

## RE-EVALUATION FORM

### 1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Right of Way Phase, Design Change

B. Original approved Environmental Document:

**Document Type**: EIS

**Date of Approval**: 08/24/2017

**Project Numbers**:

ETDM (if applicable): N/A

Financial Management: 432100-1-22-01, 242486-1-22-01, 242592-1-22-01, 242703-1-22-01, 432193-1-32-01, 448915-1-52-01, 448915-1-52-02

Federal-Aid: 0041-227-I

**Project Name**: I-4 FROM POLK COUNTY LINE TO SR 472

**Project Location**: FDOT District 5 ( District 5 )

**Project Limits**: west of CR 532 (Osceola Polk Line Road) to west of SR 528 (Beachline Expressway)

C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
439682-3, 439682-4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	12/11/2018	01/07/2019	N/A
<b>Description of Approval:</b> This consultative re-evaluation was for the construction of an EB auxiliary lane, reconstruction of the EE Williamson Bridge, a pond site, and the construction of a noise barrier.							
439682-3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/24/2019		10/25/2019
<b>Description of Approval:</b> This re-evaluation documented the relocation of Pond F.							
242592-4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	04/22/2021		06/11/2021
<b>Description of Approval:</b> This re-evaluation was for the Segment 3 ROW Phase. No design changes were documented.							
444315-1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	09/30/2021		12/08/2021
<b>Description of Approval:</b> This re-evaluation documented the construction of the Sand Lake Road interchange and the addition of a single WB express lane from east of SR 528 to west of SR 528. Additionally, Ramp M2 was shifted to the west and two ponds were added to support the WB express lane.							
448915-1-52-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	02/02/2023		03/03/2023
<b>Description of Approval:</b> This re-evaluation was for the design changes in Segment 2 to the I-4 WB to SR 528 EB Ramp and partial construction of Design Pond 2 and Pond 3 to accommodate the ramp widening.							

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### D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	242592-4-41-01	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)	District 5 - SEMINOLE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other (ROW)	Federal
	446445-1-32-01	TRUCK PARKING - CENTRAL FLORIDA CORRIDOR	District 5 - DIST/ST -WIDE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design-Bid-Build	Federal

## 2. PROJECT DESCRIPTION

The overall project involves the SR 400 (I-4) Beyond the Ultimate (BtU) proposed improvements to I-4 in Orange County, Seminole County, and Volusia County, Florida. Originally conducted as the I-4 Project Development & Environment (PD&E) Study - Section 2, the project was proposed to widen I-4 to six General Use Lanes (GULs) and two High Occupancy Vehicle (HOV) lanes (6 GUL + 2 HOV lanes) within the full project study area (from south of SR 528 to east of SR 472). A 44-foot rail corridor was included in the median in portions of the study area and auxiliary lanes supplemented the GULs, where necessary. The Preferred Alternative limits, from SR 435 (Kirkman Road) to SR 414 (Maitland Boulevard), were identified in the Final Environmental Impact Statement (FEIS) (August 2002) and approved under a Record of Decision (ROD) (December 2002). An additional ROD was approved extending the limits of the Preferred Alternative from SR 414 to SR 434 in 2005. The 2005 ROD modified the project by changing the HOV lanes to special use lanes through the limits from SR 435 to SR 434, and this project (nicknamed I-4 Ultimate) has been constructed.

The I-4 BtU concept involves the build-out of I-4 to its ultimate condition through Central Florida from US 27 to SR 472, including segments in Polk, Osceola, Orange, Seminole, and Volusia Counties (the Polk and Osceola segments, 1 and 5, were addressed under studies separate from the ROD). The BtU Preferred Alternative proposes three GULs with the addition of two new express lanes in each direction, resulting in a total of ten dedicated lanes, matching the approved concept for the I-4 Ultimate from west of SR 435 (Kirkman Road) to north of SR 434 that has been constructed. The I-4 BtU project addressed within the ROD has been broken into the following three segments:

- Segment 2: SR 400 (I-4) from West of SR 528 (Beachline Expressway) to West of SR 435 (Kirkman Road) - Orange County (75280)
- Segment 3: SR 400 (I-4) from 1 Mile East of SR 434 to East of SR 15-600/US 17-92 (Seminole/Volusia County Line) - Seminole County (77160)
- Segment 4: SR 400 (I-4) from East of SR 15-600/US 17-92 (Seminole/Volusia County Line) to 1/2 Mile East of SR 472 - Volusia County (79110)

A ROD for the full limits of the FEIS (from south of SR 528 to east of SR 472) was obtained August 24, 2017.

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Other design segments associated with the EIS/ROD:

Segment 2

- 242484-7: SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD - in ROW
- 444315-1: SAND LAKE RD INTERCHANGE FROM W OF SR 528 TO W OF SR 435 - in construction

Segment 3

- 242592-4: SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92) - in ROW
- 439682-3: I-4/SR 400 FROM E OF SR 434 TO W OF LAKE MARY BLVD; improvements consist of an auxiliary lane, pond site and noise wall - complete
- 439682-4: EE WILLIAMSON BRIDGE REPLACEMENT #770018 OVER I-4 - complete

