

61-mile/17 station Commuter Rail System Map

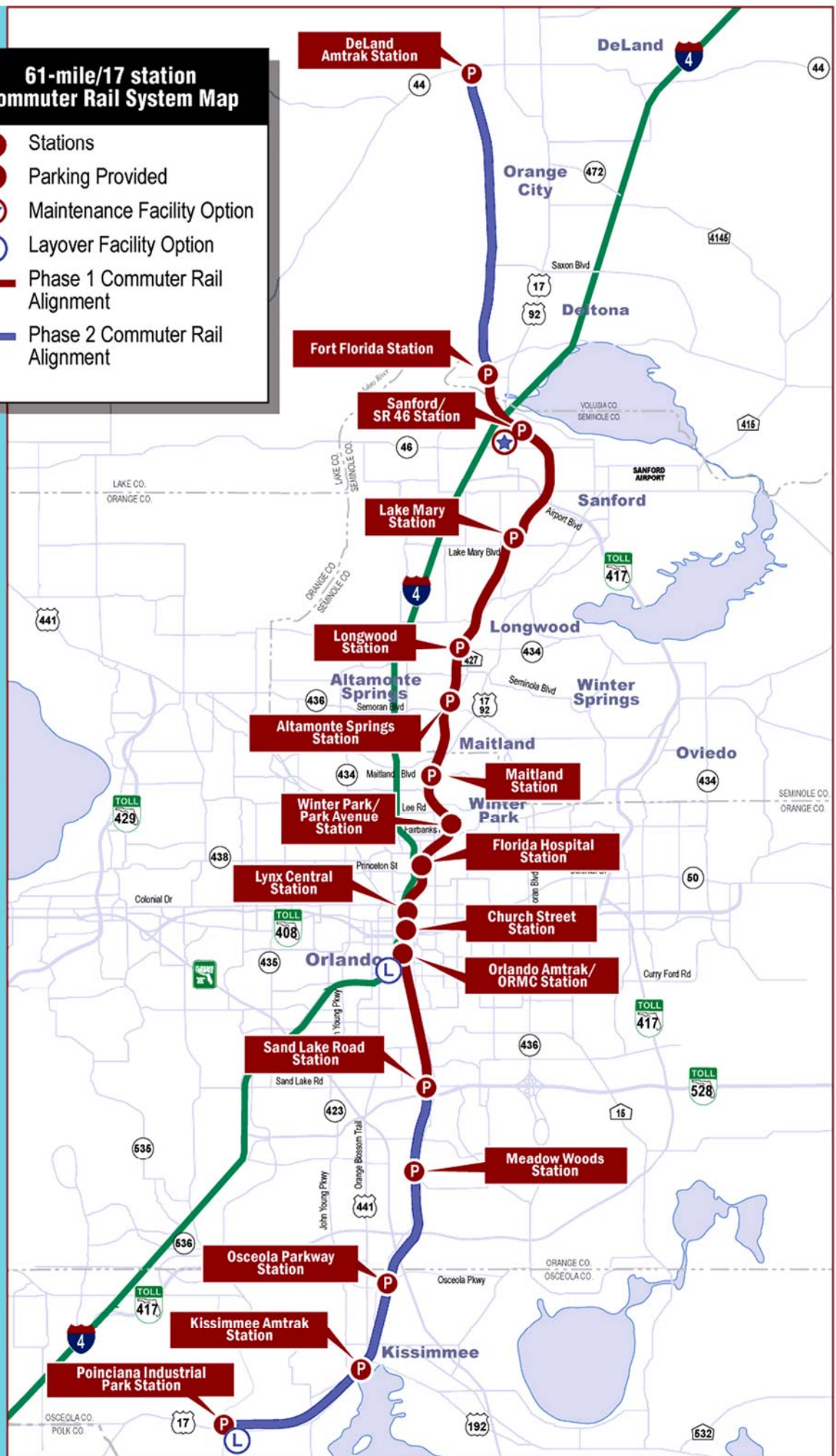
- Stations
- P Parking Provided
- ★ Maintenance Facility Option
- L Layover Facility Option
- Phase 1 Commuter Rail Alignment
- Phase 2 Commuter Rail Alignment



Central Florida Commuter Rail Transit

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

JUNE 2008



CENTRAL FLORIDA COMMUTER RAIL TRANSIT
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Prepared by

U.S. DEPARTMENT OF TRANSPORTATION (US DOT)
FEDERAL TRANSIT ADMINISTRATION (FTA)

And

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

In cooperation with

VOLUSIA, SEMINOLE, ORANGE, AND OSCEOLA COUNTIES
METROPLAN ORLANDO (MPO) and VOLUSIA COUNTY MPO;
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY/LYNX;

Pursuant to

National Environmental Policy Act of 1969, (42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303; and
In compliance with 23 CFR Part 771

Date: May 8, 2008

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CENTRAL FLORIDA COMMUTER RAIL TRANSIT

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Abstract

The Florida Department of Transportation (FDOT) in close coordination with the Federal Transit Administration (FTA) is proposing to introduce commuter rail transit service to the Central Florida area. The Central Florida Commuter Rail Transit (CFCRT) Project is proposed to operate on the existing CSX Transportation, Inc. (CSXT) A-Line rail corridor from the existing DeLand Amtrak Station in Volusia County, south through downtown Orlando and Kissimmee until its terminus at Poinciana Industrial Park in Osceola County. This 61-mile corridor is the same as the Central Florida Commuter Rail Transit North/South Corridor Project Environmental Assessment (EA) approved on December 15, 2006 and resultant Finding of No Significant Impact (FONSI) on April 27, 2007.

The purpose of this Supplemental EA is to assess the potential impacts of the proposed project scope changes to the Project's Full Build Alternative. The Full Build is the 61-mile corridor between DeLand Amtrak Station and Poinciana Industrial Park. The limits of the Full Build Alternative have not changed from the originally approved EA. However, the number of stations has changed from 16 to 17 stations. The revisions include a new station at Fort Florida Road (a station location that was originally in the project's Alternative Analysis); minor changes to the configuration of the park-and-ride lot at the Longwood Station; and a new station in the City of Maitland. In addition, the station park-and-ride lot previously located at the DeBary/Saxon Boulevard Extension has been dropped and will be excluded from any further analysis related to this project.

In close coordination with FTA, FDOT has conducted a general analysis of noise and vibration and grade crossing delay impacts associated with CSXT's plan to move freight traffic from the A-Line to the S-Line, which extends from Jacksonville through Ocala to Lakeland and portions of the A-Line from Lakeland to Auburndale.

FDOT and FTA recognize that the CFCRT project and the movement of freight are two independent projects. The CFCRT project does not cause the need for the movement of freight traffic from the A-Line to the S-Line, and further, CSXT's shifting of freight to the S-Line does not cause the implementation of the CFCRT. The two independent projects serve distinctly different purposes and they are not contingent upon each other.

Despite the fact that these two projects are separate, FTA and FDOT have decided to include in this Supplemental EA a general analysis of the impacts of moving freight from the A-Line to the S-Line, in part due to the inaccurate statements made to the public in the past. This analysis is being completed to provide the public with "information useful in restoring, maintaining, and enhancing the quality of the environment" in the spirit of Section 102(2)(G) of the National Environmental Policy Act. See 42 U.S.C. § 4332(G). The information is especially important because FDOT will not be performing its own environmental analysis on the relocation of freight, since this is not required under the State of Florida environmental review processes. Further, the analysis will contain no proposals for mitigation, as the proposal to move freight from the A-Line to the S-Line has been made by private entities with assistance from the State of Florida, and, as such, is outside the control and discretion of FTA.

For the purpose of the proposed scope changes analysis, the CRT service includes 17 stations with bi-directional service (on weekdays only) at 15-minute peak period and 60-minute midday and evening service frequencies in the year 2030. The Locally Preferred Alternative (LPA) includes 16 stations with 30-minute bi-directional service during weekday peak hours and 120-minute service during the midday. Commuter rail service would be operated with Federal Railroad Administration (FRA) compliant Diesel Multiple Unit (DMU) rail passenger cars.

Comments

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Comments on this document may be made orally at the public hearings or submitted in writing to Ms. Tawny H. Olore at the above address. A 30-day period has been established for comments on this document. Comments must be received by June 23, 2008.

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EXECUTIVE SUMMARY

S.1 Purpose and Need for Proposed Action

S.1.1 Proposed Action

The Commuter Rail Transit (CRT) Project is proposed to operate on the existing CSX Transportation, Inc. (CSXT) A-line rail corridor from the existing DeLand Amtrak Station in Volusia County, south through downtown Orlando and Kissimmee until its terminus at the Poinciana Industrial Park at the intersection of US 17-92 and the CSXT tracks in Osceola County. This 61-mile corridor is the same as the Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Project Environmental Assessment (EA) approved in December 15, 2006 and resultant Finding of No Significant Impact (FONSI) of April 27, 2007. This corridor generally parallels Interstate 4 and US 17-92, and contains some of the area's most intensely and densely developed land use. The width of the study area generally includes the major north-south arterial roadways serving downtown Orlando and other major activity centers, principally Interstate 4, US Route 17-92, and SR 434/Forest City Road in the northern portion of the corridor and State Routes 421, 441, 423, 527, and the Florida Turnpike in the southern portion of the corridor.

The purpose of this supplement to the approved EA is to assess the potential impacts of the proposed Project scope changes to the Project's Full Build Alternative. This is the maximum project that would be built and operated, given the current limits of the CRT Project. The Full Build is the 61-mile line between DeLand Amtrak Station and Poinciana Industrial Park.

In July 2007, the five local funding partners including the counties of Volusia, Seminole, Orange, and Osceola as well as the City of Orlando voted unanimously to enter into Interlocal Agreements with each other and with the Florida Department of Transportation (FDOT). These Interlocal Agreements include commitments by FDOT and the local funding partners to fund 50% of the capital improvements; to fund the anticipated operations and maintenance deficit; and to create a governance structure for the Central Florida Commuter Rail system.

As a result of requests made by local funding partners and further coordination with Amtrak, several changes to the Project scope have occurred and the above referenced EA has been re-evaluated.

For the purpose of the proposed Project scope changes analysis, the CRT service includes seventeen station stops with a bi-directional service (on weekdays only) at 15-minute peak period and 60-minute midday and evening service frequencies in the Year 2030. The Locally Preferred Alternative (LPA) includes sixteen stations with 30-minute bi-directional service during weekday peak hours and 120-minute service during the midday. Commuter rail service would be operated with Federal Railroad Administration (FRA) compliant Diesel Multiple Unit (DMU) cars.

S.1.2 Purpose and Need for Action

There has been no change to the CRT purpose, needs, and goals identified in the approved EA. The Commuter Rail Transit Project proposes an alternative mode of transportation to improve the mobility of travelers along the study corridor, which is the

primary travel corridor in the region, is highly congested and experiences poor highway levels of service all during the day, especially in the morning, mid-day and afternoon peak hours. This traffic congestion inhibits travel mobility, causes longer and more frequent delays, emergency response time delays, impairs air quality, wastes fuel and personal time, stifles economic growth and diminishes the overall quality of life. The proposed CRT Project would connect the region's primary residential communities of Volusia, Seminole, and Osceola Counties, to the urban core in Orange County and the City of Orlando.

Proposed Project Scope Changes

Further coordination with local funding partners and Amtrak since the EA was approved has lead to some changes in the CRT Full Build Alternative. The limits of the Full Build Alternative alignment have not changed from the original approved EA. However, the number of stations has changed from 16 to 17 stations. The revisions include a new station at Fort Florida Road (a station location that was originally in the Project's Alternatives Analysis); minor changes to the configuration of the park-and-ride lot at the Longwood Station; and a new station in the City of Maitland. In addition, the station and park-and-ride lot located at the DeBary/Saxon Boulevard Extension has been dropped and will be excluded from any further analysis related to this project. Although other sites had been considered, the CRT Vehicle Storage and Maintenance Facility (VSMF) will be constructed within the limits of Rand Yard as evaluated in the approved EA. Preliminary Concept Plans for these above referenced changes are included as Appendix A of this document.

S.2 Alternatives

This supplement to the approved EA does not change the limits of the 61 mile Full Build Alternative from the original approved EA. A total of 17 stations are in the Full Build Alternative including the proposed Project scope changes and they would be located at: DeLand, Fort Florida Road (new), Sanford, Lake Mary, Longwood (reconfigured park-and-ride lot), Altamonte Springs, Maitland (new), Winter Park, Florida Hospital, LYNX Central Station, Church Street (in downtown Orlando), Orlando Amtrak/ORMC, Sand Lake Road, Meadow Woods, Osceola Parkway, Kissimmee Amtrak, and Poinciana Industrial Park.

As stated in the approved EA, the proposed service plan for the year 2030 would provide 15-minute bi-directional service during morning and evening peak periods and 60-minute service in the midday, Monday through Friday (approximately 260 days per year). The primary infrastructure improvements include a new signal system and 40 miles of new 2nd track bringing the total double track to approximately 59 miles in the 61 mile corridor.

S.3 Environmental Consequences

The proposed project would improve the 61-mile rail route within existing railroad rights-of-way. Table S-1 summarizes impacts to the natural and social environment that would result from the proposed Project scope changes. This supplement to the approved EA considers impacts associated with adding a new station at Fort Florida Road, Maitland, and minor changes to the park-and-ride lot at the Longwood Station. Also, the station at the DeBary/Saxon Boulevard Extension has been deleted.

S.3.1 Land Use and Zoning

Land use patterns vary across the Corridor and have not changed significantly since the approval of the EA.

Fort Florida Road Station:

The added Fort Florida Road Station site is located at the intersection of Fort Florida Road and US 17/92. This site is considered an origin station. While most of the potential riders will utilize the park-and-ride lot or access the station by feeder bus, many will come from new development surrounding the proposed site.

The population is projected to increase 56% by 2030 and employment is projected to increase by 74%. The continued growth in this area will be guided by the local comprehensive planning process, bolstered by the introduction of commuter rail.

The majority of land use within one-half mile of the station site is undeveloped. Currently, there is some residential near Lake Konomac and on the east side of the CSX tracks and north of the station site. The remaining land uses to the south of the station and on the east side of the CSX track are primarily commercial in the form of auto repair shops, golf cart and tire shops. Southwest of the proposed station and existing CSX right of way is the Florida Power and Light electric generating plant, and to the west and northwest is the system of surface water and channels for the power plant cooling water. These land uses are to the west of the CSX track and right of way on the opposite side of the tracks from the proposed park and ride facility. Refer to Appendix A for the proposed site plan for the Fort Florida Station.

The stormwater generated from the Fort Florida Station will be conveyed to an existing FDOT water retention pond located to the east side of US 17/92. The existing FDOT water retention pond stores stormwater collected from US 17/92. The existing pond has sufficient storage potential to accommodate the water from the Fort Florida Road Station.

Maitland Station:

The added Maitland Station is located on the west side of US 17/92 (Orlando Avenue) approximately ½ mile north of the new Maitland Downtown Center. The current land use is comprised of a mixture of commercial and vacant land uses. The owners of the land adjacent to the proposed station property are the Parker Lumber Company and VJR Properties. Refer to Appendix A for the proposed site plan for the Maitland station. Directly to the west of the station is the Greenwood Gardens subdivision, a mixed multi-family and single family residential area. A new at-grade pedestrian crossing is planned from this neighborhood directly to the proposed station. This project will include the construction of the station platform. The City of Maitland will provide bus access and 250 park-n-ride spaces through a joint use development agreement with local developers.

Parker Lumber Company owns the northern half of the site and VJR Properties own the Northbridge Center on southern half of the site. Each has 125 transit parking spaces to be provided to the CRT station. The bus drop off is part of the public access to the site.

The Northbridge Center development order is in the amendment process to include the transit parking and bus access. Parker Lumber site plans are required to have the transit parking and bus access as part of their development order.

The City of Maitland has required both of the developers to provide this area for the public access and transit parking.

A total of 4.75 acres is needed for the public access/bus drop off and 250 parking spaces.

Currently, site work is being completed by The Northbridge Center developer. The Parker Lumber conceptual site is under plans review by the City of Maitland. If necessary, temporary surface parking will be provided until the structured parking is completed. The City of Maitland is prepared to construct the public access and bus drop off if necessary.

The area adjacent to the proposed station has the potential for Transit Oriented Development (TOD). The City of Maitland is establishing a TOD and TCEA that will both accommodate and encourage the use of the station. City of Maitland representatives have had preliminary discussions with several developers to establish this type of development. The current plan includes mixed-use development, structured parking adjacent and parallel to the rail tracks, a bike/pedestrian trail, plaza and bus turnaround and drop off at the station. This is considered an origin station. Due to the convenient location on US 17/92 and the interchange with Maitland Boulevard, the majority of the customers will utilize the park-n-ride lot or access the station by feeder bus. The City of Maitland has instituted a Connectivity committee for the purpose of increasing and enhancing alternative forms of connectivity within the City.

The population is projected to increase 18% by 2030 and employment is projected to increase 52% by 2030. The new employment is concentrated in the Maitland Office Park development adjacent to I-4.

Longwood Station:

The current land uses as described in the approved EA have not changed. The City of Longwood has requested some minor changes to the previously approved park-and-ride lot configuration in order to enhance the potential for transit oriented development. The approved EA indicated that the park-and-ride lot for the Longwood Station would be located immediately adjacent to the platform from Palmetto Street to Church Avenue. The land uses surrounding the new parking lot area are primarily comprised of the City of Longwood Public Works Facility and one residence. The existing City water plant and pump station will not be impacted by this change. Also, the new location encourages transit oriented mixed use development adjacent to the station. Refer to Appendix A for the proposed site plan for the Longwood station.

Vehicle Storage and Maintenance Facility (VSMF):

The approved EA identified Rand Yard as the preferred location for the VSMF (refer to Appendix A-6 for the proposed site plan for the VSMF) along with a recommendation to consider and further assess the suitability of using the Sanford Amtrak Auto Train yard and maintenance facility for heavy maintenance services. As a result of further coordination with Amtrak, a Memorandum of Understanding with Amtrak was reached in which Amtrak will provide intermediate/heavy vehicle maintenance services to the CRT vehicle fleet at their existing Sanford maintenance shop facility; and use of, with some minor modifications, the Amtrak vehicle wash facility at the same location. No CRT related construction or demolition would occur at the Sanford Yard, therefore no environmental impacts are anticipated.

S.3.2 Community Cohesion

The Full Build Alternative, including the Project scope changes, does not result in adverse impacts to community cohesion in neighborhoods along the corridor. No permanent impacts to the neighborhoods along the Corridor have been identified. The introduction of new station sites at Fort Florida Road and Maitland, and the revised configuration of the park-and-ride lot at the Longwood Station will not create physical barriers that will lead to community isolation/exclusion/separation. As a result, the two proposed stations will not adversely impact existing community cohesion and/or character.

S.3.3 Environmental Justice

The proposed scope changes to the Full Build Alternative do not result in disproportionate impacts to identified populations along the Corridor. There are no low-income, transit dependent or minority populations above the county average within the new station and VSMF areas, and no change for the existing Longwood Station area.

S.3.4 Public Safety, Security and Community Services

The addition of the stations at Maitland and Fort Florida Road does not change the approved EA finding that the Full Build Alternative will improve safety and security. Florida Power & Light and FDOT will coordinate construction requirements at the Fort Florida Road Station. FDOT is coordinating with FPL on a Dam Safety Plan that will be implemented prior to construction activities.

S.3.5 Economic Impacts

The economic impact does not significantly change with the addition of the station in Maitland as the approved corridor alignment remains the same and Fort Florida Road Station replaces Debary/Saxon Station. Materials and labor for construction will be purchased within the four-county region. The revenue from local purchases of material and labor would far outweigh possible taxable revenue lost.

S.3.6 Utilities

The positive economic impacts of the Project as a whole are documented in the original approved EA. There should be additional opportunities for TOD around the new Fort Florida Road and Maitland Stations and modified Longwood Station parking area.

Florida Power and Light has a generating plant that is located approximately .9 miles from the Fort Florida Road Station. The construction of the Fort Florida Road park-and-ride lot and platform is not expected to impact the Florida Power and Light canal.

S.3.7 Railroads

Passenger platforms at the new stations at Fort Florida Road, and Maitland will be designed to be compliant with applicable FRA regulations pertaining to rail lines with freight and passenger operations. This does not change from the original approved EA.

S.3.8 Displacements and Relocations

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as supplemental, and relocation resources will be available to all relocated business and residents without discrimination.

A total of 7.63 acres of right-of-way is required for the Fort Florida Road Station affecting one parcel owned by Florida Power and Light. In addition, one small field office will need to be relocated.

The right-of-way required for the Maitland Station park-and-ride lot is being provided by the City of Maitland through a development partnership with the property owners of the adjacent 4.7 acres. The parking being proposed by the City consists of two parking garages with 125 spaces each for use by commuter rail patrons. No relocations of buildings are expected at the proposed locations of the parking garages.

The revised location of the Longwood Station park-and-ride lot requires a total of 5.53 acres. This is approximately 1.15 acres additional right-of-way than what was originally documented in the approved EA. One residence and one City of Longwood property will need to be relocated.

Since the DeBary/Saxon Boulevard Extension Station has been removed there is a net reduction of 3.14 acres overall needed for the park-and-ride right-of-way associated with this project.

Appendix D contains a list of impacted parcels, relocations and easements that were cleared as part of the approved EA. However, since the approved EA, additional title and boundary survey information has further defined the ownership of these parcels.

S.3.9 Archaeological and Historic Resources

Additional historical/architectural and archaeological field surveys were conducted between October and December 2007 within the Project Area of Potential Effect (APE) defined as the zone within approximately 100 feet from the edge of each side of the existing CSXT ROW and the footprint and immediately adjacent property of each proposed station and other ancillary facility.

Fort Florida Road Station: Based on the results of background research and archaeological and historical/architectural field surveys¹ no archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the proposed Fort Florida Road station location. Thus, station development will have no effect on significant cultural resources.

Maitland Station: Background research and field survey were conducted² at the proposed location of the park-and-ride parking lot at Maitland Station. Resources at the Parker Lumber Company were identified (one previously recorded structure and four additional historic structures). Due to numerous alterations and additions, none of the four newly recorded buildings is considered potentially eligible for listing in the NHRP, either individually or collectively. Archaeological survey yielded negative results.

Longwood Station: The new areas for the park-and-ride lot were assessed for their archaeological and historic resources³. A new site, 8SE2339, was previously recorded

¹Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Fort Florida Road Station, Volusia County, Florida*, October, 2007

²Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Maitland Station, Orange County, Florida*, December, 2007

³Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Longwood Station, Seminole County, Florida*, October, 2007

and found to be not eligible for listing in the NRHP. It was determined that the station development will have no effect on significant cultural resources.

In a letter dated June 20, 2008 (Appendix C), SHPO has determined that the proposed scope changes as it relates to Fort Florida, Longwood and Maitland Station sites will have no effect on any significant historic structures or districts, including those properties listed, determined eligible, or considered potentially NRHP-eligible.

S.3.10 Recreation and Parkland Resources

Proposed station construction will not directly impact any identified park or recreation area. Temporary construction activities may affect access to and use of adjacent parks and recreational resources. Construction impacts that would temporarily affect park and recreational experiences include physical separation of parks and recreational resources from users (e.g., fencing of a street ROW); increased noise, dust, and truck traffic; and restricted or altered access.

S.3.11 Pedestrian and Bicycle Facilities/Access

The Full Build Alternative will result in benefits to pedestrian and bicycle facilities and access along the corridor, providing a transit alternative that will encourage commuters to walk and bike to transit as an alternative to driving. The Fort Florida Road Station will have improved access as future development occurs along US 17/92 to connect the station with the DeBary Town Center. Maitland Station would provide access to the bikeway that connects Maitland Community Park and the existing Maitland City Hall. An existing easement to the adjacent neighborhood (Greenwood Gardens) will be utilized to provide a pedestrian/bike path directly to the Maitland Station. Future plans for the new Maitland Town Center include strengthening the pedestrian connection along US 17/92 and expanding the bike trails to connect to Lake Lilly Park. Pedestrian and bicycle access will still be maintained with the revised configuration of the Longwood Station park-n-ride lot. In the vicinity of this station, sidewalks are currently provided along existing streets with handicap ramps at intersections. Existing sidewalks would be available for pedestrians accessing the site.

S.3.12 Visual and Aesthetic Resources

No negative visual impacts are anticipated, therefore, no specific mitigation measures are necessary.

S.3.13 Air Quality

As documented in the approved EA the CRT Project is not located in a Nonattainment Area, and accordingly the Transportation Conformity Rule and its air quality requirements do not apply to the Project. All estimated CO concentrations are less than applicable standards and this is not changed by the proposed Project scope changes in this supplement to the EA. The proposed Project scope changes have only minor net change in operation of the system compared to the system as defined in the approved EA. Therefore, no mitigation measures are required as a result of the proposed Project scope changes.

S.3.14 Noise and Vibration

A detailed noise and vibration assessment was performed along the Project Corridor, from DeLand in Volusia County to Poinciana Boulevard in Osceola County and is found in Sections 3.3.5 through 3.3.6 of the approved EA.

Noise

Fort Florida Road and Longwood Stations do not have any noise receptors. The Maitland Station has 5 noise impacted receptors and 1 severe noise impact receptor.

To further reduce the noise impacts near Maitland Station, the DMU warning horns could be modified using a sheet metal shroud technique discussed in the approved EA or re-designed to reduce the sideline noise while still maintaining the FRA's minimum noise requirement of 96 dBA Lmax measured at a distance of 100 feet from the centerline of the horn. Applying this mitigation technique or similar redesign of the horn to reduce sideline noise of the DMU warning horns can be expected to eliminate all moderate impacts and severe impacts of the CRT.

FDOT is committed to constructing a commuter rail project that will not have adverse noise impacts on a corridor community with existing high noise exposure. During the start-up period of commuter rail operations, FTA, with the assistance of FDOT, will prepare a detailed noise assessment. This assessment will verify the predicted Project noise levels in the EA and test the efficacy of its operational and horn noise analysis and mitigation measures to ensure that there will be minimal community noise impacts from this project. The sheet metal shroud and foam rubber insulation shall be installed on all locomotives as described in the Mitigation Section of the approved EA.

If noise monitoring during the start-up period reveals that the selected mitigation does not adequately control noise, the Project sponsor is committed to adopting additional measures to reduce noise. In this case, the goal will be to eliminate all impacts in the "severe" range and to minimize the number of impacts in the "moderate" range. Such an outcome is consistent with FTA's approved original EA for the Project.

Vibration

FTA criteria are related to ground-borne vibration levels expressed in VdB that are expected to result in human annoyance. These criteria were used to assess annoyance due to ground-borne vibration from the DMU transit operations. The proposed Project scope changes will not result in adverse vibration impacts along the corridor; therefore, no mitigation measures are required.

S.3.15 Ecosystems

No significant adverse impacts are anticipated to the regional populations of the federally or state-listed species protected by the Endangered Species Act of 1973, amended (16 U.S.C. 1531 et seq.) as a result of the proposed Project scope changes. However, all ecosystem commitments contained within the approved EA will be adhered to by FDOT.

S.3.16 Wetlands

The Project Corridor was evaluated for any wetlands that have potential involvement with the proposed improvements.

The maximum (worst case) wetland and other surface water feature impacts are estimated at 22.47 acres for the entire 61-mile corridor. Of these impacts, 18.01 acres are directly associated with station locations.

The Fort Florida Road Station has a 1.45 acre impact on wetlands. The Longwood Station has 0.8 acres of wetlands. There is no change from the approved EA as a result of the addition of the Maitland Station.

In the locations where new parking lots will be required, efforts would be made to avoid direct impacts to any extant wetland resources. Wetland impacts will be mitigated pursuant to S. 373.4137 FS to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C.s. 1344 as indicated in the approved EA.

S.3.17 Water Quality

No change from the approved EA is anticipated with the addition of the two stations at Fort Florida Road and Maitland and the modification to the Longwood Station.

S.3.18 Contamination

A Contamination Screening Evaluation Report (CSER) addendum was prepared for the Fort Florida Road and Maitland proposed station sites. The CSER rated the proposed Fort Florida site Contamination Risk Potential Rating (CRPR) as High risk and the Maitland Station as Medium risk.

The original approved EA listed Longwood as Medium risk. The addition of the City of Longwood Public Works site changed this to High risk. This indicates that additional soil and groundwater sampling is warranted prior to land acquisition.

Depending upon the nature and extent of contamination impacts as determined by the Level I and/or Level II contamination assessment activities, risk analysis for impacts to the Project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies will be devised. Mitigation measures, dependent on the results of additional site specific assessments of soils and groundwater will be developed during Project design, as appropriate.

S.3.19 Farmlands

Through coordination with the Natural Resources Conservation Service (NRCS), it has been determined that the Project study area, which passes through the urbanized areas of Deltona, Orlando, and Kissimmee, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to the Project.

S.3.20 Energy

Transportation is Florida's second largest energy use sector with 36 percent of the total. Automobile and truck use make up the vast majority of the transportation energy use total. Because the implementation of the Full-Build Alternative would result in a reduction in indirect energy usage in the Project study area, no mitigation measures are required.

S.3.21 Construction Impacts

The addition of the two stations would not change the impacts associated with construction, therefore there is no change from the approved EA.

S.4 Transportation Impacts

S.4.1 Traffic and Roadway

Traffic operations were evaluated for study intersections and roadways for the proposed Project scope changes. The Project will shift a small amount of traffic away from existing roadways to origin stations. The level of Project-related traffic is low compared with traffic on adjacent roadways. The Project will not adversely impact the major roadway movements at the station driveway locations.

The Fort Florida Road Station is estimated to generate 148 vehicle trips during the commuter peak hours and the Maitland Station is estimated to generate 200 vehicle trips during the peak hours.

Vehicle trip generation at the Longwood Station has not changed as a result of the parking layout reconfiguration.

The traffic volume screening analysis shows that Project-generated traffic volumes along the roadways adjacent to the Fort Florida Road and Maitland stations are below threshold criteria and do not require further analysis. There is no change from the original EA for the Longwood Station. In addition, no stations will divert traffic to sensitive areas such as residential neighborhoods, historic districts, or hospital zones.

In summary, the addition of the Fort Florida Road and Maitland stations will not have an adverse impact on the adjacent roadway system or sensitive areas. The Project will not adversely impact the major roadway movements at the station driveway locations. The reconfiguration of parking at the Longwood Station will not change traffic analysis findings from the original EA analysis.

The Full Build Alternative has no adverse impact on other existing and planned transit service. A limited number of existing bus routes will be slightly modified to serve the new stations. No new buses will be added. Fewer than 4 buses per hour will be added to the streets adjacent to the stations. Amtrak trains run in the off peak hours and will be scheduled between the CRT operations. The Full Build Alternative would attract substantial new transit ridership and in so doing reduce regional Vehicle Miles Traveled. By operating within an established active rail line with its own right-of-way, the commuter rail service will provide a highly reliable transit service free of the roadway congestion encountered by transit modes that share roadways with general traffic.

As described in the section above, the Full Build Alternative will have no adverse impact on truck or marine traffic.

S.4.2 Station Parking

Determining localized parking demand for station areas is a result of travel demand forecasting. FDOT bears the ultimate responsibility for parking mitigation, and is committed to working with local communities and developers for the provision of the necessary number of parking spaces at each station location.

The proposed parking spaces for both the Fort Florida and Maitland stations is sufficient to accommodate parking demand based on ridership projections and vehicle generation estimates.

The Fort Florida Road Station replaces the previously proposed DeBary/Saxon Boulevard Station which included a parking supply of 275 spaces to meet projected demand.

The provision of the proposed 250 park-and-ride spaces at the Maitland Station will be accommodated through a joint use development agreement between the City of Maitland and local developers. FDOT has begun discussions with the city and will continue to formalize agreement conditions as the Project progresses.

The reconfiguration of parking at the Longwood Station will improve access, egress, and circulation. As a result, the number of spaces will decrease by approximately 5%, to 354 spaces from what was originally proposed in the EA (375 spaces).

The Project will not reduce or impact parking supply for any businesses/residences that will continue to operate adjacent to the Project. In summary, the addition of the Fort Florida Road and Maitland stations does not change the finding of no significant impact on parking.

S.4.3 Intersections and Grade Crossing Improvements

There are no changes to this section of the approved EA. The CRT Full Build Alternative will have only a limited impact on intersections and roadways in the Study Corridor. The Fort Florida Road at-grade crossing will not increase traffic delay within the study corridor. The Longwood Station parking reconfiguration will not change results summarized in the approved EA. Elements that will be implemented as part of the CRT Full Build Alternative including the proposed Project scope changes, such as a new Constant Warning Time signal system, will reduce grade crossing delays and improve operations and safety throughout the Corridor.

S.5 Generalized S-Line Assessment

In close coordination with the Federal Transit Administration (FTA), FDOT has conducted a general analysis of noise and vibration and grade crossing delay impacts associated with CSXT's plan to move freight traffic from the A-Line to the S-Line, which extends from Jacksonville through Ocala to Lakeland and portions of the A-Line from Lakeland to Auburndale.

FDOT and FTA recognize that the CRT Project and the movement of freight are two independent projects. The CRT Project does not cause the need for the movement of freight traffic from the A-Line to the S-Line, and further, CSXT's shifting of freight to the S-Line does not cause the implementation of the CRT. The two independent projects serve distinctly different purposes and they are not contingent upon each other.

Despite the fact that these two projects are separate, FTA and FDOT have decided to include in this Supplemental Environmental Assessment a general analysis of the impacts of moving freight from the A-line to the S-line, in part due to the inaccurate statements made to the public in the past. This analysis is being completed to provide the public with "information useful in restoring, maintaining, and enhancing the quality of

the environment” in the spirit of Section 102 (2) (G) of the National Environmental Policy Act. See 42 U.S.C. § 4332 (G). The information is especially important because FDOT will not be performing its own environmental analysis on the relocation of freight since this is not required under state of Florida environmental review processes. Further, the analysis will contain no proposals for mitigation, as the proposal to move freight from the A-line to the S-line has been made by private entities with assistance from the State of Florida, and, as such, is outside the control and discretion of FTA.”

S.5.1 S-Line Grade Crossing Analysis

As part of this supplement to the approved EA, the general S-Line grade crossing assessment was directed primarily at those crossings with the highest volume of vehicular traffic that could be potentially delayed by increased frequency of train operations. The assessment compares general roadway and railroad operating conditions at selected grade crossings “without freight relocation” to anticipated conditions “with freight relocation”. The complete technical report with details of the analysis including maps and tables is found in Appendix E.

Of the 224 rail crossing on the S-Line, a total of 20 grade crossing locations were identified for further evaluation. All 20 grade crossings operate at LOS A during the peak hour and peak periods under the “Without freight relocation” scenario and will remain at LOS A under the “With freight relocation” scenario. The average delay per vehicle remains less than 10 seconds at all 20 study grade crossings during both peak hours (AM and PM) under the “With freight relocation” scenario. In addition to the delay calculations, a volume to capacity (v/c) ratio was determined for each study grade crossing location. The v/c ratio does not exceed 0.5 for any of the study crossings as a result of the freight relocation.

The traffic analysis results also include an estimation of the 95th percentile queue lengths for vehicles stopped at the grade crossings. It should be noted that these queues occur under existing conditions. Comparing the two scenarios shows that the 95th percentile queue length does not increase due to the freight relocation; however the frequency of the queues occurring will increase by one event, at most, during each peak hour.

S.5.2 Safety

Improvements to highway-rail grade crossing signal safety devices, crossing closures and a combination of public education and rail safety awareness have all been designed to reduce the opportunity for collisions, fatalities and injuries at rail crossings and on railroad property. Over the years, a significant decrease in vehicle/train accidents has been witnessed even as the State of Florida has rapidly grown to the 4th largest state in population and correspondingly shown tremendous density increases in vehicular traffic. The potential for vehicle/train conflict has risen significantly over the last 20 years with a 56.9% population increase and unknown quantities of out-of-state travelers and tourists. During this time the total accidents at highway-rail grade crossings has actually decreased by 8%.

The cause of this decrease in number of accidents and fatalities may be due in part to the Highway Railroad Grade Crossing Safety Improvement Program. FDOT continuously evaluates and identifies grade crossing locations that are potentially hazardous, and develops safety improvement projects to upgrade crossings and reduce the number of crashes at grade crossings. Approximately 95 percent of public crossings along the S-

Line have warning devices, and with most of the relocated trains occurring during off-peak hours when traffic volumes are lower, the relocation of some freight trains to the S-Line is not expected to have a significant impact on safety.

S.5.3 Emergency Response

This section identifies locations on the S-Line where existing train operations are of particular concern relative to their potential impact on emergency vehicle response time.

About eight hospitals that provide emergency care and 26 fire departments (including volunteer fire departments) were identified within five miles of S-Line for emergency response. Total gate down time per train is assumed to be same with relocation and without relocation scenarios. The comparison of gate down time in a 24-hour period varies from two to three percent for "With relocation" scenario and from three to four percent for "Without relocation". The percentage of gate down time remains the same in both scenarios for all the hospitals and fire departments except for the ones located in Bradford, Sumter and Polk Counties, where the gate down time for 24-hour period increases by one percent. Therefore, relocation of freight trains along the S-Line will not have significant impact on emergency response vehicles.

S.5.4 Noise

The S-Line has significant CSXT freight service along its entire length with an average of 27 trains daily through Wildwood to 18 trains daily through Auburndale. Due to the approximate 200 mile length and largely rural nature adjacent to the S-Line, this noise assessment does not include noise calculations at all receptors along the corridor. Instead, the assessment focused on cities and towns and developed detailed noise contours along the S-Line at 12 locations along the corridor where noise measurements were obtained. The complete technical report with details of the analysis including noise contour maps is found in Appendix F.

In accordance with FTA noise guidelines, although no transit vehicles will utilize the S-Line, a noise-monitoring program was conducted along the S-Line Corridor to (1) establish the existing ambient background levels within the Project area and (2) develop Project criteria noise limits. Noise measurements were obtained at 12 receptor locations along the corridor. The measurements at 11 of the locations consist of 24 hours of continuous noise monitoring at residential receptors. The remaining location was in a public park where hour-long noise measurements were collected. The results were used to establish baseline noise levels for both residential and non-residential receptors.

It should be recognized that many of these affected receptors are currently exposed to noise from warning horns from existing freight operations along the corridor. The horn soundings introduced by the additional freight operations will increase the cumulative horn noise exposure in the corridor by an insignificant amount.

The results of the noise assessment indicate that, in general, the increase in freight operations along the S-Line would result in a marginal increase in noise exposure to the communities along the S-Line. The noise assessment results indicate a range of 0.8 to 1.4 dBA increase in the average daily L_{DN} noise exposure level.

As a noise mitigation measure, CSX has committed to develop quiet zones in the downtown Lakeland area that will restrict the use of warning horns as the freight trains

approach the grade crossings. Since the warning horns are the major noise source from the freight trains, this will have a significant effect in reducing the overall noise levels in the downtown Lakeland area.

Vibration

Vibration levels from S-Line freight rail passbys at sensitive receptors along the Project corridor were determined using the FTA guidelines.

Although there will be an increase in daily freight train operations, the vibration levels from a freight train passby would be similar to those already experienced along the S-Line. Therefore, there would be no vibration impact from the additional freight rail operations on the S-Line.

S.6 Summary of Impacts

Table S-1 provides a summary listing of impacts identified in the supplement to the approved EA. As shown on Table S-1, the analysis indicates that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly impact the quality of the human environment.

None of the four actions described in this document occur in Osceola County. There is no change to the station impact summary for Osceola County that was provided in the previously approved EA.

Table S-1 Impacts Identified in the Supplemental Environmental Assessment

Measure	Impacts
Land Use	Development incompatible with local planning
Community Cohesion	Disruption to existing neighborhoods
Environmental Justice	Disproportionate impact to Environmental Justice populations
Public Safety, Security and Community Services	Delays in providing public safety services; impeded access to community services
Economic Impacts	Loss of tax revenue
Utilities	Relocation of major utility systems
Railroad	Impacts to existing rail traffic
Displacements and Relocations	Displacement of residences and/or businesses
Historic and Archaeological Resources	No effect to eligible historic or archaeological resources
Recreation and Parkland Resources	Conversion of parklands and recreation areas to different use
Pedestrian and Bicycle Facilities/Access	Impacts to pedestrian and bicycle travel patterns and facilities
Visual and Aesthetic Resources	Negative visual impacts
Air Quality	Exceeds NAAQS
Noise	Exceeds FTA Noise Impact Criteria
Vibration	Exceedences of FTA vibration impact criteria
Ecosystems	Impacts to natural areas or T&E species and habitats
Wetlands	Impacts to jurisdictional wetlands
Water Quality	Point source impacts; impacts to floodplains
Contamination	Impacts caused by the presence of hazardous waste
Energy	Increase in energy consumption
Construction	Significant temporary impacts
Station Roadways	Increase in traffic volumes
Intersection LOS	Degradation in Level of Service
At-grade Crossing	Change in peak hour and daily delay
Station Parking	Displacement of existing parking or impacts to neighborhoods
Transit - Systemwide	Impact to other existing or planned bus transit services, and systemwide ridership
Transit - Other	Interference with existing Amtrak service
Freight Rail Traffic	Interference with freight rail services
Trucking	Interference with trucking routes
Marine	Reduction in openings of St. John's River Railroad Bridge

Table S-2 Station Impact Summary - Volusia

Measure	DeBary/Saxon Blvd. Extension Station (DELETED)	Fort Florida Road Station Impacts (ADDED)
Land Use	Rezoning allowed (DELETED)	Rezoning allowed
Community Cohesion	Vacant land (DELETED)	Vacant land
Environmental Justice	None (DELETED)	None
Public Safety, Security and Community Services	Some improvements (DELETED)	Some improvements
Economic Impacts	Positive impact in long term (DELETED)	Positive impact in long term
Utilities	Minor changes (DELETED)	Minor changes
Railroad	Maintains access to existing rail users (DELETED)	Maintains access to existing rail users
Displacements and Relocations	16.3 acres. No Relocations. (DELETED)	7.63 acres. One FPL parcel including small field office relocation
Historic and Archaeological Resources	NA (DELETED)	NA
Recreation and Parkland Resources	NA (DELETED)	NA
Pedestrian and Bicycle Facilities/Access	Improved access (DELETED)	Improved access
Visual and Aesthetic Resources	Minor (DELETED)	Minor
Air Quality	No exceedences (DELETED)	No exceedences
Noise	None (DELETED)	None
Vibration	None (DELETED)	None
Ecosystems	None (DELETED)	None
Wetlands	1.61 acres (DELETED)	1.45 acres
Water Quality	1.7 acre detention pond (DELETED)	Will use existing FDOT detention pond
Contamination	Low (DELETED)	High
Energy	Reduction in indirect energy usage (DELETED)	Reduction in indirect energy usage
Construction	Temporary (DELETED)	Temporary
Station Roadways	95 a.m. peak hour trips added (DELETED)	148 a.m. peak hour trips added
Intersection LOS	Minor change (DELETED)	Minor change
At-grade Crossing	Minor change (DELETED)	Minor change
Station Parking	275 spaces added (DELETED)	275 spaces added
Transit - Systemwide	Improved service (DELETED)	Improved service
Transit - Other	Interface with Amtrak (DELETED)	Interface with Amtrak
Freight Rail Traffic	Safer operation (DELETED)	Safer operation
Trucking	Minor change (DELETED)	Minor change
Marine	No change (DELETED)	No change

Table S-3 Station Impact Summary – Seminole and Orange

Measure	Longwood Station Impacts (MODIFIED)	Maitland Station Impacts (ADDED)
Land Use	Zoned for High Density Use	Zoned for mixed use development
Community Cohesion	Moderate disruption to neighborhoods	No disruption to neighborhoods
Environmental Justice	None	None
Public Safety, Security and Community Services	Some improvements	Some improvements
Economic Impacts	Positive impact in long term	Positive impact in long term
Utilities	Minor changes	Minor changes
Railroad	Maintain access to existing rail users	Maintain access to existing rail users
Displacements and Relocations	1 residence 1 City of Longwood property 5.53 acres needed for revised park and ride, which is 1.15 acre increase over approved EA	4.75 acres added for parking and bus access. ROW being provided by City of Maitland and joint use agreement with developers.
Historic and Archaeological Resources	Existing building determined not eligible for national register	Existing buildings determined not eligible for national register
Recreation and Parkland Resources	NA	Improved access
Pedestrian and Bicycle Facilities/Access	Improved access	Improved access
Visual and Aesthetic Resources	Minor	Minor
Air Quality	No exceedences	No exceedences
Noise	None	Impact mitigated
Vibration	None	None
Ecosystems	None	None
Wetlands	0.80 acres	None
Water Quality	0.6 acre detention pond	No change to existing drainage required
Contamination	High	Medium
Energy	Reduction in indirect energy usage	Reduction in indirect energy usage
Construction	Temporary	Temporary
Station Roadways	160 a.m. peak hour trips added	200 a.m. peak hour trips added
Intersection LOS	Minor change	Minor change
At-grade Crossing	Slight delay	Minor change
Station Parking	354 spaces added	250 spaces added
Transit - Systemwide	Improved service	Improved service
Transit - Other	Interface with Amtrak	Interface with Amtrak
Freight Rail Traffic	Safer operation	Safer operation
Trucking	Minor change	Minor change
Marine	No change	No change

1 PURPOSE AND NEED FOR PROPOSED ACTION

1.1 Project Background

The Federal Transit Administration (FTA) approved the Draft Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Environmental Assessment (EA) on December 15, 2006. Public hearings on the EA were held January 16, 2007 in Volusia and Seminole Counties and January 18, 2007 in Orange and Osceola Counties to give the public an opportunity to express views concerning the local, conceptual design, and social, economic and environmental effects of the proposed Project. On March 12, 2007, the Project received the approval letter from FTA to enter into Preliminary Engineering March 12, 2007 for Phase 1 and Phase 2. On April 27, 2007 FTA issued a Finding of No Significant Impact (FONSI) for the Project.

The CRT Project sponsors include the Florida Department of Transportation (FDOT), in association with the Central Florida Regional Transportation Authority (LYNX), Volusia County Public Transit System (VOTRAN), METROPLAN ORLANDO (MPO), Volusia County Metropolitan Planning Organization, the counties of Orange, Osceola, Seminole and Volusia and the City of Orlando.

The Commuter Rail Transit (CRT) Project is proposed to operate on the existing CSX Transportation, Inc. (CSXT) A-Line rail corridor from the existing DeLand Amtrak Station in Volusia County, south through downtown Orlando and Kissimmee until its terminus at the Poinciana Industrial Park at the intersection on US 17-92 and the CSXT tracks in Osceola County. A regional map (Figure 1-1) identifies the Project study area.

This 60.8-mile corridor generally parallels Interstate 4 and US 17-92, and contains some of the area's most intensely and densely developed land use. The width of the study area generally includes the major north-south arterial roadways serving downtown Orlando and other major activity centers, principally Interstate 4, US Route 17-92, and SR 434/Forest City Road in the northern portion of the corridor and State Routes 421, 441, 423, 527, and the Florida Turnpike in the southern portion of the corridor.

In July 2007, the five local funding partners including the counties of Volusia, Seminole, Orange, and Osceola as well as the City of Orlando voted unanimously to enter into Interlocal Agreements with each other and with FDOT. These Interlocal Agreements include commitments by FDOT and the local partners to fund 50% of the capital improvements; to fund the anticipated operations and maintenance deficit; and to create a governance structure for the Central Florida Commuter Rail system.

As a result of requests made by local funding partners and further coordination with Amtrak, several changes to the Project scope have occurred and the above referenced EA has been re-evaluated. These changes, discussed throughout this document, include the deletion of the DeBary/Saxon Boulevard station; the addition of the Fort Florida Road station (a station location that was originally in the Project's Alternative Analysis); minor changes to the configuration/location of the parking at the Longwood station; and the addition of a new station in the City of Maitland. A map showing the location of the stations and the Vehicle Storage and Maintenance Facility (VSMF) is provided as Figure 1-2.

1.2 Need for Supplemental Environmental Assessment

This supplement documents changes made to the approved Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Project EA.

Specific changes that have been made include:

- Provided information on station changes: added Fort Florida Road and Maitland Stations; removal of DeBary/Saxon Blvd Extension Station
- Updated configuration of park-and-ride lot at Longwood Station
- Updated parking information and bus information for new stations
- Updated information on the selected site for the Vehicle Storage and Maintenance Facility (VSMF) within Rand Yard
- Modified/added Right-of-Way and Relocations information for new station sites, and Longwood station modification
- Revised information on pedestrian and bicycle facilities/access
- Revised information on existing and impacted wetlands
- Provided information about contamination impacts for the new station sites, and Longwood station modification
- Updated maintenance of traffic and transit information for new station sites
- Updated archaeological and historical/architectural impacts for the new station sites and Longwood station modification
- Updated public involvement information
- Added FTA requirement for S-Line generalized noise and vibration assessments and at-grade road crossing impacts.

1.3 Purpose

The Project purpose and needs identified in the approved EA have not changed with the proposed design modifications. The Commuter Rail Transit Project proposes an alternative mode of transportation to improve the mobility of travelers along the study corridor, which is the primary travel corridor in the region. This corridor is highly congested and experiences poor highway levels of service all during the day, especially in the morning, mid-day and afternoon peak hours. This traffic congestion inhibits travel mobility, causes longer and more frequent delays, emergency response time delays, impairs air quality, wastes fuel and personal time, stifles economic growth and diminishes the overall quality of life. The proposed CRT Project would connect the region's primary residential communities of Volusia, Seminole, and Osceola Counties, to the urban core in Orange County and the City of Orlando.

The regional transportation system has not kept pace with the area's growth and travel demands. The regional activity centers and the high intensity land uses in the Project corridor are not well connected by the existing transportation network. In addition, the level of public transit services provided within the corridor is insufficient to meet the growing mobility needs of the corridor workforce, visitors, and transit-dependent population. The proposed CRT Project assists in addressing these issues. The Project meets the following goals, which were developed with the public as well as regional and local stakeholder input.

Project Goals:

- Provide an alternative mode of transportation between DeLand in Volusia County and Poinciana Industrial Park in Osceola County to the employment and activity centers within the Orlando Metropolitan area.
- Provide high capacity, fast, convenient and reliable commuter rail service in the congested Interstate 4 corridor thereby minimizing travel time and developing an integrated regional transit system.
- Assist in the implementation of regional and local growth management plans through more intense land uses and Transit Oriented Development (TOD) practices at the activity center station locations.
- Implement a financially feasible multi-modal transportation system that includes commuter rail and the corresponding growth management plans with established goals, objectives and policies in the four counties and respective cities.
- Provide an efficient regional transit system that is consistent with local transportation and community based plans and regarded as a good investment.
- Protect and preserve the environment and improve the areas quality of life.

Since completion of the approved EA, continued support and need for the Project is reflected in the July 2007 approval of the aforementioned Interlocal Agreements.



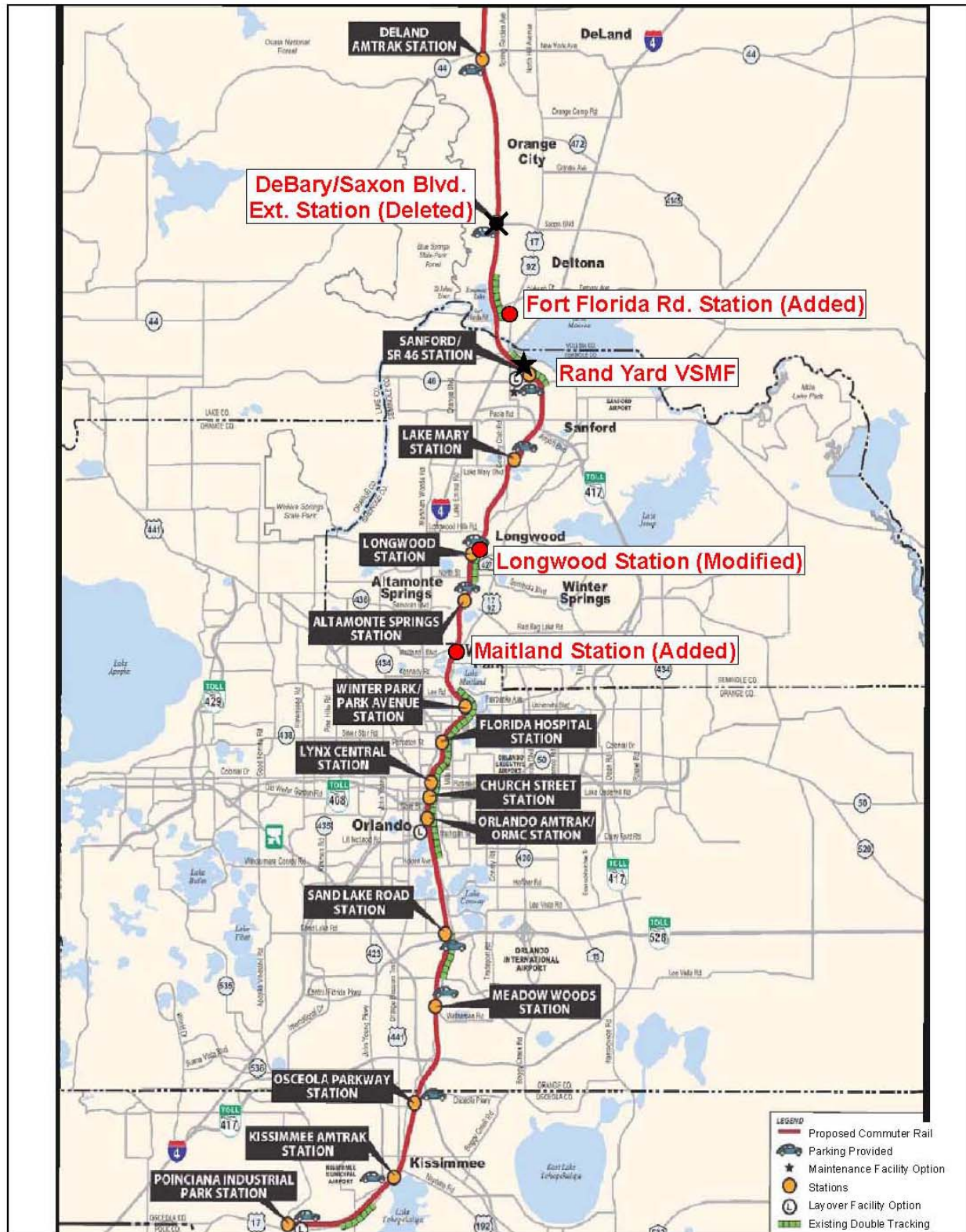


Figure 1-2 Stations and VSMF Location Map

1.4 Description of Project

The Full Build Alternative extends approximately 61-miles from the DeLand Amtrak Station to Poinciana Industrial Park to the south. The limits of the Full Build Alternative have not changed from the approved EA. Refer to Section 1.2 of the approved EA for a description of the CRT Project. Proposed scope changes to the Project description include:

- The deletion of the DeBary/Saxon Boulevard Station in Volusia County;
- The addition of the Fort Florida Road Station at the intersection of Fort Florida Road and 17/92 in Volusia County;
- The selected location of the VSMF at Rand Yard;
- A minor re-configuration of the Longwood Station park-and-ride lot in Seminole County; and
- The addition of the Maitland Station between Greenwood Drive and Sybelia Avenue on US 17/92 in Orange County.

Refer to Figure 1-2 for the location of the above listed changes.

1.5 Needs Previously Considered

Needs were identified and summarized in the approved EA, Sections 1-4 through 1-6, and the role of the EA in project development was discussed. These needs have not changed with the Project scope changes. These topics are well described in the approved EA and include:

- Need for Transportation Improvements: Roadways and Traffic (Existing and Future Conditions) and Transit Services (LYNX, VOTRAN and AMTRAK)
- Needs for Population and Employment
- Land Use - Activity Centers and Development of Regional Impacts

The generalized S-Line analysis is located in Chapter 6.

1.6 Summary

Projections of future population and employment in the region indicate that travel demand will continue to increase in the near and long term. The study area is one of the fastest growing regions in Florida, which is itself one of the fastest growing states in the nation. The regional transportation system consists of an extensive roadway network that is at capacity and is projected to continue to operate at or above capacity, railroad lines that support both freight and long-distance Amtrak passenger service, and a system of local public and private transit services.

A high capacity transit system is essential to provide an alternative to the single occupant automobile, assist in relieving traffic congestion, provide the travel mechanism required to support growth management plans, assist in the maintenance of traffic during Interstate reconstruction, provide a faster method to commuters to travel within and between the region's activity centers and to implement the corridor development plan essential to a

sustainable growth pattern in the region. Without this investment in a balanced transportation system, the traveling public will lack an attractive alternative to auto travel and have no choice but to face increasing congestion and travel time delay in the future. With the effects of continued sprawl development this decrease in mobility will reduce the quality of life in Central Florida and result in negative long-term environmental consequences.

2 ALTERNATIVES

This chapter discusses changes made to the Central Florida Commuter Rail Transit (CFCRT) Full Build Alternative since the approval of the EA on April 27, 2007. Preliminary Concept Plans for the Full Build Alignment are included in a separately bound Appendix K of the approved EA.

As indicated in Chapter 1 of this document, further coordination with local funding partners and Amtrak since the EA was approved has lead to some changes in the CRT Full Build Alternative. The limits of the Full Build Alternative alignment have not changed from the original approved EA. However, the number of stations has changed from 16 to 17 stations. The revisions include a new station at Fort Florida Road; minor changes to the configuration of the park-and-ride lot at the Longwood Station; and a new station in the City of Maitland. Although the CRT Project had proposed relocating the Vehicle Storage and Maintenance Facility (VSMF) from Rand Yard to a location adjacent to the Amtrak Auto Train Facility, the Rand Yard site was ultimately selected as the site for the Project's requirements. The Rand Yard site was evaluated as part of the approved EA. In addition, the station and park-and-ride lot located at the DeBary/Saxon Boulevard Extension has been dropped and will be excluded from any further analysis related to this project. Preliminary Concept Plans for these above referenced changes are included as Appendix A of this document.

The "Full Build" in this document is defined as the Full Build alignment from DeLand to Poinciana with all 17 stations, and a service frequency of 15 minute peak hour headways. This supplement to the approved EA will address the Project scope changes and discuss impacts of those Project scope changes to the CRT Full Build Alternative.

2.1 Alternatives Analysis

2.1.1 Alternatives Previously Considered

Transportation alternatives previously considered for the CRT Project include a wide range of alternatives identified in the Central Florida North/South Commuter Corridor Alternatives Analysis Final Report⁴ (AA) completed in May 2004. This AA provided the starting point of the alternatives definition in the approved EA. The AA was completed in accordance with FTA requirements for program planning and evaluation. A complete discussion of the AA is found in Section 2.1.1, page 2-2 of the approved EA.

An intensive local government coordination effort and public outreach process during the EA resulted in modification and further definition of the alternatives to improve their ability to address Project purpose and need. Chapter 2, Alternatives, of the approved EA defines and summarizes the development of the No-Build, Transportation System Management (TSM), and Build Alternatives. These alternatives are defined in conformance with the requirements of the National Environmental Policy Act (NEPA), and the Federal Transit Administration (FTA) New Starts process. Figure 2-1 depicts the CRT Build Alternative as approved in the EA.

⁴ "Central Florida North/South Commuter Corridor Alternatives Analysis – Final Report," Central Florida Regional Transportation Authority (LYNX), Florida Department of Transportation, Volusia County MPO, METROPLAN ORLANDO, May 2004.

Chapter 2, Alternatives, of the approved EA also documented:

- Federal Agency Coordination
- State and Regional Agency Coordination
- County and Municipal Agency Coordination
- Definition of EA Alternatives
- Technologies Considered
- No-Build Alternative
- TSM/Baseline Alternative
- Operating Plans
- Grade Crossings
- Ridership and Revenues
- Capital Costs
- Operating Costs

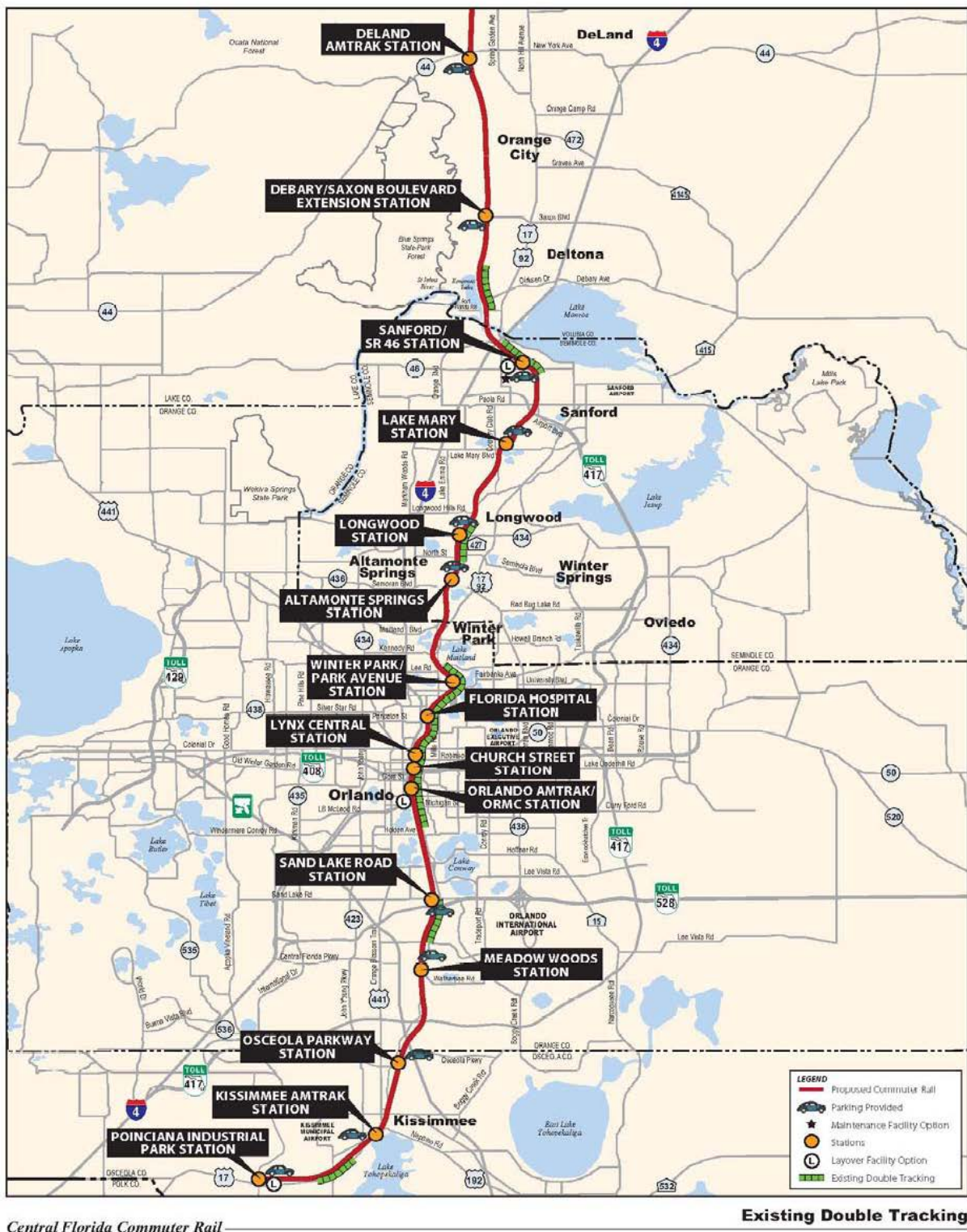


Figure 2-1 Approved EA CRT Alignment and Stations

2.1.2 New Starts Evaluation Process

The Section 5309 “New Starts” program is the Federal government’s primary program for providing financial support to locally-planned, implemented, and operated fixed guideway transit major capital investments. The New Starts evaluation process is used in conjunction with the evaluation process under the National Environmental Policy Act (NEPA), for which this supplemental Environmental Assessment is being prepared. This section describes the how FTA evaluates projects for its New Starts funding recommendations. The Central Florida Commuter Rail Transit Project is seeking New Starts funding and, therefore, will be subject to this evaluation and rating process.

Each year FTA submits its Annual Report on Funding Recommendations to Congress as a companion document to the annual budget submitted by the President. The report provides recommendations for the allocation of New Starts funds under Section 5309 of Title 49 of the United States Code. As required by the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), FTA uses the following project justification criteria to evaluate New Starts projects: mobility improvements; environmental benefits; cost effectiveness; operating efficiencies; transit-supportive existing land use, policies and future patterns; and other factors. FTA must also consider the local financial commitment for the proposed project. In total, the criteria are intended to measure the overall merits of the project and the sponsor’s ability to build and operate it.

FTA reviews the project justification and local financial commitment criteria for each candidate project and assigns a rating for each criterion. For some of the project justification criteria, the proposed project is compared against a New Starts “baseline alternative.” The New Starts baseline alternative consists of improvements to the transit system that are relatively low in cost and represent the “best that can be done” to improve transit without major capital investment in new guideway infrastructure. As such, it is usually different than the baseline (represented by the no-build condition) against which environmental impacts are measured in the NEPA document.

A candidate project is given an overall rating of “High”, “Medium-High”, “Medium”, “Medium-Low” or “Low”, based on ratings assigned by FTA to each of the project justification and local financial commitment criteria described above. These ratings are important, as FTA considers them in its decision to recommend projects for New Starts funding. Specifically, FTA will not recommend funding for projects which are rated “Medium-Low” or “Low.” It is important to note, moreover, that a “High”, “Medium-High” or “Medium” rating does not automatically translate into a funding recommendation, although the potential for receiving New Starts funding is much greater.

Project evaluation is an on-going process. FTA evaluation and rating occurs annually in support of budget recommendations presented in the Annual Report on Funding Recommendations and when projects request FTA approval to enter into preliminary engineering or final design. Consequently, as proposed New Starts projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings are updated to reflect new information.

Current Rating for Central Florida Commuter Rail Transit Project Initial Operating Segment (IOS).

Overall Rating: **Medium - High**

FY 2009 Project Justification

Rating: **Medium**

Mobility Improvements

Rating: **Medium - Low**

In its evaluation of the mobility improvements that would be realized by implementation of a proposed project, FTA evaluates four measures:

- User Benefits per Passenger Mile on the Project
- Number of Transit Dependents Using the Project
- Transit Dependent User Benefits per Passenger Mile on the Project
- Share of User Benefits Received by Transit Dependents Compared to Share of Transit Dependents in the Region

User benefits essentially represent all the travel time savings to transit riders in the forecast year that result from the New Starts project as compared to not building the project (the baseline alternative). They include reductions in walk times, wait times, transfers, and, most importantly, in-vehicle times. In order to rate projects in comparison to other proposed New Starts, this measure is normalized by the annual passenger miles traveled on the New Starts project in the forecast year. The result is a measure of the intensity of the user benefits.

Number of Transit Dependent Individuals Using the Project and Transit Dependent User Benefits per Passenger Mile on the Project These two measures represent the number of transit dependents affected by the project and the intensity of the benefit per passenger. The first is self explanatory while the second is defined identically to the user benefits per passenger mile measure above but for transit dependent passengers.

Share of User Benefits Received by Transit Dependents Compared to Share of Transit Dependents in the Region This measure represents the extent to which the project benefits transit dependents compared to their regional representation. For example, if 10 percent of the user benefits for the project accrued to transit dependents, but they represented 20 percent of the region's population, the measure would be 0.5, indicating that the project did not benefit transit dependents compared to their share of the region's population.

Environmental Benefits

Rating: **Medium**

In its evaluation of environmental benefits that would be realized through the implementation of a proposed project, FTA considers the current air quality designation by EPA. This measure is defined for each of the transportation-related pollutants (ozone, CO, and PM-10) as the current air quality designation by EPA for the metropolitan region in which the proposed project is located, indicating the severity of the metropolitan area's noncompliance with the health-based EPA standard (NAAQS) for the pollutant, or its

compliance with that standard. FTA has found that information submitted in support of the environmental benefits criterion does not distinguish with any meaning the merits of competing New Starts projects. While FTA reports the information submitted by project sponsors on environmental benefits to Congress in the Annual Report on Funding Recommendations, it does not formally incorporate this measure in its evaluation of New Starts projects.

