

IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

	YES	NO	COMMENTS
A. SOCIAL IMPACTS			
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Title VI Consideration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
B. CULTURAL IMPACTS			
1. Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Pedestrian/Bicycle Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
C. NATURAL ENVIRONMENT			
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Outstanding Fla. Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Wild/Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Coastal Barrier Islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
10. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
11. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
12. Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
D. PHYSICAL IMPACTS			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g. Typical Section Changes, Alignment Shifts, Right-of-way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The overall project (a part of the SR 400 (I-4) Beyond the Ultimate (BtU)) proposes improvements to I-4 in Orange County, Seminole County, and Volusia County, Florida. Originally conducted as the I-4 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 supplement the GULs where necessary. The Preferred Alternative limits (from SR 435 (Kirkman Road) to SR 414 (Maitland Boulevard)) were identified in the FEIS (August 2002) and approved under a ROD (December 2002). An additional ROD was approved for the Preferred Alternative from SR 414 (Maitland Blvd.) to SR 434 in 2005. The 2005 ROD modified the project changing the HOV lanes to express lanes, adding 2 more express lanes (one in each direction), through the limits from SR 435 (Kirkman Road) to SR 434. That project (nicknamed I-4 Ultimate) is currently under construction.

The I-4 BtU concept involves the build-out of I-4 to its ultimate condition through Central Florida, 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 General Use Lanes 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 Kirkman Road (SR 435) to north of SR 434 that is currently under construction. The I-4 BtU project addressed within the ROD have 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 ½ 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.

This reevaluation is to document a change to design project 439682-3, which is within the I-4 BtU Segment 3. The 439682-3 limits are I-4 from east of SR 434 to west of Lake Mary Blvd (see attached location map). This design project is to perform limited improvements within Segment 3 prior to the future final improvements. The design project limited improvements consisted of an eastbound auxiliary lane, a pond site, and a noise barrier at Pine Bay Drive. Those design changes were previously reevaluated for construction advertisement and received FHWA concurrence on January 7, 2019. The pond site approved in the January 7, 2019 reevaluation, Pond F, is now proposed to be relocated due to public input. This specific reevaluation is for the

relocation of Pond F. The pond was previously proposed as an expansion of the eastbound rest areas existing stormwater pond into the adjacent forested area. It is now proposed to be relocated centrally within the rest area (please see attached figure). The design change does not result in changes to the cultural, natural, social, or physical impact status.

The pond relocation is in response to adjacent property owner concerns regarding the removal of the tree buffer between the community, I-4, and the rest area. The relocation of the pond will result in the elimination of passenger car parking.

This concept was presented to the public during the October 23, 2019 Informational Open House (Public Meeting). The meeting was well attended by the local residents and the response was generally positive. The residents of the community adjoining the rest area were very much in favor of the concept. There were two individuals who expressed concern about the availability of the next rest area being over an hour's drive. All documents presented at the public meeting are available to the public at the website here: <https://i4beyond.com/public-meeting/interstate-4-i-4-construction-in-seminole-county/>. The draft poster board depicting the concept for the proposed pond and the closure of car and trailer parking that was displayed at the public meeting can be viewed here: <https://i4beyond.com/wp-content/uploads/2019/10/4039-Eastbound-I-4-Rest-Area-Pond-Poster-Board-20191022-rgb.pdf>

FDOT collected 24 Hour counts in March 2018 which indicate a total daily volume of 1,275 vehicles which includes 28.47% trucks. The average hourly passenger car volume was calculated to be 38 vehicles per hour. Assuming these vehicles will use one of the adjacent exits (SR 436, SR 434, Lake Mary Blvd, CR 46A, and SR 46) it is not anticipated that there will be an adverse effect on the operations at these interchanges.

The request for the closure of the car and trailer parking has been reviewed and concurred by the FHWA Florida Division Office. Please see attached signed letter.

There are no changes to the other segments to be addressed at this time.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

1. Displacements and Relocations – FDOT will carry out a relocation assistance program in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, as amended, for Federal and Federally Assisted Programs (23 CFR and 49 CFR, Part 24, Sections 334.048, 339.09 and 421.55, Florida Statutes Rule 14-66, Florida Administrative Code).

This applies to all segments and will be complied with during the right of way phases. 439682-3: There are no businesses or residences to be relocated for this project.

