



ENVIRONMENTAL ASSESSMENT TECHNICAL MEMORANDUM

DANIEL WEBSTER WESTERN BELTWAY SR 429 / BINION ROAD INTERCHANGE PROJECT DEVELOPMENT & ENVIRONMENT STUDY

Submitted By:

Signature: _____

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November 9, 2022



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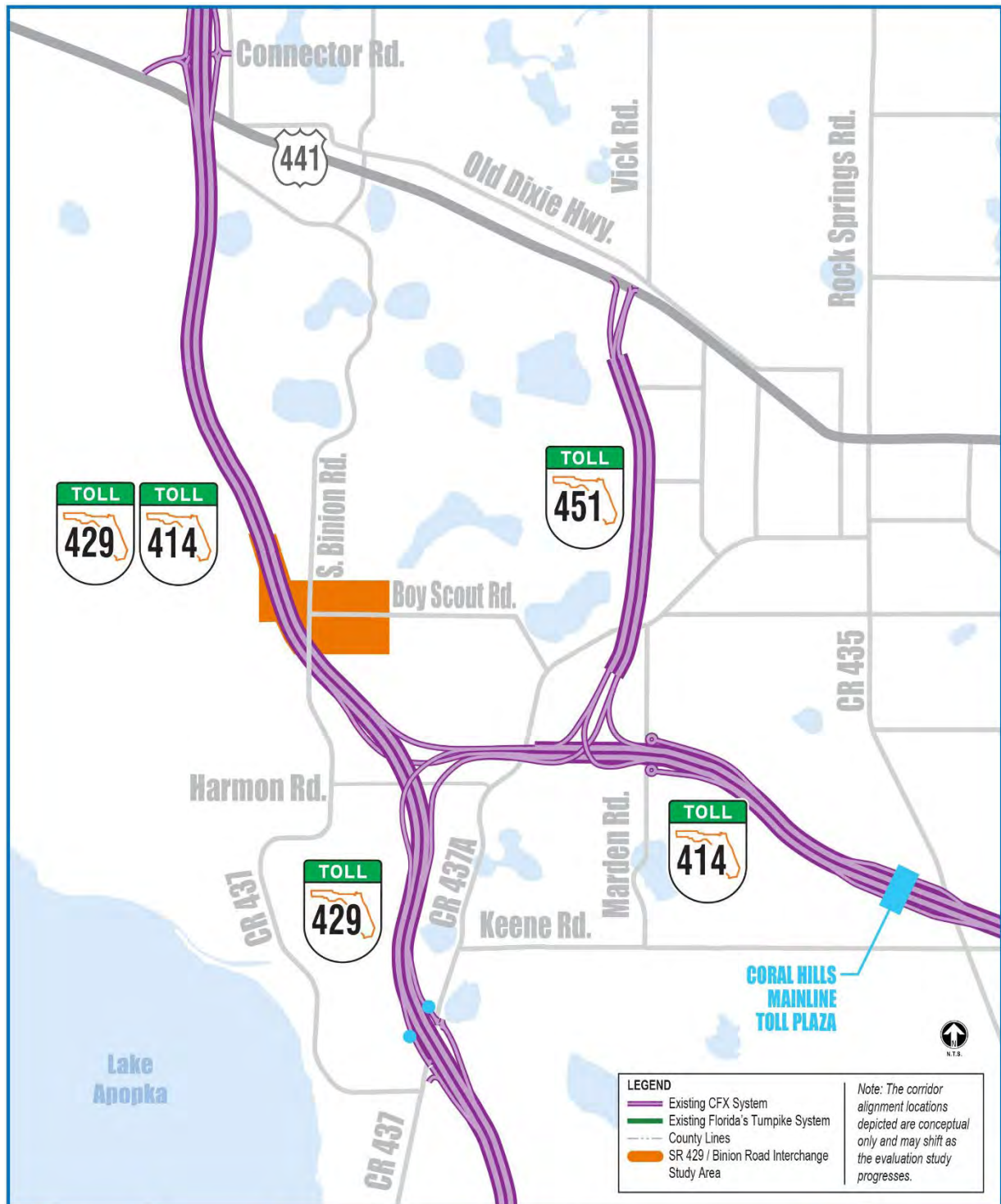
Technical Memorandum written to align with Level 1 PEIR chapter format

1.0 - Project Information

Project Name:	State Road (SR) 429/Binion Road Interchange
Projects Limits:	The study area runs along the vicinity of South Binion Road and Boy Scout Road at SR 429. Currently, drivers must enter and exit SR 429 by traveling approximately three miles north to just north of US 441 at the SR 429 Connector Road interchange or travel three miles south to the interchange at Ocoee Apopka Road.
County:	Orange
Proposed Activity:	Evaluating a proposed half interchange (northbound on-ramp and southbound off-ramp) expressway connection from Binion Road to SR 429 to provide enhanced access and mobility to southwest Apopka. Analyze intersection improvements and access management modifications along the proposed interchange.
Responsible Agency:	Central Florida Expressway Authority (CFX)
Planning Organization:	CFX
Phase:	Project Development & Environment (PD&E) Study
Project Contact Information:	
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Project Location Map

Figure 1: Project Location Map



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SR 429 / Binion Road Interchange
Central Florida Expressway Authority
General Location Map

Project Background & Description

Background

In August 2022, CFX began a Project Development and Environment (PD&E) Study of the State Road 429/Binion Road Interchange. The study is evaluating a proposed half interchange (northbound on-ramp and southbound off-ramp) expressway connection from Binion Road to SR 429 to provide enhanced access and mobility to southwest Apopka.

Study Description

The study area runs along the vicinity of South Binion Road and Boy Scout Road at SR 429. Currently, drivers must enter and exit SR 429 by traveling approximately three miles north to just north of US 441 at the SR 429 Connector Road interchange or travel three miles south to the interchange at Ocoee Apopka Road. The 6-month study will analyze intersection improvements and access management modifications along the proposed interchange.

Study Goals

The goals of the SR 429/Binion Road Interchange PD&E Study include:

- Identify transportation mobility options and programs that could meet future demand.
- Enhance mobility of the area's growing population and economy by providing additional transportation infrastructure.
- Provide consistency with local plans and policies.
- Promote regional connectivity.

Scope

The CONSULTANT, at the direction of CFX, shall perform the appropriate level of environmental analysis of each community, cultural, natural, or physical feature of the project and prepare the required corresponding documentation as outlined in the PD&E Manual.

The CONSULTANT will prepare the Project Environmental Impact Report (PEIR) in accordance with the PD&E Manual for review and comment by CFX and the GEC. The CONSULTANT will document Project Planning Consistency consistent with requirements for a State Environmental Impact Report (SEIR) in the PEIR. Following review by CFX, the CONSULTANT will prepare this report after all other reports have been finalized. The Final PEIR will be finalized after the Public Meeting.

The documentation shall be developed to and in compliance with all applicable state regulations and all applicable state issuances governing the content and development of this study type. The resultant engineering and environmental reports prepared during the study shall satisfy the level of documentation required for a non-federally funded transportation improvement when a PEIR is prepared. Formal approval by CFX of the study documentation, including the adoption of a preferred alternative, will constitute Location and Design Concept Acceptance (LDCA) of the proposed action as a PEIR.

2.0 – Environmental Analysis & Report Introduction

General Existing Conditions of Project Area

The project area, as defined within the PD&E Study, is the location where alternative concepts for a half interchange that would provide access to SR 429 and a new intersection design at Binion Road and Boy Scout Road are being considered. For consistency in studying the existing and anticipated conditions of the area surrounding the PD&E Study Area, a half mile radius of the general existing conditions surrounding the project area are used.

The entirety of the project area falls within the Apopka City limits, except for 2 parcels at the northeast corner of the intersection of Boy Scout Road and S Binion Road. Within the

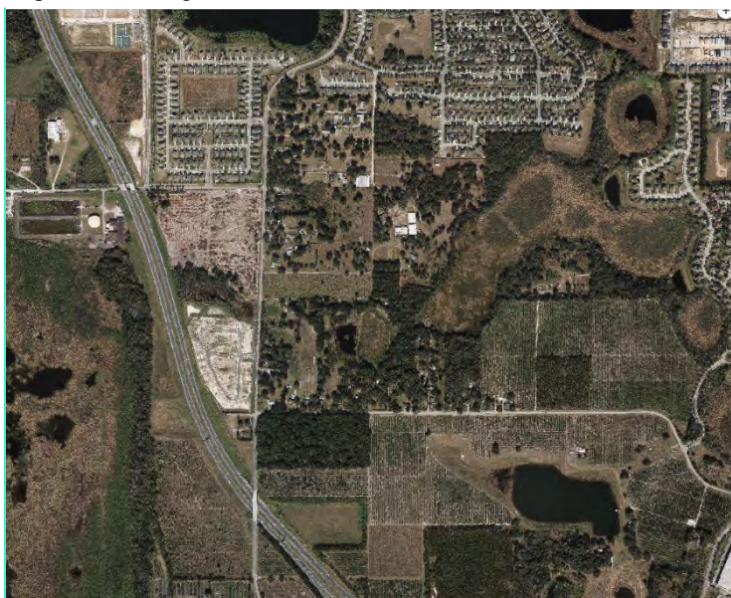
surrounding area, the majority of the land falls within the City of Apopka Corporate Limits, with the remainder of the properties falling within unincorporated Orange County.

Figure 2: Project area (2012)



The Land Use in this area has slowly changed from primarily larger tracts of land often used for agriculture, to the development of many single-family subdivisions. The rise in population density and subsequent vehicle trips have put stress on the existing roadway network, which consists of mostly rural residential profile. The development of single-family lot subdivisions is likely to continue in the surrounding area, based on current market demand.

Figure 3: Project area (2022)



These photos (**Figure 2** and **Figure 3**) show aerial images of the surrounding project area taken in 2012 (top) and in 2022 (bottom). The suburbanization is quite evident, and the pressure for connection to the major highway systems, for urbanized intersections, and for regional multi-modal connectivity is expected to increase.

2.a – Social & Economic Environment Analysis

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Social

Demographics

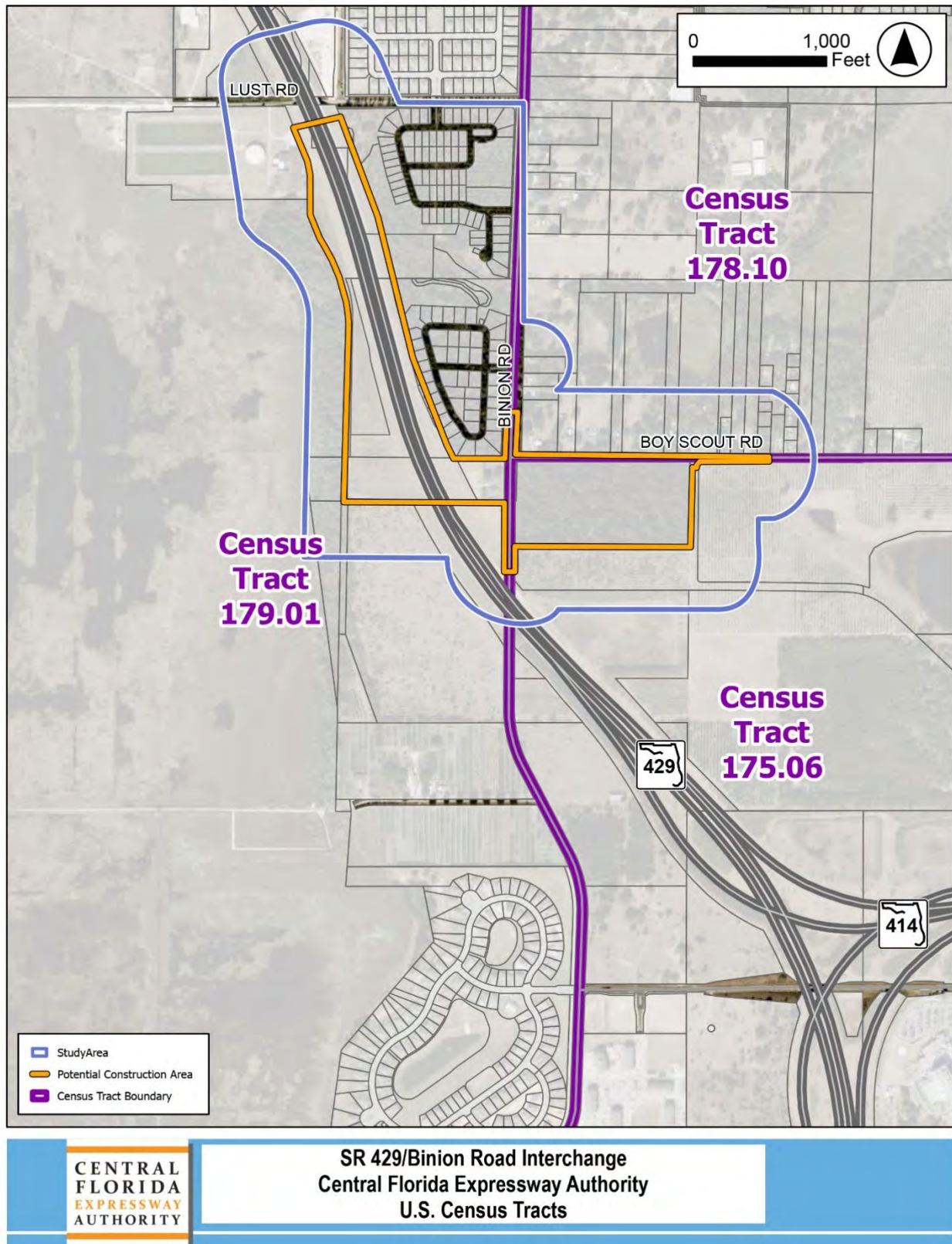
The study area was reviewed to identify minority and/or low-income populations as well as underrepresented population groups protected under *Title VI of the Civil Rights Act of 1964* and related nondiscrimination statutes and regulations. **Table 1** provides study area demographics based on the US Census Tracts in which the project is located. See **Figure 4** for the location of the tracts.

Table 1: Study Area Demographics by Census Tract

Census Tract	Total Population	Percent Minority Population	Percent Population Below Poverty Level	Percent Population Aged 65 and Over
175.06	12,043	62.8%	12.8%	6.2%
178.10	6,244	62.4%	21.3%	15.8%
179.01	2,539	61.5%	5.2%	14.8%
Orange County	1,340,469	56.0%	14.2%	12.0%

Source: 2020 U.S. Census (Total Population, Minority Population); 2020 ACS 5-Year Estimates (Poverty, 65 and Over)

Figure 4: Study Area Census Tracts



Community Features

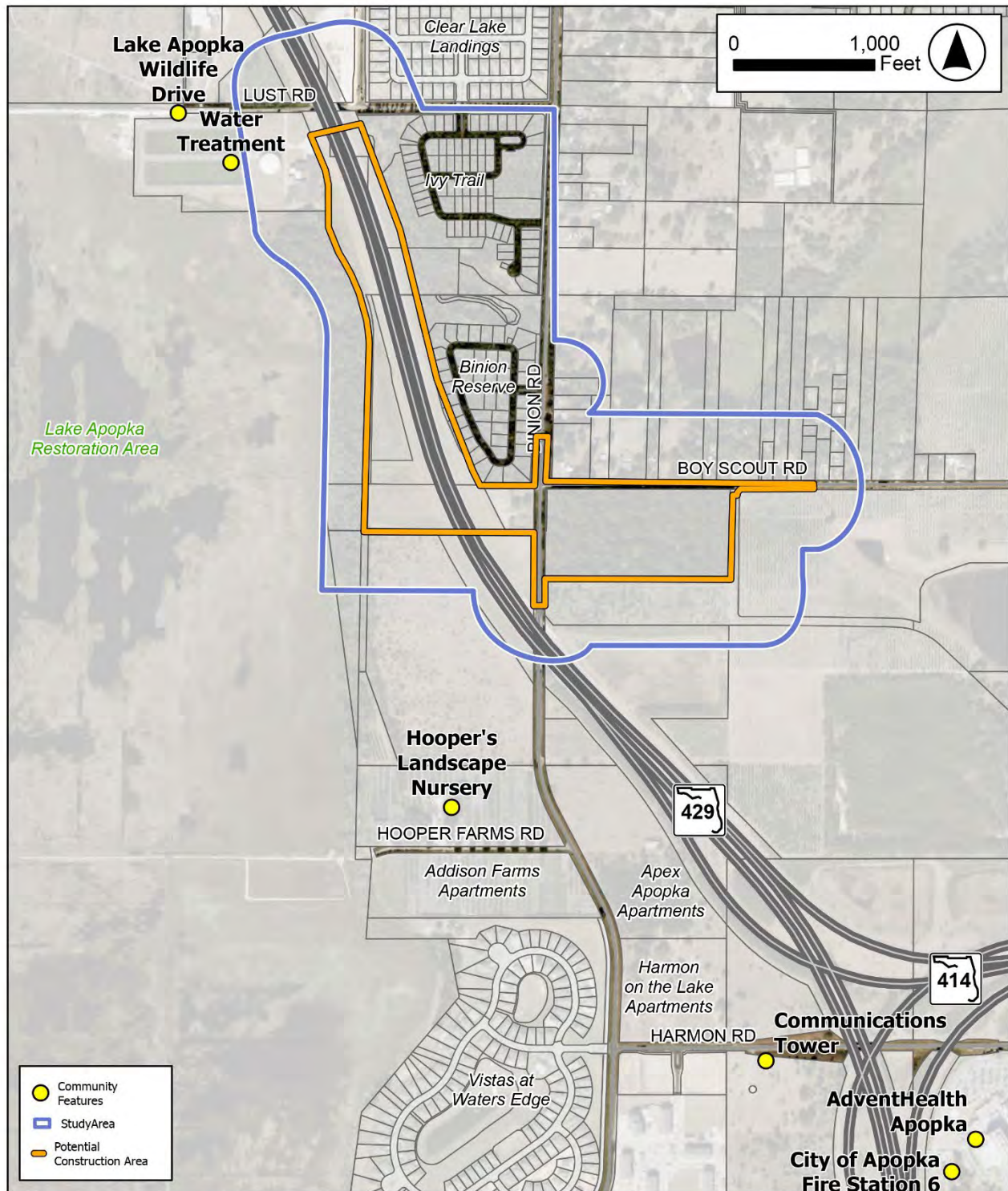
A desktop review of the study area indicates that there are three community facilities within the study area: the entrance to the Lake Apopka Wildlife Drive, including a parking lot used by trail cyclists and hikers, a water treatment facility, and a communications tower. Additionally, there are several neighborhoods within, partially within, or nearby the study area.

It should be noted that just to the southeast of the study area, there is a hospital and City of Apopka fire station. **Table 2** presents community facilities within or near the study area. **Figure 5** presents the community facility locations.

Table 2: Community Features

Name	Type of Facility	Relative Location
City of Apopka Fire Station 6	Institutional	±3,880 feet southeast of study area
Communications Tower	Institutional	±3,120 feet south of study area
Water Treatment Facility	Institutional	Within study area
Lake Apopka Wildlife Drive	Recreation	Partially within study area
Advent Health Apopka	Healthcare	±3,350 feet southeast of study area
Hooper's Landscape Nursery	Commercial Nursery	±780 feet south of study area
Addison Farms Apartments	Neighborhood	±1,350 feet south of study area
Binion Reserve	Neighborhood	Within study area
Clear Lake Landings	Neighborhood	Partially within study area
Ivy Trail	Neighborhood	Within study area
Vistas at Water Edge	Neighborhood	±1,950 feet south of study area
Apex Apopka Apartments	Proposed Neighborhood	±750 feet south of study area
Harmon on the Lake	Proposed Neighborhood	±2,050 feet south of study area

Figure 5: Community Features



Economic

The proposed improvements will provide enhanced regional connectivity in southwest Apopka, which has been experiencing significant population growth, with more development underway. This connection will improve mobility with the region to the north, including Mt. Dora, Tavares, and Eustis, providing access to jobs, services, and recreation. The enhanced mobility will continue to drive economic development.

Land Use Changes

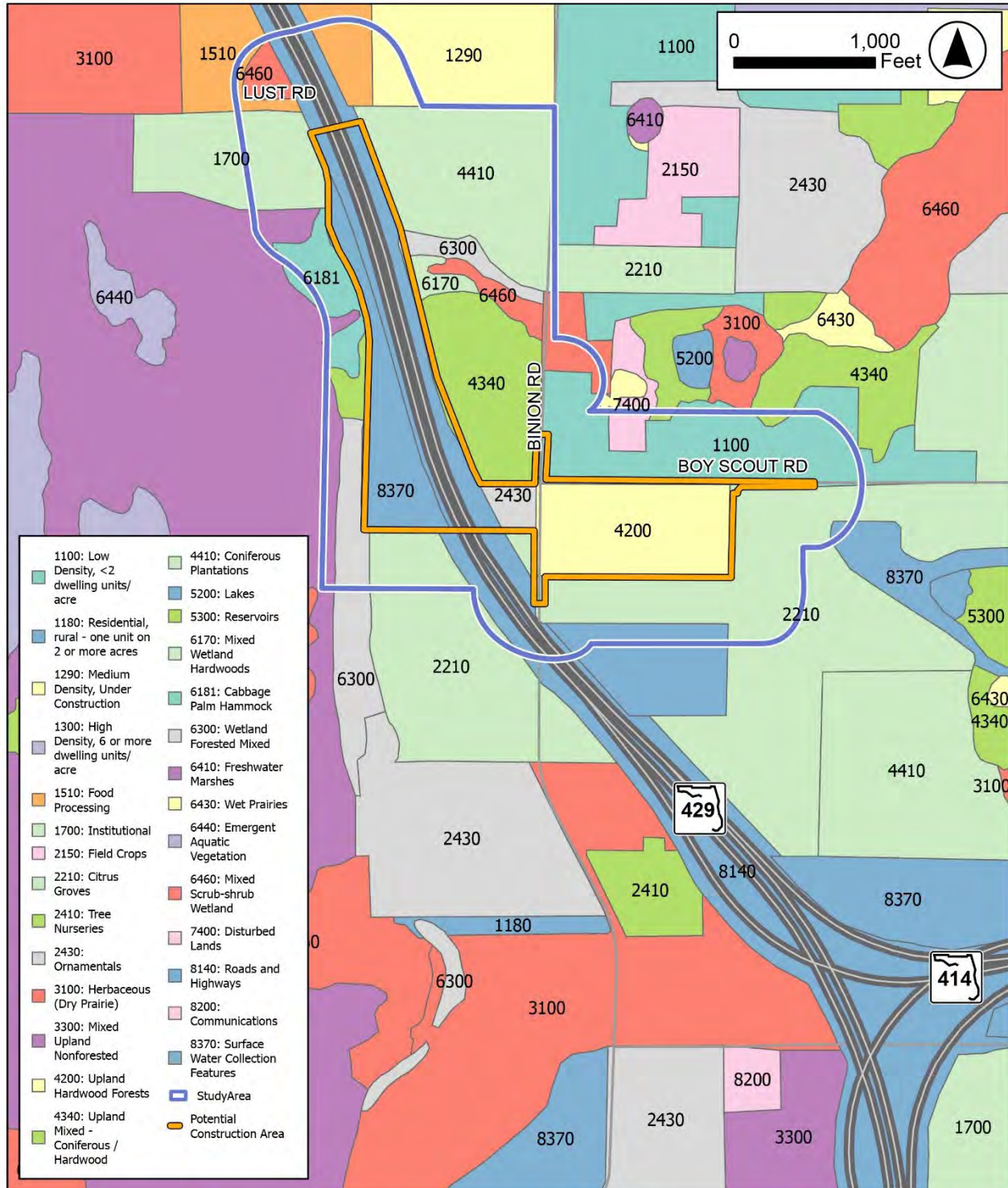
Adjacent land includes parcels within Apopka City Limits and within unincorporated Orange County. The zonings of the parcels include A-1 (Agricultural), MU-ES-GT (Mixed-Use East Shore Gateway Subdistrict), PD (Planned Development), RSF-1A (Residential Single Family Estate), RSF-1B (Residential Single Family – Large Lot), and T (Transitional).

Land uses adjacent to the study area consist of a diverse mixture of developed properties, natural and altered uplands, wetlands and surface water. The Florida Department of Environmental Protection (FDEP) Florida Land Use Cover Classification System (FLUCCS) was used to classify the various land uses and land covers within the study area. **Table 3** summarizes the land uses and the locations are depicted on **Figure 6**.

Table 3: FLUCCS Codes Within Project Area

FLUCCS Code	Description
1100	Residential Low Density
1180	Residential, Rural
1290	Residential Medium Density
1300	Residential High Density
1510	Food Processing
1700	Institutional
2150	Field Crops
2210	Citrus Groves
2410	Tree Nurseries
2430	Ornamentals
3100	Herbaceous (Dry Prairie)
3300	Mixed Upland
4200	Upland Hardwood Forests
4340	Upland Mixed Coniferous/Hardwood
4410	Coniferous Plantations
5200	Lakes
5300	Reservoirs
6170	Mixed Wetland Hardwoods
6181	Cabbage Palm Hammock
6300	Wetland Forested Mixed
6410	Freshwater Marshes
7400	Disturbed Lands
8300	Utilities
8200	Communications
8100	Transportation

Figure 6: FLUCCS Within Project Area



Mobility

There are no existing transit routes or paratransit access in the immediate project vicinity. To the southeast of the SR 414/429 interchange, there are sidewalks and a transit route (Lynx Link 405 – Apopka Circulator). A review of the LYNX Transit Development Plan FY 2020–2029 indicates there are no proposed transit improvements along Binion Rd, Boy Scout Rd, or SR 429 within the project study area.