Operating Efficiencies

Based upon its prior experience in evaluating New Starts projects, FTA has previously determined that locally-generated and reported information in support of the operating efficiencies criterion does not distinguish in any meaningful way differences between competing major transit capital investments. FTA further believes that the anticipated operating efficiencies of proposed New Starts projects are adequately captured under its measure for evaluating project cost effectiveness.

Cost Effectiveness

Rating: **Medium - Low**

Significant among the project justification criteria is cost effectiveness, which is the annualized capital and operating cost per hour of user benefits for the forecast year. It captures the additional costs of the New Start project compared to the transportation benefits to transit riders. User benefits are defined identical to the measure used in the mobility improvements criterion.

New Starts projects must be rated "Medium" for cost effectiveness, in addition to receiving an overall "Medium" rating, in order to be considered by the Federal Transit Administration for New Starts funding. The CRT Project currently has a cost-effectiveness rating of Medium-Low, making it ineligible at this time to receive a recommendation for funding from FTA. However, FDOT sought a legislative exemption from FTA's requirement for a medium cost-effectiveness rating so that it may receive funding for construction. This exemption was granted by Congress and approved in the 2008 legislative session.

Transit-Supportive Land Use and Future Patterns

Rating: **Medium**

This criterion addresses the extent that transit-oriented development is likely to occur in the New Start project's corridor. FTA explicitly considers the following transit supportive land use categories and factors:

1. Existing Land Use
2. Transit Supportive Plans and Policies, including the following factors:
 - Growth management;
 - Transit supportive corridor policies;
 - Supportive zoning regulations near transit stations; and
 - Tools to implement land use policies.

3. Performance and Impacts of Policies, including the following factors:

- Performance of land use policies; and
- Potential impact of transit project on regional land use.

Other Factors

Consistent with SAFETEA-LU Section 5309(d) and (e), FTA also includes a variety of other factors when evaluating project justification, including:

- Effect of the project on economic development;
- The nature and extent of the transportation problem or opportunity in the project corridor as described in the “Making the Case” document;
- If the project is a principle element of a congestion management strategy, in general, and an auto pricing strategy, in particular; and
- Any other factor which the project sponsor believes articulates the benefits of the proposed major transit capital investment but which is not captured within the other project justification criteria.

Local Financial Commitment

Rating: **Medium - High**

Proposed New Starts projects must be supported by evidence of stable and dependable financing sources to construct, operate and maintain the transit system. The measures FTA uses to evaluate local financial commitment are:

Local Share

Rating: **Medium**

FTA examines the proposed share of total project costs from sources other than Section 5309 New Starts, including Federal formula and flexible funds, the local match required by federal law, and any additional capital funding.

Strength of Capital Financing Plan

Rating: **Medium - High**

FTA looks at the stability and reliability of the proposed capital financing plan, including the current capital condition of the project sponsor, the level of commitment of capital funds to the project, the financial capacity of the project sponsor to withstand cost overruns or funding shortfalls, and the reliability of the capital cost estimates and planning assumptions.

Strength of Operating Financing Plan

Rating: **Medium - High**

FTA looks at the ability of the sponsoring agency to fund operation and maintenance of the entire system (including existing service) as planned, once the guideway project is built. This includes: an examination of the current operating condition of the project sponsor; the level of commitment of operating funds for the transit system; the financial capacity of the project sponsor to operate and maintain all proposed, existing and

planned transit services; and the reliability of the operating cost estimates and planning assumptions.

The quantitative measures listed below represent some of what FTA relies on in rating a project's local financial commitment. The data listed in Table 2-1 below are for the Central Florida Commuter Rail Transit Project.

Table 2-1 Central Florida Commuter Rail Transit Project Funding – Phase 1

Measure (in Year of Expenditure Dollars)	Cost
Total Capital Cost	\$416.67 M
Proposed Federal Section 5309 New Starts Share of Capital Costs	\$208.34 M (50%)
Proposed State Sources of Capital Funding	\$104.17M (25%)
Proposed Local Sources of Capital Funding	\$104.17M (25%)
Estimated Annual Incremental Operating Costs in the Forecast Year (2030)	\$51.29 M

Additional information on the financial plan for this project can be found in Chapter 2.4, p.2-50 of the Approved EA.

2.1.3 Modifications to CRT Build Alternative

The Build Alternative features all of the transit services and projects included in the No-Build Alternative with the addition of commuter rail services along the CSXT A-Line and are fully discussed in Section 2.3.4 of the approved EA. The project scope changes relating to the Full Build Alternative of the CRT is the subject of this supplement to the Approved EA.

Full Build CRT Alternative

The Full Build Alternative would extend from the DeLand Amtrak station to Poinciana Industrial Park, a distance of 61 miles, via the CSXT A-Line. A total of 17 stations are in the Full Build Alternative and they would be located at: DeLand, Fort Florida Road (new), Sanford, Lake Mary, Longwood, Altamonte Springs, Maitland (new), Winter Park, Florida Hospital, LYNX Central Station, Church Street (in downtown Orlando), Orlando Amtrak/ORMC, Sand Lake Road, Meadow Woods, Osceola Parkway, Kissimmee Amtrak, and Poinciana Industrial Park. Figure 2-2 shows the station locations on the existing track alignment and the existing double track sections.

As stated in the approved EA, the proposed service plan would provide 15-minute bi-directional service during morning and evening peak periods and 60-minute service in the midday, Monday through Friday (approximately 260 days per year). The primary infrastructure improvements include a new signal system and 40 miles of new 2nd track bringing the total double track to approximately 59 miles in the 61 mile corridor. The 2030 CRT Full Build Double Track Alternative is depicted in Figure 2-3.

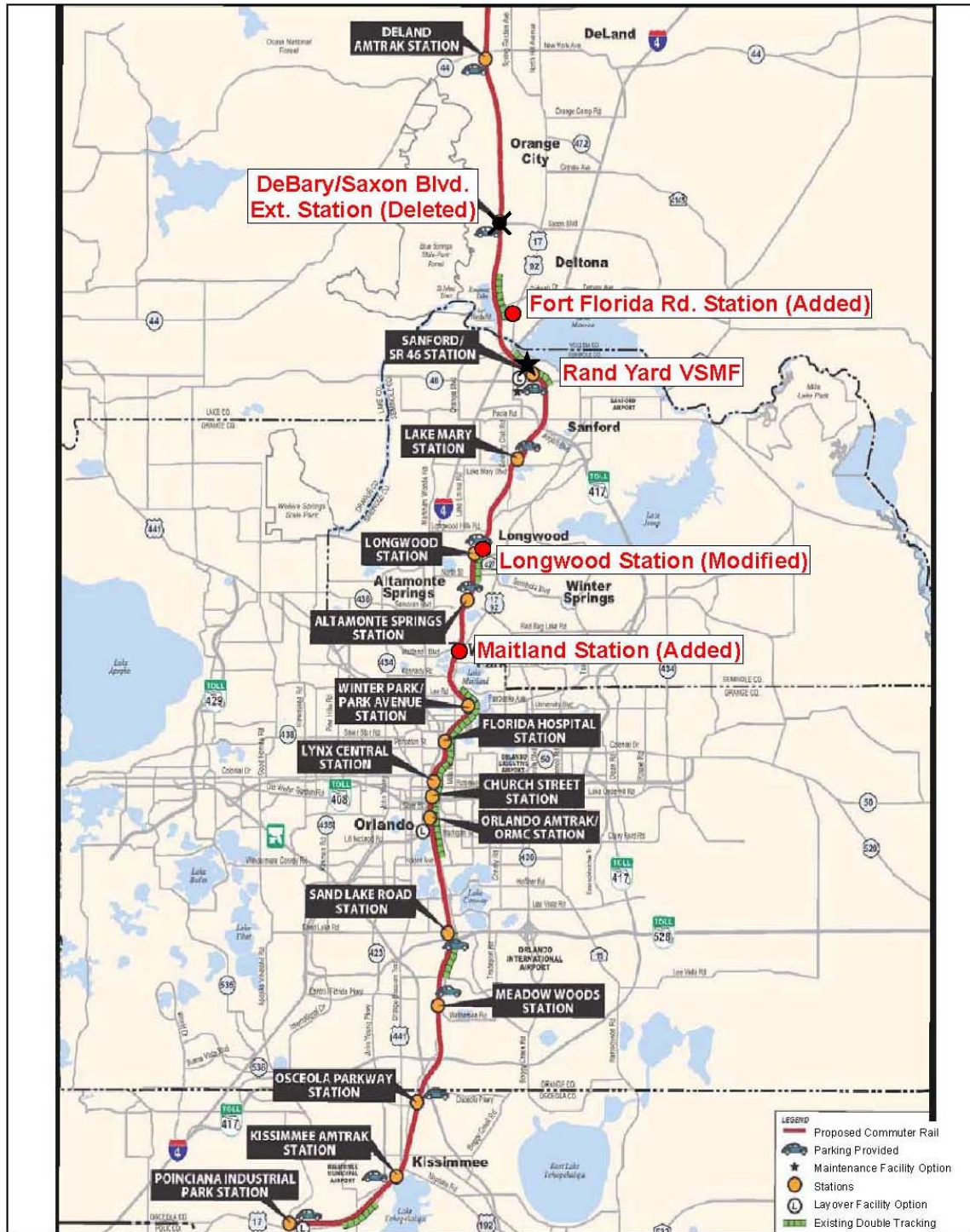


Figure 2-2 Proposed CRT Station and Existing - Double Track Sections

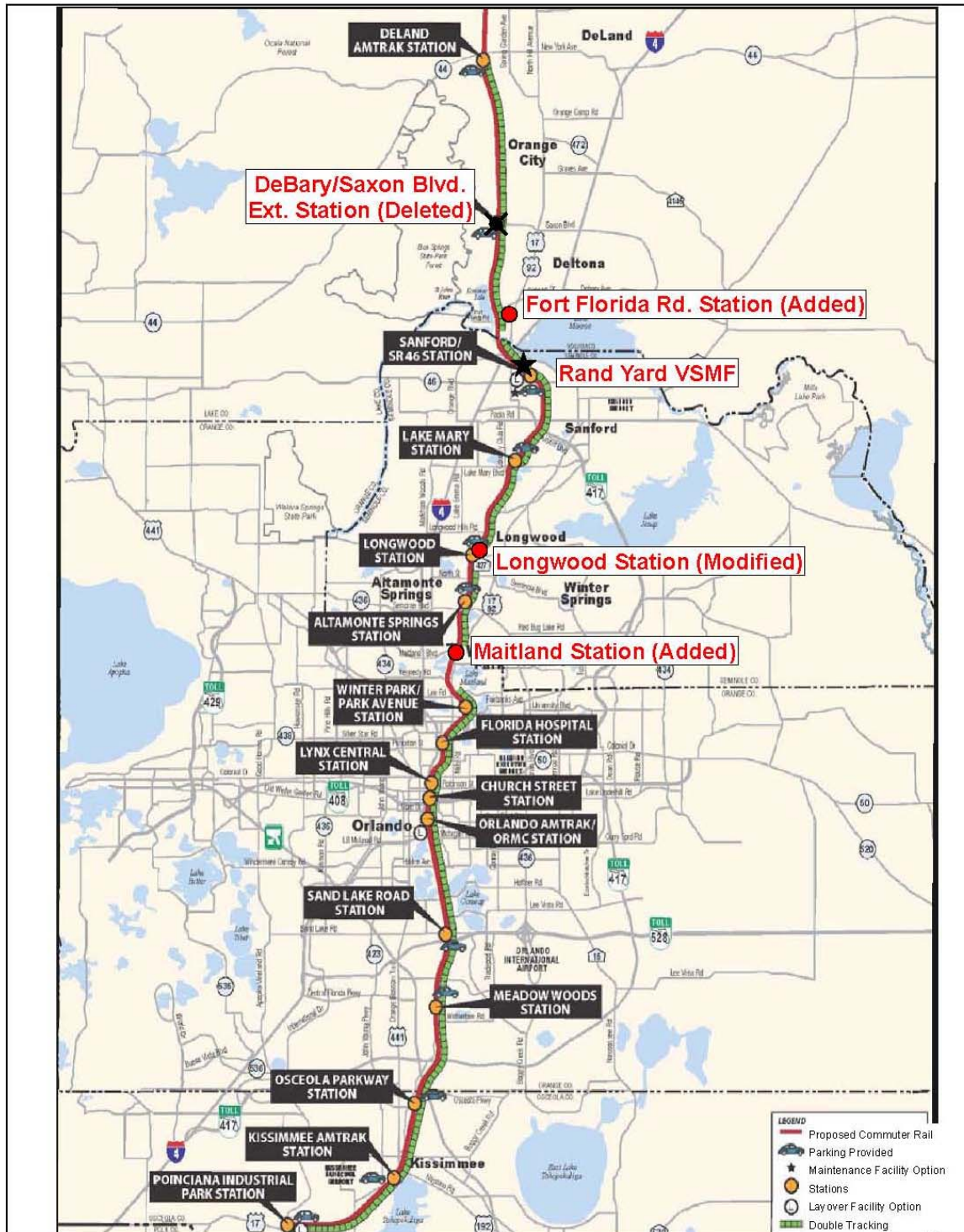


Figure 2-3 2030 CRT Full Build and Proposed Double Track

Full Build Operating Requirements

The Full Build Alternative operating requirements can be found in Section 2.3.4. of the approved EA. In this supplement to the EA, all trains are dispatched from the Operations Control Center (OCC) which would be located in the CRT Rand Yard VSMF location (defined in Section 2.1.4). Although the majority of the trains would be stored overnight at the Rand Yard VSMF, a few would be stored overnight at the end of line station layover yards. Limited midday train layover would be available at the end-of-line stations. The peak period schedules would require 21 bi-level DMUs and seven single-level DMUs. The total fleet, including maintenance spares, would be 34 DMUs – 24 bi-level and ten single-level DMUs.

Full Build Feeder Bus Operations

A full discussion of the fixed route bus transit operated by LYNX and VOTRAN is referenced in Section 2.3.4 of the approved EA. No modifications to the new fixed routes as described in the approved EA have been proposed in this EA supplement.

Table 2-2 presents the LYNX and VOTRAN bus routes to serve the two additional proposed commuter rail stations and the optimum number of bus bays required.

Table 2-2 Feeder Bus Routes for Modifications to Stations: Full Build Alternative

STATION	BUS ROUTES	BUS BAYS
Fort Florida	V23, V20X, V23X	3
Longwood (modification)	39, 61, 65	4
Maitland	102, 441	2

Source: Final Transit Operating Plans Report, November 2007

LYNX and VOTRAN are assumed to be the operators of any public transit local and express bus services in the CRT study area, within their respective jurisdictions.

Full Build Station Modification and Key Features

The location, function, and capacity of proposed transit stations were a major component of the EA alternatives development process. A full discussion can be found in Section 2.3.6. of the approved EA.

Through an integrated process of technical analysis, local government coordination, and community outreach, the final list of stations for the Full Build CRT Alternative was developed. As previously stated, the station and park-and-ride lot located at the DeBary/Saxon Boulevard Extension was removed at Volusia County's request and replaced with Fort Florida Road Station, which was originally analyzed in the Alternatives Analysis. The DeBary/Saxon Boulevard Extension Station will be excluded from any further analysis related to this project. Maitland Station was added at the request of the City of Maitland. In addition, a minor change in configuration was made to the Longwood park-and-ride lot following input from the City of Longwood and other stakeholders.

The revised results of the station siting process are summarized in Table 2-3. Conceptual Station Site plans for the new stations at Fort Florida Road and Maitland as well as the modification at Longwood Station are shown in Appendix A. The CRT station prototypes and the station conceptual plans that have not been modified can be found in the approved EA, Section 2.3.6.

Table 2-3 Full Build Station Modification and Key Features

Station Name	Station Prototype	Parking Spaces
Fort Florida	Park & Ride	275
Longwood (modification)	Park & Ride	354
Maitland	Park & Ride	250

Source: Earth Tech Inc. and AECOM Consulting, 2007.

2.1.4 Vehicle Storage and Maintenance and Layover Facilities

Section 2.3.7. of the approved EA provided an overview of the Rand Yard VSMF identified in the AA document. The approved EA specified the required services, and sites considered. The proposed configuration of the CRT VSMF located within the limits of the CSXT Rand Yard is shown in Appendix A, Figure A-6.

The necessary layover facility functions were also described in the approved EA and the recommended location identified. Photographs of typical VSMF facilities can be found in the approved EA, Section 2.3.7, Figures 2-30 through 2-34.

The approved EA identified Rand Yard as the preferred location for the CRT VSMF, along with a recommendation to consider and further assess the suitability of the Sanford Amtrak Auto Train yard and maintenance facility to provide heavy maintenance services to the CRT fleet. Subsequent to the approved EA a Technical Memorandum – Assessment of Amtrak Auto-Train Yard and Maintenance Facility (August 2007) was produced and coordinated with Amtrak. Since the VSMF Technical Memorandum was developed, Amtrak indicated a willingness to enter into contractual services with FDOT to offer DMU equipment maintenance services at their Auto Train facility. A MOU with Amtrak was reached that will include Amtrak providing intermediate/heavy vehicle maintenance at their existing Sanford maintenance shop facility; and use of the Amtrak vehicle wash facility at the same location. The CRT VSMF will be constructed within the limits of Rand Yard as evaluated in the approved EA to primarily perform daily inspections and running repairs. In addition, this new facility will also be able to serve as a mid-day storage facility.

Existing Sanford Amtrak Auto Train Facility

The Amtrak Autotrain[®] yard and maintenance facility is located in Sanford, adjacent to the CSXT main line and the Autotrain[®] Terminal and just to the south of the CSXT Rand Yard. Access to the site is from Persimmon Avenue, which intersects with SR 46 to the north of the site. The former Sanford Amtrak Terminal/Station, owned by CSXT, is located south of the yard and it is closed and abandoned. This site had been proposed for a CRT train storage yard before Rand Yard was selected as the preferred site. All Autotrain[®] Terminal activity is located on the north side of the yard with access from the CSXT lead to the Aloma industrial track that heads east toward Sanford and the Sanford International Airport.

Currently, one Amtrak Autotrain[®] is scheduled to arrive at 8:30 a.m. and depart from the yard daily at 4:30 p.m. Car and motorcycle vehicle unloading occurs throughout the day. All Autotrain[®] maintenance activities (vehicle washing, fueling, cleaning, inspection and repairs) are performed during the day within the facility. The use of the Amtrak Autotrain[®] Facility would be limited to providing equipment maintenance and vehicle washing. No CRT related construction or demolition would occur at the Sanford yard, therefore no environmental impacts are anticipated.

Review of the Amtrak Autotrain® Facility shows no sensitive receptors located within the FTA screening distance.

Layover Facilities

The layover facilities for the proposed CRT Full Build Alternative are addressed in the approved EA, Section 2.3.7. The Sand Lake Road Station will be the layover facility for the IOS Terminus.

2.1.5 Grade Crossings

Grade Crossings are discussed in Chapter 2, Section 2.3.8 of the approved EA. There are no changes to this section. The only grade crossing impacts are related to construction for the relocation of grade crossing warning due to the addition of 2nd track. Construction mitigation is covered in Chapter 3, Section 3.3.13 Construction Impacts of the approved EA.

2.2 Summary

The proposed Project scope changes do not change the limits of the 61 mile Full Build Alternative from the original approved EA. The Project provides 15 minute peak headway bi-directional service and 56 trips per day. However, further consultation and requests from local funding partners and Amtrak has resulted in specific changes to the Full Build: the number of stations has changed from 16 to 17 stations; elimination of the DeBary/Saxon Station; the addition of new stations at Fort Florida Road in Volusia County and on the west side of Orlando Avenue in Maitland in Orange County; and minor changes to the configuration of the park-and-ride lot at the Longwood Station.

The Full Build Alternative will be constructed in phases beginning with the IOS (Fort Florida Road to Sand Lake Road) of the LPA in 2010, the South Corridor (Sand Lake Road to Poinciana Boulevard) of the LPA in 2013 and the North Corridor extension to DeLand to complete the Full Build Alternative at some time in the future.

3 ENVIRONMENTAL CONSEQUENCES

This section describes the potential impacts on social, cultural and historic, natural and physical resources to the approved EA as a result of adding a new station at Fort Florida Road and Maitland, and minor changes to the park-and-ride lot at the Longwood Station. In addition to the above, the station at the DeBary/Saxon Boulevard Extension is deleted.

Included in each subsection is a description of the existing environment along the Project Corridor as it relates to each subject area, and an assessment of potential impacts for the proposed Project scope changes. Mitigation measures, to reduce or eliminate potential environmental impacts, are described where necessary.

3.1 Land Use and Related Socio-Economic Characteristics

3.1.1 Land Use

Land use patterns vary across the Corridor and have not changed significantly since the approval of the EA. Detailed existing land use mapping for each of the changed conditions in the area adjacent to the Fort Florida Road Station, Longwood Station, and Maitland Station is included in Appendix A.

For both the existing and future land use analyses, data were compiled, generalized, and analyzed within a ½-mile radius of the rail alignment and from each proposed Project scope changes.

Changed Conditions

Fort Florida Road Station: The added Fort Florida Road Station site is located at the intersection of Fort Florida Road and US 17/92. The station platforms and proposed 2nd track are located within the existing CSX right-of-way which is approximately 422 feet from the top of bank of the Florida Power and Light (FPL) cooling canal. The second main line track will be added to the east of the existing single track. The park-and-ride lot and associated facilities will be located east of the CSX track on the largely undeveloped area between the track and US 17/92. It is approximately 370 to 422 feet east to the edge of pavement on US 17/92 from the track. A convenience store/gas station is located at the corner of Fort Florida Road and US 17/92 and will not be included as part of the purchase for this project. The stormwater generated from the Fort Florida Station will be conveyed to an existing FDOT water retention pond located to the east side of US 17/92. The existing FDOT water retention pond stores stormwater collected from US 17/92. The existing pond has sufficient storage potential to accommodate the water from the Fort Florida Road Station. Refer to Appendix A for the Fort Florida Road Station site plan.

US 17/92 is a major north-south arterial that parallels Interstate 4 and connects to downtown Orlando. The majority of land use within one-half mile of the station site is undeveloped. There is some residential (a small trailer park) use located 422 feet from the banks of Lake Konomac and on the east side of the CSX tracks and north of the station site. The remaining land use to the south of the station and on the east side of the CSX track is primarily commercial in the form of auto repair shops, golf cart and tire shops. The marine and boat repair and storage business is on the east side of the tracks and located 264 feet from the top of bank of the canal.

This site has Transit Oriented Development (TOD) potential, as it is largely vacant and is a short distance to the DeBary Town Center. US 17/92 also has the potential to develop as a pedestrian friendly corridor connecting the town center and the commuter rail station. Adjacent under utilized land on the east side of the station has the potential for mixed-use development and commercial/retail use. Appendix A-2 shows the existing and future land use associated with the Fort Florida Road Station. The existing land use on the east side of the CSX tracks consists primarily of infrastructure with some vacant and agricultural uses. The future land use is designated residential and commercial in the local jurisdiction's Future Land Use Element.

To the west of the CSX right of way is the Florida Power and Light cooling water canal to Lake Konomac. There is a 422 ft to 475 foot buffer between the tracks and the eastern top of bank on the canal. The buffer continues down the CSX track to the power plant which is located .9 miles or 4,750 feet to the south. The park-and-ride lot and bus drop off area will require 7.6 acres and 275 parking spaces.

This site is considered an origin station. While most of the potential riders will utilize the park-and-ride lot or access the station by feeder bus, many will come from new development surrounding the proposed site. Analysis of a catchment area that is within a 3-mile radius of the station indicates that the population is projected to be 16,847 in 2030, a 56% increase from existing. Likewise, employment is projected to be 10,266 in 2030, a 74% increase. The continued growth in this area will be guided by the local comprehensive planning process and enhanced by the introduction of commuter rail.

Maitland Station: The added Maitland Station is located on the west side of US 17/92 (Orlando Avenue) approximately ½ mile north of the new Maitland Downtown Center. The current land use is comprised of a mixture of commercial and vacant land uses. The owners of the land adjacent to the proposed station property are the Parker Lumber Company and VJR Properties. Refer to Appendix A for the proposed site plan for the Maitland Station. Directly to the west of the station and the west side of the CSXT corridor is the Greenwood Gardens subdivision, a single and mixed multi-family residential area. A new at-grade pedestrian crossing is planned from this neighborhood directly to the proposed station. This project will include the construction of the station platform. The City of Maitland will provide bus access and 250 park-and-ride structured spaces through a joint use development agreement with local developers.

The CRT station site will have strong pedestrian connection to the new town center. The new Maitland downtown will include a new city hall and public safety complex, new recreation and pedestrian facilities, as well as public plazas that will be scattered among new private development. Recent development has included high density residential development, directly across the street and within easy walking distance of the proposed station.

Approximately 3 miles to the west of the CRT station is the Maitland Center development with approximately 5,500,000 square feet of office space and projected plans to increase to approximately 9,000,000 square feet. This is the largest suburban office sub-market in the Orlando Metropolitan area. The CRT station is located approximately ¼ mile from the Maitland Boulevard interchange with US 17/92. Maitland Boulevard is the principal arterial connecting I-4 and the Maitland Center development.

As previously mentioned, the City of Maitland has adopted a master plan that includes the development of a new city office complex. The City is finalizing plans for the Town Square, which includes the Maitland City Hall, public safety complex and private development and provides the community with a sense of place. This is at the edge of the ½ mile radius of the station and well within the 3 mile radius from the station.

The remaining developable properties in Maitland are zoned for multi-family residential. Residential mixed projects are becoming popular in the City's downtown revitalization effort. Downtown revitalization efforts and promotion of the west side over the next five years will encourage strong growth. Appendix A shows the existing land use and future land use for the area within ½ mile of the station area. Land use within ½ mile of the station site is evenly divided between commercial and government uses and medium density residential uses across US 17/92.

Parker Lumber Company owns the northern half of the site and VJR Properties own the Northbridge Center on southern half of the site. Each has 125 transit parking spaces to be provided to the CRT station. The bus drop off is part of the public access to the site.

The Northbridge Center development partnership is in the amendment process to include the transit parking and bus access. Parker Lumber site plans are required to have the transit parking and bus access as part of their development order.

The City of Maitland has required both of the developers to provide this area for the public access and transit parking.

A total of 4.75 acres is needed for the public access/bus drop off and 250 parking spaces.

Currently, site work is being completed by The Northbridge Center developer. The Parker Lumber conceptual site is under plans review by the City of Maitland. If necessary, temporary surface parking will be provided until the structured parking is completed. The City of Maitland is prepared to construct the public access and bus drop off if necessary.

The area adjacent to the proposed station has the potential for TOD. The City of Maitland is establishing a TOD and TCEA that will both accommodate and encourage the use of the station. City of Maitland representatives have had preliminary discussions with several developers to establish this type of development. The current plan includes mixed-use development, structured parking adjacent and parallel to the rail tracks, a bike/pedestrian trail, plaza and bus turnaround and drop off at the station.

This is considered an origin station. Due to the convenient location on US 17/92 and the interchange with Maitland Boulevard, the majority of the customers will utilize the park-and-ride lot or access the station by feeder bus. The City of Maitland has instituted a connectivity committee for the purpose of increasing and enhancing alternative forms of connectivity within the city. In 2000, the population within a 3 mile radius of the station was 89,554. The employment in this area was 91,993 in the year 2000. As a comparison, the population is projected to be 105,781 in 2030, which represents an increase of 18%. Employment is projected to be 140,156 in 2030 which would be an increase of 52%. The new employment is concentrated in the Maitland Office Park development adjacent to I-4.

Longwood Station: The current land use as described in the approved EA has not changed. The City of Longwood has requested some minor changes to the previously approved park-and-ride lot configuration in order to enhance the potential for Transit Oriented Development (TOD). The approved EA indicated that the park-and-ride lot for the Longwood Station would be located immediately adjacent to the platform from Palmetto Street to Church Avenue. The land use surrounding the new parking lot area is primarily comprised of the City of Longwood Public Works Facility and one residence. The existing City water plant and pump station will not be impacted by this change. Also, the new location encourages transit oriented mixed use development adjacent to the station. The park-and-ride lot and bus drop off area requires 5.53 total acres. This is an additional 1.15 acres from the original EA. The total number of parking spaces provided is 354. Refer to Appendix A for the proposed site plan for the Longwood station.

3.1.2 Community Cohesion

The current community impact assessment is found in the approved EA. The maps included in the original EA were reviewed in order to evaluate the effects of the changes as a result of added stations at Fort Florida Road and Maitland, and modification of the Longwood park-and-ride lot. Maps from Appendix A have been updated to show the new station locations.

Mitigation

No permanent impacts to the neighborhoods along the Corridor have been identified, therefore no mitigation is required. Temporary impacts would result during construction of new rail facilities. There would also be long-term benefits. For many neighborhoods without strong activity centers, the rail stations provide opportunities to: focus new development; enhance bicycle and pedestrian access and connectivity; and institute streetscape improvements and other benefits associated with the transit stations and station areas. The Full Build Alternative including the proposed Project scope changes would benefit the region by increasing mobility choices and improve access to employment centers, education facilities, activity centers and shopping.

The introduction of new station sites at Fort Florida Road and Maitland, and reconfiguration of the park-and-ride lot at the Longwood Station will not create physical barriers that will lead to community isolation/exclusion/separation. As a result, the two proposed stations will not adversely impact existing community cohesion and/or character.

The Maitland Station will improve the mobility access to the Greenwood Gardens neighborhood since a new at-grade pedestrian crossing is proposed at the station. The proposed Transit Oriented Development adjacent to the Longwood Station and park-and-ride lot will enhance the City of Longwood town center.

3.1.3 Environmental Justice

This section identifies how areas protected under the Environmental Justice Executive Order (EO) 12898 were defined and the extent to which areas of low-income and minority population would be affected by the proposed Project scope modifications. Table 3-1 presents the summary of impacts to low-income, minority and/or transit-dependent populations as a result of the proposed Project scope changes.

Fort Florida Road Station: There are no low-income, transit-dependent or minority populations above the county average within the station area. Refer to Figure 3-1 for the demographic indicators surrounding the Fort Florida Road Station.

Longwood Station: No change from the approved EA.

Maitland Station: The demographic indicators show that that the Maitland Town Center Development Area has transit dependent population above the county average. There are no low - income or minority populations above the county average within the station area. Refer to Figure 3-2 for the demographic indicators surrounding the Maitland Station.

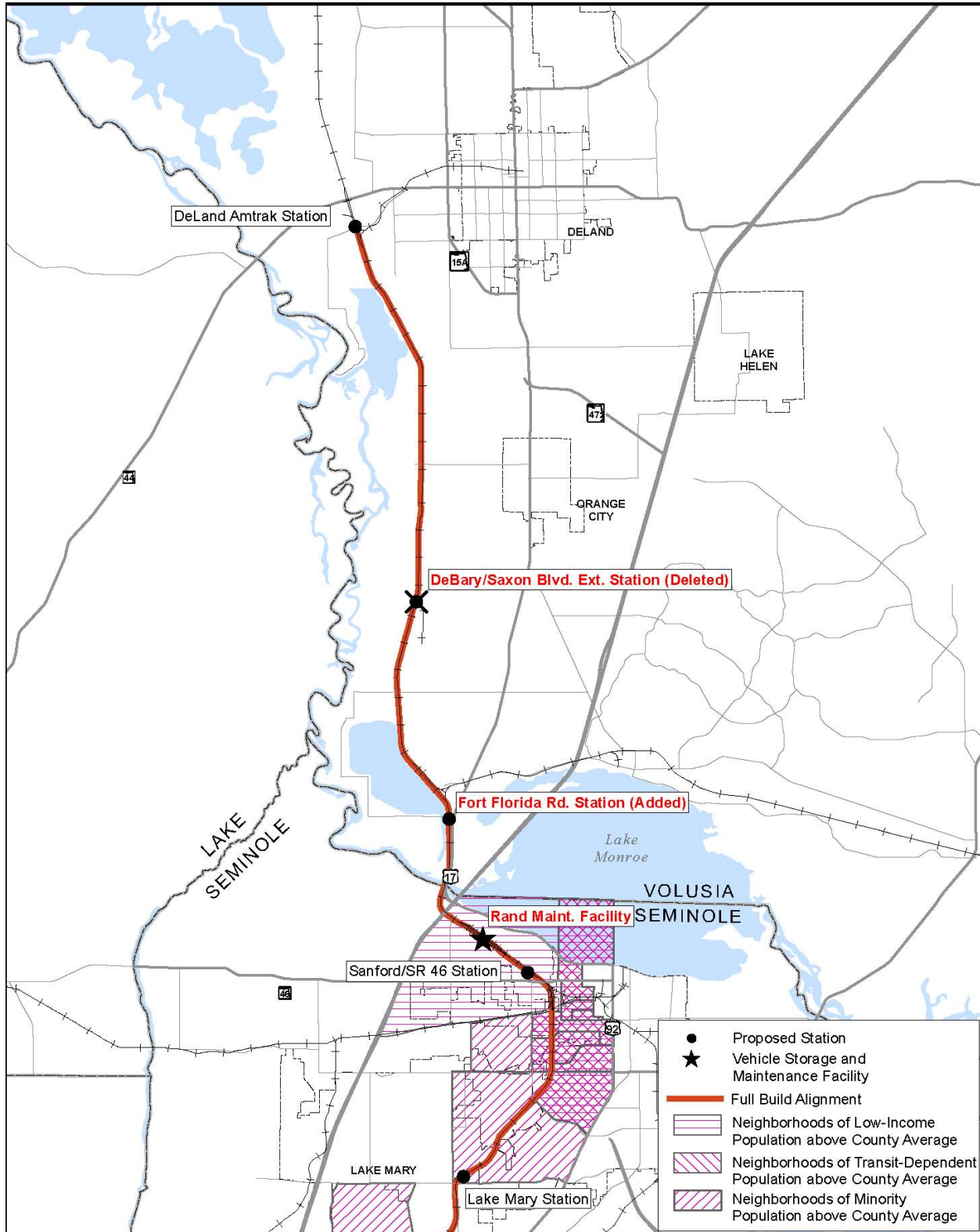


Figure 3-1 Demographic Indicators – Volusia

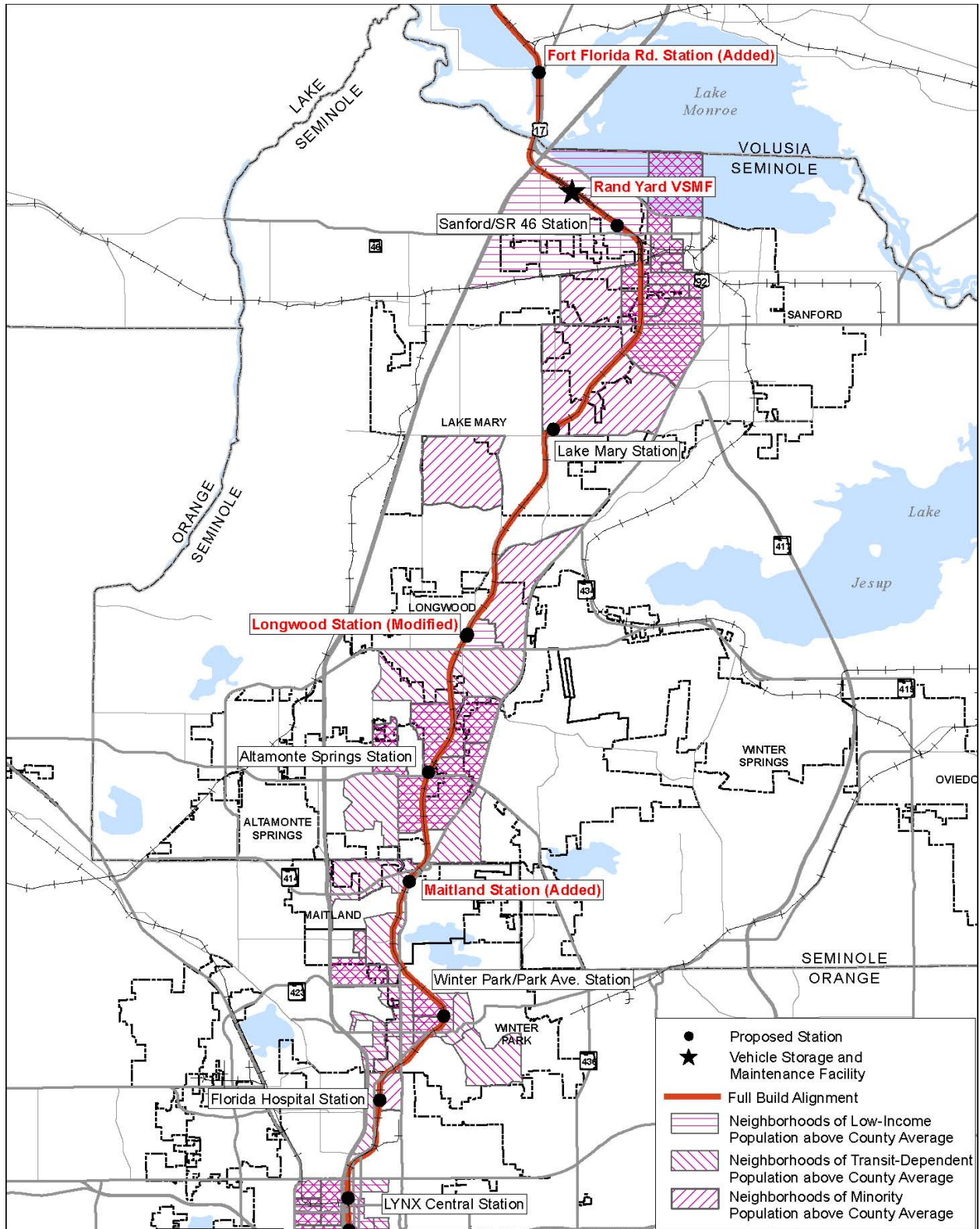


Figure 3-2 Demographic Indicators – Seminole/Orange

Changed Conditions**Table 3-1 Summary of Impacts to Low-Income, Minority and/or Transit-Dependent Populations**

County	Station Name	Noise Impacts (mitigated)		Displacement / Relocation		Parkland Impacts		SUMMARY		
		Total Impacted	Minority, Low Income and/or Transit-Dependent	Total Impacted	Minority, Low Income and/or Transit-Dependent	Total Impacted	Minority, Low Income and/or Transit-Dependent	Impacts to Low-Income, Minority and/or Transit-Dependent Populations	Transit Access Benefit Provided to Low-Income, Minority and/or Transit-Dependent Populations (located within 1/2 mile)	Disproportionate Impacts to Low-Income, Minority and/or Transit-Dependent Populations
Volusia	Ft. Florida Rd Added	0	-	0	-	0	-	-	-	-
	DeBary / Saxon Boulevard Extension - Deleted	0	-	0	-	0	-	-	-	-
Seminole	Longwood – change in parcel layout	0	0	1 occupied residences and 1 active businesses	0	0	0	0	Yes	No
Orange	Maitland – added	0	0	0	0	0	0	0	Yes	No

- Notes:
1. Assessment area for each station includes to mid-point between adjacent stations.
 2. “-” Indicates no defined EJ population within station assessment area.
 3. This analysis was based on Census Tract designations for low income, minority and transit-dependent populations. Status of specific impacted property and business owners relative to being minority, low-income, or transit dependent has been verified by field survey at Altamonte Springs Station only.

3.1.4 Public Safety, Security and Community Services

The addition of the station at Maitland does not change the approved EA finding that the Build Alternative will improve safety and security.

In meetings with adjacent land owners, Florida Power and Light has indicated that a Dam Safety Plan is necessary at the Fort Florida Station. Requirements for construction beyond 420 feet of the canal will be coordinated with FPL representatives. FDOT is coordinating with FPL on a Dam Safety Plan that will be implemented prior to construction activities.

3.1.5 Economic Impacts

The finding that the Full Build Alternative would result in a \$615 million capital investment in the region does not significantly change with the addition of the station in Maitland. The approved corridor remains the same as the Fort Florida Road Station is replacing the DeBary/Saxon Station. Materials and labor for the construction would be purchased within the four-county region. The revenue from local purchases of material and labor would far outweigh the taxable revenue lost.

3.1.6 Utilities

The positive economic impacts of the Project as a whole are documented in the approved EA. There should be additional opportunities for TOD around the new Fort Florida Road and Maitland Stations and modified Longwood Station parking area.

Florida Power and Light (FPL) has a generating plant that is located approximately .9 miles from the Fort Florida Road Station. It is approximately 475 feet west of the CSX right-of-way. The construction of the Fort Florida Road park-and-ride lot and platform is not expected to impact the canal. Contact information on the utilities is located in Appendix C of the approved EA.

3.1.7 Railroads

Passenger platforms at the new stations at Fort Florida Road, and Maitland will be designed to be compliant with applicable FRA regulations pertaining to rail lines with freight and passenger operations. This does not change from the original approved EA.

3.1.8 Displacements and Relocations

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and relocation resources will be available to all relocated business and residents without discrimination. Table 3-2 presents a summary of property takings for the proposed Project scope changes.

Appendix D contains a list of impacted parcels, relocations and easements that were cleared as part of the approved EA. However, since the approved EA, additional title and boundary survey information has further defined the ownership of these parcels.

Fort Florida Road Station: A total of 7.63 acres of right-of-way is required for the Fort Florida Road Station affecting one parcel owned by Florida Power and Light. In addition, one small field office will need to be relocated. As a result, FDOT is committed to carrying out a Right-of-Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The brochures that describe in detail the Department's Relocation Assistance Program and Right-of-Way Acquisition Program will be made available upon request, as previously documented in the approved EA.

Maitland Station: No right-of-way is required for the Maitland Station park-and-ride lot since the City of Maitland is working with developers to provide joint use parking. The parking being proposed by the City for use by commuter rail patrons consists of two 125 space parking garages (Refer to site plan in Appendix A). No relocations of buildings are expected at the proposed locations of the parking garages.

Parker Lumber Company owns the northern half of the site and VJR Properties own the Northbridge Center on southern half of the site. Each has 125 transit parking spaces to be provided to the CRT station. The bus drop off is part of the public access to the site.

The Northbridge Center development partnership is in the amendment process to include the transit parking and bus access. Parker Lumber site plans are required to have the transit parking and bus access as part of their development order.

The City of Maitland has required both of the developers to provide this area for the public access and transit parking.

A total of 4.7 acres is needed for the public access/bus drop off and 250 parking spaces.

Currently, site work is being completed by The Northbridge Center developer. The Parker Lumber conceptual site is under plans review by the City of Maitland. If necessary, temporary surface parking will be provided until the structured parking is completed. The City of Maitland is prepared to construct the public access and bus drop off if necessary.

To construct the east platform, a 7.5' strip is required. The city is coordinating with the developer to donate the strip or provide a permanent easement for the station construction as part of the site plan approval process, therefore no taking is shown.

Longwood Station: The revised location of the park-and-ride lot requires a total of 5.53 acres. This is approximately 1.15 acres additional right-of-way than what was originally documented in the approved EA. Only one resident and one business (City of Longwood) will need to be relocated. FDOT is committed to carrying out a Right-of-Way and Relocation Program, as previously documented in the approved EA.

Since the DeBary/Saxon Boulevard Extension Station has been dropped and the VSMF location remains within the limits Rand Yard, there is a net reduction of 3.14 acres overall needed for the park-and-ride right-of-way associated with this project.

Table 3-2 Summary of Property Takings for the Proposed Project Scope Changes

County	Station	Parcel Area (AC)	Take Area (ac)	Relocations Required?
Volusia County	Ft. Florida Road Station	7.63	7.63	1 business – FPL Field Office, 628 South US 17/92, DeBary, FL 32713
	DeBary/ Saxon Boulevard Extension DELETED	-16.30	-16.30	No
Seminole County	Longwood Modified park and ride lot	5.53	5.53	1 occupied residence - 279 E Jessup Ave Longwood, FL 32750 1 active business – City of Longwood Public Works, 180 East Warren Avenue, Longwood
Orange County	Maitland	0.00	0.00	No
	TOTALS	-3.14	-3.14	-----

3.2 Cultural and Historical Resources

3.2.1 Archaeological and Historic Resources

This section summarizes the findings of separate above ground historic property and archaeological reconnaissance surveys conducted for the proposed Project scope changes along the CRT Corridor. The results and recommendations of these surveys are intended to provide information that will facilitate consultation between the Project sponsors and the responsible review agencies to determine whether the construction of the Project has the potential to adversely affect any of the properties judged to be potentially eligible for the National Register of Historic Places (NRHP).

Additional historical/architectural and archaeological field surveys were conducted between October and December 2007 within the Project Area of Potential Effect (APE) defined as the zone within approximately 100 feet from the edge of each side of the existing CSXT ROW and the footprint and immediately adjacent property of each proposed station and other ancillary facility.

All the archaeological and historical resources within the APE were identified through background research and field survey. The resulting Cultural Resource Assessment Survey Report⁵ was reviewed by the SHPO as a stand alone technical report (Appendix C). In a letter⁶ from the State Historic Preservation Officer, the Division of Historical Resources found that the proposed CRT Project scope changes will have no effect on historic properties (provided in Appendix C).

Table 3-3 presents the ineligible historic resources associated with the proposed Project scope changes. Locations of the NRHP listed, determined eligible and potentially eligible historic resources associated with the CRT Full Build Alternative including the proposed Project scope changes are depicted on Figure 3-3.

Existing Conditions and Survey Results

Fort Florida Road Station: Based on the results of background research and archaeological and historical/architectural field surveys⁷ no archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the proposed Fort Florida Road Station location. Thus, station development will have no effect on significant cultural resources.

Maitland Station: Background research and field survey were conducted⁸ at the proposed location of the park and ride parking lot at Maitland Station. Resources at the Parker Lumber Company were identified (one previously recorded structure and four additional historic structures). Due to numerous alterations and additions, none of the four newly recorded buildings is considered potentially eligible for listing in the NHRP, either individually or collectively. Archaeological survey yielded negative results.

⁵ Archaeological Consultants, Inc., *Cultural Resources Assessment Survey Report*, [December 10, 2007]

⁶ Florida Dept. of State, Division of Historical Properties, Letter, *Central Florida Commuter Rail*, June 20, 2008.

⁷ Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Fort Florida Road Station, Volusia County, Florida*, October, 2007

⁸ Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Maitland Station, Orange County, Florida*, December, 2007

Longwood Station: The new areas for the park-and-ride lot were assessed for their archaeological and historic resources⁹. A new site, 8SE2339 was recorded and found to be not eligible for listing in the NRHP. It was determined that the station development will have no effect on significant cultural resources.

Table 3-3 NRHP Ineligible Listed Historic Resources

FMSF No.	Name	Location	NRHP Status
8SE2339	Residence	217 E. Warren St, Longwood	Previously recorded- not eligible
OR9761	851 North Orlando Avenue	851 North Orlando Ave., Maitland	Not Eligible
OR9770	Building 2	851 North Orlando Ave., Maitland	Not Eligible
OR9771	Building 3	851 North Orlando Ave., Maitland	Not Eligible
OR9772	Building 4	851 North Orlando Ave., Maitland	Not Eligible
OR9773	Building 5	851 North Orlando Ave., Maitland	Not Eligible
OR9774	Parker Lumber Company Resource Group	Encompasses all buildings above	Not Eligible

The FDOT will continue to coordinate the design of the proposed improvements (e.g., stations) with the SHPO staff so that potential visual and aesthetic effects can be avoided or minimized, and to ensure that historic integrity at nearby historic properties and districts is maintained.

The FDOT is committed to provide a high level of design treatment for proposed improvements. Such treatments may include ensuring that the design of station platforms and canopies are architecturally and aesthetically compatible with the design of nearby historic resources; as well as using landscaping to reduce the potential visual effects of parking lots.

In a letter dated June 20, 2008 (Appendix C), SHPO has determined that the proposed scope changes as it relates to Fort Florida, Longwood and Maitland Station sites will have no effect on any significant historic structures or districts, including those properties listed, determined eligible, or considered potentially NRHP-eligible.

⁹ Archaeological Consultants, Inc., Memo, *Central Florida Commuter Rail Transit (CFCRT), Longwood Station, Seminole County, Florida*, October, 2007

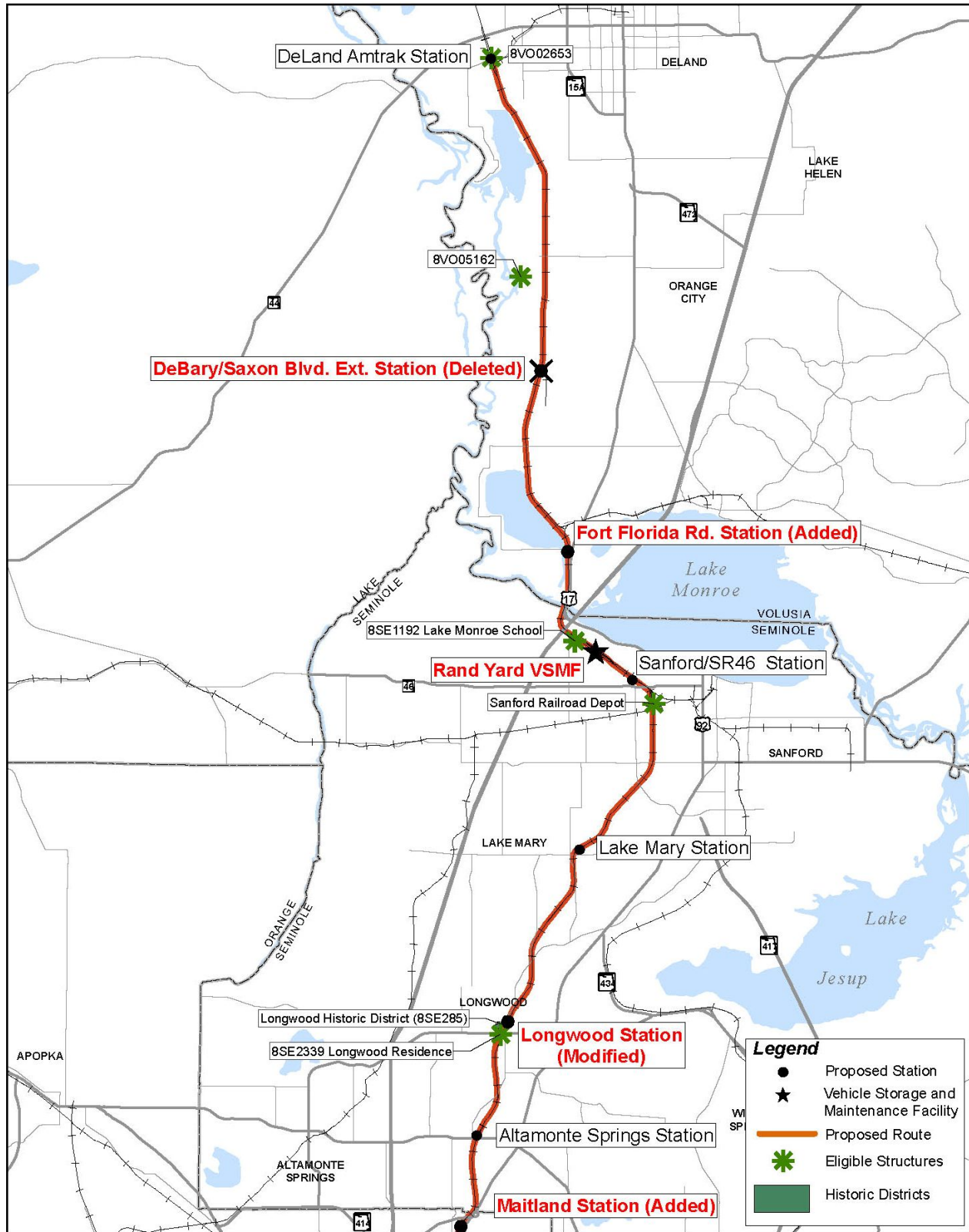


Figure 3-3a NRHP Listed and Potentially Eligible Historic Resources – Sheet 1 of 2

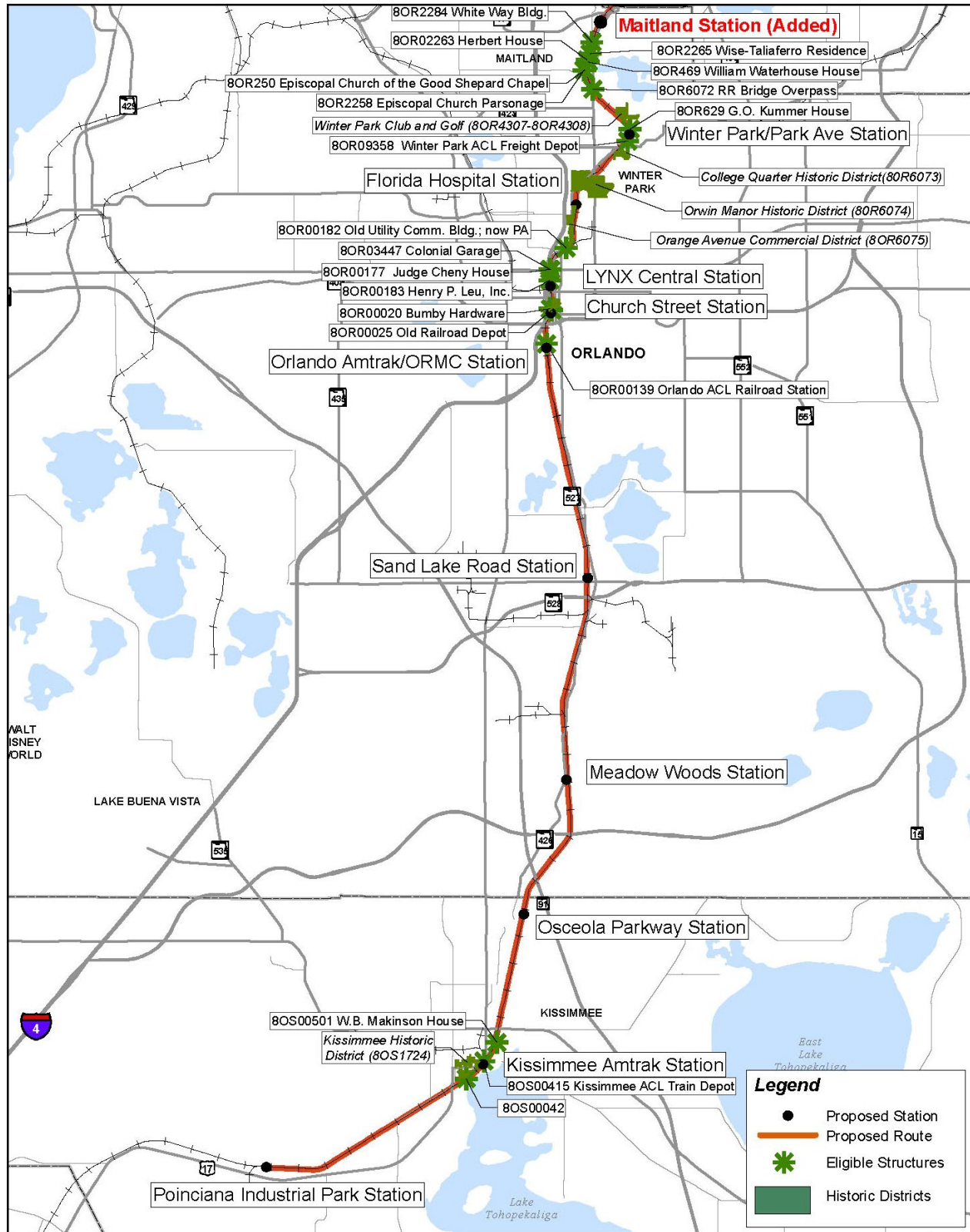


Figure 3-3b NRHP Listed and Potentially Eligible Historic Resources – Sheet 2 of 2

3.2.2 Recreation and Parkland Resources

This section summarizes the potential impacts of the proposed Project scope changes on existing recreation and parkland resources along the Project Corridor.

Methodology

Existing parklands mapping and site investigations along the CRT corridor were used to identify existing public parks, recreation areas and wildlife refuges. Information on park size, ownership, existing facilities and use, and any future plans or improvements was gathered. All of the parks and recreation areas identified lie in close proximity to the Project Corridor and generally are visible from the rail ROW or afford park users views of the rail ROW.

Existing Conditions

Table 3-4 lists the 4 parks identified along the CRT Corridor that are located in the vicinity of the new and modified stations. The location of the parks is noted on Figure 3-4. No publicly-owned wildlife refuges are located along the corridor.

Gemini Springs County Park is approximately 2 miles from the Fort Florida Road Station, Lake Monroe Park is approximately 1.5 miles from the station and Lake Monroe Wayside Park is situated approximately 1.6 miles. Hill Passive Park is approximately 900 feet from the Maitland Station.

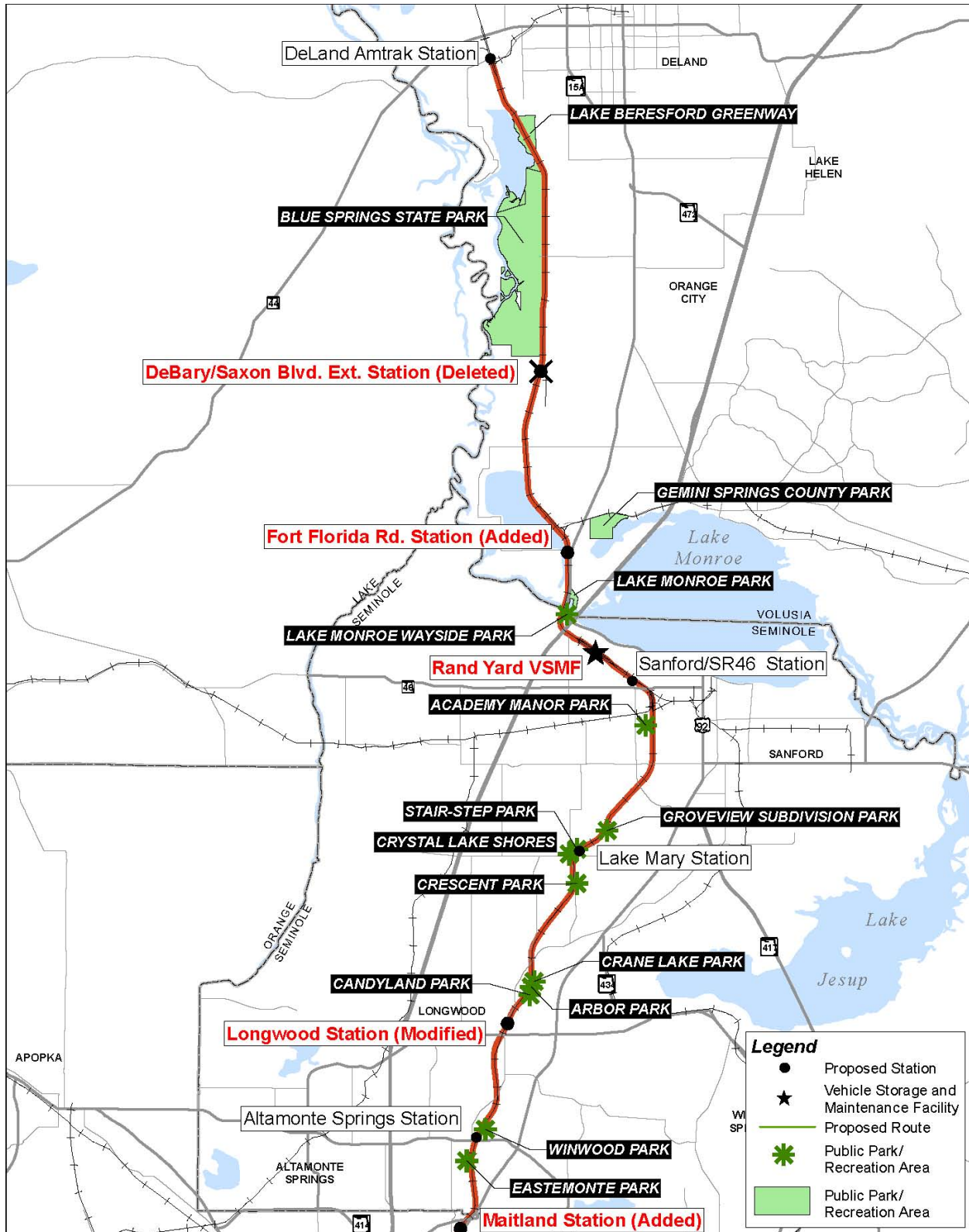


Figure 3-4a Publicly-Owned Parks & Recreation Areas – Sheet 1 of 2

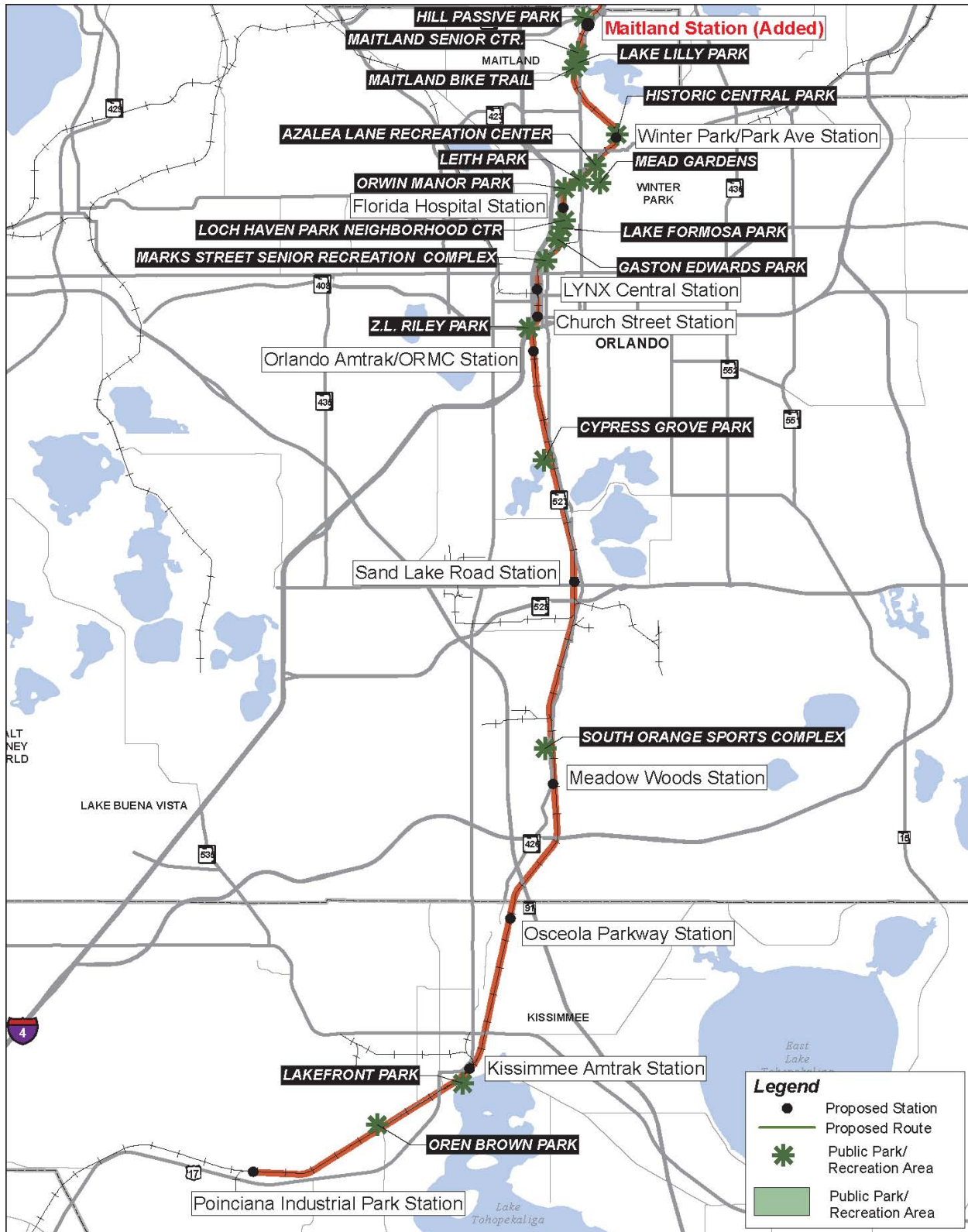
**Figure 3-4b Publicly-Owned Parks & Recreation Areas – Sheet 2 of 2**

Table 3-4 Parks and Recreation Areas Located Along the CRT Corridor

Name	Location	Jurisdiction	Activities
Gemini Springs County Park	DeBary	Volusia County	Camping, picnicking, swimming, scuba diving, canoeing and educational programs
Lake Monroe Park	DeBary	Volusia County	Camping, fishing, boat ramp, picnic tables, playground, volleyball
Lake Monroe Wayside Park	Sanford	Seminole County	Fishing, boat ramp, picnic tables
Hill Passive Park	Maitland	City of Maitland	Undeveloped parcel that, by deed restrictions, must remain in its natural state

Impacts and Benefits

Proposed station construction will not directly impact any identified park or recreation area. Temporary construction activities may affect access to and use of adjacent parks and recreational resources. Construction impacts that would temporarily affect park and recreational experiences include physical separation of parks and recreational resources from users (e.g., fencing of a street ROW); increased noise, dust, and truck traffic; and restricted or altered access. Full-Build Alternative CRT service is not planned for weekend or holiday periods when the parks in the vicinity of the stations are most heavily used.

Section 4(f) and Constructive Use

The proposed action will not require the use of any properties as defined by Section 4(f) of the U.S. Department of Transportation Act. FTA has determined that Section 4(f) does not apply.

Section 6(f) – Land and Water Conservation Fund

Lake Monroe Park on the St. Johns River in Volusia County (located to the east of the corridor across Route 17/92) was purchased, in part, with Federal Land and Water Conservation funds. The CRT Project will not impact this park; therefore Section 6(f) of the Land and Water Conservation Act of 1965 will not apply to this project.

Mitigation

No adverse impacts from operation of the Full-Build Alternative including the proposed Project scope changes are anticipated therefore no mitigation measures are required. Potential temporary construction period impacts (noise, dust, access restrictions) will be minimized to the greatest extent possible.

3.3 Natural and Physical Impacts**3.3.1 Pedestrian and Bicycle Facilities/Access**

Impacts and benefits to pedestrian and bicycle facilities for the proposed Project scope changes are discussed below.

Fort Florida Road Station: The Fort Florida Road Station will have improved access as future development occurs along US 17/92 to connect the station with the DeBary Town Center.

Longwood Station – In the vicinity of this station, sidewalks are currently provided along existing streets with handicap ramps at intersections. Existing sidewalks would be available for pedestrians accessing the site. There is no change from the original approved EA.

Maitland Station: This station, located adjacent to the Greenwood Gardens subdivision, would provide access to the bikeway that connects Maitland Community Park and the existing Maitland City Hall. Future plans for the new Maitland Town Center include strengthening the pedestrian connection along US 17/92 and expanding the bike trails to connect to Lake Lilly Park.

3.3.2 Visual and Aesthetic Resources

No negative visual impacts are anticipated; therefore, no specific mitigation measures are necessary.

3.3.3 Air Quality

As documented in the approved EA, the CRT Project is not located in a Non-attainment Area, and accordingly the Transportation Conformity Rule and its air quality requirements do not apply to the Project. The emissions inventory performed in the approved EA indicated that there are only very minor differences in emissions between the No-Build, TSM, and Full Build alternatives at the regional and for local CO concentrations. All estimated CO concentrations are less than applicable standards and this is not changed by the proposed Project scope changes in this supplement to the approved EA. The proposed Project scope changes have only minor net change in operation of the system compared to the system as defined in the approved EA. Therefore, no mitigation measures are required as a result of the proposed Project scope changes items.

3.3.4 Noise

A detailed noise and vibration assessment was performed along the Project Corridor, from DeLand in Volusia County to Poinciana Boulevard in Osceola County as part of the approved EA. Figure 3-5 presents the noise and vibration monitoring locations along the Project corridor.