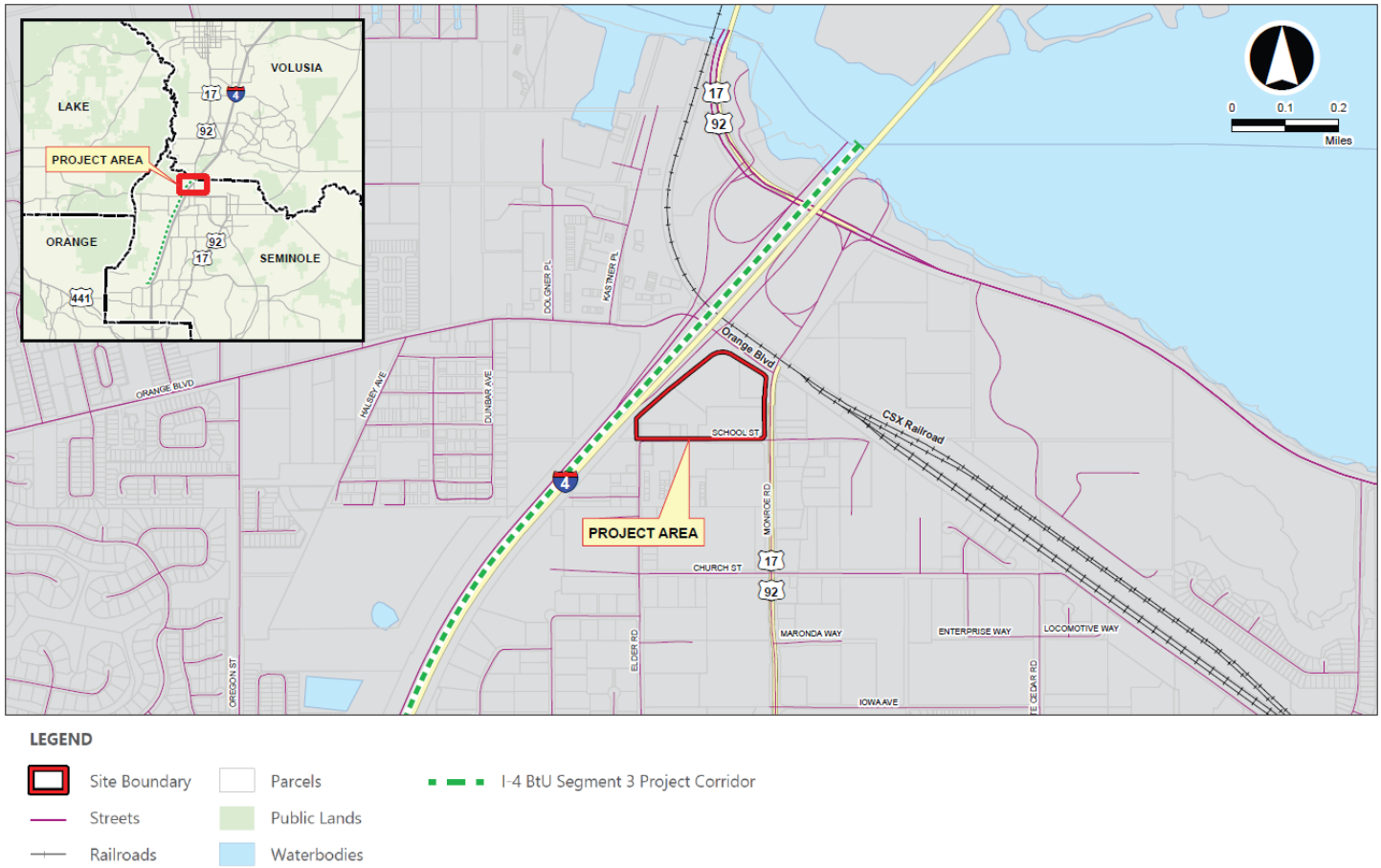
Segment 4

- 408464-2: SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472 - in design

This re-evaluation is specific to design changes to include a proposed truck parking site (designated Seminole County Site 1B) southeast of the I-4 and US 17/92 interchange within I-4 BtU Segment 3 and associated improvements along School Street. **Figure 1: Project Location Map** shows Seminole County Site 1B and its proximity to the I-4 BtU Segment 3 project.

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**Figure 1: Project Location Map**



Portions of Seminole County Site 1B were previously identified as part of the I-4 BtU Segment 3 project for stormwater management and maintenance access including formerly proposed Pond 317D (not yet constructed). The Seminole County Site 1B will be designed to accommodate stormwater management facilities for both I-4 BtU and the truck parking site. **Figure 2: ROW Needs Map** shows the parcel being acquired for the formerly proposed Pond 317D and the additional parcels being acquired for Seminole County Site 1B. Pond 317D was not specifically documented in the FEIS or any of the prior re-evaluations. The Pond Siting Report Addendum documenting Pond 317D (July 2017) was completed during the I-4 BtU Design Phase and is located in the project file. This re-evaluation documents potential environmental impacts associated with the entire truck parking site.