2. Cultural Resources - FDOT commits to documenting and evaluating any structures that reach historic age prior to project completion as part of a supplemental CRAS. FDOT commits to avoidance of the potentially eligible Paola Church Cemetery (8SE02326) and the eligible Lake Monroe Outlet Midden Site (8VO00053). The staging of construction equipment, materials, or

vehicles will be prohibited during the project. The limits of the archaeological midden will be identified on all project plans to ensure compliance. The Lake Monroe Outlet Midden Site extends adjacent to and beneath I-4 from Lake Monroe to approximately .45 miles north; the northern and southern edges of the site boundary will be demarcated in the field in proximity to the Interstate to further ensure avoidance.

This applies to all segments. Cultural resource assessment addendums will occur as needed for each of the project segments. The Lake Monroe Outlet Midden Site (8VO00053) is within BtU Segment 4 (408464-2), which is still in design at this time. This commitment will be complied with as the project moves forward. The Paola Church Cemetery is within the BtU Segment 3, but outside the current design project limits. There is no active design project within that area at this time. 439682-3: A cultural resources assessment of the rest areas was performed and resulted in a no effect finding. The SHPO concurred with this finding on January 27, 2015.

3. Wildlife and Habitat – The utilization of the following specific wildlife and habitat commitments and mitigation measures for unavoidable impacts are recommended to minimize the overall impacts to wildlife from this project:

a. As required by FDOT Standard Specifications, the construction equipment staging areas for storage of oils, greases, fuel, road bed material and equipment maintenance will be sited in previously disturbed areas not adjacent to any streams, wetlands, or surface water bodies. The staging areas will be surveyed for listed species prior to their use. Also, as required by FDOT Standard Specifications, if protected species are identified unexpectedly within the construction area during construction, coordination will be initiated with the appropriate resource agencies to avoid or mitigate impacts.

This applies to all segments and will be complied with as the projects move forward to construction. 439682-3: The FDOT Standard Specifications will be adhered to during construction.

b. Eastern indigo snake habitat has been identified within the project limits. Utilize the US Fish and Wildlife Service (USFWS) Standard Protection Measures for the Eastern Indigo Snake, at the US Fish and Wildlife Service Link:

http://www.fws.gov/northflorida/IndigoSnakes/20130812_Eastern_indigo_snake_Standard_Protection_Measures.htm

This applies to all segments and will be complied with when the projects move to the construction phase. 439682-3: The project will implement the Standard Protection Measures during construction, per the standard specification.

c. During permitting, all potential gopher tortoise habitat that could be impacted by the project will be systematically surveyed according to the current guidelines published by the Florida Fish and Wildlife Conservation Commission (FFWCC). If gopher tortoise burrows are found, all practicable design measures will be employed to avoid impacts to the burrows. For burrows which cannot be avoided, a permit will be obtained from FFWCC for relocation of gopher

tortoises and commensals, and relocation will be performed at a time as close as practicable to the start of construction activities at the site of the burrows.

This applies to all segments and will occur at the appropriate time prior to construction. 439682-3: A gopher tortoise survey was performed in October 2018 and one burrow was located, but it was outside the project limits. A 100% gopher tortoise burrow survey was performed from the new pond site location in October 2019 and no burrows were located.

d. During permitting, FDOT will coordinate with the permitting agencies to quantify and provide compensation for any unavoidable impacts to wood stork suitable foraging habitat (SFH). Mitigation for these impacts will be provided within the service area of a USFWS-approved wetland mitigation bank that provides an amount of habitat and foraging function equivalent to that of the impacted SFH in accordance with the Corps of Engineers and U.S. Fish and Wildlife Service Effect Determination Key for the Wood Stork in Central and North Peninsular Florida.

This applies to all segments and will occur at the appropriate time during permitting. 439682-3: No wetlands or surface waters are being impacted by the project; therefore, no mitigation for wood stork impacts is required.

e. During permitting, FDOT will re-survey for listed species to ensure no changes have occurred since the completion of the PD&E Study.