Noise

The number of predicted FTA noise impacts along the proposed Project scope changes is five moderate impacts and one severe impact due to the use of the DMU warning horns at the grade crossings. To further reduce these noise impacts, the DMU warning horns could be modified or re-designed to reduce the sideline noise while still maintaining the Federal Railroad Administration's minimum noise requirement of 96 dBA L_{max} measured at a distance of 100 feet from the centerline of the horn. The FEIS prepared for the Utah Transit Authority Weber County to Salt Lake City Commuter Rail Project (April 2005), based the results of the noise analysis using a sheet metal shroud packed with 4-inch foam rubber as mitigation. The sideline noise levels from the train horns were estimated to be reduced by up to 22 dBA while maintaining full level of on-axis output and

would be consistent with FRA requirements. Applying this mitigation technique or similar redesign of the horn to reduce sideline noise of the DMU warning horns can be expected to eliminate all moderate impacts and severe impacts of the CRT. Table 3-5 presents the predicted CRT train operational noise levels at receptor locations for the proposed Project scope changes.

FDOT is committed to constructing a commuter rail Project that will not have adverse noise impacts on a corridor community with existing high noise exposure. During the start-up period of commuter rail operations, FTA, with the assistance of FDOT, will prepare a detailed noise assessment. This assessment will verify the predicted Project noise levels in the approved EA and this supplement to the approved EA and test the efficacy of its operational and horn noise analysis and mitigation measures to ensure that there will be minimal community noise impacts from this Project. The sheet metal shroud and foam rubber insulation shall be installed on all locomotives as described in the Mitigation Section of the approved EA. Table 3-6 presents the recommended mitigation plan to eliminate all noise impacts along the Project corridor through the use of custom modified train horns on the proposed DMU fleet.

If noise monitoring during the start-up period reveals that the selected mitigation does not adequately control noise, the Project sponsor is committed to adopting additional measures to reduce noise. In this case, the goal will be to eliminate all impacts in the “severe” range and to minimize the number of impacts in the “moderate” range. Such an outcome is consistent with FTA’s approved original EA for the Project.

Vibration

FTA criteria are related to ground-borne vibration levels expressed in VdB that are expected to result in human annoyance. These criteria were used to assess annoyance due to ground-borne vibration from the DMU transit operations. The Full Build Alternative including the proposed Project scope changes will not result in adverse vibration impacts along the corridor; therefore, no mitigation measures are required.

Table 3-5 Predicted CRT Train Operational Noise Levels at Receptor Locations for the Proposed Project Scope Changes

No.	Measurement Locations Receptor Description	Town	FTA Category	Date	Start Time	Duration	Measured Ambient Noise Level (dBA)	FTA Moderate Impact** Criterion (dBA)	FTA Severe Impact** Criterion (dBA)
1	25 Jason Drive*	DeBary	2	5/10/05	0715 hrs	24-hours	68 L _{dn}	63 L _{dn}	68 L _{dn}
4	115 West Pine Avenue	Longwood	2	5/6/05	1800 hrs	24-hours	74 L _{dn}	66 L _{dn}	72 L _{dn}
5	425 Lake Seminary Circle	Maitland	2	5/6/05	1700 hrs	24-hours	68 L _{dn}	63 L _{dn}	68 L _{dn}
5B	Lake Lily Park	Maitland	3	5/9/05	1400 hrs	1-hour	56 L _{eq} (h)	56 L _{eq} (h)	62 L _{eq} (h)

** Total Noise Level = Logarithmic sum of Measured + Predicted CRT train operational noise level without warning horns.

Source: KM Chung Environmental Inc.

Table 3-6 FTA Severe Noise Impacts from the Proposed Project Scope Changes with Proposed Mitigation

Region	Description/ Station Area	Number of Severe Impacts Before Mitigation	Proposed Mitigation	Number of Severe Impacts After Mitigation
2	DeBary/Saxon	0	Modify train horn	0
5	Longwood	0	Modify train horn	0

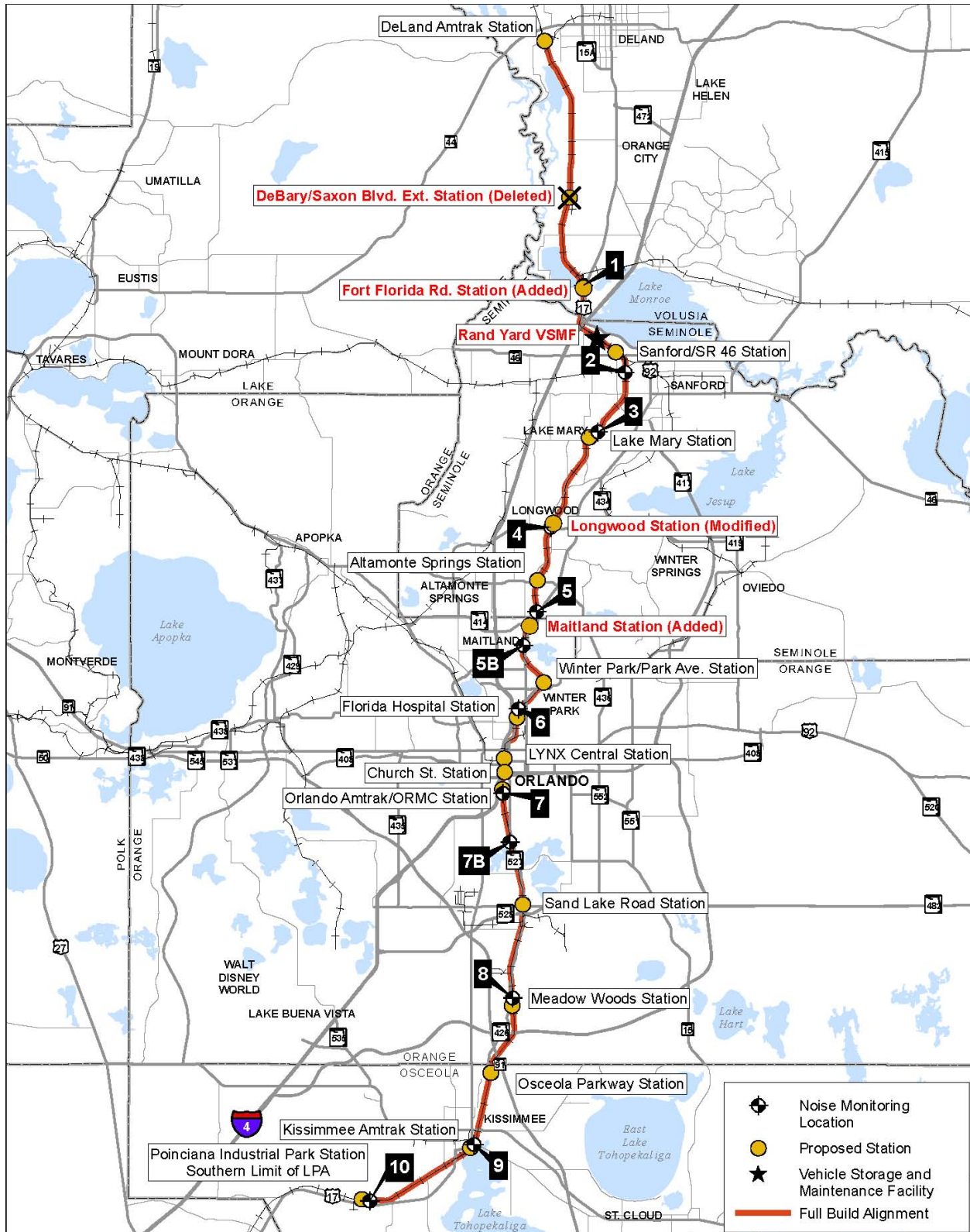


Figure 3-5 Noise & Vibration Monitoring Locations

3.3.5 Ecosystems

The Endangered Species Biological Assessment (ESBA) that was conducted in accordance with Section 7 of the Endangered Species Act of 1973 to assess potential effects on protected species and their habitats with the Project corridor was reviewed and it was found that the area around the Fort Florida Road station contains Upland, Scrub, Pine and Hardwood forest. The Longwood Station contains an area identified as Pine Flatwood habitat. The Rand Yard VSMF contains an area identified as Live Oak Woodland habitat. However, the areas surrounding the Maitland Station, Longwood and Station do not contain any protected species.

Therefore, no significant adverse impacts are anticipated to the regional populations of the federally or state-listed species protected by the Endangered Species Act of 1973, amended (16 U.S.C. 1531 et seq.) as a result of the proposed Project scope changes. However, all ecosystem commitments contained within the approved EA will be met.

3.3.6 Wetlands

In accordance with Executive Order 11990 (Protection of Wetlands) and USDOT Order 5660.1A, the Project Corridor was evaluated for any wetlands that have potential involvement with the proposed improvements.

The maximum (worst case) wetland and other surface water feature impacts are estimated at 23.36 acres for the entire 61-mile corridor. Of these impacts, 18.01 acres are directly associated with station locations.

The Fort Florida Road Station has a 1.45 acre impact on wetlands. The net decrease is 0.2 acres after the 1.65 acres from the DeBary/Saxon Boulevard Extension Station is deducted. The Fort Florida Road Station site has a wetland forested mix covering 1.45 acres. These impacts are proposed to highly disturbed wetland fringes within the existing railroad corridor and station location.

The original Longwood Station contained 0.9 acre of Willow and Elderberry wetlands. The revised park-and-ride lot layout has a total of 0.8 acre of wetlands. This includes 0.37 acre of Freshwater marshes, 0.35 acre of Willow and Elderberry wetlands and 0.08 acre of streams and waterways. This is a net reduction of 0.1 acre of impacted wetlands for this site.

There is no change from the approved EA as a result of the addition of the Maitland Station.

In the locations where new parking lots are required, efforts will be made to avoid direct impacts to any extant wetland resources. Wetland impacts will be mitigated pursuant to S. 373.4137 FS to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C.s. 1344 as indicated in the approved EA.

3.3.7 Water Quality

No change from the approved EA. Figure 3-6 (Sheets 1 and 2) presents the floodplains in relation to the proposed Project scope changes.

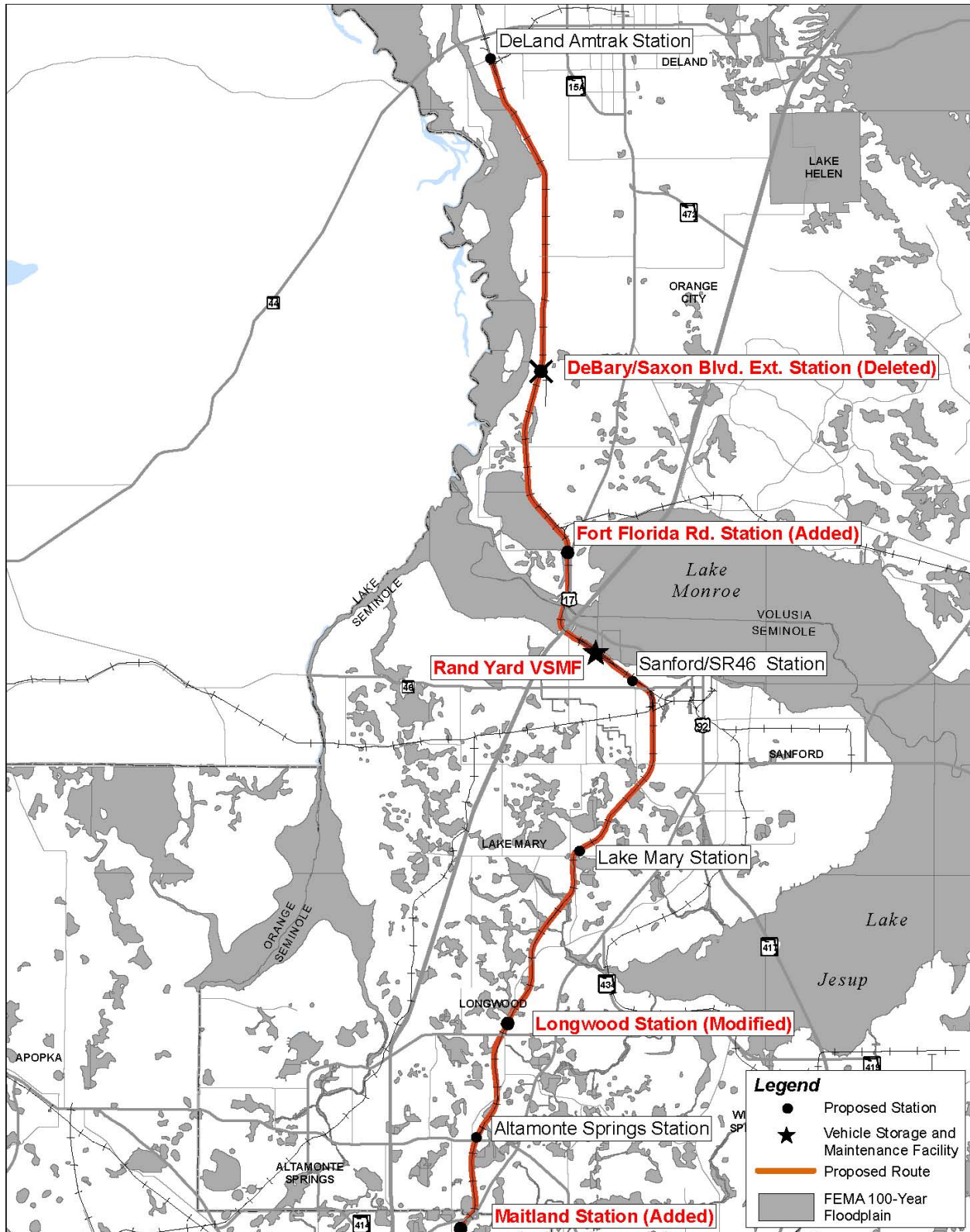


Figure 3-6a Floodplains Sheet 1 of 2

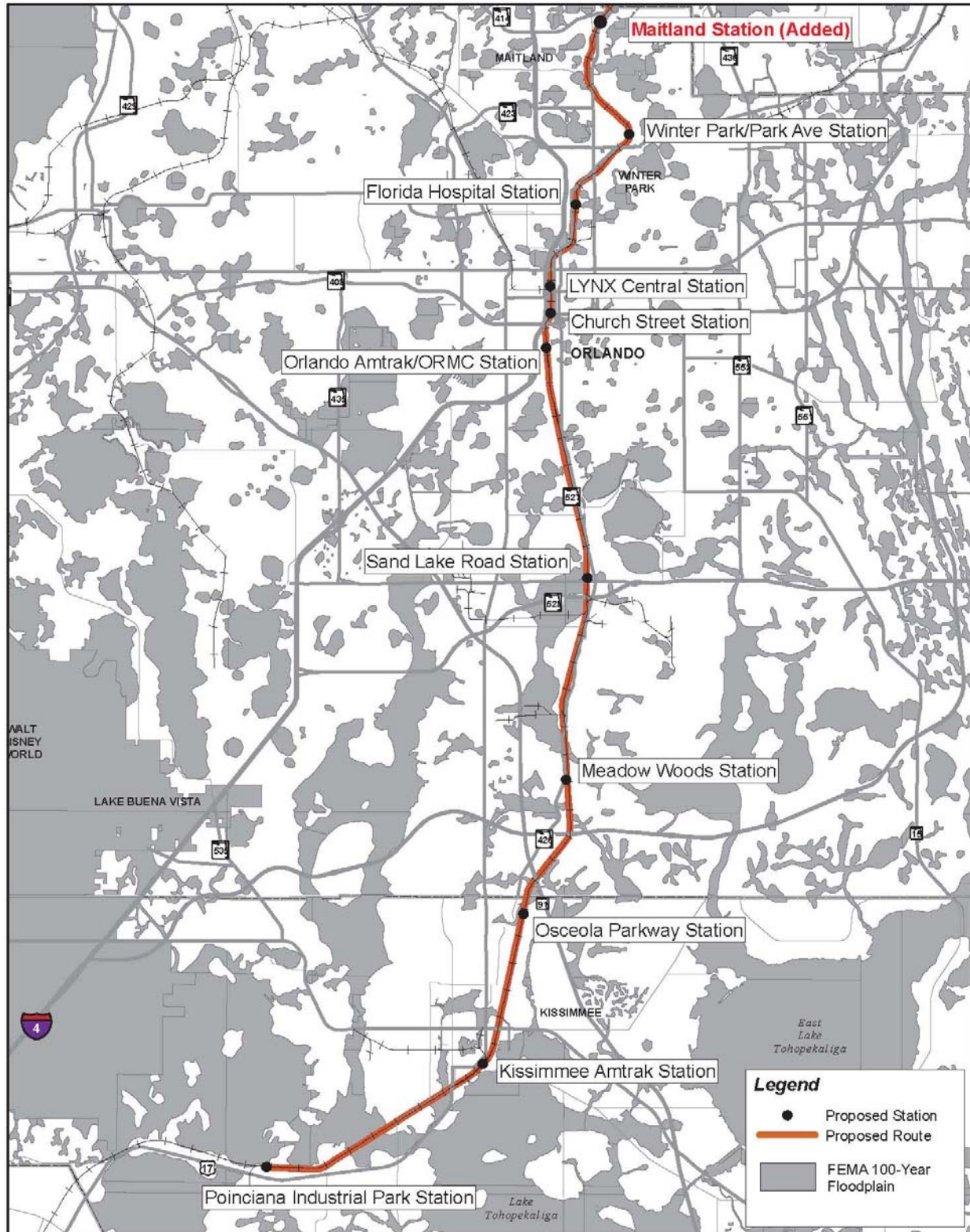


Figure 3-6b Floodplains Sheet 2 of 2

3.3.8 Contamination

There is a potential liability associated with acquisition of property that is contaminated. Additionally, contamination can have an impact on construction, particularly dewatering, since any contaminated groundwater that may be encountered would require treatment and special permitting. Contaminated soil would require special treatment and disposal and could not likely be used as fill. Figure 3-7 shows the ratings for contamination risk by location.

Changed Conditions

Fort Florida Road Station: A Contamination Screening Evaluation Report (CSER) Addendum (Appendix B) was prepared for the Fort Florida Road Station site¹⁰. The Florida Power and Light (FP&L) land was rated as medium and the adjacent properties rated as high. Although the CRT Project is only purchasing the FP&L land, the CSER rated the proposed station site risk as high.

A further review of public records will be performed and preliminary soil screening evaluations will take place to detect the presence of contaminants in soil or groundwater prior to acquisition of property or initiation of construction activities. Specific recommendations for this site have been developed and are documented in the CSER Addendum, which is presented in Appendix B. These specific recommendations include conducting soil and groundwater investigations at locations identified as Lil' Sammy's Food Mart, Florida Power and Light's above-ground storage tank (AST), and the southern portion of the Station area, adjacent to ATA GolfCarts.

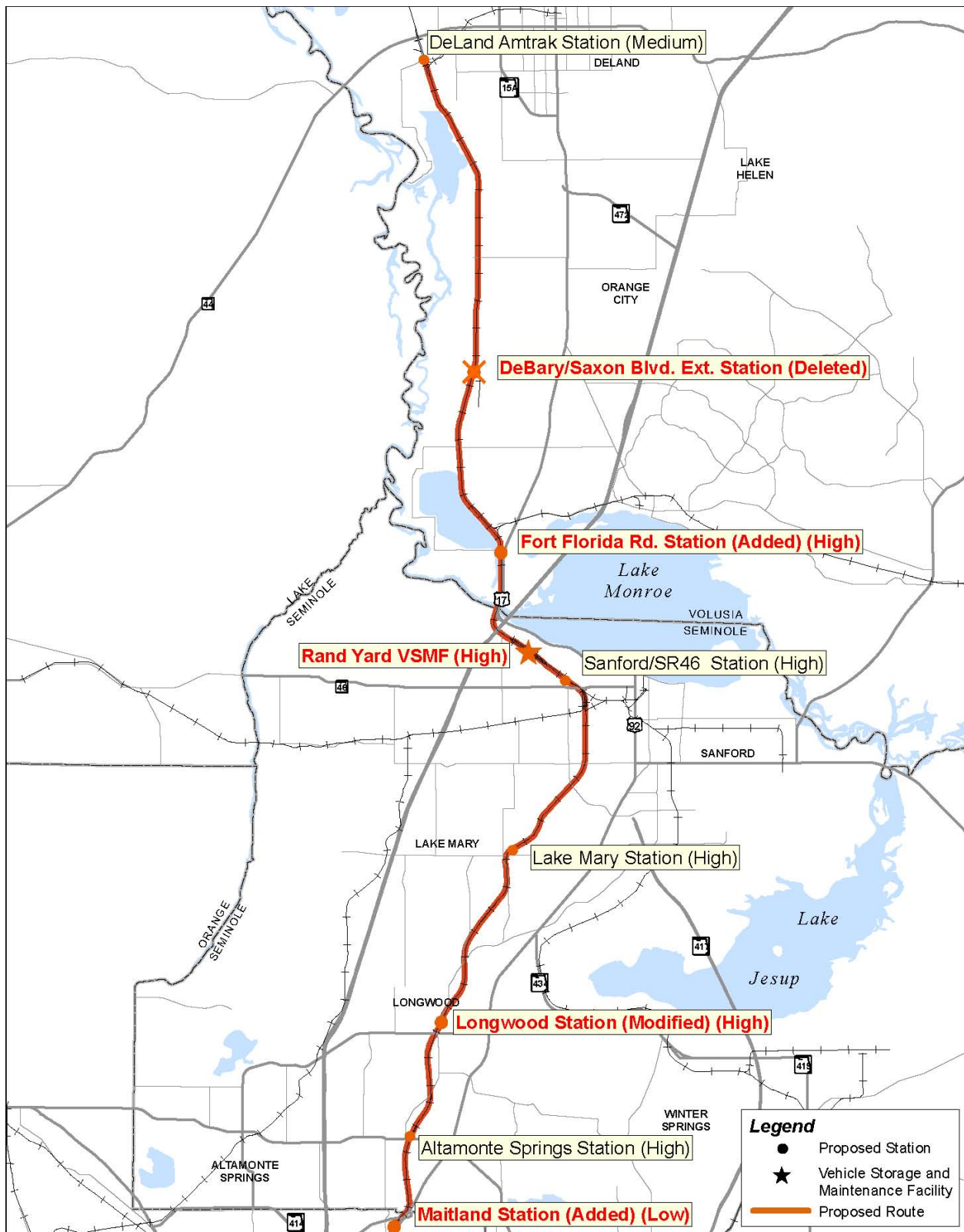
Maitland Station: The Maitland Station was previously rated as No Risk. An updated CSER Addendum (Appendix B) was prepared¹¹ to acknowledge the proposed park and ride lot footprint. Research, field reconnaissance and personal interviews were conducted and indicated the previous removal (1990) of an underground unleaded gasoline storage tank on a portion of the Parker Lumber Company facility (the site of the proposed park-and-ride lot). Although not required in 1990, a Tank Closure Report would be required by current regulations. Given the absence of a Tank Closure Report, and the fact that the current station layout is comprised of a significant portion of the Parker Lumber Company facility including areas where facility operations have historically occurred, a CRPR of Medium has been reassigned to this facility.

An adjacent facility, A Screen Printer, was previously identified as Executive Top Quality Cleaner, and listed as a FINDS and RCRA site. Based on work performed as part of the CSER Addendum (Appendix B), it was discovered that the facility has never operated as a dry cleaner and is not listed as a hazardous waste generator in the public record. As a result, this facility was assigned a CRPR of Low.

The CSER Addendum recommends conducting soil and groundwater investigations on the portion of the Parker Lumber Company that will be utilized for the Maitland Station. The investigations would be conducted to evaluate potential liability associated with right-of-way acquisition and construction of the re-configured parking facility.

¹⁰ Geotechnical and Environmental Consultants, Inc., *Contamination Screening Evaluation Report Addendum for the Central Florida Commuter Rail Transit Project, Proposed Fort Florida Road, Longwood, Altamonte Springs and Maitland Stations in Volusia, Seminole, and Orange Counties*, August, 2007.

¹¹ Geotechnical and Environmental Consultants, Inc., Correspondence from Guilfoyle, Orcino dated December 10, 2007.

**Figure 3-7 Station Contamination Risk Potential Ratings**

Longwood Station: The approved EA listed Longwood as Medium risk. The addition of the City of Longwood Public Works site changed this to High risk¹². This facility was listed with a total of nine storage tanks, of which two were deleted from registration in 2005. One underground storage tank (UST) and three ASTs were removed between 1991, but no tank closure assessment information was available for review. In March, 1989, the facility was placed under consent order by FDEP. Subsequent to cleanup activities conducted under Consent by the City of Longwood, the City paid a fine and was released from any further cleanup and/or assessment requirements in 1991. In addition, an on-site monitoring well was determined to be associated with a nearby drycleaner facility that has been documented as a solvent-contaminated site currently being remediated. Based on this information, the City of Longwood Public Works facility was assigned a CRPR of High.

Recommendations associated with the City of Longwood Public Works facility included conducting soil and groundwater investigations at the former USTs, vehicle repair facility, chemical storage areas, and RCRA area. If information associated with the drycleaner remediation is not available before Level II Assessment activities are initiated at the Longwood Station, it is recommended that assessment activities be conducted to ascertain if the containment plume is impacting the station location.

Based upon updated research, field reconnaissance and personal interviews,¹³ additional areas of the City of Longwood Public Works site (a chemical storage shed and an equipment storage shed) were identified as containing pesticides and herbicides. Based on this information and the information stated in the previous CSER Addendum, Appendix B, this facility retained a CRPR of High.

The latest review and discoveries indicate that additional soil and groundwater investigations should be undertaken in the areas adjacent to the chemical storage shed and equipment storage area to assess the potential for soil and groundwater contamination that may have occurred as a result of on-site land use / activities.

Depending upon the nature and extent of contamination impacts as determined by the Level I and/or Level II contamination assessment activities for these sites, risk analysis for impacts to the Project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies will be devised. Mitigation measures, dependent on the results of additional site specific assessments of soils and groundwater will be developed during Project design, as appropriate.

¹² Geotechnical and Environmental Consultants, Inc., *Contamination Screening Evaluation Report Addendum for the Central Florida Commuter Rail Transit Project, Proposed Fort Florida Road, Longwood, Altamonte Springs and Maitland Stations in Volusia, Seminole, and Orange Counties*, August, 2007.

¹³ Geotechnical and Environmental Consultants, Inc., Correspondence from Guilfoyle, Orcino dated August 27, 2007.

3.3.9 Farmlands

Through coordination with the Natural Resources Conservation Service (NRCS), it has been determined that the Project study area, which passes through the urbanized areas of Deltona, Orlando, and Kissimmee, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to the Project.

3.3.10 Energy

Transportation is Florida's second largest energy use sector with 36 percent of the total. Automobile and truck use make up the vast majority of the transportation energy use total.

Because the implementation of the Full-Build Alternative would result in a reduction in indirect energy usage in the Project study area, no mitigation measures are required.

3.3.11 Construction Impacts

The addition of the two stations would not change the impacts associated with construction.

Noise and vibrations impacts will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's "Standard Specifications for Road and Bridge Construction," in addition to those recommended in the Construction Noise and Vibration Mitigation section of this document. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

Cleanup and remediation efforts during construction include removal of contaminated soil and/or groundwater. Contaminated soil typically will be stockpiled in designated areas along the alignment, and then transported from the stockpile area for further treatment or disposal. Contaminated groundwater removed as a result of dewatering may be stored in tanks on the construction site, discharged to a local storm drain or sewer in compliance with discharge permit requirements, or transported from the site for treatment or disposal.

4 TRANSPORTATION IMPACTS

The existing and future baseline conditions of the transportation system and services in the CRT Study Corridor without the proposed CRT Full Build Alternative are summarized in Chapter 4 of the approved EA, pages 4-1 through 4-41. Also included in the approved EA is the description and evaluation of the CRT Full Build impact on the following components of this baseline: traffic and roadways; parking at and near the station sites; public transportation; freight transportation patterns; and the St. John's River marine traffic. That analysis lead to the identification of locations with significant potential negative impacts for which solutions are proposed to eliminate or mitigate these impacts.

In this chapter, the Project scope changes to the Full Build Alternative are clarified as they pertain to transportation impacts. As previously stated, although the limits of the Project have not changed, the number of stations has increased from 16 to 17 stations with the addition of Maitland Station. The DeBary/Saxon Boulevard Station is replaced by the Fort Florida Road Station, and the Longwood Station parking has been reconfigured. Transportation impacts are summarized for Maitland Station, Fort Florida Road Station, and Longwood Station. As the DeBary/Saxon Boulevard Station has been removed, it will be excluded from any further analysis related to this project.

4.1 Traffic and Roadways

The Project will have only limited impact on traffic operations at study roadways and intersections. The small number of locations that may be impacted by the Project can be mitigated, as discussed in Section 4.1.6 of the approved EA.

4.1.1 Existing Traffic Conditions

Existing physical, operating, and safety conditions for the traffic roadway system in the CRT Study Corridor were evaluated. The summary of existing conditions listed in Section 4.1.1 of the approved EA illustrated several areas that currently operate deficiently and/or experience safety issues. Further information is provided in the Existing Roadway and Traffic Conditions Report, December 2005. There has been no change in this section. Since the Longwood Station is simply a reconfiguration of the previously approved park-and-ride lot, the station was included within the original documentation for the approved EA.

No existing traffic operational deficiencies have been determined in the vicinity of the Fort Florida Road and Maitland stations.

4.1.2 Traffic and Roadway Impact Analysis Approach and Methodology

Section 4.1.2 of the approved EA summarized the development of daily and peak hour traffic volumes that were used to analyze study roadways and intersections and the major roadway improvements assumed at the study grade crossings and intersections for 2030 No-Build and Build conditions. This section in the approved EA described the approach/methodology used to estimate future traffic volumes for the 2030 No-Build and CRT Full Build Alternative, and presented the resulting roadway and intersection traffic volumes in the vicinity of the CRT route and stations.

There are no changes to this section of the approved EA. Traffic volumes at Project stations will be minimal as compared with traffic on adjacent roadways. It should be noted that the stations do not generate any new trips per se; instead, the transit improvements divert traffic that is already on the adjacent roadway network to the station parking areas to utilize the alternative mode of transportation.

4.1.3 Roadway and Intersection Turning Movement Analysis

The methodology to determine future traffic volumes is explained in Section 4.1.3, page 4-4 in the approved EA.

Table 4-1 summarizes the vehicle trips at the new Fort Florida Road and Maitland Stations during peak hours. Vehicle trips at stations would already be on the future roadway network and are not generated by the Project. With implementation of a new alternative mode of transportation, these vehicle trips would instead be redirected from the adjacent roadway network to the stations.

The proposed stations are generally classified as either “origin” or “destination” (or “walk access”) stations. Origin stations are those locations where most CRT riders would originate their daily trip from, typically a commute trip. These are stations that are located outside the urban core of Orlando where riders would walk, drive or use a feeder bus from their home to the CRT station to board a train for travel to work. Destination stations are locations where CRT riders will alight to walk or connect with a bus to reach their place of employment or other destination. Generally, station vehicle trips are higher for origin stations than for destination stations. Station trips for Fort Florida Road Station and Maitland Station are shown in Table 4-1. The Fort Florida Road Station is estimated to generate 148 vehicle trips during the commuter peak hours and the Maitland Station is estimated to generate 200 vehicle trips during the peak hours.

Table 4-1 2030 Vehicle Trips at Stations in Peak Hours

Station	a.m. Peak Hour		Total	p.m. Peak Hour		Total
	Ins	Outs		Ins	Outs	
Fort Florida Road Station	94	54	148	54	94	148
Maitland Station	128	72	200	72	128	200

Source: Earth Tech Inc. and AECOM Consulting.

The Year 2030 CRT Full Build Alternative traffic volumes and turning movements at Fort Florida Road Station and Maitland Station are shown in Figure 4-1 and Figure 4-2, respectively.

Vehicle trip generation at the Longwood Station has not changed as a result of the parking layout reconfiguration. There was a reduction of 21 parking spaces which would have no impact to vehicle trip generation.

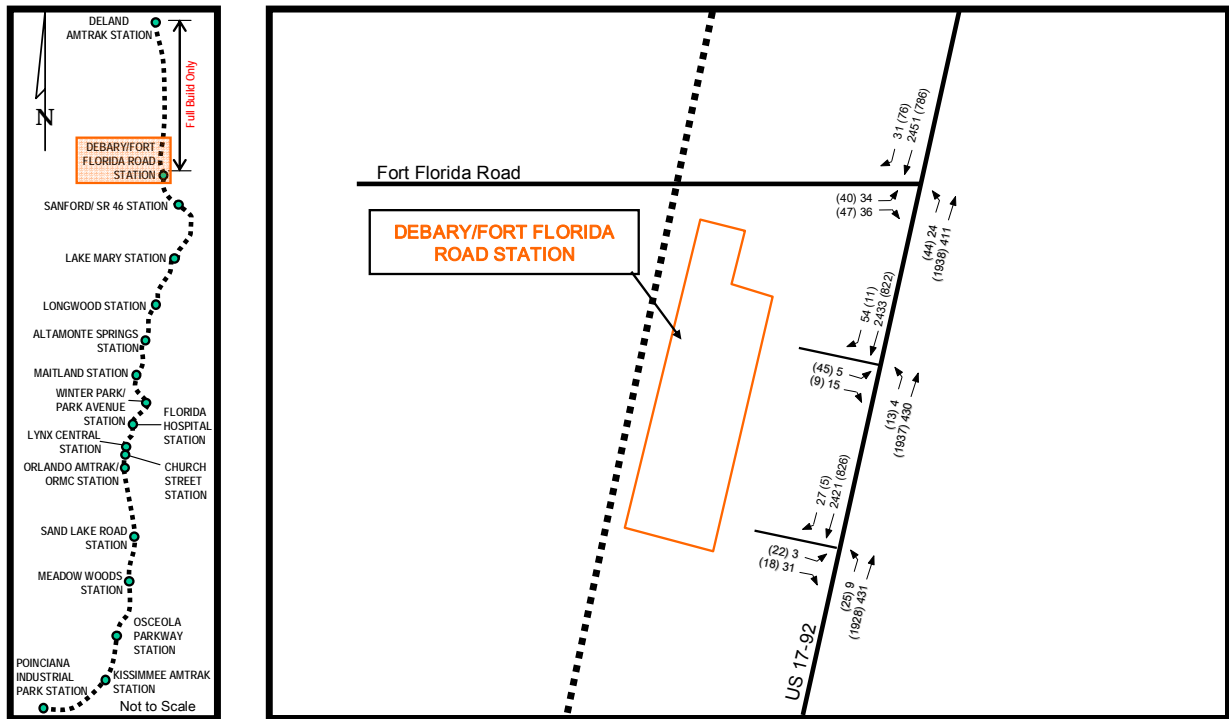


Figure 4-1 Fort Florida Road Station Turning Movement Volumes – 2030 Full Build

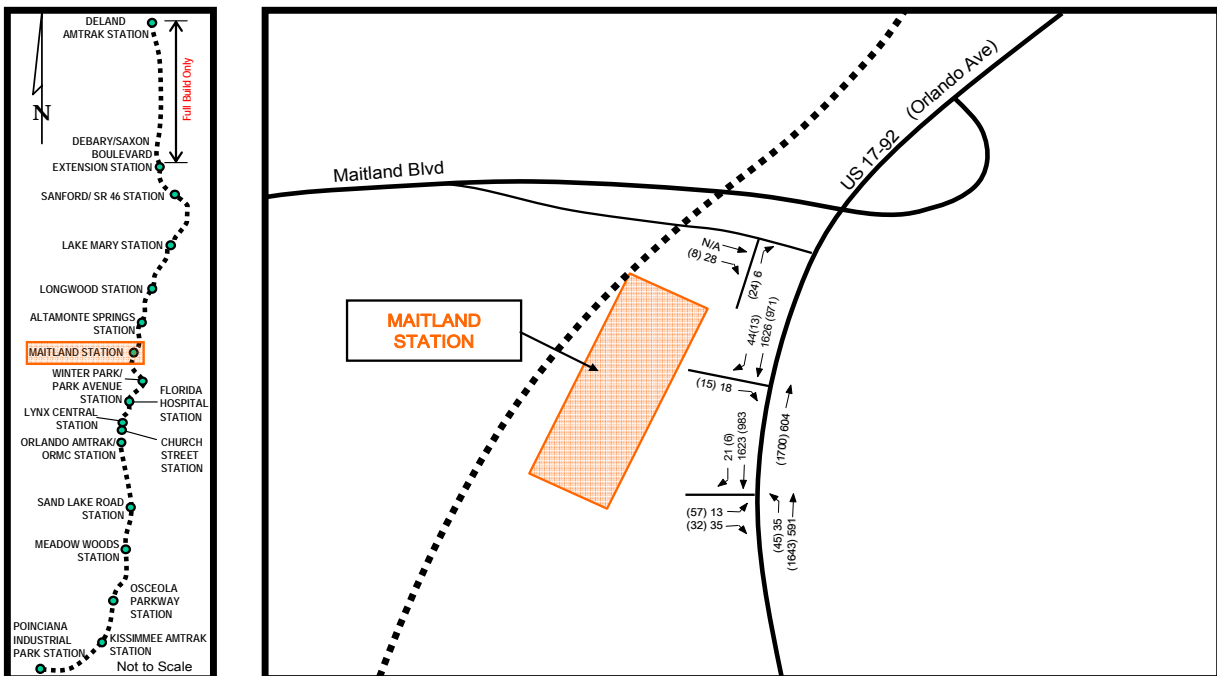


Figure 4-2 Maitland Station Turning Movement Volumes – 2030 Full Build

In summary, a small amount of traffic will be shifted from surrounding roadways to the Fort Florida and Maitland stations. The level of Project-related traffic is low compared with traffic on adjacent roadways.

4.1.4 Station Areas and Intersections

Section 4.1.4 of the approved EA evaluated potential traffic impacts in the vicinity of park-and-ride lots for the TSM Alternative, and proposed station locations for the 2030 No Build and CRT Full Build Alternatives. Since the level of Project-related traffic at stations is low (see Section 4.1.3), the Project has little or no impact on traffic operations on the adjacent roadways and at study intersections.

Station Areas

Table 4-2 summarizes the station roadway traffic analysis results for the new stations at Fort Florida Road and Maitland. Traffic volumes on roadways adjacent to the stations were screened for analysis based on the traffic volume screening criteria outlined in USDOT, Urban Mass Transportation Administration (UMTA, now FTA), Circular C 5620.01, "Guidelines for Preparing Environmental Assessments," October 16, 1979. The impacts are deemed to be generally not significant if the proposed Project would result in total traffic volumes of less than 600 vehicles per hour per lane (vphpl) on principal arterials and 500 vphpl on minor arterials or collectors.

Table 4-2 Station Traffic Screening Analysis Results

	Full Build 2030	Full Build 2030
Station	Exceeds FTA Roadway Volume Threshold ¹	Impacts Public Roadway
Fort Florida Road Station	No	No
Maitland Station	No	No

¹
UMTA C 5620.1, Table K

The traffic volume screening analysis shows that Project-generated traffic volumes along the roadways adjacent to the Fort Florida Road and Maitland stations are below threshold criteria and do not require further analysis. There is no change from the original approved EA for the Longwood Station. In addition, no stations will divert traffic to sensitive areas such as residential neighborhoods, historic districts, or hospital zones. The VMSF is expected to generate only low traffic volumes by employees and would not reach the volume threshold criteria listed above.

In summary, the addition of the Fort Florida Road and Maitland stations will not have an adverse impact on the adjacent roadway system or sensitive areas. The Project will not adversely impact the major roadway movements at the station driveway locations. The reconfiguration of parking at the Longwood Station will not change traffic analysis findings from the approved EA analysis.

4.1.5 Roadway At-Grade Crossings Delays

There are no changes to this section of the approved EA. The CRT Full Build Alternative will have only a limited impact on intersections and roadways in the Study Corridor. The

Fort Florida Road at-grade crossing will not increase traffic delay within the study corridor. The Longwood Station parking reconfiguration will not change results summarized in the approved EA. Elements that will be implemented as part of the CRT Full Build Alternative, such as a new Constant Warning Time signal system, will reduce grade crossing delays and improve operations and safety throughout the Corridor.

4.1.6 Station Pedestrian and Bicycle Connections

The Fort Florida Road and Maitland Stations will provide connections to existing and future pedestrian and bicycle facilities adjacent to these stations. The addition of these stations will not have an adverse impact on pedestrian and bicycle operations and accommodations. The reconfigured Longwood Station will continue to provide connections to existing and future pedestrian and bicycle facilities.

4.2 Parking

Parking was evaluated for the Full Build Alternative and can be found in Section 4.2 of the approved EA. Determining localized parking demands for station areas is a result of travel demand forecasting. FDOT bears the ultimate responsibility for parking mitigation, and is committed to working with local communities and developers for the provision of the necessary number of parking spaces at each station location.

4.2.1 On-Street Parking

A full summary of the parking availability can be found in Section 4.2.1 of the approved EA. A discussion of existing public on-street parking supply and peak demand for a two-block radius around the proposed “walk” stations of Winter Park, Florida Hospital, LYNX Central Station, Church Street, and Orlando Amtrak/ORMC was also included in this section. No on-street parking is provided at the Fort Florida Road and Maitland stations. No on-street parking is associated with the VMSF. The Longwood Station off-street parking revisions will not affect on-street parking. Therefore, there are no changes in this section to the approved EA.

4.2.2 Station Parking

The following is a description of the existing conditions at the proposed Project scope changes CRT stations and the amount of parking that will be provided as part of the Full Build Project. No changes have been made to the other CRT stations.

- **Fort Florida Road Station** – The station design includes 275 park-and-ride spaces in the land parcel acquired for the station.
- **Maitland Station** – The station design includes 250 park-and-ride spaces to be provided by a local developer and the City of Maitland. This joint development agreement is an integral part of the parking plan for this location.
- **Longwood Station** – As a result of minor changes in configuration of the park-and-ride lot, the parking supply will decrease from the approved EA of 375 park-and-ride spaces to 354 spaces.

Table 4-3 shows the proposed parking supply for the new stations at Fort Florida Road and Maitland. The proposed Project scope changes will provide a total of 879 parking spaces.

The proposed parking spaces for both the Fort Florida and Maitland stations is sufficient to accommodate parking demand based on ridership projections and vehicle generation estimates shown above.

The Fort Florida Road Station replaces the previously proposed DeBary/Saxon Boulevard Station which included a parking supply of 275 spaces to meet projected demand.

Current planning at Maitland Station call for the construction of two 125 space parking structures (see Appendix A, A-3 Maitland Station Site Plan). The provision of the proposed 250 park-and-ride spaces at the Maitland Station will be accommodated through a joint use development agreement between the City of Maitland and local developers. FDOT has begun discussions with the city and will continue to formalize agreement conditions as the Project progresses.

The reconfiguration of parking at the Longwood Station will improve access, egress, and circulation. As a result, the number of spaces will decrease by approximately 5%, to 354 spaces from what was originally proposed in the EA (375 spaces). The proposed 354 parking spaces will continue to be adequate to accommodate demand at Longwood Station.

The Project will not reduce or impact parking supply for any businesses/residences that will continue to operate adjacent to the Project. In summary, the addition of the Fort Florida Road and Maitland stations does not change the finding of no significant impact on parking.

Table 4-3 Station Parking Supply and Impact Summary

Station	Proposed Station Parking Supply (spaces)	Adequate Parking Provided By Project	Existing Parking Spaces Impacted ¹	Replacement Parking Provided?	Parking Impacts? (based on FTA C 5620.1) ²
Fort Florida Road Station	275	Yes	0	N/A	No
Maitland Station	250	Yes	0	N/A	No
TOTAL	525	Yes	0		

Station site plans for the Fort Florida Road, Maitland, and Longwood stations are provided in the Appendix A.

4.3 Transit

Section 4.3 of the approved EA addressed the potential impacts of the CRT Full Build Alternative on transit and related services in the study area. The CRT Full Build Alternative provides the strongest system identity and highest capacity for connecting the existing and planned transit services in the region in the long-term.

4.3.1 Existing Transit and Related Services

The CRT is generally well served by fixed route bus transit operated by two regional transit authorities serving the four-county study area. The regional transit bus services within the Study Corridor are provided by the CFRTA, known as LYNX, and the Volusia County Public Transit System, known as VOTRAN. Amtrak intercity rail passenger service utilizes the CSXT A-Line tracks. Additionally, there are private intercity bus services and a variety of public and private shuttle bus operators.

All public commuter transit services in the study area today are buses operating in mixed traffic, with the exception of the existing downtown bus circulator. The CRT Full Build Alternative would add commuter rail service to the existing network of transit and related services within the study area, would not eliminate or reduce any of those services, and therefore, would have no adverse impact on them. No new fixed bus routes have been proposed above those featured in the No-Build Alternative as described in the approved EA. Minor route deviations or short route extensions to local bus routes will provide transfer connections to the new Fort Florida Road and Maitland stations. These bus route modifications associated with the supplement to the approved EA will not adversely impact riders using existing VOTRAN or LYNX fixed route services. Route modifications are outlined in the *CRT Final Transit Operating Plans Report, November 2007*.

Amtrak

Existing Amtrak service in the Study Corridor serves a long distance intercity travel market, not the commuter travel market. Existing Amtrak stations are located in DeLand, Winter Park, Orlando, and Kissimmee. The Sanford Amtrak Station closed in 2005 and is no longer in use. The CRT Full Build Alternative will modify portions of passenger platforms at the four existing Amtrak stations to accommodate the relatively short commuter rail DMU trains. In addition to these four Amtrak locations, the CRT Full Build Alternative will construct thirteen new commuter rail stations at other locations along the rail line. The CRT Full Build Alternative will not adversely impact any of the existing Amtrak operations in the Study Corridor.

Private Transportation Services in Corridor

The Corridor is within the Central Florida region, which has one of the largest private sector transportation markets in the country. A variety of private bus operators provide transit service in the Corridor; however, most of these are charter service companies or small carriers, and do not serve the commuter market identified in the travel market analysis. The proposed Project scope changes to the CRT Full Build Alternative are not expected to have any adverse impact on Greyhound Lines, Inc. nor on other private transportation providers.

4.3.2 Geographic Areas of Service

The geographic location of transit services in the Corridor, and in particular, the location of station stops, is an important measure of how well travel markets are served and how accessible the services are to the traveling public. The analysis shows that the Project scope changes to the CRT Full Build Alternative would have no adverse impact on the geographic area of transit service in the study area, and would increase the service area.

4.3.3 Travel Times and Reliability

Travel time and service reliability are discussed in Section 4.3.3 of the approved EA. The proposed Project scope changes to the Full Build Alternative would have no adverse impact on travel times and reliability in the study area.

4.3.4 Frequency and Hours of Service

Section 4.3.4 of the approved EA compares service frequencies. The proposed Project scope changes to the CRT Full Build Alternative specified in this document would have no adverse impact on the frequency and hours of transit service available to the public in the study area, and would actually increase service frequency in many markets.

4.3.5 Transit Impacts Summary

The CRT Full Build Alternative will have a strong positive impact on the quantity and quality of transit services provided within the study area.

The proposed Project scope changes will have no negative impacts for transit. The CRT Full Build provides a mix of transit services that best serve projected travel demand as evidenced by the highest systemwide transit patronage and mode share.

The proposed Project scope changes will provide a total 879 parking spaces. The potential impacts associated with the parking spaces have been evaluated and mitigated throughout this supplement to the approved EA.

4.4 Travel Demand Forecasting Model

A complete description and discussion of model systems can be found in Section 4.4 of the approved EA. Regional model results for the CRT Full Build Alternative show that the Full Build would increase systemwide transit demand, patronage, and mode share.

The approved EA Full Build Alternative achieves the highest boardings and passenger miles. Linked transit trips are a good indicator of the mode shift achieved because it counts each trip only once in each direction regardless of whether transfers are involved.

For the supplement to the approved EA, DeBary/Saxon Station is removed and Fort Florida Road and Maitland Stations are added. The New Starts ridership for the 31 mile IOS is shown in Table 4-4. , This would result in the largest gain in system wide linked transit trips of any alternative.

Table 4-4 2030 Daily Transit Trips (Linked Trips)

Alternative	Daily Transit Trips	Change from No-Build Alternative (trips)	Change from TSM Alternative (trips)
IOS	120,868	+5,710	+3,696

Source: New Starts Application, November 2007

4.5 Freight

Trucking and Freight Rail are the primary modes for existing freight movements in the Corridor. A complete discussion of freight rail can be found in the approved EA, Section 4.5.

4.5.1 Freight Rail

There are no changes to this section of the approved EA. The CRT Full Build Alternative would add a new signal system and approximately 40 miles of second mainline track. These upgrades will result in a faster and safer operation through the Study Corridor for both passenger rail traffic and freight rail traffic.

4.5.2 Trucking

There are no changes to this section of the approved EA. The CRT Full Build Alternative would have no impact on long-distance through truck traffic because all major through routes are currently grade separated. Local delivery truck traffic and long-distance truck traffic that originates or terminates in the Corridor are potentially impacted during the CRT peak hour service. However, the measures presented previously in Section 4.5.2. of the approved EA regarding intersection, grade crossing and roadway improvements will mitigate the impact of the CRT Full Build Alternative on truck traffic.

4.5.3 Marine Transportation

There are no changes to this section of the approved EA. The CRT Full Build Alternative would utilize the existing rail bridge across the St. Johns River for commuter rail operations. Because marine traffic on the St. John's River at this location is recreational and relatively light during the weekdays, CRT commuter operations will not be delayed due to marine traffic.

4.6 Summary

As described in the above sections, the CRT Full Build Alternative including the proposed Project changes provides substantial transportation benefits and addresses the purpose and need for the Project as identified in Chapter 2. The CRT Full Build Alternative provides these substantial transportation benefits with no significant adverse transportation impacts. The CRT Full Build Alternative addresses the Project goals and objectives related to transportation, in particular, the mobility goal and its objectives to maximize transit ridership, maximize transit reliability, minimize travel time, and integrate with regional transit service.

No study intersections will deteriorate to deficient conditions as a result of the CRT Full Build Alternative including the proposed Project scope changes. The CRT will not

increase traffic delay for the vast majority of at-grade crossings throughout the Study Corridor. The new Fort Florida Road and Maitland Stations will not adversely impact roadways and intersections.

The parking supply identified for the Project will be adequate to accommodate parking demand and the limited locations with potential parking impacts are fully mitigated in the CRT Full Build Alternative. Adequate off-street parking will be provided at the Fort Florida Road and Maitland Stations to accommodate projected demand. FDOT will continue coordinating with the City of Maitland to develop a joint use development agreement to provide 250 park-and-ride spaces to serve the Project.

The CRT Full Build Alternative including the Project scope changes have no adverse impact on other existing and planned transit service. A limited number of existing bus routes will be slightly modified to serve the new stations. Fewer than four buses per hour will be added to the streets adjacent to the stations. Amtrak trains run in the off-peak and will be scheduled between the CRT operations. The CRT Full Build Alternative will attract substantial new transit ridership and in so doing reduce regional Vehicle Miles Traveled. By operating within an established active rail line with its own right-of-way, the commuter rail service will provide a highly reliable transit service free of the roadway congestion encountered by transit modes that share roadways with general traffic. The new Fort Florida Road and Maitland Stations will not adversely impact transit service.

The CRT Full Build Alternative including the Project scope changes have no significant impacts on other freight transportation modes operating in the study area. The infrastructure improvements and operating plan of the Full Build Alternative has been fully coordinated with CSXT, which currently operates freight rail service in the Corridor. In addition, as described above, the Full Build Alternative including the new Fort Florida Road and Maitland Stations will have no adverse impact on truck or marine traffic.

5 SUMMARY OF IMPACTS

5.1.1 Land Use and Zoning

Land use patterns vary across the Corridor and have not changed significantly since the approval of the EA.

The added Fort Florida Road Station site is located at the intersection of Fort Florida Road and US 17/92. The second main line track will be added to the east of the existing single track. The park-and-ride lot and associated facilities will be located east of the CSX track on the largely undeveloped area between the track and US 17/92, which is a major north-south arterial that parallels Interstate 4 and connects to downtown Orlando. The majority of land use within one-half mile of the station site is undeveloped. There is some residential (a small trailer park) use on the east side of the CSX tracks and north of the station site. The remaining land use to the south of the station and on the east side of the CSX track is primarily commercial.

The added Maitland Station is located on the west side of US 17/92 (Orlando Avenue) approximately ½ mile north of the new Maitland Downtown Center. The current land use is comprised of a mixture of commercial and vacant land uses. The owners of the land adjacent to the proposed station property are the Parker Lumber Company, and VJR Properties. Directly to the west of the station and the west side of the CSXT corridor is the Greenwood Gardens subdivision, a mixed multi-family and single family residential area. A new at-grade pedestrian crossing is planned from this neighborhood directly to the proposed station.

The current land use for the proposed Longwood Station as described in the approved EA has not changed. The City of Longwood has requested some minor changes to the previously approved park-and-ride lot configuration in order to enhance the potential for Transit Oriented Development (TOD). The approved EA indicated that the park-and-ride lot for the Longwood Station would be located immediately adjacent to the platform from Palmetto Street to Church Avenue. The land use surrounding the new parking lot area is primarily comprised of the City of Longwood Public Works Facility and one residence.

Ft. Florida Road Station rezoning is allowed, Longwood Station is zoned for high density use, and Maitland Station is zoned for mixed use development.

5.1.2 Community Cohesion

The Longwood Station will require the City of Longwood to move their public works building and storage area. This will have a moderate disruption to the neighborhood.

5.1.3 Public Safety, Security and Community Services

Florida Power & Light and FDOT will coordinate construction requirements at the Fort Florida Road Station. FDOT is coordinating with FPL on a Dam Safety Plan that will be implemented prior to construction activities.

5.1.4 Displacements and Relocations

A total of 7.63 acres of right-of-way is required for the Fort Florida Road Station affecting one parcel owned by Florida Power and Light. In addition, one small field office will need to be relocated.

The right of way required for the Maitland Station park-and-ride lot is being provided by the City of Maitland through a development order with the property owners of the adjacent 4.7 acres. The parking being proposed by the City consists of two parking garages with 125 spaces for use by commuter rail patrons. No relocations of buildings are expected at the proposed locations of the parking garages.

The revised location of the Longwood Station park-and-ride lot requires a total of 5.53 acres. This is approximately 1.15 acres additional right-of-way than what was originally documented in the approved EA. One residence and one City of Longwood property will need to be relocated.

Since the DeBary/Saxon Boulevard Extension Station has been removed there is a net reduction of 3.14 acres overall needed for the park-and-ride right-of-way associated with this project.

5.1.5 Archaeological and Historic Resources

Buildings on the Maitland station land have had numerous alterations and additions. None of the four newly recorded buildings is considered potentially eligible for listing in the NHRP, either individually or collectively. In a letter dated June 20, 2008 (Appendix C), SHPO has determined that the proposed scope changes as it relates to Fort Florida, Longwood and Maitland Station sites will have no effect on any significant historic structures or districts, including those properties listed, determined eligible, or considered potentially NRHP-eligible.

5.1.6 Recreation and Parkland Resources

Construction impacts that would temporarily affect park and recreational experiences include physical separation of parks and recreational resources from users (e.g., fencing of a street ROW); increased noise, dust, and truck traffic; and restricted or altered access.

5.1.7 Noise and Vibration

The Maitland Station has 5 noise impacted receptors and 1 severe noise impact receptor.

To reduce the noise impacts near Maitland Station, the DMU warning horns could be modified or re-designed to reduce the sideline noise while still maintaining the FRA's minimum noise requirement of 96 dBA L_{max} measured at a distance of 100 feet from the centerline of the horn. Applying a mitigation technique such as the sheet metal shroud technique discussed in the approved EA or similar redesign of the horn to reduce sideline noise of the DMU warning horns can be expected to eliminate all moderate impacts and severe impacts.

FDOT will complete a technical noise monitoring study during project start-up. If start-up noise monitoring reveals that the selected mitigation does not adequately control noise,

FDOT is committed to adopting additional measures to reduce noise. The goal will be to eliminate all impacts in the “severe” range and to minimize the number of impacts in the “moderate” range. Such an outcome is consistent with FTA’s FONSI for the project.

5.1.8 Wetlands

The maximum (worst case) wetland and other surface water feature impacts are estimated at 22.47 acres for the entire 61-mile corridor. Of these impacts, 18.01 acres are directly associated with station locations.

The Fort Florida Road Station has a 1.45 acre impact on wetlands. The Longwood Station has 0.8 acres of wetlands.

In the locations where new parking lots will be required, efforts would be made to avoid direct impacts to any extant wetland resources. Wetland impacts will be mitigated pursuant to S. 373.4137 FS to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C.’s. 1344 as indicated in the approved EA.

5.1.9 Water Quality

Fort Florida Road will use an existing FDOT detention pond and the Longwood station will add a .6 acres detention pond. The Maitland will not change the existing drainage.

5.1.10 Contamination

A Contamination Screening Evaluation Report (CSER) rated the proposed Fort Florida site Contamination Risk Potential Rating (CRPR) as High risk and the Maitland Station as Medium risk.

The original approved EA listed Longwood as Medium risk. The addition of the City of Longwood Public Works site changed this to High risk. Depending upon the nature and extent of contamination impacts as determined by the Level II and/or Level III contamination assessment activities, risk analysis for impacts to the Project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies will be devised. Mitigation measures, dependent on the results of additional site specific assessments of soils and groundwater will be developed during Project design, as appropriate.

5.1.11 Construction Impacts

The addition of the two stations would have temporary impacts associated with construction.

5.1.12 Traffic and Roadway

The Fort Florida Road Station is estimated to generate 148 vehicle trips during the commuter peak hours and the Maitland Station is estimated to generate 200 vehicle trips during the peak hours.

Vehicle trip generation at the Longwood Station has not changed as a result of the parking layout reconfiguration.

The addition of the Fort Florida Road and Maitland stations will not have an adverse impact on the adjacent roadway system or sensitive areas. The reconfiguration of parking at the Longwood Station will not change traffic analysis findings from the original EA analysis.

The Full Build Alternative has no adverse impact on other existing and planned transit service. A limited number of existing bus routes will be slightly modified to serve the new stations. Fewer than 4 buses per hour will be added to the streets adjacent to the stations.

5.1.13 Station Parking

Determining localized parking demand for station areas is a result of travel demand forecasting. FDOT bears the ultimate responsibility for parking mitigation, and is committed to working with local communities and developers for the provision of the necessary number of parking spaces at each station location.

The proposed parking spaces for both the Fort Florida and Maitland stations is sufficient to accommodate parking demand based on ridership projections and vehicle generation estimates.

The provision of the proposed 250 park-and-ride spaces at the Maitland Station will be accommodated through a joint use development agreement between the City of Maitland and local developers.

The reconfiguration of parking at the Longwood Station will improve access, egress, and circulation. The number of spaces will decrease by approximately 5%, to 354 spaces from what was originally proposed in the EA (375 spaces).

The Project will not reduce or impact parking supply for any businesses/residences that will continue to operate adjacent to the Project. Intersections and Grade Crossing Improvements

6 FLORIDA FREIGHT AND PASSENGER RAIL PLAN AND GENERALIZED ASSESSMENT

The State of Florida developed the Florida Freight and Passenger Rail Plan (Rail Plan) in February 2007. The Rail Plan is required by State Statute with a stated purpose to “provide the necessary information in a policy framework through which strategic actions can be taken to achieve the best rail system for Florida’s future.” FDOT consulted with public and private interests while developing the Rail Plan and has continued coordination with stakeholders as specific elements of the Rail Plan move through project development. For more information on the Rail Plan refer to:

<http://www.dot.state.fl.us/rail/Publications/2006Plan/plan.htm>

The February 2007 Rail Plan includes improvement projects along the CSXT S-Line, which extends from Jacksonville to Lakeland. These projects include CSXT’s implementation of an Integrated Logistics Center (ILC) Project near Winter Haven and the Freight Rail Capacity Improvement Projects, which involves improvements along the S-Line, which will improve overall freight capacity and additional capacity in support of the ILC. These improvements are in support of CSXT’s Business and Strategic Plan for the state, which in part call for additional freight capacity and the development of “intermodal villages” in lieu of multiple freight yards.

At the same time, the CRT Project has been advanced for different reasons, i.e., to provide an alternative mode of transportation for commuters that travel the overburdened north-south I-4 corridor in Volusia, Seminole, Orange and Osceola Counties. The concurrent timing of these entirely separate projects has necessarily resulted in the close coordination of the two independent efforts. Figure 6-1 shows the general location of the S-Line and the A-Line relative to one another.



Figure 6-1 CSXT A-Line and S-Line

In the coordination of these separate and independent projects, public and private officials have made numerous statements in various public documents, at meetings and in local and national media that have led interested parties to believe that the S-Line improvements project for freight is a direct consequence of, or is necessary for the CRT Project on the A-Line. FTA and FDOT have reviewed the planning history of the two projects and have concluded that, notwithstanding the aforementioned ambiguities in the

public record on this matter, they are separate projects. Although the operation of commuter rail service on the A-Line would be simplified by the reduction of freight trains on the A-Line, the operation of both commuter rail and the projected freight volumes, if no freight trains were removed from the A-Line, could be accommodated as evidenced in the approved Environmental Assessment for the CRT Project published on December 15, 2006, which received a Finding of No Significant Impact (FONSI) from FTA on April 27, 2007. More specifically, in evaluating the impacts of the CRT Project, FTA and FDOT have assessed the impacts under the assumption that the S-Line improvement project is not advanced and rail freight traffic would remain on the A-Line.

Despite the fact that these two projects are separate, FTA and FDOT have decided to include in this supplement to the approved EA a general analysis of the impacts of moving freight from the A-Line to the S-Line in part due to the inaccurate statements to the public in the past. This analysis is being completed to provide the public with "information useful in restoring, maintaining, and enhancing the quality of the environment" in the spirit of Section 102(2) (G) of the National Environmental Policy Act (NEPA). See 42 U.S.C. § 4332(2) (G). It was determined by FTA that the information on these impacts be provided to the public as part of the Federal NEPA process given the public confusion concerning the project that is being proposed for Federal funding. The information is especially important because FDOT will not be performing its own environmental analysis on the relocation of freight since this is not required under state of Florida environmental review processes. It should be clarified that the analysis will contain no proposals for mitigation given that the proposal to move freight from the A-Line to the S-Line has been independently made by private entities with assistance from the State of Florida, and, as such, is outside the control and discretion of FTA. At the same time, it was determined by FTA that it is in the public interest to alert State and local officials and others to the potential consequences of moving additional freight traffic onto the S-Line.

The potential impacts of rail operations include noise and vibration impacts on adjacent properties, noise from horn-blowing at highway grade crossings, highway traffic delays at railroad grade crossings, and safety concerns at railroad grade crossings and wherever members of the public cross the tracks. The rail freight improvement project on the S-Line, with a corresponding shift of some A-Line freight traffic, will reduce the impacts of freight rail operations in the more densely populated areas where rail freight traffic is reduced (A-Line). However, these proposed operational changes will increase these impacts in areas along the S-Line where the rail freight traffic will increase as a result of the shifting of freight trains from the A-Line. What follows are generalized noise and vibration assessments and at-grade road crossing impacts of freight on those portions of the S-Line that will have additional freight service after the shift of freight due to the CSXT project¹⁴ between Jacksonville, Winter Haven, and South Orange County.

6.1 Freight Shifted from A-Line to S-Line

A map of the Lakeland area showing train movement after the relocation of A-Line traffic to the S-Line is shown in Figure 6-2. The figure shows A-Line, S-Line, CSXT corridor and regional connections.

¹⁴ Some additional freight will travel on the southern segment of the A-Line. These trains will first travel along the S-Line and then switch to the A-Line and travel north to deliver freight to those customers on the A-Line south of Orlando. This freight traffic currently runs along the A-Line through Orlando.

Currently coal traffic represented by the green line travels to and from the Orlando Utilities Commission (OUC) Stanton Coal Plant east of the Orlando International Airport via the A-Line from the north and the OUC spur line south of Taft Yard in Orlando. This traffic occurs approximately 6 days a week (one loaded train to the Stanton Plant and one empty train from the plant each day, 6 out of 7 days a week). With the proposed CSXT train shift, this bi-directional train movement will now occur via the S-Line through Lakeland to the OUC Spur in Orlando via the south end of the A-Line (two additional coal train movements).

Two daily intermodal trains, one in each direction and represented in blue currently travel via the A-Line destined for Taft Intermodal Yard. Based on the CSXT Business Plan, Taft Intermodal Yard business is being incorporated in the Winter Haven ILC Terminal. As a result, these two daily intermodal trains represented by the blue line will shift from the A-Line to the S-Line and travel to and from Winter Haven through the City of Lakeland (two additional intermodal train movements).

Two daily intermodal trains are represented by the yellow line. These two trains, one in each direction, currently stop in Taft Intermodal Yard and then travel to and from Tampa via the City of Lakeland. This traffic will now travel via the S-Line through Vitis and Lakeland Junction (lighter green line) bypassing the City of Lakeland (two eliminated intermodal train movements).

The Auto Rack trains (tri-level automobile railway cars) are represented by the red line. These two daily trains, one in each direction, are currently routed via the A-Line to and from Taft Intermodal Yard. These Auto Rack trains will now be routed via the S-Line through Lakeland to and from Winter Haven (two additional auto train movements).

In summary, after the CSXT proposed A-line railroad traffic shift, there will be 4 additional train movements operating through Lakeland daily (2 two additional trains moving both ways daily).

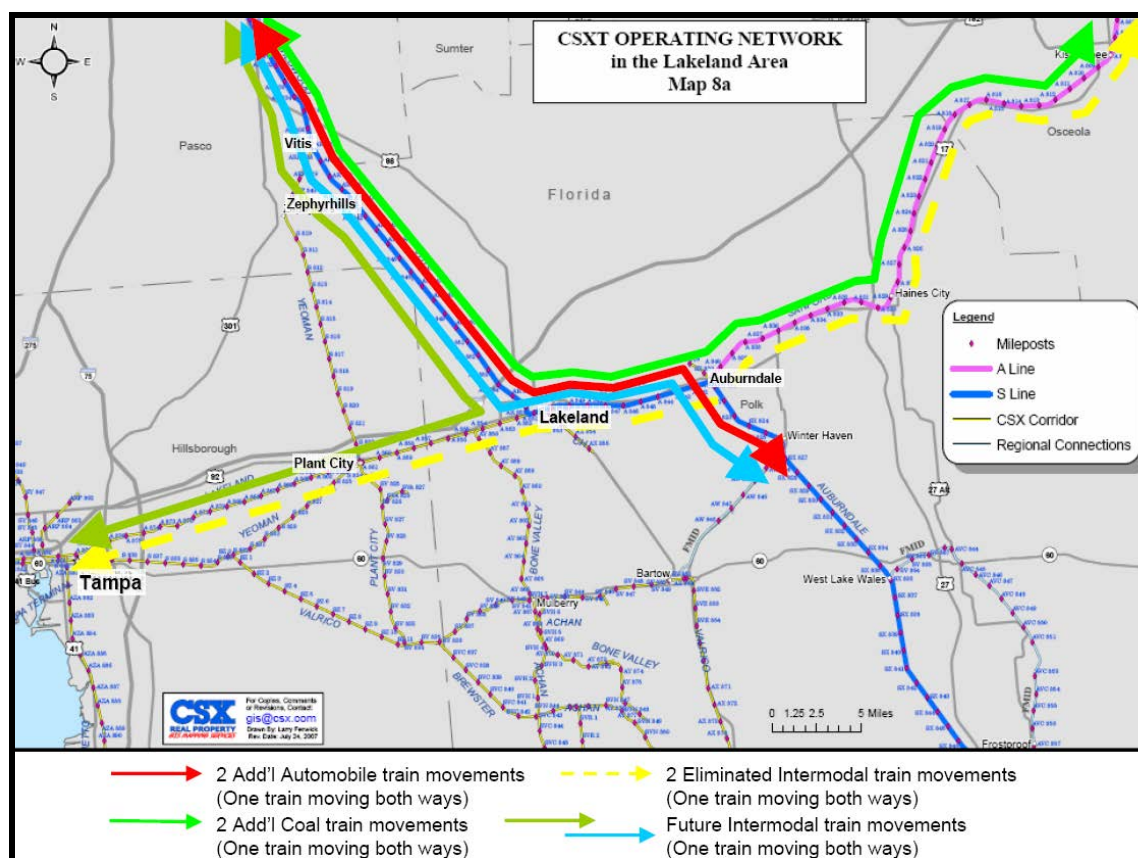


Figure 6-2 Freight Traffic in Lakeland Area after A-Line Shift

6.2 S-Line Grade Crossing Analysis

As part of this supplement to the approved EA, the general S-Line grade crossing assessment was directed primarily at those crossings with the highest volume of vehicular traffic that could be potentially delayed by increased frequency of train operations. The assessment compares general roadway and railroad operating conditions at selected grade crossings “without freight relocation” to anticipated conditions “with freight relocation”. The details of the analysis including maps and tables are found in S-Line Grade Crossings: General Assessment of Potential Transportation and Safety Impacts of CSXT Freight Relocation Technical Report.