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Figure 2: ROW Needs Map



**LEGEND**

-  Seminole County Site 1B
-  Parcels
-  ROW Needs for Seminole County Site 1B Truck Parking
-  ROW Needs for I-4 BtU Segment 3

### 3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? No

### 4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

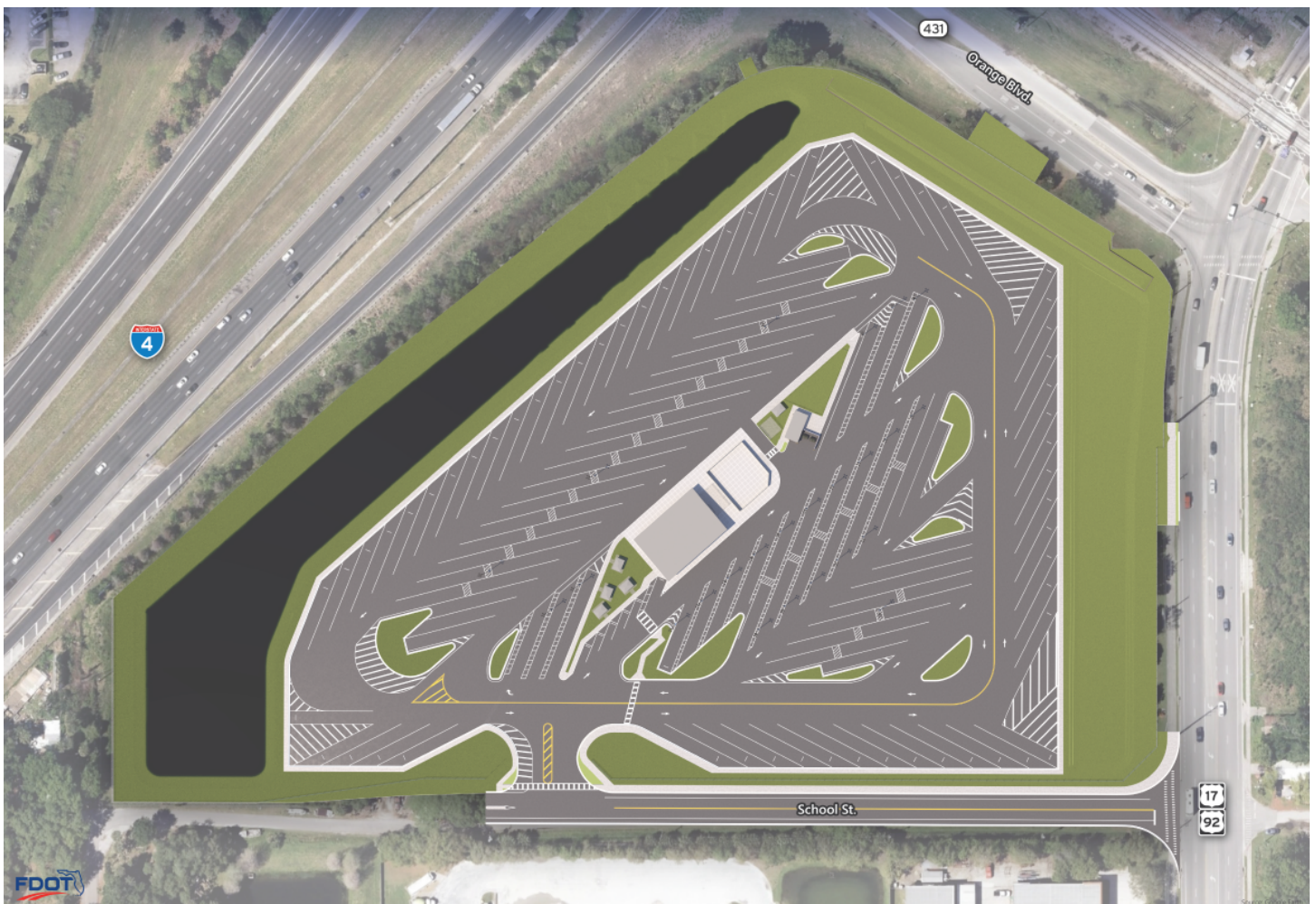
The changes include the addition of a truck parking site, revisions to stormwater management ponds, and improvements along School Street (total length of approximately 800 feet) between the proposed entrance of the truck parking site (Seminole County Site 1B) and US 17/92. No changes to the I-4 Segment 3 mainline are proposed as part of this re-



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evaluation. Changes in ROW needs are proposed. The truck parking site is shown in **Figure 3: Preliminary Conceptual Site Plan**. The site is approximately 17.36 acres and will supply 132 truck parking spaces; a centralized restroom building which will accommodate restroom facilities, vending machines, and a security office. The site will include other features such as dumpster storage enclosures, pet areas, a windshield wash, and an air compressor. Lighting and 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. Necessary conduit infrastructure will also be included in the site design to facilitate a combination of shore power (electrical outlets for truck parking to eliminate the need to idle on site) and Electric Vehicle (EV) charging stations for a minimum of 15% of the total truck parking spaces at each site. Fencing and landscaping will be provided around the perimeter of the truck parking site as well as greenspace areas surrounding the restroom building and within parking islands. All of the amenities to be provided at the site are documented in the 60% Design Plans located in the project file.