There are limited sidewalks in the project area, located only along both sides of the Binion Rd bridge and within nearby subdivisions. There are currently no designated bicycle facilities within the immediate study area. Though to the southeast, Harmon Road includes a paved shoulder. The MetroPlan Orlando Metropolitan Transportation Plan identifies safety improvements on Binion Road from Lakeview Drive to Ocoee-Apopka Road as an unfunded need.

This project's proposed improvements will increase automobile access in the area and provide more efficient connections to places of employment, services, and recreation. Additionally, the intersection will include sidewalks and designated pedestrian crossings to support future mobility improvements in the area.

Aesthetic Effects

Aesthetic impacts of the proposed improvements may include opportunities for landscaping and hardscaping enhancements or establishing a gateway or theme. By providing local access to SR 429 in this rapidly-developing area, there is robust opportunity to support the developments with landscaping or design elements and create a gateway into the area that is largely residential in nature.

There is potential that noise walls may be added. However, in the context of the existing limited-access facility of SR 429, it is not anticipated that this project will negatively impact the overall aesthetics of the area.

2.b – Cultural Environment Analysis

2.b – Cultural Environment Analysis

Historic Sites/Districts & Archaeological Sites

On September 6, 2022, SEARCH, Inc. reviewed concept plans for the construction of the Binion Road and SR 429 interchange, which will include the realignment of Boy Scout Road (**Figure 7**). The purpose of this review was to identify any previously recorded cultural resources within the project area. The Study Area was defined as the parcels where the proposed interchange will be built (the potential construction area) in addition to a 152-meter (500-foot) buffer to address any potential viewshed effects to historic resources (see **Figure 7**). The entire parcels were included in the construction area to accommodate potential lay down or storage areas which have the potential to disturb subsurface deposits. The present document is for information purposes only and does not satisfy any requirements under the National Environmental Policy Act or Section 106 of the National Historic Preservation Act.

Two previously recorded archaeological sites (8OR04357 and 8OR04355) and one building (8OR04363) have been recorded within the SR 429 and Binion Road Interchange Study Area (**Table 4**; see **Figure 7**). All three resources have been previously recommended ineligible for the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO).

Table 4: Previously Recorded Resources in the SR 429 and Binion Road Interchange Study Area

Archaeological Sites			
FMSF No.	Name	Time Period	NRHP Eligibility Recommendation
8OR04355	Rabbit Slough	Precontact; St. Johns II, AD 800-1500	Ineligible for NRHP
8OR04357	Exploding Melon	Precontact	Ineligible for NRHP
Historic Buildings			
FMSF No.	Address	Year Built	NRHP Eligibility Recommendation
8OR04363	1085 South Binion Road	1930	Ineligible for NRHP

Review of the FMSF database indicates that the current Study Area has only been partially surveyed by prior studies that meet the current Module Three standards for cultural resource surveys. Given the proximity of the Study Area to the Lake Apopka shoreline (indicating a high potential for precontact archaeological sites), the presence of nearby cultural resources (which could indicate additional resources may be present), and the lack of sufficient cultural resource survey throughout the Study Area, a Phase I Cultural Resource Assessment Survey (CRAS) will be considered as part of the design phase for this project.

Figure 7: Previously Recorded Resources in the SR 429 and Binion Road Interchange Study Area



Recreational Areas and Protected Lands

The nearest recreational area is the Lake Apopka Wildlife Drive, a St. Johns River Water Management District restoration area. The drive is accessed via Lust Road, west-northwest of the project. No direct impacts are anticipated to any recreational areas or protected lands.

2.c – Natural Environment Analysis

2.c – Natural Environment Analysis

A review was conducted of existing conditions related to natural resources for the project. Below is a summary of findings.

Wetlands and Other Surface Waters

An assessment of wetlands and surface waters was conducted within the project study area utilizing the 2014 St. Johns River Water Management District (SJRWMD) FLUCCS and the National Wetland Inventory (NWI) GIS datasets. The project study area contains five (5) potential wetlands, primarily adjacent to SR 429 as shown on **Figure 8**. Due to the hydrologic connections of the onsite wetlands, these wetlands may fall under the jurisdiction of the SJRWMD and FDEP. The potential direct wetland impact as of the current design is approximately 0.49 acres.

Water Resources

There are no aquatic preserves or Outstanding Florida Waters (OFWs) within the project study area. A review of EPA Sole Source Aquifer Protection Program maps of sole source aquifers in the southeastern United States indicated that the project study area is located within the Biscayne Sole Source Aquifer and Recharge Zone. The project will meet all applicable SJRWMD criteria related to water quality. The project is currently a non-federal action receiving no federal monies; therefore, concurrence from the EPA is not required according to the Safe Drinking Water Act. Best Management Practices (BMPs) to control erosion, sediment release, and storm water runoff to minimize adverse impacts on surface water resources will be implemented during design, permitting and construction. Determination has been made that there are no USACE retained waters.

A **Water Quality Impact Evaluation Checklist** is provided in **Appendix A**.

Floodplains

Approximately 23 acres of the ±156-acre project site (14.7%) are classified as being within the Federal Emergency Management Agency (FEMA) Flood Zone AE, within the Special Flood Hazard Areas, where an established Base Flood Elevation (BFE) has been determined, as shown on **Figure 9**. The remaining approximately 133 acres of the project site are classified as being within FEMA Flood Zone X, areas of minimal flood hazard. There is no FEMA Regulatory Floodway within the project study area.

The FEMA flood hazard GIS data for Orange County was used to determine proposed impacts to floodplain. The FEMA GIS data reported approximately 23 acres of floodplain within the proposed project; however, this data did not account for the current alignment of SR 429. Excluding the constructed roadway, the proposed impact to floodplain is approximately 1.84 acres.

Figure 8: National Wetlands Inventory

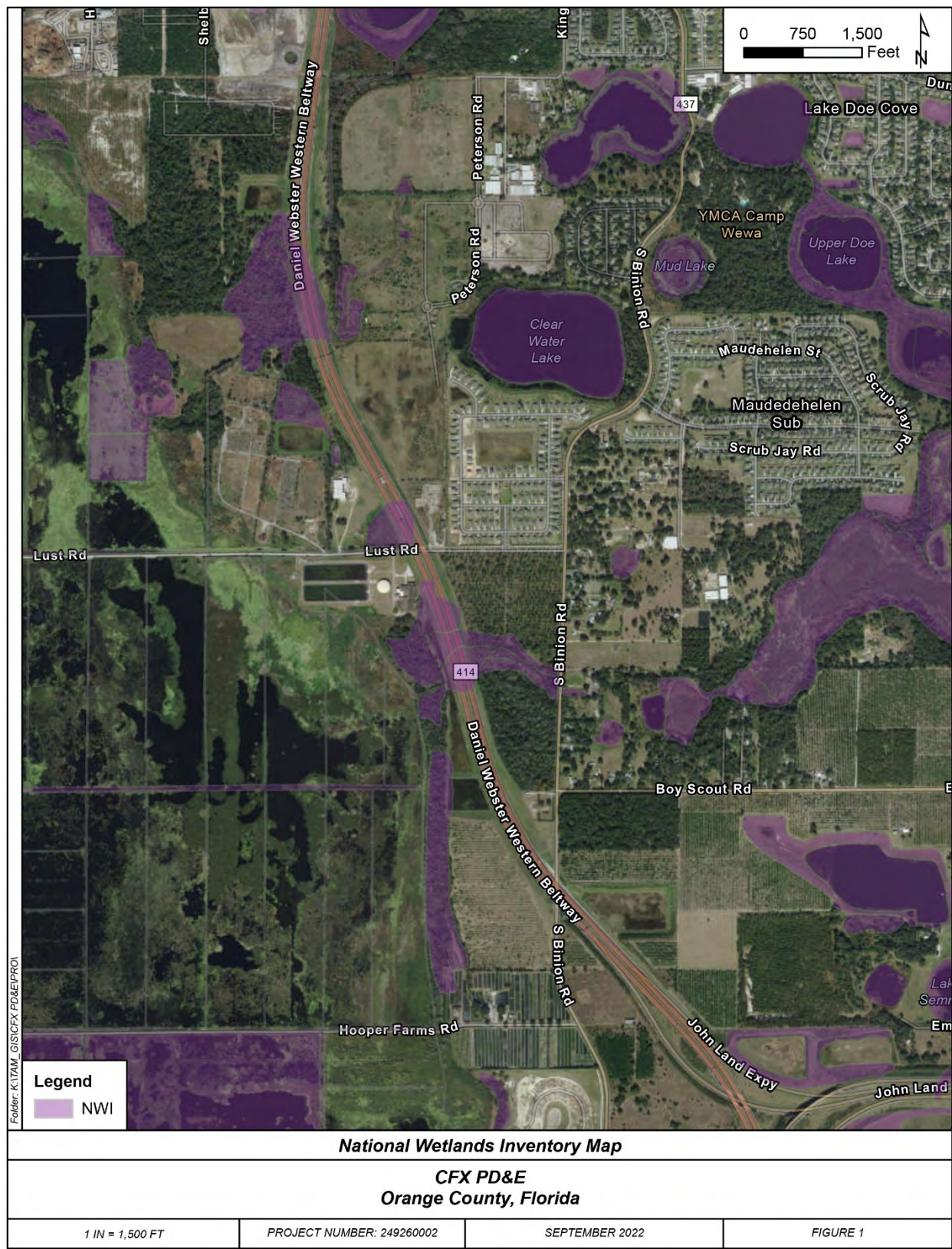
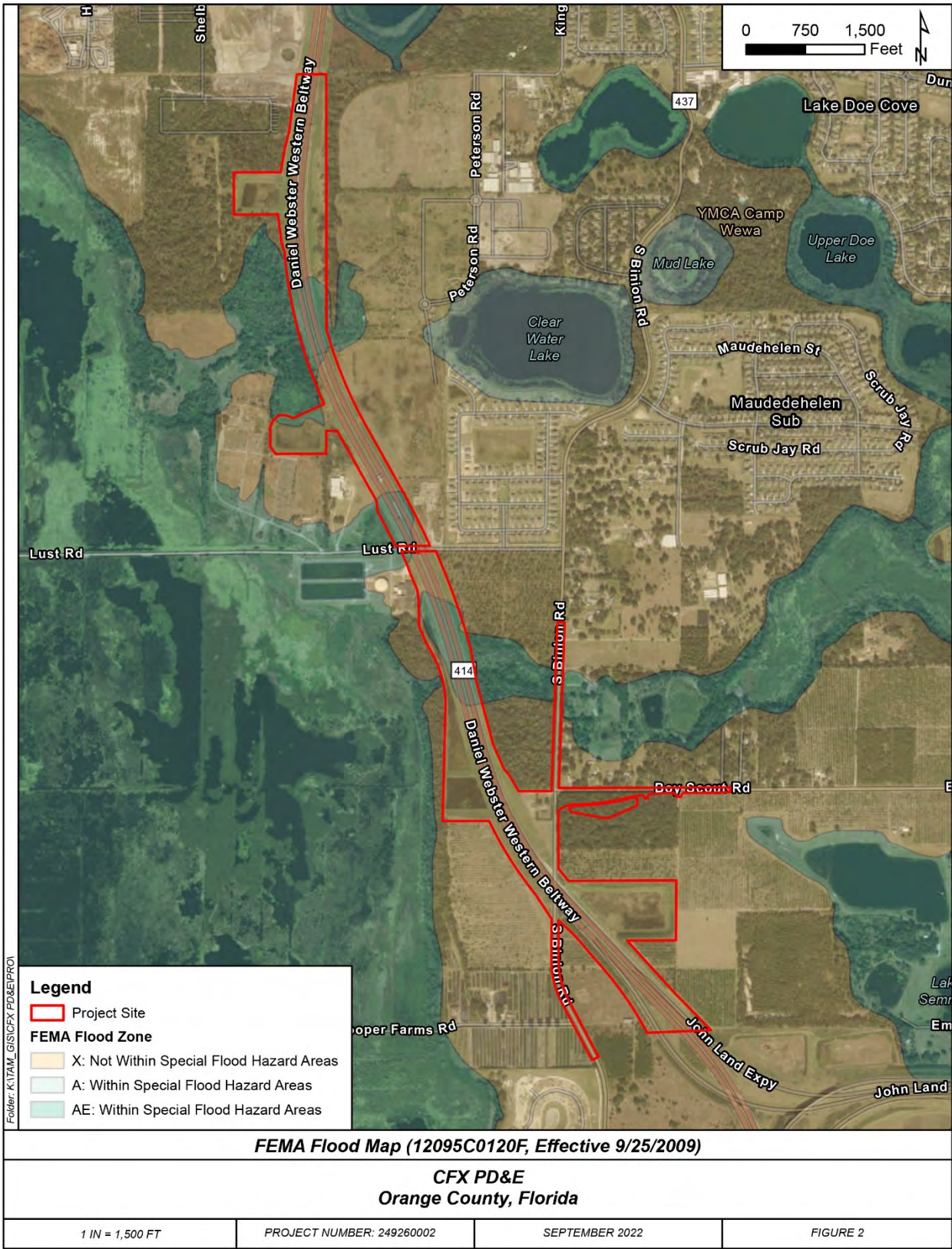


Figure 9: FEMA Flood Map



Protected Species and Habitat

A database review of potential species occurring within the project study area and immediate vicinity was conducted. Results of the database review are summarized below.

Based on a review of the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Mapper, there is no USFWS designated critical habitat within the project study area. Areas identified by Florida Fish and Wildlife Conservation Commission (FWC) as Strategic Habitat Conservation Areas (SHCA) are located within the project study area. SHCAs are undeveloped natural areas identified by FWC as areas that could provide potential habitat to native plant and wildlife species and, therefore, may be considered for acquisition as conservation lands. However, these areas have no regulatory implications and have not been and may never be acquired for conservation.

Based on Florida Natural Areas Inventory (FNAI) and USFWS IPaC data, no listed plant or wildlife species have been documented near the project site; however, the wood stork (*Mycteria americana*) was listed as likely to occur within one (1) mile of the project site. The project site lies within the Core Foraging Area (CFA) of two (2) active wood stork colonies. The project site also lies within the USFWS consultation area for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*), Florida scrub-jay (*Aphelocoma coerulescens*), sand skink (*Plestiodon reynoldsi*), and Lake Wales Ridge plants. Additional listed species with the potential to occur included the Florida sandhill crane (*Antigone canadensis pratensis*), Florida burrowing owl (*Athene cunicularia floridana*), Audubon's crested caracara (*Caracara cheriway*), eastern indigo snake (*Drymarchon couperi*), red-cockaded woodpecker (*Dryobates borealis*), gopher tortoise (*Gopherus polyphemus*), short-tailed snake (*Lampropeltis extenuata*), eastern black rail (*Laterallus jamaicensis ssp. jamaicensis*), and Everglade snail kite (*Rostrhamus sociabilis plumbeus*). There are no known wading bird rookeries or bald eagle nests within the project study area or within one (1) mile of the project site.

Table 5 below lists species that may occur and their likelihood of occurrence. Likelihood of occurrence is based on potential habitat presence and documented occurrences of the species within various databases. A Low ranking indicates that suitable habitat is not likely within the proposed project site and the species has not been documented within one (1) mile of the proposed project site. A Moderate ranking indicates that either suitable habitat is likely within the proposed project site, or the species has been documented within one (1) mile of the proposed project site. A High ranking indicates suitable habitat exists within the proposed project site and the species has been documented within one (1) mile of the proposed project site.

Table 5: Listed Species with the Potential to Occur Within the Project Site

Common Name	Scientific Name	Status	Documente d (<1 mile)	Habitat Present	Likelihood of Occurrenc e
Avian					
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	FE	No	No	Low
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	FT	No	No	Low
Wood stork	<i>Mycteria americana</i>	FT	No	Yes	Moderate
Florida sandhill crane	<i>Grus canadensis pratensis</i>	ST	No	Yes	Moderate
Bald eagle	<i>Haliaeetus leucocephalus</i>	NL*	Yes	Yes	High
Reptilian					
Eastern indigo snake	<i>Drymarchon corais couperi</i>	FT	No	Yes	Moderate
Sand skink	<i>Neoseps reynoldsi</i>	FT	No	No	Low
Gopher tortoise	<i>Gopherus polyphemus</i>	C/ST	No	Yes	Moderate
Legend: FE - Federally Endangered; FT - Federally Threatened; FT(S/A) – Threatened due to Similarity of Appearance; C - Candidate for Listing SE - State Endangered; ST - State Threatened NL - Not Listed, but have other regulatory protections *Protected by the Bald and Golden Eagle Protection Act Note: Coordination is not required with FWC for federally listed species					

Federal Listed Fauna

Birds

Audubon's Crested Caracara

Audubon's crested caracara (caracara) is listed as threatened by USFWS and FWC. Caracaras are large, boldly patterned raptors, with a crest and unusually long legs. Caracaras are year-round residents in Florida. The species has been reported from the Kissimmee, Caloosahatchee and Upper St. Johns River basins, and the Kissimmee prairie. The crested caracara is strongly associated with open habitats, preferring large expanses of pastures, grasslands, or prairies with numerous shallow ponds and sloughs and single or small clumps of cabbage palms, live oaks, and cypress. The caracara is an opportunistic feeder with a broad diet consisting of carrion and live prey, including invertebrates associated with carrion and dung in pastures. They forage in a wide variety of habitats including pastures, along roads, wetlands and agricultural lands including citrus groves. This species has not been documented within one (1) mile of the project study area.

Eastern Black Rail

The eastern black rail is listed as threatened by the USFWS. Black rails are small blackish-gray birds with bright red eyes that live in a wide range of wetland habitats. Eastern black rail habitat can be tidally or non-tidally influenced, and range in salinity from salty to brackish to freshwater marshes.

This species requires dense overhead cover and soils that are moist to saturated and interspersed with very shallow water. According to FNAI data, the eastern black rail has not been documented within one (1) mile of the project study area.

Everglade Snail Kite

The Everglades snail kite is listed as endangered by USFWS and FWC. This species is a mid-sized raptor that can reach a length of 14.2-15.4 inches. Males are slate gray with red eyes and orange legs, which turn more reddish during breeding season. Females are brown with red eyes and yellow to orange legs, with varying amounts of white streaking on the face, neck, and chest. Snail kites have a highly specific diet, which is made up almost exclusively of apple snails (*Pomacea paludosa*). Snail kites typically prefer large, open, freshwater marshes and shallow lakes (< 4 ft. deep) with a low- density of emergent vegetation and typically nest in low trees or shrubs over water (commonly willow, wax myrtle, pond apple, or buttonbush, but also in non-woody vegetation like cattail or sawgrass).

The project site is located within the USFWS consultation area for the snail kite; however, the species has not been documented within one (1) mile of the project site.

Florida Scrub-Jay

The Florida scrub-jay (scrub-jay) is listed as threatened by USFWS and FWC. Scrub-jays are similar in size and shape to their relative, the blue jay, but they differ strikingly in color pattern and exhibit subtle markings as opposed to the blue jay. They have a pale blue head, nape, wings and tail and are pale gray on the back and belly. The Florida scrub-jay is a non-migratory species and is relatively sedentary and rarely sustains a flight of more than a kilometer. This species prefers low growing oak scrub habitats, including sand pine and scrubby flatwoods. Optimal habitat includes scrub oak with most of the oaks and other shrubs limited to ~3-12 feet in height, interspersed with numerous small patches of bare sand. Fire is a frequent natural event in scrub habitats and serves to maintain the habitat. Fire suppression and development of the habitat has made this species vulnerable to extinction.

The project site is located within the USFWS consultation area for the scrub jay; however, the species has not been documented within one (1) mile of the project site. Surveys may be required to determine presence or absence of the scrub-jay. Coordination with USFWS may be required to address impacts to scrub-jay habitat, if scrub-jays are observed.

Red-Cockaded Woodpecker

The red-cockaded woodpecker (RCW) is listed as endangered by USFWS and FWC. The RCW is a black and white bird that can reach lengths of 9 inches and a weight of 1.8 ounces. RCWs have a large white patch located on their cheek, a black head and neck, a white belly, and a barred black and white back. The red-cockaded, which is only found on the male, consists of a small red streak above the cheek and is rarely visible. RCWs inhabit open, mature pine woodlands that have a diversity of grass and shrub species. Preferred habitat includes longleaf pine flatwoods in north and central Florida and mixed longleaf pine and slash pine in south-central Florida. The RCW creates cavities within the longleaf pine tree and relies on the tree's production of resin to protect them from predators. Development of longleaf pine habitat as well as fire exclusion in this fire-dependent ecosystem has led to a large decrease in populations of

RCWs. According to FNAI data, the RCW has not been documented within one (1) mile of the project study area.

Wood Stork

The wood stork is listed as threatened by USFWS and FWC. The wood stork is a large, long legged wading bird that reaches a length of 35-45 inches with a wingspan of 60-65 inches. Wood storks are typically found in marshes, cypress swamps, and mangrove swamps, but their presence in artificial ponds, seasonally flooded roadside or agricultural ditches, and managed impoundments has become common. Wood stork breeding areas extend from South Florida through Georgia and along the coastal areas of South Carolina. Wood storks are known to nest with other wading bird species, including white ibis, tricolored herons, snowy egrets, and great blue herons. Foraging habitat consists of nearly any calm, shallow water area (between 4 and 10 inches) or wetland depression that concentrates fish and is not overgrown with dense, aquatic vegetation. Some examples of foraging habitat include freshwater marshes, stocked ponds, shallow ditches, narrow tidal creeks, shallow tidal pools, and depressional areas of cypress heads and swamp sloughs.

No wood storks have been documented within one (1) mile of the project study area; however, there is suitable foraging habitat within the wetlands in the project study area and the project study area is within the core foraging area of the Lawne Lake and Eagle Nest Park nesting colonies.

Reptiles

Eastern Indigo Snake

The eastern indigo snake is listed as threatened by USFWS and FWC. This species is a very large, stout-bodied, shiny black snake and is widespread but uncommon in Florida. These snakes require large tracts of land for survival and are typically restricted to xeric habitats on pine-oak sandhills.

Indigo snakes forage in hydric habitats, often along wetland ecotones. In south Florida, preferred habitat for the eastern indigo snake includes a diverse assemblage including pine flatwoods, scrubby flatwoods, floodplain edges, sand ridges, dry glades, tropical hammocks, edges of freshwater marshes, muckland fields, coastal dunes, and xeric sandhill communities (*Eastern Indigo Snake Programmatic Effect Determination Key (South Florida) – Revised July 2017*). Eastern indigo snakes are often found in strong association with gopher tortoises but are also known to use the burrows of armadillos, cotton rats, and land crabs (in coastal areas). No indigo snakes have been documented within one (1) mile of the project study area.

Sand Skink

The sand skink is listed as threatened by USFWS and FWC. The sand skink is a small, slender, grey to light brown lizard with shiny scales that can reach a length of five inches and the bluetail mole skink is a small lizard with a brownish body with a blue tail that can reach five inches in length. Skinks typically inhabit scrub, sandhill, and xeric hammock habitats located along the central ridge of Florida, from Putnam to Highlands County. Skinks are found at elevations above 82 feet and utilize 28 distinct soil types.

The project study area is located within the USFWS Consultation Area for the sand skink and contains suitable soils; however, no sand skinks have been documented within one (1) mile of the project site.

State Listed Fauna

Birds

Florida Burrowing Owl

The Florida burrowing owl is a small, ground-dwelling owl that is listed as threatened by the FWC. This species requires areas of short, herbaceous groundcover such as prairies, sandhills, and farmland. Burrowing owls can be found in ruderal areas such as pastures, airports, ball fields, undeveloped residential parcels, and road rights-of-ways. They often dig their own burrow and line the entrance with decorative materials prior to laying eggs at the bottom of the burrow. According to FNAI data, no individuals of this species have been documented within one (1) mile of the project site.

Florida Sandhill Crane

The Florida sandhill crane is listed as threatened by the FWC. This species is a tall grey bird with a red forehead, and long neck and legs. The Florida sandhill crane is non-migratory and inhabits open grasslands, freshwater marshes, swampy edges of lakes and ponds, riverbanks, prairies, pasture lands and occasionally pine savanna throughout the state. Florida sandhill cranes typically start nesting on the margins of marshes and wet grasslands in late December and continue into June. The nests are built by both adults and generally consist of sticks, reeds, grasses and mosses. Sandhill cranes are omnivorous and have been known to feed on seeds, grains, berries, insects, earthworms, mice, small birds, snakes, lizards, frogs, and crayfish.

According to FNAI data, no sandhill cranes have been documented within one (1) mile of the project study area.

Reptiles

Gopher Tortoise

The gopher tortoise is listed as threatened by the FWC and is a candidate species for listing under the ESA by USFWS. This species requires well-drained and loose sandy soils for burrowing and low-growing herbs and grasses for food. These conditions are best found in the sandhill (longleaf pine-xeric oak) community, although tortoises are known to use many other habitats including sand pine scrub, xeric oak hammocks, dry prairies, pine flatwoods, and ruderal sites.

Potential suitable habitat is present within the project; however, no gopher tortoises have been documented within one (1) mile of the project study area. If any potentially occupied gopher tortoise burrows are located within 25 feet of project limits of disturbance, an FWC gopher tortoise relocation permit will be required to excavate and relocate the gopher tortoises prior to the start of construction.