This applies to all segments and will occur at the appropriate time during permitting. 439682-3: A protected species survey was performed in October 2018 and October 2019 and no impacts to protected species, or their critical habitat, was identified.

f. FDOT has incorporated the findings from the Biological Opinion from USFWS addressing impacts to listed species for the project, including:

- Providing compensatory mitigation to offset the 4.68 acres of impacts to occupied scrub-jay habitat in Segment 4 at a ratio of 2:1 to the Nature Conservancy Umbrella Plan mitigation fund.
- Including a construction commitment to prevent clearing and grubbing within the areas of occupied scrub-jay habitat during nesting season (March 1 – June 30) to avoid any potential harm to individual birds should they be present. These areas will be identified on the project exhibits in the ESBA and EIS Update and will be identified on the design plans.
- Unauthorized take of Florida-scrub-jays associated with the proposed activities should be immediately reported by notifying the Jacksonville Ecological Services Field Office at (904) 731-3336. If a dead Florida scrub-jay is found in the project area, the specimen should be thoroughly soaked in water and frozen for later analysis of cause of death.

This applies to the BtU Segment 4 (408464-2), which is currently in design. These conditions will be adhered to during the appropriate phases.

4. Wetlands – The following commitments are proposed to ensure that the project does not result in adverse impacts to wetland communities and the functions they provide:

a. During the permitting process, FDOT will coordinate with federal and state agency personnel to ensure minimization and reduction of adverse wetland impacts have been explored to the fullest extent of the project while meeting engineering standards and practice.

b. Wetland impacts (direct and secondary) that will result from the construction of this project will be mitigated pursuant to requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s.1344, as appropriate. Where feasible, the FDOT is committed to minimize direct, secondary, and temporary impacts.

c. During the development of the final design, a Quality Enhancement Strategies (QES) plan addressing the avoidance and minimization for losses of waters of the United States and alternative design changes to minimize wetland impacts (without jeopardizing safety) will be committed by others.

This applies to all segments and will be complied with at the appropriate time. 439682-3: There are no wetlands or surface waters to be impacted by this project.

5. Essential Fish Habitat – The following commitments are a result of the coordination with NMFS to address the proposed 38.4 acres of impacts in Lake Monroe and the DeBary Bayou for areas classified as EFH.

a. To offset impacts to EFH, FDOT commits to constructing a 100-foot long bridge in each direction along I-4 in the area of Lake Monroe and the DeBary Bayou to provide for the enhancement of tidal wetlands.

b. As a condition of the coordination, FDOT commits to a monitoring program that allows resource agencies to assess performance standards and the need for corrective actions if the anticipated connectivity is not achieved.

This applies to the BtU Segment 4 (408464-2) project and will be addressed as the project moves forward.

6. Contamination – Project commitments to address potential contamination sites include:

a. FDOT commits to conducting Level II Contamination Screenings on all Medium and High Risk Rated sites before establishing a final determination. This will include investigating previous PD&E Studies and Design Projects covering the project area and its surroundings.

b. All bridges and other structures which will require possible demolition or retrofit should be tested for asbestos containing materials, lead-based paint or any other hazardous materials prior to construction.

c. Should any parcels containing medical facilities, doctor offices, hospitals, or drug stores be acquired, they should be tested for asbestos, lead-based paint, x-ray equipment, lead-lined walls, chemicals and pharmaceuticals prior to demolition.

This applies to all segments and will be addressed as those projects move forward. 439682-3: There are no high or medium sites identified along the project area, no structures to be impacted, and no parcels being acquired.

7. Noise – FDOT is committed to the construction of feasible and reasonable noise abatement measures at Sea Isle, McKinley at Monterey Lakes, Pine Bay Drive, Riverside Drive Apartments, and Kettering Road as shown on the Noise Maps in each Segment’s Noise Study Report contingent upon the following conditions:

- Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion.
- Community input supporting types, heights and locations of noise barriers is provided to the District Office.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

The Sea Isle and McKinley at Monterey Lakes locations occur within the BtU Segment 2 (242484-7) and the Riverside Drive Apartments and the Kettering Road locations occur within BtU Segment 4 (408464-2), which are both in design. This commitment will be addressed as the projects move forward. 439682-3: The Pine Bay Drive noise barrier is within the project limits. The barrier was found to be reasonable and feasible and met the above criteria. This noise barrier is being constructed with this project.