**Figure 3: Preliminary Conceptual Site Plan**

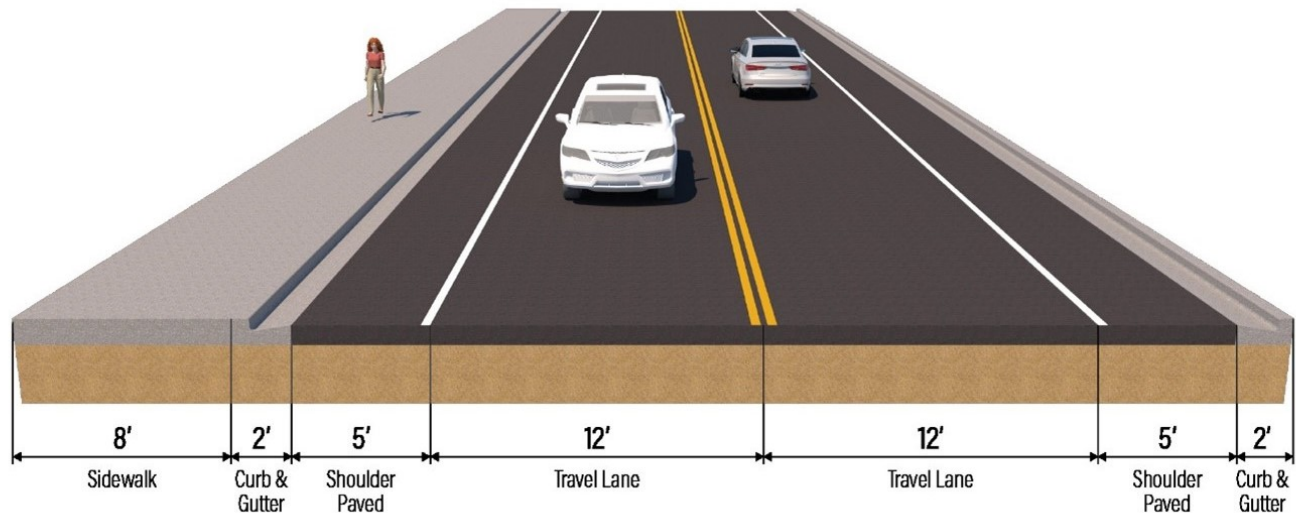


Access to the site will be provided with a stop-controlled entrance at School Street. Five-foot sidewalks will be provided around the truck parking site and an eight-foot sidewalk is proposed along the north of School Street to provide a connection from the entrance of Seminole County Site 1B to the existing sidewalk that runs along the west side of US 17/92.

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A large, raised berm at the northeast corner of the site along Orange Boulevard is proposed to decrease visibility of the site to nearby properties. To facilitate the large turning movements of the trucks accessing the truck parking site from US 17/92, School Street will be reconstructed to meet FDOT design criteria. School Street will include two 12-foot-wide travel lanes (one lane in each direction of travel) and a 5-foot paved outside shoulder with curb and gutter on both sides of the roadway. The proposed School Street improvements are shown in **Figure 4: Proposed School Street Typical Section**. Based on coordination with Seminole County, FDOT will implement improvements to School Street, which will include a tighter radius return and a raised traffic separator just west of the site entrance to prevent trucks leaving the site from heading westbound on School Street and ultimately, traveling on the narrower Elder Road.

**Figure 4: Proposed School Street Typical Section**



The Seminole County Site 1B will include two stormwater ponds: one wet detention pond and one dry retention pond, with a combined area of 3.73 acres. Within Basin 1, Pond 100 is located on the west side of the site and is a 2.55-acre triangular wet detention pond. Within Basin 2, Pond 200 is located along the eastern parcel line and is a 1.18-acre linear dry retention pond. The site is located within an open basin and discharges to Lake Monroe via a ditch within FDOT ROW. The Drainage Report is located in the project file.

The Preliminary Engineering Report (PER) prepared for Seminole County Site 1B includes additional details regarding the truck parking site and is in the project file.

## 5. PUBLIC INVOLVEMENT

**Were there additional public involvement activities? Yes**

The following is a summary of the additional public involvement activities conducted related to Seminole County Site 1B:

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Three Public Information Meetings were held to share information about the project and provide an opportunity for input. Each meeting was conducted as a hybrid meeting (in-person and virtually). In-person attendees could view a looping narrated presentation, project displays, and ask questions with 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.

The first Public Information Meeting was held on March 3, 2022, to review the purpose and need and potential alternatives. Thirty-seven interested individuals attended the meeting, in addition to FDOT and study team representatives.

A second Public Information Meeting was held on May 19, 2022, to present the alternatives considered and the Recommended Alternative. Ten interested individuals attended the meeting, in addition to FDOT and study team representatives. One comment was submitted online during the meetings. No in-person comments were received during the public meetings or within the 10-day comment period.

A third Public Information Meeting was held on January 25, 2024, to present the 30% design plans for the truck parking site. Four interested individuals attended the meeting, in addition to FDOT and study team representatives. One comment was submitted in-person during the Design Public Information Meeting.

The following is a summary of the public input received related to Seminole County Site 1B:

- Questions on whether certain parcels were considered.
- Questions on what is funded and when development will begin.
- No controversy from property owners.
- Potential expansion (by willing seller) to the south if additional ROW was needed.

Agency Coordination Meetings

Agency coordination meetings were held with the City of Sanford, Seminole County, MetroPlan Orlando and Florida Highway Patrol. The purpose of the coordination meetings was to gather feedback from the agencies on the potential truck parking site location and discuss site amenities and security needs. Based on coordination with Seminole County, a landscape berm along Orange Boulevard was incorporated in the conceptual design to provide a visual buffer from the truck parking site.

During Seminole County coordination, FDOT committed to provide signage for trucks exiting the site to travel east on School Street to US 17/92. Also, FDOT will provide signage for trucks to turn right at the eastbound approach to US 17/92 at School Street intersection so trucks can utilize the SR 46 interchange for access to I-4 until I-4 BtU is completed.