Short-tailed Snake

The short-tailed snake is listed as threatened by FWC. This species' preferred habitat is longleaf pine-turkey oak forests, but also occurs in scrub and dry oak hammocks. This species requires dry, loose, and sandy soils for burrowing, as the short-tailed snake spends the majority of its time underground. According to FNAI data, no individuals have been documented within one (1) mile of the project site.

Non-Listed Species

Florida Black Bear

The Florida black bear was removed from the FWC list of state-threatened species in August 2012; however, the Florida black bear remains protected under other rules and regulations, primarily through the Florida Black Bear Conservation Rule 68A-4.009 (F.A.C.) and the FWC Florida Black Bear Management Plan. Based on these regulations, pursuing, hunting, molesting, capturing, killing, or attempting those actions, whether or not such actions result in possession of the bear is unlawful. In addition, Rule 68A-4.009, F.A.C., generally prohibits anyone from possessing, injuring, shooting, wounding, trapping, collecting, or selling bears or their parts or attempting to engage in such actions without prior authorization from FWC. Black Bear Management Units (BMU) have also been established based on the seven geographically distinct bear subpopulations in Florida. The project study area is located within the Central BMU.

Black bears are adaptable and inhabit a variety of forested habitats including seasonally inundated pine flatwoods, tropical hammocks, hardwood swamps and xeric sand pine-scrub oak communities. Based on a review of GIS databases, there are several black bear observations, nuisance reports, or road kills have been reported within one (1) mile of the project site.

2.d – Physical Environment Analysis

2.d – Physical Environment Analysis

Highway Traffic Noise

A traffic noise analysis was performed in accordance with the FDOT PD&E Manual. A Traffic Noise Model was used to evaluate existing conditions, the No-Build Alternative and the Build Alternative for the Noise Sensitive Areas (NSAs) potentially impacted by traffic noise within 400 feet of the project corridor.

Per these analyses, five sites (four Category B and one Category C) are currently affected by traffic noise. The noise levels associated with the 2045 No-Build Alternative are predicted to meet or exceed the 66.0 dB(A) FDOT noise abatement criteria (NAC) at nine Category B residences and one Category C site.

Once the interchange project is built, the overall traffic noise levels will increase by an average of 3.1 dB(A), with the average project-related noise level, predicted to be 63.2 dB(A). The 2050 Build Alternative's noise levels are predicted to meet or exceed the 66.0 dB(A) FDOT NAC at 18 Category B and one Category C receptor. The highest noise level is predicted to be 74.0 dB(A) in NSA 3. None of the increases are considered substantial (i.e., 15 dB(A) or more over existing levels).

As required, noise abatement consideration was given to all 19 impacted sites. Noise Barrier NB1 was evaluated to mitigate the impacts. Of the three analyzed options, Option 2 and Option 3 were found to meet all FDOT acoustic and cost criteria. Thus, the two options, summarized in **Table 6**, are recommended for further consideration in the project's final design phase.

Table 6: Noise Barrier Recommendations

Noise Study Area	Impacted Development	Barrier ID	Barrier Height (ft) ²	Barrier Length (ft)	Barrier Location	Estimated Barrier Cost ¹	Recommended for further evaluation?
NSA 3	Binion Reserve Ivy Trails	NB1 Option 2	14	2,385	Shoulder	\$1,001,700	Yes
		NB1 Option 3	14	2,005	Shoulder	\$1,089,720	Yes
			10/12/14/16	604	ROW		

*1 – Based on FDOT Statewide average of \$30 per square foot

*2 – 8-ft max on MSE/Bridge; 14-ft max on shoulder; 22-ft max at ROW or offset from shoulder

Additional information is provided in the **Highway Traffic Noise and Noise Study Report** provided in **Appendix B**.

Air Quality

As part of this project study, an air quality evaluation has been performed consistent with the

FDOT PD&E Manual, Part 2, Chapter 19. Based on this initial evaluation, a detailed Air Quality analysis is not needed because the project does not meet the two qualifying criteria per Section 19.2.2.1, Part 2, Chapter 19 of the PD&E Manual. It does not require an Environmental Impact Statement, and it is not expected to have community controversy regarding 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 improve 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.

Contamination Screening

A Contamination Screening Evaluation was prepared per the project scope as a part of the Evaluation of Physical Resources. The **Contamination Screening Evaluation Technical Memorandum (Appendix D)** includes a site figure indicating the location of potential contamination sites, brief summaries of the most recent assessment information available through Map Direct, and recommendations on necessity for additional evaluation.

Construction

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.

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will not have any noise or vibration impact. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, CFX and the Contractor will investigate additional methods of controlling these impacts.

Because no federally listed species are likely to be present in the action area and no critical habitat was identified, the construction of this project is not anticipated to impact any proposed threatened or endangered species, any threatened or endangered species, or affect or modify any critical habitat.

Further, construction will likely temporarily impact existing traffic patterns, but as with all construction impacts, will be temporary in nature and efforts will be made to minimize negative impacts by adhering to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Bicycles & Pedestrians

As stated earlier in this memo, there are limited sidewalks in the project area, located only along both sides of the Binion Rd bridge and within nearby subdivisions. There are currently no designated bicycle facilities within the immediate study area; however, Harmon Road includes a paved shoulder.

The MetroPlan Orlando Metropolitan Transportation Plan identifies safety improvements on Binion Road from Lakeview Drive to Ocoee-Apopka Road as an unfunded need.

The Orange County Comprehensive Plan 2010-2030 identifies a future Lake Apopka trail that travels along the northern shore of the lake, west of the project. Additionally, the Orange County Transportation Initiative assessment has identified a pedestrian and safety lighting project along Binion Rd as a need.

The City of Apopka 2030 Comprehensive Plan does not identify any bicycle or pedestrian facilities planned within or near the study area.

Appendix A – Water Quality Impact Evaluation Checklist

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
ENVIRONMENTAL
MANAGEMENT
10/17

PART 1: PROJECT INFORMATION

Project Name:	DANIEL WEBSTER WESTERN BELTWAY SR 429 / BINION ROAD INTERCHANGE
County:	Orange
FM Number:	N/A
Federal Aid Project No:	N/A
Brief Project Description:	This PD&E includes evaluating a proposed half interchange (northbound on-ramp and southbound off-ramp) expressway connection from Binion Road to SR 429 to provide enhanced access and mobility to southwest Apopka as well as analyze intersection improvements and access management modifications along the proposed interchange.

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

Is the project located within a permitted MS4? ☐ Yes ☒ No
Name: _____

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: Lake Apopka

Water Management District: St. Johns River Water Management District

Environmental Look Around meeting date: [Click here to enter a date.](#)

Attach meeting minutes/notes to the checklist.

Water Control District Name (list all that apply): N/A

Is the project located within a springshed or recharge area? ☐ Yes ☒ No

Ground Water

Sole Source Aquifer (SSA)? ☐ Yes ☒ No

Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? ☒ Yes ☐ No

Name Floridan Aquifer

Springs vents? ☐ Yes ☒ No
Name _____

Well head protection area? ☐ Yes ☒ No
Name _____

Groundwater recharge? ☐ Yes ☒ No
Name _____

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: [Click here to enter a date.](#)

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information must be updated during each Re-evaluation.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.
Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? ☒ Yes ☐ No

BMAP Stakeholders contacted: ☐ Yes ☒ No

TMDL program contacted: _____ ☐ Yes ☒ No

RAP Stakeholders contacted: ☐ Yes ☒ No

Regional water quality projects identified in the ELA ☐ Yes ☒ No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? ☒ Yes ☐ No

If yes, describe:

The proposed improvements will include additional pavement at the proposed SR 429 and Binion Road; therefore, additional stormwater ponds are proposed near the proposed intersection as well as west of the existing SR 429 roadway. The addition

of a curb and gutter system and proposed stormwater ponds will treat the runoff providing an overall enhancement of the water quality. To ensure there are no secondary/indirect impacts, Best Management Practices will be employed during construction to minimize potential runoff and stormwater management will be designed and implemented as required by state regulations.

Discuss any other relevant information related to water quality.

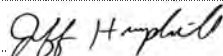
PART 5: WQIE DOCUMENTATION

- ☐ A. No involvement with water quality
- ☐ B. No water quality regulatory requirements apply.
- ☒ C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and quantity issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- ☐ D. EPA Ground/Drinking Water Branch review required. ☐ Yes ☒ No
Concurrence received? ☐ Yes ☒ No
If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
Attach the concurrence letter

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by CFX pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): Jeff Hemphill

Title: Environmental Scientist

Signature: 

Date: 10/26/2022

Table 1: Water Quality Criteria

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
Lake Apopka	1/Ocklawaha	2841 and 2854	III		Lake	Yes	Yes	Nutrients	No

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

Appendix B – Highway Traffic Noise and Noise Study Report

MEMORANDUM

January 16, 2023

To: Greg Seidel, P.E. – The Balmoral Group
Bronce Stephenson – The Balmoral Group
Jonathan Williamson, ACIP – Dewberry Engineers
From: Jason Cornell
Subject: Noise Study Report Addendum
CFX Project #429-309 PD&E Study
SR 429 / Binion Road Interchange
Orange County

The October 2022 Traffic Noise Study Report documented the analysis conducted as part of the PD&E Study. At that time, the selected alternative included a roundabout intersection for Binion Road and Boys Scout Road. After finalizing the report, the roundabout intersection has been replaced with a signalized intersection. A roundabout is still an option presented in the engineering documentation.

The recommended noise barriers were analyzed to abate traffic noise from SR 429. Thus, the change in the intersection design is not anticipated to change the outcome of the barrier results.

The Traffic Noise Study will be re-evaluated during the project's Design Phase at which time the signalized intersection will be incorporated into the analysis.



Traffic Noise Study Report

Daniel Webster Western Beltway

SR 429 / Binion Road Interchange
Project Development and Environment (PD&E) Study
Orange County, Florida
CFX Project No: 429-309

Prepared For:
Central Florida Expressway Authority



Prepared By:
Environmental Transportation Planning, LLC
Ponte Vedra Beach, FL

In Association With:
Dewberry Engineers, Inc.
Orlando, FL

October 2022

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1.0 INTRODUCTION

The Daniel Webster Western Beltway (SR 429) is a 23-mile long, limited-access toll road that extends from Interstate 4 in Osceola County to US 441 in Orange County. Expansion of the Beltway's capacity is underway from Tilden Road to the north of SR 414. The Central Florida Expressway Authority (CFX) is now conducting a Project Development and Environment (PD&E) Study to evaluate a proposed half interchange expressway connection from Binion Road to SR 429. The new interchange and other improvements will provide enhanced access and mobility to southwest Apopka.

1.1 Project Limits

The study area runs along the vicinity of Binion Road and Boy Scout Road at SR 429. The project study area is illustrated in **Figure 1**.

1.2 Purpose and Need

Purpose

A new interchange connection between SR 429 and Binion Road has been identified as a need to provide enhanced access and mobility to southwest Apopka from SR 429 in the vicinity of Binion Road. Currently, vehicles in the vicinity of Binion Road must enter or exit SR 429 by traveling approximately three miles north to just north of US 441 at the SR 429 Connector Road interchange or travel approximately three miles south to the interchange at Ocoee Apopka Road. Therefore, this PD&E Study will analyze and evaluate a proposed half interchange (northbound on-ramp and southbound off-ramp) expressway connection from Binion Road to SR 429. Additional purposes for the project include improved emergency vehicle access to the hospital and supporting economic development.

Need

Six project needs serve as justification for the proposed improvements. These needs are to 1) Provide system linkage; 2) Provide regional connectivity and mobility; 3) Support social and economic needs; 4) Provide consistency with Local and Regional Plans; 5) Accommodate and provide for multi-modal transportation options; and 6) Design a safe intersection at Binion Road & Boy Scout Road.

Environment

Environmental analyses are a critical component of any PD&E study. When evaluating new infrastructure, the potential environmental effects are studied, with multiple evaluations covering the spectrum of natural and human-centered environments.

The objective of this Traffic Noise Study Report is to summarize the traffic noise analysis conducted for the PD&E's preferred build alternative. The analysis identifies the noise sensitive

receptors within the study corridor and evaluates the noise levels predicted to occur due to the proposed project. Sites and communities not specifically identified in **Appendix D** are 1) not within the project limits or 2) are located too far from the adjacent roadways under study to be considered noise sensitive.

1.3 Build Alternative

The PD&E's preferred build alternative is illustrated in **Appendix A**. Additional engineering detail can be found in the project's Preliminary Engineering Report (PER).

1.4 No-Build Alternative

Consistent with FDOT guidelines, this analysis also considers an alternative that assesses what would happen to the environment in the future if this proposed project was not built. This alternative called the No-Build Alternative consists of the existing roadways within the study area, programmed improvements to existing facilities, and routine maintenance improvements to these facilities. While the No-Build Alternative does not meet project needs, it provides a baseline condition to compare and measure the proposed project's effects.

Figure 1: Project Location Map



2.0 METHODOLOGY

The traffic noise study conducted for this project is consistent with *Code of Federal Regulations* (C.F.R.), Title 23, § 772; Chapter 335, Section 335.17, *Florida Statutes*; Part II, Chapter 18 of the Florida Department of Transportation's (FDOT) *Project Development and Environment Manual*; and Federal Highway Administration's (FHWA) traffic noise analysis guidelines contained in *FHWA-HEP-10-025*. The FHWA Traffic Noise Model (TNM) - version 2.5 was used to predict traffic noise levels for this project. The analysis evaluated noise levels for the existing condition and the 2045 No-Build and Build Alternatives.

Noise receptor coordinates used in the TNM are located in exterior areas where frequent human use may occur, usually at the edge of the residential structure closest to the project roadways, unless the analyst's professional judgment determines otherwise.

Project engineering design files were used to determine the design alternative's location for input into TNM. Roadway elevation data for the study was obtained from the project engineering team. Data for the noise receptors and cross streets were obtained from the United States Geological Survey digital elevation models¹. Additional receptor elevation data was gleaned from the approved final development plans for the two residential communities adjacent to SR 429.

2.1 NOISE METRICS

Noise is typically defined as unwanted sound. Traffic noise is a combination of noises produced by the engine, exhaust, and tires and is never constant. The noise metric used to describe this combination of noise is called "Leq." This metric allows for the fluctuations of daily traffic noise to be analyzed in terms of steady noise levels with the same acoustic energy, and thus, is the level of constant sound. Constant sound is quantified by a meter that measures units called decibels (dB). For highway traffic noise, an adjustment or weighting of the high and low-pitched sounds is applied to approximate how an average person hears. These adjusted sounds are called "A-weighted decibels" and are expressed as "dB(A)."

2.2 TRAFFIC DATA

Traffic noise is heavily dependent on traffic volume and speed, with the amount of noise generated by traffic increasing as the vehicle speed and number of vehicles increase. Characteristics contributing to the 2045 Design Year's highest traffic noise levels were used to predict project noise levels. Worst-case noise conditions occur with the maximum traffic traveling at the posted speed and represent a Level of Service (LOS) C operating condition. However, if the traffic analysis indicates the roadway will operate below LOS C, the project's Demand peak-hour directional traffic volumes are used per Chapter 18 of the FDOT PD&E Manual. Traffic volumes and speeds used in the analysis are included in **Appendix B**.

¹ USGS, <https://apps.nationalmap.gov/lidar-explorer/#/>

2.3 NOISE ABATEMENT CRITERIA

Land use plays an important role in traffic noise analyses. To determine which land uses are “noise sensitive,” this noise impact analysis used the FHWA Noise Abatement Criteria (NAC).

Table 1 shows these criteria are divided into individual land use activity categories. The FDOT has established noise levels at which noise abatement must be considered for each of these categories, referred to in this report as the FDOT NAC. Another criterion for determining project impacts that warrant abatement consideration occurs when project noise levels are below the NAC but show a substantial increase (15.0 dB(A) or more) over existing levels.

Table 1: Noise Abatement Criteria

Hourly A-Weighted Sound Level- decibels (dB(A))				Description of Activity Category
Activity Category	Activity Leq(h) ¹		Evaluation Location	
	FHWA	FDOT		
A	57.0	56.0	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need; and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ²	67.0	66.0	Exterior	Residential.
C ²	67.0	66.0	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, golf courses, places of worship, playgrounds, public meeting rooms, public/nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52.0	51.0	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public/nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ²	72.0	71.0	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	-	-	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	-	-	Undeveloped lands that are not permitted.
(Based on Table 1 of 23 CFR Part 772)				
¹ The Leq(h) Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.				
² Includes undeveloped lands permitted for this activity category.				

An illustration of typical exterior and interior noises and their corresponding sound level is presented in **Table 2**. This table gives the reader a better understanding of the noise levels discussed herein. In Florida, noise levels that reach 66.0 dB(A) at Activity Category B and C land use require noise abatement consideration. A 71.0 dB(A) noise level is required for an Activity Category E land use to be impacted by traffic noise.

Table 2: Comparative Sound Levels

Common Outdoor Activity	dB(A)	Inside Activity
Jet Flyover at 1,000 ft. Gas Lawn Mower at 3 ft.	--110-- --100--	Rock Band
Diesel Truck at 50 ft. (at 50 mph) Busy Urban Area Daytime	--90-- --80--	Food Blender at 3 ft. Garbage Disposal at 3 ft.
Gas Mower at 100 ft. Commercial Area Heavy Traffic at 300 ft.	--70-- --60--	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft. Large Business Office
Quiet Urban Daytime Quiet Urban Nighttime Quiet Suburban Nighttime	--50-- --40--	Dishwasher Next Room Theater, Large Conference Room (Background)
Quiet Rural Nighttime	--30-- --20--	Library Bedroom at Night
Lowest Threshold of Human Hearing	--10-- --0--	Lowest Threshold of Human Hearing
Source: California Dept. of Transportation Technical Noise Supplement, Oct. 1998, Pg. 18		

2.4 Noise Abatement Measures

When traffic noise impacts are identified, noise abatement must be considered. The potential abatement alternatives include traffic management techniques, alternative roadway alignments, buffer zones, and noise barriers. The most common type of noise abatement measure is the construction of a noise barrier that reduces traffic noise by blocking the sound path between the roadway and the adjacent noise receptor.

Consistent with the FDOT PD&E Manual – Chapter 18, the following factors must be evaluated to determine if a noise barrier is considered feasible and reasonable:

- To be considered acoustically feasible, the barrier must reduce traffic-related noise levels by at least 5.0 dB(A) for at least two impacted receptors. Receptors that receive the 5.0 dB(A) reduction, or higher, are defined as “benefited” by FDOT. Consequently, noise barriers are not evaluated for isolated and single receptors.
- To be considered acoustically reasonable, the noise barrier must achieve the FDOT noise reduction design goal of 7.0 dB(A) for at least one benefited receptor.
- The cost per benefited receptor (CBPR) is calculated by multiplying the barrier's total square footage by \$30. Per Chapter 18, \$30 per/ft² is the statewide average used to determine cost reasonableness regardless of barrier type (shoulder/traffic railing mounted, right-of-way post/panel, etc.) To be considered cost reasonable, the total cost of a barrier that meets all acoustical criteria should not exceed the cost of \$42,000 per benefited receptor.

In some locations, noise barriers may provide a benefit to non-impacted residences. Due to design considerations or aesthetics, CFX may propose noise barriers exceeding cost reasonableness limits. An example would be extending a noise barrier to maintain community continuity (i.e., avoiding terminating a noise barrier in the middle of a community).

Consistent with the FDOT Design Manual, Section 264², noise barrier heights are limited as follows:

- Noise barriers on bridge and retaining wall structures are limited to a maximum height of 8 feet; unless otherwise specified;
- Shoulder-mounted noise barriers at the edge of shoulder pavement are limited to a maximum height of 14 feet; and
- Non-shoulder mounted noise barriers (i.e., post and panel) located outside the clear recovery zone are limited to a maximum height of 22 feet. If a non-shoulder barrier is placed within the clear recovery zone, it must be shielded.

Other factors must also be considered when evaluating a barrier’s feasibility, including accessibility, sight distance, and aesthetics. Accessibility refers to the ingress and egress to properties that would be affected by the construction of a noise barrier. Sight distance is a safety issue related to drivers' ability to see far enough in each direction to enter the roadway safely. Aesthetics refers to the noise barrier's physical appearance from both the highway and affected property sides.

² FDOT, *FDOT Design Manual*

3.0 TRAFFIC NOISE ANALYSIS

3.1 Identification of Noise Sensitive Sites

Using **Table 1** as a guide, the noise sensitive land uses analyzed within the study corridor fall under Activity Category B and C. The Category C land uses are associated with the Binion Reserve playground and the Ivy Trails pedestrian trail.

No land uses in the study corridor warrant an Activity Category A analysis. Analysis of interior (Activity Category D) noise levels was not required for this project as all Category C locations have areas of exterior use. A search of building permits for potentially noise sensitive Category G (undeveloped) and non noise sensitive Category F lands within the study area did not identify any active permits for future buildings that would be considered noise sensitive. Another search will be conducted during the final design process. Any noise sensitive land permitted between the time of this report and the approval of the Project Environmental Impact Report will be analyzed for project noise impacts if warranted.

3.2 Model Validation

Existing noise levels are measured in the project corridor to confirm if traffic is the primary noise source. These field measurements are also required to verify the accuracy of the TNM before it can be used to predict noise levels. A series of three 10-minute measurements were taken on September 16, 2022, using an Extech Instruments Model 407780 Type 2 Integrating Sound Level Meter. The sound level meter, calibrated at 114.0 dB(A) with an Extech Instruments Model 407766 calibrator, was adjusted to the A-weighted frequency scale, which approximates the frequency sensitivity of the human ear. Traffic data, including vehicle volumes, speeds by type, and meteorological conditions, were recorded during each measurement session. The data collection effort also recorded the travel speed for each type of vehicle using a Bushnell Speedster handheld radar gun.

One location within the study corridor was selected to undergo a series of three 10-minute measurements. The validation site, illustrated on page **D-2 in Appendix D**, was selected for measurement because it presented a clear view of free-flow traffic conditions on SR 429. No unusual noise events occurred during this location's three 10-minute monitoring sessions. The weather during the monitoring session was 77°, 97% humidity, under clear skies with a mild breeze ranging from 2 to 5 m.p.h.

Validation of TNM occurs when the model-predicted noise levels are within three decibels of the field-measured levels. Since all noise levels in this analysis are based on one hour, each of the 10-minute sessions field-recorded traffic volumes was adjusted upward by a factor of "6" to reflect hourly traffic flow. Once adjusted, these volumes were input into the noise prediction model. As shown in **Table 3**, TNM predicted within the 3.0-decibel acceptance range for each 10-minute session. Consequently, the model is acceptable for predicting noise levels for this project.

Table 3: Field Measurement Data and TNM Validation Results

FIELD TRAFFIC COUNT: 9/16/2022										
Session #1: 9:38 AM										
SR 429	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed
SB	168	57	9	51	19	50	0	0	0	0
NB	147	54	15	51	19	50	0	0	0	0
Field Measurement (dB(A)):					68.6					
TNM Prediction (dB(A)):					69.9					
Variance:					1.3					
Session #2: 9:50 AM										
SR 429	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed
SB	169	55	18	51	26	50	0	0	1	52
NB	144	53	11	51	20	50	0	0	0	0
Field Measurement (dB(A)):					68.0					
TNM Prediction (dB(A)):					69.9					
Variance:					1.9					
Session #3: 10:02 AM										
SR 429	Cars		Medium Trucks		Heavy Trucks		Buses		Motorcycles	
	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed	Volume	Avg. Speed
SB	168	53	19	51	27	50	0	0	0	0
NB	113	53	14	51	22	50	0	0	1	53
Field Measurement (dB(A)):					69.1					
TNM Prediction (dB(A)):					70.2					
Variance:					1.1					

3.3 Predicted Noise Levels

Traffic on SR 429 is the dominant noise source within the project's evaluation area. For this project, 53 sites were analyzed for project-related impacts. The noise analysis divided the project corridor into three Noise Study Areas (NSA).

The 2022 existing condition and 2045 No-Build and Build Alternative noise analysis results discussed in this section are also presented in a noise impact comparison matrix in **Appendix C**. A summary of the results is provided in **Table 3**.

Four residential (Category B) receptors and one Category C Special Use site currently experience noise levels that meet or exceed the FDOT 66.0 dB(A) NAC. Predicted noise levels for the No-Build Alternative meet or exceed the NAC at nine Category B and one Category C receptor. By comparison, the Build Alternative is predicted to meet or exceed the NAC at 18 residential receptors and the same Category C site, with an average 3.1 dB(A) increase in noise over the existing condition. The greatest increase over existing is 4.9 dB(A); thus, none of the noise increases are considered substantial (defined as 15 dB(A) or higher).

When discussing noise level increases, the general rule that applies to perception is:

- A 3 dB(A) increase is barely perceptible to most people.
- A 5 dB(A) increase is noticeable to most people.
- A 10 dB(A) increase is perceived as twice as loud and considered a doubling noise.

A discussion of each NSA and the corresponding impact and abatement analysis is provided in the following sections. A set of project aerials illustrating the NSA's and analyzed sites is included in **Appendix D**.