8. Section 4(f) - FDOT commits to avoidance of any Section 4(f) resources along the I-4 BtU corridor. The staging of construction equipment, materials, or vehicles will be prohibited within these areas during the project.

This applies to all segments and will be addressed as those projects move forward. 439682-3: There are no 4(f) resources along the project area.

9. Padgett Creek Bridge – The US Coast Guard issued an Advanced Approval Letter for the bridge crossing over Padgett Creek stating that the replacement of the bridge would not require a USCG permit. To comply with the conditions of this letter, FDOT commits to:

- Comply with all applicable federal, state, and local laws and regulations.
- The lowest portion of the bridge over the waterway must clear the 100-year flood height and should match or exceed the lowest portion of the existing to-be replaced I-4 Bridge.
- Upon Completion of construction provide, to the local US Coast Guard Bridge Office in Miami, a set of “as-built” drawings which include the horizontal and vertical clearance of the bridge across the waterway.
- When the bridge is no longer used for transportation purposes, it must be removed in its entirety and FDOT must notify the USCG that the waterway has been cleared.
- If construction of the bridge is not commenced by March 22, 2019, an updated “Bridge Project Questionnaire” must be submitted to the USCG Bridge Office for reconsideration.

This applies to the BtU Segment 4 (408464-2) and will be complied with as the project moves forward.

10. Trails, Sidewalks, and Bicycle Lanes – FDOT commits that during the construction of the project, connectivity to trails, sidewalks, and bicycle lanes will be maintained.

This applies to all segments and will be addressed when the projects move to the construction phase. 439682-3: There are no trails, sidewalks, or bike facilities within the construction area of this design project.

11. Aesthetics – FDOT commits to use 1.5% of the construction cost for the enhancement of the aesthetics of the new structures (hardscape) to keep the same look established by the I-4 Ultimate Project.

This applies to all segments and will be addressed as the projects move forward. 439682-3: The noise barrier will be in line with the aesthetic of the I-4 Ultimate.

VII. PERMITS STATUS

439682-3: The SJRWMD Environmental Resource Permit, No. 22434-17, was obtained January 29, 2019 for Pond F. A permit modification for the new pond site location will be acquired prior to the pond site construction. The contractor obtained the NPDES permit on August 10, 2019.