The general land use in the S-Line corridor is generally low density and the line passes through two urbanized areas, Ocala and Lakeland. Of the total 224 rail-crossings along the S-Line, 10 are arterials, 19 are urban collectors, 35 are rural/local, 51 are private crossings, and the remaining are either residential or low volume roads.

The 29 at-grade crossing locations where the S-Line crosses either an arterial or collector roadway were selected for screening and assessment, because roadways in these categories generally carry higher volumes of traffic compared to smaller, local roadways or private crossings. Of the total 29 grade crossing locations, two locations were screened out because they are under construction (N.W. Pine Avenue and SR 464/SW 17th Street in Ocala). Another seven locations were screened out due to 2010 roadway

traffic volumes that are below the FDOT 4,800 Annual Average Daily Traffic (AADT) threshold for LOS C on collector roads, as agreed upon with FTA. As a result of this screening process a total of 20 grade crossing locations were identified for further evaluation and are listed in Table 6-1.

6.3 Crossing Analysis without and with Freight Train Relocation

CSXT provided future railroad operations data for the S-Line corridor for the “With freight relocation” scenario. Information provided included average train counts by two-hour weekday peak periods (7–9 AM and 4–6 PM), average train lengths and existing timetable speeds by CSXT subdivision for the 2010 analysis year.

The S-Line is a bi-directional operation over single track with long distances between passing sidings. The maximum authorized speed is usually 60 mph over most of the corridor. The average train speed and the average train lengths were estimated from CSXT 2008 operations data for “Without freight relocation” scenario was also used for the “With freight relocation” scenario. For modal analysis the average speed assumed is 45 MPH in most municipalities and 60 MPH in Auburndale. The average train length of the future operations was established as 5,000 feet, or the equivalent of 75 rail cars. The number of trains for the two-hour weekday peak period was rounded to the nearest whole number. As shown in Table 6-2, the total number of peak hour trains with freight location varies from three trains in Polk County to four trains in Sumter County, five trains in Marion County and six trains in Bradford for the year 2010.

The analysis assumes the same freight train length and train speed as the “Without freight relocation” scenario, therefore gate down time for one event (one train passing) remains the same. However, the frequency of trains traveling through the grade crossing locations would increase based on projected train operations data provided by CSXT for the “With freight relocation” scenario. It is projected that the frequency of trains will increase by 1 train in each (morning and afternoon) peak hour for Bradford and Marion counties, and by 1 train in the afternoon peak hour only in Sumter County. No increase in the number of trains is expected for any of the Polk county locations under the “With freight relocation” scenario during the morning or afternoon peak periods.

The average delay per vehicle remains less than 10 seconds at all 20 study grade crossings during both peak hours (AM and PM) under the “With freight relocation” scenario. In addition to the delay calculations, a volume to capacity (v/c) ratio was determined for each study grade crossing location. The v/c ratio does not exceed 0.5 for any of the study crossings as a result of the freight relocation.

The traffic analysis results also include an estimation of the 95th percentile queue lengths for vehicles stopped at the grade crossings. It should be noted that these queues occur under existing conditions. Comparing the two scenarios shows that the 95th percentile queue length does not increase due to the freight relocation; however the frequency of the queues occurring will increase by one event at most during each peak hour. The Traffic Technical Report includes freight train operational data, roadway traffic data, and capacity analysis.

Table 6-1 Study Grade Crossing: Screening Results

Crossing No.	Location	Roadway Classification	No. of Lanes	No. of RR Tracks	County	AADT ¹	AADT Year	2010 Volume ²	2010 LOS ³		Screening Result ⁴
									AM Peak	PM Peak	
17	East Brownlee Street/SR 16	Collector	2	2	Bradford	8,500	2006	9,567	A	A	Retained
21	Call Street/SR 230	Collector	2	2	Bradford	7,000	2006	7,879	A	A	Retained
22	SR 100/Madison St.	Collector	2	2	Bradford	7,800	2006	8,779	A	A	Retained
82	NE 8th Avenue/CR 2877	Minor Arterial	4	2	Marion	6,100	2006	6,866	A	A	Retained
110	Hames Avenue/S.E. 110th St.	Minor Arterial	2E/1W	1	Marion	14,400	2006	16,207	A	A	Retained
123	CR 466	Minor Arterial	4	1	Sumter	14,655	2005	15,552	A	A	Retained
131	SR 44	Minor Arterial	4	2	Sumter	17,492	2005	21,428	A	A	Retained
141	East Belt Avenue	Collector	2	2	Sumter	5,832	2003	7,173	A	A	Retained
142	East Noble Avenue	Collector	2	2	Sumter	9,900	2006	11,143	A	A	Retained
195	Galloway Road	Collector	2	1	Polk	6,600	2006	7,088	A	A	Retained
200	10th Street	Collector	2	1	Polk	6,600	2001	8,612	A	A	Retained
205	N. Florida Ave/US B 98/SR35	Urban Arterial	4	1	Polk	14,000	2006	16,003	A	A	Retained
207	Kentucky Avenue	Collector	2	1	Polk	7,210	2001	9,407	A	A	Retained
208	Massachusetts Avenue	Urban Arterial	4	1	Polk	9,300	2006	9,988	A	A	Retained
210	Ingraham Avenue	Urban Arterial	4	1	Polk	9,700	2006	10,417	A	A	Retained
217	Combee Road	Urban Arterial	4	1	Polk	20,400	2006	23,319	A	A	Retained
218	Fish Hatchery Road	Collector	2	1	Polk	6,700	2006	7,196	A	A	Retained
219	Reynolds Road	Collector	2	1	Polk	10,500	2006	11,277	A	A	Retained
220	Old Dixie Highway	Collector	2	2	Polk	4,637	2003	5,703	A	A	Retained
224	Recker Highway	Collector	2	1	Polk	15,700	2006	17,947	A	A	Retained

Source: Florida Department of Transportation

Notes: (1) AADT: Annual Average Daily Traffic

(2) Growth rates used to project roadway traffic volumes to year 2010 are based on rates published by local governments and MPOs and ranged from 1.8% to 3.4% per year.

(3) Grade crossing delay-based LOS based on average seconds of delay per vehicle experienced due to gate down time during the busiest AM or PM peak hour of roadway traffic.

(4) Dropped if 2010 AADT is less than 4,800 (defined by FDOT as LOS C for non-state/collector roadways), or if existing or proposed grade separated.

Table 6-2 Grade Crossing Analysis Summary – Weekday Peak Periods

Location	County	Without Freight Relocation AM/PM Peak Periods			With Freight Relocation AM/PM Peak Periods		
		Total No. of Trains	Gate Down Time (s) ¹	LOS ² AM/PM	Total No. of Trains	Gate Down Time (s)	LOS AM/PM
East Brownlee Street/SR 16	Bradford	3	432	A/A	6	648	A/A
Call Street/SR 230	Bradford	3	432	A/A	6	648	A/A
SR 100/Madison St.	Bradford	3	432	A/A	6	648	A/A
NE 8th Avenue/CR 2877	Marion	4	432	A/A	5	540	A/A
Hames Ave./ S.E.110th St.	Marion	4	432	A/A	5	540	A/A
CR 466	Sumter	4	432	A/A	4	432	A/A
SR 44	Sumter	4	432	A/A	4	432	A/A
East Belt Avenue	Sumter	4	432	A/A	4	432	A/A
East Noble Avenue	Sumter	4	432	A/A	4	432	A/A
Galloway Road	Polk	3	324	A/A	3	324	A/A
10th Street	Polk	3	324	A/A	3	324	A/A
North Florida Ave/US B 98/SR35	Polk	3	324	A/A	3	324	A/A
Kentucky Avenue	Polk	3	324	A/A	3	324	A/A
Massachusetts Avenue	Polk	3	324	A/A	3	324	A/A
Ingraham Avenue	Polk	3	324	A/A	3	324	A/A
Combee Road	Polk	3	324	A/A	3	324	A/A
Fish Hatchery Road	Polk	3	324	A/A	3	324	A/A
Reynolds Road	Polk	3	324	A/A	3	324	A/A
Old Dixie Highway	Polk	3	267	A/A	3	267	A/A
Recker Highway	Polk	3	267	A/A	3	267	A/A

Notes:

(1) AM Peak Period is 7 – 9 AM.

PM Peak Period is 4 – 6 PM.

(2) Gate Down Time is measured in seconds.

(3) LOS: Level of Service

6.4 Safety

Through the Highway Railroad Grade Crossing Safety Improvement Program, FDOT continuously evaluates and identifies grade crossing locations that are potentially hazardous, and develops safety improvement projects to upgrade crossings and reduce the number of crashes at grade crossings. Approximately 95 percent of public crossings along the S-Line have warning devices, and with most of the relocated trains occurring during off-peak hours when traffic volumes are lower, the relocation of some freight trains to the S-Line is not expected to have a significant impact on safety.

6.5 Emergency Vehicles

This section identifies locations on the S-Line where existing train operations are of particular concern relative to their potential impact on emergency vehicle response time.

About eight hospitals that provide emergency care and 26 fire departments (including volunteer fire departments) were identified within five miles of S-Line for emergency response. Total gate down time per train is assumed to be same with relocation and without relocation scenarios. The comparison of gate down time in a 24-hour period varies from two to three percent for "With relocation" scenario and from three to four percent for "Without relocation". The percentage of gate down time remains the same in both scenarios for all the hospitals and fire departments except for the ones located in Bradford, Sumter and Polk Counties, where the gate down time for 24-hour period increases by one percent. Therefore, relocation of freight trains along the S-Line will not have significant impact on emergency response vehicles.

6.6 Conclusion

The grade crossing capacity analysis and safety study for the study grade crossings show that the relocation of the CSXT trains will not significantly impact grade crossing delay and safety.

The grade crossing capacity analysis shows that all the study grade crossings will continue to operate at level of service (LOS) A under the "With freight relocation" scenario. The average delay per vehicle remains less than 10 seconds at all 20 study grade crossings during both peak hours (AM and PM) and the v/c ratio does not exceed 0.5 for any of the study crossings as a result of the freight relocation. The traffic analysis also shows that the 95th percentile queue length does not increase due to the freight relocation. Additionally, the rail operations data provided by CSXT for the "with relocation" scenario shows an increase in trains during peak hours only in the northern end of the corridor.

The relocation of freight trains will have minimal impact on safety and emergency response vehicles because FDOT continuously evaluates and provides recommendations on safety improvement for grade crossing locations that are potentially hazardous or require upgrades for protection devices. In addition, the percentage of time that the gate will be down in a 24-hour period is minimal in both scenarios. The gate down time increases by one percent in Bradford, Sumter and Polk Counties under the "With freight relocation" scenario, whereas it remains the same for all the other counties under both scenarios. Gate down time per train does not increase.

6.7 General Noise Assessment

Currently, the S-Line has significant CSXT freight service along its entire length with an average of 27 trains daily through Wildwood to 18 trains daily through Auburndale (refer to Appendix E, Average Train Counts)¹⁵. Due to the approximate 200 mile length and largely rural nature adjacent to the S-Line, this noise assessment does not include noise calculations at all receptors along the corridor. Instead, the assessment focused on cities and towns and developed detailed noise contours along the S-Line at 12 locations along the corridor where noise measurements were obtained. The complete details of the analysis including maps and table are in the S-Line Noise and Vibration Technical Report which is available at www.cfrail.com.

¹⁵ CSXT Average Train Counts 2006 and January through October, 2007.

The Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment guidance manual (FTA-VA-90-1003-06, May 2006) presents the basic concepts, methods, and procedures for evaluating the extent and severity of noise impacts from transit projects. Transit noise impacts are assessed based on land use categories and sensitivity to noise from transit sources under the FTA guidelines.

In accordance with FTA noise guidelines, although no transit vehicles will utilize the S-Line, a noise-monitoring program was conducted along the S-Line Corridor to (1) establish the existing ambient background levels within the project area and (2) develop project criteria noise limits. Noise measurements were obtained at 12 receptor locations along the corridor (Table 6-3). The measurements at 11 of the locations consist of 24 hours of continuous noise monitoring at residential receptors. The remaining location was in a public park where hour-long noise measurements were collected. The results were used to establish baseline noise levels for both residential and non-residential receptors.

For this assessment, all tracks were assumed to be at-grade. The train speed profile was assumed to be 40 mph at all locations. Train operations were developed from information for both the S and A Lines and were aggregated into 8 regions from Auburndale and Lakeland in the south to Starke in the north.

The noise-monitoring program was conducted in March 2008 to establish existing peak hour L_{eq} noise levels at non-residential locations and 24-hour L_{DN} noise levels at residences. Locations 2 and 7 had the lowest measured L_{DN} levels because of fewer freight train operations on those days of monitoring. The lower measured L_{DN} levels at location 5 in Wildwood (63 dBA) is due to the distance of the residences in this area from the nearest track (150 feet). The remaining nine locations had L_{DN} noise levels due to the higher density of existing trains during the monitoring period.

Table 6-3 Summary of Noise Measurements

NUMBER	DESCRIPTION	TOWN	FTA CATEGORY	MEASURED NOISE LEVEL
1	346 North Thompson	Starke	2	77 L_{DN}
2	14394 NE 137 th	Waldo	2	65 L_{DN}
3	6936 SE 272 nd	Hawthorne	2	73 L_{DN}
4	521 SW 2 nd	Ocala	2	82 L_{DN}
5	4545 Cr 116	Wildwood	2	63 L_{DN}
6	109 E. Virginia	Bushnell	2	74 L_{DN}
7	38635 Patti	Lacoochee	2	63 L_{DN}
8	14006 Blake	Dade City	2	72 L_{DN}
9	5940 Ivy Branch	Galloway	2	74 L_{DN}
10	Munn Park	Lakeland	3	70 L_{EQ}
11	1610 East Fern	Lakeland	2	75 L_{DN}
12	2127 Hillcrest	Auburndale	2	73 L_{DN}

Areas potentially impacted by the additional freight rail operations on the S-Line are shown in detail in the S-Line Noise and Vibration Technical Report. Residential receptors located within the noise contour lines would be considered impacted by the additional freight train operations. The noise contour for moderate impact is approximately 106-104 feet from the nearest rail in the vicinity of grade crossings where horns are sounded. In other areas of the corridor, the noise contour for moderate impact is approximately 26 feet from the nearest rail. The noise contour for severe impact is approximately 27-45 feet in the vicinity of grade crossings, and approximately 7-11 feet in other areas.

It should be recognized that many of these affected receptors are currently exposed to noise from warning horns from existing freight operations along the corridor. The horn soundings introduced by the additional freight operations will increase the cumulative horn noise exposure in the corridor by an insignificant amount.

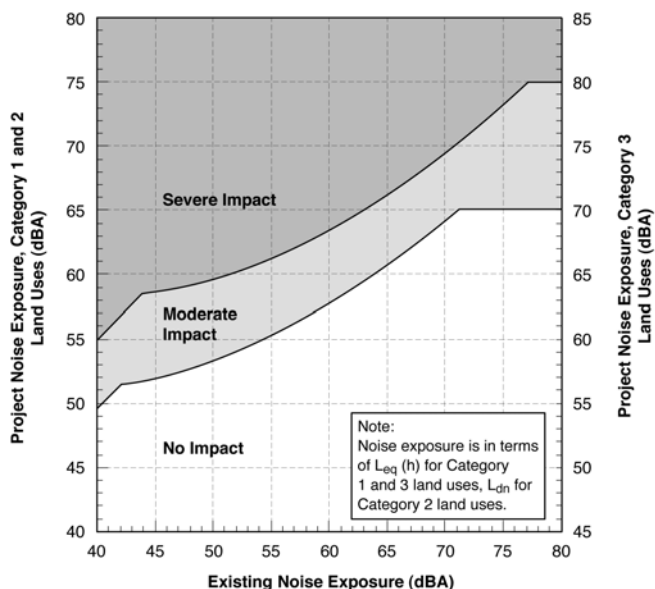


Figure 6-3 FTA Noise Impact Criteria for Transit Projects

Based on the noise measurements obtained along the S-Line, criteria levels were established from Figure 6-3 for moderate and severe impact conditions along the S-Line based solely on the additional freight train operations shifted from the A-Line. Calculations were then performed to determine the noise generated by the proposed additional freight train operations on the S-Line. These calculated noise levels, at the reference distance of 50 feet from the nearest rail, were then extrapolated to the FTA moderate and severe impact criteria levels to determine the distance from the nearest track within which moderate and severe noise impacts would be expected to occur due to the additional freight trains shifted from the A-Line. These calculated impact distances were then graphed as contours, superimposed on 2004 Florida GIS aerial quad maps of the region of interest. The results of the noise contour analysis are shown in Appendix F. The results of the analysis of impact criteria and contour distances for the additional freight rail operations shifted from the A-Line to the S-Line are shown in Table 6-4.

6.8 Additional Freight Impacts

The information contained in Table 6-4 is used as follows. For example, in the Lakeland area, the measured L_{dn} noise level was 75 dBA. Using the curves in Figure 6-3, the FTA moderate impact criterion is 65.0 dBA, and the severe impact criterion is 73.3 dBA. From Table 6-5 (discussed below), the predicted LDN noise level from the four additional freight trains (two during the daytime hours and two during the nighttime hours) that are expected to operate along this section of the corridor is 67.7 dBA (with horns) at a reference distance of 50 feet from the nearest rail. Extrapolating this noise level using sound propagation attenuation over soft ground (per the FTA methodology) would result in an LDN noise level of 65 dBA (the FTA moderate impact criterion) at a distance of approximately 68 feet from the nearest rail. As a result, any residential receptor located within 68 feet of the rail corridor would exceed the FTA moderate impact criterion of 65 dBA. Without horns, the moderate impact distance is 17 feet as indicated in Table 6-4.

Table 6-5 shows the calculated LDN noise exposure levels with and without horns at a reference distance of 50 feet for the current S-Line freight rail operations, the additional A-Line freight rail operations, and the calculated LDN noise level from the combined total freight rail operations on the S-Line. The values were calculated using the same FTA methodology used to calculate the LDN noise levels for the noise contours. The results show a range of 0.8 to 1.4 dBA increase in the average daily LDN noise exposure level at a reference distance of 50 feet. Again, using the Lakeland area as an example, the current predicted LDN noise at a reference distance of 50 feet from the corridor is 74.4 dBA with horns. Adding an additional four freight trains will generate an LDN noise level of 67.7 dBA for a total LDN noise level of 75.2 dBA (the logarithmic sum of 74.4 dBA + 67.7 dBA = 75.2 dBA). This results in an increase in the LDN noise level of 0.8 dBA at a reference distance of 50 feet. If the existing LDN noise level of 74.4 dBA were expressed as a noise contour at a distance of 50 feet from the corridor, then adding an additional four freight trains would increase the distance of this noise contour by approximately 8 feet. As a result, the existing 74.4 dBA noise contour line would now be located approximately 58 feet from the rail corridor.

As a noise mitigation measure, CSX has committed to develop quiet zones in the downtown Lakeland area that will restrict the use of warning horns as the freight trains approach the grade crossings. Since the warning horns are the major noise source from the freight trains, this will have a significant effect in reducing the overall noise levels in the downtown Lakeland area. The location of the quiet zones and the existing grade-separated crossings are shown in Figure 6-4. In addition, the results of this noise mitigation are reflected in the noise contours shown in Appendix F for the Lakeland area.

Table 6-4 Summary of FTA Noise Criteria and Noise Contour Impact Distances

REGION	FTA MODERATE IMPACT			FTA SEVERE IMPACT		
	L_{DN}	DISTANCE NEAR GRADE CROSSING (with Horns)	DISTANCE (withoutHorns)	L_{DN}	DISTANCE NEAR GRADE CROSSING (with Horns)	DISTANCE (withoutHorns)
Starke	65.0 dBA	104 feet	26 feet	74.7 dBA	27 feet	7 feet
Waldo	65.0 dBA	105 feet	26 feet	71.6 dBA	42 feet	11 feet
Ocala	65.0 dBA	104 feet	26 feet	75.0 dBA	26 feet	7 feet
Wildwood	65.0 dBA	104 feet	26 feet	71.2 dBA	38 feet	9 feet
Lacoochee	65.0 dBA	104 feet	26 feet	71.6 dBA	44 feet	11 feet
Vitis	65.0 dBA	105 feet	26 feet	71.2 dBA	45 feet	11 feet
Lakeland	65.0 dBA	68 feet	17 feet	73.3 dBA	21 feet	5 feet
Auburndale	65.0 dBA	68 feet	17 feet	71.8 dBA	27 feet	7 feet

Table 6-5 Summary of Calculated LDN levels at a Reference Distance of 50 Feet

<i>REGION</i>	<i>CALCULATED L_{DN} @ 50 FEET WITH HORNS (dBA)</i>				<i>CALCULATED L_{DN} @ 50 FEET WITHOUT HORNS (dBA)</i>			
	<i>S-LINE</i>	<i>A-LINE</i>	<i>A+S LINE</i>	<i>DIFFERENCE</i>	<i>S-LINE</i>	<i>A-LINE</i>	<i>A+S LINE</i>	<i>DIFFERENCE</i>
Starke	76.0	70.8	77.2	1.2	66.0	60.8	67.2	1.2
Waldo	75.2	70.9	76.6	1.4	65.2	60.9	66.6	1.4
Ocala	75.2	70.8	76.6	1.4	65.2	60.8	66.6	1.4
Wildwood	75.7	70.8	76.9	1.2	65.7	60.8	66.9	1.2
Lacoochee	75.0	70.8	76.4	1.4	65.0	60.8	66.4	1.4
Vitis	74.9	70.9	76.3	1.4	64.9	60.9	66.3	1.4
Lakeland	74.4	67.7	75.2	0.8	64.4	57.7	65.2	0.8
Auburndale	74.4	67.7	75.2	0.8	64.4	57.7	65.2	0.8

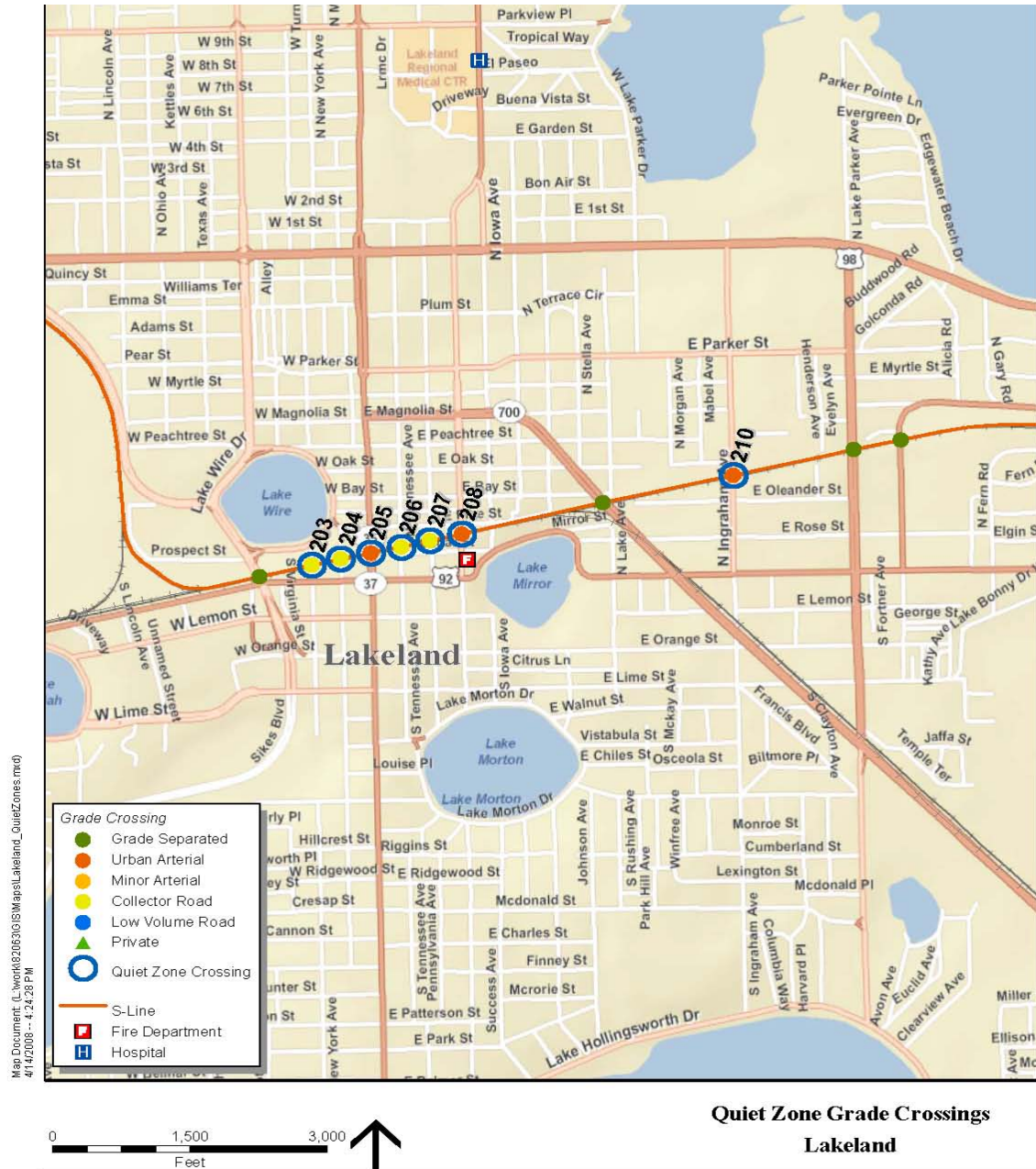


Figure 6-4 Proposed Lakeland Quiet Zones

6.9 Vibration Assessment

Vibration levels from S-Line freight rail passbys at sensitive receptors along the project corridor were determined using the FTA guidelines. Vibration measurements were conducted at 6 of the 12 noise measurement locations. The results of the vibration measurements are summarized in Table 6-6. The measured levels range from 80 to 92 VdB. The variation in the measured levels is a function of distance, speed, weight and other factors. For instance, the condition of the wheels on the locomotives and the rolling stock can have a large effect on the vibration levels, which may account for differences in level that would not be expected based on distance and speed alone.

The FTA has revised their impact assessment criteria for rail corridors with existing train operations. For heavily used rail corridors (more than 12 trains per day), where existing vibration levels already exceed the FTA criteria and there is not a significant increase in rail operations (a doubling of trains per day), then only when the project vibration levels are 3 VdB or more higher than the existing vibration levels would an impact condition occur. Since the vibration levels from the additional shifted A-Line freight rail operations are the same as that from the existing freight rail operations on the S-Line, there would be no change (or increase) in the freight rail vibration levels. Therefore, by the FTA's definition, there would be no vibration impact from the additional freight rail operations on the S-Line. Although there will be more freight rail operations per day, the vibration levels from a freight train passby would be similar to those already experienced along the S-Line.

Table 6-6 Summary of Vibration Measurement Results

<i>NUMBER</i>	<i>DESCRIPTION</i>	<i>TOWN</i>	<i>FTA CATEGORY</i>	<i>MEASURED VIBRATION LEVEL (VdB)</i>
1	14639 US 98 Bypass	Dade City	2	91.1
2	Munn Park	Lakeland	3	83.1
3	Lake Weir & SE 38 th	Ocala	2	88.6
4	NE 42 and CR 106	Oxford	2	90.1

7 COMMENTS, CONSULTATION AND COORDINATION

The National Environmental Policy Act (NEPA) encourages public involvement activities early and throughout the process of alternatives development and environmental impact analysis. FDOT has conducted extensive public and agency involvement for the Central Florida Commuter Rail Transit Project. The approved EA highlights the public and agency activities that occurred during the NEPA process. This chapter documents the public involvement activities that have been conducted in relation to the project scope changes and follows procedures outlined in FDOT's Public Involvement Handbook.

7.1 Public Involvement Update

7.1.1 Media Outreach and Publicity

Project information is disseminated through the local media in the form of news releases, informational packets, video clips, brochures, newsletters, and stories. To date, numerous news stories have been aired and printed about the Project, including 41 print media stories currently posted on the Project website. The Project sponsor's staff continues to conduct media interviews for television, radio and Internet broadcast, as well as newspaper and magazine publication. The <http://www.cfrail.com> website includes scrolling banner notification on the website's home page about upcoming public events or new information related to the Project. A thorough description of the Project website can be found in the approved EA.

7.1.2 Additional Agency and Community Meetings

In addition to the meetings previously listed in the approved EA, a series of additional meetings have been held with a wide variety of public groups, government agencies, and major commercial and institutional stakeholders along the Project Corridor.

As part of the Interlocal Agreements executed by the local governmental partners in July 2007, a Central Florida Commuter Rail Commission and Technical Advisory Committee (TAC) was formed to update the local government partners and stakeholders on the progress of the project and the coordination of technical issues. The Central Florida Commuter Rail Commission (CFCRC) meets on a quarterly basis and consists of the following representatives:

- Volusia County Council Member
- Seminole County Commissioner
- Mayor of Orange County
- Mayor of City of Orlando
- Osceola County Commissioner

All Commission meetings are noticed in accordance with state statutes and noticed on the project's website <http://www.cfrail.com>.

The TAC meets on a monthly basis and consists of the following representatives:

- Volusia County
- City of DeLand
- City of DeBary
- VOTRAN
- Volusia County Metropolitan Planning Organization
- Seminole County
- City of Sanford
- City of Lake Mary
- City of Longwood
- City of Altamonte Springs
- Orange County
- City of Maitland
- City of Winter Park
- City of Orlando
- Osceola County
- City of Kissimmee
- LYNX
- METROPLAN ORLANDO
- FDOT

All TAC meetings are noticed in accordance with state statutes and noticed on the project's website <http://www.cfrail.com>.

The following paragraphs describe the coordination meetings held to discuss the project scope changes as documented in this supplement to the approved EA.

Fort Florida Road Station

At the request of the Volusia County Commission and the City of DeBary, the DeBary/Saxon Boulevard Extension Station was moved to Fort Florida Road. The meetings documented in Table 7-1 were held to discuss the Volusia County Stations including the Fort Florida Road station.

Table 7-1 Agency and Community CRT Informational Meetings for Fort Florida Road Station

Date	Description
April 23, 2007	Volusia County Council – Project Presentation
May 8, 2007	Volusia County Council – Project Presentation
July 31, 2007	Volusia County Council – Commission Vote approving Interlocal Agreements
August 3, 2007	Volusia County Council – Station Meeting
August 27, 2007	Volusia County Council, Crossland Group – Station Meeting
September 6, 2007	Florida Power & Light, DeBary representatives, Volusia County and FDOT – Station Meeting
November 7, 2007	Florida Power & Light, DeBary representatives, Volusia County and FDOT – Station Meeting
November 28, 2007	TAC – Station Workshop
February 5, 2008	Volusia County Land Use Planning Workshop
March 18, 2008	Volusia County Land Use Planning Workshop

Maitland Station

The addition of the Maitland Station was a direct result of a City of Maitland Task Force that was created to discuss the CRT station location. Public meetings were held by the City of Maitland to discuss the addition of a Maitland station into the Full Build corridor. The meetings listed in Table 7-2 are in addition to the Maitland meetings listed in the approved EA.

Table 7-2 Agency and Community CRT Informational Meetings for Maitland Station

Date	Description
March 21, 2007	Maitland Task Force Meeting – Station Meeting
April 23, 2007	Maitland City Council Meeting – Resolution to include the Maitland station south of Greenwood Drive on US 17/92
May 23, 2007	Maitland Community Forum – Maitland Station Meeting
June 11, 2007	Maitland City Council Meeting – Maitland Station Meeting
July 10, 2007	Maitland City Council Meeting – Maitland Station Meeting
September 24, 2007	Maitland City Council Meeting - Maitland Station Meeting
November 28, 2007	TAC – Station Workshop
December 11, 2007	Maitland City Council Meeting - Maitland Station Meeting
December 21, 2007	Maitland City Council Meeting - Maitland Station Meeting
January 9, 2008	Maitland and Seminole County ROW Acquisition Conference
January 11, 2008	Maitland City Council Meeting - Maitland Station Meeting

Longwood Station

At the request of the City of Longwood, additional meetings were held with representatives of Longwood, Seminole County, and FDOT to discuss the re-configuration of the park-and-ride lot for the Longwood Station. Table 7-3 lists the meetings held to discuss the re-configuration of the park-and-ride lot for the Longwood Station.

Table 7-3 Agency and Community CRT Informational Meetings for Longwood Station

Date	Description
July 18, 2007	Meeting with Mayor and City Manager – Station Meeting
July 25, 2007	Meeting with City of Longwood staff and architect – Station Meeting
October 1, 2007	Meeting with Mayor, City Manager, and FDOT staff – Station Meeting
October 17, 2007	Meeting with City of Longwood staff and Public Works – Station Meeting
October 22 2007	Meeting with City of Longwood staff and Public Works – Station Meeting
October 30, 2007	Meeting with City of Longwood staff and Public Works – Station meeting
November 28, 2007	TAC – Station Workshop
February 12, 2008	Meeting with City of Longwood staff –Station meeting
April 1, 2008	Meeting with City of Longwood staff and Public Works – Station meeting
April 2, 2008	Meeting with City of Longwood staff and architect – Station Meeting
April 10, 2008	Meeting with City of Longwood staff and architect – Station Meeting

VSMF

Several coordination meetings and teleconferences have been conducted between representatives of FDOT and Amtrak to discuss the use of the Sanford Auto Train yard for DMU vehicle maintenance. The following is a list of dates of the coordination meetings and teleconferences:

- April 6, 2007
- June 22, 2007
- July 19, 2007
- September 5, 2007
- September 10, 2007
- September 13, 2007
- September 27, 2007
- October 12, 2007
- October 16, 2007
- October 18, 2007
- October 30, 2007
- November 26, 2007
- November 28, 2007

7.1.3 Florida Department of State, Division of Historical Resources

Correspondence detailing a cultural resource assessment methodology and area of potential affect (APE) for the CFCRT Project was prepared for the Project in February 2005 and reviewed with the Florida State Historic Preservation Officer (SHPO). A full description of the Draft Cultural Resources Assessment Survey Report and a list of commitments to SHPO can be found in the approved EA.

A teleconference was held with SHPO on December 6, 2007 to discuss the Sanford Amtrak facility's role within the considered alternate VSMF site adjacent to the Amtrak Auto Train Facility. As the Rand Yard site has been determined as the preferred location for the VSMF, there will be no impact to the Sanford Amtrak facility from the CFCRT Project.

FDOT and the consultant team continues to consult with the Florida State Historic Preservation Officer (SHPO) regarding sensitive design solutions that will avoid and/or minimize impacts to historic properties and ensure that all concerns raised by the agency are addressed. In a letter dated June 20, 2008, SHPO has determined that the construction of the Fort Florida Road, Longwood and Maitland stations will have no effect on any significant historic structures or districts (Appendix C).

7.2 Public Comment

FDOT has completed a supplement to the approved EA for certain station changes associated with Fort Florida Road, Longwood, and Maitland of the CRT Project. In close coordination with the Federal Transit Administration (FTA), FDOT is also undertaking a general analysis of noise and vibration and grade crossing delay impacts associated with CSXT's plan to move freight traffic from the A-Line to the S-Line, which extends from Jacksonville through Ocala to Lakeland, and portions of the A-Line from Lakeland to Auburndale. Public hearings were held to afford interested persons the opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of Financial Identification Number 412994-2-22-01, otherwise known as, the Central Florida Commuter Rail Transit (CFCRT) Project.

Despite the fact that the CRT and the S-Line improvements are separate projects, FTA and FDOT have decided to include in this Supplemental Environmental Assessment a general analysis of the impacts of moving freight from the A-line to the S-line, in part due to the inaccurate statements made to the public in the past. This analysis is being completed to provide the public with "information useful in restoring, maintaining, and enhancing the quality of the environment" in the spirit of Section 102(2)(G) of the National Environmental Policy Act. See 42 U.S.C. § 4332(G). The information is especially important because FDOT will not be performing its own environmental analysis on the relocation of freight since this is not required under State of Florida environmental review process. Further, the analysis contains no proposals for mitigation, as the proposal to move freight from the A-line to the S-line has been made by private entities with assistance from the State of Florida, and, as such, is outside the control and discretion of FTA.

The Supplemental EA was made available to the public for a 30-day public comment review period. The general public was notified of the availability of the document utilizing the following methods:

- Copies of the Supplemental EA and supporting technical documentation was placed in libraries located in Volusia, Seminole, Orange, and Osceola Counties and were available at FDOT District 1 offices in Bartow and FDOT District 5 offices in Orlando and DeLand.
- Legal advertisements were published in the following newspapers along the A-Line and S-Line
 - *Florida Administrative Weekly*
 - *Orlando Sentinel*
 - *La Prensa*
 - *Daytona Beach News Journal*
 - *DeLand Beacon*
 - *Osceola News Gazette*
 - *Lakeland Ledger*
 - *Ocala Star Banner*
 - *Gainesville Sun*
- E-mail notifications were sent to the project's mailing list
- Notifications were made at the Technical Advisory Committee (TAC) meetings

7.3 CFCRT Public Hearings

Public hearings on the Supplemental EA were held on Thursday, June 12, 2008 in the City of Sanford (Seminole County) and the City of Maitland (Orange County) to give the public an opportunity to express their views about the CFCRT Project, as well as any comments regarding impacts associated with the movement of freight traffic from the A-Line to the S-Line. The public hearings were held at the following locations:

Public Hearing Sites	
City of Sanford City Hall 300 N. Park Avenue Sanford, FL 32771	Homewood Suites by Hilton Orlando North 290 Southhall Lane Maitland, FL 32751

Public hearing notifications were sent to those property owners residing within 300 feet of the proposed project scope changes even if not directly affected by the CFCRT Project. In addition, notifications were sent to elected officials along both the Project corridor and the S-Line corridor; media; government and agency personnel; the Central Florida Commuter Rail Commission; the Technical Advisory Committee and other interested parties. More than 293 individuals were notified – including about 64 federal, state and local elected officials representing communities along the S-Line. The <http://www.cfrail.com> website was updated to include a scrolling banner notification on the website's home page about the upcoming public hearings. The Supplemental EA and supporting technical documentation regarding the S-Line general analysis were uploaded to the website for public inspection. Public comment also was solicited on the website, and public hearing locations were prominently displayed.

A legal advertisement for the public hearings was published in the *Florida Administrative Weekly* on May 16, 2008 and published a minimum of two times in the following publications: the *DeLand Beacon*, the *Daytona Beach News Journal*, the *Orlando Sentinel*, *La Prensa*, the *Osceola News Gazette*, the *Lakeland Ledger*, *Ocala Star Banner*, and the *Gainesville Sun*.

A total of 111 people signed attendance sheets at the two public hearings – 57 in Maitland and 54 in Sanford. The public hearings on the Supplemental EA included a description of the proposed project scope changes associated with the Fort Florida Road, Longwood and Maitland stations, as well as a general analysis of noise and vibration and grade-crossing delay impacts associated with CSXT's plan to move freight traffic generally from the A-Line (where the CFCRT is proposed) to the S-Line, which extends from Jacksonville through Ocala to Lakeland, terminating in Auburndale. Participants had more than an hour during the open house portion of the hearing to review boards that included a video loop providing information about the CFCRT Project, as well as aerial photographs of proposed changes at each station location along with potential transit oriented development opportunities at each station stop. Additional boards related to the movement of freight from the A-Line to the S-Line including large scale noise contour maps were also on display.

Project team members were available at both locations to answer questions and assist the public, as were FDOT right-of-way acquisition professionals. The formal portion of the public hearing consisted of a Power Point presentation that included maps and graphical illustrations; as well as the aforementioned project boards and included a discussion of the impacts of the movement of freight.

A court stenographer was available to take public comment and record the proceedings; comment forms were distributed and collected, as well as by mail and e-mail; and the public was given an opportunity to speak orally about the project at each public hearing. Public comments were received through June 23, 2008.

In general, the comments received through the public hearing process were favorable, though some expressed concern about impacts associated with CSXT's decision to relocate some freight from the A-Line to the S-Line and potential impacts to downtown Lakeland's historic resources, among other issues.

A total of 20 people provided statements during public testimony at the hearings – 14 at the Maitland hearing and 6 at the Sanford hearing. Nineteen people spoke in support of the CFCRT Project, though 7 also expressed concern about CSXT's plans to relocate freight traffic to the S-Line, the impact that decision would have on downtown Lakeland and the need for FDOT to further study the impacts of freight relocation. One person expressed concern about potential CSXT job losses. Comments received in support of the project focused on: how the commuter rail would assist in reducing traffic; provide an alternative mode of travel especially with the high cost of fuel; serve as an extension to other major employment centers such as the Orlando International Airport, the Burnham Institute, VA Hospital, and Innovation Way; and is just the starting point for future expansion.

Following the public hearings, 22 written comment forms were filled out and submitted via mail. Approximately 18 were in favor of the commuter rail; 2 expressed concern about the impacts of CSXT's freight relocation on the city of Lakeland; one was concerned about job security with CSXT; and one was concerned about the impacts that CSXT's freight relocation might have on historic downtown Lakeland.

An additional 91 comments or questions were submitted electronically or via the <http://www.cfrail.com> website. Approximately 36 of those comments were in favor and 6 were against the CFCRT Project. Four comments were opposed to CSXT's plan to relocate freight from the A-Line to the S-Line and/or questioned the methodology used in the Supplemental EA S-Line General Analysis of noise, vibration and grade-crossing impacts; one was opposed to Lynx budget cuts; 29 requested more information about bus feeder programs, right of way acquisition, hearing dates, land-use and project status; 14 requested more information about jobs, schedules and reprint permission; and one submitted no written comment but expressed favorable support for the Public Hearing facilities and information presented.

The public hearing transcripts, comment forms, and comments received through the project website are included in the *Comments and Coordination Report* prepared for this Supplemental EA.

7.4 S-Line General Analysis Public Information Workshop

A separate public information workshop was held on the S-Line general analysis on Wednesday, June 4, 2008 in Ocala. The workshop took place at the Central Florida Community College - Ocala Campus, Klein Conference Center located at 3001 SW College Road in Ocala, Florida from 6:00 PM to 8:00 PM. The site was selected for its central location along the 200-mile S-Line corridor study area, to afford all interested residents an opportunity to review information, ask questions and provide comment. The purpose of the public information workshop was to discuss the potential impacts associated with the movement of freight traffic from the A-Line to the S-Line.

Notifications were made to the general public through legal advertisements. The Public Hearing notifications, as previously discussed in Section 7.3, also included information pertaining to the public information workshop and were published in the same newspapers as was done for the CFCRT public hearings. The <http://www.cfrail.com> website was updated to include a scrolling banner notification on the website's home page about the public information workshop on the S-Line. The Supplemental EA and supporting technical documentation was uploaded to the website for public inspection.

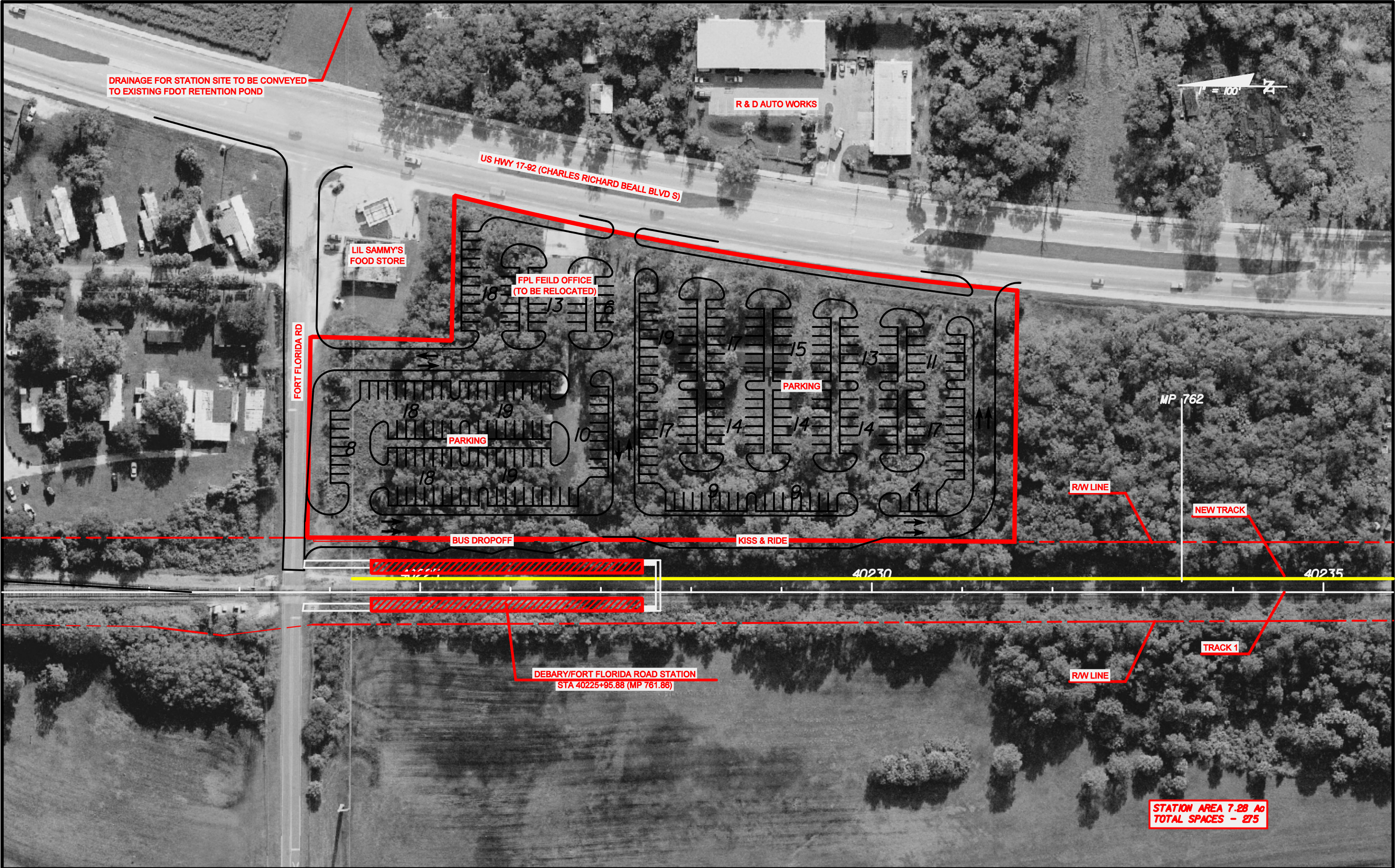
A total of 28 people signed attendance sheets at the public information workshop in Ocala. The format was informal and consisted of an open house setting where FDOT and study team members were available to answer questions. Detailed presentation boards and printed materials were made available for public review during the workshop. The boards included maps of the A-Line and the S-Line, a map of the additional freight traffic through the Lakeland area, and large-scale noise contour maps.

A handout of the results of the general analysis of noise and vibration and grade-crossing delay impacts associated with CSXT's plan to move freight traffic generally from the A-Line (where the CRT is proposed) to the S-Line was also distributed.

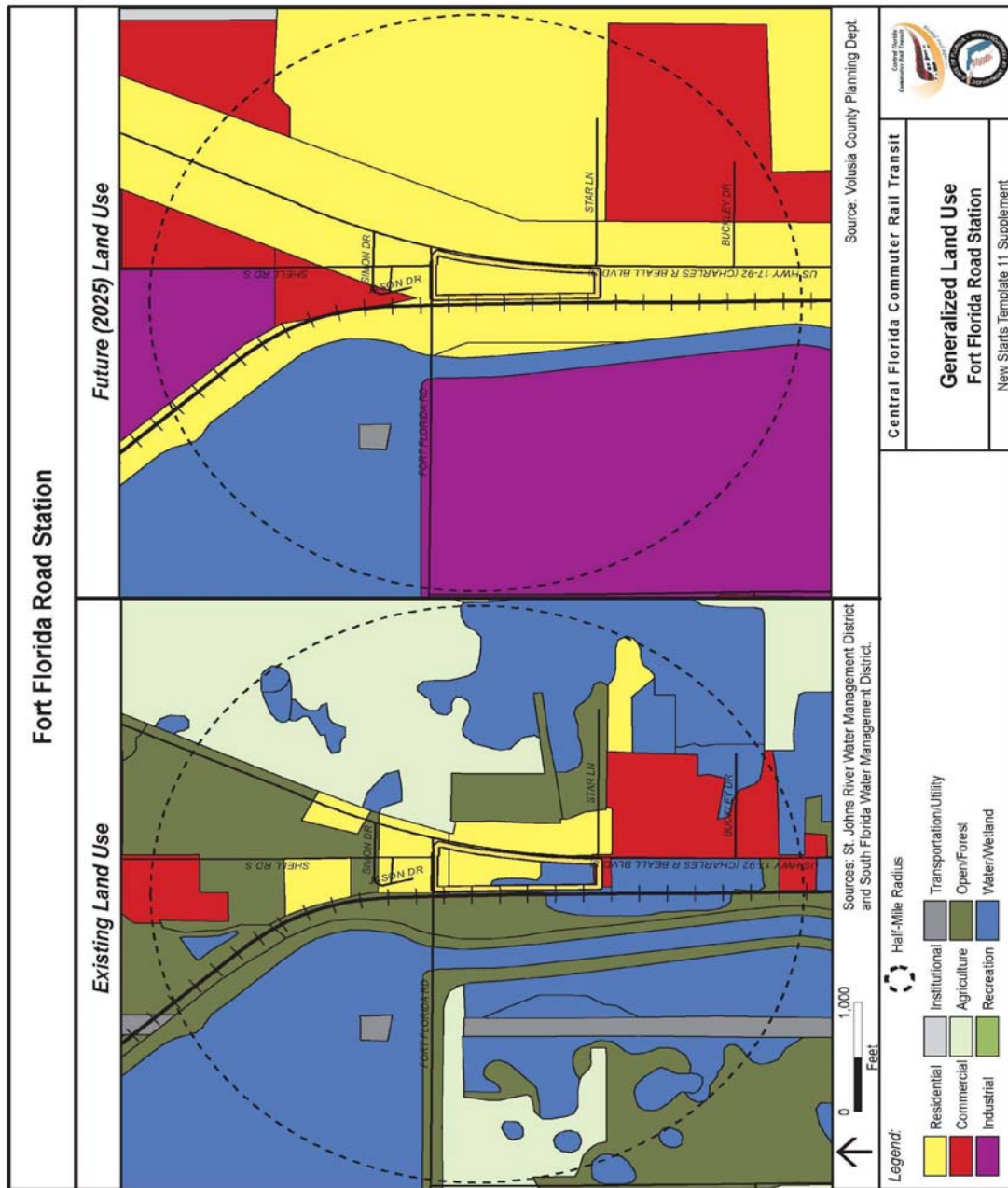
Seven written comment forms were completed. Two comments were supportive of the CFCRT Project; two included requests for additional information about the project and the methodology used for the S-Line analysis; two requested a formal presentation of information available at the workshop and additional information on the <http://www.cfrail.com> website; and one contained no comments, but responded favorably to the workshop facilities, project staff and display materials. The comment period was held open through June 23, 2008. A copy of the comment forms received are included in the *Comments and Coordination Report* prepared for this Supplemental EA.

Appendix A

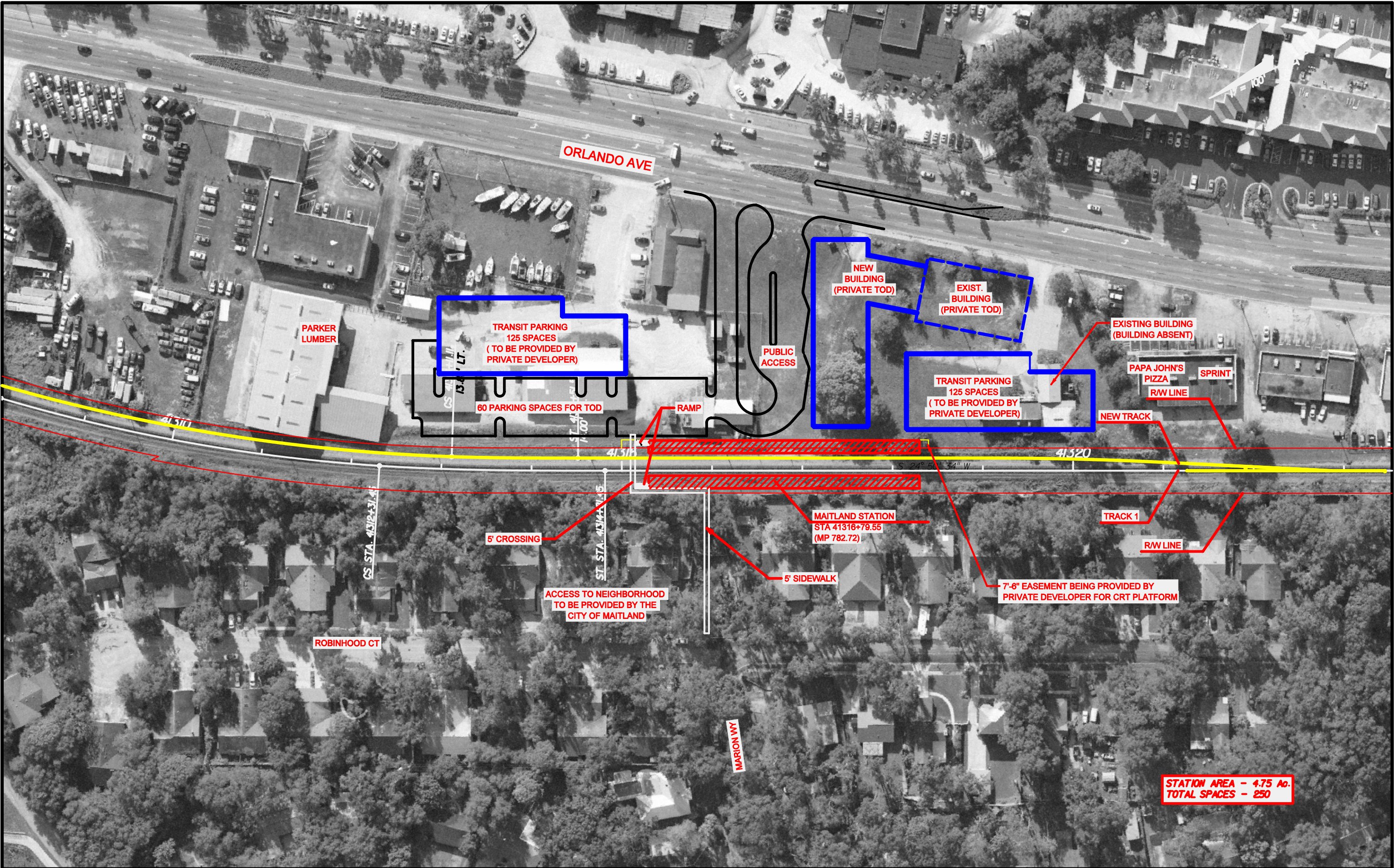
- A-1 Fort Florida Road Station Site Plan**
- A-2 Fort Florida Road Station Existing and Future Land Use Map**
- A-3 Maitland Station Site Plan**
- A-4 Maitland Station Existing and Future Land Use Map**
- A-5 Revised Longwood Station Site Plan**
- A-6 V-1 Rand Yard VSMF Site Plan**



REVISIONS						<div>ENGINEER OF RECORD</div> <div> EarthTech</div> <div>A  International Ltd. Company</div> <div>CERTIFICATE OF AUTHORIZATION NO 816</div> <div>30 SOUTH KELLER ROAD, SUITE 400</div> <div>ORLANDO, FL 32809</div>	STATE OF FLORIDA			CENTRAL FLORIDA COMMUTER RAIL TRANSIT - IOS	EXHIBIT NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		DEPARTMENT OF TRANSPORTATION				
							ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							CRT-10S	VOLUSIA	412994-2-22-01		
						FORT FLORIDA RD. STATION			A-1		
						CONCEPT PLAN					



A-2 Fort Florida Road Station Existing and Future Land Use Map



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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EarthTech
A tyco International Ltd. Company

CERTIFICATE OF AUTHORIZATION NO 8116
30 SOUTH KELLER ROAD, SUITE 400
ORLANDO, FL 32819

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CRT-10S	ORANGE	412994-2-22-01

CENTRAL FLORIDA COMMUTER RAIL TRANSIT - 10S

MAITLAND STATION

CONCEPT PLAN

EXHIBIT NO.
A-3



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD
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CERTIFICATE OF AUTHORIZATION NO 816
30 SOUTH KELLER ROAD, SUITE 400
ORLANDO, FL 32819

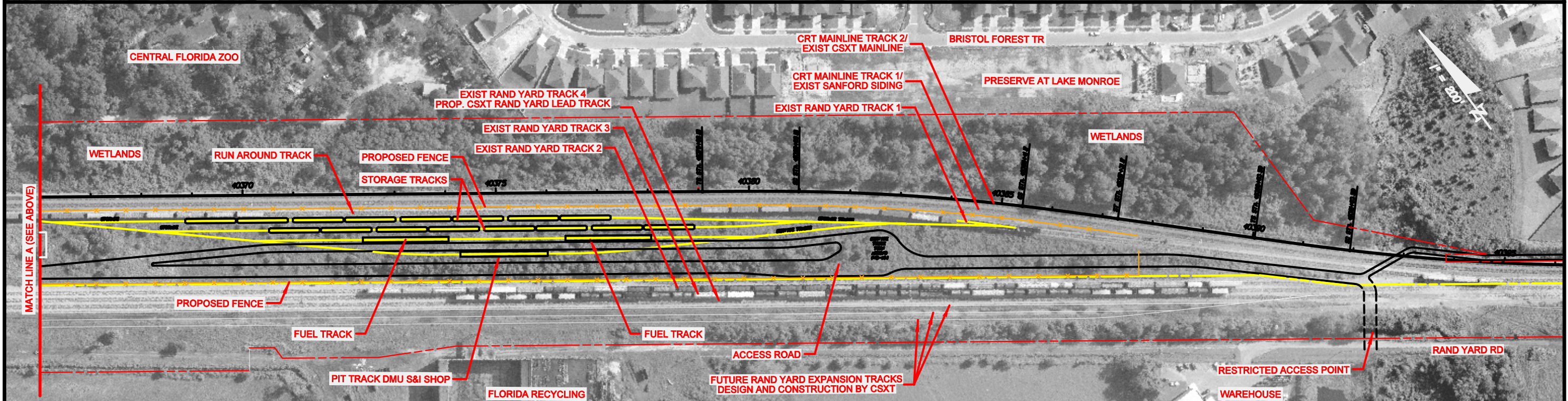
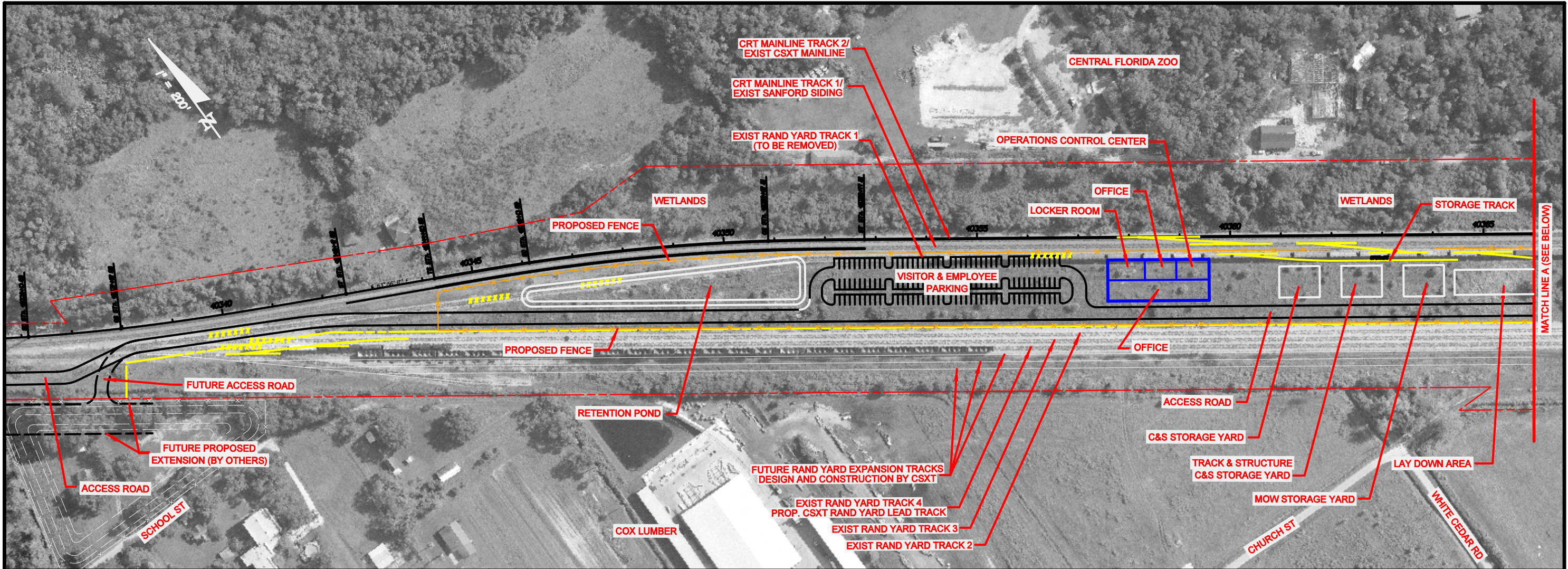
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CRT-10S	SEMINOLE	412994-2-22-01


CENTRAL FLORIDA COMMUTER RAIL TRANSIT - 10S

LONGWOOD STATION

CONCEPT PLAN

EXHIBIT NO.
A-5



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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		DEPARTMENT OF TRANSPORTATION			CFCRT VEHICLE STORAGE/ MAINTENANCE FACILITY		
							ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
							CRT-10S	SEMINOLE	412994-2-22-01		V-1	

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CERTIFICATE OF AUTHORIZATION NO 8116
30 SOUTH KELLER ROAD, SUITE 400
ORLANDO, FL 32810

Appendix B

- B-1 Contamination Screening Evaluation Report Addendum – August 2007**
- B-2 CSER – Addendum - Longwood Station**
- B-3 CSER – Addendum - Maitland Station**

Contamination Screening Evaluation Report Addendum

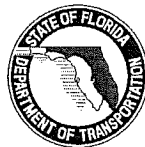
for the

Central Florida Commuter Rail Transit Project

Proposed Fort Florida Road, Longwood, Altamonte Springs and Maitland
Stations in Volusia, Seminole and Orange Counties

Prepared for:

Earth Tech, Inc. &
Florida Department of
Transportation – District 5



Prepared by:

**GEOTECHNICAL AND ENVIRONMENTAL
CONSULTANTS, INC.**

August 2007

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Contamination Screening
Evaluation Report Addendum

**Contamination Screening
Evaluation Report Addendum**

**Central Florida Commuter Rail Transit Project
Proposed Fort Florida Road, Longwood, Altamonte Springs and Maitland
Stations in Volusia, Seminole and Orange Counties**

PREPARED FOR:

**Earth Tech, Inc. and
Florida Department of Transportation -
District 5**


Statement of Professional Review

This report has been reviewed and the engineering contained herein has been found to conform to commonly accepted procedures consistent with applicable standards of practice. No guarantee or warranty is expressed or implied.

Not available for signing.

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Central Florida Commuter Rail Transit Project

EXECUTIVE SUMMARY

Geotechnical and Environmental Consultants, Inc. (GEC) was retained by Earth Tech, Inc. on behalf of the Florida Department of Transportation (FDOT), to provide a Contamination Screening Evaluation Report Addendum (CSERA) for four parcels that will be acquired for the Central Florida Commuter Rail Transit Project. These parcels will be used as commuter rail passenger station and include the Fort Florida Road Station, Longwood Station, Altamonte Springs Station and Maitland Station. The purpose of this CSERA is to evaluate conditions at two previously uninvestigated stations (Fort Florida Road and Maitland) and to re-evaluate conditions at two stations (Longwood and Altamonte) where the station limits have been modified from the original configurations investigated during the initial CSER (2006).

Since this study is an addendum to previous CSERs, each station location was evaluated in general accordance with the Chapter 22 of the FDOT Project Development and Environment (PD&E) Manual, dated December 2003, without duplicating aspects previously conducted during the CSER studies for the commuter rail mainline (conducted in part by others) and the commuter rail passenger stations.

There is a significant potential liability associated with acquisition of property that is contaminated. Additionally, contamination can have a significant impact on construction, particularly dewatering, since any contaminated groundwater that may be encountered would require treatment and special permitting. Contaminated soil would require special treatment and disposal and could not likely be used as fill. The purpose of this contamination screening evaluation was to evaluate the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment in the vicinity of the station locations that could adversely affect property acquisition, permitting, and construction of this project.

In general accordance with the applicable definitions provided in the FDOT PD&E Manual, the proposed station locations were assigned **Low**-, **Medium**-, and **High**-contamination risk potential ratings. The CSERA data collection activities included a review of publicly available regulatory files, a review of available historical data

sources, and site reconnaissance of the project study area. The following presents the contamination risk potential ratings assigned to each proposed facility at this time.

- ◆ **Fort Florida Road Station - Medium**
- ◆ **Longwood Station - High**
- ◆ **Altamonte Springs Station - High**
- ◆ **Maitland Station - Low**

For locations classified as having a **Low** risk of contamination potential, it is recommended that this Contamination Screening Evaluation Report be updated for those sites prior to right-of-way acquisition and construction. The update should include a re-review of the public record to determine if any significant changes in status have occurred since this report was prepared.

For locations classified as having a **Medium-** or **High-** risk of contamination, further review into the Public Record, particularly with regard to any Contamination Assessment or Remedial Action Plans, which may be generated in the interim period between the date of this report and the date of property acquisition and construction, should be performed. A preliminary soils screening evaluation including auger borings and Organic Vapor Analyzer (OVA) screening of soils, as well as soil and groundwater sampling and testing, should be performed to detect the presence of contaminants in soil or groundwater prior to acquisition of property, or initiation of construction activities.

If contaminated media are encountered, additional investigations may be necessary to implement mitigation activities required to support construction. Such activities may include design and operation of on-site groundwater treatment equipment, implementing special handling, characterization, and disposal procedures for contaminated soils, or implementation of engineering controls (slurry walls, infiltration trenches, etc.) to prevent affecting natural fate and transport of existing groundwater contaminant plumes.

Central Florida Commuter Rail Transit Project

1 INTRODUCTION

1.1 Terms of Reference

Geotechnical and Environmental Consultants, Inc. (GEC) has been retained by Earth Tech, Inc. (Earth Tech), on behalf of the Florida Department of Transportation (FDOT), to provide a Contamination Screening Evaluation Report Addendum (CSERA) for four parcels that will be acquired for the Central Florida Commuter Rail Transit Project. These parcels will be used as commuter rail passenger stations and include the Fort Florida, Longwood, Altamonte Springs and Maitland Stations. The purpose of this CSER is to evaluate conditions at two previously investigated stations (Fort Florida road and Maitland) and to re-evaluate conditions at the other two stations where the station limits have been modified from the original configurations investigated during the initial CSER (2006).

Since this study is an addendum to previous CSERs, each station location was evaluated in general accordance with the Chapter 22 of the FDOT Project Development and Environment (PD&E) Manual, dated December 2003, without duplicating aspects previously conducted during the CSER studies for the commuter rail mainline (conducted in part by others) and the commuter rail passenger stations.