Table 4: Impact Analysis Summary

Noise Sensitive Area	Activity Category	2022 Existing	2045 No-Build	2045 Build	Average Increase Over Existing
		# of receptors that meet or exceed NAC			
NSA 1 (undeveloped)	B	n/a	n/a	n/a	n/a
	C	n/a	n/a	n/a	
	Subtotal	n/a	n/a	n/a	
NSA 2	B	0	0	0	1.3 dB(A)
	C	0	0	0	
	Subtotal	0	0	0	
NSA 3 Binion Reserve	B	4	9	9	3.5 dB(A)
	C	0	0	0	
	Subtotal	4	9	9	
NSA 3 Ivy Trails	B	0	0	9	3.8 dB(A)
	C	1	1	1	
	Subtotal	1	1	10	
Project Totals		5	10	19	3.1 dB(A)

3.3.1 Noise Study Area 1

NSA 1 comprises the area south of Boy Scout Road and east of Binion road. As of the date of this report, the site is undeveloped. A search was conducted to determine the plans for this area and whether or not active building permits are in place. The future development is referred to as The Ridge. Mass grading plans have been submitted to the St. Johns River Water Management District (SJRMD). However, no active building/structure permits have been issued by the City of Apopka. Because there are currently no noise sensitive sites built or permitted, this area was not analyzed for noise impacts. This NSA is illustrated in **Appendix D: Page D-1**.

3.3.2 Noise Study Area 2

Across from NSA 1, north of Boy Scout Road, is NSA 2, which consists of scattered single-family residences. The residences, represented by receptors 2-1 through 2-10, are not part of a named subdivision.

Currently, the average noise level for these receptors is 55.8 dB(A), with the highest noise level being 59.8 dB(A) at receptor 2-10, which is located closest to the Binion Road / Boy Scout Road intersection. None of the sites currently meet or exceed their 66.0 dB(A) FDOT NAC, nor are they

predicted to do so under the No-Build alternative. Once the project is built, the overall traffic noise levels increase by an average of 1.3 dB(A), with the average project-related noise level predicted to be 57.1 dB(A). Receptor 2-2 has the highest build-related noise level, 63.7 dB(A), which is a 3.3 dB(A) increase over the existing condition. None of the increases over existing are considered substantial, and none of the sites are predicted to exceed the NAC. Abatement evaluation for this NSA is not required.

3.3.3 Noise Study Area 3

NSA 3 comprises the area east of SR 429 from the project beginning limits (Binion Road) to the project ending limits (Lust Road). Within this NSA, two residential developments are in various stages of construction – Binion Reserve and Ivy Trails. The two developments and their associated noise sensitive sites are illustrated in **Appendix D: Page D-2**.

Binion Reserve

Binion Reserve is a new residential development located in the northeast quadrant of the proposed SR 429 / Binion Road interchange. The residences within the development are under various stages of construction, with many homes nearest to Binion Road being completely constructed or very near completion. Numerous sites immediately adjacent to SR 429 are under active construction. The majority of the sites are at a higher elevation than SR 429 with the sites located at the southern end having the greatest elevation differences. All home sites fronting SR 429, the future ramps, and the Binion Road / Boy Scout Road intersection were included in the analysis.

The homes are represented by receptors 3-1 through 3-25. The single Category C site, the neighborhood playground, is represented by receptor SLU1. The development's six-foot-tall privacy wall was included in the analysis.

Currently, the average noise level for the Binion Reserve sites is 60.7 dB(A), with the highest noise level being 70.5 dB(A) at receptor 3-16. Currently, sites 3-11 and 3-15 through 3-17 are affected by traffic noise. Under the No-Build alternative, nine sites represented by receptors 3-10 through 3-18 are predicted to meet or exceed the FDOT NAC. Once the project is built, the overall traffic noise levels increase by an average of 3.5 dB(A), with the average project-related noise level predicted to be 64.2 dB(A). Receptor 3-16 has the highest predicted build noise level (74.0 dB(A)). None of the increases over existing are considered substantial.

Because the predicted noise levels meet or exceed the 66.0 dB(A) FDOT NAC, they are considered impacted. Noise abatement was considered to mitigate these impacts, as summarized in **Section 3.2.4.1**.

Ivy Trails

Ivy Trails is a new residential development located north of Binion Reserve. Site development is nearing completion, with building/structure construction imminent. The home sites are represented by receptors 3-26 through 3-42. The single Category C site, the neighborhood pedestrian walking trail, is represented by receptor SLU2. All home sites fronting SR 429 were included in the analysis.

Currently, the average noise level for the Ivy Trails home sites and the trail is 61.3 dB(A). The highest noise level (66.0 dB(A)) occurs at receptor SLU2. The trail is the only site currently affected by traffic noise and is also the only site predicted to meet or exceed the FDOT NAC under the No-Build alternative. The average noise level predicted for the No-Build is 64.4 dB(A). Once the project is built, the overall traffic noise levels increase by an average of 3.8 dB(A), with the average project-related noise level predicted to be 65.0 dB(A). The highest noise level within Ivy Trails continues to be attributed to the trail (67.8 dBA), while the highest noise level for the homes sites is 66.4 dB(A) at receptors 3-30 and 3-31. None of the increases over existing are considered substantial, and none of the sites are predicted to exceed the NAC.

Because the predicted noise levels meet or exceed the 66.0 dB(A) FDOT NAC, they are considered impacted. Noise abatement was considered to mitigate these impacts, as summarized in **Section 3.2.4.1**.

3.2.4.1 Noise Barrier NB1

Three scenarios were evaluated to determine potential abatement options for the 18 impacted home sites and the pedestrian trail in NSA 3. The following options were analyzed to provide noise reduction to the sites within Binion Reserve and Ivy Trails from an acoustic and cost perspective. The analyzed options are summarized in **Table 5** and illustrated in **Appendix E**.

- Option 1 – This option was evaluated as a single noise barrier.
 - This option includes a maximum height barrier (14 feet tall) located at the edge of the northbound entry ramp and mainline shoulder edge of pavement. The approximate stationing is 1571+00 to 600+00.
 - This 2,903-foot-long barrier can benefit 24 residences (16 impacted and eight non-impacted) and the trail.
 - This option provides an average noise reduction of 7.0 dB(A) and a maximum reduction of 11.9 dB(A).
 - However, with an estimated cost of \$1,219,260, the Cost Per Benefited Receptor (CPBR) is \$50,803, which is over the FDOT cost-reasonableness guideline of \$42,000 per benefited receptor.

- Option 2 – This option was evaluated as a single noise barrier.
 - This option includes a maximum height barrier in the same location as Option 1 but with a reduced length. The approximate stationing is 1576+20 to 600+00.
 - This 2,385-foot-long barrier can benefit 24 residences (16 impacted and eight non-impacted) and the trail.
 - This option provides an average noise reduction of 7.0 dB(A) and a maximum reduction of 11.9 dB(A).
 - The estimated cost for this option is \$1,001,700, and it has a \$41,738 CPBR, which is within FDOT cost-reasonableness guidelines.
- Option 3 – This option was evaluated as a two-segment noise barrier system.
 - This option was evaluated to further reduce the length of the maximum height shoulder barrier but add in a second segment located approximately 10 feet from the CFX right-of-way (ROW) line.
 - Segment 1: 14-foot-tall tall shoulder barrier with a total length of 2,005 feet; approximate stationing is 1580+00 to 600+00.
 - Segment 2: ROW barrier with a total length of 604 feet; stepped to account for the change in topography from south to north
 - Step 1 – 10' tall – sta. 1575+00 to 1576+00
 - Step 2 – 12' tall – sta. 1576+00 to 1577+00
 - Step 3 – 14' tall – sta. 1577+00 to 1579+00
 - Step 4 – 16' tall – sta. 1579+00 to 1581+00
 - This barrier system can benefit 26 residences (all 18 impacted and eight non-impacted) and the trail.
 - This option provides an average noise reduction of 7.1 dB(A) and a maximum reduction of 12.1 dB(A).
 - The estimated cost for this option is \$1,089,720, with a \$41,912 CPBR, which is within FDOT cost-reasonableness guidelines.

Barrier NB1 Option 2 and Option 3 meet all FDOT acoustic and cost-reasonableness criteria and are recommended for further consideration during the final design process.

Table 5: Noise Barrier NB1 Evaluation Summary

NSA 3: Barrier NB1 Evaluation Summary															
Evaluated Barrier Options				Approx. Station	Number of Impacted Residential Sites	Number of Impacted Sites Within a Noise Reduction Range			Number of Benefited Sites ^{*1}				Total Estimated Cost ^{*4}	Cost per Benefited Receptor ^{*5}	Recommended for further consideration in final design?
Option	Barrier Type/Location	Height (feet) ^{*6}	Length (feet)			5-5.9 dB(A)	6-6.9 dB(A)	≥ 7.0 dB(A) ^{*2}	Impacted	Other ^{*3}	Total	Avg / Max Reduction dB(A)			
Option 1	Shoulder	14	2,903	1571 to 600	18	4	7	5	16	8	24	7.0 / 11.9	\$ 1,219,260	\$ 50,803	No
Option 2	Shoulder	14	2,385	1576+20 to 600		4	7	5	16	8	24	7.0 / 11.9	\$ 1,001,700	\$ 41,738	Yes
Option 3 two-segment system (stepped)	Shoulder	14	2,005	1580 to 600											
	ROW - step 1	10	100	1575 to 1576											
	ROW - step 2	12	101	1576 to 1577		3	8	7	18	8	26	7.1 / 12.1	\$ 1,089,720	\$ 41,912	Yes
	ROW - step 3	14	203	1577 to 1579											
	ROW - step 4	16	200	1579 to 1581											

*1 = Minimum of 5.0 dB(A) required to be considered benefited by noise barrier.

*2 = FDOT Noise Reduction Design Goal is 7.0 dB(A) at a minimum of 1 benefited receptor.

*3 = Refers to non-impacted noise-sensitive sites.

*4 = Based on FDOT Statewide average of \$30 per square foot.

*5 = FDOT Reasonable Cost Guideline is \$42,000.

*6 = 8-ft max on MSE/Bridge; 14-ft max on shoulder; 22-ft max at ROW or offset from shoulder.

4.0 CONCLUSION

Five sites (4 Category B and one Category C) are currently affected by traffic noise. The noise levels associated with the 2045 No-Build Alternative are predicted to meet or exceed the 66.0 dB(A) FDOT NAC at nine Category B residences and one Category C site.

Once the widening project is built, the overall traffic noise levels will increase by an average of 3.1 dB(A), with the average project-related noise level, predicted to be 63.2 dB(A). The 2050 Build Alternative's noise levels are predicted to meet or exceed the 66.0 dB(A) FDOT NAC at 18 Category B and one Category C receptor. The highest noise level is predicted to be 74.0 dB(A) in NSA 3. None of the increases are considered substantial (i.e., 15 dB(A) or more over existing levels).

As required, noise abatement consideration was given to all 19 impacted sites. Noise Barrier NB1 was evaluated to mitigate the impacts. Of the three analyzed options, Option 2 and Option 3 were found to meet all FDOT acoustic and cost criteria. Thus, the two options, summarized in **Table 6**, are recommended for further consideration in the project's final design phase.

Table 6: Project #429-309 Noise Barrier Recommendations

Noise Study Area	Impacted Development	Barrier ID	Barrier Height (ft) ^{*2}	Barrier Length (ft)	Barrier Location	Estimated Barrier Cost ^{*1}	Recommended for Further Evaluation?
NSA 3	Binion Reseve Ivy Trails	NB1 Option 2	14	2,385	Shoulder	\$1,001,700	Yes
		NB1 Option3	14	2,005	Shoulder	\$1,089,720	Yes
			10/12/14/16	604	ROW		

^{*1} = Based on FDOT Statewide average of \$30 per square foot.

^{*2} = 8-ft max on MSE/Bridge; 14-ft max on shoulder; 22-ft max at ROW or offset from shoulder.

4.1 Statement of Likelihood

The Central Florida Expressway Authority is committed to the construction of feasible and reasonable noise abatement measures identified in **Table 6**, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement.
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to CFX.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed, and any conflicts or issues resolved.

5.0 CONSTRUCTION NOISE AND VIBRATION IMPACTS

Construction of the proposed roadway improvements is not expected to have significant vibration or construction noise impacts. Applying the FDOT Standard Specifications for Road and Bridge Construction is anticipated to minimize or eliminate most of the potential short-term noise and vibration impacts.

Should any construction noise or vibration issues arise during construction, the Project Engineer, in concert with the CFX Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

6.0 COMMUNITY COORDINATION

6.1 Noise Impact Contours

To aid in promoting land use compatibility, a copy of this report, which provides information that can be used to protect future land development from becoming incompatible with anticipated traffic noise levels, will be made available for use by Orange County and City of Apopka officials. In addition, generalized noise impact contours for the Build Alternative have been developed, identifying the distances between the Build Alternative and the location where traffic noise levels approach the NAC for Activity Categories A, B, C, and E. The contour distances provided in **Table 7** do not account for any reduction in noise levels that may be provided by berms, privacy walls, or intervening structures. These distances also do not account for any increase in noise levels caused by a variation in the noise path, increased roadway elevation, or increased elevation of a

noise sensitive site (e.g., second-floor patio). To minimize the potential for incompatible land use, future noise sensitive land uses should be located beyond these distances.

Table 7: Critical Distance Impact Contours

Impact Contours				
Activity Category * ¹	Corresponding Noise Abatement Criterion	Distance to EOP* ²		
		SR 429	Binion Road	Boy Scout Road
Category A	56 dB(A)	585 ft	145 ft	145 ft
Category B and C	66 dB(A)	235 ft	45 ft	45 ft
Category E	71 dB(A)	140 ft	10 ft	10 ft

*1 Activity Categories as defined in 23 CFR 772.

*2 Distance to the nearest edge of pavement.

6.2 Public Meetings

A public meeting will be held for this project. Any comments received during the public meeting comment period about the PD&E Study in general, as well as those pertinent to the noise analysis, will be documented under separate cover.

During the final design process, CFX will hold a Sound Wall Information Meeting (SWIM) in which the proposed noise barrier(s) and other pertinent project construction-related information will be presented to the public. To aid in the decision-making process, CFX will directly solicit the opinions of the property owners and renters found to benefit (e.g., receive a minimum 5 dB(A) reduction in noise) from the proposed noise barrier. The solicitation of viewpoints will be conducted as part of the SWIM and mailed survey. The CFX SWIM process and survey results for this project will be documented under separate cover.

7.0 REFERENCES

FHWA. *Code of Federal Regulations*, Title 23 Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." July 13, 2010.

FHWA. *Highway Traffic Noise: Analysis and Abatement Guidance*, FHWA-HEP-10-025. December 2011.

FHWA. *Recommended Best Practices for the Use of the FHWA Traffic Noise Model (TNM)*. December 8, 2015.

FDOT. A+ Plus Aerial Photo Look-Up System. 2022.

FDOT. *FDOT Design Manual*

FDOT. *Project Development and Environment Manual: Part II, Chapter 18*. Effective July 1, 2020.

FDOT. *Standard Specifications for Road and Bridge Construction*.

FDOT. *Traffic Noise Modeling and Analysis Practitioners Handbook*. December 2018.

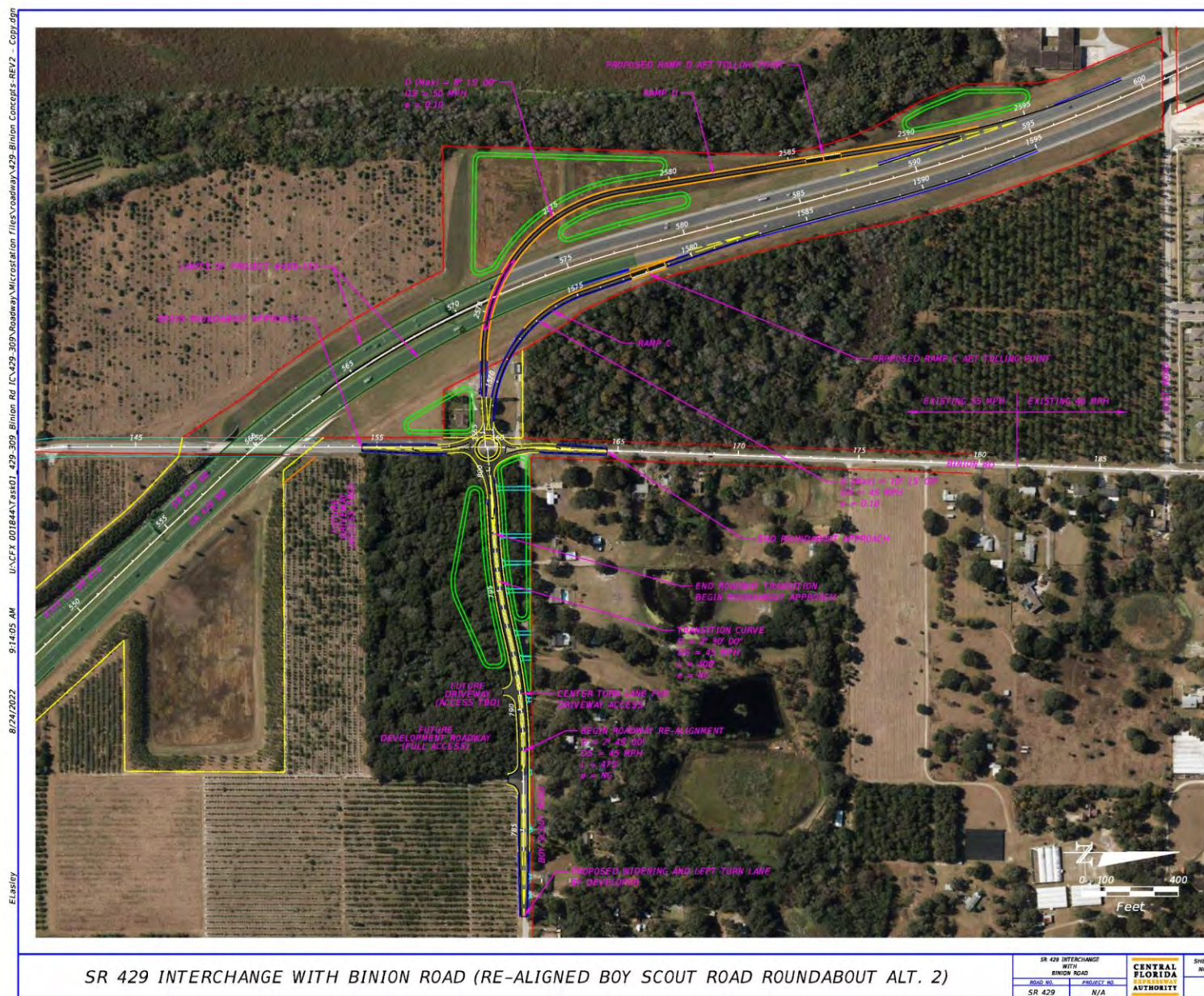
Google Earth, @2022 Google. Imagery and elevation data.

Section 335.17, *Florida Statutes. State Highway Construction; Means of Noise Abatement*. 2012.

USGS. National Map 2022; <https://apps.nationalmap.gov/lidar-explorer/#/>.

Appendix A:

Preferred Build Alternative Project Layout



Appendix B:

Noise Study Traffic Data

Noise Analysis Traffic Data - SR 429 and Binion Road Interchange
2022 Existing Conditions

Freeway Mainline													
Mainline Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
North of US 441 (Ponkan Mainline Plaza)	4	46,300	59,400	2,121	3,100	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
From US 441 to SR 414	6	53,300	89,000	2,449	4,850	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
South of SR 414	6	60,000	78,500	2,799	4,100	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
SR 429 Ramps													
SR 429 Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
US 441													
Southbound off	1	500	14,600	46	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound on	1	500	14,600	46	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Southbound on	2	4,000	29,400	369	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound off	2	4,000	29,400	369	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
SR 414													
Southbound off	2	9,850	25,800	1,008	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound on	2	9,850	25,800	1,008	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Southbound on	2	13,000	25,900	1,359	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound off	2	13,000	25,900	1,359	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Arterials and Cross Streets													
Arterial Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
Binion Road													
North of Boy Scout Road	2	7,100	16,600	378	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	54.9%	40
South of Boy Scout Road	2	5,200	16,200	261	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	56.1%	40
Boy Scout Road													
East of Binion Road	2	4,700	15,700	220	740	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	52.2%	45

AADT: Annual Average Daily Traffic

MT: Medium Trucks

HT: Heavy Trucks

- (1) Number of lanes are obtained from field observations and aerial maps.
- (2) Traffic data are obtained from the PD&E study traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2020 QualityLevel of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online.
- (7) Posted speed data are obtained by field observations.

Noise Analysis Traffic Data - SR 429 and Binion Road Interchange
2045 No Build Conditions

Freeway Mainline													
Mainline Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
North of US 441 (Ponkan Mainline Plaza)	4	108,200	59,400	5,610	3,100	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
From US 441 to SR 414	6	118,700	89,000	8,140	4,850	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
South of SR 414	8	115,700	118,700	5,980	6,200	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
SR 429 Ramps													
SR 429 Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
US 441													
Southbound off	1	5,100	14,600	470	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound on	1	5,100	14,600	470	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Southbound on	2	10,350	29,400	950	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound off	2	10,350	29,400	950	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
SR 414													
Southbound off	2	24,100	25,800	2,520	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound on	2	24,100	25,800	2,520	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Southbound on	2	22,600	25,900	2,360	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound off	2	22,600	25,900	2,360	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Arterials and Cross Streets													
Arterial Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
Binion Road													
North of Boy Scout Road	2	15,000	16,600	740	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	54.9%	40
South of Boy Scout Road	2	12,100	16,200	610	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	56.1%	40
Boy Scout Road													
East of Binion Road	2	10,000	15,700	470	740	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	52.2%	45

AADT: Annual Average Daily Traffic

MT: Medium Trucks

HT: Heavy Trucks

- (1) Number of lanes are obtained from field observations, aerial maps and planned projects information.
- (2) Traffic data are obtained from the PD&E study traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2020 QualityLevel of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online.
- (7) Posted speed data are obtained by field observations.

Noise Analysis Traffic Data - SR 429 and Binion Road Interchange
2045 Build Conditions

Freeway Mainline													
Mainline Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)
SR 429													
North of US 441 (Ponkan Mainline Plaza)	4	108,400	59,400	5,830	3,100	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
From US 441 to Binion Road	6	120,900	89,000	6,240	4,850	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
From Binion Road to SR 414	8	116,300	118,700	6,030	6,200	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
South of SR 414	8	113,800	118,700	5,900	6,200	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	70
SR 429 Ramps													
SR 429 Ramp	Number of Lanes	One-Way AADT	One-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Operational Speed (mph)
US 441													
Southbound off	1	4,100	14,600	380	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound on	1	4,100	14,600	380	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Southbound on	2	10,350	29,400	950	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Northbound off	2	10,350	29,400	950	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	8.7%	52.8%	45
Binion Road													
Southbound off	1	2,300	13,400	230	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	53.0%	45
Northbound on	1	2,300	13,400	230	1,350	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	53.0%	45
SR 414													
Southbound off	2	23,850	25,800	2,490	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound on	2	23,850	25,800	2,490	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Southbound on	2	22,600	25,900	2,360	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Northbound off	2	22,600	25,900	2,360	2,700	2.00%	0.41%	1.55%	0.04%	0.01%	9.5%	55.0%	45
Arterials and Cross Streets													
Arterial Segment	Number of Lanes	Two-Way AADT	Two-Way LOS C AADT	Peak Hour Peak Direction	LOS C Peak Hour Peak Direction	Design Hr. % T	Design Hr. % MT	Design Hr. % HT	Design Hr. % Buses	Design Hr. % Motorcycles	K-factor	D-factor	Posted Speed (mph)
Binion Road													
North of Boy Scout Road	2	13,600	16,600	680	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	54.9%	40
South of Boy Scout Road	2	12,300	16,200	620	820	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	56.1%	40
Boy Scout Road													
East of Binion Road	2	10,600	15,700	500	740	4.00%	2.40%	1.47%	0.13%	0.21%	9.0%	52.2%	45

AADT: Annual Average Daily Traffic

MT: Medium Trucks

HT: Heavy Trucks

- (1) Number of lanes are obtained from field observations, aerial maps and planned projects information.
- (2) Traffic data are obtained from the PD&E study traffic development effort.
- (3) Peak hour demand and LOS C peak hour maximum service volumes are provided directionally.
- (4) LOS C targets are based on the FDOT 2020 Quality/Level of Service Handbook tables, and adjusted for local conditions.
- (5) LOS C AADTs are estimated using K and D factors and the design hour peak direction LOS C maximum service volumes.
- (6) The vehicle classification factors are obtained from Florida Traffic Online.
- (7) Posted speed data are obtained by field observations.