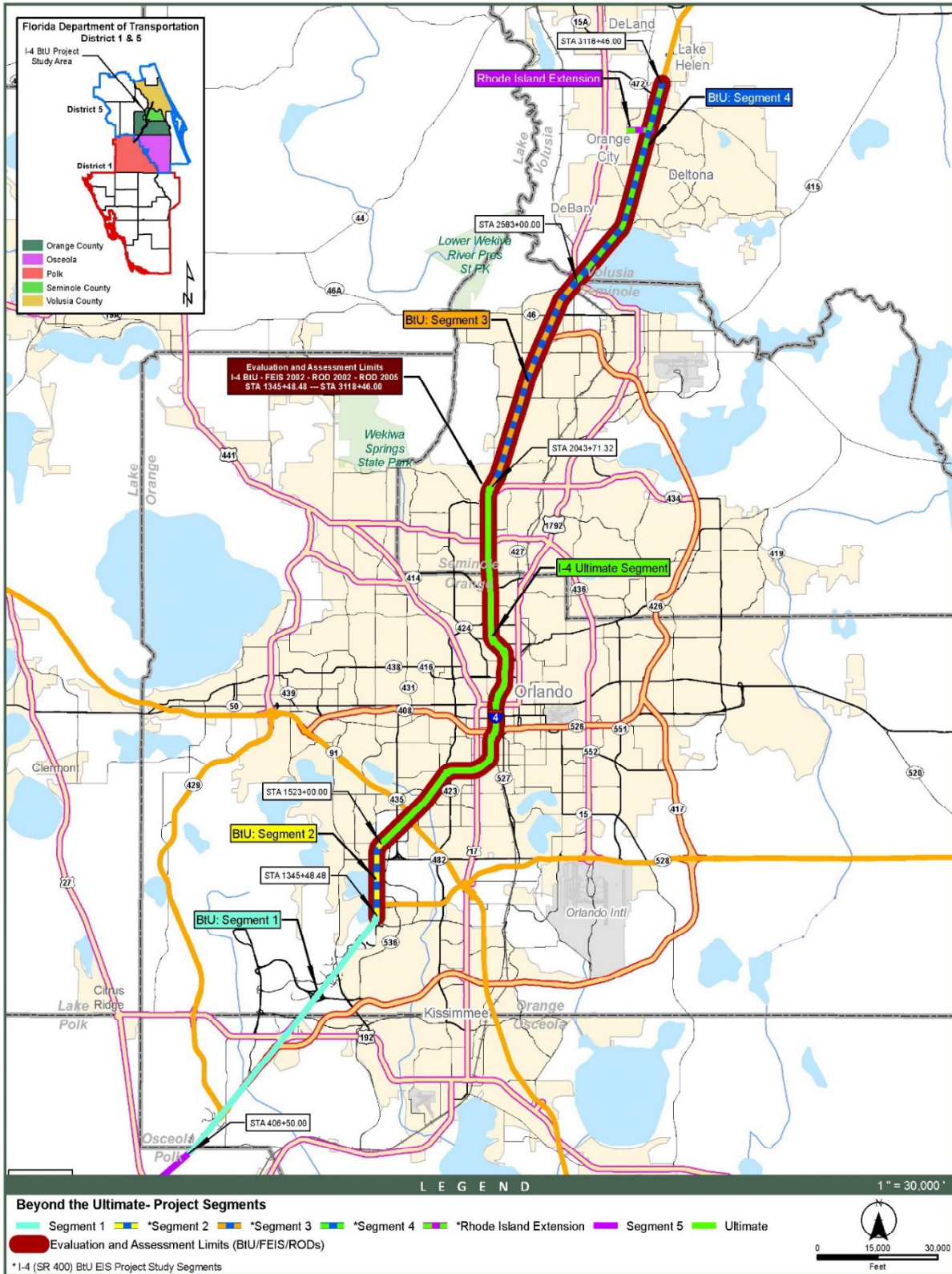
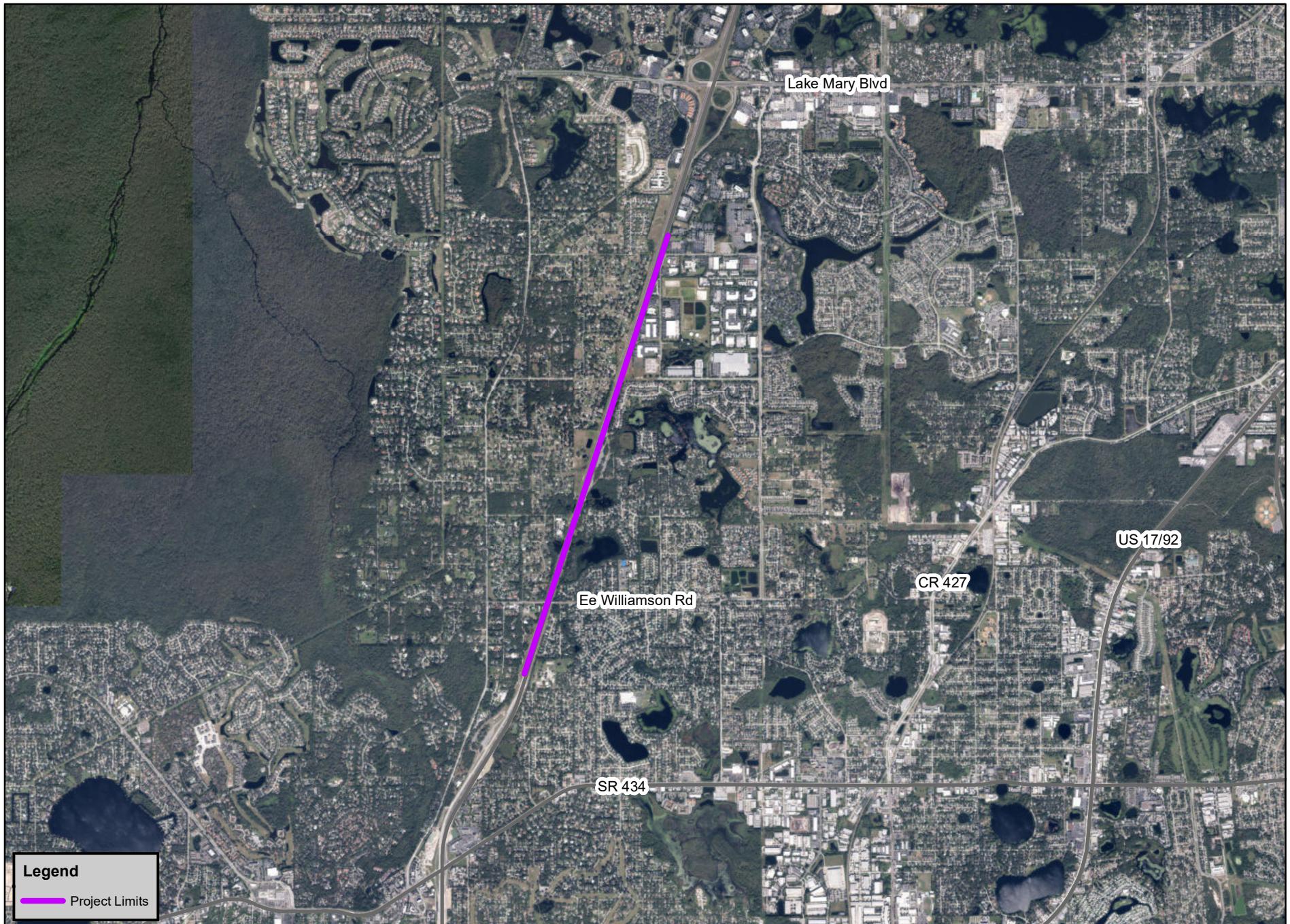
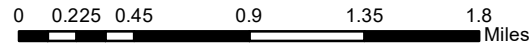