1.2 Purpose

The purpose of this CSERA is to evaluate conditions at two previously uninvestigated stations (Fort Florida Road and Maitland) and to re-evaluate conditions at two stations (Longwood and Altamonte Springs) where the station limits have been modified from the original configurations investigated during the initial CSER (2006). This CSERA was discussed during a meeting with Earth Tech personnel on July 24, 2007.

The presence of soil, groundwater, surface water and/or sediment contamination or the existence of petroleum products or hazardous substances at acquisition

sites can have a significant negative impact on the cost and schedule to complete this transit project. Additionally, liability concerns can be associated with obtaining contaminated real estate. As such, the purpose of the contamination screening evaluation presented herein is to identify: (i) potential implications associated with acquisition of potentially contaminated real estate, and (ii) negative impacts on construction-related activities.

1.3 General Methodology

Since this study is an addendum to previous CSERs, each station location was evaluated utilizing specific procedures provided in Chapter 22 of the FDOT PD&E Manual, dated December 2003. Per approval of the FDOT District 5 District Contamination Impact Coordination (DCIC), results of previous studies conducted by GEC and others were utilized herein so that evaluation efforts would not be duplicated. Therefore, at some stations, certain aspects of the Chapter 22 procedures were utilized. A detailed summary of the scope and investigation procedures of this contamination screening evaluation is provided in **Section 3.0**.

The study area of each of the proposed station locations is defined as an area that extends approximately 300 feet from each side of the proposed site limits.

1.4 Report Organization

This report presents the contamination screening evaluation findings, opinions, and subsequent recommendations for the two station alternatives and the two additional station locations. General information regarding the contamination screening evaluation activities, various existing conditions, and historical information has been segregated from parcel-specific information to minimize repetition of general project information.

The remainder of this report is organized as follows:

Section 2.0: *Parcel Information* - Provides general information regarding the four subject properties evaluated during this project. A summary of previous investigations conducted for each station is also provided in this section.

Section 3.0: *Investigation Methodology* - Summarizes the purposes and methodologies of the various tasks conducted as part of the contamination screening evaluation activities.

Section 4.0: *Definitions* - Defines various terms and reports usually associated with contaminated properties and the regulatory agencies that oversee such properties.

Section 5.0: *Contamination Risk Potential Rating System* - Presents the FDOT contamination risk rating system utilized for this report.

Section 6.0: *Findings, Opinions, and Contamination Risk Potential Ratings* - This section presents the Contamination Risk Potential Ratings assigned to each parcel. Public file review information, observations made during reconnaissance of each parcel, and historical data review information are presented in this section as applicable for each site.

Section 7.0: *Conclusions and Recommendations* - Provides a summary of the assigned risk ratings and presents parcel-specific recommendations for the four amendment locations.

Section 8.0: *Report Limitations* – Presents specific limitations associated with the evaluation activities and results presented herein.

Section 9.0: *References*

2 PARCEL INFORMATION

2.1 Overview

This CSERA includes the evaluation of two additional station locations and to two proposed stations with modified limits that were evaluated previously as part of the Central Florida Commuter Rail Transit Project.

This CSERA includes the proposed stations as follows:

- ◆ Longwood Station (amendment of station boundaries)
- ◆ Altamonte Springs Station (amendment of station boundaries)
- ◆ Fort Florida Road Station
- ◆ Maitland Station

The station locations and approximate limits are shown on **Figures 1 through 4 in Appendix A**. The aerial photographs showing the project limits were provided by Earth Tech for the purposes of this evaluation.

2.2 Previous Investigations

As mentioned in **Section 1.0** previous investigations conducted by GEC and others were used as a basis for this CSERA.

GEC prepared a CSER for the initial acquisition of 16 passenger stations and one maintenance facility. The CSER is titled "*Contamination Screening Evaluation Report for the Central Florida Commuter Rail Transit Project – Volusia, Seminole, Orange and Osceola Counties, Florida*" and dated April 2006. This report should be referenced for information regarding the initial station configurations as well as certain hydrogeologic and historical land use information for the Longwood and Altamonte Springs Stations.

Contamination Screening Evaluations were separately conducted for the entire 61 – mile length of the Commuter Rail Mainline. GEC and Nodarse & Associates, Inc. (N&A) were contracted by WRS Infrastructure & Environment, Inc. (WRS) to conduct contamination screening evaluations for ten track segments [A(1) through J(10)].

The study area for the mainline investigations extended 300 feet from existing CSX mainline right-of-way but did not include the proposed passenger stations or maintenance yards. A portion of the Fort Florida Road Station was included in Track Segment C(3), evaluated by N&A, and the Maitland Station area was included in the Track Segment G(7), which was investigated by GEC. The CSERs for those track segments should be referenced for certain hydrogeologic, public record and historical land use information and are included herein by reference.

The following sections present specific details of the general investigation methodology conducted for the CSERA for each station.

3 INVESTIGATION METHODOLOGY

As mentioned in **Section 1.3**, this study was performed in general accordance with the methodology described in Chapter 22 of the FDOT PD&E Manual, dated December 2003 without duplicating efforts of recent CSER studies. The following sections summarize each major task conducted as part of this evaluation.

Specific limitations and references to other CSERs for each station with regard to data collection procedures and results are presented in this section.

3.1 Historical Record Source Review

3.1.1 Aerial Photographs

Historical aerial photographs of the Fort Florida Road Station were reviewed to evaluate past land use and to identify areas that raise concern for potential contamination impacts so that those areas may be investigated during our review of the Public Record and site reconnaissance. Historical aerial photographs were reviewed for this station since the Mainline Track Segment C(3) study area did not encompass the entire station layout or extend 300 feet from the station limits. Historical aerial photographs were not reviewed for the other station locations. Historical aerial photographs were reviewed for the Altamonte Springs and the Maitland Stations in previous CSERs as indicated in **Section 2.2**. Aerial photographs were not reviewed in the Longwood Station since current land uses were assumed to be present at that location since prior to readily available Seminole County data.

Aerial photographs were generally reviewed at a minimum of 5-year intervals. The results of our aerial photograph reviews conducted for the Fort Florida Road Station is summarized in **Section 6.0**.

3.2 Public Record Reviews

GEC reviewed relevant information from the Florida Department of Environmental Protection (FDEP), the United States Environmental Protection Agency (USEPA), and the County Environmental Protection Divisions to identify known or potential contamination sites within the study area, which is defined as an area that extends approximately 300 feet from each side of the proposed station limits.

Also, GEC subcontracted a records review from FirstSearch Technology Corporation (FSTC) to supplement the searches conducted for the Longwood and Fort Florida Road Stations. GEC did not perform supplemental regulatory database reviews in the Altamonte Springs and Maitland Stations since the station limits were encompassed by previous investigations as described herein. The following sections identify the specific regulatory information sources reviewed for this evaluation for applicable station locations.

3.2.1 Florida Department of Environmental Protection (FDEP)

The FDEP has compiled several database lists which are useful in identifying potential sources of soil and/or groundwater contamination within the study area. The FDEP database lists used for this study are listed below:

1. Registered Underground Storage Tanks (UST)
2. Leaking Underground Storage Tanks (LUST)
3. State Sites (CERCLIS and NPL Equivalents)
4. Solid Waste Landfills (SWL)

Information regarding the date the databases were last updated are included in the **Appendix B**. Descriptions of the above-listed Florida Databases and information sources are also provided in the **Appendix B**.

3.2.2 United States Environmental Protection Agency (EPA)

The United States Environmental Protection Agency (EPA) has also compiled several lists used for identifying potential sources of hazardous materials contamination within the study area. The lists used for this evaluation include:

1. Facility Index System (FINDS)
2. Resource Conservation and Recovery Act Treatment, Storage, Disposal (RCRA TSD)
3. Resource Conservation and Recovery Act Corrective Action Sites (RCRA COR)
4. Resource Conservation and Recovery Act Generator (RCRA GEN)
5. Resource Conservation and Recovery Act No Longer Regulated Generator (RCRA NLR)
6. Emergency Response Notification System (ERNS)
7. Toxic Release Inventory System (TRIS)
8. Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS)
9. National Priority List (NPL)
10. National Pollution Discharge Elimination System (NPDES)

Information regarding the date the databases were last updated are included in the **Appendix B**. Descriptions of the above-listed databases and information sources are also provided in the **Appendix B**.

3.2.3 FDEP Bureau of Petroleum Storage Systems Document Management System

GEC reviewed information contained in the FDEP Bureau of Petroleum Storage Systems (BPSS) Document Management System (DMS). This is an electronic database system, which uses the Oculus DMS to provide Public Record information for sites that have (or had) documented releases to the environment. Information contained in the DMS includes but is not limited to status of currently installed and abandoned storage tanks, tank inspection reports, tank closure reports, environmental assessment reports, and remedial action and monitoring reports.

3.3 Site Reconnaissance

A GEC representative visited each parcel within the study area of each station to visually document existing conditions and evaluate the potential for hazardous materials or petroleum contamination of soil or groundwater within the study area of each parcel that could potentially impact the project. The study area at each location was visually inspected for evidence of contamination such as stressed vegetation, vent and fill pipes, accumulated areas of debris, evidence of buried materials, areas of soil staining, etc.

Although we visited each of the subject parcels, we were not able to enter and observe the interior conditions of residential properties. Photographs taken during the site reconnaissance are included in the **Appendix C**. Details of the site reconnaissance conducted for each parcel are provided in **Section 6.0**.

3.4 Interviews

When feasible, GEC interviewed regulatory officials and persons familiar with the sites to gather additional information relating to the contamination risk potential at each proposed location.

4 DEFINITIONS

The following definitions apply to typical terms related to contamination sites:

Hazardous Material - Any material exhibiting ignitable, corrosive, reactive, or toxic properties. The USEPA has identified several hundred chemical compounds that

possess one or more of these properties. Another definition could be considered is any regulated material or substance whose presence, release or discharge into the environment would require reporting to a regulatory agency and possibly remediation. Any material that is spilled or leaked and has contaminated soil and/or groundwater can be considered a hazardous substance. Hazardous materials or compounds are identified as part of USEPA's list of hazardous and toxic wastes (CFR 40, part 261). The State of Florida has adopted USEPA's definition of hazardous substances as well as the USEPA list of hazardous substances.

Petroleum Products - Liquid crude oil derivatives that are derived by distillation, cracking, hydro forming and/or other petroleum refinery processes falling under the description of either "Gasoline Analytical Group," "Kerosene Analytical Group" or "Used Oil" as defined in Florida Administrative Code (FAC) 62-770.200(24), (29) and (64), respectively. These materials include, but are not limited to: leaded and unleaded gasoline, gasohol, aviation and jet fuels, diesel fuel, kerosene, new or used motor oil, hydraulic fluid and gear oil.

Hazardous Material or Petroleum Contamination Site - A potential hazardous material or petroleum contamination site is a parcel of land upon which hazardous materials or petroleum products are produced, stored, accumulated, used or disposed of. These sites typically include existing or former gasoline stations, dry cleaners, auto repair facilities and other businesses where hazardous substances or petroleum product are present. The presence of hazardous substances and/or petroleum products does not mean that contamination is present, but merely indicates that the potential for contamination exists if the materials are not handled or disposed of properly.

Contamination - The presence of any regulated material or chemical contained within the soil, surface water, sediment, or groundwater on or adjacent to the roadway or proposed right-of-way, that may require assessment, remediation, or special handling, or that has a potential for liability.

Source Removal (SR) - The removal of free petroleum product or excessively contaminated soil.

Site Assessment Report (SAR) - Summarizes all tasks which were implemented pursuant to the Contamination Assessment.

Remedial Action Plan (RAP) - A plan which details a means by which contamination may be cleaned up.

Active Remediation (AR) - Implementation of an approved RAP.

Site Rehabilitation Completion Report (SRCR) - A report which describes that cleanup goals have been met.

Site Rehabilitation Completion Order (SRCO) - An order issued by the lead regulatory agency that approves the SRCR. No further assessment or remediation activities need to be conducted at the site once a SRCO has been issued unless a new release takes place and is reported or discovered.

Natural Attenuation Monitoring (NAM) - A means of conducting site rehabilitation in which natural degradation of media contaminants are monitored for extended periods of time provided that human health, public safety, and the environment are protected.

Engineering Control (EC) - A modification to a site to reduce or eliminate the potential for migration of, and exposure to, contaminants of concern. Examples of ECs included slurry walls, sheet pile walls, and engineered liners to prevent exposure.

Institutional Controls (IC) - A restriction on use of, or access to, a site to eliminate or minimize exposure to contaminants of concern. Examples of ICs include deed restrictions, use restrictions, or restrictive zoning.

No Further Action with Conditions - No further assessment or remediation is required at a site provided that certain conditions are met as approved by the lead regulatory agency. Conditional No Further Actions can be granted to sites that employ ICs and/or ECs as part of the site rehabilitation strategy.

No Further Action without Conditions - No further assessment or remediation is required at a site. No contaminants are present at the site above default or approved alternative clean-up standards.

Underground Storage Tank (UST) - A storage tank that has been installed below the ground surface, which may or may not contain secondary contaminant or leak detection systems.

Aboveground Storage Tank (AST) - A storage tank that is situated on the ground surface and may or may not be installed on a concrete pad with secondary spill contaminant.

5 CONTAMINATION RISK POTENTIAL RATING SYSTEM

For sites identified in the Public Record as having reported contamination to a regulatory agency (FDEP, USEPA, and/or local government entities), a search of locally available regulatory agency files was made to gather information on the nature and extent of reported contamination.

After gathering and reviewing the above information and performing the site reconnaissance, we assigned a Contamination Risk Potential Rating (CRPR) to on- and off-site facilities that were identified as having a potential risk of affecting environmental media (soil, groundwater, surface water or sediment) quality at the subject sites. Additionally, we assigned a CRPR to each station location.

Please note that our CRPR is based on conditions as identified during our site reconnaissance and our review of available Public Record documents and may not reflect conditions which may exist in the future.

The Contamination Risk Potential Rating system we have used was developed by FDOT (Chapter 22 PD&E Manual) and can be generally defined as the following four categories:

1. No Risk Site - After a review of all available information, there is nothing to indicate contamination would be a problem. It is possible that contaminants could have been handled on the property; however, all information (FDEP and USEPA reports, monitoring wells, water and soils samples, etc.) indicate problems should not be expected. Examples of site operations that received this rating are:
 - A. A gas station that has been closed and has a Closure Assessment or Contamination Assessment documenting that there is no soil or groundwater contamination.
 - B. A wholesale or resale outlet that handles hazardous materials in sealed containers which are never opened while at this facility, such as spray cans of paint at a "drug store."
2. Low Risk Site - The former or current site operation has a hazardous waste generator identification (ID) number, deals with hazardous materials, or stores petroleum products; however, based on available information, there

is no evidence there would be any contamination encountered. This is the lowest possible rating a gasoline station operating within current regulations could receive. This rating would also be applied to a retail hardware store which blends paint.

3. Medium Risk Site - After a review of all available information, indications are found (reports, Notice of Violations, consent orders, etc.) that identify known soil and/or groundwater contamination but that the problem does not need remediation, is being remediated (i.e., air stripping of the groundwater, etc.) or that continued monitoring is required. The complete details of the nature and extent of contamination and remediation requirements are important to determine what impact the site could have on design or construction of the roadway improvements. We would also include in this category any site that may not have identified contamination, but there is a significant potential that contamination impacts could exist.
4. High Risk Site - After a review of all available information, there is a strong potential for the site to have contamination problems. Further assessment will be required to determine the actual presence and/or levels of contamination, the presence of abandoned underground fuel storage tanks, and the need for remedial action. Properties that were previously used as gasoline stations with the exception of but have not been evaluated or assessed would receive this rating.

The locations of all ranked sites are shown on **Figures 1 through 4 in Appendix A**. Specific recommendations with regard to the potential for impacts associated with each of the proposed station locations are presented in **Section 8.0**.

6 FINDINGS, OPINIONS AND CONTAMINATION RISK POTENTIAL RATINGS

This section provides a summary of the site-specific findings for the four station sites. Based on our reviews of historical data sources and public record files as well as our reconnaissance of the subject parcels and interviews, we have assigned a CRPR to each parcel. The CRPRs are defined in **Section 5.0** of this report. **Table 1 in Appendix D** provides a listing of the contamination risk potential sites and the corresponding CRPRs. The CRPRs assigned to all ranked facilities, and the proposed station locations are shown on **Figures 1 through 4 in Appendix A**.

6.1 Fort Florida Road Station

USGS Quadrangle Map Review

An excerpt from the USGS Quadrangle map of the area (**Figure 1 in Appendix A**) indicates that the subject parcel is at approximately elevation +25 to +30 feet NGVD. Topography in the vicinity of the subject parcel appears to slope generally from Konomac Lake located west of the proposed station to the east. As such, it is possible that groundwater may flow in a general easterly direction in the vicinity of the subject parcel. However, local groundwater flow can be influenced by many factors including stormwater retention ponds, exfiltration trenches, and construction dewatering. Additionally, groundwater flow directions may also change seasonally based upon a fluctuating groundwater elevation.

Aerial Photograph Review

Our review of the available aerial photographs indicates that the subject parcel appears to have been mainly undeveloped. The rail line appears adjacent to the west of the subject parcel since at least 1943. Apparent residential structures appear and disappear from on-site locations from approximately 1958 through the late 1980s. Currently, only three structures appear in the central portion of the parcel, and one gasoline station structure appears on-site in the northern portion of the parcel. Lake Konomac and the outfall canal appear in the 1986 aerial. A detailed summary of the results of our aerial photograph review for this parcel and the surrounding parcels is provided as **Table 2 in Appendix D**.

Site Reconnaissance

On August 1, 2007, a representative of GEC performed a site reconnaissance. The subject parcel currently consists of mostly undeveloped land with trees. The rail line is located adjacent to the west of the subject parcel. Lil' Sammy's gasoline station is located on the northern portion of the subject parcel. Three structures associated with Florida Power and Light are located in the central portion of the subject parcel. One structure is currently utilized as an office. The remaining structures are abandoned, and an AST was noted adjacent to the westernmost structure. A trailer park is located to the north. R&D Autoworks is located to the east of US Highway 17-92, which borders the subject parcel to the east. ATA Golfcarts and Gus Tires are located adjacent to the south of the subject parcel. According to the Mainline CSER-C(3), two ASTs and associated

soil staining were noted at this facility (N&A, 2007). Photographs in **Appendix C** show the subject parcel as well as adjacent parcels.

Public File Review

FSTC's database report revealed two listed facilities within the project search limits (300 feet from the property boundary). Lil' Sammy's Food Mart is an on-site gas station located in the northeast portion of the subject parcel. The FDOT facility located off-site to the north of the subject parcel was identified as a LUST site. The FSTC database report and excerpts of publicly available reports reviewed for these sites are included in **Appendix B**.

Contamination Risk Potential Ratings

The results of our data collection activities revealed five potential contamination risk sites on and in the vicinity of the proposed Fort Florida Road Station location. The potential contamination risk sites are presented below.

Site No. 50 – Lil' Sammy's Food Mart (LUST, UST, Spills and RCRA/N). This facility is located on-site at 600 (also listed as 1600) US Highway 17-92 South in DeBary and is listed with FDEP Facility Identification Number 648731849. A total of five USTs are registered for the facility. Three of the USTs were removed in January 1993 and replaced with two unleaded gasoline USTs. A tank closure report was submitted and approved by the state in February 1994, which indicated a northerly groundwater flow direction. Two separate discharges were filed with the state in May 1998 and September 1992. The state determined in May 2001 that neither discharge required further assessment. Since that time, minor compliance violations appeared to be administrative and were subsequently resolved. The tank closure assessment was conducted in 1994 and therefore was not conducted in accordance with current requirements. Furthermore, acquisition of the gas station would require tank closure of the active USTs, which has resulted in discovery of new discharges at many gasoline station site in Florida. Therefore, this facility is assigned a CRPR of **Medium**.

Site No. 51 – Florida Power and Light (Site Recon). This facility is located on-site in the central portion of the subject parcel. A damaged AST was noted in the vicinity of the two abandoned structures identified on the subject parcel. Placard information located on the tank indicates the contents may have been fuel oil. On-site personnel were not available to verify tank or storage contents and procedures. Therefore, this facility is assigned a CRPR of **Medium**.

Site No. 52 – ATA Golf Carts and Gus Tire (Site Recon). This facility was identified during site reconnaissance and is located at 676 US Highway 17-92 in Debary adjacent to the south of the subject parcel. The facility conducts equipment maintenance and utilizes two ASTs as part of their operation. Stained soil was noted adjacent to the ASTs. Based on groundwater flow information obtained for Site No. 50, this facility is likely located in an upgradient direction relative to the station location. Therefore, this facility is assigned a CRPR of **High**.

Site No. 53 – Florida Department of Transportation (Spills, LUST and UST). This facility is located at 560 South US Highway 17-92 in DeBary, approximately 200 feet to the north of the subject parcel and is listed with FDEP Facility Identification Number 649803355. FDOT discovered a 600-gallon UST during roadway construction along US Highway 17-92. The UST appeared to be associated with a gasoline station that was operated from approximately the 1940s through the 1960s. The tank was removed in May 2000, at which time a discharge notification was filed with the state. In July 2000, an alternative procedure remedial action was implemented as part of dewatering activities associated with roadway construction. Site closure was granted by February 2001. Therefore, this facility is assigned a CRPR of **No**.

Site No. 54 – R&D Auto Works (Site Recon). This facility was identified during site reconnaissance and is located at 643 US Highway 17-92 in Debary, approximately 100 feet east of the subject parcel. Review of the FDEP hazardous waste facilities database indicated that this facility is listed as a RCRA generator and has no documented violations. Therefore, this facility is assigned a CRPR of **No**.

Due to the on-site potential for contamination, the **Fort Florida Road Station** is assigned a CRPR of **High**.

6.2 Longwood Station

USGS Quadrangle Map Review

An excerpt from the USGS Quadrangle map of the area (**Figure 2 in Appendix A**) indicates that the subject parcel ranges in elevation from approximately +75 to +80 feet NGVD. Topography in the vicinity of the subject parcel appears to slope in general toward the northeast. As such, it is possible that groundwater may flow

in a general northeasterly direction in the vicinity of the subject parcel. However, local groundwater flow can be influenced by many factors including stormwater retention ponds, exfiltration trenches, and construction dewatering. Additionally, groundwater flow directions may also change seasonally based upon a fluctuating groundwater elevation.

Site Reconnaissance

On July 31, 2007, a representative of GEC performed a site reconnaissance. The subject parcel is developed with the City of Longwood Public Works, a warehouse structure, an open grassed truck staging area, and a construction company. Longwood Street is located adjacent to the west of the subject parcel, with the rail line located west of the street. The subject parcel is bisected by East Church Street. East Longwood Automotive and residential structures are located to the east of the proposed station, and several commercial structures are located to the west and south of the subject parcels.

The City of Longwood Public Works facility consists of a wastewater treatment plant, a vehicle repair facility, a utility maintenance and storage area, and several chemical storage units and polebarns located throughout the facility. These areas are illustrated on site reconnaissance photographs in **Appendix C**.

Interviews

On July 31, 2007, a representative of GEC met with Richard Kornbluh, Utilities Manager with City of Longwood. Mr. Kornbluh mentioned the presence of two former USTs on-site and the current use of two ASTs. Mr. Kornbluh stated that a vehicle repair facility is operated on-site, as well as a utilities material and equipment storage area. Mr. Kornbluh was unaware of any petroleum contamination or petroleum cleanup on the subject property or adjacent properties. However, he mentioned that a RCRA cleanup took place on a portion of the facility where drums were apparently buried in the past.

On August 7, 2007, Mr. John Sykes, Project Manager with the FDEP Drycleaning Solvent Cleanup Program in Tallahassee provided information regarding the assessment activities being conducted for the Celebrity Drycleaners located approximately ¼-mile southwest of the subject parcel. According to Mr. Sykes, the startup of a remedial system for the soil contamination is scheduled for the week of August 10, 2007. Several chemical oxidation events for the large groundwater plume are proposed and is expected to take several years to clean up the groundwater plume. According to Mr. Sykes, impacted groundwater in

excess of the state criteria is approximately ¼-mile in length, migrating towards the east northeast (towards the subject parcel) and is over 200 feet in depth.

Public File Review

FSTC's database report revealed three listed facilities within the project search limits (300 feet from the property boundary). East Longwood Automotive, currently East Coast Choppers, Apex Transmission (off-site) and the City of Longwood Public Works facility (on-site). The FSTC database report is included in **Appendix B-1**.

Contamination Risk Potential Rating

The results of our data collection activities revealed six potential contamination risk sites on and in the vicinity of the proposed Longwood Station location. The potential contamination risk sites are presented below.

Site No. 7 - East Longwood Automotive (FINDS, RCRA GEN). This facility is located immediately to the east of the subject parcel at 215 East Church Street in Longwood and has no documented violations. Therefore, this facility has been assigned a CRPR of **Low**.

Site No. 8 - The City of Longwood Public Works (RCRA COR, RCRA GEN, UST, RCRA). This facility is located on-site at 180 East Warren Avenue in Longwood and is listed with FDEP Facility Identification Number 598837897. This facility was listed with a total of nine storage tanks of which two were deleted from registration in 2005. One UST and three ASTs were removed between 1990 and 1991. No tank closure assessment information was available for review. Three double-walled ASTs are currently in service at the subject parcel. A maintenance area with one underground hydraulic lift was observed in the central portion of the Public Works facility. In March 1989, following several FDEP warning letters based upon RCRA compliance violations, the facility was finally placed under consent order. Based upon review of the FDEP hazardous waste facilities database, documentation indicates that a previous City of Longwood employee ordered and implemented the burial of waste drums on-site. The drums contained waste paint. Several other non-administrative violations included improper handling, storage, and disposal of hazardous waste such as pesticides, antifreeze, and waste oil. Subsequent to cleanup activities conducted under Consent by the City of Longwood, the City paid a fine and was released from any further cleanup and/or assessment requirements in 1991. In addition, an on-site monitoring well was determined to be associated with the Celebrity

Drycleaners facility located at approximately ¼- mile to the southwest of the subject parcel at 190 South CR 427 in Longwood. The drycleaner facility is documented with the Drycleaning Solvent Cleanup Program as a solvent-contaminated site that is currently being remediated. Therefore, this facility is assigned a CRPR of **High**.

Site No. 9 - Apex Transmissions (FINDS, RCRA GEN) This facility is located approximately 200 feet to the northeast of the subject parcel at 260 East Palmetto Avenue in Longwood and has no documented violations. Therefore, this facility has been assigned a CRPR of **Low**.

Site No. 10 – On-Site Auto/Trailer Maintenance (Site Recon). GEC previously observed an area on-site that was being used for apparent truck and trailer repair activities. Since specific information is not available regarding the former/current operations at this site, it is assigned a CRPR of **Medium**.

Site No. 11 – Boynton Lawn Equipment (Site Recon). This facility is located approximately 200 feet to the west of the subject parcel at 315 North Ronald Reagan Boulevard in Longwood. This facility sells and repairs lawn equipment. This facility is not listed on the FSTC report and has no documented contamination. As such, Boynton Lawn Equipment is assigned a CRPR of **Low**.

Site No. 12 – Blue Ox Services, Longwood Street (Site Recon). This facility is located on-site in the northern portion of the subject parcel. It was observed to have construction equipment on-site and had apparent repair facilities. It was not listed on the FSTC report, but the potential for contamination exists. Therefore, this facility is assigned a CRPR of **Medium**.

Based on the public works, truck maintenance and construction yard activities observed on-site, the proposed **Longwood Station** is assigned a CRPR of **High**.

6.3 Altamonte Springs Station

USGS Quadrangle Map Review

An excerpt from the USGS Quadrangle map of the area (**Figure 3 in Appendix A**) indicates that the subject parcel is at approximately elevation +95 feet NGVD. Topography in the vicinity of the subject parcel appears to slope to the southeast and west towards various lakes in the area. As such, it is difficult to estimate groundwater flow direction based on topography alone. However, local groundwater flow can be influenced by many factors including stormwater

retention ponds, exfiltration trenches, and construction dewatering. Additionally, groundwater flow directions may also change seasonally based upon a fluctuating groundwater elevation.

Site Reconnaissance

On July 31, 2007, a representative of GEC conducted a site reconnaissance of the on-site post office facility, which may be included as part of the proposed Altamonte Springs Station. The site consists of a concrete block structure, currently utilized for mail sorting and as a hub for carrier pickup and distribution. A parking lot is located to the east of the structure. No site photographs were allowed during site reconnaissance.

Interviews

On July 31, 2007, a representative of GEC met with Keith Barooks, manager of the Post Office Facility. According to Mr. Barooks, no chemicals or petroleum products have been utilized on-site, with the exception of a diesel emergency generator which is located on the roof top of the on-site structure. Mr. Barooks stated that no storage tanks exist at the site and no vehicle maintenance is or has ever been conducted on-site.

Contamination Risk Potential Rating

The following potential environmental risk sites were identified in the CSER previously developed for this station (GEC, 2006):

Site No. 13 – Citgo Gas Station, 1000 East State Road 436, FAC ID No. 598516626 (UST, LUST). This active, off-site facility has documented petroleum contamination of soil and groundwater. The contamination impacts are currently being remediated. By definition, this site is assigned a CRPR of **Medium**.

Site No. 14 – Pep Boys, 1029 East State Road 436, FAC ID No. 599100068 (UST, FINDS, RCRA/N). No evidence of documented contamination impacts was noted during our review of public record files. No observations were made during our site reconnaissance that would indicate a significant potential for contamination of soil or groundwater to be present. As such, this active off-site facility is assigned a CRPR of **Low**.

Site No. 15 – Auto Body Service, 2777 Ronald Reagan Boulevard (Unlisted). Although this active on-site facility was not listed in the FSTC report, auto

maintenance and repair activities were observed being conducted at the facility. As such, there is a potential for chemical releases to the environment. Therefore, this on-site facility is assigned a CRPR of **High**.

Site No. 16 – Driver Tire, 2751 Ronald Read Boulevard (Unlisted). Although this active on-site facility was not listed in the FSTC report, there is a potential for contamination impacts to have occurred at the site based on the nature of the activities (auto maintenance and repair) conducted at this facility. As such, this facility is assigned a CRPR of **High**.

Site No. 17 – Seminole Glass, 2741 Ronald Reagan Boulevard, FAC ID No. 599300614 (UST, LUST). Although the site had documented contamination impacts, the site was reportedly granted No Further Action Status by state regulatory agencies in 2002 with regard to contamination. Therefore, the site has been assigned a CRPR of **Low**.

Site No. 18 – Altamonte Springs Public Works Building, 225 Newburyport Boulevard, FAC ID No. 598732346 (FINDS, UST). Active fueling operations are conducted at this facility for City fleet vehicles. Although no documented contamination impacts were noted in our review of the public record, there is a potential for contamination impacts on the site associated with the active fueling operations. As such, this facility is assigned a CRPR of **Medium**.

Site No. 20 – Courtesy Towing, 117 Marker Street (Unlisted). Based on the nature of the operations conducted at this facility and observations made during our site reconnaissance, there is a potential for contamination impacts to have occurred at this on-site facility. Therefore, this site has been assigned a CRPR of **Medium**.

Due to the various on-site commercial land uses that include auto maintenance, auto repair, and chemical storage areas, the proposed **Altamonte Springs Station** is assigned a CRPR of **High**.

6.4 Maitland Station

USGS Quadrangle Map Review

An excerpt from the USGS Quadrangle map of the area (**Figure 4 in Appendix A**) indicates that the subject parcel is at approximately elevation +90 feet NGVD. Topography in the vicinity of the subject parcel appears to slope to the west towards various lakes in the area. However, it is difficult to estimate groundwater

flow direction at this station based on topography and the presence of various depressional features located in the vicinity of this station location. Local groundwater flow can be influenced by many factors including stormwater retention ponds, exfiltration trenches, and construction dewatering. Additionally, groundwater flow directions may also change seasonally based upon a fluctuating groundwater elevation.

Contamination Risk Potential Rating

The Mainline CSER identified one potential environmental risk site in the vicinity of the subject parcel (GEC, 2007):

Site No. 55 – Parker Lumber Company, 851 North Orlando Avenue, Maitland (Site Recon). This site is located adjacent to the east of the existing CSX right-of-way. The facility sells paints and other wood treatment materials in sealed containers. A review of public records showed no documented violations. No evidence of stressed vegetation, buried debris, or soil staining was observed during the site reconnaissance. This site has been assigned a CRPR of **No**.

The proposed **Maitland Station** is assigned a CRPR of **No**.

7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

This Contamination Screening Evaluation Report Addendum provides Contamination Risk Potential Ratings for four parcels that will be acquired for the Central Florida Commuter Rail Transit Project. These parcels will be used as commuter rail passenger Stations, and include the Fort Florida Road Station, Longwood Station, Altamonte Springs Station and Maitland Station. **Table 1 in Appendix D** provides a summary of all ranked sites.

There is a significant potential liability associated with acquisition of property that is contaminated. Additionally, contamination can have a significant impact on construction, particularly dewatering, since any contaminated groundwater which may be encountered would require treatment, disposal, and special permitting. Contaminated soil would require special treatment and disposal and could not be used as fill. For this reason, it is prudent to perform additional studies prior to property acquisition and construction of this transportation project. Additional study recommendations are described in the following paragraphs.

GEC assigned the Maitland Station with a CRPR of **No**, and no further assessment is recommended.

The Fort Florida Road Station, Longwood Station and Altamonte Springs Station was classified as having a **High**- risk of contamination. Further review into the Public Record, particularly with regard to any Contamination Assessment or Remedial Action Plans, which may be generated in the interim period between the date of this report and the date of property acquisition and construction, should be performed. A preliminary soils screening evaluation including auger borings and Organic Vapor Analyzer (OVA) analysis of soils, as well as soil and groundwater sampling and testing, should be performed to detect the presence of contaminants in soil or groundwater prior to acquisition of property, or initiation of construction activities.

If contaminated media are encountered, additional investigations may be necessary to implement mitigation activities required to support construction. Such activities may include design and operation of an on-site groundwater treatment equipment, implementing special handling, characterization, and disposal procedures for contaminated soils or implementation of engineering controls (slurry walls, infiltration trenches, etc.) to prevent affecting natural fate and transport conditions of existing groundwater contaminant plumes.

7.2 Recommendations

Fort Florida Road Station (High). Conduct soil and groundwater investigations at Lil Sammy's Food Mart, Florida Power and Light's AST, and the southern portion of the Station, adjacent to ATA Golfcarts.

Longwood Station (High). Conduct soil and groundwater investigations on the auto/trailer maintenance property located at the intersection of Church Street and Longwood Avenue, specifically around the maintenance bays and surrounding equipment staging areas. Conduct soil and groundwater investigations at Blue Ox Services repair facilities. At the Public Works facility, conduct soil and groundwater investigations at the former USTs, vehicle repair facility (and interior hydraulic lift), chemical storage areas (including analysis for pesticides/herbicides) and RCRA area. GEC will attempt to collect additional data from the public record for the Celebrity drycleaner and submit an Addendum letter at a later date. If information is not available before Level II Assessment activities are initiated on the Longwood Station, it is recommended that assessment activities be conducted to ascertain if the contaminant plume is impacting the station location.

Altamonte Springs Station (High). Conduct soil and groundwater investigations at Auto Body Service, Driver Tire, and Courtesy Towing, and adjacent to the Citgo Gasoline Station.

It should be noted that evaluation of the potential project implications associated with railroad operations were not included within the scope of this study, i.e., railroad bed conditions.

There is a significant potential for asbestos-containing building materials to be present within structures to be acquired by the FDOT for these station locations. Asbestos investigations should be conducted in accordance with applicable EPA and FDOT procedures prior to purchase and demolition or remodeling of applicable structures.

8 REPORT LIMITATIONS

The findings, opinions, conclusions and recommendations presented herein are based in part on readily available and practically reviewable information contained in the public record as well as information collected by others for similar evaluations conducted for this FDOT project. GEC does not warrant or guarantee the accuracy or completeness of this information. Some of this public record information, such as soil or groundwater quality test results, groundwater contamination plume maps, groundwater flow direction maps, locations of USTs or ASTs, etc. may be dated and not representative of conditions at the time this report was prepared (July and August 2007), or in the future. Please refer to this report and supporting documentation in its entirety for a complete understanding regarding our evaluation methodology and the age and limitations of the data upon which we have relied in formulating our findings, opinions, conclusions and/or recommendations. Specific limitations associated with this evaluation are presented in the various sections of this report.

The conclusions or recommendations of this report should be disregarded if the nature, design, or location of the facilities is changed. 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.

This report does not contain discussions on asbestos-containing materials surveys, lead-based paint surveys, mold surveys, radon gas surveys, lead in drinking water analysis, wetlands surveys, regulatory compliance audits, cultural

and historical analyses, industrial hygiene or health and safety audits, ecological surveys, endangered or threatened species evaluations, indoor air quality surveys, engineering investigations, or building suitability studies.

Due to dense vegetation in some areas of proposed station locations, GEC was unable to observe ground surfaces at these locations.

GEC has strived to provide 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.

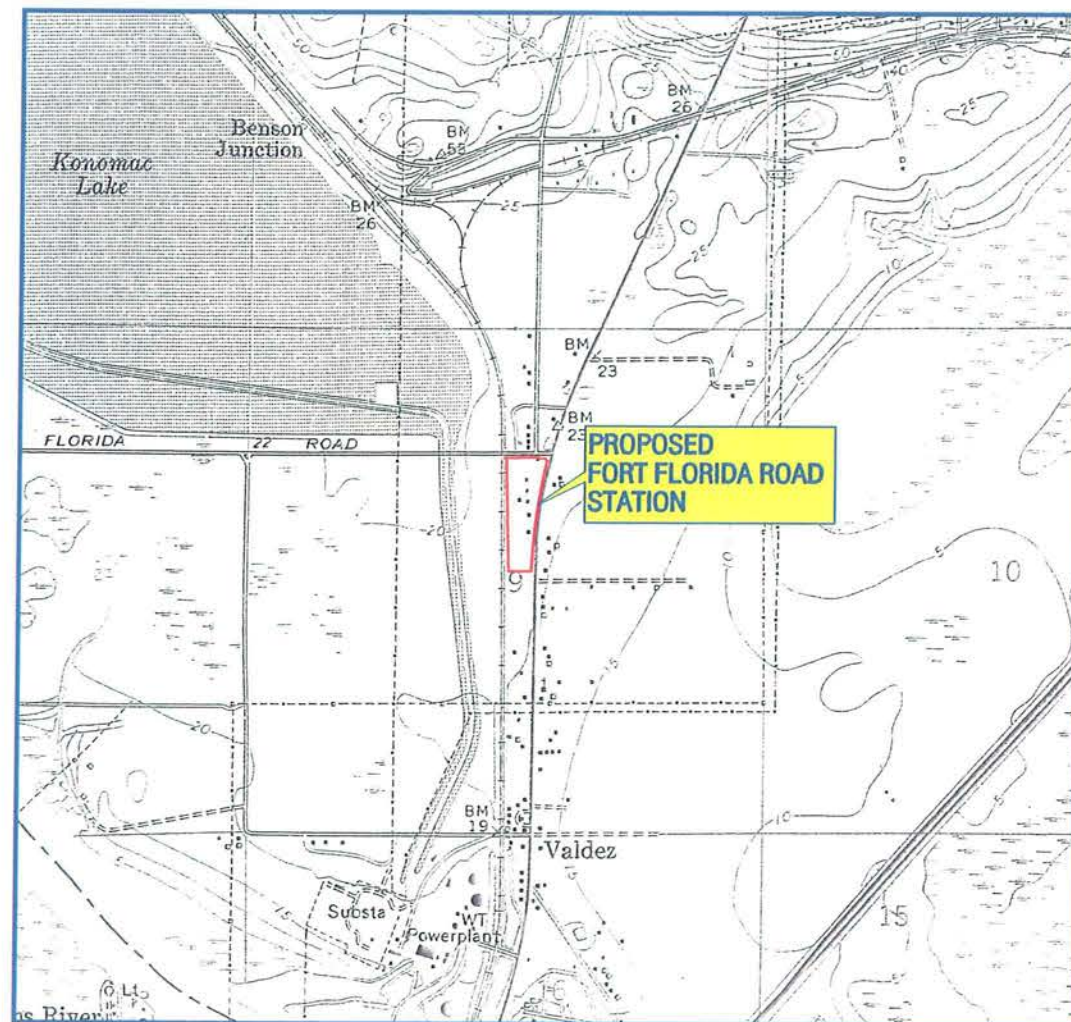
This report is intended for the exclusive use of Earth Tech, Inc. and the FDOT. It has been prepared pursuant to Earth Tech's Subconsultant Agreement, which was executed on November 15, 2004, Supplemental Agreement #25 dated June 29, 2007 and various discussions with Earth Tech and FDOT personnel. GEC expressly disclaims any and all liability resulting from reliance on this report by those not authorized, in writing, by GEC.

9 REFERENCES

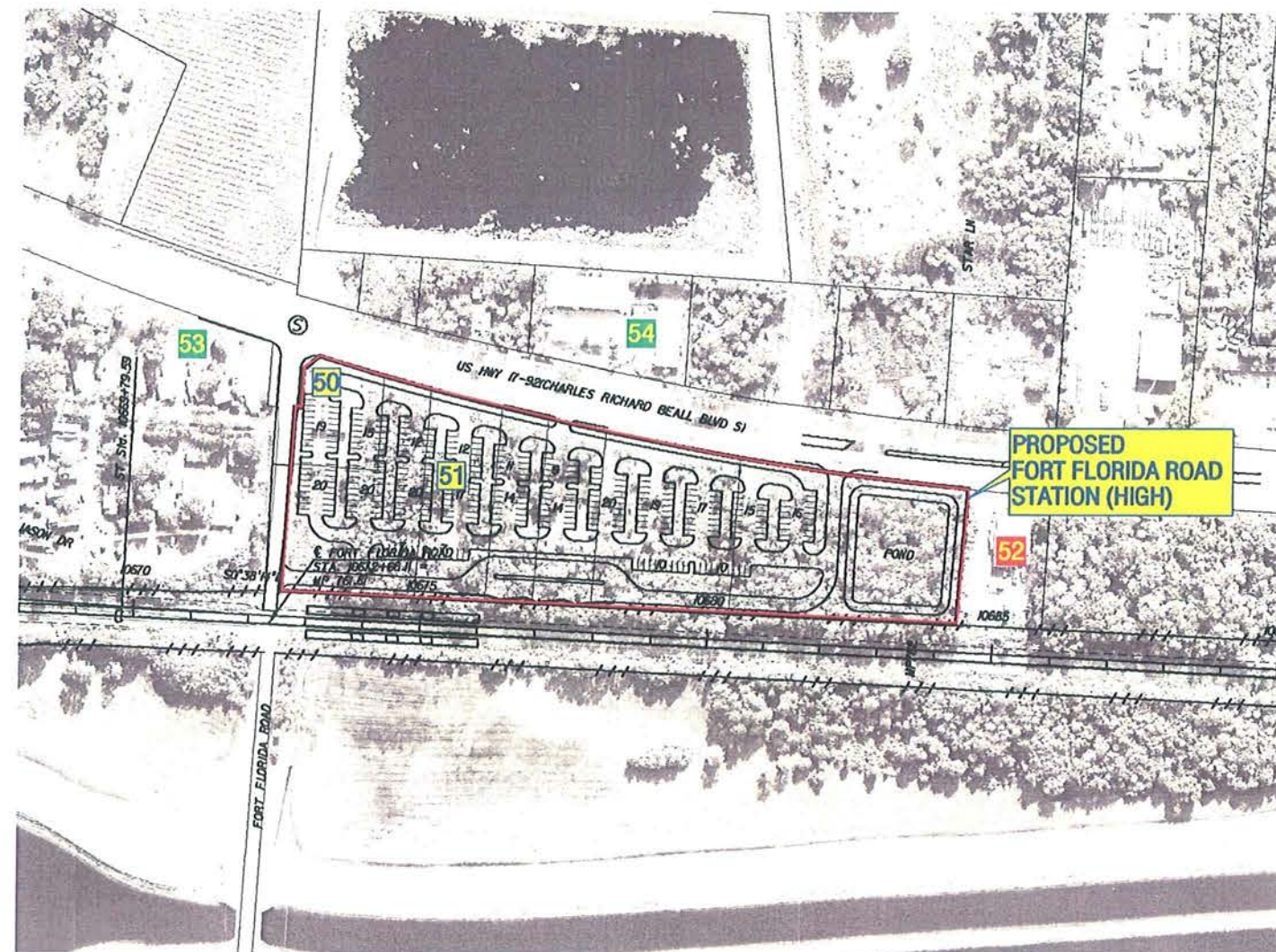
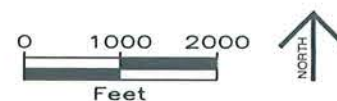
Geotechnical and Environmental Consultants, Inc. "Level I Contamination Screening Evaluation Report for the Central Florida Commuter Rail Transit Project – Tract Segment G(7) in Orange County, Florida." February 2007.

Geotechnical and Environmental Consultants, Inc., "Contamination Screening Evaluation Report for the Central Florida Commuter Rail Transit Project – Volusia County, Orange and Osceola Counties, Florida." April 2006.

Nodarse and Associates, Inc. "Contamination Screening Evaluation Technical Report for the Central Florida Commuter Rail Transit Project - Tract Segment C(3) in Seminole and Volusia County, Florida." February 2007.



PREPARED FROM:
USGS SANFORD, FLA. QUADRANGLE MAP
ISSUED 1965
PHOTOREVISED 1988
SECTION: 9
TOWNSHIP: 19 SOUTH
RANGE: 30 EAST



PREPARED FROM AN AERIAL PHOTOGRAPH PROVIDED BY:
EARTH TECH, INC.



POTENTIAL CONTAMINATION SITES

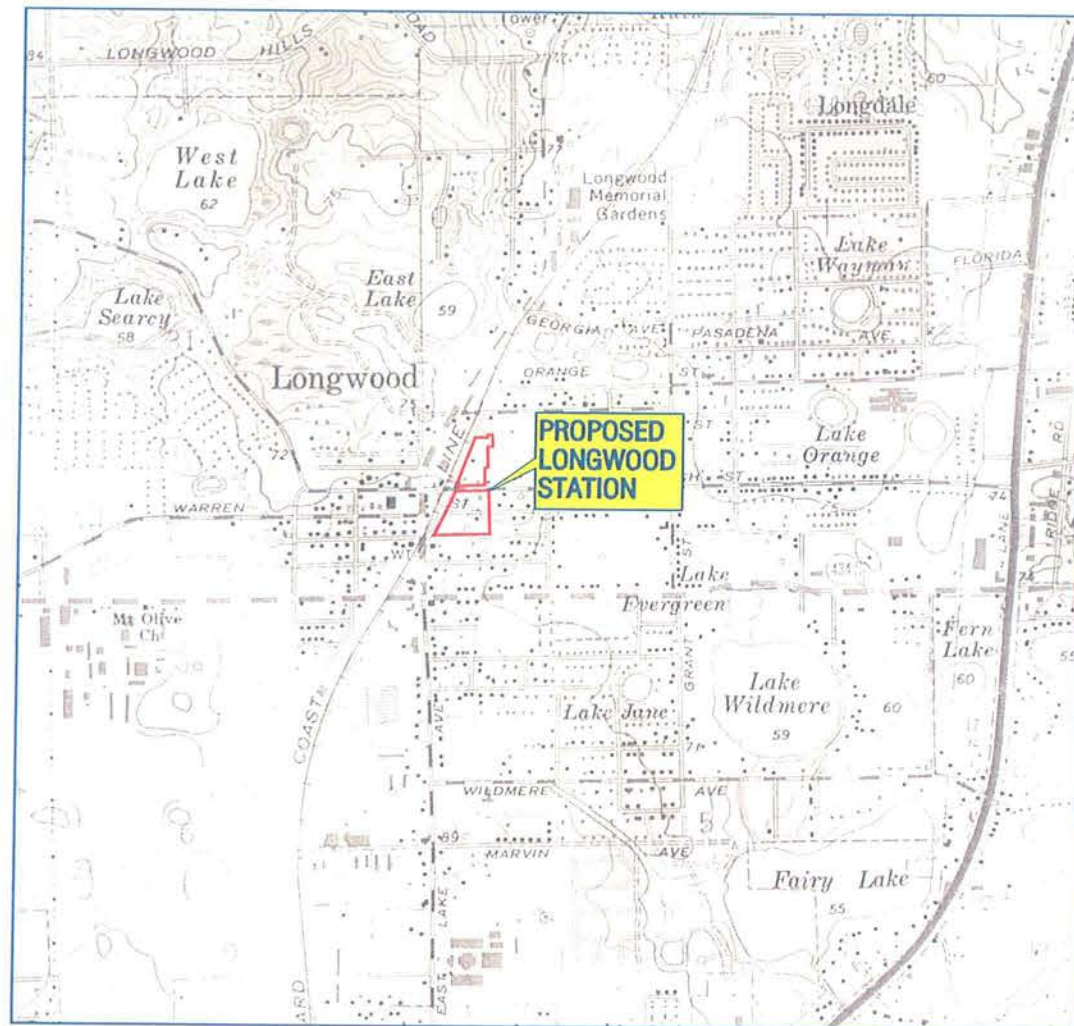
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600 US HIGHWAY 17-92
- 51** PROGRESS ENERGY (MEDIUM)
620 US HIGHWAY 17-92
- 52** ATA GOLF CARTS & GUS TIRE (HIGH)
676 US HIGHWAY 17-92
- 53** FDOT (NO)
560 US HIGHWAY 17-92
- 54** R&D AUTOWORKS (NO)
643 US HIGHWAY 17-92

NOTE:

STUDY AREA EXTENDS APPROXIMATELY 300 FEET FROM THE PROPOSED STATION.

Figure 1
Central Florida Commuter Rail
Transit Project
Fort Florida Road Station

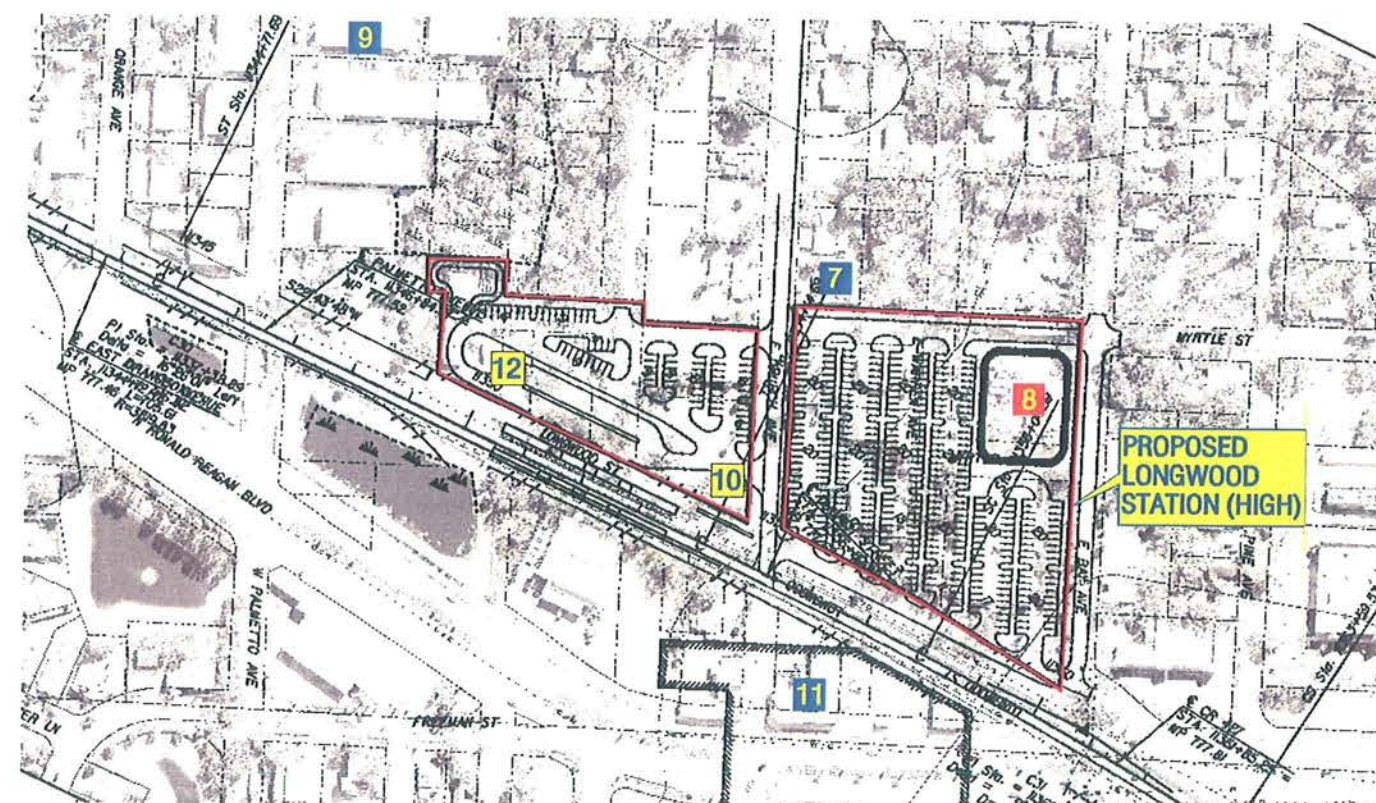




PREPARED FROM:
USGS CASSELBERRY, FLA. QUADRANGLE MAP
ISSUED 1962
PHOTOREVISED 1980
SECTION: 32
TOWNSHIP: 20 SOUTH
RANGE: 30 EAST

NOTE:

STUDY AREA EXTENDS APPROXIMATELY 300 FEET FROM THE
PROPOSED STATION.



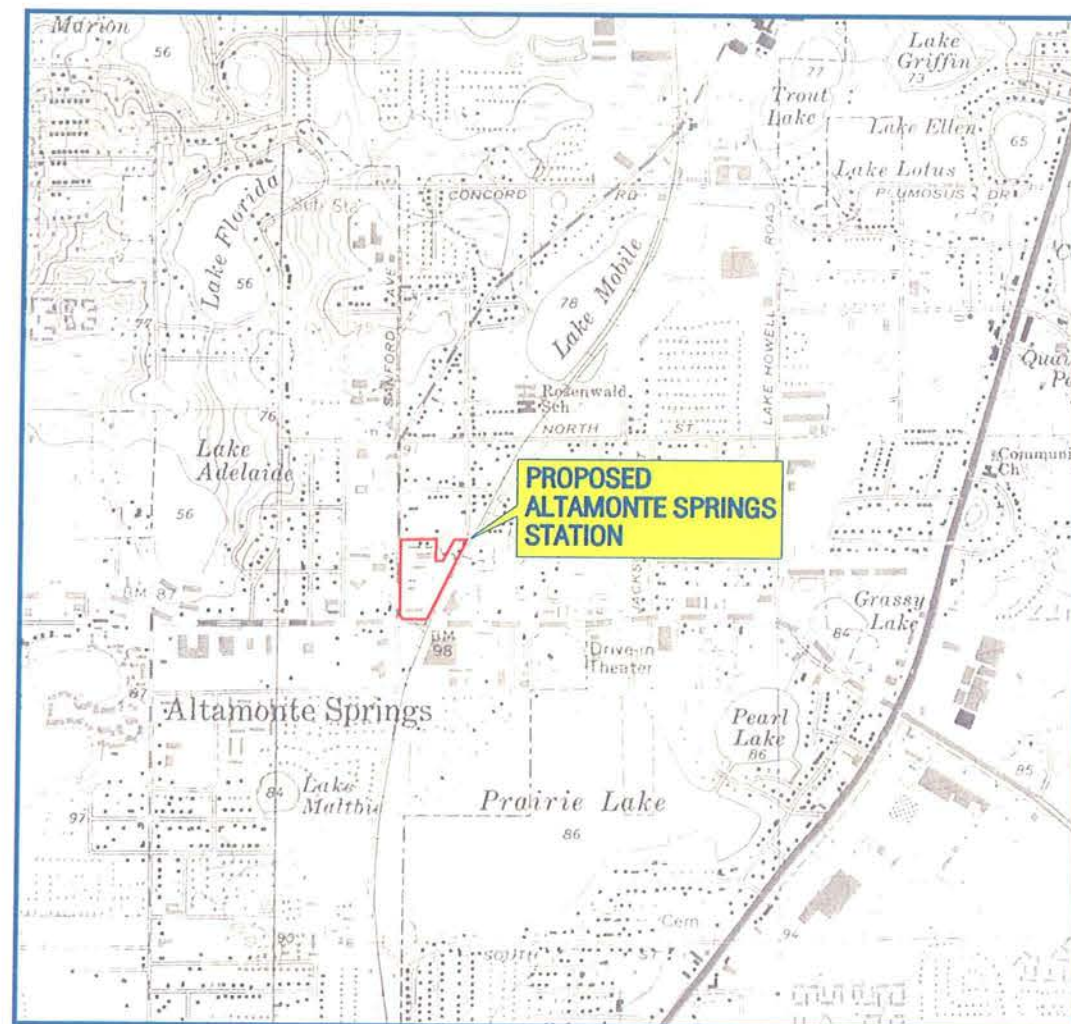
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EARTH TECH, INC.

POTENTIAL CONTAMINATION SITES

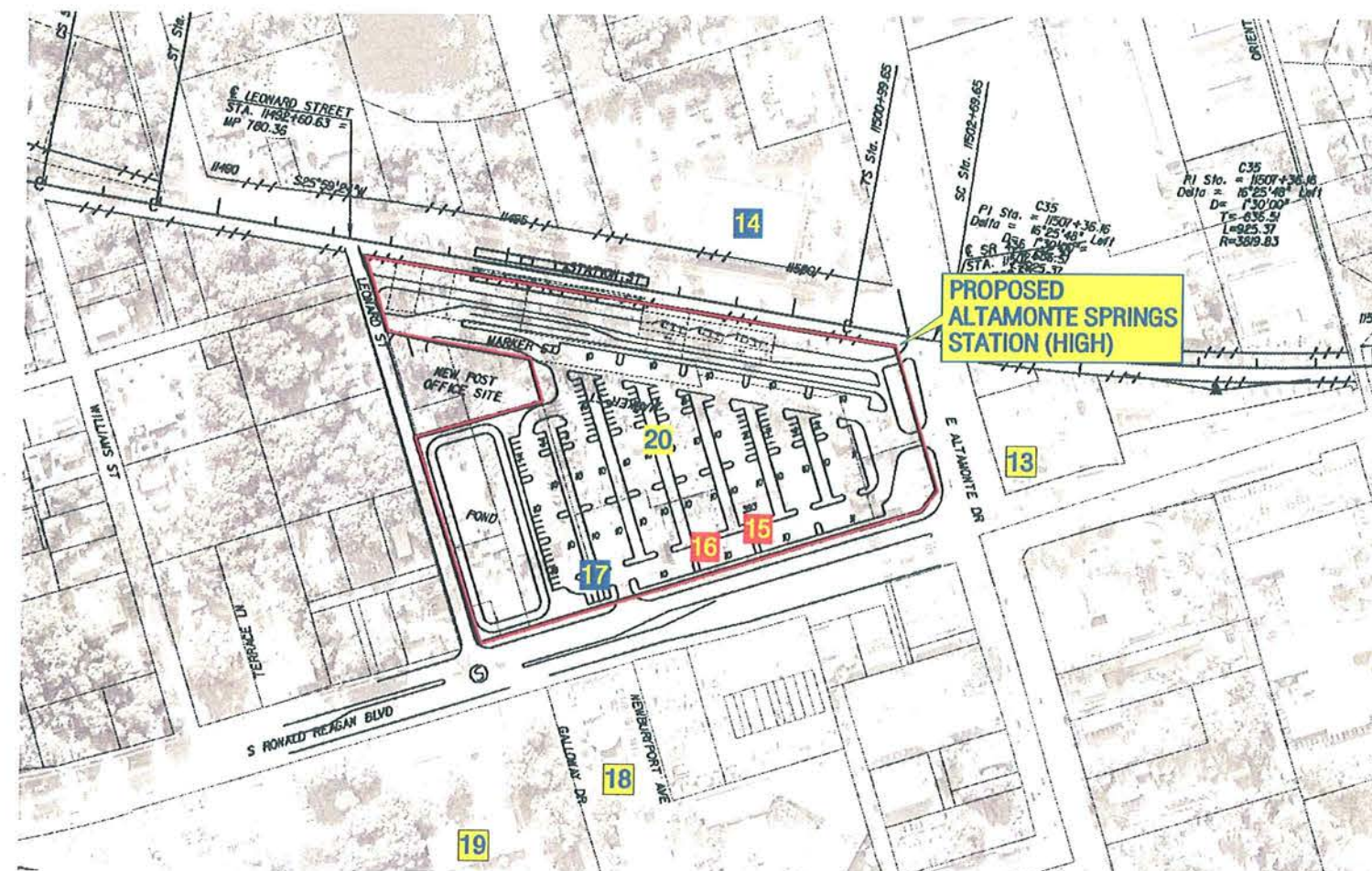
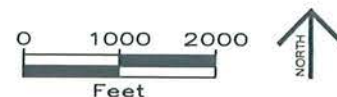
- 7** EAST LONGWOOD AUTOMOTIVE (CURRENTLY EAST COAST CHOPPERS) (LOW)
215 EAST CHURCH STREET
- 8** CITY OF LONGWOOD PUBLIC WORKS (HIGH)
180 EAST WARREN AVENUE
- 9** APEX TRANSMISSIONS (LOW)
260 EAST PALMETTO AVENUE
- 10** ON-SITE AUTO/TRAILER MAINTENANCE (MEDIUM)
CHURCH STREET AT LONGWOOD AVENUE
- 11** BOYTON LAWN EQUIPMENT (LOW)
315 N RONALD REAGAN BOULEVARD
- 12** BLUE OX SERVICE (MEDIUM)
LONGWOOD AVENUE

Figure 2
Central Florida Commuter Rail
Transit Project
Longwood Station





PREPARED FROM:
USGS CASSELBERRY, FLA. QUADRANGLE MAP
ISSUED 1962
PHOTOREVISED 1980
SECTION: 18
TOWNSHIP: 21 SOUTH
RANGE: 30 EAST



PREPARED FROM AN AERIAL PHOTOGRAPH PROVIDED BY:
EARTH TECH, INC.



POTENTIAL CONTAMINATION SITES

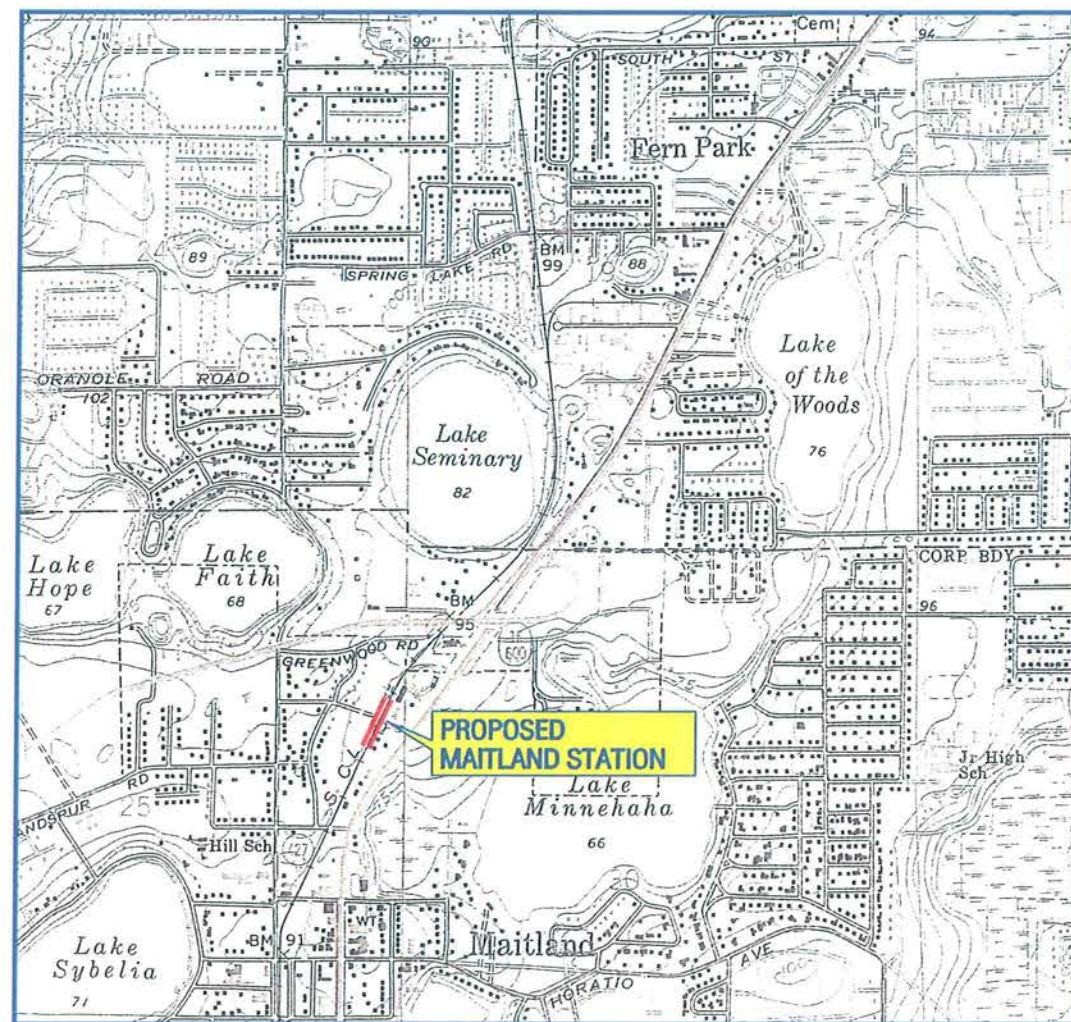
- | | |
|---|---|
| 13 CITGO GAS STATION (MEDIUM)
1000 EAST SR 436 | 19 SPRINT FLORIDA (LOW)
972 1ST AVENUE |
| 14 PEP BOYS (LOW)
1029 EAST SR 436 | 20 COURTESY TOWING (MEDIUM)
117 MARKER STREET |
| 15 AUTO BODY SERVICE (HIGH)
2777 RONALD REAGAN BOULEVARD | |
| 16 DRIVER TIRE (HIGH)
2751 RONALD REAGAN BOULEVARD | |
| 17 SEMINOLE GLASS (LOW)
2741 RONALD REAGAN BOULEVARD | |
| 18 ALTAMONTE SPRINGS PUBLIC WORKS (MEDIUM)
225 NEWBURY PORT BOULEVARD | |

NOTE:

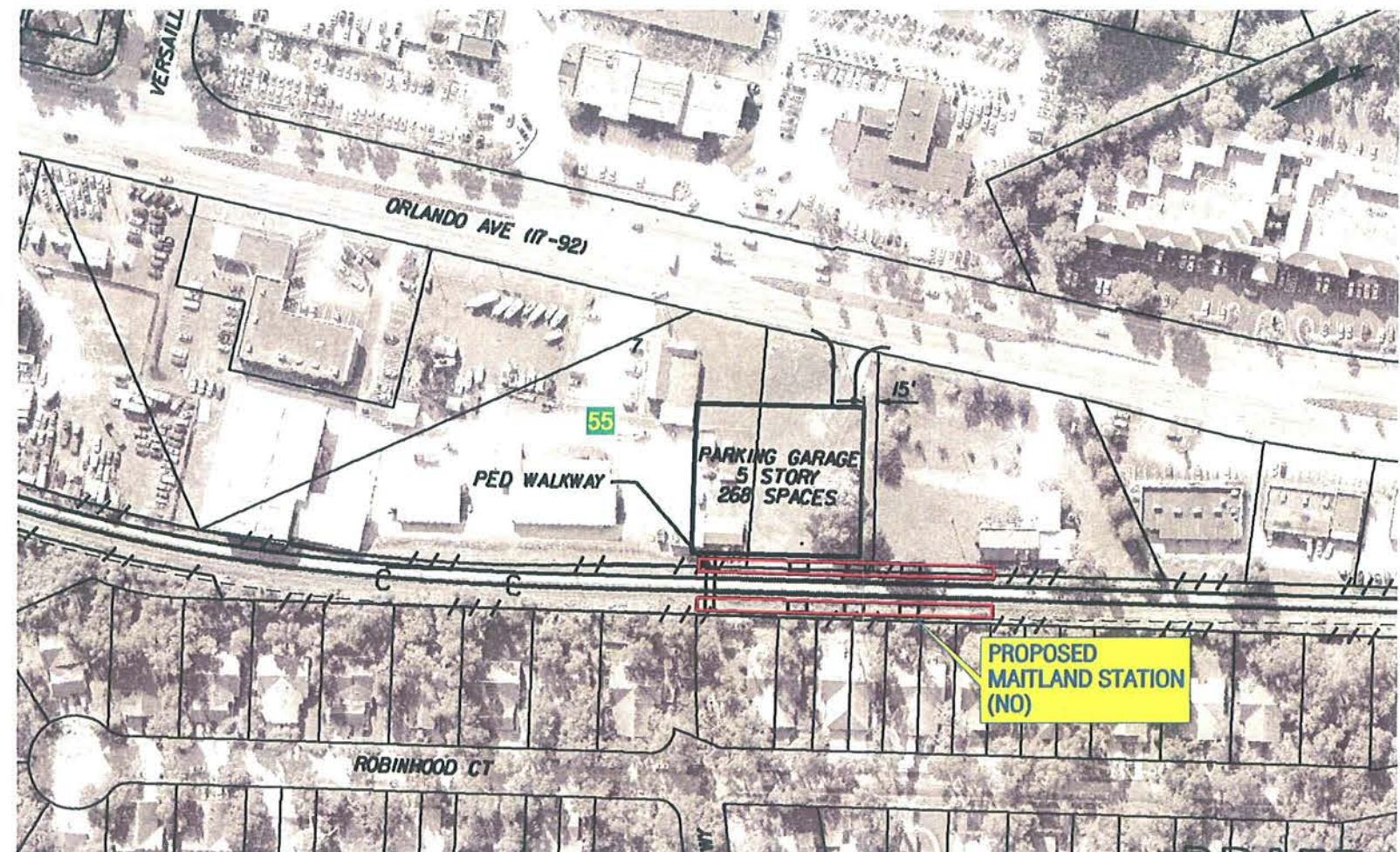
STUDY AREA EXTENDS APPROXIMATELY 300 FEET FROM THE PROPOSED STATION.