Appendix C:

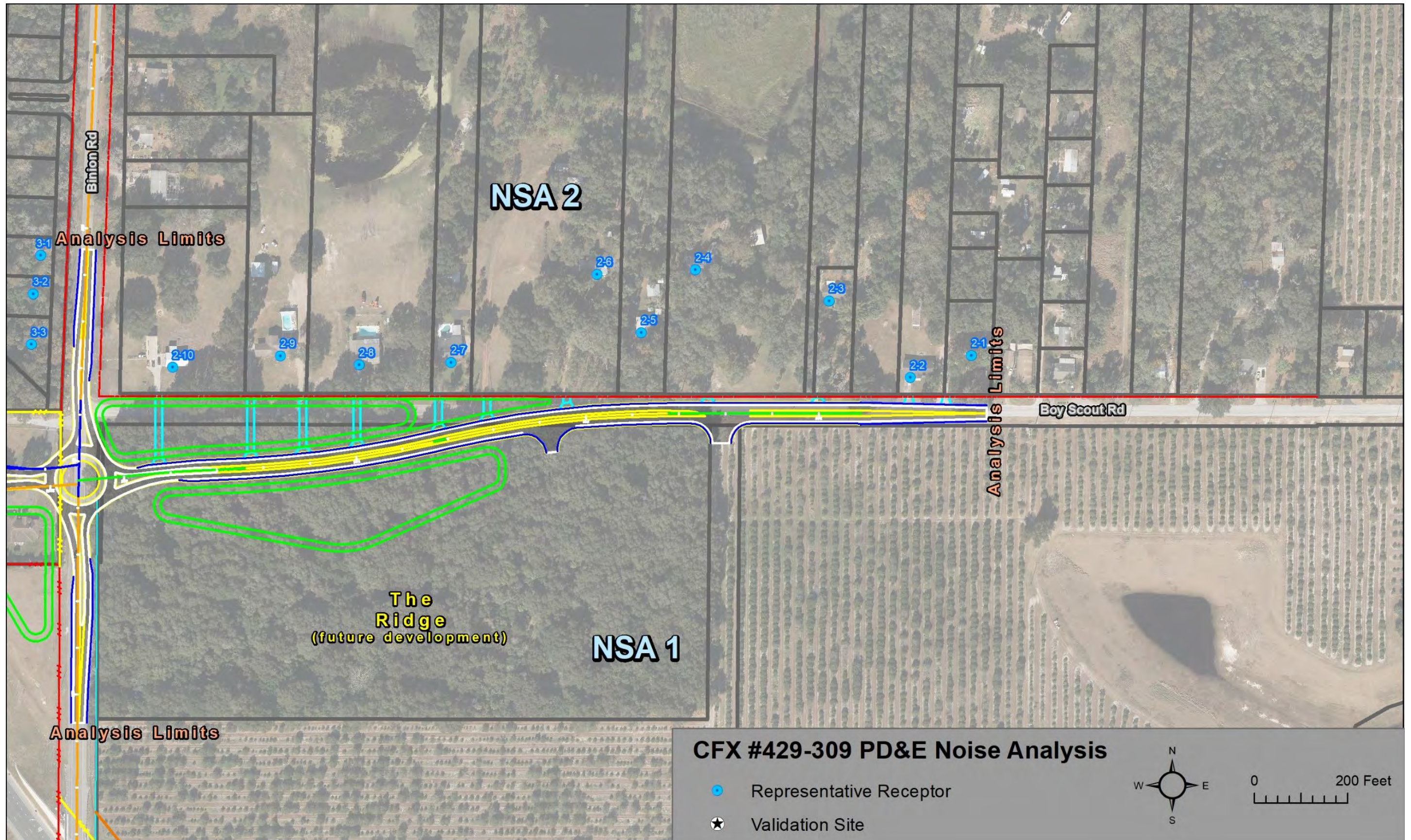
Noise Impact Comparison Matrix

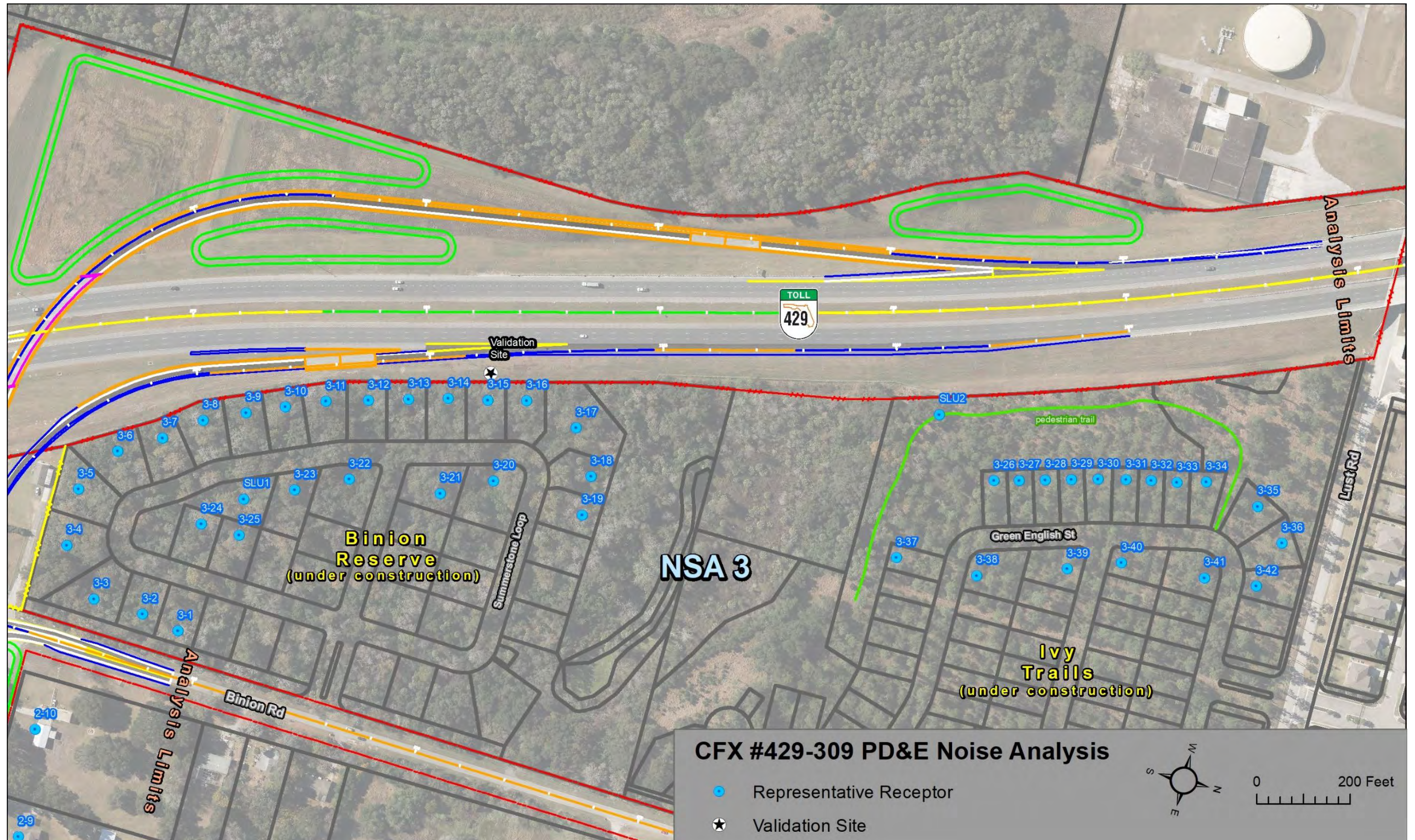
Noise Impact Comparison Matrix							
Noise Sensitive Sites			Predicted Noise Levels (dB(A)) <i>Red = Noise Level above NAC</i>				
Receptor ID	# Sites Represented	NAC Impact Criterion (dB(A))	2022 Existing	2045 No-Build Alternative	2045 Build Alternative	Build Change From Existing	Consider Abatement
NSA 1: South of Boy Scout Road from Binion Road to project end - Illustrated on Page D-1 - Appendix D							
No noise sensitive sites							
NSA 2: North of Boy Scout Road from Binion Road to project end - Illustrated on Page D-1 - Appendix D							
Scattered single-family homes							
2-1	1	66.0	56.7	60.0	60.6	3.9	-
2-2	1	66.0	60.4	63.7	63.7	3.3	-
2-3	1	66.0	51.7	55.0	55.8	4.1	-
2-4	1	66.0	51.5	54.8	53.5	2.0	-
2-5	1	66.0	54.2	57.6	57.2	3.0	-
2-6	1	66.0	51.5	54.7	53.7	2.2	-
2-7	1	66.0	57.8	61.2	57.5	-0.3	-
2-8	1	66.0	57.9	61.3	56.0	-1.9	-
2-9	1	66.0	56.2	59.5	55.2	-1.0	-
2-10	1	66.0	59.8	63.1	57.5	-2.3	-
NSA Summary	10		55.8	59.1	57.1	1.3	0
NSA 3: Binion Road Interchange to Lust Road (east of SR 429) - Illustrated on Page D-2 - Appendix D							
Binion Reserve							
3-1	1	66.0	60.0	63.0	62.4	2.4	-
3-2	1	66.0	58.1	61.1	60.3	2.2	-
3-3	1	66.0	55.8	58.8	58.0	2.2	-
3-4	1	66.0	53.6	56.7	55.9	2.3	-
3-5	1	66.0	54.4	57.7	57.2	2.8	-
3-6	1	66.0	57.7	60.9	61.1	3.4	-
3-7	1	66.0	59.2	62.4	62.6	3.4	-
3-8	1	66.0	60.3	63.5	63.9	3.6	-
3-9	1	66.0	62.0	65.2	65.7	3.7	-
3-10	1	66.0	62.9	66.1	66.7	3.8	Yes
3-11	1	66.0	66.3	69.4	70.0	3.7	Yes
3-12	1	66.0	64.8	67.9	68.6	3.8	Yes
3-13	1	66.0	64.5	67.5	68.0	3.5	Yes
3-14	1	66.0	64.1	67.1	67.5	3.4	Yes
3-15	1	66.0	68.8	71.8	72.3	3.5	Yes
3-16	1	66.0	70.5	73.5	74.0	3.5	Yes

Noise Impact Comparison Matrix							
Noise Sensitive Sites			Predicted Noise Levels (dB(A)) <i>Red = Noise Level above NAC</i>				
Receptor ID	# Sites Represented	NAC Impact Criterion (dB(A))	2022 Existing	2045 No-Build Alternative	2045 Build Alternative	Build Change From Existing	Consider Abatement
3-17	1	66.0	67.3	70.3	71.4	4.1	Yes
3-18	1	66.0	63.5	66.7	68.4	4.9	Yes
3-19	1	66.0	60.0	63.1	64.3	4.3	-
3-20	1	66.0	60.4	63.5	64.5	4.1	-
3-21	1	66.0	59.1	62.2	62.9	3.8	-
3-22	1	66.0	57.9	61.0	61.7	3.8	-
3-23	1	66.0	57.9	61.1	61.9	4.0	-
3-24	1	66.0	55.9	59.1	59.8	3.9	-
3-25	1	66.0	55.8	59.0	59.7	3.9	-
SLU1	1	66.0	56.1	59.3	60.0	3.9	-
Ivy Trails							
3-26	1	66.0	62.1	65.1	66.0	3.9	Yes
3-27	1	66.0	62.1	65.1	66.0	3.9	Yes
3-28	1	66.0	62.2	65.3	66.0	3.8	Yes
3-29	1	66.0	62.4	65.5	66.2	3.8	Yes
3-30	1	66.0	62.5	65.6	66.4	3.9	Yes
3-31	1	66.0	62.4	65.5	66.4	4.0	Yes
3-32	1	66.0	62.2	65.3	66.3	4.1	Yes
3-33	1	66.0	61.9	65.0	66.3	4.4	Yes
3-34	1	66.0	62.0	65.1	66.2	4.2	Yes
3-35	1	66.0	61.7	64.9	65.3	3.6	-
3-36	1	66.0	60.5	63.7	64.4	3.9	-
3-37	1	66.0	58.8	62.0	62.7	3.9	-
3-38	1	66.0	58.7	62.0	62.4	3.7	-
3-39	1	66.0	59.0	62.3	62.8	3.8	-
3-40	1	66.0	59.7	62.9	63.3	3.6	-
3-41	1	66.0	59.3	62.6	63.2	3.9	-
3-42	1	66.0	59.1	62.4	63.1	4.0	-
Ivy Trails - Pedestrian Trail							
SLU2	1	66.0	66.0	69.0	67.8	1.8	Yes
NSA Summary	43		60.9	64.0	64.5	3.6	19

Appendix D:

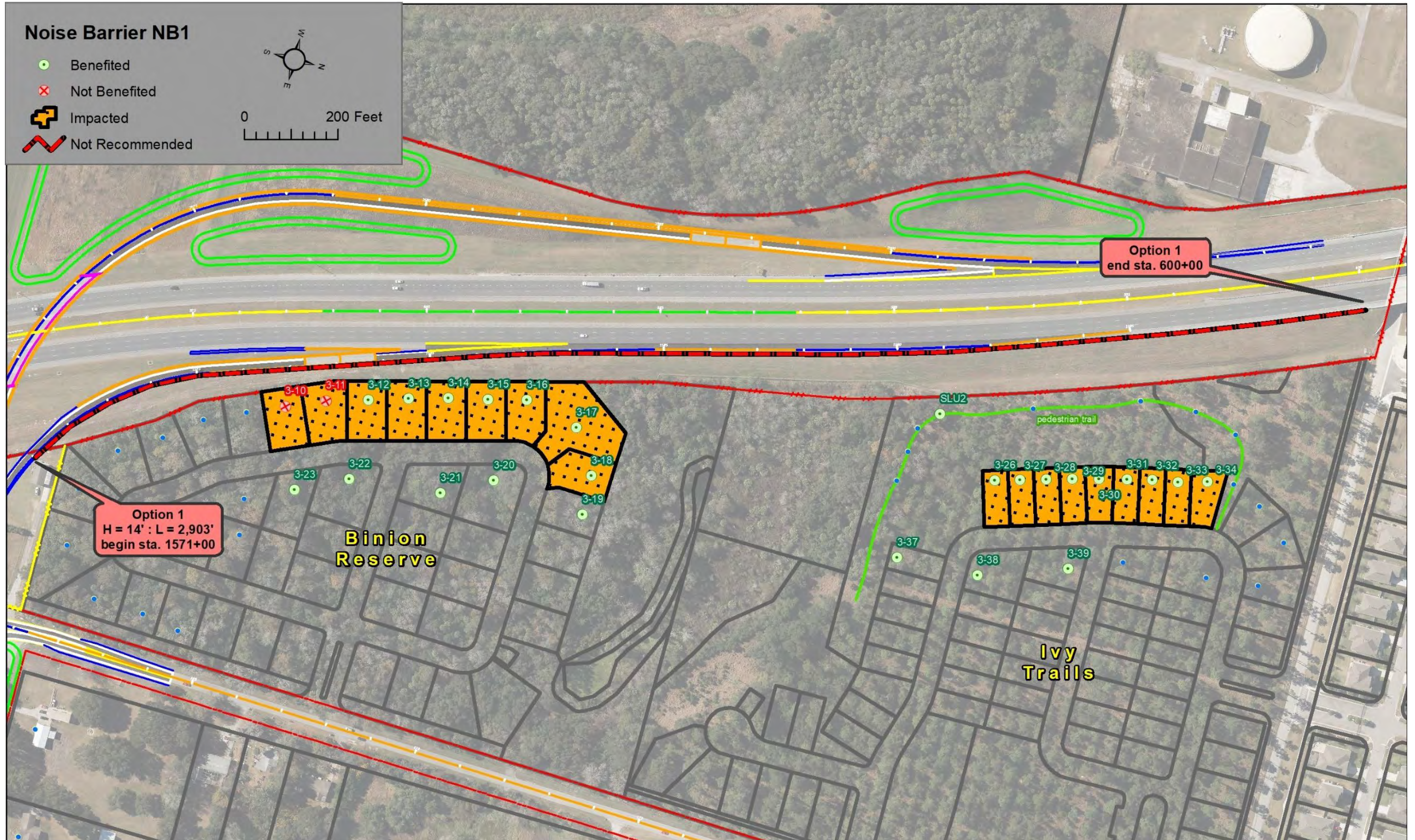
Project Aerials

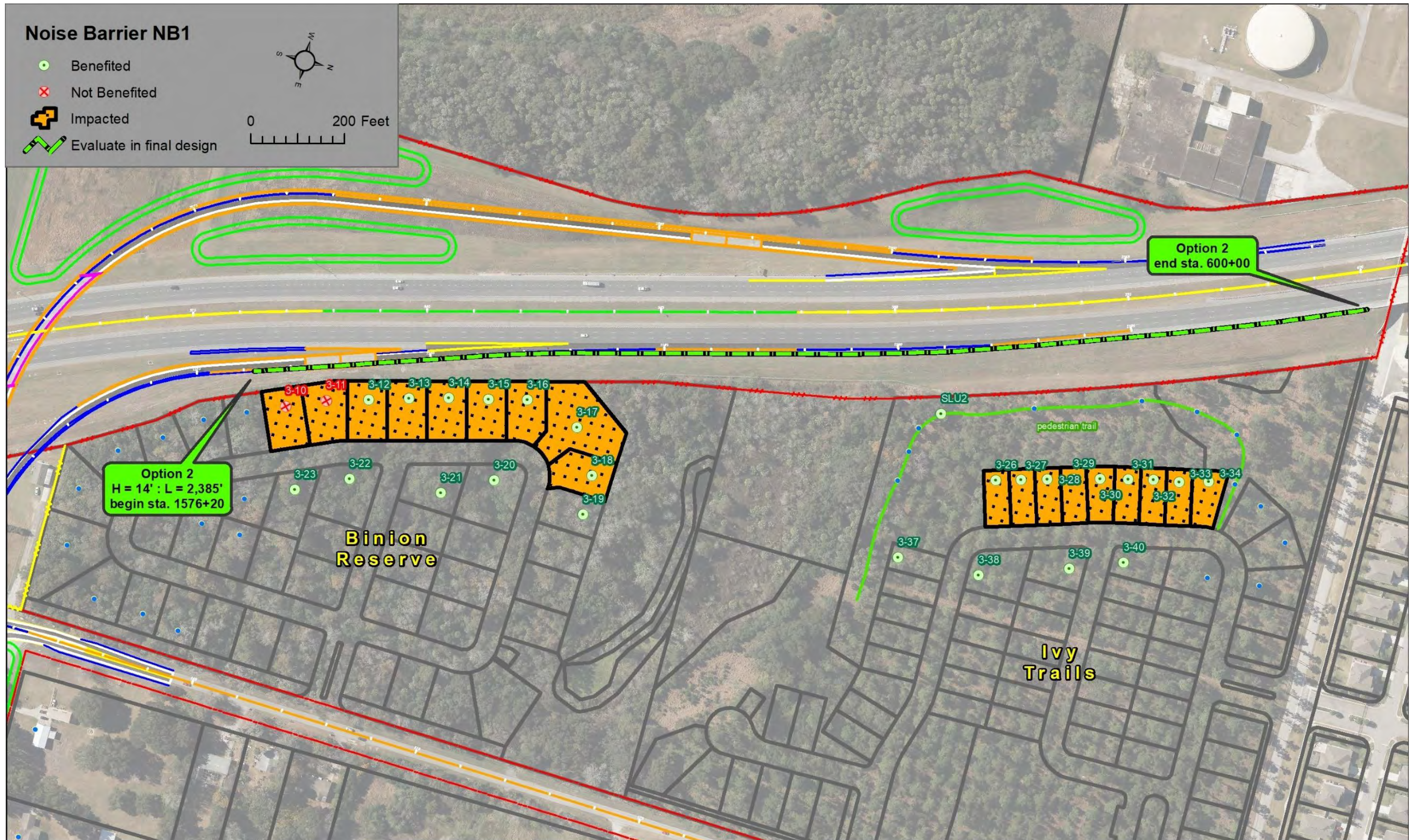


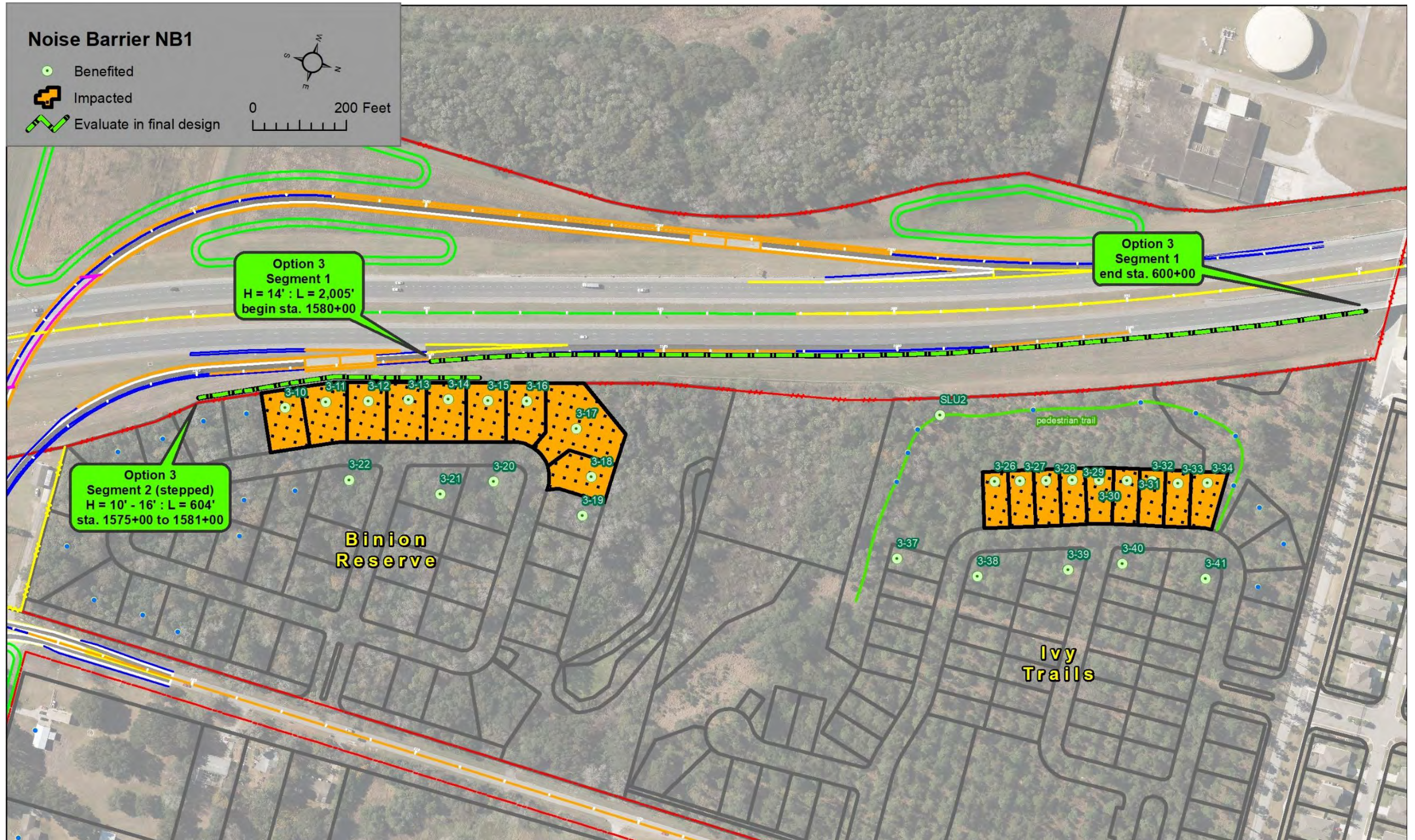


Appendix E:

Noise Barrier Maps







Appendix C – Air Quality Technical Memorandum

AIR QUALITY TECHNICAL MEMORANDUM

Daniel Webster Western Beltway (SR 429) / Binion Road
Interchange Project Development and Environment Study

Central Florida Expressway Authority



CFX Project No.: 429-309

Contract No.: 001844

November 2022

Introduction

In August 2022, Central Florida Expressway Authority (CFX) began a Project Development and Environment (PD&E) Study of the State Road 429/Binion Road Interchange in the City of Apopka and Orange County. The study is evaluating a proposed half interchange (northbound on-ramp and southbound off-ramp) expressway connection from Binion Road to SR 429 to provide enhanced access and mobility to southwest Apopka. This Technical Memorandum is to document the air quality analysis findings.

Project Description

The study area runs along the vicinity of South Binion Road and Boy Scout Road at SR 429. Currently, drivers must enter and exit SR 429 by traveling approximately three miles north to just north of US 441 at the SR 429 Connector Road interchange or travel three miles south to the interchange at Ocoee Apopka Road. The 6-month study will analyze intersection improvements and access management modifications along the proposed interchange.

Study Goals

The goals of the SR 429/Binion Road Interchange PD&E Study include:

- Identify transportation mobility options and programs that could meet future demand.
- Enhance mobility of the area's growing population and economy by providing additional transportation infrastructure.
- Provide consistency with local plans and policies.
- Promote regional connectivity.