Additional Outreach

Additional outreach included surveys during the Florida Truck Driving Championship events held on June 9-11, 2022, and June 15-17, 2023. The surveys elicited 66 responses during the 2022 event and 32 responses during the 2023 event related to desired truck amenities. Based on the survey responses, the conceptual design for the truck parking site incorporates desired amenities (as feasible) such as security, restrooms, and lighting.

The project file includes the meeting minutes, summaries, and materials for the public outreach conducted for Seminole County Site 1B.



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### 6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 242592-4-41-01

Currently Adopted CFP-LRTP	Comments				
Yes					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	No			PE included in FPID 446445-1, Design Phase ongoing
PE (Final Design)	STIP	No			PE included in FPID 446445-1, Design Phase ongoing
R/W	TIP	Yes	51.4 11.1	2024 2025	Both are portion of 242592-4: I-4 BtU Segment 3
R/W	STIP	Yes	51.4 10.5	2024 2025	Both are portion of 242592-4: I-4 BtU Segment 3
Construction	TIP	No			Construction included in FPID 446445-1, Design Phase ongoing
Construction	STIP	No			Construction included in FPID 446445-1, Design Phase ongoing

Segment FM Number: 446445-1-32-01

Currently Adopted CFP-LRTP	Comments
Yes	MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan (CFP) identified funding for truck parking facilities along the I-4 corridor within Osceola, Orange, and Seminole counties, but does not identify individual truck parking sites. Priority ID #EC238 shows \$3,070,000 in funding for the PE/Design Phase in the Existing Transportation Improvement Program (TIP) period, and \$15,960,000 in funding for the Construction Phase in the Existing TIP

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<p>period across Osceola, Orange and Seminole counties. A second project, Priority ID #107 shows \$7,690,000 in funding for the PE/Design Phase, \$20,330,000 for the ROW Phase, \$13,200,000 for the Construction Phase, and \$1,650,000 for the Construction Inspection (CEI) Phase for Osceola, Orange and Seminole counties.</p>					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	No			
PE (Final Design)	STIP	Yes	0.104	2024	
R/W	TIP	No			ROW funding is covered by FPID 242592-4: I-4 BtU Segment 3
R/W	STIP	No			ROW funding is covered by FPID 242592-4: I-4 BtU Segment 3
Construction	TIP	Yes	15.96	2025	
Construction	STIP	Yes	22.8	2026	

[\[3 - Planning Consistency Package\]](#)

## 7. EVALUATION OF CHANGES IN IMPACTS

### a. SOCIAL & ECONOMIC

**Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects?** Yes

A Sociocultural Effects Evaluation (SCE), in the project file, was conducted for Seminole County Site 1B. Pond 317D for the I-4 BtU project impacted one entire commercial parcel (Circle K). Six additional parcels will be impacted (full takes) for Seminole County Site 1B. The six parcels include one additional commercial parcel, one residential parcel, three vacant commercial parcels, and one vacant residential parcel.

The Circle K parcel (gas station/convenience store) was identified as a potential relocation during the I-4 BtU Design Phase for the construction of Pond 317D. The Circle K will still be relocated with the construction of the truck parking site, however Pond 317D will no longer be constructed. Instead, the two ponds proposed for Seminole County Site 1B will serve both the truck parking site and I-4 BtU. Five similar gas stations are located within 1.5 miles of the Circle K along SR 46 to the south, each one attached to either a convenience store or a grocery store. There is also one additional grocery store located one mile south of the existing Circle K and both a Walmart Supercenter and a Super Target located within 2.5 miles of the existing Circle K. As such, no impacts are anticipated to the surrounding community's ability to access either gasoline or food.

Two additional business impacts within the footprint of Seminole County Site 1B are anticipated. Donnie Myers Luxury Coach is a business (commercial parcel) that provides specialized resources. North River Fisheries is a commercial business operating on a residential property. Relocation options for North River Fisheries and Donnie Myers Luxury Coach, that are near the proposed site and located on commercially zoned land, were identified in the Conceptual Stage Relocation Plan (CSR), located in the project file.

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Thus, there are no significant relocations or impacts anticipated on business and employment as a result of the construction of Seminole County Site 1B. Seminole County Site 1B is anticipated to provide economic and commercial enhancements to the economy, as businesses in the area could benefit from the increase in freight traffic.

The construction of Seminole County Site 1B will result in land use changes for the additional six impacted parcels. However, Seminole County designated the future land use of the proposed site as Higher Intensity Planned Development (Transitional, Target Industry, or Airport), which supports the proposed truck parking site. Additionally, due to the existing industrial and vacant nature of the land uses surrounding the proposed site, Seminole County Site 1B is not anticipated to negatively affect the existing aesthetics of its surrounding area. The site plan includes a large, raised berm on the northeast corner of the proposed site to decrease the visibility of the site to nearby properties.

Seminole County Site 1B 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 Seminole County, thus increasing their travel efficiency, and the 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 restricted to freight vehicles only. The proposed site will include sidewalks surrounding the facility to allow pedestrians to safely walk from their individual truck parking spot to the restroom facilities. Sidewalk will also be included along the north side of School Street to enhance pedestrian mobility between the proposed site and the existing sidewalk along US 17/92. This will provide enhanced mobility for all users.

Based on the Project Traffic Analysis Report (PTAR), the truck parking site is expected to generate minimal traffic (24 vehicles in and out during the peak hour). The PTAR, in the project file, documents the future traffic conditions related to the addition of Seminole County Site 1B. In the Design Year 2045, all study intersections are projected to operate the same as No Build (with I-4 BtU completed) conditions, with a less than three second increase in delays at the intersections after introducing the potential truck stop. Improvements to School Street will provide the wider lanes needed by truck traffic on the local roadway.