Figure R-1 – Project Location Map

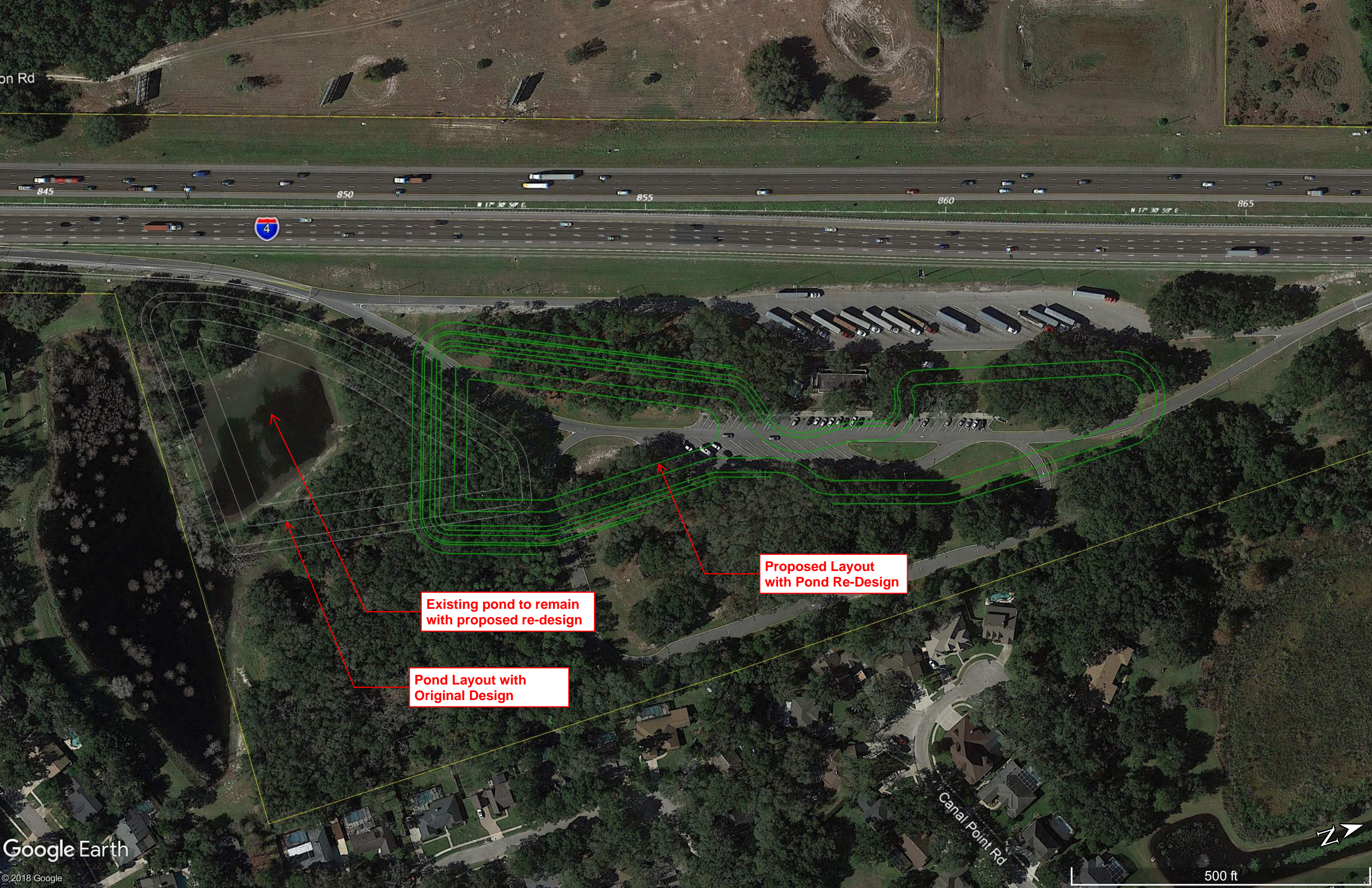


I-4 (SR 400) from east of SR 434 to west of Lake Mary Blvd FM# 439682-3



Project Location Map

on Rd



845

850

855

860

865



N 17° 30' 59" E

N 17° 30' 59" E

**Existing pond to remain
with proposed re-design**

**Proposed Layout
with Pond Re-Design**

**Pond Layout with
Original Design**

Canal Point Rd





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

October 21, 2019

Jamie Christian
Florida Division Administrator
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Re: Interstate 4 (I-4) Eastbound Rest Area – Car and Trailer Parking Closure Request (Updated)

