurrences for the remaining species, and it has therefore been determined that the project will have “no effect” on the Audubon’s crested caracara, eastern black rail, Everglade snail kite, Florida grasshopper sparrow, Florida scrub-jay, red-cockaded woodpecker, and Lake Wales Ridge plants. 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.

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

Audubon’s Crested Caracara - Suitable habitat was not observed within the project limits. The project site is densely forested and consists predominantly of pine flatwoods and forested wetlands. Minimal non-forested areas were observed within the site and include shrub and brushland and a portion of forested wetlands which have been cleared and now exhibit wet prairie vegetation. These non-forested areas do not contain cabbage palms, the primary nesting substrate. The surrounding land uses within 985 feet of the project footprint include residential and commercial developments and dense upland and wetland forests, which are not considered suitable nesting habitat.

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

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

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

Eastern Indigo Snake - Suitable habitat for the eastern indigo snake was observed within the project study area. 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) the project will impact less than 25 acres of eastern indigo snake habitat, (D) the project has known holes, cavities, active or inactive gopher tortoise burrows, or other underground refugia where a snake could be buried, trapped, and/or injured, 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 Grasshopper Sparrow – The project site is densely forested and does not contain the large, treeless prairie habitats required by the grasshopper sparrow. No suitable habitat and no individuals were observed during the field review.

Due to the lack of suitable habitat, FDOT has determined that the proposed project will have “no effect” on the Florida grasshopper sparrow.

Florida Panther - The project area is not within the USFWS Florida panther consultation area; however, according to IPaC and ECOS, the project site is within the panther’s range. Two ecologists observed an adult panther with a juvenile during a site visit on March 21, 2023. The project site is within the northern range of the Florida panther; however, the site does not contain the large tracks of contiguous lands required to support them. Ecologists searched for other evidence of utilization. No tracks, scat, signs of denning, or other evidence were observed during multiple onsite surveys. FWC telemetry data has documented panthers utilizing the Reedy Creek corridor, which is east of the project site. These occurrences are uncommon and there is no telemetry data that shows recent movement near the project site. The site is disconnected from the Reedy Creek corridor and adjacent habitats by surrounding roadways, a railway, and residential and commercial developments. Based on the current site conditions and surrounding land use, it is unlikely that the project site is occupied by resident panthers and more likely a transient occurrence.

Due to the proposed project site being located outside of the Florida panther consultation area and Panther Focus Area, the lack of occurrence data and habitat utilization outside of the Reedy Creek corridor, the lack of onsite habitat and connectivity to contiguous habitats which support panthers, the lack of evidence of panthers occupying the site, and the remaining availability and evidenced use of the Reedy Creek corridor which provides habitat for fulfilling all life history requirements of the panther, FDOT determined that the project “may effect, but is not likely to adversely affect” the Florida panther. Additionally, FDOT coordinated with the USFWS regarding the observation. Based on this coordination and correspondence received on June 27, 2023, from the USFWS (found in Appendix E of the NRE), a “may affect, but is not likely to adversely affect” was determined.

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 less than one (1) mile west of the project limits. 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.

Red-Cockaded Woodpecker – The project site includes pine and pine/hardwood stands; however, they lack old-growth pines preferred by red-cockaded woodpeckers. According to 1985 aerial photography, the age of the existing pines observed on the site located within the pine flatwoods is less than 40 years. The only forested portion detailed in the historic aerials is the approximate location of the existing hydric pine flatwoods near Osceola Polk Line Road.

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

Sand Skink and Blue-Tailed Mole Skink - Portions of the site contain suitable sand skink habitat based on the location, soil types, and elevation criteria defined in the Peninsular Florida Species Conservation and Consultation Guideline for Sand and Blue-tailed Mole Skink. Ecologists conducted a habitat investigation on March 13, 2023, and it was confirmed that suitable habitat for sand skinks occurs within the project area.

Skink coverboard surveys were conducted in accordance with the current USFWS survey protocol. Coverboard installation occurred on March 21 and 22, 2023. Monitoring began on March 29, 2023. Ecologists checked coverboards weekly for sinusoidal skink tracks for four consecutive weeks, until April 19, 2023. Areas of exposed soils were visually inspected via pedestrian transects for evidence of skink activity. No skink tracks or evidence of skink activity was observed during the coverboard and pedestrian surveys. Due to the lack of evidence of skink activity during the coverboard survey, FDOT has determined that the project “may affect, but is not likely to adversely affect” sand skinks and blue-tailed mole skinks.