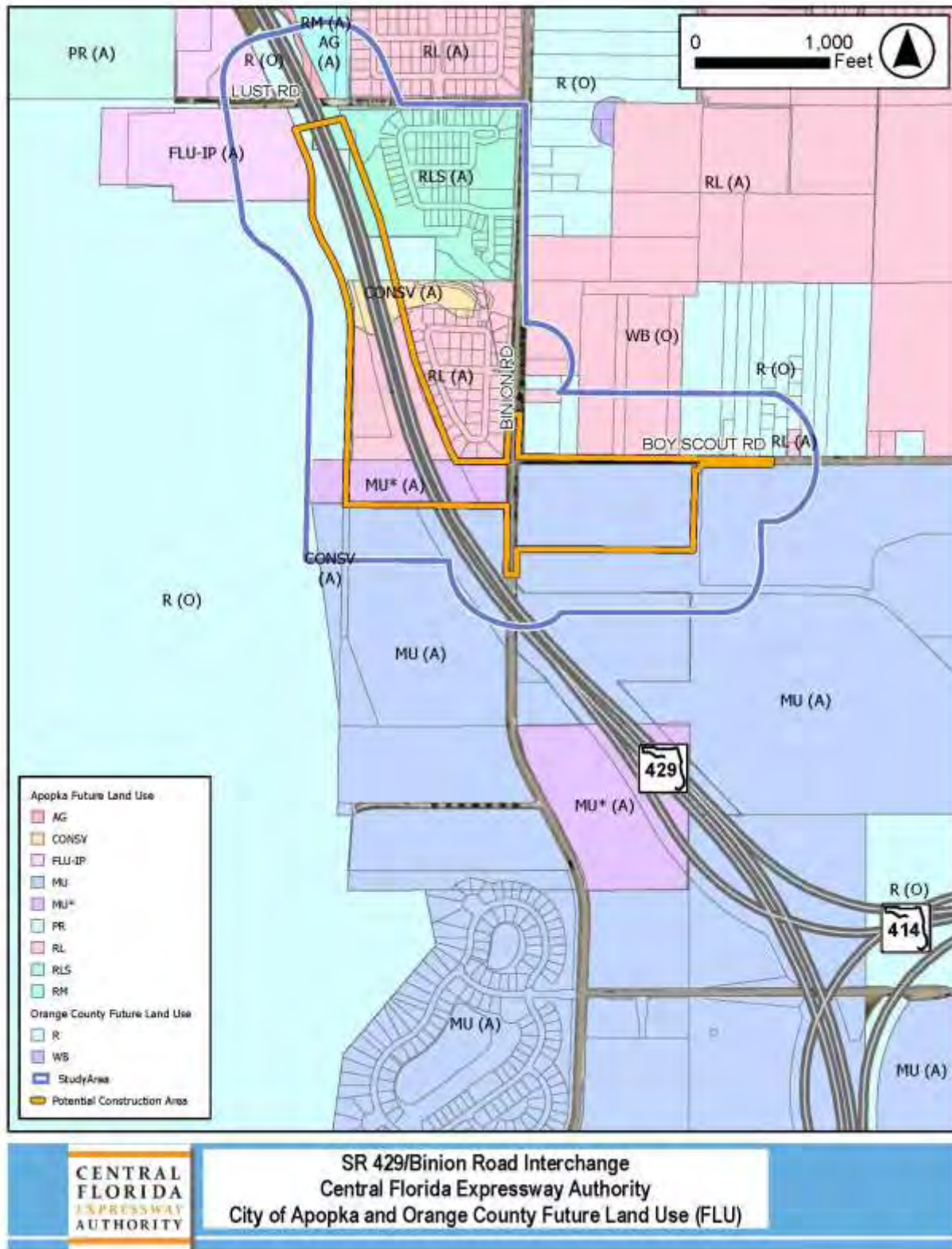
General Existing Conditions and Land Uses of the Project Area

The project area, as defined within the PD&E Study, is the location where alternative concepts for a half interchange that would provide access to SR 429 and a new intersection design at Binion Road and Boy Scout Road are being considered. For consistency in studying the existing and anticipated conditions of the area surrounding the PD&E Study Area, a half mile radius of the general existing conditions surrounding the project area are used.

The entirety of the project area falls within the Apopka City limits, except for 2 parcels at the northeast corner of the intersection of Boy Scout Road and S Binion Road. Within the surrounding area, the majority of the land falls within the City of Apopka Corporate Limits, with the remainder of the properties falling within unincorporated Orange County.

The Land Use in this area has slowly changed from primarily larger tracts of land often used for agriculture, to the development of many single-family subdivisions. The rise in population density and subsequent vehicle trips have put stress on the existing roadway network, which consists of mostly rural residential profile. The development of single-family lot subdivisions is likely to continue in the surrounding area, based on current market demand. **Figure 1** shows the Future Land Use (FLU) designations of the area per the City of Apopka and Orange County.

Figure 1: Study Area Future Land Use (FLU) Map



Analysis and Results

As part of this project study, an air quality evaluation has been performed consistent with the FDOT PD&E Manual, Part 2, Chapter 19. Based on this initial evaluation, a detailed Air Quality analysis is not needed because the project does not meet the two qualifying criteria per Section 19.2.2.1, Part 2, Chapter 19 of the PD&E Manual. It does not require an Environmental Impact Statement, and it is not expected to have community controversy regarding 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 improve 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.

References

- Florida Department of Transportation. "Air Quality", Part 2, Chapter 19. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, July 1, 2020.
- Chapter 62-204, F.S., Air Pollution Control – General Provisions.
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- EPA, 2016. The Green Book Nonattainment Areas for Criteria Pollutants.
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- EPA, 2014. National Emissions Inventory.
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- FDOT, CO FDOT Florida 2012 User's Guide and Screening Model.
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- EPA, 2011 National Air Toxics Assessment Results.
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- FHWA, Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(F) Documents, October 30, 1987; available from the FHWA Environmental Guidebook.
<https://www.environment.fhwa.dot.gov/projdev/impta6640.asp>
- FHWA, Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.
https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/
- FHWA, A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives.
https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analyses/mobile_source_air_toxics/msatemissions.cfm
- Memorandum of Understanding Between FHWA and FDOT Concerning the State of Florida's Participation in the Surface Transportation Project Delivery Program Pursuant to
- 23 U.S.C. 327, December 14, 2016. [http://www.fdot.gov/environment/pubs/Executed-FDOT-](http://www.fdot.gov/environment/pubs/Executed-FDOT-NEPA-Assignment-MOU2016-1214.pdf)
- NEPA-Assignment-MOU2016-1214.pdf

Appendix D – Contamination Screening Evaluation Technical Memorandum

TECHNICAL MEMORANDUM

September 22, 2022

From: Richard McCormick, P.G. and Daniel C. Stanfill, P.E.

To: Bronze Stephenson, MPA
Lead Planner

Subject: Existing Contamination Conditions Technical Memorandum
SR 429-BINION ROAD INTERCHANGE PD&E STUDY
CFX 429-309
GEC Project No. 5126GE

Based on TWO 1 under Contract Number 001844 dated July 19, 2022, Geotechnical and Environmental Consultants, Inc. (GEC) is pleased to present this Existing Contamination Conditions Technical Memorandum for the CFX SR 429-Binion Road Interchange PD&E study.

While this review of contamination status was performed using elements of the Chapter 20 of the FDOT PD&E Manual, it does not represent a complete contamination screening evaluation in accordance with Chapter 20 of the FDOT PD&E Manual.

Contamination Screening

GEC conducted this evaluation using limited elements of the Chapter 20 of the FDOT PD&E Manual dated July 1, 2020. The study area is defined by the following distances from the right-of-way:

- **All sites within 500 feet**
- **Non-landfill solid waste sites within 1,000 feet**
- **Solid waste landfills, CERCLA, or National Priorities List (NPL) sites within ½ mile**

GEC reviewed relevant information from the following sources of information:

- USGS Quadrangle Map of Apopka, Florida (**Figure 1**),
- National Resource Conservation Service (NRCS) Soil Survey (**Figure 2**), and
- Florida Department of Environmental Protection (FDEP) Map Direct and Nexus Information Portal file research for the sites of concern identified within the study area.
- Orange County Environmental Protection Division (OCEPD) and Florida Department of Environmental Protection (FDEP) were contacted regarding the Itner Trash Dump.

Based on the results of the contamination screening activities, GEC assigned Contamination Risk Ratings (CRRs) to five potential contamination sites in the Study Area. The Contamination Risk Rating (CRR) system was developed by FDOT and incorporates four levels of risk: **No, Low, Medium and High**. For a description of the four risk levels please refer to **Appendix A**.

The project study area is shown on a 2021 aerial photograph with site locations shown on attached **Figure 3**. Select portions of public record documents are included as **Appendix B**.

Table 1 – Potential Contamination Site Summary, presents the results of our evaluation. The information obtained from each source of information listed above is summarized for the study area and potential contamination site, along with the corresponding CRRs.

Contamination Risk Sites Summary

Our contamination risk ratings for the five potential contamination sites are summarized below.

Table 1
Potential Contamination Site Summary

Site No.	Facility Name	Facility ID	Concerns	Risk Rating
1	Itner Trash Dump	22044	Historical Trash Dump (1960s and 1970s) that is greater than 500 feet from proposed improvements. The dump has a No Further Action Status from FDEP. No contamination assessment data is available.	Medium
2	SJRWMD LUST Farm Shop Area	8622607	Aboveground and underground fuel tanks were removed in 1998 and contamination remediated. A Site Rehabilitation Completion Order was issued on November 3, 2005.	Low

Site No.	Facility Name	Facility ID	Concerns	Risk Rating
3	Apopka City North Shore WTF	9814765	This site is the same location as Site No. 2. Site currently has two aboveground emergency generator tanks at 8,400 and 560 gallons in size that were installed in 2015. No discharges are reported.	Low
4	Historical Citrus Groves/Agricultural	n/a	Potential for Residual Agricultural Chemical impacts.	Medium
5	Historical Rail Line	n/a	The historical rail line was removed when SR 429 was constructed.	Low

Level II Impact to Construction Impact Assessments and Recommendations

Level II Impact to Construction Assessments (ICAs) or construction support will be required for the roundabout, roadway, and ponds improvements east of SR 429 and south of Boy Scout Road due to the potential for residual agricultural chemicals (arsenic, pesticides, and herbicides) from historical grove and agricultural land uses.

The areas for the overpass, pond sites, and northbound onramp construction located within the existing SR 429 right of way were modified during the initial construction of SR 429. Any potential contamination from historical agricultural practices or rail line usage was disturbed or removed during the construction of SR 429.

Limitations

The findings, opinions, conclusions, and recommendations presented herein are based in part on reasonably ascertainable information contained in the public record. GEC does not warrant or guarantee the accuracy or completeness of this information. Some of this public record information may be dated and not representative of conditions at the time of this report was prepared (September 2022), or in the future. Additional limitations are as follows:

- Not discussed in this report are properties that have been historically undeveloped land, are associated with residential use and do not appear to pose a contamination risk, or are professional/commercial establishments that are not associated with hazardous materials or petroleum products.
- This study also does not include surveys of wetlands, endangered species, asbestos containing materials, lead-based paints, or other potential hazardous building materials.

Use of This Memorandum

GEC has prepared this memorandum for the exclusive use of our client, The Balmoral Group and CFX and for application to our client's project. GEC will not be held responsible for any other party's interpretation or use of this report's data or recommendations without our written authorization.

GEC has performed the services described in this report in a manner consistent with that level of care and skill ordinarily exercised by members of our profession currently practicing in Central Florida. No other representation is made or implied in this document.

The conclusions and recommendations should be disregarded if the final project design differs from the project description in this report. If such changes are contemplated, GEC should be retained to review the new plans to assess the applicability of this report in light of proposed changes.

We appreciate the opportunity to work with The Balmoral Group and CFX on this project. If you have any questions concerning this report, or if we may be of further assistance, please contact us.

Sincerely,

GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.



Richard P. McCormick, P.G.
Chief Geologist
Florida License No. 2096



Daniel C. Stanfill, P.E.
Senior Vice President
Florida License No. 42763

FIGURES

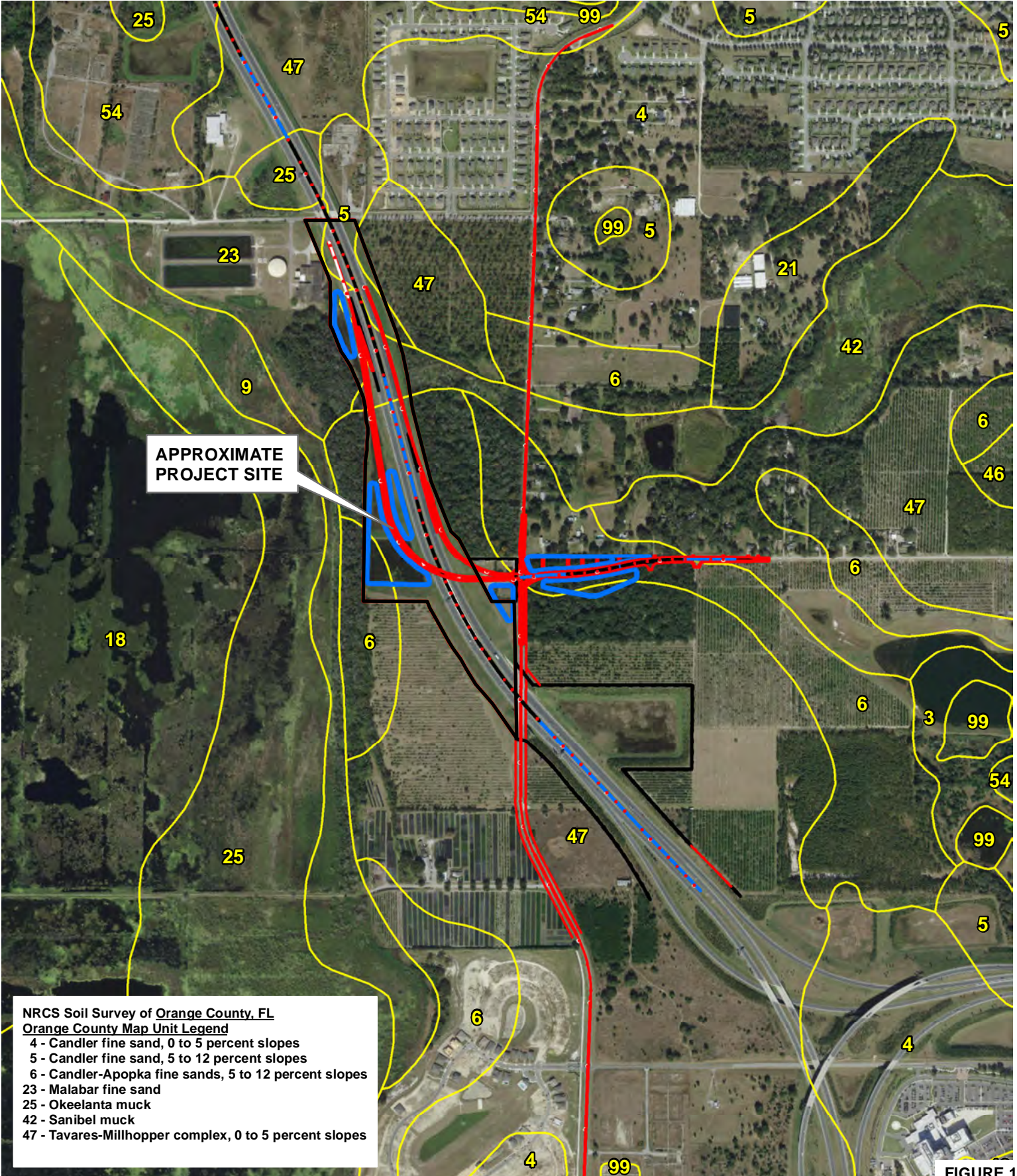
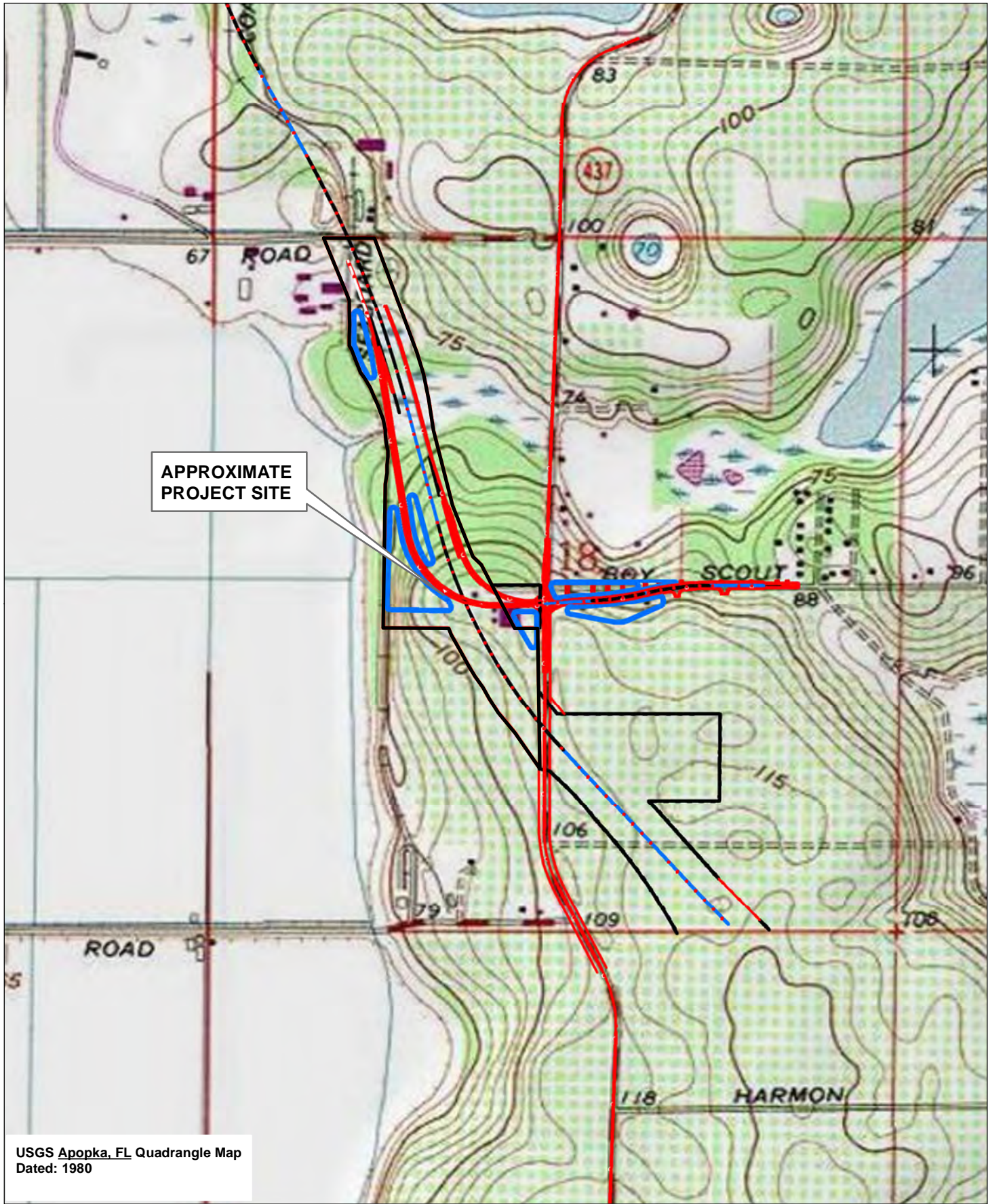
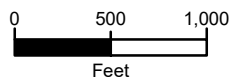


FIGURE 1



GEOTECHNICAL AND ENVIRONMENTAL
CONSULTANTS, INC.
919 LAKE BALDWIN LANE
ORLANDO, FL. 32814
PH: 407-898-1818
DANIEL C. STANFILL, P.E. 42763

CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

ROAD NO.	PROJECT NO.
SR 429	429-309

**CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY**

SHEET TITLE

USGS QUADRANGLE AND
NRCS SOIL SURVEY MAPS

PROJECT NAME

SR 429 - BINION ROAD INTERCHANGE

REF. DWG. NO.

SHEET NO.

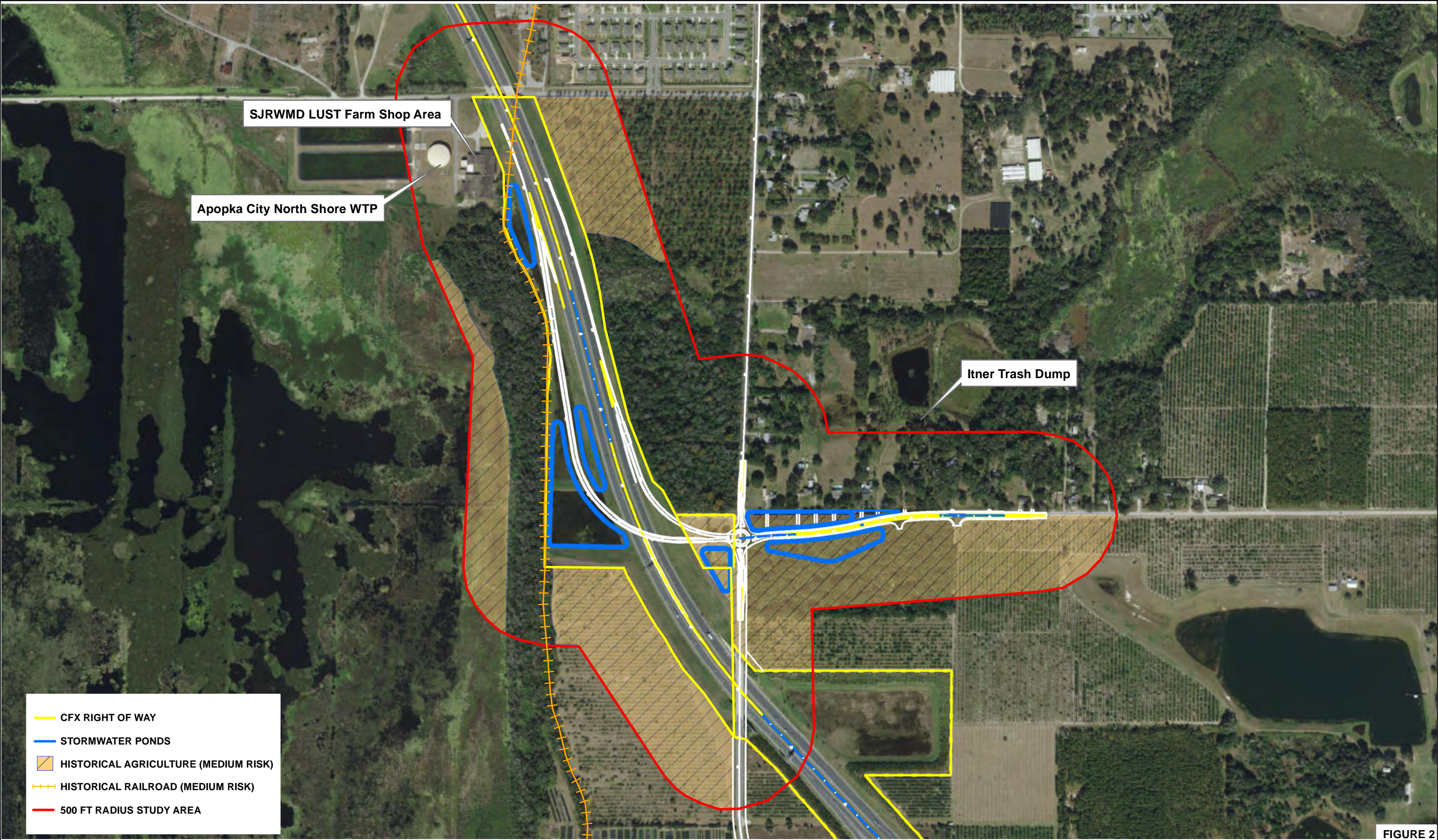


FIGURE 2

<div>0300600</div> <div>Feet</div> <div>N</div>		<div>GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.</div> <div>919 LAKE BALDWIN LANE</div> <div>ORLANDO, FL. 32814</div> <div>PH: 407-898-1818</div> <div>DANIEL C. STANFILL, P.E. 42763</div>		<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div> <div>ROAD NO.429</div> <div>PROJECT NO.429-309</div>	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	<div>SHEET TITLE</div> <div>POTENTIAL CONTAMINATION SITE LOCATION MAP</div> <div>PROJECT NAME</div> <div>SR 429 - BINION ROAD INTERCHANGE</div>	<div>REF. DWG. NO.</div> <div></div> <div>SHEET NO.</div> <div></div>
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APPENDIX A

Contamination Risk Rating Descriptions

The contamination potential risk rating system was developed by FOOT and is included in Part 2, Chapter 20 of the PD&E Manual, dated July 1, 2020. The rating system incorporates four levels of risk:

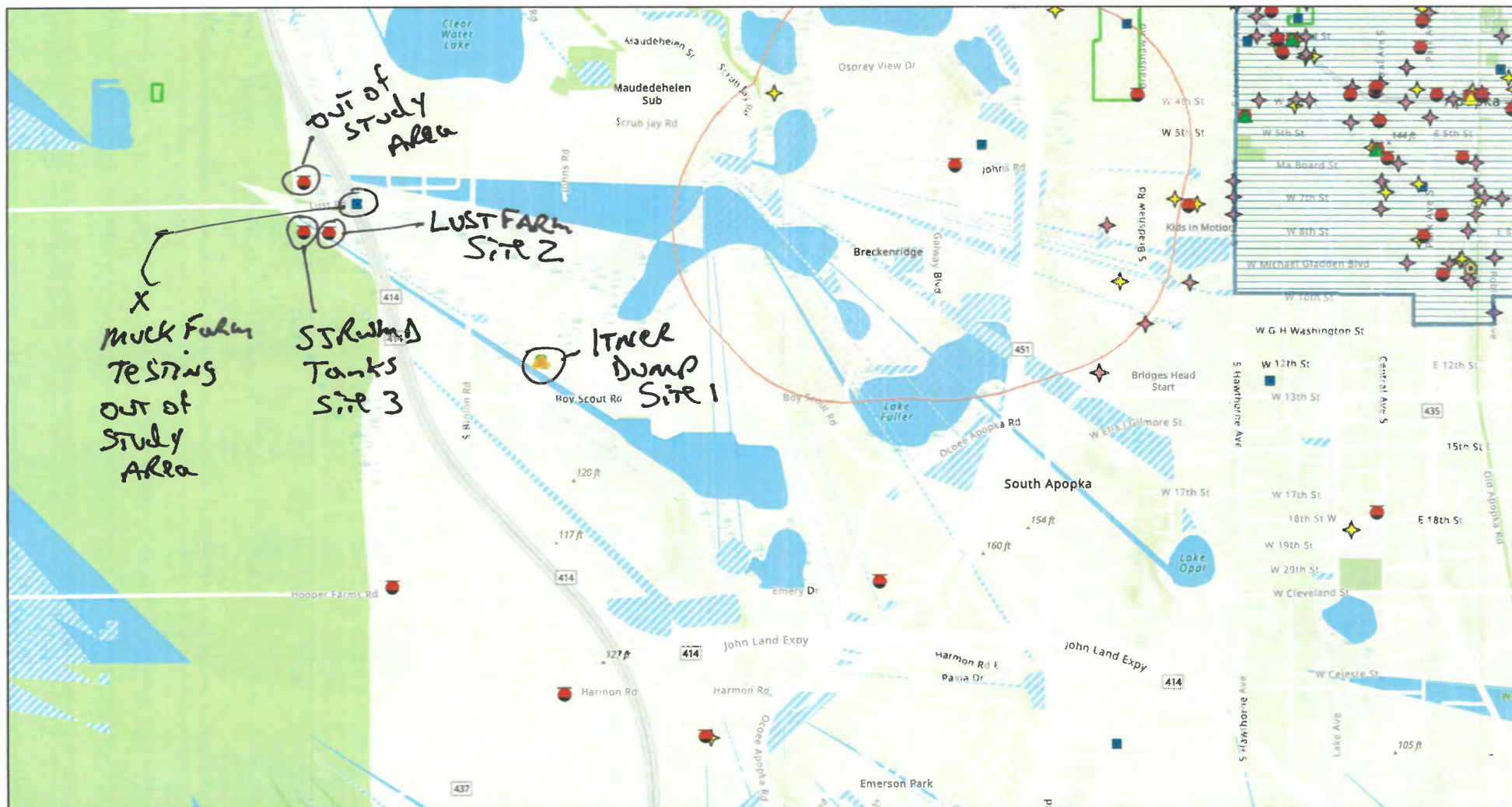
1. **No** - A review of available information on the property and a review of the conceptual or design plans indicates there is no potential contamination impact to the project. It is possible that contaminants have been handled on the property. However, findings from the Level I evaluation indicate that contamination impacts are not expected.
2. **Low** - A review of available information indicates that past or current activities on the property have an ongoing contamination issue; the site has a hazardous waste generator identification (ID) number, or the site stores, handles, or manufactures hazardous materials. However, based on the review of conceptual or design plans and/or findings from the Level I evaluation, it is not likely that there would be any contamination impacts to the project.
3. **Medium** - After a review of conceptual or design plans and findings from a Level I evaluation, a potential contamination impact to the project has been identified. If there is insufficient information (such as regulatory records or site historical documents) to make a determination as to the potential for contamination impact, and there is reasonable suspicion that contamination may exist, the property should be rated at least as a "Medium." Properties used historically as gasoline stations and which have not been evaluated or assessed by regulatory agencies, sites with abandoned in place underground petroleum storage tanks or currently operating gasoline stations should receive this rating.
4. **High** - After a review of all available information and conceptual or design plans, there is appropriate analytical data that shows contamination will substantially impact construction activities, have implications to ROW acquisition or have other potential transfer of contamination related liability to the FDOT.