Figure 3
Central Florida Commuter Rail
Transit Project
Altamonte Springs Station





PREPARED FROM:
USGS CASSELBERRY, FLA. QUADRANGLE MAP
ISSUED 1962
PHOTOREVISED 1980
SECTION: 25
TOWNSHIP: 21 SOUTH
RANGE: 29 EAST



PREPARED FROM AN AERIAL PHOTOGRAPH PROVIDED BY:
EARTH TECH, INC.



POTENTIAL CONTAMINATION SITES

55 PARKER LUMBER COMPANY (NO)
851 NORTH ORLANDO AVENUE

NOTE:

STUDY AREA EXTENDS APPROXIMATELY 300 FEET FROM THE PROPOSED STATION.

Figure 4
Central Florida Commuter Rail
Transit Project
Maitland Station



FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property: Fort Florida

DEBARY FL 32713

Job Number: 2135E2FTFL

PREPARED FOR:

Geotechnical and Environmental Consultants, Inc.

1230 East Hillcrest Street

Orlando, FL 32803-4713

07-30-07



Tel: (407) 265-8900

Fax: (407) 265-8904

Environmental FirstSearch Search Summary Report

Target Site:

DEBARY FL 32713

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	05-08-07	0.12	0	0	-	-	-	0	0
NPL Delisted	Y	03-08-07	0.12	0	0	-	-	-	0	0
CERCLIS	Y	05-08-07	0.12	0	0	-	-	-	0	0
NFRAP	Y	05-08-07	0.12	0	0	-	-	-	0	0
RCRA COR ACT	Y	06-06-06	0.12	0	0	-	-	-	0	0
RCRA TSD	Y	06-06-06	0.12	0	0	-	-	-	0	0
RCRA GEN	Y	06-06-06	0.12	0	1	-	-	-	1	2
Federal IC / EC	Y	04-16-07	0.12	0	0	-	-	-	0	0
ERNS	Y	12-31-06	0.12	0	0	-	-	-	1	1
Tribal Lands	Y	12-01-05	0.12	0	0	-	-	-	0	0
State/Tribal Sites	Y	01-29-07	0.12	0	0	-	-	-	0	0
State Spills 90	Y	04-02-07	0.12	1	1	-	-	-	1	3
State/Tribal SWL	Y	09-28-06	0.12	0	0	-	-	-	0	0
State/Tribal LUST	Y	06-01-07	0.12	1	1	-	-	-	1	3
State/Tribal UST/AST	Y	06-01-07	0.12	1	1	-	-	-	4	6
State/Tribal EC	Y	05-01-07	0.12	0	0	-	-	-	0	0
State/Tribal IC	Y	05-01-07	0.12	0	0	-	-	-	0	0
State/Tribal VCP	Y	NA	0.12	0	0	-	-	-	0	0
State/Tribal Brownfields	Y	05-01-07	0.12	0	0	-	-	-	0	0
State Other	Y	06-01-07	0.25	0	0	0	-	-	1	1
- TOTALS -				3	4	0	0	0	9	16

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

*Environmental FirstSearch
Site Information Report*

Request Date: 07-30-07
Requestor Name: Iwing
Standard: AREA

Search Type: AREA
0.02 sq mile(s)
Job Number: 2135E2FTFL

Target Site:

DEBARY FL 32713

Demographics

Sites: 16	Non-Geocoded: 9	Population: NA
Radon: NA		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
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Latitude:	28.854847	28:51:17	Northing:	3191771.565
			Zone:	17

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 0 Mile(s)	Services:																																		
<table border="1" style="width: 100%;"><thead><tr><th>ZIP Code</th><th>City Name</th><th>ST</th><th>Dist/Dir</th><th>Sel</th></tr></thead><tbody><tr><td colspan="5" style="height: 150px;"></td></tr></tbody></table>	ZIP Code	City Name	ST	Dist/Dir	Sel						<table border="1" style="width: 100%;"><thead><tr><th></th><th>Requested?</th><th>Date</th></tr></thead><tbody><tr><td>Sanborns</td><td>No</td><td></td></tr><tr><td>Aerial Photographs</td><td>No</td><td></td></tr><tr><td>Historical Topos</td><td>No</td><td></td></tr><tr><td>City Directories</td><td>No</td><td></td></tr><tr><td>Title Search/Env Liens</td><td>No</td><td></td></tr><tr><td>Municipal Reports</td><td>No</td><td></td></tr><tr><td>Online Topos</td><td>No</td><td></td></tr></tbody></table>		Requested?	Date	Sanborns	No		Aerial Photographs	No		Historical Topos	No		City Directories	No		Title Search/Env Liens	No		Municipal Reports	No		Online Topos	No	
ZIP Code	City Name	ST	Dist/Dir	Sel																															
	Requested?	Date																																	
Sanborns	No																																		
Aerial Photographs	No																																		
Historical Topos	No																																		
City Directories	No																																		
Title Search/Env Liens	No																																		
Municipal Reports	No																																		
Online Topos	No																																		

Environmental FirstSearch
Sites Summary Report

Target Property:

DEBARY FL 32713

JOB: 2135E2FTFL

TOTAL: 16

GEOCODED: 7

NON GEOCODED: 9

SELECTED: 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
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1	SPILLS	CUMBERLAND FARMS 1075 648731849/OPEN	1600 HWY 17-92 S DEBARY FL 32713	0.00 --	2
1	UST	LIL SAMMYS FOOD MART 648731849/OPEN	600 HWY 17-92 S DEBARY FL 32713	0.00 --	5
2	RCRAGN	CUMBERLAND FARMS 1075 FLD984230326/SGN	US HWY 17-92 DEBARY FL 32713	0.01 SE	7
3	SPILLS	FL DEPT OF TRANSPORTATION-VACANT P 649803355/CLOSED	560 S US HWY 17-92 DEBARY FL 32713	0.12 NE	8
3	UST	FL DEPT OF TRANSPORTATION-VACANT P 649803355/CLOSED	560 S US HWY 17-92 DEBARY FL 32713	0.12 NE	10
3	LUST	FL DEPT OF TRANSPORTATION-VACANT P 649803355/FACILITY CLOSED	560 S US HWY 17-92 DEBARY FL 32713	0.12 NE	11

Environmental FirstSearch

Sites Summary Report

Target Property:

DEBARY FL 32713

JOB: 2135E2FTFL

TOTAL: 16

GEOCODED: 7

NON GEOCODED: 9

SELECTED: 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
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	LUST	WEEKS SEAFOOD DELIVERY 649805552/FACILITY CLOSED	I-4 AT MM 109 DEBARY FL	NON GC	N/A
	SPILLS	WEEKS SEAFOOD DELIVERY 649805552/CLOSED	I-4 AT MM 109 DEBARY FL	NON GC	N/A
	OTHER	32713/CATTLE VATS	DEBARY FL 32713	NON GC	N/A
	UST	DEBARY GAS INC 649805381/OPEN	96 HWY 17-92 DEBARY FL 32713	NON GC	N/A
	UST	VOLUSIA CNTY UTIL OPER-GLENN ABBEY 649809085/OPEN	486 EAGLEBROOK CT DEBARY FL 32713	NON GC	N/A
	UST	VOLUSIA CNTY UTIL-SW REG WWT FAC 649803022/OPEN	800 DEBARY PLANTATION BLVD DEBARY FL 32713	NON GC	N/A
	UST	WEEKS SEAFOOD DELIVERY 649805552/CLOSED	I-4 AT MM 109 DEBARY FL	NON GC	N/A
	RCRAGN	CLAYTON and SONS SALVAGE YARD FLR000074088/VGN	761 US HWY 17/92 S DEBARY FL 32713	NON GC	N/A

Environmental FirstSearch

Normalized Sites Summary Report

Target Site:

DEBARY FL 32713

JOB: 2135E2FTFL

TOTAL: 16

GEOCODED: 7

NON GEOCODED: 9

SELECTED: 0

Site Name	Address	Dist/Dir	Map ID	Total Sites
CUMBERLAND FARMS 1075	1600 HWY 17-92 S DEBARY FL 32713	0.00 --	1	3
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u>	<u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>			
0 0 0 0 0 0 0 0 0	0 1 0 1 1 0 0 0 0			
CUMBERLAND FARMS 1075	US HWY 17-92 DEBARY FL 32713	0.01 SE	2	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u>	<u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>			
0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 0			
FL DEPT OF TRANSPORTATION-VACANT P	560 S US HWY 17-92 DEBARY FL 32713	0.12 NE	3	3
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u>	<u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>			
0 0 0 0 0 0 0 0 0	0 1 0 1 1 0 0 0 0			

Database Legend

80: Spills 80	FL: Fed Land Use	HM: HMIRS	NP: NPL	PE: Permits	RN: RCRA NLR	ST: State
AC: ACEC	FN: FINDS	LF: Landfill	NS: NPDES	PW: Pub Water Supply	RP: Receptors	TO: Towers
AQ: Aquifers	FP: Floodplains	LS: Lust	NU: Nuclear Permits	RC: RCRA COR	RT: RCRA TSD	TR: TRIS
CE: CERCLIS	FW: Fed Wells	NC: NCDB	OT: Other	RE: Releases	SP: Spills 90	US: Ust
ER: ERNS	HS: Historic	NF: NFRAP	PA: Pads	RG: RCRA GEN	SO: SOILS	WE: Wetlands

*Environmental FirstSearch
Site Detail Report*

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

SPILLS

SEARCH ID: 2 DIST/DIR: 0.00 -- MAP ID: 1

NAME: CUMBERLAND FARMS 1075
ADDRESS: 1600 HWY 17-92 S
DEBARY FL 32713
VOLUSIA

REV: 1/2/03
ID1: 648731849
ID2: 8731849
STATUS: OPEN
PHONE:

CONTACT:

SITE INFORMATION

RELATED PARTY:

ID NUMBER: 5140
ROLE: ACCOUNT OWNER
BEGIN: 1/28/1988

NAME: CUMBERLAND FARMS INC
777 DEDHAM ST

CANTON MA 02021 9118

PHONE: (781) 828-4900

BAD ADDR INDICATOR: N
FAC CONTAM ID: 8488
CLEAN UP STATUS: NREQ
SCORE:
RANK:

DISCHARGE INFORMATION

DATE OF DISCHARGE: 9/25/1992
DATE OF INSPECTION:
CLEANUP WORK STATUS: COMPLETED
LEAD AGENCY: LP
SUBSTANCE DISCHARGED:
AMOUNT DISCHARGED:
SCORE:
SCORE DATE:
INFORMATION SOURCE: P
DNR STATUS: NREQ
CLEANUP REQUIRED: N

SOIL AFFECTED:
SURFACE WATER AFFECTED:
NUM OF DRINKING WELLS AFFECTED:
GROUNDWATER AFFECTED:
MONITOR WELLS:

DATE OF DISCHARGE: 5/19/1998
DATE OF INSPECTION: 5/19/1998
CLEANUP WORK STATUS: COMPLETED
LEAD AGENCY: LP
SUBSTANCE DISCHARGED: B
AMOUNT DISCHARGED:
SCORE:
SCORE DATE:
INFORMATION SOURCE: Z

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

SPILLS

SEARCH ID: 2 DIST/DIR: 0.00 -- MAP ID: 1

NAME: CUMBERLAND FARMS 1075
ADDRESS: 1600 HWY 17-92 S
DEBARY FL 32713
VOLUSIA

REV: 1/2/03
ID1: 648731849
ID2: 8731849
STATUS: OPEN
PHONE:

CONTACT:

DNR STATUS: NREQ
CLEANUP REQUIRED: N

SOIL AFFECTED: Y
SURFACE WATER AFFECTED: N
NUM OF DRINKING WELLS AFFECTED:
GROUNDWATER AFFECTED: N
MONITOR WELLS: N

TASK INFORMATION

RAP

TASK ID NUMBER:	CLEANUP RESP:
ORDER COMPLETION:	ACTUAL COMPLETION:
PAYMENT DATE:	ACTUAL COST:

RA

TASK ID NUMBER:	CLEANUP RESP:
ACTUAL COST:	YEARS TO COMP:

SRC

ACTION TYPE:	SUBMIT DATE:
REVIEW DATE:	ISSUE DATE:
COMMENT:	

RAP

TASK ID NUMBER: 23485	CLEANUP RESP: NA
ORDER COMPLETION:	ACTUAL COMPLETION:
PAYMENT DATE:	ACTUAL COST:

RA

TASK ID NUMBER: 23486	CLEANUP RESP: NA
ACTUAL COST:	YEARS TO COMP:

SRC

ACTION TYPE: NFA	SUBMIT DATE: 7/22/1993
REVIEW DATE: 2/16/1994	ISSUE DATE: 3/3/1994
COMMENT:	

SA

ID NUMBER:	CLEANUP RESP:
COMPLETION DATE:	PAYMENT DATE:
ACTUAL COST:	

SR

- Continued on next page -

*Environmental FirstSearch
Site Detail Report*

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

SPILLS

SEARCH ID: 2	DIST/DIR: 0.00 --	MAP ID: 1
-----------------	----------------------	-----------------

NAME: CUMBERLAND FARMS 1075
ADDRESS: 1600 HWY 17-92 S
 DEBARY FL 32713
 VOLUSIA

REV: 1/2/03
ID1: 648731849
ID2: 8731849
STATUS: OPEN
PHONE:

CONTACT:

ID NUMBER:
ORAL DATE:

CLEANUP RESP:
WRITTEN DATE:

FREE PROD REMOVAL:
TONNAGE REMOVED:
OTHER TREATMENT:
COMPLETION DATE:
COST:

SOIL REMOVAL:
TREATMENT:

PAYMENT DATE:

SR ALTERNATE PROCEDURE RECEIVED DATE:
SR ALTERNATE PROCEDURE STATUS DATE:
SR COMPLETION STATUS:
SR ALTERNATE PROCEDURE COMMENT:

SA

ID NUMBER:
COMPLETION DATE:
ACTUAL COST:

CLEANUP RESP:
PAYMENT DATE:

SR

ID NUMBER:
ORAL DATE:

CLEANUP RESP:
WRITTEN DATE:

FREE PROD REMOVAL:
TONNAGE REMOVED:
OTHER TREATMENT:
COMPLETION DATE:
COST:

SOIL REMOVAL:
TREATMENT:

PAYMENT DATE:

SR ALTERNATE PROCEDURE RECEIVED DATE:
SR ALTERNATE PROCEDURE STATUS DATE:
SR COMPLETION STATUS:
SR ALTERNATE PROCEDURE COMMENT:

Environmental FirstSearch
Site Detail Report

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

UST

SEARCH ID: 5 DIST/DIR: 0.00 -- MAP ID: 1

NAME: LIL SAMMYS FOOD MART	REV: 6/1/07
ADDRESS: 600 HWY 17-92 S	ID1: 648731849
DEBARY FL 32713	ID2: 8731849
VOLUSIA	STATUS: OPEN
CONTACT: KEVIN PATEL	PHONE: (321) 662-3584

TYPE: A - RETAIL STATION

TANK ID: 5	STATUS: OPEN	
TVI: TANK	DEP CO: N	
INSTALLED: 01-MAR-1993	STAT DATE:	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 8000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

4	A - BALL CHECK VALVE
4	F - FIBERGLASS CLAD STEEL
4	I - DOUBLE WALL
4	M - SPILL CONTAINMENT BUCKET
5	A - BALL CHECK VALVE
5	F - FIBERGLASS CLAD STEEL
5	I - DOUBLE WALL
5	M - SPILL CONTAINMENT BUCKET

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	C - FIBERGLASS
4	F - DOUBLE WALL
4	J - PRESSURIZED PIPING SYSTEM
4	K - DISPENSER LINERS
5	C - FIBERGLASS
5	F - DOUBLE WALL
5	J - PRESSURIZED PIPING SYSTEM
5	K - DISPENSER LINERS

MONITORING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	F - MONITOR DBL WALL TANK SPACE
4	K - MONITOR DBL WALL PIPE SPACE
4	S - STATISTICAL INVENTORY RECONCILE
5	F - MONITOR DBL WALL TANK SPACE
5	H - MECHANICAL LINE LEAK DETECTOR
5	K - MONITOR DBL WALL PIPE SPACE
5	S - STATISTICAL INVENTORY RECONCILE

*Environmental FirstSearch
Site Detail Report*

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

RCRAGN

SEARCH ID: 1	DIST/DIR: 0.01 SE	MAP ID: 2
-----------------	----------------------	-----------------

NAME: CUMBERLAND FARMS 1075 ADDRESS: US HWY 17-92 DEBARY FL 2021 VOLUSIA CONTACT: JOYCE SCHULTZ	REV: 6/6/06 ID1: FLD984230326 ID2: STATUS: SGN PHONE: 6178284900
--	---

SITE INFORMATION

CONTACT INFORMATION: JOYCE SCHULTZ
 777 DEDHAM ST
 CANTON MA 2021 0

PHONE: 6178284900

UNIVERSE INFORMATION:

NAIC INFORMATION

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

*Environmental FirstSearch
Site Detail Report*

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

SPILLS

SEARCH ID: 3	DIST/DIR: 0.12 NE	MAP ID: 3
--------------	-------------------	-----------

NAME: FL DEPT OF TRANSPORTATION-VACANT PROPERTY	REV: 1/2/03
ADDRESS: 560 S US HWY 17-92	ID1: 649803355
DEBARY FL 32713	ID2: 9803355
VOLUSIA	STATUS: CLOSED
CONTACT:	PHONE:

TASK ID NUMBER:	CLEANUP RESP:
ACTUAL COST:	YEARS TO COMP:

SRC

ACTION TYPE:	SUBMIT DATE:
REVIEW DATE:	ISSUE DATE:
COMMENT:	

SA

ID NUMBER: 67204	CLEANUP RESP:
COMPLETION DATE:	PAYMENT DATE:
ACTUAL COST:	

SR

ID NUMBER:	CLEANUP RESP:
ORAL DATE:	WRITTEN DATE:

FREE PROD REMOVAL:	SOIL REMOVAL:
TONNAGE REMOVED:	TREATMENT:
OTHER TREATMENT:	
COMPLETION DATE:	PAYMENT DATE:
COST:	

SR ALTERNATE PROCEDURE RECEIVED DATE:
SR ALTERNATE PROCEDURE STATUS DATE:
SR COMPLETION STATUS:
SR ALTERNATE PROCEDURE COMMENT:

*Environmental FirstSearch
Site Detail Report*

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

UST

SEARCH ID: 4	DIST/DIR: 0.12 NE	MAP ID: 3
--------------	-------------------	-----------

NAME: FL DEPT OF TRANSPORTATION-VACANT PROPERTY	REV: 6/1/07
ADDRESS: 560 S US HWY 17-92	ID1: 649803355
DEBARY FL 32713	ID2: 9803355
VOLUSIA	STATUS: CLOSED
CONTACT: S RANDY STAFFORD	PHONE: (386) 740-3427

SITE INFORMATION

TOTAL NUMBER OF TANKS:	1
FACILITY TYPE:	G - STATE GOVERNMENT
DEP CO:	N

TANK INFORMATION

TANK ID:	1	STATUS:	CLOSED
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1945	STAT DATE:	01-MAY-2000
TK STAT:	B - REMOVED		
CAPACITY(GAL):	600		
CONTENT:	A - LEADED GAS		
PLACE:	UNDERGROUND		
TYPE:	G - STATE GOVERNMENT		

*Environmental FirstSearch
Site Detail Report*

Target Property:

DEBARY FL 32713

JOB: 2135E2FTFL

LUST

SEARCH ID: 6	DIST/DIR: 0.12 NE	MAP ID: 3
---------------------	--------------------------	------------------

NAME: FL DEPT OF TRANSPORTATION-VACANT PROPERTY ADDRESS: 560 S US HWY 17-92 DEBARY FL 32713 VOLUSIA CONTACT:	REV: 6/1/07 ID1: 649803355 ID2: 9803355 STATUS: FACILITY CLOSED PHONE:
---	---

DISCHARGE INFORMATION

DISCHARGE DATE:	05-26-2000
POLLUTANT:	E - AVIATION GAS
COMBINED:	
SCORE:	
SCORE DATE:	
GAL DISCHARGED:	0
CLEANUP REQUIRED:	N - NO CLEANUP REQUIRED
WORK STATUS:	COMPLETED
DISCHARGE CLEANUP STATUS:	NREQ - CLEANUP NOT REQUIRED
INFO SOURCE:	D - DISCHARGE NOTIFICATION
OTHER SOURCE:	
SITE MANAGER:	POIRIER_K
MANAGER END DATE:	02-26-2001
TANK OFFICE:	PCLP64 - VOLUSIA COUNTY

UST INFORMATION

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: DEBARY FL 32713

JOB: 2135E2FTFL

Street Name	Dist/Dir	Street Name	Dist/Dir
Fort Florida Rd	0.00 --		
Jason Dr	0.00 --		
S Charles Richard Be	0.02 SE		
S Shell Rd	0.00 --		
Simon Dr	0.12 N-		
SOUTH Charles Richar	0.02 SE		
SOUTH Shell Rd	0.00 --		
Star Ln	0.05 SE		
Trisha Ln	0.06 N-		



Environmental FirstSearch

1 Mile Radius from Area
ASTM Map: NPL, RCRACOR, STATE Sites

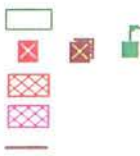


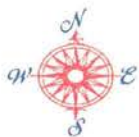
, DEBARY FL 32713



Source: 2005 U.S. Census TIGER Files

Area Polygon
Identified Site, Multiple Sites, Receptor
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
Triballand.....
Railroads



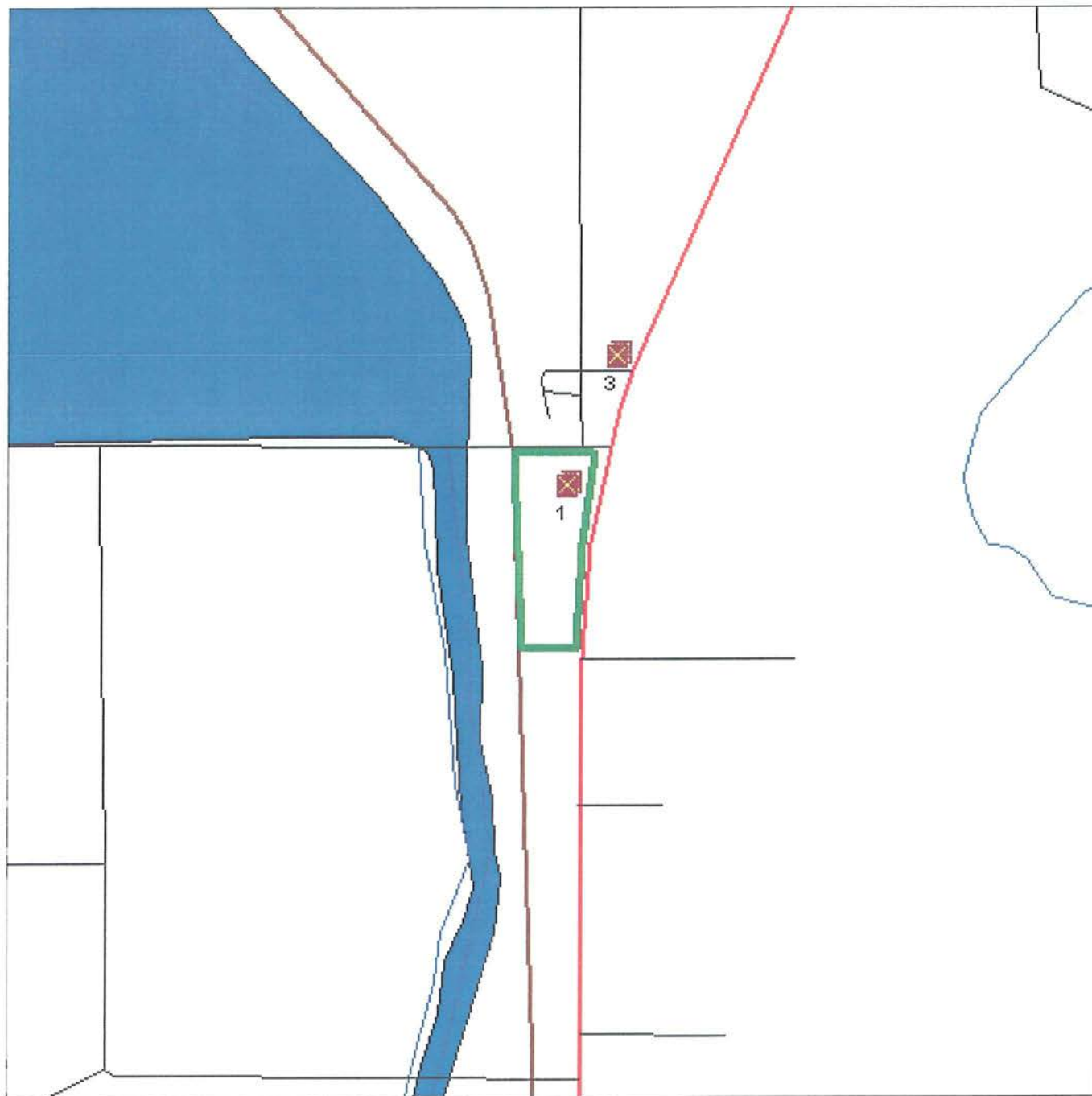


Environmental FirstSearch

.5 Mile Radius from Area
ASTM Map: CERCLIS, RCRATSD, LUST, SWL



, DEBARY FL 32713



Source: 2005 U.S. Census TIGER Files

Area Polygon	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand	
Railroads	

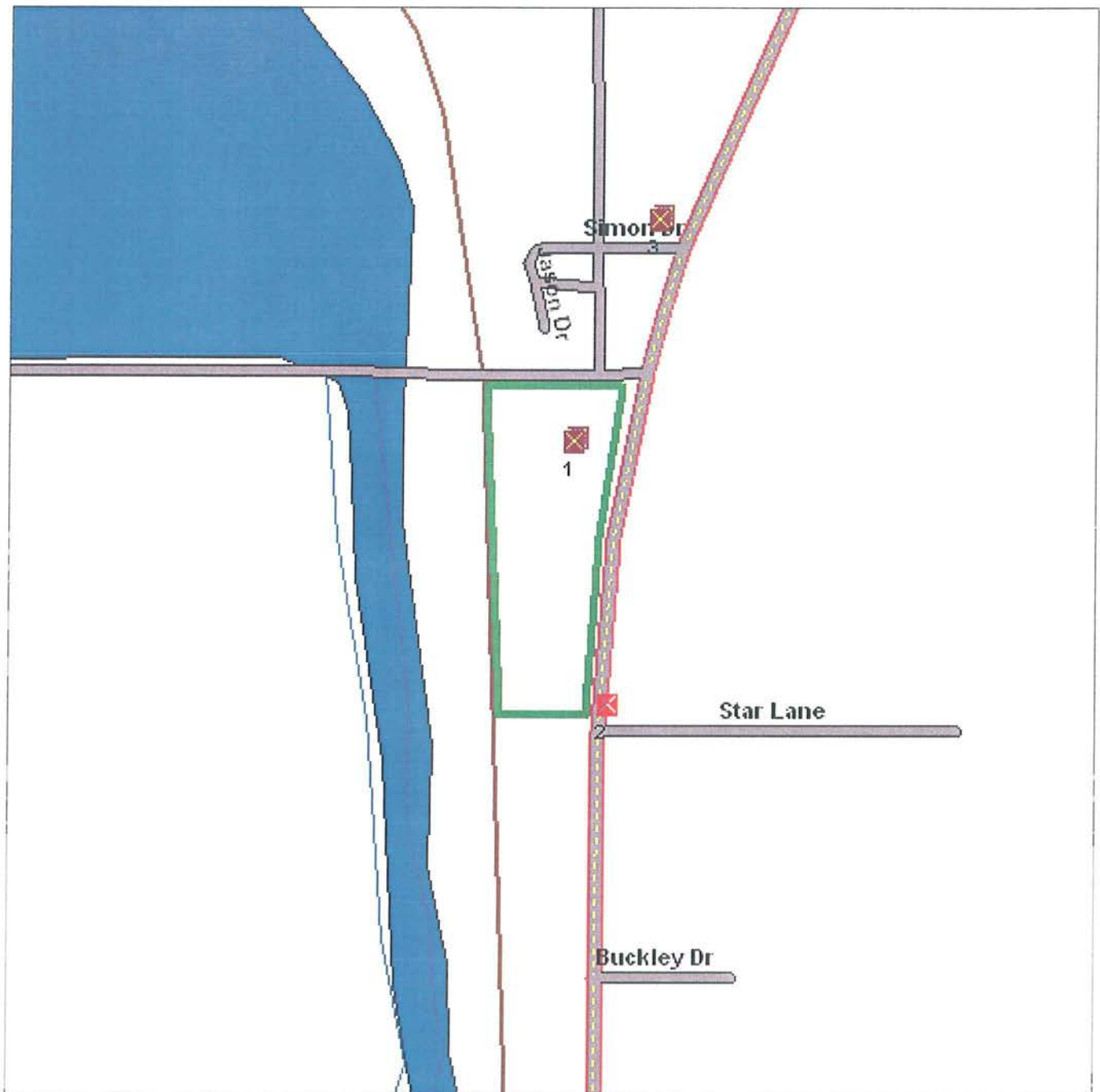


Environmental FirstSearch

.25 Mile Radius from Area
ASTM Map: RCRAGEN, ERNS, UST



, DEBARY FL 32713



Source: 2005 U.S. Census TIGER Files

Area Polygon
Identified Site, Multiple Sites, Receptor
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
Cribland.....
Railroads





Environmental FirstSearch

.12 Mile Radius from Area
Non-ASTM Map: Spills 90



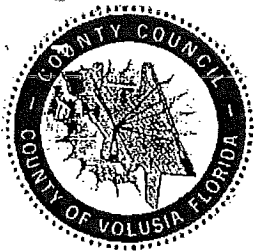
, DEBARY FL 32713



Source: 2005 U.S. Census TIGER Files

Area Polygon
Identified Site, Multiple Sites, Receptor
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
Cribland.....
National Historic Sites and Landmark Sites
Railroads





County of Volusia

Environmental Management
123 West Indiana Avenue • DeLand, Florida 32720-4621
Telephone: (904) 736-5927 • 254-4612 • 423-3303
Suncom 377-5927 • Fax 822-5727

July 21, 1993

RECEIVED

JUL 26 1993

CUMBERLAND FARMS
ENVIRONMENTAL DEPARTMENT

Mr. Emile C. Tayeh
Cumberland Farms Inc.
777 Dedham St.
Canton, MA 02021-9115

RE: Petroleum Storage Tank Closure Assessment Report
Cumberland Farms # 1075
1600 US 17-92 S.
Debary, Volusia County, Florida
F.D.E.P. Facility No. 648731849

Dear Tayeh:

Volusia County Environmental Management has reviewed the underground storage tank closure assessment report for the above referenced site. All documents submitted were found to be adequate to meet the requirements of Section 17-761.800(3), Florida Administrative Code.

Based on the information provided in the closure assessment report, prepared by CTEC & Associates, Inc., there is no evidence to indicate that additional assessment is necessary at this time. Please note that a closure assessment is not equivalent to a full Chapter 17-770, Florida Administrative Code (F.A.C.) Contamination Assessment and the site will not be issued a formal No Further Action Order. Also, this letter does not certify that the site is clean, and the Department reserves the right to initiate appropriate actions for this site under Chapter 17-770, Florida Administrative Code, if additional contamination is discovered in the future.

If this facility is eligible for funding assistance and the owner intends to submit a reimbursement application for a completed program task, such as a

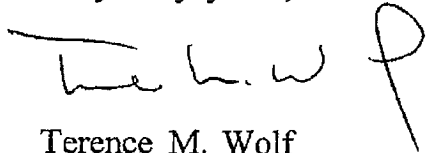


Printed On
Recycled Paper

Contamination Assessment with No Further Action Proposal, the closure assessment must follow the guidelines specified in Chapter 17-770.600, Florida Administrative Code for Contamination Assessments. This review letter should not be considered Department approval of the closure report as a Contamination Assessment or a No Further Action for reimbursement purposes.

If you have any questions regarding the review of this tank closure report, please contact me at (904) 736-5927.

Very truly yours,

A handwritten signature in black ink, appearing to read 'T. M. Wolf', with a large, stylized 'P' written to the right of the signature.

Terence M. Wolf
Environmental Specialist

TMW/mks/P0793112/TK407.SHL

cc: Deborah Metrin, P.G. DER Central District
Harold G. Shaw, CTEC & Associates, Inc.



County of Volusia

Environmental Management
123 West Indiana Avenue • DeLand, Florida 32720-4621
Telephone: (904) 736-5927 • 254-4612 • 423-3303
Suncom 377-5927 • Fax 822-5727

February 16, 1994

Mr. David Brochu
Cumberland Farms, Inc.
777 Dedham Street
Canton, MA 02021-9115

RE: Cumberlands Farms Store No. 1075
1600 U.S. 17-92
DeBary, Volusia County, Florida
F.D.E.P. Facility I.D. No. 648731849
B.W.C. No. N/A

RECEIVED
FEB 23 1994
CUMBERLAND FARMS
Environmental Management

Dear Mr. Brochu:

The Volusia County Environmental Management Department has reviewed the No Further Action Proposal prepared on your behalf by Handex of Florida dated July 20, 1993 (received July 22, 1993) for the above referenced site.

Please be advised that a formal order approving "No Further Action" constituting a Site Rehabilitation Completion Order cannot be issued until the assessment and reporting requirements of Sections 17-770.600 and 17-770.630 Florida Administrative Code have been completed and approved.

If you have any questions regarding this matter, please call me at (904) 736-5927, ext 2074.

Very truly yours,

Terry L. Moser
Environmental Specialist

TLM/dls/PO294088

cc: Bert Conoly, P.E., B.W.C.
John H. Weitz, P.G., Handex of Florida



HANDEX OF FLORIDA, INC., 30941 Suneagle Drive, P.O. Box 1579, Mt. Dora, Florida 32757 (904) 735-1800
July 20, 1993

Mr. Barry Appleby
Volusia County Environmental Management (VCEM)
123 W. Indiana Avenue
Deland, Florida 32270-4606

SUBJECT : No Further Action (NFA) Proposal:
Cumberland Farms Store Number 11770
1600 Highway 17-92, Debary, Florida
FDER Facility Number: 648731849

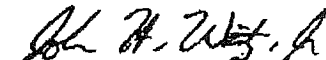
Dear Mr. Appleby,

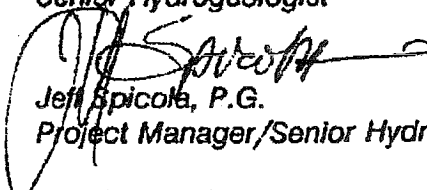
Results of the 1993 sampling event have been evaluated and included as Table 1, and presented in Appendix A. Total Volatile Organic Aromatics (VOAs) are not present in the four monitoring wells sampled (and since abandoned). A site location map and site plan are attached as Figures 1 and 2. A water-table map is provided as Figure 3 (elevation data in Appendix B), indicating ground-water flow is to the north. A graphic presentation of the non-detectable ground-water concentration data is provided as Figure 4.

Based on results obtained from the sample round, Handex would like this site to be awarded a No Further Action (NFA). The ground-water results are below detection limits of dissolved hydrocarbons. The concentrations are within guidelines set forth in the No Further Action and Monitoring Only Guidelines for Petroleum-Contaminated Sites published by the FDER in 1990. These results have provided sufficient justification to request an NFA for this site.

If you have any questions, please contact either of the undersigned at (904) 735-1800.

Sincerely,
HANDEX OF FLORIDA, INC.


John H. Weitz, P.G.
Senior Hydrogeologist


Jeff Spicola, P.G.
Project Manager/Senior Hydrogeologist

cc: David Brochu, Cumberland Farms, Dedham, Massachusetts

WEITZ_J\CUMB_FMS\1075_NFALT1

A SUBSURFACE RECOVERY COMPANY

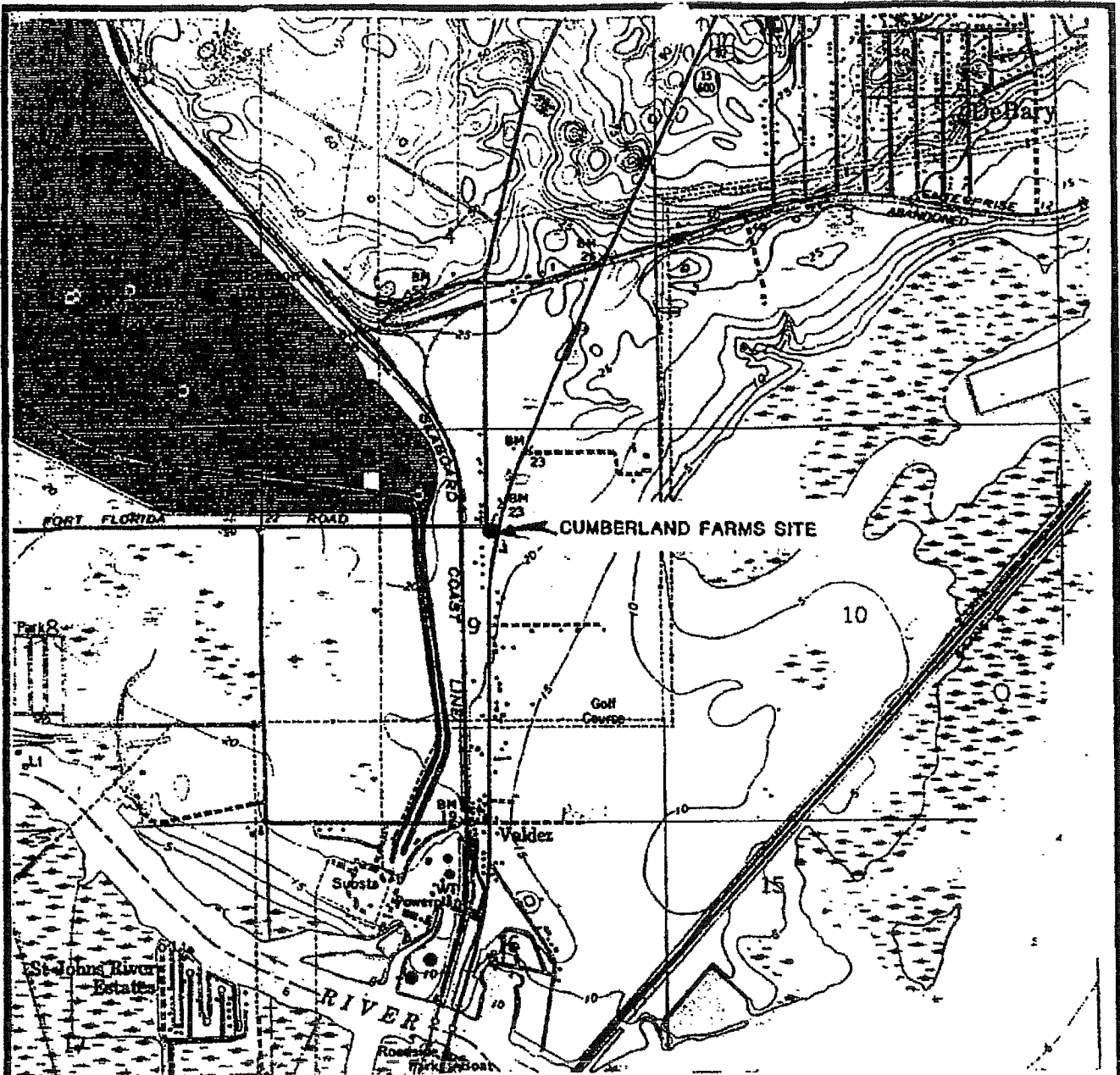
TABLE

Cumberland Farms Store #1075

Concentration, $\mu\text{g/L}$

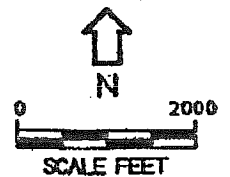
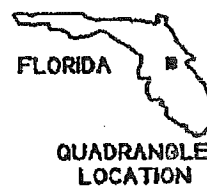
Well#	benzene	toluene	ethyl- benzene	xlenes	methyl tert- butyl ether (MTBE)	BTEX
MW-1	ND	ND	ND	ND	ND	ND
MW-2	ND	ND	ND	ND	ND	ND
MW-3	ND	ND	ND	ND	ND	ND
MW-4	ND	ND	ND	ND	ND	ND

FIGURES



SANFORD, FLA.
QUAD MAP

7.5 MINUTE SERIES
(TOPOGRAPHIC)



100377

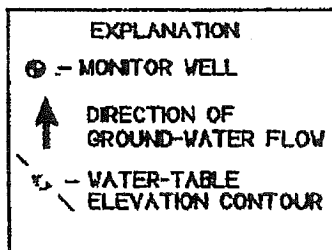
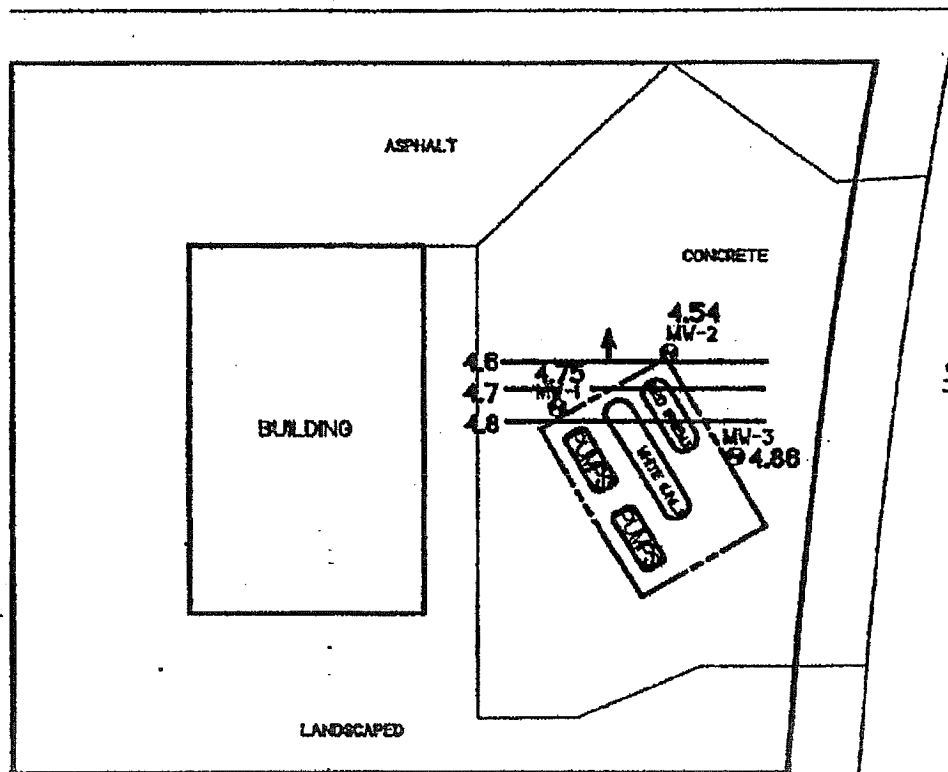
CUMBERLAND FARMS #075
S.R. 1800 & U.S. HWY. 17-02
DEBARY, FL.

7-03

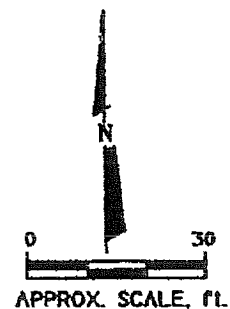
FIGURE 1
SITE LOCATION MAP

FORT FLORIDA RD.

DELAND 10mi.
ORANGE CITY 5mi.



NOTE:
AFTER TANK, LINE, AND
DISPENSER REPLACEMENT



CUMBERLAND FARMS #1075
S.R. 1800 & U.S. HWY. 17-92
DEBARY, FL.

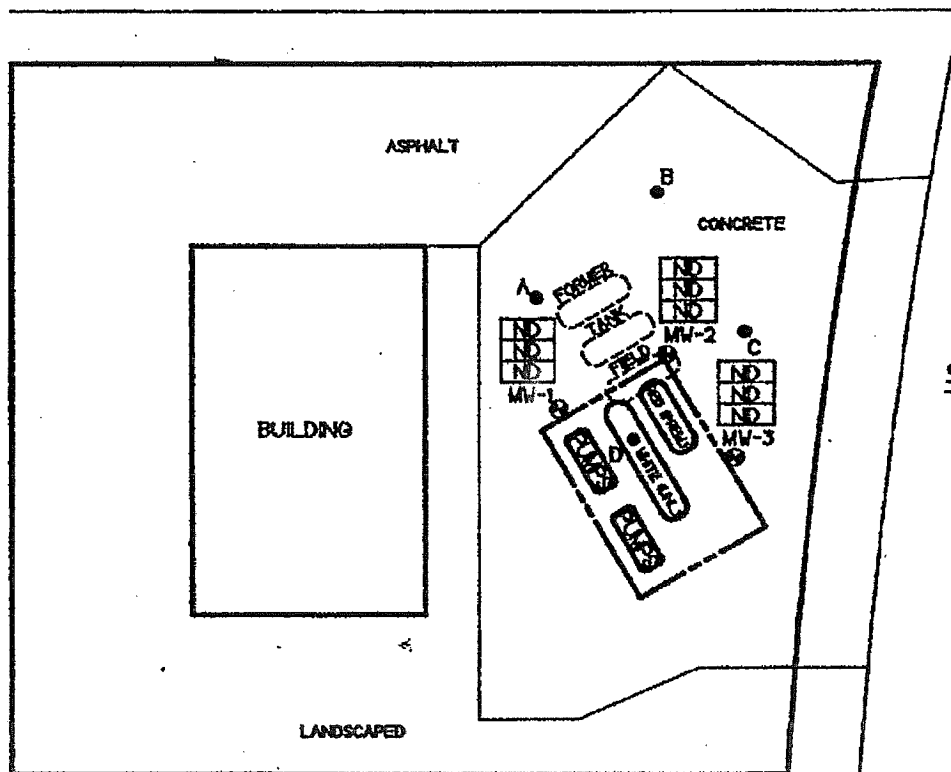
FIGURE 3
WATER-TABLE
CONTOUR MAP
JUNE 20, 1993

100377

7-83

FORT FLORIDA RD.

DELAND 10mi.
ORANGE CITY 5mi.

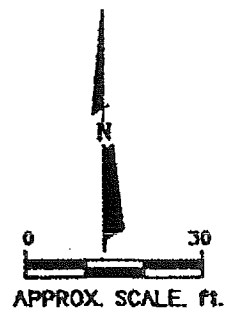


U.S. 17-82

WOODS

EXPLANATION	
⊕	- MONITOR WELL
●	- FORMER WELL
ND	- NOT DETECTED
BENZENE	- IN ug/L
TOTAL VOCs	- IN ug/L
MTBE	- IN ug/L

NOTE:
BEFORE TANK LINE &
DISPENSER REPLACEMENT



106377

CUMBERLAND FARMS #1075
S.R. 1800 & U.S. HWY. 17-82
DEBARY, FL.

7-83

FIGURE 4
GROUND WATER
BENZENE/TOTAL VOCs/MTBE
CONCENTRATION MAP
SAMPLED 2-2-83

APPENDICES

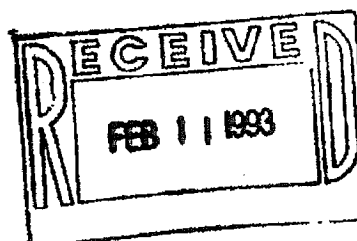
APPENDIX A
GROUND-WATER QUALITY ANALYSES

CERTIFIED BY

CONTACT JIM

FLA DMRS - CERT # MRS # E87143

602N PURGEABLE AROMATICS 602



Page 2
Received: 02/03/93

TOXIKOM CORP. REPORT
Results by Sample

Work Order # 93-02-035

SAMPLE ID TRIP BLANK FRACTION 01A TEST CODE 602N NAME PURGEABLE AROMATICS 602
Date & Time Collected 02/02/93 06:15:00 Category WATER

EPA 602 with MTBE

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/04/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Received: 02/03/93

TORTON CORP.

REPORT

Work Order # 93-02-035

Results by Sample

SAMPLE ID EQUIPMENT BLANKFRACTION 02ATEST CODE 602MNAME PURGEABLE AROMATICS 602Date & Time Collected 02/02/93 10:45:00Category WATER**EPA 602 with MTBE**

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/04/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Page 4
Received: 02/03/93

TOXIKON CORP. REPORT
Results by Sample

Work Order # 93-02-035

SAMPLE ID A FRACTION 03A TEST CODE 602H NAME PURGEABLE NEUMATICS 602
Date & Time Collected 02/02/93 11:20:00 Category WATER

EPA 602 with MTBE

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/04/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Page 5
Received: 02/03/93

TONKIN CORP. REPORT
Results by Sample

Work Order # 93-02-035

SAMPLE ID B FRACTION D4A TEST CODE 602M NAME PURGEABLE AROMATICS 602
Date & Time Collected 02/02/93 11:35:08 Category WATER

EPA 602 with MTBE

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/05/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Page 6
Received: 02/03/93

TOXICON CORP. REPORT
Results by Sample

Work Order # 93-02-035

SAMPLE ID C FRACTION 05A TEST CODE 602M NAME PURGEABLE AROMATICS 602
Date & Time Collected 02/02/93 11:48:00 Category WATER

EPA 602 with MTBE

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/04/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Page 7
Received: 02/03/93

TONKIN CORP. REPORT
Results by Sample

Work Order # 93-02-035

SAMPLE ID D FRACTION 06A TEST CODE 6021 NAME PURGEABLE AROMATICS 602
Date & Time Collected 01/28/93 12:00:00 Category WATER

EPA 602 with MTBE

	RESULT	LIMIT
Benzene	<u>ND</u>	<u>1.0</u>
Toluene	<u>ND</u>	<u>1.0</u>
Ethylbenzene	<u>ND</u>	<u>1.0</u>
Xylenes (Total)	<u>ND</u>	<u>1.0</u>
Methyl-t-Butyl Ether	<u>ND</u>	<u>1.0</u>

Notes and Definitions for this Report:

UNITS: ug/L
DATE RUN: 02/04/93
ANALYST: AP
INSTRUMENT: 2000
DIL. FACTOR: 1

ND = not detected at detection limit

Page 8

TOXIKON CORP.

REPORT

Work Order # 93-02-035

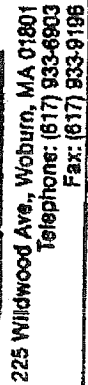
Received: 02/03/93

Test Methodology

TEST CODE 602H NAME PURGEABLE AROMATICS 602

EPA Method 602: Volatile Aromatic Compounds

Reference: Methods for Organic Chemical Analysis of Municipal and
Industrial Wastewater. Appendix A. 40CFR Part 136.
Federal Register Vol. 49, No. 209, 1984.



WORK ORDER #: 7-1-43
DUE DATE: 7-1-43

COMPANY: Holder of Florida
ADDRESS: 2041 S. Eagle Dr.
Alt. 208A FL 32757
PHONE #: 904735-1800 FAX #: -
P.O. # : _____
CLIENT CONTACT : John White
PROJECT ID/LOCATION: CT 1079/9738 US. 17-92
February FL

SAMPLE TYPE	CONTAINER TYPE
1. WATER	P - PLASTIC
2. SOIL	G - GLASS
3. SLUDGE	V - VOA
4. OIL	
5. TISSUE	
OTHER	

602 + MTRBF
-VCA

TOXIKON #	SAMPLE IDENTIFICATION	SAMPLE TYPE	CONTAINER		SAMPLING		PRESERVATIVE	COMMENTS
			SIZE	TYPE	DATE	TIME		
1	Trip Blank	Water	494	100A	1	2-2-93	6:15A	X
2	Equipment Blank				1		10:45A	X
3	A				2		11:20A	X
4	B				2		11:35A	X
5	C				2		11:48A	X
6	D				2		12:00	X

SPECIAL INSTRUCTIONS:

☐ RUSH, DAY TURN AROUND
☒ ROUTINE

RELINQUISHED BY:	DATE: 2 - 2 - 93	RECEIVED BY:	DATE: 2 - 2 - 93
	TIME: 12 - 55 - P	<i>Henry Cooke</i>	TIME: 12 - 55 - P
RELINQUISHED BY:	DATE: - - -	RECEIVED BY:	DATE: 2 - 2 - 93
	TIME: - - -	<i>1-21-93</i>	TIME: 11 - 58 AM
RELINQUISHED BY:	DATE: - - -	RECEIVED FOR LAB BY:	DATE: - - -
	TIME: - - -		TIME: - - -

METHODOF SHIPMENT:

APPENDIX B
MONITORING WELL GAUGING DATA

MONITOR WELL GAUGE REPORT

FOR: Cumberland Farms #1075
 LOCATION: 9738 U.S. 17-92, Debary, FL
 JOB NUMBER: 106377

LPH = Liquid Phase Hydrocarbons (gallons)

DATE	WELL #	CASING ELEV. (FEET)	LPH DEPTH (FEET)	WATER DEPTH (FEET)	LPH THICK. (FEET)	LPH ELEV. (FEET)	WATER ELEV. (FEET)
02-02-93	A			3.03	0.00	0.00	0.00
	B			2.27	0.00	0.00	0.00
	C			2.67	0.00	0.00	0.00
	D			3.26	0.00	0.00	0.00

Amount of LPH recovered this visit:

0.00 gallons

Total LPH accumulated to date:

0.00 gallons

MONITOR WELL GAUGE REPORT

FOR: Cumberland Farms #1075
LOCATION: 9738 U.S. 17-92, Debary, FL
JOB NUMBER: 106377

LPH = Liquid Phase Hydrocarbons (gallons)

DATE	WELL #	CASING ELEV. (FEET)	LPH DEPTH (FEET)	WATER DEPTH (FEET)		LPH THICK. (FEET)	LPH ELEV. (FEET)		WATER ELEV. (FEET)
06-20-93	MW-1	10.00		5.25	*	0.00	0.00	*	4.75
	MW-2	9.00		4.46	*	0.00	0.00	*	4.54
	MW-3	10.22		5.36	*	0.00	0.00	*	4.86

Amount of LPH recovered this visit:

0.00 gallons

Total LPH accumulated to date:

0.00 gallons

649803355

**ALTERNATIVE PROCEDURE
REMEDIAL ACTION REPORT**

**560 South U.S. Highway 17/92 &
Barwick Road
DeBary, Volusia County, Florida
WRS Project No. 200112**

Submitted to:
**State of Florida
Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720**

Submitted by:
**WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619
Telephone: (813) 684-4400
Facsimile: (813) 684-9177**

November 2000





WRS
Infrastructure & Environment, Inc.

Corporate Office:
221 Hobbs Street, Suite 108
Tampa, Florida 33619
(813) 684-4400
Fax: (813) 684-9177

November 17, 2000

Mr. S. Randy Stafford
Hazardous Materials Coordinator
District Environmental Management Office
Florida Department of Transportation – District 5
719 South Woodland Boulevard
DeLand, Florida 32720-6834

Reference: Construction and Remediation Services
Contract No. :BB-695
FM No. :240793-1-52-02
State Project No. :79040-3544
County :Volusia

Subject: Alternative Procedure Remedial Action Report (APRAR)
Construction Support Services
DeBary Tank No. 1
560 South US Highway 17/92
DeBary, Florida
WRS Project No. 200112

Dear Mr. Stafford:

At the request of the Florida Department of Transportation (FDOT), WRS Infrastructure and Environment, Inc. (WRS) has prepared this Alternative Procedure Remedial Action Report pursuant to the scope of the above referenced contract.

Introduction

The FDOT is in the process of installing a force main near the intersection of South US Highway 17/92 and Barwick Road in DeBary, Florida. A regulated steel underground storage tank (UST) of approximately 600 gallons containing petroleum product was encountered along the FDOT right-of-way during current construction activities. A site map showing the location of the subject area is depicted as **Figure 1**.

The Volusia County Environmental Management Department (VCEMD) requested that cleanup activities take place at the location prior to the continuation of construction activities.

Mr. Ron Freeman, VCEMD Tanks Section, indicated during telephone conversations that conducting an Alternative Procedure Remedial Action by well over pumping or dewatering, as needed, would be allowed based on the current and future land use at the site. UST removal activities took place from May 16 through May 25, 2000. On June 12, 2000, WRS submitted a Limited Tank Closure Report to the FDOT detailing the tank closure activities. Laboratory analytical results indicated that levels of benzene, toluene, total xylenes, naphthalene and benzo (b) fluoranthene were present in the groundwater samples obtained from temporary monitor wells TMW-001 and TMW-002. These constituents exceeded the groundwater cleanup target levels (GCTLs) as set forth in Chapter 62-777, Florida Administrative Code (FAC). The laboratory analytical results from the Limited Tank Closure Report are summarized in **Table 1** and attached as **Appendix A**.

Soil Methodology and Results

WRS performed hand-augered soil borings to delineate potentially-contaminated soils above the groundwater table that were not completely removed during the tank removal procedures. These soil borings were conducted during the installation of four temporary monitor wells. Soils were horizontally and vertically delineated based on results from headspace analysis utilizing an organic vapor analyzer (OVA). The soil samples were collected by filling two 16-ounce mason jars halfway and then covering them with aluminum foil. The organic vapor readings were recorded by using an inline non-filtered and filtered probe. The filtered readings were subtracted from the unfiltered readings for net results of hydrocarbons in parts per million (ppm). WRS delineated soils to below 50 ppm and installed four temporary monitor wells within selected soil borings.

Groundwater Remediation

On July 12, 2000, WRS mobilized to the site to conduct initial site activities. WRS contracted with Mid States Dewatering of Sebring, Florida for the installation of twenty (20) 2-inch diameter PVC well points and associated piping. The dewatering points were set to a depth of 15 feet below land surface (bls) along the eastern perimeter of the treatment area bordering Highway 17/92. The well points along the western perimeter of the treatment area were set to a depth of 7 feet bls, above a confining clay layer, discovered during soil boring installations within this western portion of the site. The well points were placed in a grid pattern with 8-foot centers as illustrated on **Figure 2**.

On July 16, 2000, groundwater treatment activities began as influent groundwater was recovered from the dewatering well point system utilizing a 2-inch centrifugal pump and transferred into a 2,500-gallon holding tank. An air sparge system was designed by WRS for the holding pool to aid in the reduction of petroleum hydrocarbons. Recovered groundwater within the holding tank was discharged through a 9,000-pound and a 6,000-pound granular activated carbon (GAC) cell, coupled in series. The effluent from the carbon cells was discharged into a stormwater catch basin to the west of the treatment system. The groundwater treatment system was set up to allow the fluctuation of the water table to capture petroleum contamination trapped within the soils of the capillary fringe zone.



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On July 26, 2000, WRS installed four temporary monitor wells (TMW-004 through TMW-007) to evaluate groundwater quality at the conclusion of remediation operations. The temporary monitor wells were installed with a stainless-steel hand auger to advance soil borings for the completion of temporary monitor wells to the desired depth. The wells ranged in depth from approximately 6 to 7 ft bls. Groundwater depths ranged from 4.5 to 5.85 ft bls. **Table 2** provides well completion and groundwater elevation data.

Groundwater Analysis

In order to evaluate the efficiency of the groundwater treatment system, influent and effluent samples were collected beginning July 16, 2000. Influent samples were collected from the intake port of the carbon cells and effluent samples were collected from the discharge port of the carbon cells. The groundwater samples were analyzed for volatile organic aromatics (VOA) and volatile organic halocarbons (VOH) by EPA Method 8021, EPA Method 8100 for polynuclear aromatic hydrocarbons (PAHs) and Florida petroleum range organics (FL-PRO) by the FDEP-UST method.

Laboratory analytical results were compiled by Southern Research Laboratories, Inc. (SRL) of Orlando, Florida under FDEP-approved CompQAP Number 940079. Influent samples collected from the treatment system revealed levels of petroleum contamination above GCTLs per Chapter 62-777, F.A.C. Results from two influent sampling events revealed constituents of toluene at 25 micrograms per liter ($\mu\text{g/l}$) on July 17, 2000 and benzo (k) anthracene at 1.2 $\mu\text{g/l}$ on July 20, 2000. The respective GCTLs for toluene and benzo (k) anthracene are 20 $\mu\text{g/l}$ and 0.5 $\mu\text{g/l}$. Groundwater petroleum constituents from the influent analytical results beyond July 20, 2000 have been below their respective GCTLs.

Temporary monitor wells TMW-4 through TMW-7 were sampled on July 26, 2000. Laboratory analysis of groundwater samples collected from the four monitor wells indicated that petroleum constituents were below detectable limits (BDL), except for TMW-6. Laboratory analytical results from TMW-6 indicated that benzo (k) fluoranthene was detected at 1.2 $\mu\text{g/l}$, which exceeds its GCTL of 0.5 $\mu\text{g/l}$. However, levels of benzo (k) fluoranthene detected at TMW-6 were below Natural Attenuation Default Source Concentrations (NADSC). A summary of the groundwater treatment system and monitor well groundwater analytical results are presented in **Table 3** and a copy of the laboratory analytical reports and associated chain-of-custody forms are included in **Appendix A**.

Conclusions and Recommendations

WRS completed soil and groundwater assessment and remediation activities at the referenced subject site. These remedial activities were based on the findings from the UST removal activities in May 2000. Soil samples were collected at the locations of the installed temporary monitor wells. Soil samples from each boring were collected to the depth of groundwater.

On July 16, 2000, groundwater remediation was initiated to remove petroleum-impacted groundwater from the work area. A total of approximately 90,000 gallons of petroleum



impacted groundwater was treated and discharged. Based on laboratory analytical results, WRS concludes that the groundwater treatment system effectively reduced the levels of petroleum contamination to below GCTLs allowing for FDOT project expansion to continue. WRS recommends no further groundwater remediation at this location.

On July 26, 2000, temporary monitor wells TMW-4 through TMW-7 were sampled to evaluate groundwater quality following remedial activities. Laboratory analytical results from TMW-6 exceeded GCTLs for benzo (k) fluoranthene; however, these levels were below the NADSC for this constituent. Therefore, WRS recommends no further action in the area of TMW-6 and proposes that natural attenuation processes will lower levels of benzo (k) fluoranthene at this location to below GCTLs.

WRS appreciates the opportunity to provide this work for the Department. If you have any questions or require additional information, please contact me at (813) 684-4400.

Sincerely,

WRS INFRASTRUCTURE & ENVIRONMENT, INC.

Robert A. Fingert, P.E.
11-17-2000
FOR: Gary Winter, CHMM
Contract Manager

cc: Ms. Emma Jean Edmondson, Environmental Specialist,
Volusia County Environmental Management Department

ATTACHMENTS

Tables

- 1 Summary of Groundwater Analytical Results
- 2 Temporary Monitor Well Completion and Groundwater Level Data
- 3 Summary of Groundwater Treatment System and Monitor Well Groundwater Analytical Results

Figures

- 1 Site Vicinity Map
- 2 Site Map

Appendix

- A Laboratory Analytical Reports and Associated Chain-of-Custody Forms



TABLES

TABLE 1

Summary of Groundwater Analytical Results
DeBary UST Removal, May 2000

Well No.	Sample Date	Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	2-Methyl Naphth.	1-Methyl Naph.	Benzo (b)Fluoranthene
GCIL		1	40	30	20	20	20	20	0.2
NADSC		100	400	300	200	200	200	200	20
TMW001		118	91	27	137	25	16	5.7	ND
TMW002	5/17/00	ND	ND	ND	ND	ND	ND	ND	0.4
TMW003		ND	ND	ND	ND	ND	ND	ND	ND

Notes

GCIL = Groundwater Cleanup Target Level as per Chapter 62-777, F.A.C.

NADSC - Natural Attenuation Default Source Concentration as per Chapter 62-770, F.A.C.

ND = Not Detected

1-Methyl Naph. = 1-Methylnaphthalene

2-Methyl Naph. = 2-Methylnaphthalene

All data recorded in micrograms per liter

Bolded and shaded values exceed GCTLs

TABLE 2

Temporary Monitor Well Completion and Groundwater Level Data

Location ID	Well Diameter	Total Depth (ft bls)	Depth to Groundwater (ft bls)	Screened Interval (ft bls)	Depth to Groundwater (ft btoc)	Water-Level Measurement Date
TMW-004	2-inch	8.5	5.76	3-8	7.76	7/26/00
TMW-005	2-inch	7.3	5.01	1.8-6.8	8.21	7/26/00
TMW-006	2-inch	6.3	4.50	0.8-5.8	8.70	7/26/00
TMW-007	2-inch	8.1	5.85	2.6-7.6	8.25	7/26/00

Notes:

ft bls = feet below land surface

ft btoc = feet below top of casing

TABLE 3

Summary of Groundwater Treatment System and Monitor Well Groundwater Analytical Results

Sample No.	Sample Date	Benzene	Toluene	Ethylbenzene	Total Xylenes	Naphthalene	Benzo (k) Fluoranthene
GCIL		1	40	30	20	20	0.5
NADSC		100	400	300	200	200	50
Effluent	7/16/00	ND	ND	ND	ND	ND	ND
Effluent	7/17/00	ND	ND	ND	ND	ND	ND
Effluent	7/19/00	ND	ND	ND	ND	ND	ND
Effluent	7/20/00	ND	ND	ND	ND	ND	ND
Effluent	7/21/00	ND	ND	ND	ND	ND	ND
Effluent	7/22/00	ND	ND	ND	ND	ND	ND
Effluent	7/23/00	ND	ND	ND	ND	ND	ND
Effluent	7/24/00	ND	ND	ND	ND	ND	ND
Effluent	7/25/00	ND	ND	ND	ND	ND	ND
Influent	7/18/00	ND	4	5	25	ND	ND
Influent	7/20/00	ND	1	2	10	ND	1.2
Influent	7/24/00	ND	3	2	15	ND	ND
Effluent Cell #1	7/18/00	ND	ND	ND	ND	ND	ND
Effluent Cell #1	7/24/00	ND	ND	ND	ND	ND	ND
TMW-4DB1	7/26/00	ND	ND	ND	ND	ND	ND
TMW-5DB1	7/26/00	ND	ND	ND	ND	ND	ND
TMW-6DB1	7/26/00	ND	ND	ND	ND	ND	ND
TMW-7DB1	7/26/00	ND	ND	ND	ND	ND	1.2
						ND	ND

Notes:

GCIL = Groundwater Cleanup Target Level as per Chapter 62-777, F.A.C.