Tricolored Bat – Suitable foraging and roosting habitat for the tricolored bat was observed within the proposed project 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 18.6 miles of the project area. The proposed project site falls within the Core Foraging Area (CFA) of two (2) wood stork breeding colonies (Gatorland and Lake Russell). The project will impact approximately 1.7 acres of Suitable Foraging Habitat (SFH).

The USFWS has a South Florida Programmatic Concurrence Key for the Wood Stork (USFWS 2010). Following this 2010 key, (A) The project impacts SFH at a location greater than 0.76 km from a colony site, (B) project impact to SFH is greater in scope than 0.20 hectare, (C) project impacts to SFH within the CFA of a colony site, and (E) project provides SFH compensation in

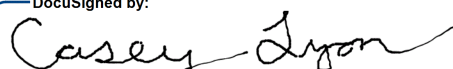
accordance with the Clean Water Act section 404(b)(1) guidelines and is not contrary to the Habitat Management Guidelines for the Wood Stork in the Southeast Region, habitat compensation is within the appropriate CFA or within the service area of a Service-approved mitigation bank, and habitat compensation replaces foraging value. Based on the programmatic key, FDOT has determined that the project “may affect, but not likely to adversely affect” the wood stork.

Federally Protected Plant Species - The entire project is located within the USFWS Lake Wales Ridge Plants consultation area. According to FNAI and USFWS, 19 federally listed plants have the potential to occur within the study area. These include the endangered Avon Park rabbit-bells, Britton’s beargrass, Carter’s warea, clasping warea, Florida blazing star, Garrett’s scrub balm, Highlands scrub hypericum, Lewton’s polygala, perforate reindeer lichen, pygmy fringe-tree, sandlace, scrub lupine, scrub mint, scrub plum, and short-leaved rosemary; and the threatened Florida bonamia, papery Whitlow-wort, pigeon wings, and scrub buckwheat.

The Lake Wales Ridge Plants are restricted to sandy habitats maintained by periodic fire. The observed habitats within the site are unlikely to support these species. No scrub habitats were observed within the site. In addition to fire suppression, the site is hydrologically altered and does not contain the open sandy habitats required of these protected plant species. FNAI listed no Elemental Occurrences of protected plants within the study area. No federally listed plant species were observed during the field review or general plant survey. Based on the results of the general plant survey and lack of habitat, FDOT has determined that the proposed project will have “no effect” on federally protected plants.

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

Sincerely,

DocuSigned by:

3B9B80E4828F45B...

Casey Lyon
Environmental Manager
FDOT, District Five

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

February 26, 2024



Florida Fish and Wildlife Conservation Commission

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MyFWC.com

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

Re: Truck Parking, Natural Resource Evaluation, Osceola County

Dear Ms. Roberson:

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

The Florida Department of Transportation District Five (FDOT D5) is conducting a Project Development and Environment (PD&E) to study truck and freight parking sites along or near the Interstate 4 (I-4) corridor within Osceola, Orange, Seminole, and Volusia Counties that are viable for private and public operator use for rest stops. Osceola County Site 1 is located approximately 3.87 miles east of the I-4 interchange along the south side of CR 532 (Osceola Polk Line Road) and east of the Poinciana Parkway Extension. The preferred site is anticipated to require approximately 40.1 acres of right-of-way, impacting a total of 18 parcels.

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

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

Sincerely,

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/em
Truck Parking Osceola County _58099_02262024

Cc: Casey Lyon, FDOT D5, Casey.Lyon@dot.state.fl.us



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 Osceola County, Florida, Financial Project ID: 447724-1-22-01.

Dear Ms. Lyon:

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

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

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

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

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

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

Sincerely,

**KHURRAM
RAFI**

Digitally signed by
KHURRAM RAFI
Date: 2024.03.20
14:09:41 -04'00'

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

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

Physical Resources Appendix



Contents:

Potential Contamination Site Map





Noise Receptor Map



LEGEND

-  Anticipated Right-of-Way
-  Osceola County Site 1

RISK

-  None
-  Low
-  Medium
-  High





NPDES Construction and Non-Major sites not depicted



**Potential Contamination Sites
Osceola County Site 1**



LEGEND

-  Site Boundary
-  Parcels
-  Noise Sensitive Areas
-  Non-Impacted Receiver



**Noise Receptor Map
Osceola County Site 1**