APPENDIX B

MapDirect Information














Map Direct Map

Standard Map



September 19, 2022

1:18,056

- | | | |
|--|--|--|
|  Drycleaning Solvent Program Cleanup Sites |  County SQGS |  Brownfield Areas |
|  Florida Institutional Controls Registry |  Storage Tank Contamination Monitoring (STCM) |  Ground Water Contamination Areas |
|  ERIC Waste Cleanup | DEP Cleanup Sites | Solid Waste Facilities |
|  ERIC Waste Cleanup |  OTHER WASTE CLEANUP |  Facility |
|  Compliance & Enforcement Tracking-Hazardous Waste Facilities |  PETROLEUM |  General Disposal Area |
| | |  Waste Processing Area |



FDEP, DWM, FDEPDWM, FDEP/MMP, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodataslytelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, FDEP/DWM/BWC, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors,

Map created by Map Direct, powered by ESRI.

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Site 1

Itner Trash Dump

ORANGE COUNTY

INTEROFFICE MEMO

ORLANDO, FLORIDA 32801 / (305) 241-4311

FLORIDA

14 June 72

TO: Dr. Ralph Poe, Solid Waste Liaison Commissioner
FROM: M. W. Hall, Superintendent, Solid Waste Disposal System
SUBJECT: Closing of Itner Dump

Last October, when Itner Dump was closed to the public because we were cited for burning, it was turned over to the City of Apopka for their trash. The arrangements were made by Commissioner Pickett and John Divine with the Mayor of Apopka, so that the City wouldn't be left without a place for their trash. Porter, at that time, accepted garbage only, but not trash, from the municipalities and franchised collectors. The attached letter is the latest correspondence on the subject that I'm aware of.

I suggest: now that Porter can take trash, we have the City of Apopka bring their trash to Porter. This will bring one more customer into the revenue fold and eliminate one more "private" dump. Additionally, I've heard by the grapevine that the County has rented a dozer recently to work the Itner dump. The report may or may not be true but if it is, that expense, as a continuing item, could be eliminated.

X/ Do you wish me to take the action with the City of Apopka or do you prefer to do it?

(H)
M.W.H.

MWH/dh

Attachment

*Paul - What should be done on this? - do you
want to handle it with Apopka? -
Please advise*

RR

ORANGE
COUNTY

FLORIDA

June 28, 1972

TO: Max Hall

FROM: Ralph Poe

Enclosed is the response to your question of

June 14th.

17 July

Talked to Mayor Land who will
pass the word to councilman Goffe
about Porter being open to trash. (H)

Councilman Goffe called - told
him about Porter being open & to spread
word among citizens. Also told him I hoped
Apopka would start bringing their
loads. (H)

OFFICE MEMO

ORANGE COUNTY FLORIDA

ORLANDO, FLORIDA 32801 / (305) 241-4311

June 27, 1972

TO: Ralph Poe

FROM: Paul Pickett

I have no quarrel with the attached memorandum from Max Hall. I believe he should talk to the Mayor of Apopka and work out an orderly change at a future date to cause the City of Apopka the least amount of inconvenience and financial burden.

LAND DISPOSAL SITE DATA FORM
(Fill in and check blocks as appropriate.)

DELETE
ADD
CHANGE
INACTIVE

CONTROL NO. _____

1. COUNTY <u>Orange</u>		2. SITE <u>ITHRA Trash Dump (Apopka Dump)</u>		3. DATE <u>8/3/73</u>	
4. STREET ADDRESS <u>3M W - ON SR #37A From C. Ty of Apopka (Winter Garden, Apopka Rd)</u>					
5. LOCATION <u>UTM</u>		TOWNSHIP <u>915</u> RANGE <u>28 E</u> SECTION <u>17</u>			
6. RESPONSIBLE OPERATING AUTHORITY <u>City of Apopka</u>					
7. OWNERSHIP <u>City</u>			8. ADDRESS <u>CITY HALL, Apopka Fl</u>		
9. PHONE NO. <u>None</u>			10. POPULATION SERVED <u>Apopka Area</u>		
11. NO. OF ACRES <u>5-?</u>		12. METHOD OF OPERATION			
		(a) TRENCH <input type="checkbox"/> (c) WETLAND <input type="checkbox"/> (e) DUMP <input checked="" type="checkbox"/>			
		(b) AREA <input type="checkbox"/> (d) HIGH-RISE <input type="checkbox"/> (f) OTHER <input type="checkbox"/>			
13. TOPOGRAPHY		(a) QUARRY <input type="checkbox"/> (c) STRIPMINE <input type="checkbox"/> (e) GULLY <input type="checkbox"/> (g) MARSH <input type="checkbox"/>		14. YES <input type="checkbox"/>	
		(b) BORROW PIT <input type="checkbox"/> (d) HILLSIDE <input checked="" type="checkbox"/> (f) LEVEL AREA <input checked="" type="checkbox"/>		SCALES NO <input checked="" type="checkbox"/>	
15. SURROUNDING LAND-USE		(a) RESIDENTIAL <input type="checkbox"/> (c) AGRICULTURAL <input checked="" type="checkbox"/> (e) VACANT <input type="checkbox"/>			
		(b) COMMERCIAL <input type="checkbox"/> (d) INDUSTRIAL <input type="checkbox"/>			
16. ZONING		(a) RESIDENTIAL <input type="checkbox"/> (c) AGRICULTURAL <input checked="" type="checkbox"/> (e) VACANT <input type="checkbox"/>		17. YEAR BEGUN <u>1958+</u>	
		(b) COMMERCIAL <input type="checkbox"/> (d) INDUSTRIAL <input type="checkbox"/>		(f) OTHER <input checked="" type="checkbox"/>	
18. PLANNED FINAL USE		(a) PARK <input type="checkbox"/> (c) BUILDING CONSTRUCTION <input type="checkbox"/> (e) NONE <input type="checkbox"/>		(f) OTHER <input checked="" type="checkbox"/>	
		(b) PARKING LOT <input type="checkbox"/> (d) AIRPORT <input type="checkbox"/>			
19. TYPES OF WASTE RECEIVED		(a) RESIDENTIAL <input checked="" type="checkbox"/> (e) SEPTIC TANK PUMPINGS <input type="checkbox"/> (i) HAZARDOUS, CLINI- <input type="checkbox"/>		20. YES <input type="checkbox"/>	
		(b) COMMERCIAL <input checked="" type="checkbox"/> (f) SEWAGE SLUDGE <input type="checkbox"/> CAL, HOSPITAL		BURNING NO <input checked="" type="checkbox"/>	
		(c) INDUSTRIAL <input checked="" type="checkbox"/> (g) INCINERATOR RESIDUE <input type="checkbox"/> (j) WATER TREATMENT, <input type="checkbox"/>			
		(d) AGRICULTURAL <input checked="" type="checkbox"/> (h) DEAD ANIMALS <input type="checkbox"/> SLUDGE			
21. DAYS OPEN FOR DISPOSAL		22. FREQUENCY OF COVER			
<u>S M T W T F S</u>		NONE <input checked="" type="checkbox"/> <u>S M T W T F S</u>			
23. DEPTH OF WATER TABLE		24. SOIL PERMEABILITY			
<u>80 ft</u>		<u>POOR</u>			
25. NO. OF WELLS WITHIN ONE MILE		26. FLOODING			
<u>1</u> SHALLOW <u>82 ft</u> DEEP		(a) NONE <input type="checkbox"/> (c) OCCASIONAL <input type="checkbox"/>			
		(b) RARE <input checked="" type="checkbox"/> (d) FREQUENT <input type="checkbox"/>			
27. NO. OF ROADWAYS ADJACENT TO SITE		28. SLOPE OF SITE			
<u>1</u>		<u>NW</u>			
29. NO. OF RESIDENCES OR BUSINESSES WITHIN 1000 FEET		30. SOIL SERIES			
<u>0</u>		<u>I</u>			
31. SOIL TEXTURE		(a) SAND <input checked="" type="checkbox"/> (c) LOAMY-SAND <input type="checkbox"/> (e) SANDY CLAY LOAM <input type="checkbox"/>		32. YES <input type="checkbox"/>	
		(b) SANDY-LOAM <input type="checkbox"/> (d) SANDY CLAY <input type="checkbox"/> (f) CLAY <input type="checkbox"/>		FENCED NO <input checked="" type="checkbox"/>	
33. MONITORING WELLS		34. POTENTIAL WATER POLLUTION		(a) IMMEDIATE <input checked="" type="checkbox"/> (c) LOW <input type="checkbox"/>	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		(b) HIGH <input type="checkbox"/>			
35. DUMPING IN WATER		36. PERIMETER DITCH		37. LINER	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
38. LINER TYPE		(a) PLASTIC <input type="checkbox"/> (c) BENTONITE <input type="checkbox"/> (e) OTHER <input type="checkbox"/>		39. YES <input type="checkbox"/>	
		(b) ASPHALT <input type="checkbox"/> (d) CLAY <input type="checkbox"/> (f) NONE <input checked="" type="checkbox"/>		WELL POINT SYSTEM NO <input checked="" type="checkbox"/>	
40. OXIDATION POND		41. POND AREA		42. DEPTH OF SOILS TO BEDROCK	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		<u>NA</u>		<u>UNK</u>	
43. EVIDENCE OF LEACHING		44. FINAL LEACHATE TREATMENT NEEDED		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
45. FINAL TREATMENT		(a) CHLORINATION <input type="checkbox"/> (c) OZONATION <input type="checkbox"/> (e) OTHER <input type="checkbox"/>		46. NO <input checked="" type="checkbox"/>	
		(b) AERATION <input type="checkbox"/> (d) ADVANCED <input type="checkbox"/> (f) NONE <input checked="" type="checkbox"/>		RODENT PROBLEM YES <input type="checkbox"/>	
47. DISCHARGE		(a) CANAL <input type="checkbox"/> (c) STREAM <input type="checkbox"/> (e) OTHER <input type="checkbox"/>		48. NO <input checked="" type="checkbox"/>	
		(b) DITCH <input type="checkbox"/> (d) LAKE <input type="checkbox"/> (f) MARSH <input type="checkbox"/>		RODENT CONTROL YES <input type="checkbox"/>	
49. CELL DEPTH OF REFUSE		50. INSECT PROBLEM		51. INSECT CONTROL	
<u>10 TO 15 ft</u>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
52. BLOWING PAPER CONTROL		53. FULL TIME ATTENDANT		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
54. ALL WEATHER ACCESS ROAD		55. GAS CONTROL		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
56. SPREADING OF REFUSE IN 2 FT. LAYERS		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
57. ONE (1) FT. INTERMEDIATE COVER APPLIED WITHIN ONE (1) WEEK CELL COMPLETION		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
58. TWO (2) FT. FINAL COVER APPLIED WITHIN ONE (1) YEAR CELL COMPLETION		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
59. EQUIPMENT AVAILABLE DAILY		(a) CRAWLER TRACTOR <input type="checkbox"/> (c) HYDRAULIC BACK HOE <input type="checkbox"/> (e) PAN SCRAPER <input type="checkbox"/> (g) BRUSH HOG <input type="checkbox"/>			
		(b) RUBBER TIRED TRACTOR <input type="checkbox"/> (d) LANDFILL COMPACTOR <input type="checkbox"/> (f) DRAGLINE <input type="checkbox"/> (h) TRASH PUMPS <input type="checkbox"/>			
60. PROPOSED COST OF OPERATION		\$/CU. YD. <u></u> \$/TON <u></u>			
61. NAME OF PERSON COMPLETING FORM		JOHN D. McMANAMY			
<u>John D. McManamy</u>		STATE OF FLORIDA			
62. REVIEW DATE		63. PERMIT NO.		64. DEPT. OF POLLUTION CONTROL	
<u></u>		<u></u>		<u></u>	
				EXPIRATION DATE <u></u>	

FLORIDA DEPARTMENT OF POLLUTION CONTROL

REPORT OF VIOLATION

DATE 10/16/73 TIME 14:30
 NAME BDOPTA City Dunny
 ADDRESS SR 437A COUNTY Orange
 DESCRIPTION OF VIOLATION NO Dalg Cover
 RULE NO. 100-12 LOCATION _____
 REMARKS NO. Cover in Time Approx 6MO Per ATTENDANCE

This Report of Violation is issued in the interest of regulating and eliminating pollution and is to inform you of a violation of Florida's rules on pollution control. A copy of this report will be kept on record in the Regional Office of the Department of Pollution Control and may be used as the basis for official action. This does not relieve the person named herein of any liability of further legal action.

Your cooperation is solicited.

ISSUING OFFICER

John D McManey
 A duly designated agent of the Florida Department
 of Pollution Control

NOTE: Section 403.161, Florida Statutes provides for a civil penalty of up to \$5,000 a day for any violation of a Department of Pollution Control rule. In addition that provides for punishment of up to a year in jail and a \$1,000 fine for any violation which results in any injury or damage to human health or welfare or to plant or animal life.

Received by Carson Hayes on 10/14/73 / 16:30.
 date

OR

Copy delivered to above named on 10/14/73 by JAM
 date

John D McManey
 signature

RECEIVED

OCT 12 1973

CENTRAL REGION

27 April 73 Written
8 May 73 Typed

TO: C. W. Sheffield, Pollution Control Dept.
FROM: H. W. Hall, Superintendent, Solid Waste Disposal System
SUBJ: Closing of Dumps

Early in 1971 Orange County was cited by the State Dept. of Pollution Control for the open burning dump near Apopka and known as Itner Dump. As a result of the citation, the county ceased its operations at that location. The dump was turned over to the City of Apopka for that city's use for trash (no garbage) disposal with entry limited to city vehicles.

When the Porter Landfill was opened to trash in mid - 1972, I suggested to the S.C.C. that the City of Apopka start using the Porter Landfill. The S.C.C. concurred in the suggestion and I was requested to contact the City of Apopka which I did by telephone. The City of Apopka has, nevertheless, continued its use of the Itner Dump.

Your attention is invited to one of the conditions for the third year continuation of our Solid Waste Demonstration Project, "Effective Use of High Water Table Areas for Sanitary Landfill". A copy of the latest amendment to the Grant is attached for your information.

The Director of Public Works, at this morning's staff meeting, suggested I give you a memo so you can bring to the attention of the Pollution Control Advisory Board the requirement that Orange County close, or convert to sanitary landfills, all dumps within the County. Please do this and obtain the Board's recommendation for a time-phased close-down schedule.

While most of this letter has dealt with the Apopka Dump, that is only because I have correspondences dealing with that particular location. The demonstration project condition for "closing

W.D. JMC _____
/C/WHI _____
HAYSHAWC _____
FILE _____

all dumps" applies equally to any and all other dumps in the County.
Your recommendations for action are requested.

H. W. Hall

MWH/oh

Attachments: 1. Letter to The Honorable John Land, dated 20 Sept. 71,
from Paul Pickett
2. Letter to The Honorable John Land, dated 22 Nov. 71,
from Paul Pickett
3. Memo to Dr. Ralph Poe, dated 14 June 72
4. Memo to Dr. Ralph Poe, dated 27 June 72, from Paul
Pickett
5. Memo to Max Hall, dated 28 June 72, from Dr. Ralph Poe
6. Grant Amendment # 1

cc: Dr. Ramon Beluche, Director, Environmental Engineering, VTH
W. M. Hastings, P.E., County Engineer

ORANGE COUNTY

ORLANDO, FLORIDA

FLORIDA

POST OFFICE BOX 1393
TELEPHONE (305) 849-3291

PAUL PICKETT
CHAIRMAN

November 5, 1973

Mr. Max Hall
Superintendent
Solid Waste Disposal System
P.O. Box 14413
Orlando, Florida 32807

Dear Max:

The former county dump at the south edge of Apopka, which is now being used exclusively by the City of Apopka with our permission, may or may not be needed any longer.

Permission to the City of Apopka was granted because there were large areas that need to be filled before the refuse could be covered economically.

Please check the facility again to see if the low areas have been filled and discuss with the proper persons representing the City of Apopka the present need to keep the facility open.

Please send your reports and recommendation to Mr. Harris who will then bring the matter to the Board for action.

Sincerely,



PAUL PICKETT

PP:lrs
cc: H.E. Smith
N. Park Ave.
Apopka, Florida 32703

INTEROFFICE MEMO

ORANGE COUNTY

ORLANDO, FLORIDA

FLORIDA

● Recd. 2 Dec 3
②

73-3653

To: John
McManamy

November 29, 1973

TO: Charles Goode, Director
Public Works Division

FROM: James L. Harris, County Administrator *Jim*

SUBJECT: Apopka (Itner) Dump

I have reviewed the attached file from Max Hall and discussed it with Chairman Pickett. Mr. Pickett believes the dump should be permanently closed on June 1, 1974. This will give the city sufficient time to make other plans and also close the dump.

Would you notify the City of this action as Public Works Director?

JLH/mr

cc: Max Hall ✓
Tom Hastings

Attachment - complete file

✓ JMc

Community Solid Waste Practices
LAND DISPOSAL SITE MODIFICATION REPORT

1. STATE FLA	2. COUNTY ORANGE	3. SITE LOCATION (POLITICAL JURISDICTION) ORANGE CO/CITY OF BPOKA
4. NAME OF SITE FT NEW TRASH SITE	5. ADDRESS OF SITE	6. DATE OF REPORT DAY: 09 MONTH: 06 YEAR: 75
7. NAME OF PERSON COMPLETING FORM John D. McManamy	8. TITLE E.T. II Solid Waste	9. ORGANIZATION AND ADDRESS Fla. D.P.C. 8314 MAGNOLIA AVE SUITE 332, ORLANDO FL.

10. Original Land Disposal Site Problems (check appropriate categories)

☐ Burning ☐ Water Pollution ☒ Lack of Daily Cover

11. Site Has Been (check A or B and appropriate actions completed)

A ☒ Eliminated and; B ☐ Converted to Sanitary Landfill and;

☐ Rats Eradicated

☐ Rats Eradicated

☒ Burning Stopped

☐ Burning Stopped

☐ Water Pollution Corrected

☐ Water Pollution Corrected

☐ Access Prohibited

☐ Daily Cover Practiced

☐ Site Covered - **Nude
national coin.**

☐ Other (Specify)

☐ Other (Specify)

**NOT COVERED
COMPLETE
PN 17-7.07**

12. Reason for Modification (check one)

☐ Law ☐ Operation Completed ☒ Other **Closed By City of
ADP 12-1-67
County 12-7**

13. Date Modification Completed

Day: **18** Month: **06** Year: **75**

14. Waste Formerly Hauled to the Eliminated Site Now Being Hauled to:

County	Site Location	Name of Site	Address	Tons or Percent
A Orange	Zellwood Fla.	TANGENTIAL	Cementing Rd. Zellwood Fla.	100%
B				
C				
D				
E				

Community Solid Waste Practices
LAND DISPOSAL SITE MODIFICATION REPORT

1. STATE	2. COUNTY	3. SITE LOCATION (POLITICAL JURISDICTION)
2 3	4 5 6	7 8 9 10
4. NAME OF SITE	5. ADDRESS OF SITE	6. DATE OF REPORT
11 12 13	14	DAY MONTH YEAR
		15 16 17 18 19 20
7. NAME OF PERSON COMPLETING FORM	8. TITLE	9. ORGANIZATION AND ADDRESS

10. Original Land Disposal Site Problems (check appropriate categories)

☐ Burning ☐ Water Pollution ☐ Lack of Daily Cover

21

22

23

11. Site Has Been (check A or B and appropriate actions completed)

A ☐ Eliminated and;

24

☐ Rats Eradicated

25

☐ Burning Stopped

26

☐ Water Pollution Corrected

27

☐ Access Prohibited

28

☐ Site Covered

29

☐ Other _____
(Specify)

30

B ☐ Converted to Sanitary Landfill and;

31

☐ Rats Eradicated

32

☐ Burning Stopped

33

☐ Water Pollution Corrected

34

☐ Daily Cover Practiced

35

☐ Other _____
(Specify)

36

12. Reason for Modification (check one)

☐ Law ☐ Operation Completed ☐ Other _____
(Specify)

37

38

39

13. Date Modification Completed

Day Month Year

40 41 42 43 44 45

14. Waste Formerly Hauled to the Eliminated Site Now Being Hauled to:

County	Site Location	Name of Site	Address	Tons or Percent
A				
B				
C				
D				
E				

DEPARTMENT OF POLLUTION CONTROL
SOLID WASTE SITE INSPECTION REPORT

COUNTY: *Orange*

DATE: *10/2/73*

PHOTO REF.: *None*

NAME OF SITE: *ITNan Trash 0.*

LOCATION: *2 mi west of Apopka, on
Western Golden Rd.*

T. 21S R. 08E S. 17

DIRECTION OF SITE:

DUMP OR LANDFILL

TYPE OF TRASH: *Trash Dump*

BURNING AT INSPECTION: YES ___ NO X

EVIDENCE OF BURNING: YES ___ NO X

NEED OF COVER: YES X NO ___

RECENT COVER: YES X NO ___

CONDITION OF SITE: EXCELLENT ___ GOOD ___ BAD X

ODORS: YES ___ NO X

DUMPING IN WATER: YES ___ NO X REMARKS:

SWAMP OR MARSH AREA: YES ___ NO X

DEPTH OF REFUSE AT INSPECTION: *Debris 4 to 6 ft*

SEPTIC TANK CELLS: YES ___ NO X

INSECTS: YES ___ NO X

RODENTS: YES ___ NO X

ATTENDENT ON DUTY: YES X NO X

RECOMMENDATION:

REMARKS:

1. Was Covered Day/ Eng. But was a poor ATTENT TO COVER.

SITE INSPECTED BY:

J.D. McManis

DEPARTMENT OF POLLUTION CONTROL
SOLID WASTE SITE INSPECTION REPORT

COUNTY: *Orange*

DATE: *10/26/72*

PHOTO REF.:

NAME OF SITE: *IThen Trash Dump COPOKA City Dump*

LOCATION: *437 A S. J. APOKA.*

T.215 R.28E S. 17

DIRECTION OF SITE:

DUMP OR LANDFILL

TYPE OF TRASH: *Trash*

BURNING AT INSPECTION: YES ___ NO X

EVIDENCE OF BURNING: YES ___ NO X

NEED OF COVER: YES X NO ___

RECENT COVER: YES ___ NO X

CONDITION OF SITE: EXCELLENT ___ GOOD ___ BAD ✓

ODORS: YES ___ NO X

DUMPING IN WATER: YES ___ NO X REMARKS:

SWAMP OR MARSH AREA: YES ___ NO X

DEPTH OF REFUSE AT INSPECTION:

SEPTIC TANK CELLS: YES ___ NO X

INSECTS: YES X NO ___

RODENTS: YES ___ NO ?