NADSC - Natural Attenuation Default Source Concentration as per Chapter 62-777 F.A.C.

ND = Not Detected

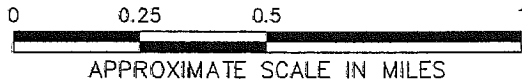
TMW-Temporary Monitor Well

Bolded and shaded values exceed GCILs

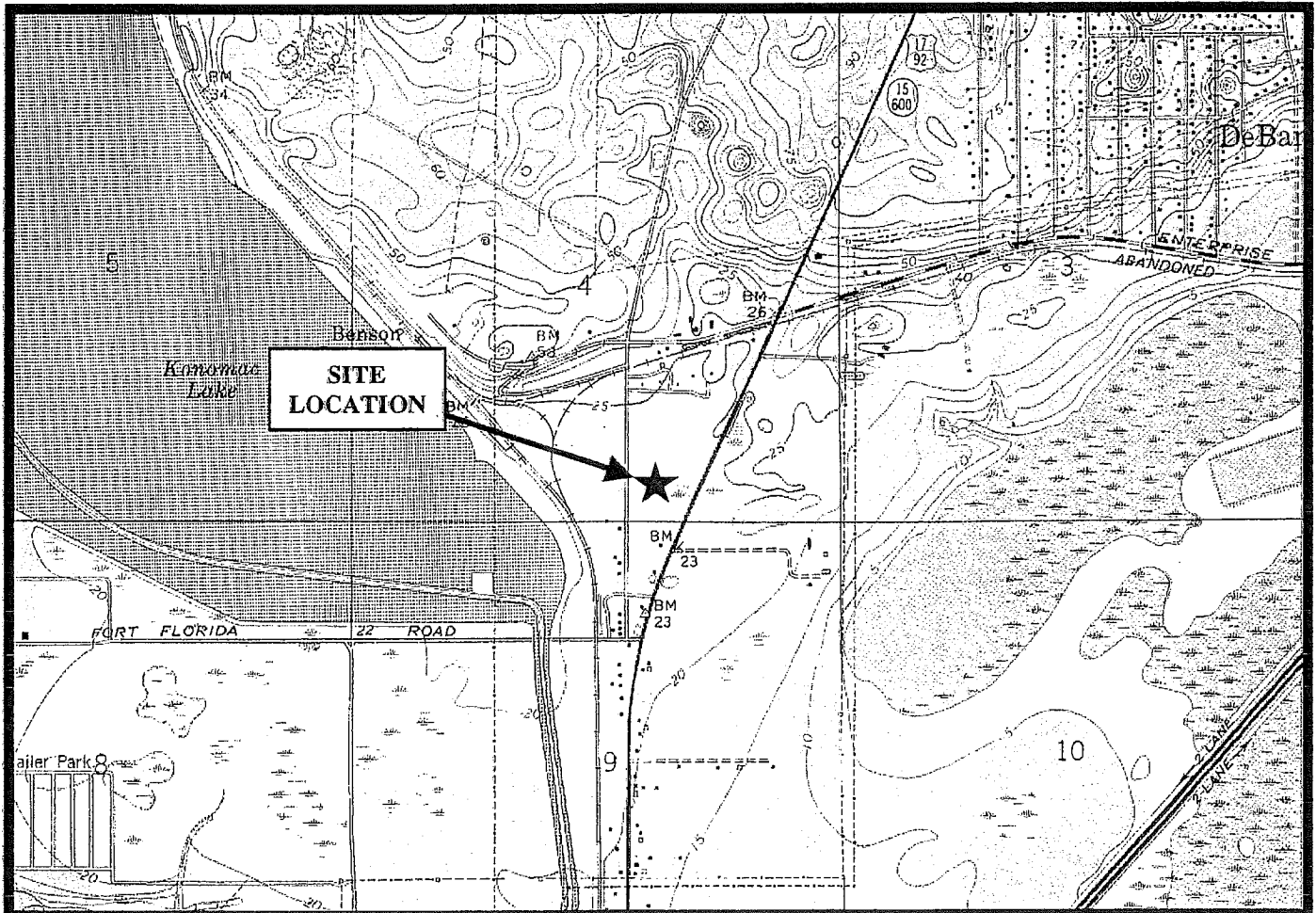
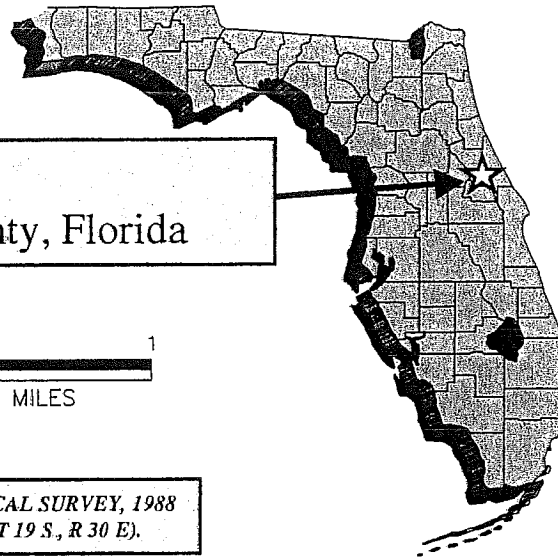
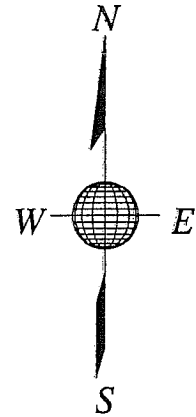
All values recorded in micrograms per liter

FIGURES

Site Location:
DeBary, Volusia County, Florida



SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1988
SANFORD QUADRANGLE (SEC 4, T 19 S, R 30 E).



DRAWING STATUS: DRAFT ☐ FINAL ☒

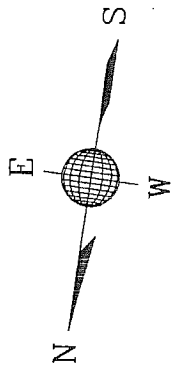
PROJECT NO.: 200112	PROJECT MANAGER: GARY WINTER				
SCALE: AS SHOWN	CADD ID: 20011205.PPT	PLOT DATE: 10/18/00	CHK BY: G.W.	CHK DATE: 10/18/00	
REVISION NO.:	REV DATE:	DRN BY: J.S.R.	DRN DATE: 5/25/00	APPVD BY: G.W.	APPVD DATE: 10/18/00



**WRS Infrastructure &
Environment, Inc.**

221 HOBBS STREET, SUITE 108, TAMPA, FLORIDA 33619
PH: (813) 684-4400 FAX: (813) 684-9177

**FIGURE 1
SITE VICINITY MAP
DEBARY TANK NUMBER 1 APRAR
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA**



US HIGHWAY 17/92

NOT TO SCALE

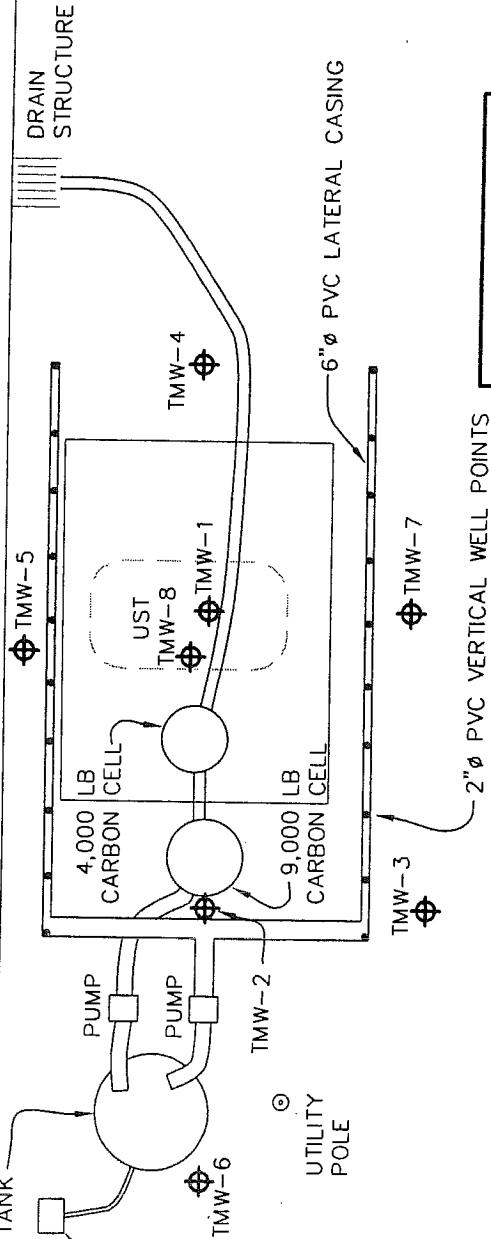
2,500 GALLON
HOLDING TANK

AIR
COMPRESSOR

PUMP

PUMP

UTILITY
POLE



RESIDENCE
560 HWY 17/92

LEGEND:

DRAINAGE STRUCTURE

2"Ø PVC VERTICAL WELL POINTS WITH
6"Ø PVC LATERAL CASING

TEMPORARY MONITOR WELL LOCATION (TMW)

DRAWING STATUS	DRAFT	FINAL
PROJECT NO. : 200112		
SCALE: NOT TO SCALE		
REVISION NO.: 0	REV DATE:	
CADD ID: 200112-010	PLOT DATE:	11/16/00
DRN BY: J.S.R.	DRN DATE:	5/25/00
CHK BY: G.W.	CHK DATE:	11/16/00
APPVD BY: G.W.	APPVD DATE:	11/16/00



**WRS Infrastructure &
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**FIGURE 2
SITE MAP**
DEBARY TANK NUMBER 1 APRAR
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA

APPENDIX A

**LABORATORY ANALYTICAL REPORTS AND
ASSOCIATED CHAIN-OF-CUSTODY FORMS**

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab. QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Influent
SRL (Lab) ID# : 0007043-1
Date Collected : 07/18/00 07:35

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/19/00	07/19/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloroform	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/19/00	07/19/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Influent
SRL (Lab) ID# : 0007043-1
Date Collected : 07/18/00 07:35

PARAMETER	RESULT		UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1		
Bromobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,1,2-Tetrachloroethane	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromoform	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,2,2-Tetrachloroethane	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2,3-Trichloropropane	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
2-Chlorotoluene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
4-Chlorotoluene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,4-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dibromo-3-Chloropropane	3	U	ug/L	5030/8021B	3	07/19/00	07/19/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1		
Methyl-tert-butyl-ether	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
Benzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
Toluene	4		ug/L	5030/8021B	1	07/19/00	07/19/00
Chlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
Ethylbenzene	5		ug/L	5030/8021B	1	07/19/00	07/19/00
m & p Xylene	15		ug/L	5030/8021B	2	07/19/00	07/19/00
o-Xylene	10		ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,4-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/19/00	07/19/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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an MBE Environmental Laboratory
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Lab QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent Cell#1
SRL (Lab) ID# : 0007043-2
Date Collected : 07/18/00 07:45

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/19/00	07/19/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chloroform	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/19/00	07/19/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

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3477 Parkway Center Court
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Lab QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent Cell#1
SRL (Lab) ID# : 0007043-2
Date Collected : 07/18/00 07:45

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Bromoform	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/19/00	07/19/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Benzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Toluene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/19/00	07/19/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/19/00	07/19/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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Lab QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Influent
SRL (Lab) ID# : 0007043-3
Date Collected : 07/18/00 07:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/21/00	07/21/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
FL-PRO (Petroleum Range Organic)-{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/20/00	07/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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Orlando, Florida 32808-1047 (407) 522-7100

Lab. QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-4
Date Collected : 07/16/00 14:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/26/00	07/26/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroform	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/26/00	07/26/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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3477 Parkway Center Court
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Lab QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-4
Date Collected : 07/16/00 14:30

PARAMETER	RESULT		UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1		
Bromobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1,2-Tetrachloroethane	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromoform	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2,2-Tetrachloroethane	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2,3-Trichloropropane	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chlorotoluene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
4-Chlorotoluene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromo-3-Chloropropane	3	U	ug/L	5030/8021B	3	07/26/00	07/26/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1		
Methyl-tert-butyl-ether	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
Benzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
Toluene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
Ethylbenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
m & p Xylene	2	U	ug/L	5030/8021B	2	07/26/00	07/26/00
o-Xylene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1	U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-4
Date Collected : 07/16/00 14:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/21/00	07/21/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
FL-PRO (Petroleum Range Organic)~(Water)			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/20/00	07/24/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF = Matrix Effected Dilution Factor.**

Southern Research Laboratories, Inc.
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Lab. QAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07043
Received Date : 07/18/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-5
Date Collected : 07/17/00 14:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/26/00	07/26/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroform	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/26/00	07/26/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-5
Date Collected : 07/17/00 14:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Bromobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromoform	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/26/00	07/26/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1	
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Benzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Toluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/26/00	07/26/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab. QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07043
Received Date : 07/18/00

Gary Winter
WRS Infrastructure & Environment, Inc.
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Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007043-5
Date Collected : 07/17/00 14:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/21/00	07/21/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/21/00	07/21/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/21/00	07/21/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/20/00	07/24/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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La. QAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07073
Received Date : 07/21/00

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WRS Infrastructure & Environment, Inc.
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-1

Date Collected : 07/19/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/29/00	07/29/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

Gary Winter
WRS Infrastructure & Environment, Inc.
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-1

Date Collected : 07/19/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Bromobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromoform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1	
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Benzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Toluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/29/00	07/29/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

Gary Winter
WRS Infrastructure & Environment, Inc.
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Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF
SRL (Lab) ID# : 0007073-1
Date Collected : 07/19/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
2-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
1-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Phenanthrene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluoranthene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (a) anthracene	0.2	U ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (b) fluoranthene	0.2	U ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (a) pyrene	0.2	U ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (g,h,i) perylene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthylene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluorene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Anthracene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Pyrene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Chrysene	5.0	U ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (k) fluoranthene	0.5	U ug/L	3510/8100	0.5	07/22/00	07/23/00
Indeno (1,2,3-cd) pyrene	0.2	U ug/L	3510/8100	0.2	07/22/00	07/23/00
Dibenzo (a,h) anthracene	0.2	U ug/L	3510/8100	0.2	07/22/00	07/23/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1.1		
Petroleum Range Organics (C8-C40)	0.6	U mg/L	FL-PRO	0.6	07/24/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-2

Date Collected : 07/20/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/29/00	07/29/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-2

Date Collected : 07/20/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Bromobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromoform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1	
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Benzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Toluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/29/00	07/29/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-2

Date Collected : 07/20/00 17:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/22/00	07/23/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/24/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : INF
SRL (Lab) ID# : 0007073-3
Date Collected : 07/20/00 11:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Benzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Toluene	1	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Ethylbenzene	2	ug/L	5030/8021B	1	07/29/00	07/29/00
m & p Xylene	4	ug/L	5030/8021B	2	07/29/00	07/29/00
o-Xylene	6	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (k) fluoranthene	1.2	ug/L	3510/8100	0.5	07/22/00	07/23/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-4

Date Collected : 07/21/00 13:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/29/00	07/29/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chloroform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007073-4

Date Collected : 07/21/00 13:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Bromoform	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/29/00	07/29/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Benzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Toluene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/29/00	07/29/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/29/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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3477 Parkway Center Court
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07073
Received Date : 07/21/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF
SRL (Lab) ID# : 0007073-4
Date Collected : 07/21/00 13:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/22/00	07/23/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/22/00	07/23/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/22/00	07/23/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/24/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab QAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-1
Date Collected : 07/22/00 11:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/26/00	07/26/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chloroform	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/26/00	07/26/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-1
Date Collected : 07/22/00 11:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Bromobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Bromoform	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/26/00	07/26/00
8021.B VOA {602} Compounds in Water by GC				MEDF	1	
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Benzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Toluene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/26/00	07/26/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/26/00	07/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
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Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-1
Date Collected : 07/22/00 11:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC				1		
			MEDF			
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
FL-PRO (Petroleum Range Organic)~{Water}				1		
			MEDF			
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/26/00	07/28/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF = Matrix Effected Dilution Factor.**

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent

SRL (Lab) ID# : 0007077-2

Date Collected : 07/23/00 13:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/30/00	07/30/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloroform	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/30/00	07/30/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-2
Date Collected : 07/23/00 13:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromoform	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/30/00	07/30/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Benzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Toluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/30/00	07/30/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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3477 Parkway Center Court
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-2
Date Collected : 07/23/00 13:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/26/00	07/28/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-3
Date Collected : 07/24/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC				MEDF	1	
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromomethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	07/30/00	07/30/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chloroform	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trichloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	07/30/00	07/30/00
Dibromomethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-3
Date Collected : 07/24/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Bromoform	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	07/30/00	07/30/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Benzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Toluene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
m & p Xylene	2 U	ug/L	5030/8021B	2	07/30/00	07/30/00
o-Xylene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	07/30/00	07/30/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Effluent
SRL (Lab) ID# : 0007077-3
Date Collected : 07/24/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/26/00	07/28/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07077
Received Date : 07/25/00

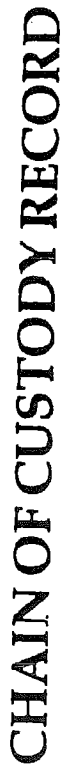
Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank#1

Client ID# : Influent
SRL (Lab) ID# : 0007077-6
Date Collected : 07/24/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5	U ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.



Laboratory WO#: 0007077

**3477 Parkway Center Court
Orlando, Florida 32808**

Lab: (407) 522-7100 Toll Free "Dial" 1(888) 420-TEST Fax: (407) 522-7043

Report to Invoice to : (Company or Individual)

Page 1 of 1

Address: (city state zip)

Phone/Fax Number:

Client Project Name: _____ Client Project Number: _____

Project Manager Receiving Report :
GARY WINTER

Site Label

DEBARY FL

DEBARY FL

ph	E M	O Z	U O

	P	D	1-DW	Z

Sample	Date	Time	25W	3-GW
		

	M	A	I	F	E	4-WW
Identification:						
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3-ELD	E	E	E	E

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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INT	1-26-00	1330	6:00
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7-24-00	1570	

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54) Relinquished by: _____ Date: _____ Time: _____

✓	12L-Kit	7-15-00	1530	7-15-00
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End) Relinquished by _____ Date: _____ Time: _____

7-23-00	10.30	7/25/00	10.30
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Date: _____ Time: _____ Date: _____ Time: _____

Special Comments/Requests:						
						Samp

Journal of Management Education 35(1) 1-12

Sampling; Kit(s) Reference Information: # 330

1. The first part of the document is a title page. It contains the title of the document, the author's name, and the date of the document. The title is "The History of the United States of America". The author is "John Adams". The date is "1776".

Original (White) Chain of Custody - Returned with Final Report



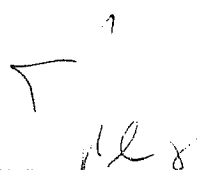
outhern
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aboratories, Inc.

3477 Parkway Center Court
Orlando, Florida 32808
(407) 522-7100 Fax (407) 522-7043
Toll Free 1(888) 420-Test

Thank you **Mr. Gary Winter** for the opportunity to be of service to you and your company;
we Sincerely Appreciate Your Business.

Client Name: WRS Infrastructure & Environment, Inc.	Phone Number: (813) 684-4400
Contact Name: Gary Winter	Fax Number: (813) 684-9177
Project Name: Debary Tank #1	Date Received: 07/26/00
Project Number: 200112	Time Received: 16:45
Date(s) Collected: 07/25 & 07/26/00	SRL Work Order # 00-07081

SRL WO #	Clients #	Matrix	Analysis Requested
0007081-1	EFF {7/25/00}	Liquid	8021/8100/FL-PRO
0007081-2	TMW-4DB1	Liquid	8021/8100
0007081-3	TMW-5DB1	Liquid	8021/8100
0007081-4	TMW-6DB1	Liquid	8021/8100
0007081-5	TMW-7DB1	Liquid	8021/8100



Sherri Payne
Vice President & Quality Assurance Officer
Southern Research Laboratories, Inc.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007081-1

Date Collected : 07/25/00 16:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromomethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	08/03/00	08/03/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloroform	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	08/03/00	08/03/00
Dibromomethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007081-1

Date Collected : 07/25/00 16:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromoform	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	08/03/00	08/03/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Benzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Toluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
m & p Xylene	2 U	ug/L	5030/8021B	2	08/03/00	08/03/00
o-Xylene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : EFF

SRL (Lab) ID# : 0007081-1

Date Collected : 07/25/00 16:00

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
FL-PRO (Petroleum Range Organic)~{Water}			MEDF	1		
Petroleum Range Organics (C8-C40)	0.5 U	mg/L	FL-PRO	0.5	07/27/00	07/28/00

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Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-4DB1
SRL (Lab) ID# : 0007081-2
Date Collected : 07/26/00 15:25

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	08/04/00	08/04/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroform	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	08/04/00	08/04/00
Dibromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
WRS Infrastructure & Environment, Inc.
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Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-4DB1

SRL (Lab) ID# : 0007081-2

Date Collected : 07/26/00 15:25

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromoform	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	08/04/00	08/04/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Benzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Toluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
m & p Xylene	2 U	ug/L	5030/8021B	2	08/04/00	08/04/00
o-Xylene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-4DB1
SRL (Lab) ID# : 0007081-2
Date Collected : 07/26/00 15:25

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
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3477 Parkway Center Court
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Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-07081
Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-5DB1

SRL (Lab) ID# : 0007081-3

Date Collected : 07/26/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromomethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	08/03/00	08/03/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chloroform	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trichloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	08/03/00	08/03/00
Dibromomethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-5DB1

SRL (Lab) ID# : 0007081-3

Date Collected : 07/26/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Bromoform	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	08/03/00	08/03/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Benzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Toluene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
m & p Xylene	2 U	ug/L	5030/8021B	2	08/03/00	08/03/00
o-Xylene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/03/00	08/03/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-5DB1
SRL (Lab) ID# : 0007081-3
Date Collected : 07/26/00 15:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-6DB1
SRL (Lab) ID# : 0007081-4
Date Collected : 07/26/00 15:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	08/04/00	08/04/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroform	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	08/04/00	08/04/00
Dibromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00

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Lab CQAP # : 940079
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Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-6DB1
SRL (Lab) ID# : 0007081-4
Date Collected : 07/26/00 15:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromoform	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2,2-Tetrachloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2,3-Trichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
4-Chlorotoluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromo-3-Chloropropane	3 U	ug/L	5030/8021B	3	08/04/00	08/04/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Benzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Toluene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
m & p Xylene	2 U	ug/L	5030/8021B	2	08/04/00	08/04/00
o-Xylene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = **Matrix Effect Dilution Factor**.

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Debary Tank #1
Debary FL

Client ID# : TMW-6DB1
SRL (Lab) ID# : 0007081-4
Date Collected : 07/26/00 15:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0	U ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	1.2	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2	U ug/L	3510/8100	0.2	07/26/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = **M**atrix **E**ffected **D**ilution **F**actor.

Southern Research Laboratories, Inc.
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3477 Parkway Center Court
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Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-07081
Received Date : 07/26/00

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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-7DB1
SRL (Lab) ID# : 0007081-5
Date Collected : 07/26/00 15:50

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Dichlorodifluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Vinyl Chloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichlorofluoromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Methylene Chloride	5 U	ug/L	5030/8021B	5	08/04/00	08/04/00
Trans-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,2-Dichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chloroform	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Carbon tetrachloride	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trichloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Bromodichloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chloroethylvinyl Ether	3 U	ug/L	5030/8021B	3	08/04/00	08/04/00
Dibromomethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Cis-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Trans-1,3-Dichloropropene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2-Trichloroethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichloropropane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Tetrachloroethene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Dibromochloromethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromoethane	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	08/04/00	08/04/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

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Lab CQAP # : 940079
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Received Date : 07/26/00

Gary Winter
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Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-7DB1

SRL (Lab) ID# : 0007081-5

Date Collected : 07/26/00 15:50

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOH {601} Compounds in Water by GC			MEDF	1		
Bromobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,1,2-Tetrachloroethane	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
Bromoform	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,1,2,2-Tetrachloroethane	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,2,3-Trichloropropane	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
2-Chlorotoluene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
4-Chlorotoluene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dibromo-3-Chloropropane	3	U ug/L	5030/8021B	3	08/04/00	08/04/00
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
Benzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
Toluene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
Chlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
Ethylbenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
m & p Xylene	2	U ug/L	5030/8021B	2	08/04/00	08/04/00
o-Xylene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,3-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,4-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00
1,2-Dichlorobenzene	1	U ug/L	5030/8021B	1	08/04/00	08/04/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

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SRL Lab Ref # : 00-07081
Received Date : 07/26/00

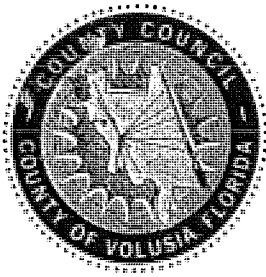
Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
Debary Tank #1
Debary FL

Client ID# : TMW-7DB1
SRL (Lab) ID# : 0007081-5
Date Collected : 07/26/00 15:50

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	07/26/00	07/29/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	07/26/00	07/29/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	07/26/00	07/29/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.



County of Volusia

ENVIRONMENTAL MANAGEMENT

123 West Indiana Avenue • DeLand, Florida 32720-4612

Telephone: (904) 736-5927 • 254-4612 • 423-3303

SunCom 377-5927 • Fax 740-5193

December 13, 2000

Mr. S. Randy Stafford
Florida Department of Transportation, District 5
719 South Woodland Boulevard
DeLand, Florida 32720

RE Florida Department of Transportation-Vacant Property
560 South US Highway 17-92 & Barwick Road
DeBary, Volusia County, Florida
FDEP Facility ID# 649803355

Dear Mr. Stafford:

Volusia County Environmental Management (VCEM) has reviewed and accepted the Site Closure Report received November 20, 2000, submitted for the above referenced site.

Should you have any questions concerning this review, please call me at (904) 736-5927 extension 2096.

Sincerely,

Ronald E. Freeman, P.E.
Manager
Petroleum Storage Systems Program

C Grace Rivera, BPSS

REF/kp/C2k12009/TK 233.SHL



Printed On
Recycled Paper

LETTER OF TRANSMITTAL



**Westinghouse
Remediation Services, Inc.**

☐ Miami Office:
10025 N.W. 116th Way, Suite 12, Miami, Florida 33178
Phone (305) 888-4090; Fax (305) 888-0140

☒ Tampa Office:
221 Hobbs Street, Suite 108, Tampa Florida 33619
Phone (813) 684-4400 (24 Hour Service);
Fax (813) 684-9177

☐ Tallahassee Office:
2441 Monticello Drive, Tallahassee, Florida 32303
Phone (850) 531-9860; Fax (850) 531-9866

Project Name: DeBary Tank Removal (560 US 17/92)
Contract Manager: Gary Winter
Phone/Fax: (813) 684-4400/(813) 684-9177

To: Emma Jean Edmondson, Environmental Specialist
Volusia County Environmental Management
123 West Indiana Avenue
DeLand, Florida 32720-4621

Date: 06/12/2000	Job No.: 200112
Attention: Emma Jean Edmondson	
Subject: Limited Tank Closure Report	
DeBary Tank Removal	
560 US Highway 17/92	

WE ARE SENDING YOU ☒ Attached ☐ Under Separate Cover via _____ the following items:
☐ Shop Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☒ Copy of Letter ☐ Change Order ☒ Other: _____

Copies	Date	Number	Description
1	6/12/2000	1	Limited Tank Closure Report (bound copy)
1	6/12/2000	2	Limited Tank Closure Report (unbound copy)

(If enclosures are not as noted, kindly notify this office)

THESE ARE TRANSMITTED as checked below:

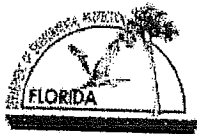
☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ Prints returned after loan to us ☐ For bids due _____, 19____
☒ Please forward to: Emma Jean Edmondson
☐ For review and comment: _____

REMARKS:

COPIES PROVIDED FOR: Emma Jean Edmondson

SIGNED: Robert V. Enright, P.G.

Please direct any questions to the Contract Manager at the Westinghouse office indicated above.



Florida Department of Environmental Protection
Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

Storage Tank Facility Registration Form

DEP Form # 62-761.900(2)
Form Title <u>Storage Tank Registration Form</u>
Effective Date: <u>July 13, 1998</u>
DEP Application No. _____ (Filled in by DEP)

Submit a completed form for the facility when registration of storage tanks or compression vessels is required by Chapter 376.303, Florida Statutes

Please review Registration Instructions before completing the form.

Please check all that apply	<input checked="" type="checkbox"/> New Registration	<input type="checkbox"/> New Owner	<input type="checkbox"/> New Tanks
	<input type="checkbox"/> Facility Info Update/Correction	<input type="checkbox"/> Owner Info Update/Correction	<input type="checkbox"/> Tank Info Update/Correction

A. FACILITY INFORMATION

County: <u>Volusia</u>	DEP Facility ID: <u>9803355</u>
Facility Name: <u>NA</u>	
Facility Address: <u>560 South US Hwy 17/92</u> City: <u>De Bary</u> Zip: <u>32713</u>	
Facility Contact: <u>NA</u>	
Facility Type(s): <u>G</u>	NAICS Code: <u>NA</u> Business Phone: () <u>NA</u>
Financial Responsibility: <u>None</u>	
24 Hour Emergency Contact: <u>NA</u> Emergency Phone: () <u>NA</u>	

B. RESPONSIBLE PERSON INFORMATION - Identify individual(s) or business(es) responsible for storage tank management, fueling operations, and/or cleanup activities at the facility location named above. Provide additional information in an attachment if necessary.

Name: <u>Florida Department of Transportation</u>	Facility - Responsible Person Relation Type:	Effective Date
Mail address: <u>719 South Woodland Blvd.</u>	<input checked="" type="checkbox"/> Facility Account Owner (pays fees)	
City, ST, Zip: <u>Deland, FL 32720</u>	Facility Account Owner information must be provided when the facility contains active (in-use) storage tanks on site.	
Contact: <u>S. Randy Stafford</u>	STCM Account Number (if known)	
Telephone: <u>(904) 943-5395</u>		
Identify other appropriate facility relationships for this party: <input type="checkbox"/> Facility Owner/Operator <input type="checkbox"/> Property Owner <input type="checkbox"/> Storage Tank Owner		

Name:	Other owner, relationship type(s)	Effective Date
Mail address:	<input type="checkbox"/> Facility Owner/Operator	
City, ST, Zip:	<input type="checkbox"/> Property Owner	
Contact:	<input type="checkbox"/> Storage Tank Owner	
Telephone:	<input type="checkbox"/> Other:	

C. TANK/VESSEL INFORMATION - Complete one row for each storage tank or compression vessel system located at this facility.

Tank ID	T/V	A/U	Capacity	Installed	Content	Status/Effective Date	Construction	Piping	Monitoring
1	T	U	600	1945	A, B, D	B 05/00	C	Y	X

Certified Contractor (performing tank installation or removal): Andrew James Hooper for WRS DBPR License No.: PC-C056793

Registration Certification: To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

Printed Name & Title: Robert V. Enright, Project Hydrogeologist Signature: Robert V. Enright Date: 11-21-00

DEP 62-761.900(2)

Northwest District
160 Governmental Center Blvd.
Pensacola, FL 32501
850-595-8380

Northeast District
7825 Baymeadows Way,
Suite B200
Jacksonville, FL 32256
904-448-4300

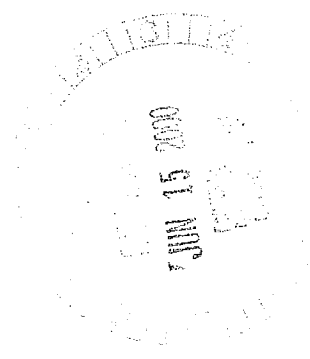
Central District
3319 Maguire Blvd.,
Suite 232
Orlando, FL 32803
407-894-7555

Southwest District
3804 Coconut Palm Drive
Tampa, FL 33619
813-744-6100

Southeast District
400 North Congress Ave.,
W Palm Beach, FL 33416
561-681-6600

South District
2295 Victoria Ave.,
Suite 364
Fort Myers, FL 33901
941-332-6975

Marathon Branch Office
2796 Overseas Hwy.,
Suite 221
Marathon, FL 33050
305-289-2310



LIMITED TANK CLOSURE REPORT

**DeBary Tank Removal
560 US Highway 17/92
DeBary, Volusia County, Florida
FDOT Contract No. BB-695
FDOT Project No. 240793-1-52-02
WRS Project No. 200112**

Submitted to:
**State of Florida
Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720**

Submitted by:
**WRS Infrastructure and Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619
Telephone: (813) 684-4400
Fax: (813) 684-9177**

June 2000

6-16-00
Requested a DNF
from ~~Randy~~ Gary @ WRS



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1	Summary of OVA Results
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1	Site Vicinity Map
2	Site Map
3	Impacted Soil and Exploratory Excavation Map
4	Soil Boring and Temporary Monitor Well Location Map

APPENDICES

A	Storage Tank Facility Compliance Inspection Report (Volusia County)
B	Laboratory Analytical Results
C	UST Disposal Receipt
D	Non-Hazardous Waste Manifest
E	Underground Storage System Installation and Removal Form for Certified Contractors
F	Limited Closure Summary Report Form



1.0 INTRODUCTION

1.1 Purpose

WRS Infrastructure and Environment, Inc. (WRS) was authorized by the Florida Department of Transportation (FDOT) under State Project No. 79040-3544, Contract BB-695, to perform source removal activities at 560 US Highway 17/92, DeBary, Volusia County, Florida. The purpose of the underground storage tank (UST) removal was the removal and disposal of the tank. In addition any remaining fluids or residual contents (sludge) inclusive of the investigation and adjacent hydrocarbon-impacted soils will be removed.

It is understood that the FDOT is currently in the process of roadway construction along US 17/92 within the area of Old DeLand Road to Plantation Road. During the installation of a force main on the west side of US 17/92, a UST was encountered by the contractor.

1.2 Site Description and History

The project is located at 560 US 17/92 in DeBary, Volusia County, Florida. The site is located within Section 4, Township 19 south, Range 30 east of the Sanford, Florida United States Geological Survey (USGS) 7.5-minute topographic quadrangle map. A site vicinity map is provided as Figure 1.

A search of the Florida Department of Environmental Protection (FDEP) Storage Tank Inventory (STI) database did not reveal any records of USTs at the subject site. Residents that border the subject site informed WRS personnel that a service station was active at the subject site from approximately the early 1940's to the late 1960's. The fueling facility that was encountered, consisted of one unmaintained UST, a pump island consisting of a small amount of concrete and approximately 15 feet of fuel dispensing metal pipe. Due to the age of the tank, the contents may have included leaded gasoline, unleaded gasoline and vehicular diesel fuel. A site map is provided as Figure 2 illustrating the former location of the UST.

1.3 Quality Assurance

All work was performed in compliance with the regulatory guidelines as set forth in Chapter 62-770, Florida Administrative Code (FAC) and with the WRS' site-specific Health and Safety Plan. Additionally, all sampling was performed in accordance with WRS' Comprehensive Quality Assurance Plan (CompQAP) No. 970170 on file with the FDEP. Laboratory analyses were performed by Southern Research Laboratories, Inc. (SRL) of Orlando, Florida, CompQAP No. 940079.



2.0 TANK REMOVAL ACTIVITIES

On May 16, 2000, WRS mobilized to the site to initiate UST removal activities. In order to determine the contents of the UST, the soil surrounding the fill port of the UST was excavated by hand. The interior of the UST was observed and there were no sludges, petroleum product or petroleum contact water within the UST. The concrete/asphalt pavement materials were removed from the tank area and stockpiled on-site. The size of the UST was determined to be approximately 600 gallons. WRS conducted exploratory trenching to search for additional USTs. The exploratory trenches were 3.5 to 4 feet below land surface (ftbls) deep, 15 feet north and 40 feet south of the UST and 10 feet in width. No additional USTs or fuel dispensing piping were encountered. Figure 3 depicts the location of the trenches.

The removed soil and pavement were field screened for hydrocarbon vapors and background levels of methane using a handheld Foxboro 108 and/or 128 organic vapor analyzer (OVA), in accordance with Chapter 62-770.200, FAC. The non petroleum-impacted pavement was stockpiled on-site for later disposal. The non-impacted soil overburden was also stockpiled on-site for future use as clean backfill. At the end of the days' site activities, the exploratory trenches were backfilled, safety cones and caution tape were placed around the perimeter of the UST excavation area.

On May 17, 2000, WRS remobilized to the site to conduct additional UST removal activities. Ms. Emma Jean Edmondson, Environmental Specialist with Volusia County Environmental Management, arrived on-site to observe site activities. A copy of Ms. Edmondson's Storage Tank Facility Compliance Inspection Report is located in Appendix A. Ms. Edmondson noted on her inspection report that no free product was observed in or around the excavation area. Mr. Perry Ellis of the Volusia County Fire Department was telephoned; a message was left with the department regarding notification of the UST removal. The UST was purged with dry ice, then the atmosphere within the tank was monitored to determine if a proper purge of oxygen had ensued and if conditions were acceptable for cutting the tank. An MSA Portable Alarm Combustible Gas and Oxygen Meter (Model 261) was used to monitor levels of O₂ and Lower Explosive Limit (LEL). A Geotech Anagas CD95 meter was utilized to monitor levels of CO₂. When the proper levels of gases (O₂ and LEL at a minimum, CO₂ at a maximum) were obtained, the UST was removed from the tank pit and placed upon Visqueen. The upper half of the UST was ripped open with pneumatically-powered metal shears. OilDry absorbent was placed in the interior of the UST and swept up as a final decontamination procedure, the OilDry was placed on to the impacted soil stockpile. The UST was given a final inspection to insure that all contaminants, if any, were removed from the tank's interior.

WRS collected six soil samples, SS001 through SS006, from two soil borings, SB001 and SB002, for OVA analysis to confirm or deny the presence of impacted soil in the tank vault area. Results of the OVA analysis are summarized in Table 1. Soil boring locations are depicted on Figure 4. Based on the OVA analysis, 18 cubic yards of



impacted soil were removed from the tank pit area and placed upon Visqueen. The depth of the excavation was below the groundwater table, approximately 7.5 to 8 ftbls, and the width and length were 10 feet and 15 feet, respectively. Temporary monitor wells TMW001, TMW002 and TMW003 were installed to depths of 9 ftbls; groundwater was encountered at approximately 7.5 to 8 ftbls. Temporary monitor well locations are depicted on Figure 4. The groundwater was then sampled from the three wells for EPA Methods 8021 and 8310, and transported to SRL for analysis. A summary of the results are located in Table 2; a copy of the laboratory analytical report can be found in Appendix B. After the impacted soil excavation was completed, approximately 20 cubic yards of clean fill were used to backfill the excavation. At the end of the days' site activities, Visqueen was placed over the impacted soil stock pile and the UST; safety cones and caution tape were placed around the perimeter of the area.

On May 19, 2000, remobilized to the site to conduct additional site activities. WRS transported the decontaminated and dismantled UST to Aaron Scrap Metals of Apopka, Florida for disposal. Appendix C provides a copy of the disposal receipt for the tank carcass.

On May 25, 2000, WRS remobilized to the site to conduct additional site activities. WRS contracted with Star Trucking of Apopka, Florida to transport 16.8 tons of petroleum-impacted soil to C. A. Meyer Paving and Construction Company (Meyer) of Clermont, Florida for thermal treatment. A pre-burn soil sample was collected and all parameters were within Meyer disposal guidelines. A copy of the non-hazardous waste manifest is provided in Appendix D.

3.0 SUMMARY OF GROUNDWATER ANALYSIS

On May 17, 2000, WRS installed temporary monitor wells TMW001, TMW002 and TMW003. The wells were sampled for EPA Methods 8021 and 8310. TMW001 was installed directly underneath the former location of the UST. TMW002 was installed 20 feet directly north of TMW001 and TMW003 was installed 25 feet directly south of TMW001.

Compounds detected in TMW001 and their associated levels are: benzene at 118 micrograms per liter ($\mu\text{g/l}$), toluene at 91 $\mu\text{g/l}$, ethylbenzene at 27 $\mu\text{g/l}$, total xylenes at 137 $\mu\text{g/l}$, naphthalene at 25 $\mu\text{g/l}$, 1-methylnaphthalene at 5.7 $\mu\text{g/l}$ and 2-methylnaphthalene at 16 $\mu\text{g/l}$. One compound was detected in TMW-002, benzo (b) fluoranthene at 0.4 $\mu\text{g/l}$. All compounds in TMW003 were below detectable limits (BDL) of the laboratory's instrumentation.



4.0 CONCLUSIONS

During the course of site activities, WRS performed the following tasks:

- Excavation and disposal of one 600-gallon steel UST.
- Excavation and thermal treatment of 16.8 tons of petroleum-impacted soil.
- Installation of 3 temporary monitor wells.
- Groundwater sampling of the temporary monitor wells by EPA Methods 8021 and 8310.
- Backfilling the former tank vault area with 18 cubic yards of clean fill.



TABLES

Table 1

Summary of OVA Results

Soil Boring ID	Soil Sample ID	Date	Depth (ftbls)	OVA Reading Unfiltered	OVA Reading Filtered	Net OVA Reading
SB001	SS001	5/17/00	5.5	>10,000	0	>10,000
	SS002		6.5	>10,000	1,200	8,800
	SS003		7.5	300	100	200
SB002	SS004		5.5	>10,000	30	9,700
	SS005		6.5	>10,000	9,800	200
	SS006		7.5	>10,000	1,000	9,000

ftbls = feet below land surface

units = parts per million (ppm)

TABLE 2

Summary of Laboratory Analytical Results

Well No.	Sample Date	Benzene	Toluene	Ethyl-benzene	Total Xylenes	Naphthalene	2-Methyl	1-Methyl	Benzo (b)
GCTL		1	40	30	20	20	20	20	0.2
NADSC		100	400	300	200	200	200	200	20
TMW001	5/17/00	118	91	27	137	25	16	5.7	ND
TMW002		ND	ND	ND	ND	ND	ND	ND	0.4
TMW003		ND	ND	ND	ND	ND	ND	ND	ND

Notes

GCTL = Groundwater Cleanup Target Level, Table V, 62-770, FAC

NADSC - Natural Attenuation Default Source Concentration, Table IX, 62-770, FAC

ND = Not Detected

1-Methyl = 1-Methylnaphthalene

2-Methyl = 2-Methylnaphthalene

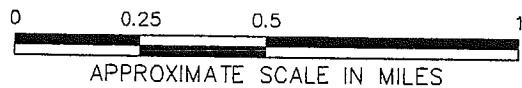
Benzo (b) = Benzo (b) fluoranthene

All data recorded in micrograms per liter

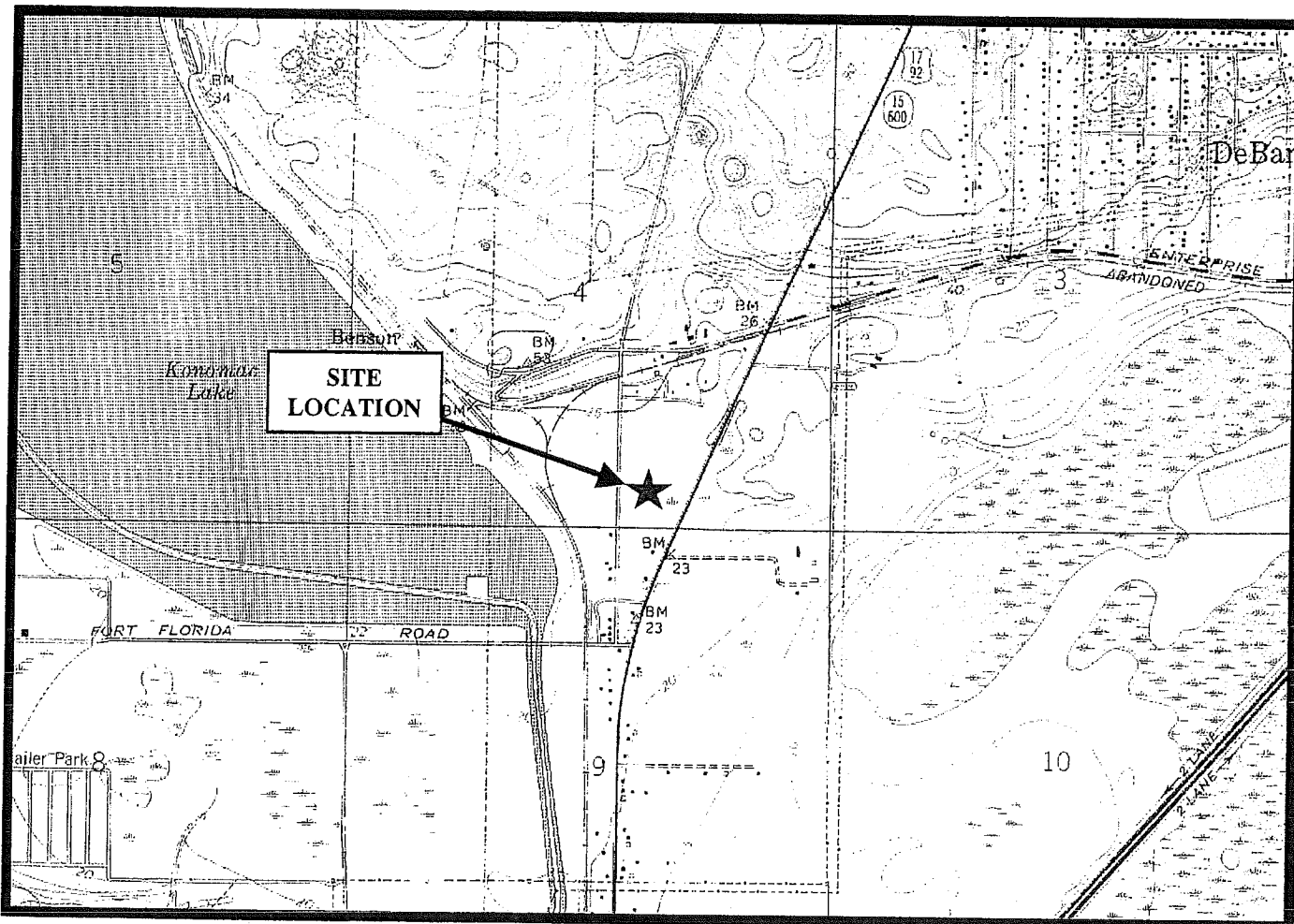
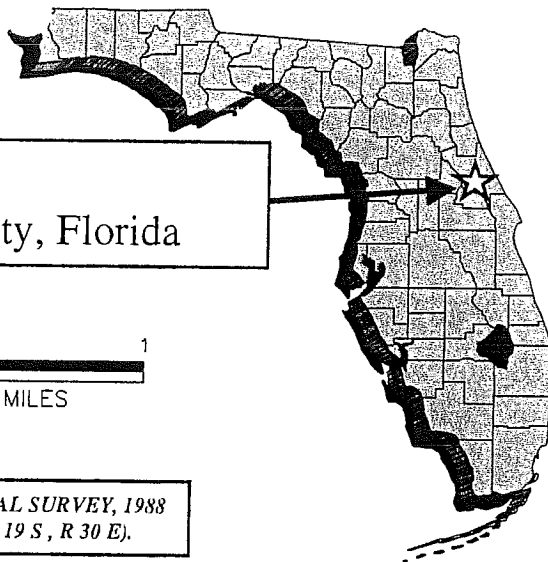
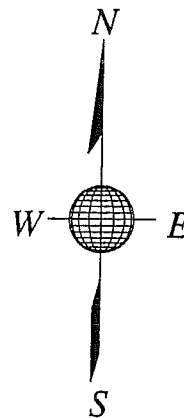
Bolded and shaded values exceed GCTL

FIGURES

Site Location:
DeBary, Volusia County, Florida



SOURCE: UNITED STATES GEOLOGICAL SURVEY, 1988
SANFORD QUADRANGLE (SEC 4, T 19 S, R 30 E).



DRAWING STATUS ☐ DRAFT ☒ FINAL

PROJECT NO.: 200112

SCALE: AS SHOWN

REVISION NO.:

REV DATE:

CADD ID: 20011202.PPT

DRN BY: S.J.T.

PROJECT MANAGER: GARY WINTER

PLOT DATE: 5/25/00

DRN DATE: 5/25/00

CHK BY: M.B.

APPVD BY: G.W.

CHK DATE: 5/25/00

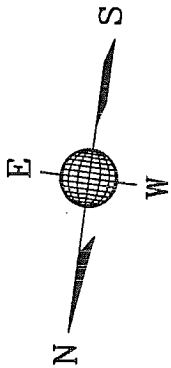
APPVD DATE: 5/25/00



**WRS Infrastructure &
Environment, Inc.**

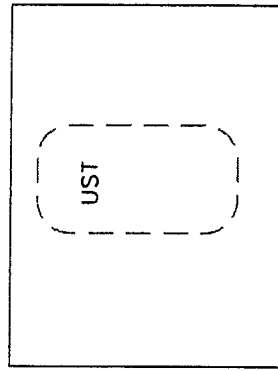
221 HOBBS STREET, SUITE 108, TAMPA, FLORIDA 33619
PH: (813) 684-4400 FAX: (813) 684-9177

**FIGURE 1
SITE VICINITY MAP
DEBARY TANK REMOVAL
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA**



NOT TO SCALE

US HIGHWAY 17/92



PAVEMENT AREA

© UTILITY
POLE

RESIDENCE
560 HWY 17/92

DRAWING STATUS	DRAFT	FINAL
PROJECT NO. :	200112	
PROJECT MANAGER:	GARY WINTER	
SCALE:	NOT TO SCALE	
REVISION NO.:	0	REV DATE: 6/6/00
CADD ID:	200112-002	PLOT DATE: 5/25/00
DRN BY:	S.J.T.	DRN DATE: 6/6/00
CHK BY:	M.B.	CHK DATE: 6/6/00
APPVD BY:	G.W.	APPVD DATE: 6/6/00

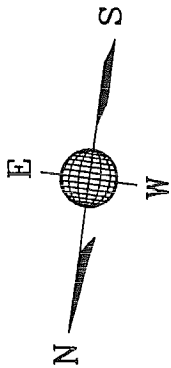


**WRS Infrastructure &
Environment, Inc.**

221 HOBBS STREET, SUITE 108, TAMPA, FLORIDA 33619
PH: (813) 684-4400 FAX: (813) 684-9177

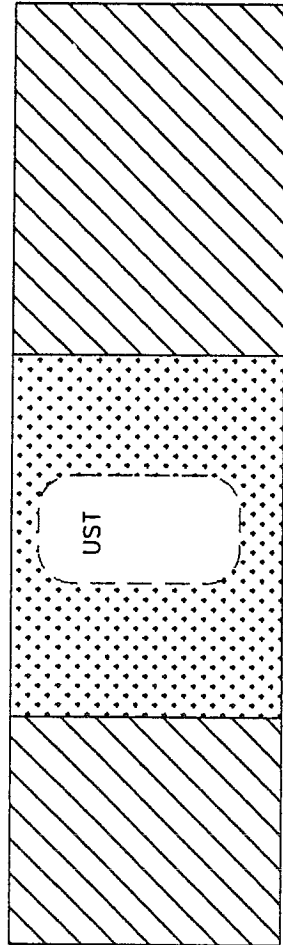
**FIGURE 2
SITE MAP**

**DEBARY TANK REMOVAL
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA**

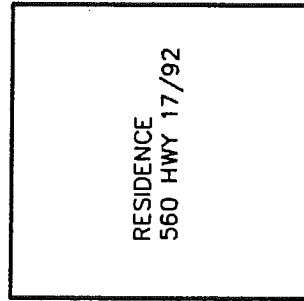


NOT TO SCALE

US HIGHWAY 17/92



⊙
UTILITY
POLE



LEGEND:



IMPACTED SOIL REMOVAL AREA



EXPLORATORY EXCAVATIONS

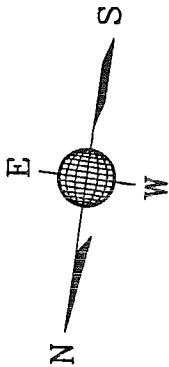
DRAWING STATUS	DRAFT	FINAL
PROJECT NO. :	200112	
PROJECT MANAGER:	GARY WINTER	
SCALE:	NOT TO SCALE	
REVISION NO.:	0	REV DATE: 6/6/00
CADD ID:	200112-003	PLOT DATE: 5/25/00
DRN BY:	S.J.T.	CHK DATE: 6/6/00
CHK BY:	M.B.	APPVD DATE: 6/6/00
APPVD BY:	G.W.	



**WRS Infrastructure &
Environment, Inc.**

221 HOBBS STREET, SUITE 108, TAMPA, FLORIDA 33619
PH: (813) 684-4400 FAX: (813) 684-9177

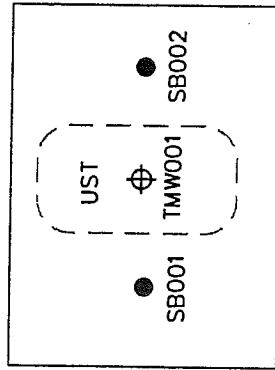
FIGURE 3
**IMPACTED SOIL AND EXPLORATORY
EXCAVATION MAP**
DEBARY TANK REMOVAL
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA



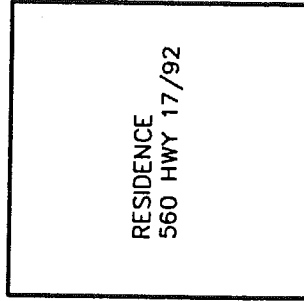
NOT TO SCALE

US HIGHWAY 17/92

⊕ TMW002
UTILITY
POLE



⊕ TMW003



RESIDENCE
560 HWY 17/92

LEGEND:

⊕ TEMPORARY MONITOR WELL LOCATION (TMW)

● SOIL BORING LOCATION (SB)

DRAWING STATUS: DRAFT ☐ FINAL ☒

PROJECT NO.: 200112

PROJECT MANAGER: GARY WINTER

SCALE: NOT TO SCALE

REVISION NO.: 0 REV DATE: 6/6/00

CADD ID: 200112-001 PLOT DATE: 5/25/00

DRN BY: S.J.T. DRN DATE: 6/6/00

CHK BY: M.B. APPVD DATE: 6/6/00



**WRS Infrastructure &
Environment, Inc.**

221 HOBBS STREET, SUITE 108, TAMPA, FLORIDA 33619
PH: (813) 684-4400 FAX: (813) 684-9177

FIGURE 4
SOIL BORING AND TEMPORARY
MONITOR WELL LOCATION MAP
DEBARY TANK REMOVAL
560 US HIGHWAY 17/92
DEBARY, VOLUSIA COUNTY, FLORIDA

APPENDIX A

**STORAGE TANK FACILITY COMPLIANCE
INSPECTION REPORT (VOLUSIA COUNTY)**



Florida Department of Environmental Protection
Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400
Division Of Waste Management
Bureau of Petroleum Storage Systems

Storage Tank Facility Compliance Inspection Report

5605.05 HWY 17-92 DEBARY

Facility ID County

Inspection Date

Facility Name

Facility Type

Latitude Longitude

USTs # ASTs

Check box for type of inspection performed and attach appropriate form(s). Provide or correct latitude/longitude when appropriate.

Compliance Inspection (Annual)	TCI	Discharge Inspection/Evaluation	TDI
Compliance Inspection (DRF received)	TCDI	Installation Inspection	TIN
Compliance Inspection (Complaint received)	TCPI	Closure Inspection	TXI
Compliance Re-Inspection	TCR		X

Rule Cite Description / Inspector's Comments

516 DOT doing road work. Discovered UST ~1000 gal.
Contained gas - no FL or water in tank

517 No more tanks found. In process of pulling tank.
Well in dry ice. Taking soil samples - installing temp
well for water sample.
(Petroleum odor).

Used to be a gas station in 40's
WRS - Michael Baker

Financial Responsibility - Verify owner's coverage. Select Insurance or Other, and provide Mechanism, if appropriate.

Insurance Carrier: Effective Date: Expiration Date:

Other Coverage meeting federal financial responsibility requirements. Mechanism:

X None

Based upon the inspection results and information provided by the owner/operator, this facility appears to meet the requirements of Florida Administrative Code 62-761.
re-inspection will be scheduled on or after days to verify correction of the non-compliance items noted

Storage Tank Program Office

Storage Tank Program Office Phone Number

Inspector Name - Please Print

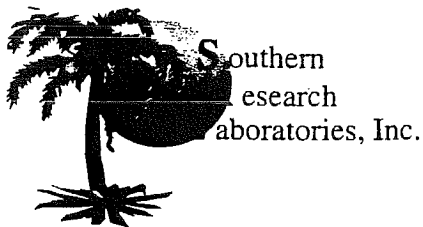
Facility Representative Name - Please Print

Emma Jean Edmundson 5-16-00
Inspector Signature & Date

WRS
Facility Representative Signature & Date

APPENDIX B

LABORATORY ANALYTICAL RESULTS




3477 Parkway Center Court
Orlando, Florida 32808
(407) 522-7100 Fax (407) 522-7043
Toll Free 1(888) 420-Test

Thank you **Mr. Gary Winter** for the opportunity to be of service to you and your company,
we Sincerely Appreciate Your Business.

Client Name: WRS Infrastructure & Environment, Inc.	Phone Number: (813) 684-4400
Contact Name: Gary Winter	Fax Number: (813) 684-9177
Project Name: DeBary Tank Removal	Date Received: 05/17/00
Project Number: 200112	Time Received: 16:40
Date(s) Collected: 05/17/00	SRL Work Order # 00-05059

SRL WO #	Clients #	Matrix	Analysis Requested
0005059-1	TMW-001	Liquid	EPA 8021(VOA)/8100
0005059-2	PB-1	Solid	Preburn, Non-Virgin
0005059-3	TMW-002	Liquid	EPA 8021(VOA)/8100
0005059-4	TMW-003	Liquid	EPA 8021(VOA)/8100



Sherri Payne
Vice President & Quality Assurance Officer
Southern Research Laboratories, Inc.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab QAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-05059
Received Date: 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID#: TMW-001
SRL (Lab) ID#: 0005059-1
Date Collected: 05/17/00 11:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1	U ug/L	5030/8021B	1	05/26/00	05/26/00
Benzene	118	ug/L	5030/8021B	1	05/26/00	05/26/00
Toluene	91	ug/L	5030/8021B	1	05/26/00	05/26/00
Chlorobenzene	1	U ug/L	5030/8021B	1	05/26/00	05/26/00
Ethylbenzene	27	ug/L	5030/8021B	1	05/26/00	05/26/00
m & p Xylene	81	ug/L	5030/8021B	2	05/26/00	05/26/00
o-Xylene	56	ug/L	5030/8021B	1	05/26/00	05/26/00
1,3-Dichlorobenzene	1	U ug/L	5030/8021B	1	05/26/00	05/26/00
1,4-Dichlorobenzene	1	U ug/L	5030/8021B	1	05/26/00	05/26/00
1,2-Dichlorobenzene	1	U ug/L	5030/8021B	1	05/26/00	05/26/00
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	25	ug/L	3510/8100	5.0	05/22/00	05/23/00
2-Methylnaphthalene	16	ug/L	3510/8100	5.0	05/22/00	05/23/00
1-Methylnaphthalene	5.7	ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Phenanthrene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluoranthene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (a) anthracene	0.2	U ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (b) fluoranthene	0.2	U ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (a) pyrene	0.2	U ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (g,h,i) perylene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthylene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluorene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Anthracene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Pyrene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Chrysene	5.0	U ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (k) fluoranthene	0.5	U ug/L	3510/8100	0.5	05/22/00	05/23/00
Indeno (1,2,3-cd) pyrene	0.2	U ug/L	3510/8100	0.2	05/22/00	05/23/00
Dibenzo (a,h) anthracene	0.2	U ug/L	3510/8100	0.2	05/22/00	05/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : TMW-002
SRL (Lab) ID# : 0005059-3
Date Collected : 05/17/00 13:45

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Benzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Toluene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
m & p Xylene	2 U	ug/L	5030/8021B	2	05/26/00	05/26/00
o-Xylene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (b) fluoranthene	0.4 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	05/22/00	05/23/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories,
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

L. QAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : TMW-003
SRL (Lab) ID# : 0005059-4
Date Collected : 05/17/00 14:30

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOA {602} Compounds in Water by GC			MEDF	1		
Methyl-tert-butyl-ether	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Benzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Toluene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Chlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Ethylbenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
m & p Xylene	2 U	ug/L	5030/8021B	2	05/26/00	05/26/00
o-Xylene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,3-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,4-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
1,2-Dichlorobenzene	1 U	ug/L	5030/8021B	1	05/26/00	05/26/00
Polynuclear Aromatic Hydrocarbons (PAHs) in Water by GC			MEDF	1		
Naphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
2-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
1-Methylnaphthalene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Phenanthrene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluoranthene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (a) anthracene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (b) fluoranthene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (a) pyrene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Benzo (g,h,i) perylene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Acenaphthylene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Fluorene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Anthracene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Pyrene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Chrysene	5.0 U	ug/L	3510/8100	5.0	05/22/00	05/23/00
Benzo (k) fluoranthene	0.5 U	ug/L	3510/8100	0.5	05/22/00	05/23/00
Indeno (1,2,3-cd) pyrene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00
Dibenzo (a,h) anthracene	0.2 U	ug/L	3510/8100	0.2	05/22/00	05/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. **MEDF** = Matrix Effected Dilution Factor.

Southern Research Laboratories,
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

L QAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : PB-1
SRL (Lab) ID# : 0005059-2
Date Collected : 05/17/00 13:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B-LL VOH Compounds in Soils (Low Level) by GC			MEDF	1		
Dichlorodifluoromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Chloromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Vinyl Chloride	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Bromomethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Chloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Trichlorofluoromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1-Dichloroethene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Methylene Chloride	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Trans-1,2-Dichloroethene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1-Dichloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
2,2-Dichloropropane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Cis-1,2-Dichloroethene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Chloroform	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Bromochloromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1,1-Trichloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1-Dichloropropene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Carbon tetrachloride	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2-Dichloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Trichloroethene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2-Dichloropropane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Bromodichloromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
2-Chloroethylvinyl Ether	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Dibromomethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Cis-1,3-Dichloropropene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Trans-1,3-Dichloropropene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1,2-Trichloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,3-Dichloropropane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Tetrachloroethene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Dibromochloromethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effect Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : PB-1
SRL (Lab) ID# : 0005059-2
Date Collected : 05/17/00 13:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B~LL VOH Compounds in Soils (Low Level) by GC			MEDF	1		
1,2-Dibromoethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Chlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Bromobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1,1,2-Tetrachloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Bromoform	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,1,2,2-Tetrachloroethane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2,3-Trichloropropane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
2-Chlorotoluene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
4-Chlorotoluene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,3-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,4-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2-Dibromo-3-Chloropropane	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2,4-Trichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Hexachlorobutadiene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2,3-Trichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
8021.B~LL VOA Compounds in Soils (Low Level) by GC			MEDF	1		
Methyl-tert-butyl-ether	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Benzene	15.8	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Toluene	87.2	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Chlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
Ethylbenzene	583	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
m & p Xylene	612	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
o-Xylene	22.6	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,3-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,4-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00
1,2-Dichlorobenzene	1.00 U	ug/Kg	5035/8021B	1.00	05/23/00	05/23/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP #: 940079
FDOH Cert #: E83484
SRL Lab Ref #: 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : PB-1
SRL (Lab) ID# : 0005059-2
Date Collected : 05/17/00 13:15

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
6010B RCRA Metals in Soil & Wastes by ICP				MEDF	1	
Arsenic (As)	0.75 U	mg/Kg	3050/6010B	0.75	05/19/00	05/19/00
Barium (Ba)	12.0	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Cadmium (Cd)	1.00 U	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Chromium (Cr)	1.70	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Lead (Pb)	11.0	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Selenium (Se)	1.00 U	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Silver (Ag)	1.00 U	mg/Kg	3050/6010B	1.00	05/19/00	05/19/00
Mercury (Hg) (Cold Vapor AA)	0.10 U	mg/Kg	7471A	0.10	05/19/00	05/19/00
PCBs in Soils/Solids by GC				MEDF	1	
PCB-1016	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1221	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1232	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1242	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1248	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1254	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1260	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1262	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
PCB-1268	20 U	ug/Kg	3550/8082	20	05/22/00	05/24/00
FL-PRO (Petroleum Range Organic)~(Soils)				MEDF	3	
FL-PRO (C8 to C40)	73.1	mg/Kg	FL-PRO	6.00	05/19/00	05/19/00
Halogens, Total Organic (TOX)	10 U	mg/Kg	5050/9253A	10	05/24/00	05/24/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

Southern Research Laboratories, Inc.
an MBE Environmental Laboratory
3477 Parkway Center Court
Orlando, Florida 32808-1047 (407) 522-7100

Lab CQAP # : 940079
FDOH Cert # : E83484
SRL Lab Ref # : 00-05059
Received Date : 05/17/00

Gary Winter
WRS Infrastructure & Environment, Inc.
221 Hobbs Street, Suite 108
Tampa, Florida 33619 (813) 684-4400

Project Number/Project Name
200112
DeBary Tank Removal
DeBary FL

Client ID# : TMW-001
SRL (Lab) ID# : 0005059-1 {second vial at a dilution of five}
Date Collected : 05/17/00 11:40

PARAMETER	RESULT	UNITS	METHOD	DET. LIMIT	DATE EXTRACTED	DATE ANALYZED
8021.B VOA {602} Compounds in Water by GC			MEDF	5		
Methyl-tert-butyl-ether	5 U	ug/L	5030/8021B	5	05/26/00	05/26/00
Benzene	118	ug/L	5030/8021B	5	05/26/00	05/26/00
Toluene	96	ug/L	5030/8021B	5	05/26/00	05/26/00
Chlorobenzene	5 U	ug/L	5030/8021B	5	05/26/00	05/26/00
Ethylbenzene	34	ug/L	5030/8021B	5	05/26/00	05/26/00
m & p Xylene	88	ug/L	5030/8021B	10	05/26/00	05/26/00
o-Xylene	60	ug/L	5030/8021B	5	05/26/00	05/26/00
1,3-Dichlorobenzene	5 U	ug/L	5030/8021B	5	05/26/00	05/26/00
1,4-Dichlorobenzene	5 U	ug/L	5030/8021B	5	05/26/00	05/26/00
1,2-Dichlorobenzene	5 U	ug/L	5030/8021B	5	05/26/00	05/26/00

U = indicates the compound was analyzed for, but not detected. The numerical value preceding the "U" is the limit of detection for that compound based upon the dilution. MEDF = Matrix Effected Dilution Factor.

APPENDIX C
UST DISPOSAL RECEIPT

No. 602629

DATE 3-19



Aaron Scrap Metals

A Division of

Commercial Metals Company

P.O. Box 607069
Orlando, FL 32860-7069
Phone: 407-293-6584
FAX: 407-295-4908

3000 Gamson Road
Orange County Industrial Park
Apopka, FL 32703

CUSTOMER _____

ADDRESS W & S

MATERIAL 1001

10:07 AM 05-19-00

LOOP # 27 INBOUND 31360 1b

LOOP # 27 31360 1b

10:23 AM ~~30760 1b~~

05-19-00 400 1b

Gross
Tare

Net @

VERIFIED BY	REFERENCE	DRIVER	
		ON	OFF
WEIGHER	CHECK NO.	PAID BY	
	137722	CHECK	CASH
CASHIER	REMARKS		
SB	WEL leg J.H.G.S		

CUSTOMER

SIGNATURE	VEHICLE LIC.#	STATE
<u>M. Yickman</u>	<u>QSS 094</u>	

\$ <u>6.00</u>

Vendor warrants full title to or authority to sell listed materials; represents that listed materials are not, and are free from all, hazardous wastes (as defined in Federal or state regulations); and acknowledges receipt of stated funds.