No additional impacts to existing populations, community services, or the existing character or cohesion of surrounding communities is anticipated as a result of the construction of Seminole County Site 1B. Therefore, the level of impact to social and economic resources as a result of the construction of the proposed Seminole County Site 1B is not expected to be substantial.

**Are there changes in right-of-way needs? Yes**

Seminole County Site 1B will require an additional 15.60 acres and impacts a total of six additional parcels.

**Is there a change in anticipated relocation(s)? Yes**

As previously stated, Circle K was proposed for relocation as part of the I-4 BtU Segment 3 project as a stormwater pond location and is still being proposed for relocation to accommodate the proposed site. As such, the Circle K is not considered a new relocation for Seminole County Site 1B.

There are two relocations anticipated for Seminole County Site 1B. Donnie Myers Luxury Coach (RV Repair Shop) located at 930 Monroe Road is a business relocation. North River Fisheries, Inc., located at 4260 School Street, is a business operating within a residential parcel and is therefore being classified as a business relocation. There is one vacant residential parcel east of the North River Fisheries, Inc. parcel, with the same owner, that is currently being used for business related storage. As such, the two parcels will be included in the business relocation for North River Fisheries, Inc.

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**Are there changes in impacts to Prime or Unique Farmlands?** N/A

**b. CULTURAL**

**Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)?** No

An addendum to the I-4 BtU PD&E Study Cultural Resources Assessment Survey (CRAS) was prepared for Seminole County Site 1B. As a result of the supplementary survey, no archaeological sites or features were identified within the boundaries of Seminole County Site 1B. The architectural survey identified five structures that are fifty years old or older within the Area of Potential Effect (APE) of Seminole County Site 1B, however, none of these properties were determined eligible for inclusion in the National Register of Historic Places (NRHP). Therefore, Seminole County Site 1B would have no effect or impact any NRHP-eligible historic resources or archaeological sites. The State Historic Preservation Office (SHPO) provided concurrence with the addendum on May 23, 2024. The **SHPO Concurrence Letter** is included in the attachments, and the CRAS report addendum is located in the project file.

[\[2 - Truck Parking Seminole County Site 1B SHPO Concurrence Letter\]](#)

**Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands?** No

**Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act?** N/A

**Are there changes in impacts to recreational areas or protected lands?** No

**c. NATURAL**

**Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat?** Yes

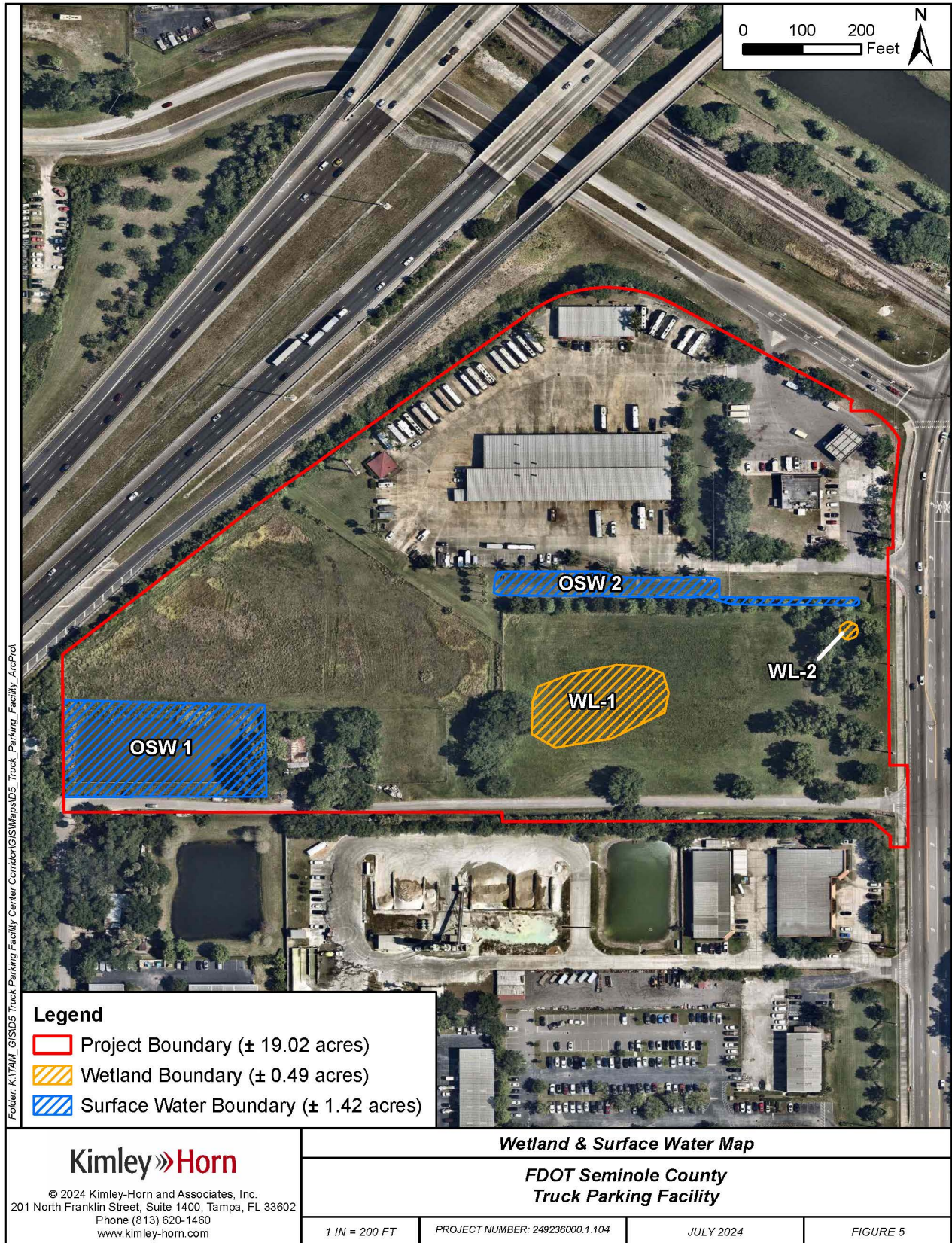
A Wetlands, Listed Species, and Permit History Memorandum, in the project file, was prepared for the 60% Design Plans to determine the effects of the Seminole County Site 1B project on natural features and to assess the need for mitigation. No federal or state listed species were determined to be adversely affected by the construction of Seminole County Site 1B.