ATTENDENT ON DUTY: YES X NO ___

RECOMMENDATION:

REMARKS:

1. ISSO's Report Violation

SITE INSPECTED BY:

J.D. McManis

DEPARTMENT OF POLLUTION CONTROL
SOLID WASTE SITE INSPECTION REPORT

COUNTY: Orange

DATE: 1/28/74
14.30

PHOTO REF.:

NAME OF SITE: Popka Tr.

LOCATION: Old Winter Garden, Fla.

T. R. S.

DIRECTION OF SITE:

DUMP OR LANDFILL

TYPE OF TRASH:

BURNING AT INSPECTION: YES ___ NO Y

EVIDENCE OF BURNING: YES ___ NO Y

NEED OF COVER: YES Y NO ___

RECENT COVER: YES ___ NO Y

CONDITION OF SITE: EXCELLENT ___ GOOD ___ BAD Y

ODORS: YES X NO ___

DUMPING IN WATER: YES ___ NO Y REMARKS:

SWAMP OR MARSH AREA: YES ___ NO ___

DEPTH OF REFUSE AT INSPECTION: Upper 4 to 12 ft

SEPTIC TANK CELLS: YES ___ NO X

INSECTS: YES Y NO ___

RODENTS: YES Y NO ___

ATTENDENT ON DUTY: YES ? NO ___

Closed on 1 JAN 74
BUT NOT COMPLETELY PUSHED TO COVER
NEED RECHECK ASAT

RECOMMENDATION:

1. Recommend - Close Well Cleaned up as Closed Permit

REMARKS:

1. This site is a Prime Hazard - No to cover for Adverse
Cover.
2. Notify Regulator & County
3. Letter of Warning

SITE INSPECTED BY:

J. B. Smith

26 November 73

TO: James L. Harris, County Administrator
FROM: M. W. Hall, Superintendent, Solid Waste Disposal System
SUBJ: Report of Visits to City of Apopka and Itner Dump

On 15 November I met with Mr. Robert Griffin of the City of Apopka with a follow up visit 20 November. Although Apopka does not have a City Manager, I understand Mr. Griffin's duties and responsibilities can probably be best described by applying the title of City Manager to his job. We discussed the dump and Apopka's desire to continue using it. We made a lengthy inspection 20 November.

Inspection showed:

- (A) A recent excavation from which 500 to 600 cubic yards of clay had been removed for street repairs in Apopka.
- (B) Three new garbage loads on the perimeter of the excavation of (A). Mr. Griffin believed these to be city loads.
- (C) At least two other garbage loads, mostly covered, on the perimeter of the excavation of (A) - also city loads and covered by the city.
- (D) Two fresh garbage loads at the north side of the dump. One of these Mr. Griffin reasonably established as being from outside the city. We did not take further time for Mr. Griffin to identify the exact origin of the second load. According to Mr. Griffin, the caretaker indicated the haulers of these loads had "sneaked in" unobserved.
- (E) Nearly all trash loads from the city contained some garbage.
- (F) Old (prior to the last pushing) loads of garbage were obvious.

James L. Harris, County Administrator
Report of Visits to City of Apopka and Itner Dump
Page 2

(G) No gate or chains at the entrance.

- a. The south and west, as well as part of the north, sides of the facility are banks of pushed trash at least ten to fifteen feet higher than the natural terrain. There are other large piles in several places within the dump. The perimeter banks and internal piles, pushed toward the north and east, could fill all the holes and do much toward raising the level of the northeast quadrant. The south, the west and about 1/3 of the north sides would thus be restored to original terrain level. The remainder of the north side along with the east side would then be up to twenty or twenty-five feet below original grade.

During our visit on the 15th, Mr. Griffin assured me he would take steps to stop all garbage from entering. He stated he will confine the dumping to appliances, wood such as lumber, sawdust, tree trunks, stumps and branches and scrap metal. As far as Mr. Griffin knew, the City's agreement with the County did not prohibit the City's obtaining clay from the property. On the 20th he reiterated the above along with stated desire of the City for continued use of the dump. No new garbage observed 20 November.

M.W.H.

Report prepared 23 November 73

MWH/dh

cc: Robert Griffin, P. O. Drawer 1229, Apopka, Florida 32703
C. D. Goode, P.E., Public Works Director
T. M. Hastings, P.E., County Engineer

26 November 73

TO: James L. Harris, County Administrator
FROM: M. W. Hall, Superintendent, Solid Waste Disposal System
SUBJ: Itner (Apopka) Dump

Reference is made to Chairman Pickett's letter to me, dated 5 November 1973, on subject dump; a copy is attached. I received the letter on 12 November.

The dump was checked on 15 and 20 November in company with Mr. Robert Griffin, an official of the City of Apopka, who stated the City desired to continue the use of the facility. It was evident to us both that the facility was in use not only for trash but also for garbage dumping. We agreed, from observation, it has been similarly used for a lengthy period. I also learned - Mr. Griffin was apparently aware of it - the City of Apopka has used the property as a source of clay for road repairs. Mr. Griffin assured me all garbage dumping would be stopped. A more detailed report is attached.

Mr. E. E. Smith of Apopka contacted me and requested I meet with him to discuss the Apopka Dump. We met at the site 20 November, walked outside the east and south sides and looked at the north and west sides. Mr. Smith stated he "represents and speaks for the property owners in the vicinity who want the eyesore closed and covered". He also stated that earth from the lake digging on his property could be made available for cover.

The State Department of Pollution Control is requiring all dumps to be closed by some date in 1976. The Itner Dump could be closed as economically (and with some cover available from Mr. Smith's property probably more economically) now as at any future time before the State's deadline date.

M.W.H.

MWH/dh

attachments

cc: Robert Griffin, P. O. Drawer 1229, Apopka, Florida 32703
E. E. Smith, N. Park Ave., Apopka, Florida 32703
C. L. Goode, P.E., Public Works Director
Tom Hastings, P.E., County Engineer

Site 2

Lust Farms Shop Area



Jeb Bush
Governor

Department of Environmental Protection

Twin Towers Building
2600 Blair Stone Road
Tallahassee, Florida 32399-2400

NOV 3 2005

Colleen M. Castille
Secretary

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Ms. Carol Brown, P.E.
St. Johns River Water Management District
P.O. Box 1429
Palatka, Florida 32178-1429

Subject: Site Rehabilitation Completion Order
Former Lust Farms – Shop Area
2771 Lust Road
Apopka, Orange County, Florida
FDEP Facility ID# 488622607
Discharge Date: February 01, 1996 (Non-program)

Dear Ms. Brown:

The Orange County Environmental Protection Division has reviewed the Site Assessment Report (SAR) and No Further Action Proposal (NFAP) dated March 1998 (received September 21, 1998), prepared and submitted by BEM Systems, Inc. for the petroleum product discharge referenced above. Documentation submitted with the SAR/NFAP confirms that criteria set forth in subsection 62-770.680(1), Florida Administrative Code (F.A.C.), have been met. Please refer to the attached map of the source property and analytical summary tables. The SAR/NFAP is hereby incorporated by reference in this Site Rehabilitation Completion Order (Order). Therefore, you are released from any further obligation to conduct site rehabilitation at the site for petroleum product contamination associated with the discharge referenced above, except as set forth below.

- (1) In the event concentrations of petroleum products' contaminants of concern increase above the levels approved in this Order, or if a subsequent discharge of petroleum or petroleum product occurs at the site, the Florida Department of Environmental Protection (Department) may require site rehabilitation to reduce concentrations of petroleum products' contaminants of concern to the levels approved in the SAR/NFAP or otherwise allowed by Chapter 62-770, F.A.C.

"More Protection, Less Process"

Visit Our Internet Site At: www.dep.state.fl.us/waste/categories/pcp/default.htm

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- (2) Additionally, you are required to properly abandon all monitoring wells within 60 days of receipt of this Order. The monitoring wells must be plugged and abandoned in accordance with the requirements of subsection 62-532.500(4), F.A.C.

Legal Issues

The Department's Order shall become final unless a timely petition for an administrative hearing is filed under sections 120.569 and 120.57, Florida Statutes (F.S.), within 21 days of receipt of this Order. The procedures for petitioning for an administrative hearing are set forth below.

Persons affected by this Order have the following options:

- (A) If you choose to accept the Department's decision regarding the SAR/NFAP you do not have to do anything. This Order is final and effective as of the date on the top of the first page of this Order.
- (B) If you choose to challenge the decision, you may do the following:
 - (1) File a request for an extension of time to file a petition for an administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order; such a request should be made if you wish to meet with the Department in an attempt to informally resolve any disputes without first filing a petition for an administrative hearing; or
 - (2) File a petition for an administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order.

Please be advised that mediation of this decision pursuant to section 120.573, F.S., is not available.

How to Request an Extension of Time to File a Petition for an Administrative Hearing

For good cause shown, pursuant to subsection 62-110.106(4), F.A.C., the Department may grant a request for an extension of time to file a petition for an administrative hearing. Such a request must be filed (received) by the Department's Agency Clerk in the Office of General Counsel at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the St. Johns River Water Management District, shall mail a copy of the request to the St. Johns River Water Management District at the time of filing. Timely filing a request for an extension of time tolls the time period within which a petition for an administrative hearing must be made.

How to File a Petition for an Administrative Hearing

A person whose substantial interests are affected by this Order may petition for an administrative hearing under sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) by the Department's Agency Clerk in the Office of General Counsel at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the St. Johns River Water Management District, shall mail a copy of the petition to the St. Johns River Water Management District at the time of filing. Failure to file a petition within this time period shall waive the right of anyone who may request an administrative hearing under sections 120.569 and 120.57, F.S.

Pursuant to subsection 120.569(2), F.S. and rule 28-106.201, F.A.C., a petition for an administrative hearing shall contain the following information:

- (a) The name, address, and telephone number of each petitioner; the name, address, and telephone number of the petitioner's representative, if any; the facility owner's name and address, if different from the petitioner; the FDEP facility number, and the name and address of the facility;
- (b) A statement of when and how each petitioner received notice of the Department's action or proposed action;
- (c) An explanation of how each petitioner's substantial interests are or will be affected by the Department's action or proposed action;
- (d) A statement of the disputed issues of material fact, or a statement that there are no disputed facts;
- (e) A statement of the ultimate facts alleged, including a statement of the specific facts the petitioner contends warrant reversal or modification of the Department's action or proposed action;
- (f) A statement of the specific rules or statutes the petitioner contends require reversal or modification of the Department's action or proposed action; and
- (g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the Department to take with respect to the Department's action or proposed action.

This Order is final and effective as of the date on the top of the first page of this Order. Timely filing a petition for an administrative hearing postpones the date this Order takes effect until the Department issues either a final order pursuant to an administrative hearing or an Order Responding to Supplemental Information provided to the Department pursuant to meetings with the Department.

Judicial Review

Any party to this Order has the right to seek judicial review of it under section 120.68, F.S., by filing a notice of appeal under rule 9.110 of the Florida Rules of Appellate Procedure with the Department's Agency Clerk in the Office of General

Ms. Carol Brown,
FDEP Facility ID# 488622607
Page four

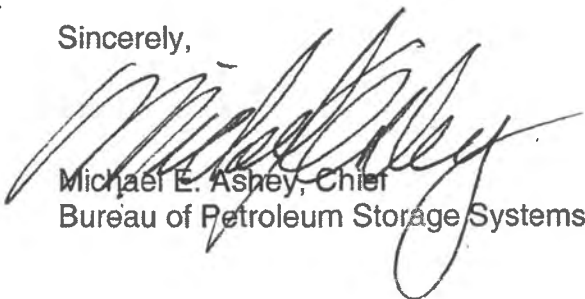
Counsel at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within 30 days after this Order is filed with the Department's clerk (see below).

Questions

Any questions regarding the Orange County Environmental Protection Division's review of your SAR/NFAP should be directed to Matthew Green at (407) 836-1431. Questions regarding legal issues should be referred to the Department's Office of General Counsel at (850) 245-2242. Contact with any of the above does not constitute a petition for an administrative hearing or a request for an extension of time to file a petition for an administrative hearing.

The FDEP Facility Number for this site is 488622607. Please use this identification on all future correspondence with the Department or the Orange County Environmental Protection Division.

Sincerely,



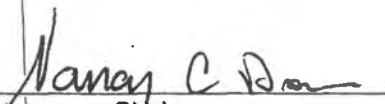
Michael E. Ashley, Chief
Bureau of Petroleum Storage Systems

MEA/mng

Attachment

cc: Bret LeRoux, FDEP Central District Office
Grace Rivera, FDEP - BPSS (PCS2)
Matthew Green, P.G., Orange County Environmental Protection Division
File

FILING AND ACKNOWLEDGMENT
FILED, on this date, pursuant to
§120.52 Florida Statutes, with the
designated Department Clerk, receipt
of which is hereby acknowledged.


Clerk
(or Deputy Clerk)

NOV 3 2005

Date



ENVIRONMENTAL PROTECTION DIVISION

Lori Cunniff, Manager

Leeds Commerce Center

800 Mercy Drive, Suite 4

Orlando, Florida 32808-7896

407-836-1400 · Fax 407-836-1499

www.OrangeCountyFL.net

P.G. CERTIFICATION

Phase I Environmental Site Assessment / No Further Action Proposal for the Former Lust Farms – Shop Area, located at 2771 Lust Road, Apopka, Orange County, Florida, FDEP Facility ID# 488622607.

I hereby certify that in my professional judgment, the components of this No Further Action Proposal satisfy the requirements set forth in Chapter 62-770, Florida Administrative Code (F.A.C.), and that the conclusions in this report provide reasonable assurances that the objectives stated in Chapter 62-770, F.A.C., have been met. However, I have not evaluated and do not certify aspects of the aforementioned documents that are outside my area of expertise.

X I personally completed this review.

____ This review was conducted by _____
working under my direct supervision.

Matthew N. Green
Matthew N. Green, P.G.
Professional Geologist No. 1880
Petroleum Cleanup Section

9/28/05
Date

Site 3

**Apopka City
North Shore WTF**



Florida Department of Environmental Protection
Twin Towers Office Bldg. 2600 Blair Stone Road, Tallahassee, Florida, 32399-2400
Division of Waste Management
Petroleum Storage Systems
Storage Tank Facility Routine Compliance Site Inspection Report

Facility Information:

Facility ID: 9814765 County: ORANGE Inspection Date: 07/27/2022
Facility Type: H - Local Government
Facility Name: AOPKA CITY-NORTH SHORE WTF # of inspected ASTs: 2
2800 LUST RD USTs: 0
AOPKA, FL 32703 Mineral Acid Tanks: 0
Latitude: 28° 40' 5.5416"
Longitude: 81° 33' 27.6804"
LL Method: DPHO

Tanks

1 8400 Em Gen

2 550 Em Gen

Inspection Result:

Result: Minor Out of Compliance

Signatures:

TKOREP - ORANGE CNTY ENVIRONMENTAL PROTECTION DIVISION (407) 836-1499

Storage Tank Program Office and Phone Number

Charles D. Cox

Jason Brown

Inspector Name

Representative Name

Inspector Signature

Representative Signature

Principal Inspector

Operator

ORANGE CNTY ENVIRONMENTAL PROTECTION
DIVISION

City of Apopka

Owners of UST facilities are reminded that the Federal Energy Policy Act of 2005 and 40 CFR 280 Subpart J requires Operator Training at all facilities by October 13, 2018. For further information please visit:
<https://floridadep.gov/waste/permitting-compliance-assistance/content/underground-storage-tank-operator-training>

Financial Responsibility:

Financial Responsibility: INSURANCE

Insurance Carrier: COMMERCE & INDUSTRY INSURANCE CO

Effective Date: 10/01/2021 Expiration Date: 10/01/2022

Completed System Tests

Type	Date Completed	Results	Reviewed	Next Due Date	Comment
Annual Operability - Overfill Protection	07/27/2022	Passed	07/28/2022	07/27/2023	Krueger liquid level gauge

Reviewed Records

Record Category	Record type	From Date	To Date	Reviewed Record Comment
Three Years	Certificate of Financial Responsibility	10/01/2021	07/27/2022	
Three Years	Monthly Release Detection Results	02/12/2020	07/20/2022	

Violations:

Type:	Violation
Significance:	Minor
Rule:	62-762.601(7), 62-762.602(7)
Violation Text:	Annual operability testing of release detection systems not completed.
Explanation:	There is no proof of the annual testing of the rupture basin alarm test.
Corrective Action:	Have the rupture basin alarm tested.

Site Visit Comments

07/27/2022

On site for the routine compliance inspection with City personnel.

The facility has a 8400 gallon belly tank under a gen set.

The tank is equipped with an electronic interstitial sensor..

Overfill protection is done with a Krueger liquid level gauge. The gauge was checked for operability while on site.

All records are ok; Insurance, CFR, placard and monthly visual inspections.

-Need proof of the annual testing of the rupture basin alarm.

Forward proof of this testing to charles.cox@ocfl.net in the next 60 days.

Inspection Comments

07/28/2022

A signed copy of this report was e-mailed to Daniel Ribnikar, dribnikar@apopka.net.

Inspection Photos

Facility ID: 9814765

Added Date 07/28/2022

2022/07/27, Belly tank and generator





Florida Department of Environmental Protection
Twin Towers Office Bldg. 2600 Blair Stone Road, Tallahassee, Florida, 32399-2400
Division of Waste Management
Petroleum Storage Systems
Storage Tank Facility Routine Compliance Site Inspection Report

Facility Information:

Facility ID: 9814765 County: ORANGE Inspection Date: 01/03/2019
Facility Type: H - Local Government
Facility Name: APOPKA CITY-NORTH SHORE WTF # of Inspected ASTs: 2
2800 LUST RD USTs: 0
APOPKA, FL 32703 Mineral Acid Tanks: 0
Latitude: 28° 40' 5.5416"
Longitude: 81° 33' 27.6804"
LL Method: DPHO

Inspection Result:

Result: In Compliance

Signatures:

TKOREP - ORANGE CNTY ENVIRONMENTAL PROTECTION DIVISION (407) 836-1499

Storage Tank Program Office and Phone Number

Charles D. Cox

Al Messina

Inspector Name

Representative Name

Inspector Signature
Principal Inspector
ORANGE CNTY ENVIRONMENTAL
PROTECTION DIVISION

Representative Signature
Operator
City of Apopka

Owners of UST facilities are reminded that the Federal Energy Policy Act of 2005 and 40 CFR 280 Subpart J, requires Operator Training at all facilities by October 13, 2018. For further information please visit:
<https://floridadep.gov/waste/permitting-compliance-assistance/content/underground-storage-tank-operator-training>

Financial Responsibility:

Financial Responsibility: INSURANCE

Insurance Carrier: COMMERCE & INDUSTRY INSURANCE CO

Effective Date: 02/19/2018

Expiration Date: 02/19/2019

Completed System Tests

Type	Date Completed	Results	Reviewed	Next Due Date	Comment
Annual Operability Test	01/03/2019	Passed	01/04/2019	01/03/2020	Interstice (electronic)
Annual Operability Test	01/03/2019	Passed	01/04/2019	01/03/2020	Overfill protection (Krueger)

Reviewed Records

Record Category	Record Type	From Date	To Date	Reviewed Record Comment
Two Years	Monthly Release Detection Results	10/11/2016	12/31/2018	
Two Years	Certificate of Financial Responsibility	02/19/2018	01/03/2019	

Site Visit Comments

01/03/2019

On site for the routine compliance inspection. The facility has a belly tank under a gen set. The tank is 8400 gallons.

There is an unregulated 550 gallon belly tank on site also.

The 8400 gallon tank's interstitial sensor was tested while on site.

Overfill protection is done with a Krueger liquid level gauge. The gauge was checked for operability while on site.

All records are ok; Insurance, CFR, placard and monthly visual inspections.

Inspection Comments

01/03/2019

A signed copy of this report was e-mailed to Daniel Ribnikar, dribnikar@apopka.net.

Inspection Photos

Facility ID: 9814765

Added Date 01/03/2019

2019/01/03, Tank



Interview Documentation

Richard P. McCormick

From: Burson, Lu <Lu.Burson@dep.state.fl.us>
Sent: Tuesday, September 20, 2022 3:09 PM
To: Richard P. McCormick
Subject: [Possible spam] RE: Landfill Question

Richard – The only information I can find is what you have already discovered in Oculus. You may want to check with Orange County EPD. Thanks – Lu

From: Richard P. McCormick <rpmccormick@gecfla.com>
Sent: Tuesday, September 20, 2022 10:20 AM
To: Ruth.Rauenzahn <Ruth.Rauenzahn@ocfl.net>; Burson, Lu <Lu.Burson@dep.state.fl.us>
Subject: Landfill Question

EXTERNAL MESSAGE

This email originated outside of DEP. Please use caution when opening attachments, clicking links, or responding to this email.

Hi Ruth, Lu,

I'm trying to research a historical landfill for CFX. It is at the northeast corner of Binion and Boy Scout Roads in Apopka.

It is called the Itner Trash Site, Itner Dump, and Apopka Site. Map Direct identifies it as FAC 22044.

Map Direct has some 1972 and 1973 documents that reference closing the facility.

Is there any way to check to see if there is any additional information?

Thank you.

Kindly,

Richard P. McCormick, P.G.


Geotechnical and Environmental
Consultants, Inc.

919 Lake Baldwin Lane, Orlando, FL 32814
407-898-1818 | 321-352-8975 (Direct) | 407-267-7314 (Cell)
www.gecfla.com



GEC is pleased to announce that we are now a FDOT certified Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) prequalified in FDOT Work Groups 9.1, 9.2, 9.3, 9.4.1, 9.4.2, 9.5 and 10.3! GEC looks forward to helping you meet your DBE and MBE Goals when working with the FDOT, Central Florida Expressway (CFX) Authority, Florida's Turnpike Enterprise and GOAA.



Richard P. McCormick

From: Glen.Becker@ocfl.net
Sent: Tuesday, September 20, 2022 11:08 AM
To: Richard P. McCormick
Cc: Ruth.Rauenzahn@ocfl.net; Jane.Gregory@ocfl.net; Sharon.Smeenk@ocfl.net
Subject: RE: Landfill Question

I apologize, I meant to say there are *NO* petroleum storage tank compliance records.

Glen Becker
Environmental Program Supervisor
Orange County Environmental Protection Division
Storage Tanks Compliance
3165 McCrory Place, Suite 200
Orlando, FL 32803
Office: 407-836-1453
Cell: 321-689-8389
Fax: 407-836-1499
Email: glen.becker@ocfl.net
Web: www.ocepd.org



Thanks for
skipping the
nitrogen fertilizer
this summer!



From: Richard P. McCormick <rpmccormick@gecfla.com>
Sent: Tuesday, September 20, 2022 11:04 AM
To: Becker, Glen <Glen.Becker@ocfl.net>
Cc: Rauenzahn, Ruth <Ruth.Rauenzahn@ocfl.net>; Gregory, Jane W <Jane.Gregory@ocfl.net>; Smeenk, Sharon D <Sharon.Smeenk@ocfl.net>
Subject: RE: Landfill Question

Hi Glen,

Excellent news!

Is there a FAC number I can research?

Thanks,

Richard P. McCormick, P.G.
Environmental Services Manager | Vice President



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919 Lake Baldwin Lane, Orlando, FL 32814
407-898-1818 | 321-352-8975 (Direct) | 407-267-7314 (Cell)
www.gecfla.com



From: Glen.Becker@ocfl.net <Glen.Becker@ocfl.net>
Sent: Tuesday, September 20, 2022 10:47 AM
To: Richard P. McCormick <rpmccormick@gecfla.com>
Cc: Ruth.Rauenzahn@ocfl.net; Jane.Gregory@ocfl.net; Sharon.Smeenk@ocfl.net
Subject: RE: Landfill Question

Hello Mr. McCormick,

There are petroleum storage tank compliance records associated in that location.

Glen Becker
Environmental Program Supervisor
Orange County Environmental Protection Division
Storage Tanks Compliance
3165 McCrory Place, Suite 200
Orlando, FL 32803
Office: 407-836-1453
Cell: 321-689-8389
Fax: 407-836-1499
Email: glen.becker@ocfl.net
Web: www.ocepd.org



Thanks for
skipping the
nitrogen fertilizer
this summer!



From: [Rauenzahn, Ruth](mailto:Ruth.Rauenzahn@ocfl.net) <Ruth.Rauenzahn@ocfl.net>
Sent: Tuesday, September 20, 2022 10:25 AM
To: Gregory, Jane W <Jane.Gregory@ocfl.net>; Becker, Glen <Glen.Becker@ocfl.net>; Smeenk, Sharon D <Sharon.Smeenk@ocfl.net>
Subject: FW: Landfill Question

From: Richard P. McCormick <rpmccormick@gecfla.com>
Sent: Tuesday, September 20, 2022 10:20 AM
To: [Rauenzahn, Ruth](mailto:Ruth.Rauenzahn@ocfl.net) <Ruth.Rauenzahn@ocfl.net>; [Burson, Lu](mailto:Lu.Burson@dep.state.fl.us) <Lu.Burson@dep.state.fl.us>
Subject: Landfill Question

Hi Ruth, Lu,

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It is called the Itner Trash Site, Itner Dump, and Apopka Site. Map Direct identifies it as FAC 22044.

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Richard P. McCormick, P.G.



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PLEASE NOTE: Florida has a very broad public records law (F. S. 119). All e-mails to and from County Officials are kept as a public record. Your e-mail communications, including your e-mail address may be disclosed to the public and media at any time.

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