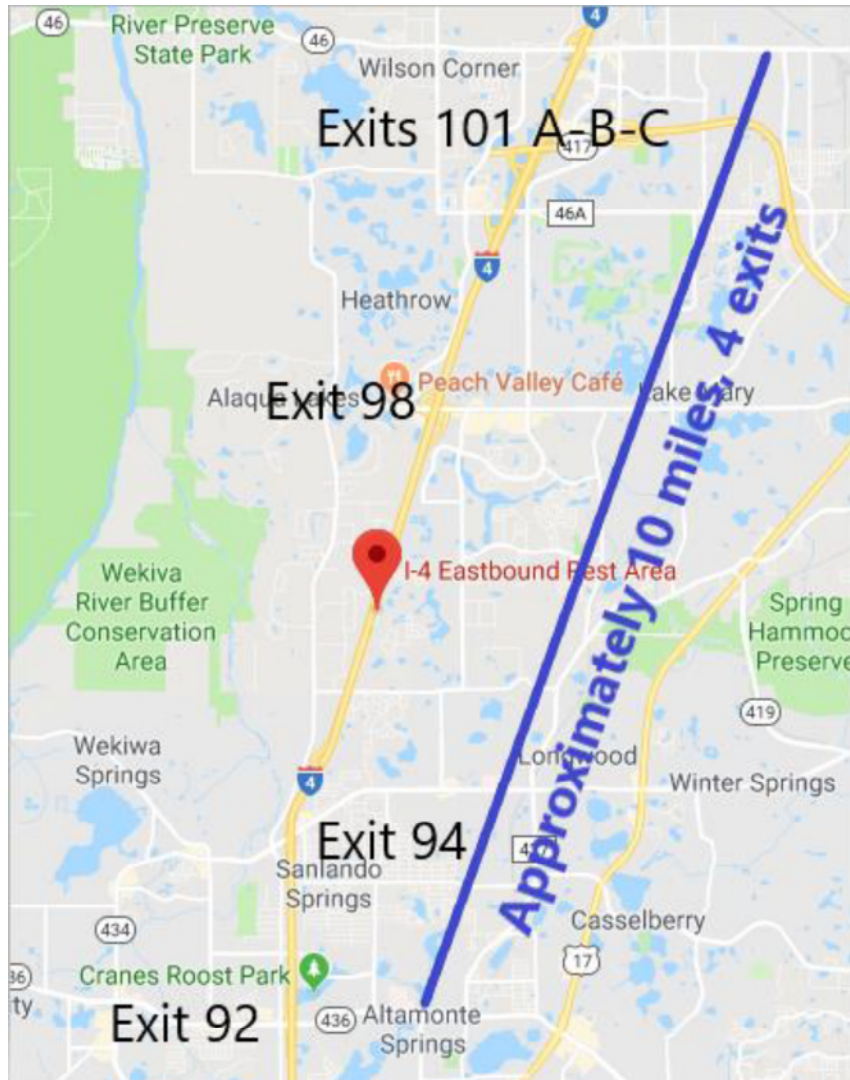
Dear Mr. Christian,

The Florida Department of Transportation (FDOT) District 5 office is asking for your concurrence to permanently close the back road and Car/Trailer parking at the Interstate 4 (I-4) Eastbound Rest Area in the City of Longwood, Seminole County.

The rest area is configured to have Truck Parking to the left as you enter (closest to the interstate), and Cars/Trailers to the right.



This I-4 Eastbound Rest Area is located approximately half way between Exit 94 (SR 434 Longwood) and Exit 98 (Lake Mary). See map below.



There are many opportunities at the four closest exits to the I-4 Eastbound Rest Area to find somewhere to stop and rest. See more details below on the four exits within ten miles surrounding the rest areas.

- Two miles to the west at Exit 94 (SR 434) there are five fast food restaurants, two coffee shops, and one gas station within two miles of the exit from I-4.
 - Another two miles to the West, Exit 92 (SR 436) has many resources (fast food, coffee shops, mall, gas stations) to the public as well.
- Two miles to the east at Exit 98 (Lake Mary Boulevard) there are seven fast food restaurants, three coffee shops, and two gas stations within one mile of the exit from I-4.
 - Another three miles to the East are at Exits 101 A-B-C, similar resources ((fast food, coffee shops, mall, gas stations) are available at these exits.

Our request is to permanently close off the internal ramp that goes to the right for cars and trailers.



There is a building with ADA accessible restroom facilities and vending machines in between the two parking areas. We are not proposing to close these facilities, as they would still be used by the truck drivers who use this Rest Area.

This I-4 Eastbound Rest Area and its pair on I-4 Westbound (also located in Longwood) are both heavily used by truck drivers needing to stop for their federally mandated rest periods.



We would like to use the current car and trailer parking area of the rest area for water retention for a current widening project along the interstate. As you can tell from the aerial pictures there is a nice buffer of trees between the nearby neighborhoods and the rest area and interstate. We would prefer not to remove this buffer, and place the new retention pond within the rest area versus in the area where the tree buffer is located. Due to the close proximity of 4 exits with numerous places for the public to stop, we are making this request.

We have prepared a signage plan to account for the closure of the car and trailer parking. We will implement this plan as appropriate. We also plan on a public outreach plan that will update the public on the car and trailer park closure.

Safety of the traveling public is of utmost concern to FDOT, we will monitor the I-4 Eastbound Rest Area for non-trucks that enter the facility. If the monitoring shows a significant amount of non-truck use we will make adjustments to our signage and temporarily increase our security presence to enforce the truck only use. This will ensure that all available truck parking at the site will continue to be available for truck only use, and cars will not be mixing with the trucks. In the past three years there have been no reports of accidents related to trucks parking along I-4. FDOT installed 'No Parking Signs' along both sides of the entrance and exit ramps several years ago and this has helped to keep trucks contained within the rest area.

Thank you for your *consideration* to permanently close the car and trailer parking lot on the east side of the I-4 Eastbound Rest Area to public access.

If you concur with this request, please sign below and return the letter to me by email.

We are available at your convenience if there are any questions. I can be reached at 386-943-5476 (office), 386-956-4193 (cell), or Loreen.bobo@dot.state.fl.us .

Thank you,



Loreen Bobo, P.E.

Florida Department of Transportation

District 5

Director of Transportation Development

**LINA E
MALDONADO**

Digitally signed by LINA E
MALDONADO
Date: 2019.10.22 15:43:44 -04'00'

FHWA Concurrence

Date

LM (10.22.2019) Pending Environmental Re-evaluation