Wetland 1 (WL-1) was identified just north of School Street and was originally estimated to be 1.40 acres. Subsequently, the site was documented as cleared/moved by private landowners and only a small portion of WL-1 is remaining as potential emerging wetland. A site visit was conducted with St. Johns River Water Management District (SJRWMD) to determine the potential impacts to WL-1. During the site visit, SJRWMD determined that two marginal isolated wetlands were present on site (WL-1 and WL-2). Refer to **Figure 5: Wetland and Surface Water Map**. The total wetland impact is under 0.5 acres and will not require mitigation. Permitting with SJRWMD is ongoing.



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Figure 5: Wetland and Surface Water Map



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Wetland impacts resulting from the construction of the project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and United States Code (U.S.C.) 1344.

There is no Essential Fish Habitat (EFH) located within or adjacent to Seminole County Site 1B.

Gopher tortoise surveys will be conducted, and permits will be obtained as necessary for the relocation of gopher tortoises to ensure the Seminole County Site 1B project will not adversely affect protected species.

**Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters?** N/A

**Are there changes in impacts to Floodplains or Water Resources?** Yes

One wet detention pond, Pond 317D (not yet constructed), was previously proposed for stormwater management for the I-4 BtU project. The parcel for the previously proposed Pond 317D is being repurposed for inclusion as part of Seminole County Site 1B. Stormwater management for Seminole County Site 1B is being designed to accommodate stormwater management facilities for both the truck parking site and the lost volume for the I-4 BtU project. Two ponds are being proposed as part of Seminole County Site 1B. Pond 100 is a 2.55-acre triangular wet detention pond located on the west side of the truck parking site and Pond 200 is a 1.18-acre linear dry retention pond located along the eastern boundary of the proposed site. Therefore, Seminole County Site 1B will provide a combined area of 3.73 acres of stormwater management. The site is located within an open basin and discharges to Lake Monroe via a ditch within FDOT ROW.

There are no additional floodplain impacts associated with Seminole County Site 1B.

**d. PHYSICAL**

**Are there changes in Air Quality?** No

An air quality screening was completed for Seminole County Site 1B. The No-Build and proposed Build conditions for Seminole County Site 1B were subject to a carbon monoxide (CO) screening model. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels are predicted to be below the National Ambient Air Quality Standards (NAAQS). As such, the project "passes" the CO screening.

The Air Quality Technical Memorandum is in the project file.

**What is the status of Highway Traffic Noise?**

The Noise Study Report for Segment 3 resulted in one location where a noise barrier was found to be reasonable and feasible, located at the Pine Bay Drive Subdivision which is located within the 439682-3 project and has been constructed.

A noise analysis was conducted for Seminole County Site 1B. Noise barriers were evaluated for four Noise Abatement Criteria (NAC) B residential and one NAC E restaurant in the area around Seminole County Site 1B. Based on the evaluation, a noise barrier system constructed for the truck parking site was determined not effective due to the predominant noise sources in the area being from I-4 and US 17/92. For this reason, noise barriers for Seminole County Site 1B are not a viable option for the noise sensitive sites in the area.

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The Noise Analysis Technical Memorandum is in the project file.

**What is the status of Contamination?**

A total of 294 sites were identified within Segment 3 during the I-4 PD&E Study, including two sites with high risk rating (155 and 227), 14 sites with medium risk rating (7, 41, 120, 128, 137, 209, 218, 219, 220, 226, 228, 259, 276, and 280), and two sites with low/medium risk rating (203 and 258). The remaining 276 sites were identified as no or low risk rating. Of the 294 sites, four sites are located within the boundaries of Seminole Site 1B. Those four sites are: 272 (Florida Rock Industries - low risk rating), 277 (Donnie Myers RV Service - low risk rating), 276 (formerly The Pantry, now Circle K - medium risk rating), and 279 (Former Site of Jean's Furniture - low risk rating). The Contamination Screening Evaluation Report (CSER) prepared for the I-4 BtU Segment 3 project commits to conducting a Level II contamination screening for the medium risk site, however no Level II contamination screening for Site 276 (Circle K/The Pantry) has been conducted. The Level II contamination screening will be conducted during later stages of the Design phase prior to Construction.

A CSER, located in the project file, was developed to evaluate the entire Seminole County Site 1B. The updated CSER identified 11 contamination sites within the screening area of Seminole County Site 1B, including one site with high risk rating, three sites with medium risk rating, and seven sites with low risk rating. The medium risk rating sites include North River Fisheries, Donnie Myers Luxury Coach, and the southwest corner of the project site documented as Historic Agricultural Land Uses. The high risk rated site, located at Circle K gas station (previously identified Site 276 - The Pantry) involves underground storage tanks (USTs) and an incident (closed in March 2015) involving gasoline and petroleum spills. This site was previously determined to have a medium risk rating when the contamination study for the I-4 PD&E was completed in July 2016. This determination was made because the site was near the I-4 BtU ROW at the time (0.09 miles away) but not within the ROW. As part of the new contamination study performed for Seminole County Site 1B, all applicable contamination sites were reviewed and the risk ranking was revised for this site from medium to high based on reviews of historical records and because it is located within the proposed ROW of the truck parking site. Therefore, the risk rating for Site 276 (Circle K/The Pantry) is high. The locations of the potential contamination sites are shown in **Figure 6: Contamination Sites Map**.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**RE-EVALUATION  
 FORM**

**Figure 6: Contamination Sites Map**



Proper closure of USTs, including a Level II contamination screening, associated with the Circle K and Donnie Myers Luxury Coach facilities will be conducted during later stages of the Design phase. The North River Fisheries facility and Historical Agricultural Land Uses may require media sampling if suspect site conditions are observed. As a matter of efficiency, media sampling at these sites or adjacent ROW will be performed concurrent to subsurface investigation of the Circle K and Donnie Myers facilities. Waste dumped within the North River Fisheries portion of the site may present a risk to environmental media at the site; these materials may require special handling during removal from the site. The medium and high risk sites will require a Level II contamination screening consisting of soil and groundwater testing; target analytes would include diesel and gasoline range organics, pesticides, heavy metals. The project requires a dewatering permit from the Florida Department of Environmental Protection (FDEP)/SJRWMD.

**Are there changes in impacts to Utilities and Railroads? Yes**

A Utilities Assessment Package (UAP), in the project file, was prepared to verify existing utility facilities identified within the boundaries of Seminole County Site 1B and to conduct a thorough investigation of potential utility impacts for the entire Seminole County Site 1B. Utilities owned by Bright House Networks/Charter, Florida Power and Light Distribution, and Seminole County Environmental Services within easements or lands of possible compensable interests were previously identified as potentially impacted during the I-4 PD&E Study and the potential impacts were confirmed and updated during the utility analysis for Seminole County Site 1B. Measures will be taken to avoid impacts to facilities within these easements. Utility adjustment plans are being prepared as part of the 60% design plans.



## RE-EVALUATION FORM

There are no changes that result in impacts to railroads near the Seminole County Site 1B.

**Are there changes in impacts to Navigation?** N/A

### 8. COMMITMENT STATUS

**Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)?** Yes

**Are there new environmental commitments?** Yes

The following commitments will be added to the PCR for Project Segment # 446445-1:

1. Based on coordination with Seminole County, FDOT will provide a landscaped berm along Orange Boulevard to provide a visual buffer from the truck parking site.
2. Based on coordination with Seminole County, FDOT will provide a tighter radius return and raised traffic separator on School Street to prevent trucks from exiting and traveling west as shown in the design plans.
3. Based on coordination with Seminole County, FDOT will provide signage for trucks exiting the site to travel east on School Street to US 17/92. Also, FDOT will also provide signage for trucks to turn right at the eastbound approach to US 17/92 at School Street intersection so trucks can utilize the SR 46 interchange for access to I-4 until I-4 BtU is completed.

[\[1 - Project Commitments Record\]](#)

### 9. STATUS OF PERMITS

#### Federal

None anticipated.

#### State

Segment	Name	Descriptor	Status	Date
446445-1-32-01	DEP National Pollutant Discharge Elimination System Permit		Needed	
446445-1-32-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	
446445-1-32-01	FWC Gopher Tortoise Relocation Permit		Needed	

#### Local

None anticipated.

#### Other

None anticipated.

### 10. CONCLUSION

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

### 11. DISTRICT REVIEW AND APPROVAL

**RE-EVALUATION  
FORM**

**Name and title of FDOT Preparer:** Mark Trebitz, P.E. | Project Development Manager

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.

Casey Lyon

July 9, 2024

District approving authority or designee

Date



Electronically signed within SWEPT  
on July 9, 2024 3:52:26 PM EDT  
(electronic signature on file)

**12. OEM CONCURRENCE**

Jennifer Marshall, P.E.

August 5, 2024

Print Name

Date

Director of the Office of Environmental Management or Designee



Electronically signed within SWEPT  
on August 5, 2024 12:24:57 PM EDT  
(electronic signature on file)

**13. Links to Supporting Documentation**

- 1 - [43210012201-EIS-D5-ProjectCommitmentRecordReport-2024-0730.pdf](#)
- 2 - [43210012201-EIS-D5-Truck\\_Parking\\_Seminole\\_County\\_Site\\_1B\\_SHPO\\_Concurrence\\_Letter-2024-0612.pdf](#)
- 3 - [43210012201-EIS-D5-Truck\\_Parking\\_Seminole\\_County\\_Site\\_1B\\_Planning\\_Consistency\\_Package-2024-0614.pdf](#)