APPENDIX D

NON-HAZARDOUS WASTE MANIFEST

**NON-HAZARDOUS
WASTE MANIFEST**

1. Generator's US EPA ID No.

Not Required*

Manifest Doc. No.

2. Page 1

of

LOAD # 1

TRUCK #

3. Generator's Name and Mailing Address

FL Dept of Transportation
719 Woodland Blvd Deland FL.

4. Generator's Phone (904) 943-5395

5. Transporter 1 Company Name

Star Trucking

6. US EPA ID Number

Not Required*

A. Transporter's Phone

407 880-1444

7. Transporter 2 Company Name

8. US EPA ID Number

B. Transporter's Phone

9. Designated Facility Name and Site Address

C.A. MEYER PAVING & CONSTRUCTION CO.
14023 Tiny Morse Blvd.
Clermont, Florida 34711

10. US EPA ID Number

Not Required*

C. Facility's Phone

(407) 877-3609

11. Waste Shipping Name and Description

12. Containers

No.

Type

13. Total Quantity

14. Unit Wt/Vol

a.

Non-Hazardous Petroleum Contaminated Soil

1.

TRK

24 T

b.

29.80

c.

13.00

d.

16.00

D. Additional Descriptions for Materials Listed Above

E. Handling Codes for Wastes Listed Above

*US EPA ID# Not Required. Non-Hazardous Waste

15. Special Handling Instructions and Additional Information

Transporter hereby certifies that all of the material in this load was placed on my truck at the address referenced above. Nothing has been added to this load after departure from address listed above.

16. GENERATOR'S CERTIFICATION: I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste.

Printed/Typed Name

GREG GARRISON

As Agent For FDOT

Signature

[Signature]

Month Day Year

05/25/00

17. Transporter 1 Acknowledgement of Receipt of Materials

Printed/Typed Name

ROBERT POWERS

Signature

[Signature]

Month Day Year

05/25/00

18. Transporter 2 Acknowledgement of Receipt of Materials

Printed/Typed Name

Signature

Month Day Year

19. Discrepancy Indication Space

20. Facility Owner or Operator: Certification of receipt of waste materials covered by this manifest except as noted in item 19.

C.A. MEYER PAVING & CONSTRUCTION CO.

Printed/Typed Name

Signature

Month Day Year

05/25/00

CONTAMINATED FILL

APPENDIX E

**UNDERGROUND STORAGE SYSTEM INSTALLATION AND
REMOVAL FORM FOR CERTIFIED CONTRACTORS**



Underground Storage System Installation and Removal Form for Certified Contractors

Pollutant Storage Systems Contractor as defined in Section 489.113, Florida Statutes (certified contractors as defined in Section 62-761.200, Florida Administrative Code) shall use this form to certify that the installation, replacement or removal of the underground storage tank system(s) located at the address listed below was performed in accordance with Department Reference Standards. This includes system components such as dispenser liners, piping sumps, and overfill protection devices.

General Facility Information

Facility Name: <u>NA</u>	DEP Facility Identification No.: <u>NA</u>
Street Address (physical location): <u>560 HWY 17/92</u>	
County: <u>COLUSA</u>	Telephone #: () <u>NA</u>
Owner Name: <u>FL. DEPT OF TRANSPORTATION</u>	Telephone #: <u>(904) 943-5395</u>
Owner Address: <u>7195. WOODLAND BLVD., DELAND, FL. 32726</u>	

Storage Tank System Information

Number of Tanks Installed: <u>NA</u>	Number of Tanks Removed: <u>ONE (1)</u>
Date Work Initiated: <u>MAY 16, 2000</u>	Date Work Completed: <u>MAY 17, 2000</u>
Tank(s) Manufactured by: <u>UNDERWRITER LABORATORIES, INC.</u>	
Description of work Completed: <u>UST REMOVAL PER 62-777</u>	

Certification

I hereby certify and attest that I am familiar with the facility that is registered with the Florida Department of Environmental Protection; that to the best of my knowledge and belief, the storage tank system installation, replacement or removal at this facility was conducted in accordance with Chapter 489, Florida Statutes, Section 376.303, Florida Statutes, and Chapter 62-761, Florida Administrative Code, and its adopted reference standards and documents for underground storage tank systems.

Andrew James Hooper
(Type or Print)

Certified Pollutant Tank Contractor Name

[Signature]
Certified Tank Contractor Signature

[Signature]
Field Supervisor Name

PC-C056793

PSSC Number

Pollutant Storage Systems
Contractor License Number

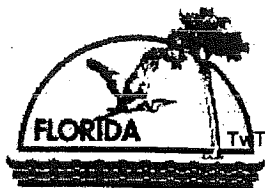
6/7/00
Date

JUNE 6, 2000
Date

The owner or operator of the facility must register the tanks with the Department upon completion of the installation. The installer must submit this form to the County no more than 30 days after the completion of installation, replacement, or removal of a storage tank

APPENDIX F

LIMITED CLOSURE SUMMARY REPORT FORM



Department of Environmental Protection

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

DEP Form 62-761.900X(8)
Form Title: Limited Closure
Summary Report
Effective Date: July 13, 1998

Limited Closure Summary Report

This form is required for facilities that have sites with documented contamination requiring a site assessment in accordance with Chapter 62-770, F.A.C. This includes those facilities that are eligible for the Early Detection Incentive Program (EDI), the Florida Petroleum Liability and Restoration Insurance Program (FPLRIP), and the Petroleum Cleanup Participation Program (PCPP), pursuant to Sections 376.3071 and 376.3072, F.S. Documentation of procedures followed, and results obtained during closure shall be reported in this form, along with any attachments. This form shall be submitted to the County within 60 days of completion of the closure in accordance with Section A of the "Storage Tank System Closure Assessment Requirements."

Complete All Applicable Blanks. Please Print or Type

General Information

Date <u>6/7/00</u>	FDEP Facility ID Number <u>N/A</u>	County <u>YOLUSIA</u>
Facility Name <u>NA</u>		Facility Telephone #: () <u>NA</u>
Facility Address: <u>560 US HWY 17/92</u>		
Owner or Operator Name: <u>FL. DEPT. OF TRANSPORTATION</u>		Owner/Operator phone #: (<u>904-</u> <u>943-5395</u> <u>32726</u>)
Mailing Address: <u>719 SOUTH WOODLAND BLVD, DELAND, FL.</u>		

Storage Tank System Closure Information

1. Were the storage tanks(s): (Check one or both)

• Aboveground	• Underground <input checked="" type="checkbox"/>
---------------	---

2. General System Information

Types of Products Stored: <u>gasoline, diesel</u>	Number of Tanks Closed <u>1</u>	Age(s) of Tanks <u>50+ yrs.</u>
---	---------------------------------	---------------------------------

3. Was the Limited Closure Summary Report Performed as a Result of: (check one or more)

<input checked="" type="checkbox"/> Tank Systems Removal?	• Spill Containment Installation?	• Change in Storage to a Non-Regulated Substance?
• Tank Systems Closed in Place?	• Dispenser Liners Installation?	• Release Prevention Barrier Installation?
• Piping Sump Installation?	• Secondary Containment Installation?	• Other? (please explain) _____

4. Please Check Yes or No to the following:

a. Was there previously reported contamination discovered on site? If yes, was	• Yes	• No <input checked="" type="checkbox"/>
1. A Discharge Report Form submitted to the County?	• Yes	• No
2. An investigation performed in accordance with Rule 62-761.820, F.A.C.?	• Yes	• No
b. Is the depth to groundwater less than 20 feet?	• Yes <input checked="" type="checkbox"/>	• No
c. Are there monitoring wells on site? If yes, were they	• Yes	• No <input checked="" type="checkbox"/>
1. Groundwater monitoring wells?	• Yes	• No
2. Vapor monitoring wells?	• Yes	• No
3. Used for closure assessment sampling?	• Yes	• No
4. Properly closed?	• Yes	• No
5. Retained for site assessment purposes?	• Yes	• No
d. If tanks were replaced, were contaminated soils returned to the tank excavation?	• Yes	• No

Signature of owner or operator

Signature of person performing
Limited Closure Assessment

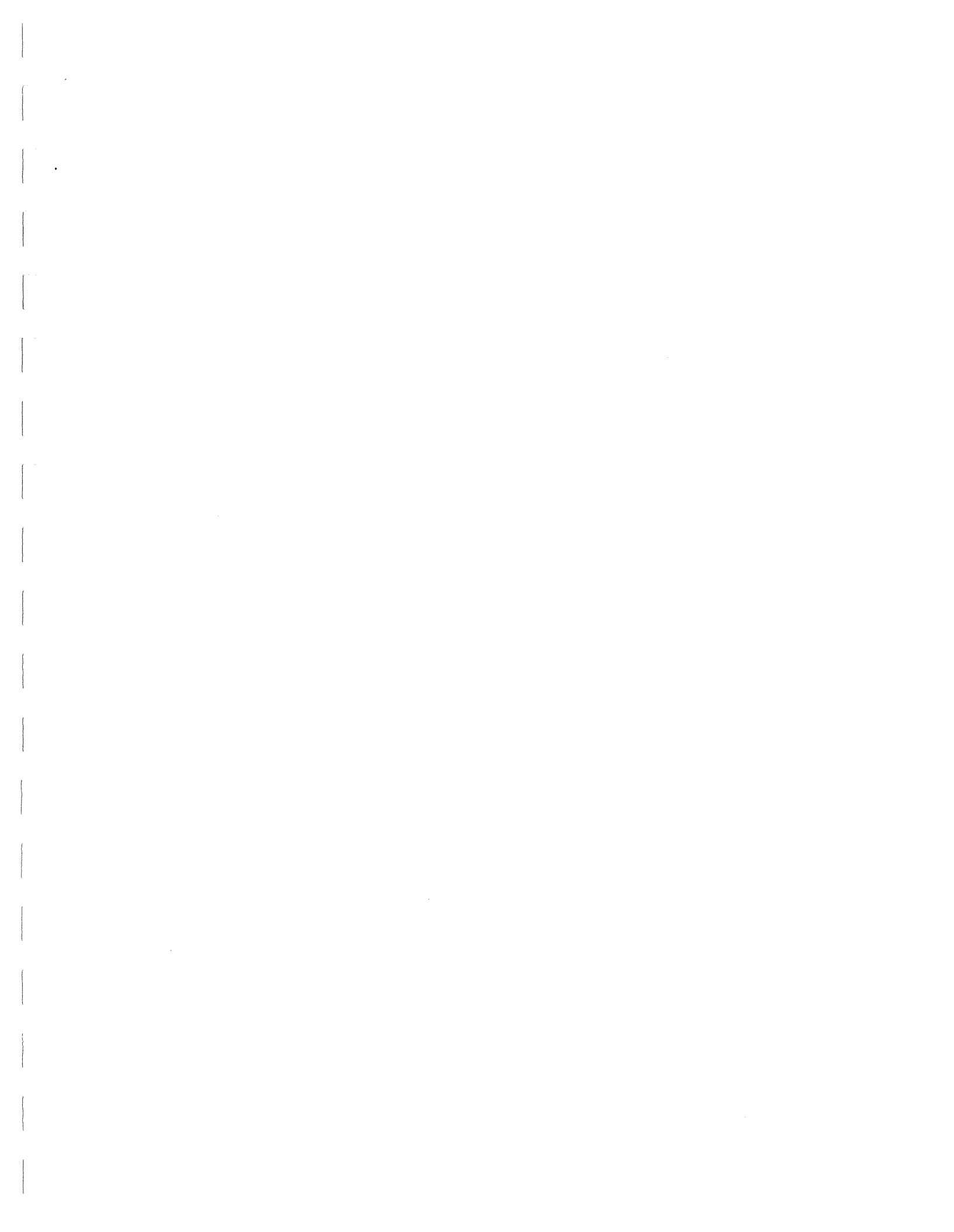
Name of person performing
Limited Closure Assessment

(date) _____

(date) JUNE 6, 2000 Affiliation INRS

Printed on recycled paper.

GARY WINTER, CHMM





WRS

Infrastructure & Environment, Inc.

Corporate Office:
221 Hobbs Street, Suite 108
Tampa, Florida 33619
Voice: (813) 684-4400
Fax: (813) 684-9177

FAX

DATE:

JUNE 19, 2000

TO - COMPANY:

ATTENTION:

Emilia Geom

FAX NUMBER:

FROM:

GARY WINTER

NUMBER OF PAGES INCLUDING COVER:

COMMENTS:



Discharge Report Form

PLEASE PRINT OR TYPE

DEP Form # 62-761.900(1)

Form Title: Discharge Report Form

Effective Date: July 13, 1998

Instructions are on the reverse side. Please complete all applicable blanks

1. Facility ID Number (if registered): NA 649803355 2. Date of form completion: 6.16.00

3. General information

Facility name or responsible party (if applicable): FDOT-Lake Villa Estates
 Facility Owner or Operator, or Discharger: Florida Dept. of Transportation
 Contact Person: Randy Stafford Telephone Number: (904) 943-5395 County: Volusia
 Facility or Discharger Mailing Address: 719 S. Woodland Blvd.
 Location of Discharge (street address): 560461792, Lake Villa Estates, DeBary
 Latitude and Longitude of Discharge (if known): _____

4. Date of receipt of test results or discovery of confirmed discharge: 5.26.00 month/day/year

5. Estimated number of gallons discharged: 10

6. Discharge affected: ☐ Air ☐ Soil ☒ Groundwater ☐ Drinking water well(s) ☐ Shoreline ☐ Surface water (water body name)

7. Method of discovery (check all that apply)

☐ Liquid detector (automatic or manual) ☐ Internal inspection ☐ Closure/Closure Assessment
☐ Vapor detector (automatic or manual) ☐ Inventory control ☒ Groundwater analytical samples
☐ Tightness test ☐ Monitoring wells ☒ Soil analytical tests or samples
☐ Pressure test ☐ Automatic tank gauging ☐ Visual observation
☐ Statistical Inventory Reconciliation ☐ Manual tank gauging ☐ Other _____

8. Type of regulated substance discharged: (check one)

☐ Unknown ☐ Used/waste oil ☐ Jet fuel ☐ Heating oil ☐ New/lube oil
☐ Gasoline ☐ Aviation gas ☒ Diesel ☐ Kerosene ☐ Mineral acid
☐ Hazardous substance - includes CERCLA substances from USTs above reportable quantities, pesticides, ammonia, chlorine, and derivatives
 (write in name or Chemical Abstract Service (CAS) number) _____
☐ Other _____

9. Source of Discharge: (check all that apply)

☐ Dispensing system ☐ Pipe ☐ Barge ☐ Pipeline ☐ Vehicle
☐ Tank ☐ Fitting ☐ Tanker ship ☐ Railroad tankcar ☐ Airplane
☒ Unknown ☐ Valve failure ☐ Other Vessel ☐ Tank truck ☐ Drum
☐ Other _____

10. Cause of the discharge: (check all that apply)

☐ Loose connection ☐ Puncture ☐ Spill ☐ Collision ☐ Corrosion
☐ Fire/explosion ☐ Overfill ☐ Human error ☐ Vehicle Accident ☐ Installation failure
☒ Other UNK.

11. Actions taken in response to the discharge:

Tank found during FDOT Road Construction project. FDOT notified WRS of the tank location, 3 days later, the tank and impacted soil was removed.

12. Comments:

13. Agencies notified (as applicable):

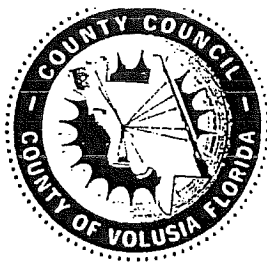
☐ State Warning Point ☐ National Response Center ☐ Florida Marine Patrol ☐ Fire Department ☐ DEP (district/person)
 1-800 320-0519 1-800-424-8802 (800) 342-5367 ☐ County Tanks Program

14. To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

Gary Winters AS FDOT Agent
 Printed Name of Owner, Operator or Authorized Representative, or Discharger

[Signature] AS Agent -
 Signature of Owner, Operator or Authorized Representative, or Discharger

24.



County of Volusia

Growth Management and

Environmental Services Center

123 West Indiana Avenue, DeLand, Florida 32720-4253

DeLand 822-5756 • Daytona 257-6000 • New Smyrna 423-3300

Fax 822-5727

FAX TRANSMITTAL COVER SHEET

TO: Michael Bender

TELEPHONE/EXT.NO.: (813) 684-4400

FAX NO.: (813) 684-9177

* * * * *

FROM: Emma Jean

TELEPHONE/EXT.NO.: ext. 2295

* * * * *

DATE: 5-25-00 (11:23)

* * * * *

SUBJECT: Closure Inspection DOT/Lake Viera Estates

* * * * *

NUMBER OF PAGES (INCLUDING COVER SHEET): 2

G:\WP61\CEB FAX



Printed On
Recycled Paper



Florida Department of Environmental Protection
Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400
Division Of Waste Management
Bureau of Petroleum Storage Systems

Storage Tank Facility Compliance Inspection Report

5605 US HWY 17-92 DEBAR

Facility ID 9803355

County 64

Inspection Date 5-16-00

Facility Name DOT / Lake Villa Estates

Facility Type

Latitude 28° 51' 29" ⁴⁵

Longitude 81° 19' 16" ²⁹

USTs 1 # ASTs

Check box for type of inspection performed and attach appropriate form(s). Provide or correct latitude/longitude when appropriate.

Compliance Inspection (Annual)	TCI	Discharge Inspection/Evaluation	TDI	
Compliance Inspection (DRF received)	TCDI	Installation Inspection	TIN	
Compliance Inspection (Complaint received)	TCPI	Closure Inspection	TXI	X
Compliance Re-Inspection	TCR			

Rule Cite

Description / Inspector's Comments

	516 DOT doing road work. Discovered UST ~1000 gal.
	Contains gas - no FL or water in tank
	517 No more tanks found. In process of pulling tank.
	Will use dry ice. Taking soil samples + installing temp
	well for water sample.
	(Petroleum odor)
	Used to be a gas station in 40's
	WRS - Michael Baker

Financial Responsibility - Verify owner's coverage. Select Insurance or Other, and provide Mechanism, if appropriate.

Insurance Carrier: _____ Effective Date: _____ Expiration Date: _____

Other Coverage meeting federal financial responsibility requirements. Mechanism: _____

☒ None

Based upon the inspection results and information provided by the owner/operator, this facility appears to meet the requirements of Florida Administrative Code 62-761. ☐ Yes ☐ No ☐ CWOE - Compliance without Enforcement

A re-inspection will be scheduled on or after _____ days to verify correction of the non-compliance items noted.

Storage Tank Program Office

Storage Tank Program Office Phone Number

Inspector Name - Please Print

Facility Representative Name - Please Print

Emma Jean Edmondson 5-16-00
Inspector Signature & Date

WRS
Facility Representative Signature & Date



Lawton Chiles
Governor

Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Virginia B. Wetherell
Secretary

August 19, 1993

CERTIFIED MAIL

P 128 890 277

James A. McFellin
City Administrator
175 West Warren Avenue
Longwood, Florida 32750-4197

OCD-HW-93-0550

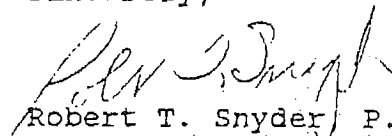
Seminole County
City of Longwood Public Works
FLD982076663

Dear Mr. McFellin:

Enclosed is the inspection report for the inspection conducted on March 10, 1993, at the City of Longwood's Public Works facility by the Department. Please excuse the delay while the report was reviewed in our Tallahassee Office and coordinated with EPA, Region IV.

If you have any questions please call Jennifer Hobbs or myself at (407) 894-7555.

Sincerely,


Robert T. Snyder, P.E.
Program Manager
Hazardous Waste Section

RTS/jh

cc: EPA, Region IV



Lawton Chiles
Governor

Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Virginia B. Wetherell
Secretary

HAZARDOUS WASTE INSPECTION REPORT

1. Inspection Report Complaint ☒ Routine Follow-up Permitting

Facility Name City of Longwood Public Works Department

DER/EPA I.D.: FLD982076663 Land Ban Inspection ☒ Yes No

Address 180 East Warren Avenue, Longwood, Florida 32750

County Seminole Phone (407) 831-6175 Date 03/10/93 Time 2:00PM

TYPE OF FACILITY

Generator	<u>Storage</u>	<u>Treatment</u>
<u>Generator</u>	<u>Container</u>	<u>Tank</u>
<input checked="" type="checkbox"/> <u>Small Quantity</u>	<u>Tank</u>	<u>Land Treatment</u>
<u>Cond. Exempt SQG</u>	<u>Waste Pile</u>	<u>Thermal</u>
	<u>Surface Impoundment</u>	<u>Chem/Phy/Bio</u>
		<u>Incinerator</u>
		<u>Surface Impoundment</u>

Transporter	<u>Disposal</u>
<u>Transporter</u>	<input checked="" type="checkbox"/> <u>Landfill</u>
<u>Transfer Facility</u>	<u>Surface Impoundment</u>
	<u>Waste Pile</u>

2. Applicable Regulations:

40CFR 261.5 ☒ 40CFR 262 40CFR 263 ☒ 40CFR 264 ☒ 40CFR 265

3. Responsible Official: (Name & Title)

James McFellin, City Manager

4. Survey Participants & Principal Inspector

Jennifer Hobbs (FDER)

Mary McGehee (FDER)

Richard Kornbluh, City of Longwood, Public Works Director

Keith Schumaker, City of Longwood, Fleet Maintenance Shop

5. Facility Latitude:

Longitude:

6. Type of Ownership: Federal State County ☒ Municipal Private

7. Permit Number: HF59-172047 Date Issued: 07/09/91 Expiration Date: 07/09/93

8. Discrepancies With Current Process Description: (if any)
None

9. Summary of Violations. List and Explain All Noncompliance Items:

- a) Regulation: 40 CFR 262.11

Violation: City of Longwood Public Works did not determine whether solid wastes, as defined in 40 CFR 261.2 and generated at the facility were hazardous wastes. Specifically, the facility, failed to determine whether the contents of 17 drums located near sign shop, 8 drums located near hazardous waste shed, contents of containers of unknowns in flammable side of the storage shed, and 4 55-gallon drums of waste antifreeze are hazardous waste. (Class I)

- b) Regulation: 40 CFR 262.34(a)(2)

Violation: City of Longwood Public Works failed to mark the date upon which storage began on containers of hazardous waste located in the flammable side of the hazardous waste storage shed. (Class I)

- c) Regulation: 40 CFR 262.34(a)(3)

Violation: City of Longwood Public Works failed to ensure that containers of hazardous waste located in the flammable side of the hazardous waste storage shed are labeled or marked clearly with the words "hazardous waste". (Class I)

- d) Regulation: 40 CFR 262.34(d)

Violation: City of Longwood Public Works stored hazardous waste on site for a period greater than the 180 day maximum. Specifically, containers of hazardous waste located in the flammable side of the hazardous waste storage shed were stored on-site in excess of the 180 day maximum. The containers were stored between the dates of August 13, 1992 and March 10, 1993 (to current date). (Class I)

- e) Regulation: 40 CFR 262.34(d)(2)/40 CFR 265.174

Violation: City of Longwood Public Works failed to inspect areas, at least weekly, where hazardous waste containers are stored looking for leaks and deterioration caused by corrosion or other factors. Specifically, the flammable side of the hazardous waste storage shed should be inspected weekly. (Class I)

- f) Regulation: 40 CFR 264.16

Violation: City of Longwood Public Works failed to ensure that personnel involved in hazardous waste management and/or practices had annual reviews of the initial training required in paragraph (a) of 40 CFR 264.16. Specifically, Richard Kornbluh as the individual responsible for management of the permitted RCRA unit should have been trained on an annual basis. Mr. Kornbluh was last trained in 1990. (Class I)

(Subsequently, on an inspection with Darryl Himes of the EPA., on August 18, 1993, the Department found that Mr. Kornbluh did not receive the initial 40 Hour OSHA required to satisfy RCRA requirements, but a hazardous waste management course.)

- g) Regulation: 40 CFR 265.32(c)

Violation: Facilities must have portable fire extinguishers, fire control equipment (including special extinguishing equipment, such as that using foam, inert gas, or dry chemicals), spill control equipment, and decontamination equipment. City of Longwood Public Works does not have spill control or decontamination equipment available for the hazardous waste storage shed. (Class I)

10. Recommended Corrective Actions.

a) Regulation: 40 CFR 262.11

Corrective Action: Within 10 days of receipt of this letter, obtain the services of a competent environmental consulting firm who must prepare a "Waste Determination/Drum Removal Plan" detailing the plans for locating, sampling, analyzing and removing all drums and containers possibly containing hazardous waste. The plan shall be submitted to the Department for review, prior to the facility implementing the contents of the plan. All drums and containers determined to contain hazardous waste shall be removed in an environmentally sound manner which minimizes releases of waste. The containers identified as having structurally failed and/or having the potential to fail shall be temporarily stored on site in overpack drums or alternate suitable containers. A representative sample of each drum or container shall be obtained and analyzed to determine if the contents are hazardous waste. Representative samples must be taken according to the procedures outlined in APPENDIX I of 40 CFR 261. The representative samples must be tested according to the approved methods found in "Test Methods for Evaluating Solid Waste, Physical/Chemical Methods", EPA Publication SW-846, latest edition. The Department shall be notified with the name of the environmental consulting firm, firm's contact and the date of sampling and provided the opportunity to witness the sampling of all containers and drums. The results of sampling and analysis of all the containers, drums and conclusions on the hazardous waste status of the contents of the containers and drums shall be submitted to the Department.

b) Regulation: 40 CFR 262.34(a)(2)

Corrective Action: Within 15 days of receipt of this letter, the facility shall submit to the Department written proof of notification to all employees involved with hazardous waste management and/or practices, ensuring that all containers of hazardous waste, shall be marked with the date upon storage of the containers began.

c) Regulation: 40 CFR 262.34(a)(3)

Corrective Action: Within 15 days of receipt of this letter, the facility shall submit to the Department written proof of

notification to all employees involved with hazardous waste management and/or practices, ensuring that all containers of hazardous waste, shall be labeled or marked clearly with the words "Hazardous Waste".

- d) Regulation: 40 CFR 262.34(d)

Corrective Action: City of Longwood Public Works must not keep hazardous waste on site for greater than 180 days. After receiving the waste determination analysis, those wastes which are hazardous must be manifested for off site disposal to a permitted disposal facility within 30 days. The Department must be provided with a copy of manifests proving the waste was shipped to a permitted RCRA facility.

- e) Regulation: 40 CFR 262.34(d)(2)/40 CFR 265.174

Corrective Action: City of Longwood Public Works must immediately begin weekly inspections of drums on site and the containers of hazardous waste in the flammable side of the hazardous waste shed looking for leaks and deterioration caused by corrosion or other factors. Within 30 days of receipt of this letter, City of Longwood Public Works must provide written proof that inspections have been completed for the previous 30 day period.

- f) Regulation: 40 CFR 264.16

Corrective Action: Within 30 days of receipt of this letter, please provide the Department with proof that Mr. Kornbluh is scheduled for his annual training. This training must be completed by May 30, 1993.

- h) Regulation: 40 CFR 265.32(c)

Corrective Action: Within 30 days of receipt of this letter, City of Longwood must provide the Department with proof that spill control and decontamination equipment is available for the hazardous waste storage shed.

Longwood Public Works
March 31, 1993
Page 6

NARRATIVE

I. INTRODUCTION:

On March 10, 1993, Jennifer Hobbs and Mary McGehee, from the Florida Department of Environmental Regulation (FDER), accompanied by Richard Kornbluh, Longwood Public Works Director, and Keith Schumaker, Longwood Fleet Maintenance employee, inspected the Longwood Public Works Department for compliance with hazardous waste regulations.

The Public Works Department, located at 180 East Warren Avenue, Longwood, Seminole County, Florida, is a department of the City of Longwood charged with coordination of public utility, transportation and engineering efforts.

The Department, accompanied by an EPA representative, last inspected the Public Works Department on August 13, 1992. The facility was not in compliance at the time of the inspection.

II. CURRENT PROCESS DESCRIPTION:

The Public Works Department coordinates public utilities, transportation, and engineering efforts. Fleet Maintenance, the vehicle maintenance shop, is located across the street at 175 East Warren Avenue. Both sites are on a contiguous piece of property.

City vehicles and equipment are washed in the Public Works yard with dishwashing detergent. Currently the Public Works Department does not have an Industrial Waste permit.

There is a sign shop on site where signs are made using various types of tape.

Mosquito Control is operated from the Public Works yard. Malathion, an organophosphate pesticide, is used to control the mosquito population in the city. The truck used to spray the pesticide is kept in the Public Works yard.

A two compartment hazardous waste storage shed is located on site. The compartment that is placarded "POISON", is where malathion product is stored. The other compartment is labeled "FLAMMABLE", and contains various wastes, some hazardous. Mr. Kornbluh stated that when the shed was purchased a couple of years ago, the city transferred various wastes from an existing shed. The existing shed was not suitable for the storage of hazardous wastes.

Longwood Public Works
March 31, 1993
Page 7

Fleet Maintenance performs general vehicle maintenance, including fluid and filter changes, servicing and minor repair work. Safety Kleen parts washers are used to clean automotive parts.

III. WASTE STREAMS:

Rinse waters are generated from vehicle and equipment washing.

There were some paints located in the sign shop area, but it was stated by Mr. Kornbluh that they are not used for sign making. The paints are usable paints that are merely being stored in the shop.

Located adjacent to the sign shop, outside there were drums covered with visqueen. The count is as follows:

12	55-gallon drums
4	30-gallon drums
1	20-gallon drum

Some of the drums contain soil, others have a liquid content. These drums are in poor condition. A drum labeled Malathion is rusted and looks as if it may fail soon. When asked if there were any plans to sample the drums to determine the contents, Mr. Kornbluh replied there were no plans at this time. These same drums were present during the August 1992 inspection.

Waste mineral spirits are generated by the two 30-gallon Safety Kleen parts washers. In addition, there is a 15-gallon brake drum washer located in the shop.

Waste kitty litter is generated from absorbing assorted spills in the shop.

Rinse water from spraying off engines with a degreaser, Zepride, is generated. Mr. Kornbluh could not find MSDS for Zepride at the time of the inspection.

Used oil, used oil filters and waste antifreeze are also generated in the shop.

IV. WASTE MANAGEMENT:

Rinsewaters from the washing of vehicles and equipment discharge to the ground and flow to a ditch adjacent to the washing area.

During the August 13, 1992, inspection, Fernand Tiblier and Richard Kornbluh were told they needed to have waste determinations performed on the 17 drums stored outside, adjacent to the sign

shop, so that they could dispose of them properly. Since the August 1992 inspection, the only action taken has been to drape a sheet of visqueen over drums.

The 2 30-gallon parts washers are serviced by Safety Kleen every 8 weeks. The brake drum washer uses Aamco solution, which, according to Keith Schumaker, is a soapy, detergent-like solvent. A Material Safety Data Sheet could not be provided at the time of the inspection.

Kitty litter used for spills in the shop area is disposed of in the dumpster. The Department informed Mr. Kornbluh that the city would have to do a waste determination on the litter prior to disposal, or could handle it as hazardous waste.

Run-off from spraying engines with Zepride goes to a grate at the end of the driveway. Mr. Kornbluh stated that drain goes to the Seminole County Sewer and that the County is aware of the process. Since this is an open drain, it is questionable if the drain is connected to the Seminole County sewer or is a storm drain. The City needs to verify where this drain deposits. Documentation is required showing Seminole County is aware of the process and accepts this practice.

Used oil is picked up by North Florida Oil. There is a 500-gallon used oil tank located behind the shop and there are 2 55-gallon drums of used oil located within the shop. Neither the used oil drums or used oil tank are marked with the words "Used/Waste Oil" or other descriptive label. Next to the used oil tank was a 55-gallon drum of an oil/water mix. During the August 1992 inspection, City of Longwood Public Works personnel were told they would have to have this same drum tested and disposed of properly.

Used oil filters are disposed of in the dumpster. The Department told Mr. Kornbluh that the city would have to either have the filters tested by TCLP prior to putting them in dumpster, or have them recycled. The Department told City of Longwood Public Works in August 1992 they had to stop disposing of filters in the dumpster and informed the City of alternatives.

There were 2 unlabeled, undated, 55-gallon drums of waste antifreeze in the flammable compartment of the storage shed. Located in a locked storage shed at the maintenance shop were 2 unlabeled, undated, 55-gallon drums of waste antifreeze, one of which had an open funnel in it. According to manifests reviewed, waste antifreeze has not been taken off site since 1990.

V. Inspection:

Mr. Kornbluh represented the City during the inspection of the Public Works yard. Keith Schumaker participated in the inspection of the automotive maintenance area (Mr. Kornbluh was present). Prior to inspecting the facility, the Department asked Mr. Kornbluh if he received an inspection report from EPA regarding the August 13, 1992, inspection. Mr. Kornbluh said he had not received any reports. After the inspection, the Department contacted EPA to find out if they had sent a report to the City of Longwood. According to their records the report was sent certified mail, and was signed for by the City on September 10, 1992.

The area where the "hazardous waste pit" was located was filled in on December 1, 1992. There were numerous cars parked on the filled in area. The cars had been brought over from another city and were to be auctioned off over the weekend of March 13-14, 1992.

In the vehicle and equipment washing area there is a ditch that connects to a storm water pond. Vegetation associated with this section of the yard is stressed.

Of the 16 existing wells, 5 were inspected. The following wells were checked:

#1 - unlocked, #4 - unlocked, #6 - unlocked
#13 - unlocked, and #14 - unlocked.

Wells #1, #13, and #14 are located outside of the facility and unsecured. Last year there were unlocked wells located outside of the facility.

Two pallets, each holding 4 55-gallon drums of unlabeled well cuttings, were located inside the gate area of the facility. According to Mr. Kornbluh, there were are no current plans to dispose of the drums and he was not sure if the contents were hazardous or not. Upon returning to the district office and reviewing the August 13, 1992 inspection report, it was discovered that during the August, 1992 inspection there were 12 55-gallon, unlabeled drums of well cuttings inside of the gate area of the facility.

The hazardous waste storage shed was inspected. There was a strong odor of Malathion in the area. Located in the poison compartment of the shed, in addition to malathion product, was a 5-gallon container of malathion, with an open funnel. Malathion product is pumped from a 55-gallon container into this container, which is

used to fill the truck dispenser. A Department inspector had to request that Mr. Kornbluh put out his cigarette before opening the flammable closet. Numerous types of wastes stored in this compartment are hazardous, unknown, unlabeled and open. The flammable side of storage shed had the same waste present as the August 1992 inspection, with the addition of more waste. The contents of the flammable compartment include the following wastes, 1,1,1-TCE, Malathion, Spadens Reagent, 2 55-gallon drums of waste antifreeze, Banish II Insecticide, automotive batteries, metal primer, unlabeled, undated unknowns, paint related wastes, and 36 gallons of waste paints.

At the time of the inspection, the Department was told that there were no current plans to have the contents of the flammable portion of the shed disposed of, and that the City has no intention of using the contents.

There was no spill kit or protection gear available for the storage shed.

There was a fresh oil stain on the soil from a parked vehicle near the storage shed.

The dispenser on the malathion truck was leaking. The leak went onto the bed of the truck, then flowed off onto the ground. The Department told Mr. Kornbluh that the leak should be repaired immediately.

Adjacent to the sign shop were pallets with various sized drums on them. Many of the drums were unlabeled, undated, open, and corroding. These same drums were on site during the August 1992 inspection, and have only been covered with visqueen.

There was an unchained, rusty tank of acetylene believed to be empty propped up on sign shop wall.

There were 4 empty 55-gallon drums that once contained Cythion on site. Mr. Kornbluh said that the City can't find a drum recycler at this time. The City doesn't want to use Zellwood Drum because FDER had an enforcement case against Zellwood Drum. The Department explained that current clients are not going to be tied into any past violations at the company. Department personnel had this same discussion with City of Longwood Public Works in August 1992.

Fleet Maintenance was inspected next. A Safety Kleen brake drum washer will be replacing the current drum washer, which rusts out once a year.

Longwood Public Works
March 31, 1993
Page 11

Two oil hoses that dispense oil to vehicles leak when not in use so each hose is placed in a 55-gallon drum.

A utility sink located inside the shop drains to and is pumped to the 500-gallon used oil tank.

Surrounding the used oil tank were the following various 5-gallon containers:

- 1 5-gallon container of Leco ULV Flushing Solution, used in Malathion spray truck. No MSDS available at time of inspection.
- 1 5-gallon container of an unknown material which was open
- 1 5-gallon container of what appeared to be oil/water mixture, which was open
- 1 5-gallon container with roofing tar label

Inspectors told Mr. Kornbluh to put lids on the containers and move them to the hazardous waste storage shed.

There is no backflow prevention device on the used oil tank for oil being pumped to tank from the shop sink. At the time of the inspection the tank had oil running down the side from the top port hole. Visible signs of oil leaks were present on the concrete under the used oil tank.

Adjacent to the used oil tank is a pipe that was releasing "well pump pressure relief" to the ground.

An employee of Fleet Maintenance stated that aerosol cans are not thrown out but taken to the hazardous waste storage shed. At the time of the inspection there were no aerosol cans located in the shed. Mr. Kornbluh was not aware of any aerosols being collected at the site.

In the locked storage shed containing the 2 55-gallon drums of used antifreeze (unlabeled and undated), one drum had an open funnel in the bung. The opening in the drum was unsealable. Inspectors suggested transferring the contents into a fit drum.

After reviewing records the following were noted:

- There were no receipts for used oil hauling (North Florida Oil) or battery recycling (Southern Batteries).

Longwood Public Works
March 31, 1993
Page 12

- Return manifests and were missing for manifest # 02160 and # 02159.
- Land ban forms for manifests were missing.
- Antifreeze was shipped off as non-regulated material in 1990. There were no metals or organic halogen testing done according to the waste profile submitted by GSX in 1990. Current generation rate of waste antifreeze is 55 gallons every 6 months.
- Latest date of manifested waste was 12/26/91. Nothing has been manifested since.
- Mr. Tiblier and Mr. Kornbluh were trained in hazardous waste by Enviro Training in 1989. They in turn trained their employees in 1990. No further training has been initiated. Files for Mr. Tiblier, Mr. Kornbluh, Mr. Schumaker were reviewed. We were also given the secretary's file, she was trained in 1990. The training was 3 hours long. Mr. Kornbluh, as the individual responsible for managing the hazardous waste unit is required to receive training annually.

Records consisted of the same information presented last year.

VI. CONCLUSION:

Following the inspection, an exit interview was conducted with Mr. Kornbluh (City of Longwood Public Works), Jennifer Hobbs and Mary McGehee (DER) in attendance. Potential hazardous waste violations were discussed.

City of Longwood Public Works was inspected as a small quantity generator of hazardous waste and was not in compliance at the time of this inspection.

Report Prepared By:

Jennifer H. Hobbs
Jennifer Hobbs
Environmental Specialist

RTS/jw/jh

City of Longwood

155 W. WARREN AVE.
LONGWOOD, FLORIDA 32750-4197
POOLED FUNDS

FOLIO NUMBER

050071

63-838 215
631

SUN BANK N.A.
Main Office
Orlando, FL 32801

CHECK
NUMBER

050071

CHECK DATE

7/19/94

PAY THIS AMOUNT

***15,450.00

THE SUM OF

\$15,450

DOLLARS AND

00

CENTS

VOID IF NOT CASHED WITHIN NINETY DAYS

PAY

TO THE

ORDER OF FLORIDA DEPARTMENT OF

ENVIRONMENTAL PROTECTION

3319 MAGUIRE BLVD

SUITE 232

ORLANDO

FL 328033767

050071 063108389:0215252035716

Steve Davis
Headland, Inc.

AUG 04 1994

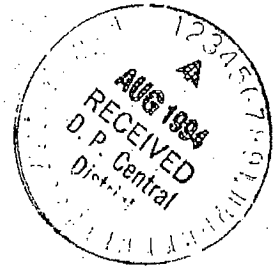


City of Longwood

PURCHASING DEPARTMENT
155 W. WARREN AVE.

LONGWOOD, FLORIDA 32750
TELEPHONE: (407) 260-3483

July 26, 1994



Mr. A. Alexander, P.E.
District Director
Florida Department of
Environmental Protection
3319 Maguire Blvd., Suite 232
Orlando, Fl. 32803-3767

RE: City of Longwood; OGC File No. 94-2325

Dear Mr. Alexander:

On July 18, 1994 the City Commission accepted the Department of Environmental Protection's ("DEP") offer of settlement by Short Form Consent Order. Enclosed is the original Consent Order signed by the Mayor.

After the Consent Order has been countersigned by the State, please forward the executed copy to the City, at which time we will promptly process the check in the amount of \$15,450.00.

Should there be any questions, please do not hesitate to call me.

Sincerely,
FOR THE CITY OF LONGWOOD

W. Shelton Smith,
City Administrator

cc: Bob Snyder, FDER/Orlando
Fernand Tiblier, P.E., City Engineer
Rhonda Ledford, Purchasing Director

Legal Case Tracking System
Case Record (Part 1)

01-SEP-1994_13:09:12

OGC Number: 94-2325-59-HW District: 3 CENTRAL County: 59 SEMINOLE
Status: O OPEN Mode: E ENFORCEMENT

Style of Case: LONGWOOD, CITY OF PUBLIC WORKS; DEP VS.

Alias Name: LONGWOOD, CITY OF PUBLIC WORKS

Site Name: LONGWOOD, CITY OF (HW-JH-ORL)

Lead Attorney: HED HEIDI

E DAVIS

Supervisor Initials: DKT

2nd Attorney:

Supervisor Initials:

Primary Program Area
HW HAZARDOUS WASTE

Date	OGC Case Activity
10-MAR-1993 DSFO	CASE OPENED IN DISTRICT W
15-JUL-1994 ACO	ADMIN. CASE OPENED IN OGC

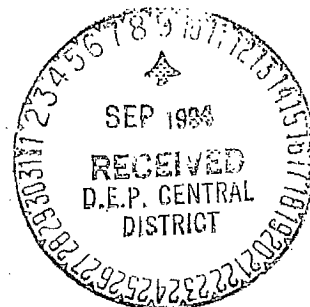
Secondary Program Areas

Case Origin: DISTRICT

Case in Litigation ? N

Count: *1

<Replace>





Department of Environmental Protection

Lawton Chiles
Governor

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Virginia B. Wetherell
Secretary

August 4, 1994

City of Longwood Public Works
180 East Warren Avenue
Longwood, Florida, 32750

OCD-HW/E-94-0300

Attention: W. Shelton Smith, City Administrator

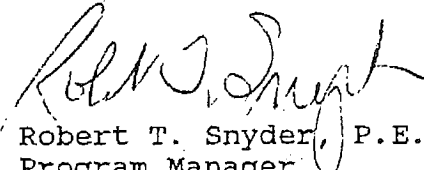
Seminole County - HW
City of Longwood Public Works
Short Form Consent Order OGC No. 94-2325

Dear Mr. Smith:

As of this date, August 4, 1994, all corrective actions required under OGC Consent Order No. 94-2325 have been met. Enclosed is an executed copy of the Consent Order resolving alleged violations outlined in Inspection Report OCD-HW-93-0550. Please be aware, City of Longwood Public Works must continue to comply with all applicable hazardous waste rules and regulations.

If you have any questions please call Jennifer Hobbs or John White, Hazardous Waste Section at (407) 894-7555.

Sincerely,


Robert T. Snyder, P.E.
Program Manager
Hazardous Waste

RTS/jh

Enclosure

For Routing To Other Than The Addressee	
To: _____	Location: _____
From: _____	Date: _____

Interoffice Memorandum

CENTRAL DISTRICT

TO: A. Alexander, P.E.
District Director

THROUGH: William Bostwick, P.E. *WB*
Program Administrator

THROUGH: Robert Snyder, P.E. *RS*
Program Manager

FROM: Jennifer Hobbs *JH*
Environmental Specialist

DATE: August 2, 1994

SUBJECT: Seminole County - HW
City of Longwood Public Works
Short Form Consent Order OGC Case No. 94-2325

The information and allegations set forth in the subject Consent Order have been reviewed with respect to the requirements of Chapter 403, Florida Statutes, and Florida Administrative Code Chapter 17.

The information contained within is complete and accurate to the best of my knowledge, information and belief.

JH
JW/jh



City of Longwood

PURCHASING DEPARTMENT
155 W. WARREN AVE.

LONGWOOD, FLORIDA 32750
TELEPHONE: (407) 260-3483

July 26, 1994

Mr. A. Alexander, P.E.
District Director
Florida Department of
Environmental Protection
3319 Maguire Blvd., Suite 232
Orlando, Fl. 32803-3767

RE: City of Longwood; OGC File No. 94-2325

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After the Consent Order has been countersigned by the State, please forward the executed copy to the City, at which time we will promptly process the check in the amount of \$15,450.00.

Should there be any questions, please do not hesitate to call me.

Sincerely,
FOR THE CITY OF LONGWOOD

W. Shelton Smith,
City Administrator

cc: Bob Snyder, FDER/Orlando
Fernand Tiblier, P.E., City Engineer
Rhonda Ledford, Purchasing Director

Sheeton Smith

08/04/94

City of Longwood 844845
155 W. WARREN AVE.
LONGWOOD, FLORIDA 32750-4197
POOLED FUNDS

FOLIO NUMBER
050071

63-638 215
631

SUN BANK N.A.
Main Office
Orlando, FL 32801

CHECK
NUMBER

050071

CHECK DATE

7/19/94

PAY

THE SUM OF \$15,450 DOLLARS AND 00 CENTS

PAY THIS AMOUNT

7/19/94

VOID IF NOT CASHED WITHIN NINETY DAYS

TO THE
ORDER OF FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION
3319 MACUIRE BLVD
SUITE 232
ORLANDO
FL 328033767

Steve D. Smith
Environmental Protection

050071 06310838910215252035716

STATE OF TEXAS
DEPARTMENT OF ENVIRONMENTAL PROTECTION
RECEIPT FOR APPLICATION FEES AND MISCELLANEOUS REVENUE

214440

Received from _____

Address _____ Date _____

Applicant Name & Address _____ Dollars \$ _____

Source of Revenue _____

Revenue Code _____

Application Number _____

By _____



Lawton Chiles
Governor

Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

July 18, 1994

Virginia B. Wetherill
Secretary

CERTIFIED MAIL
Z 184 852 222

City of Longwood Public Works
180 East Warren Avenue
Longwood, Florida 32750

OCD-HW/E-94-0269

RECEIVED
CITY OF LONGWOOD
JUL 20 PM 2:04

Attention: Mr. Shelton Smith
City Manager

Re: Proposed Settlement by Short Form Consent Order in Case of City of Longwood Public Works,
OGC File No.: 94-2325

Dear Mr. Smith:

The purpose of this letter is to complete the settlement of the violations previously identified by the Department of Environmental Protection ("DEP") in the Inspection Report OCD-HW-93-0550 dated August 19, 1993, which is attached. The corrective actions required to bring your facility into compliance have been performed. However, you must pay to the Department the amount of fifteen thousand one hundred and fifty dollars (\$15,150.00) in civil penalties to complete settlement of the violations described in the attached Inspection Report, along with \$300.00 to reimburse the DEP's costs, for a total of fifteen thousand four hundred and fifty dollars (\$15,450.00). This payment must be made to "The Department of Environmental Protection" by certified check or money order and shall include thereon the OGC number assigned above and the notation "Pollution Recovery Fund". The payment shall be sent to the Central District Office, 3319 Maguire Boulevard, Suite 232, Orlando, Florida 32803-3767, within 15 days of your signing this letter.

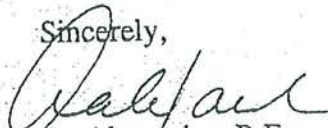
Your signing of this letter where indicated at the end of page two of this letter constitutes your acceptance of DEP's offer to settle this case on these terms. If you sign this letter, please return it to DEP at the address above. DEP will then countersign the letter and file it with the Clerk of the DEP. When the signed letter is filed with the Clerk, the letter shall constitute a Consent Order, which is final agency action of the DEP, the terms and conditions of which may be enforced in a court of competent jurisdiction pursuant to Sections 120.69 and 403.121, Florida Statutes. Failure to comply shall constitute a violation of Section 403.161(1)(b), Florida Statutes.

By countersigning this settlement offer, the DEP waives its right to seek judicial imposition of damages, costs and expenses, or civil penalties for the violations described above. By accepting this offer of settlement, you waive your rights as described in the Notice Of Rights attached to this document. If you do not sign and return this letter to the Department at the Central District address given above within 20 days of receipt of this letter, it will be referred to the DEP's Office of General

City of Longwood Public Works
July 18, 1994
Page Two

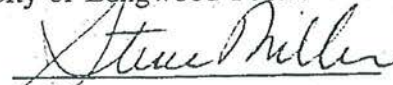
Counsel with a recommendation that formal enforcement action be taken against you. None of your rights or substantial interests are determined by this letter unless you sign it and it is filed with the DEP Clerk.

Sincerely,


A. Alexander, P.E.
District Director

I ACCEPT THE TERMS OF THIS SETTLEMENT OFFER.


For: City of Longwood Public Works

By: 

Title: Mayor

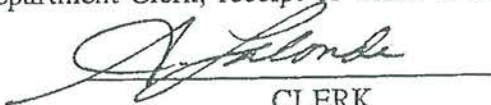
Date: 7/25/94

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION


A. Alexander, P.E.
District Director

ENTERED this 2 day of August, 1994 in Orlando, Florida.

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


CLERK

8/3/94
Date


AA/jh

Attachments

NOTICE OF RIGHTS

Persons whose substantial interests are affected by the proposed agency action described in this document have a right, pursuant to Section 120.57, F.S., to petition for an administrative determination (hearing) on the proposed action. The Petition must contain the information set forth below and must be filed (received) in the Department's Office of General Counsel, 2600 Blair Stone Road, Tallahassee, Florida 32399-2400, within 21 days of publication of this notice. A copy of the Petition must also be mailed at the time of filing to the (persons named) above at the address indicated. Failure to file a petition within the 21 days constitutes a waiver of any right such person has to an administrative determination (hearing) pursuant to Section 120.57, F.S.

The petition shall contain the following information:

- (a) The name, address, and telephone number of each petitioner; the Department's identification number and the county in which the subject matter or activity is located;
- (b) A statement of how and when each petitioner received notice of the Department's action or proposed action;
- (c) A statement of how each petitioner's substantial interests are affected by the Department's action or proposed action;
- (d) A statement of the material facts disputed by petitioner, if any;
- (e) A statement of facts which petitioner contends warrant reversal or modification of the Department's action or proposed action;
- (f) A statement of which rules or statutes petitioner contends require reversal or modification of the Department's action or proposed action;
- (g) A statement of the relief sought by petitioner, stating precisely the action petitioner wants the Department to take with respect to the Department's action or proposed action;

If a petition is filed, the administrative hearing process is designed to formulate agency action. Accordingly, the Department's final action may be different from the position taken by it in this Notice. Persons whose substantial interests will be affected by any decision of the Department with regard to the subject agency (proposed) action have the right to petition to become a party to the proceeding. The petition must conform to the requirements specified above and be filed (received) within 21 days of publication of this notice in the Office of General Counsel at the above address of the Department. Failure to petition within the allowed time frame constitutes a waiver of any right such person has to request a hearing under Section 120.57, F.S., and to participate as a party to this proceeding. Any subsequent intervention will only be at the approval of the presiding officer upon motion filed.

* * * * *

A party who is adversely affected by this Final Order is entitled to Judicial Review pursuant to Section 120.68, F.S. Review proceedings are governed by the Florida Rules of Appellate Procedure. Such proceedings are commenced by filing one copy of a Notice of Appeal with the Agency Clerk of the Division of Administrative Hearings and a second copy, accompanied by filing fees prescribed by law, with the District Court of Appeal, First District, or with the District Court of Appeal in the Appellate District where the party resides. The Notice of Appeal must be filed within 30 days of rendition of the Order to be reviewed.

FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property: Longwood Station

LONGWOOD FL 32750

Job Number: 2135E2LONG

PREPARED FOR:

Geotechnical and Environmental Consultants, Inc.

1230 East Hillcrest Street

Orlando, FL 32803-4713

07-30-07



Tel: (407) 265-8900

Fax: (407) 265-8904

Environmental FirstSearch Search Summary Report

Target Site:

LONGWOOD FL 32750

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	05-08-07	0.12	0	0	-	-	-	0	0
NPL Delisted	Y	03-08-07	0.12	0	0	-	-	-	0	0
CERCLIS	Y	05-08-07	0.12	0	0	-	-	-	1	1
NFRAP	Y	05-08-07	0.12	0	0	-	-	-	0	0
RCRA COR ACT	Y	06-06-06	0.12	1	0	-	-	-	0	1
RCRA TSD	Y	06-06-06	0.12	1	0	-	-	-	0	1
RCRA GEN	Y	06-06-06	0.12	1	2	-	-	-	3	6
Federal IC / EC	Y	04-16-07	0.12	0	0	-	-	-	0	0
ERNS	Y	12-31-06	0.12	0	0	-	-	-	8	8
Tribal Lands	Y	12-01-05	0.12	0	0	-	-	-	0	0
State/Tribal Sites	Y	01-29-07	0.12	0	0	-	-	-	0	0
State Spills 90	Y	04-02-07	0.12	0	0	-	-	-	1	1
State/Tribal SWL	Y	09-28-06	0.12	0	1	-	-	-	0	1
State/Tribal LUST	Y	06-01-07	0.12	0	1	-	-	-	1	2
State/Tribal UST/AST	Y	06-01-07	0.12	1	2	-	-	-	3	6
State/Tribal EC	Y	05-01-07	0.12	0	0	-	-	-	0	0
State/Tribal IC	Y	05-01-07	0.12	0	0	-	-	-	0	0
State/Tribal VCP	Y	NA	0.12	0	0	-	-	-	0	0
State/Tribal Brownfields	Y	05-01-07	0.12	0	0	-	-	-	0	0
State Other	Y	06-01-07	0.25	0	0	2	-	-	1	3
- TOTALS -				4	6	2	0	0	18	30

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

*Environmental FirstSearch
Site Information Report*

Request Date: 07-30-07
Requestor Name: lwing
Standard: AREA

Search Type: AREA
0.01 sq mile(s)
Job Number: 2135E2LONG

Target Site:

LONGWOOD FL 32750

Demographics

Sites: 30	Non-Geocoded: 18	Population: NA
Radon: NA		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-81.345314	-81:20:43	Easting:	466269.111
Latitude:	28.700291	28:42:1	Northing:	3174655.294
			Zone:	17

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 0 Mile(s)

Services:

ZIP Code	City Name	ST	Dist/Dir	Sel

	Requested?	Date
Sanborns	No	
Aerial Photographs	No	
Historical Topos	No	
City Directories	No	
Title Search/Env Liens	No	
Municipal Reports	No	
Online Topos	No	

Environmental FirstSearch Sites Summary Report

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

TOTAL: 30 **GEOCODED:** 12 **NON GEOCODED:** 18 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
1	RCRACOR	LONGWOOD PUBLIC WORKS, CITY OF FLD982076663/CA	180 E WARREN AVE LONGWOOD FL 32750	0.00 --	1
1	RCRAGN	LONGWOOD PUBLIC WORKS, CITY OF FLD982076663/SGN	180 E WARREN AVE LONGWOOD FL 32750	0.00 --	4
1	UST	LONGWOOD CITY PUBLIC WORKS DEPT 598837897/OPEN	180 E WARREN AVE LONGWOOD FL 32750	0.00 --	5
1	RCRA	LONGWOOD PUBLIC WORKS, CITY OF FLD982076663/TSD	180 E WARREN AVE LONGWOOD FL 32750	0.00 --	8
2	RCRAGN	EAST LONGWOOD AUTOMOTIVE FLR000076653/VGN	216 E CHURCH AVE LONGWOOD FL 32750	0.01 N-	11
3	UST	C G SUAREZ DISTRIBUTING CO INC 598631336/CLOSED	111 SE LAKE ST LONGWOOD FL 32750	0.04 NW	12
4	SWL	MAGNOLIA LAKE C and D FACILITY 3059P98256/NEV.OPER., PERMIT NE	JACOB TRAIL and LAKE CRESCE LONGWOOD FL 32750	0.06 SE	13
5	RCRAGN	CHEVRON PRODUCTS CO 52202 FLD984210229/SGN	101 W US HWY 434 LONGWOOD FL 32750	0.11 SW	14
5	UST	LONGWOOD CHEVRON 598631362/OPEN	101 W HWY 434 LONGWOOD FL 32750	0.11 SW	15
5	LUST	LONGWOOD CHEVRON 598631362/FACILITY OPEN	101 W HWY 434 LONGWOOD FL 32750	0.11 SW	17
6	OTHER	FLORIDA GEOGRAPHIC DATA LIBRARY, S 77-048	FL	0.13 SE	19
7	OTHER	CELEBRITY DRY CLEANERS INC 9502321/OPEN	190 S CR 427 136 LONGWOOD FL 32750	0.24 SW	20

Environmental FirstSearch Sites Summary Report

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

TOTAL: 30 **GEOCODED:** 12 **NON GEOCODED:** 18 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
	RCRAGN	RECON ONE FLR000078287/VGN	1990 S US HWY 17-92 LONGWOOD FL 32750	NON GC	N/A
	CERCLIS	GOULD PROPERTY FLR000091322/NOT PROPOSED	1333 NORTH US HWY 17/92 LONGWOOD FL 32750	NON GC	N/A
	RCRAGN	ORLANDO LIMOUSINE FLR000108191/SGN	1388 S CR 427 LONGWOOD FL 32750	NON GC	N/A
	LUST	7-ELEVEN FOOD STORE 32743 599801252/FACILITY OPEN	496 E HWY 434 LONGWOOD FL 32750	NON GC	N/A
	ERNS	ATLAS VAN LINES 327760/HIGHWAY RELATED	WEST BOUND I-4 EAST OF THE LONGWOOD FL	NON GC	N/A
	ERNS	METRO METERS 430733/FIXED FACILITY	615434 AT LONGWOOD LONGWOOD FL	NON GC	N/A
	ERNS	SHANNON-WITTLE CONSTRUCTION, INC 101983/UNKNOWN	INDUSTRIAL PARK NEXT TO SUB LONGWOOD FL	NON GC	N/A
	ERNS	TEXACO EXPRESS LUBE 406470/FIXED FACILITY	3890 N COUNTY RD 427 LONGWOOD FL 32750	NON GC	N/A
	ERNS	NRC-767429/FIXED	967 EXPLORER COVE LONGWOOD FL	NON GC	N/A
	ERNS	NRC-528574/MOBILE	FLORIDA CENTRAL PARKWAY LONGWOOD FL 32750	NON GC	N/A
	ERNS	9171/UNKNOWN	1190 HWY 1792/ LAKE BEHIND LONGWOOD FL 32750	NON GC	N/A
	ERNS	NRC-546714/MOBILE	HUNT PARK COVE LONGWOOD FL 32750	NON GC	N/A
	SPILLS	7-ELEVEN FOOD STORE 32612 599800373/OPEN	611 DOG TRACK RD LONGWOOD FL 32750	NON GC	N/A
	OTHER	32750/CATTLE VATS	LONGWOOD FL 32750	NON GC	N/A
	UST	ATandT 598841770/CLOSED	HWY 427 LONGWOOD FL 32750	NON GC	N/A
	UST	PROGRESS ENERGY FL-LONGWOOD OPER C 599806663/OPEN	150 PROGRESS ENERGY WAY LONGWOOD FL 32750	NON GC	N/A
	UST	SPRINT FLORIDA 598944618/CLOSED	WARREN AVE LONGWOOD FL 32750	NON GC	N/A
	RCRAGN	GOULDS PUBLICATIONS FLR000091322/SGN	1333 N US HWY 17-92 LONGWOOD FL 32750	NON GC	N/A

Environmental FirstSearch Normalized Sites Summary Report

Target Site:

LONGWOOD FL 32750

JOB: 2135E2LONG

TOTAL: 30 **GEOCODED:** 12 **NON GEOCODED:** 18 **SELECTED:** 0

Site Name	Address	Dist/Dir	Map ID	Total Sites
LONGWOOD CITY PUBLIC WORKS DEPT	180 E WARREN AVE LONGWOOD FL 32750	0.00 --	1	4
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 1 1 1 0 0 0 0 0 0 1 0 0 0 0				
EAST LONGWOOD AUTOMOTIVE	216 E CHURCH AVE LONGWOOD FL 32750	0.01 N-	2	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0				
C G SUAREZ DISTRIBUTING CO INC	111 SE LAKE ST LONGWOOD FL 32750	0.04 NW	3	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0				
MAGNOLIA LAKE C and D FACILITY	JACOB TRAIL and LAKE CRESCE LONGWOOD FL 32750	0.06 SE	4	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0				
CHEVRON PRODUCTS CO 52202	101 W US HWY 434 LONGWOOD FL 32750	0.11 SW	5	3
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 1 0 0 0 0 0 1 1 0 0 0 0				
FLORIDA GEOGRAPHIC DATA LIBRARY, S	FL	0.13 SE	6	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
CELEBRITY DRY CLEANERS INC	190 S CR 427 136 LONGWOOD FL 32750	0.24 SW	7	1
<u>NP</u> <u>DN</u> <u>CE</u> <u>NF</u> <u>RC</u> <u>RT</u> <u>RG</u> <u>FB</u> <u>ER</u> <u>ST</u> <u>SP</u> <u>LF</u> <u>LS</u> <u>US</u> <u>EC</u> <u>IC</u> <u>VC</u> <u>BF</u>				
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				

Database Legend

80: Spills 80	FL: Fed Land Use	HM: HMIRS	NP: NPL	PE: Permits	RN: RCRA NLR	ST: State
AC: ACEC	FN: FINDS	LF: Landfill	NS: NPDES	PW: Pub Water Supply	RP: Receptors	TO: Towers
AQ: Aquifers	FP: Floodplains	LS: Lust	NU: Nuclear Permits	RC: RCRA COR	RT: RCRA TSD	TR: TRIS
CE: CERCLIS	FW: Fed Wells	NC: NCDB	OT: Other	RE: Releases	SP: Spills 90	US: Ust
ER: ERNS	HS: Historic	NF: NFRAP	PA: Pads	RG: RCRA GEN	SO: SOILS	WE: Wetlands

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRACOR

SEARCH ID: 2

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: DON TERRY

REV: 6/6/06
ID1: FLD982076663
ID2:
STATUS: CA
PHONE: 4072603440

SITE INFORMATION

CONTACT INFORMATION: DON TERRY
180 E WARREN AVE
LONGWOOD FL 327500

PHONE: 4072603440

UNIVERSE INFORMATION:

NAIC INFORMATION

92219 - OTHER JUSTICE, PUBLIC ORDER, AND SAFETY ACTIVITIES

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	3/9/1989
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	S - STATE	DATE:	8/10/1992
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	E - EPA	DATE:	8/13/1992
TYPE:	820 - EPA TO STATE ADMINISTRATIVE REFERRAL		
AGENCY:	E - EPA	DATE:	9/26/1991
TYPE:	820 - EPA TO STATE ADMINISTRATIVE REFERRAL		
AGENCY:	S - STATE	DATE:	7/9/1991
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	S - STATE	DATE:	7/7/1989
TYPE:	315 - DEP CONSENT ORDER		
AGENCY:	S - STATE	DATE:	3/9/1989
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	S - STATE	DATE:	7/9/1991
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	S - STATE	DATE:	7/7/1989
TYPE:	315 - DEP CONSENT ORDER		
AGENCY:	S - STATE	DATE:	10/28/1988
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	E - EPA	DATE:	8/13/1992

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRACOR

SEARCH ID: 2

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: DON TERRY

REV: 6/6/06
ID1: FLD982076663
ID2:
STATUS: CA
PHONE: 4072603440

TYPE: 820 - EPA TO STATE ADMINISTRATIVE REFERRAL

AGENCY: E - EPA **DATE:** 9/26/1991
TYPE: 820 - EPA TO STATE ADMINISTRATIVE REFERRAL

AGENCY: S - STATE **DATE:** 8/10/1992
TYPE: 125 - DEP WARNING LETTER

AGENCY: S - STATE **DATE:** 10/28/1988
TYPE: 125 - DEP WARNING LETTER

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** S - STATE
DETERMINED: 9/26/1991 **DETERMINED BY:** E - EPA
CITATION: 40 CFR 262.11
VIOLATION NUMBER: 0001 **RESPONSIBLE:** S - STATE
DETERMINED: 10/28/1988 **DETERMINED BY:** S - STATE
CITATION:
RESOLVED: 7/7/1989
TYPE: TSD-GROUNDWATER MONITORING REQUIREMENTS

RESOLVED: 8/20/1992
TYPE: GENERATOR-GENERAL REQUIREMENTS

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 9/26/1991 **DETERMINED BY:** E - EPA
CITATION: 40 CFR 264.16
VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 10/28/1988 **DETERMINED BY:** S - STATE
CITATION:
RESOLVED: 7/7/1989
TYPE: TSD-CLOSURE/POST-CLOSURE REQUIREMENTS

RESOLVED: 8/20/1992
TYPE: GENERATOR-RECORDKEEPING REQUIREMENTS

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 8/13/1992 **DETERMINED BY:** E - EPA
CITATION:
VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 10/28/1988 **DETERMINED BY:** S - STATE
CITATION:
RESOLVED: 7/7/1989
TYPE: TSD-FINANCIAL RESPONSIBILITY REQUIREMENTS

RESOLVED: 8/20/1992
TYPE: TSD-GENERAL STANDARDS

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 8/13/1992 **DETERMINED BY:** E - EPA
CITATION:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

RCRACOR

SEARCH ID: 2

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: DON TERRY

REV: 6/6/06
ID1: FLD982076663
ID2:
STATUS: CA
PHONE: 4072603440

VIOLATION NUMBER:	0004	RESPONSIBLE:	S - STATE
DETERMINED:	10/28/1988	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	7/7/1989		
TYPE:	TSD-OTHER REQUIREMENTS		

RESOLVED:	8/20/1992
TYPE:	TSD-MANIFEST REQUIREMENTS

VIOLATION NUMBER:	0005	RESPONSIBLE:	S - STATE
DETERMINED:	10/28/1988	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	7/7/1989		
TYPE:	GENERATOR-LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0006	RESPONSIBLE:	S - STATE
DETERMINED:	10/28/1988	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	7/7/1989		
TYPE:	TSD-LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0007	RESPONSIBLE:	S - STATE
DETERMINED:	10/28/1988	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	7/7/1989		
TYPE:	TSD-OTHER REQUIREMENTS		

VIOLATION NUMBER:	0008	RESPONSIBLE:	S - STATE
DETERMINED:	11/29/1989	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	10/31/1990		
TYPE:	TSD-GROUNDWATER MONITORING REQUIREMENTS		

VIOLATION NUMBER:	0009	RESPONSIBLE:	S - STATE
DETERMINED:	12/11/1989	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	5/17/1990		
TYPE:	GENERATOR-LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0010	RESPONSIBLE:	S - STATE
DETERMINED:	12/11/1989	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	5/17/1990		
TYPE:	TSD-LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	9/26/1991	DETERMINED BY:	S - STATE
CITATION:			
RESOLVED:	10/26/1991		
TYPE:	GENERATOR-GENERAL REQUIREMENTS		

VIOLATION NUMBER:	0013	RESPONSIBLE:	S - STATE
DETERMINED:	9/26/1991	DETERMINED BY:	S - STATE

- More Details Exist For This Site; Max Page Limit Reached -

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRAGN			
SEARCH ID: 5	DIST/DIR: 0.00 --	MAP ID: 1	
NAME: LONGWOOD PUBLIC WORKS, CITY OF ADDRESS: 180 E WARREN AVE LONGWOOD FL 32750 SEMINOLE CONTACT: FERNAND TIBLIER, PE		REV: ID1: FLD982076663 ID2: STATUS: SGN PHONE: 4078316175	
ADDRESS: 180 E WARREN AVE LONGWOOD FL 32750		NOTIFIED: PART A:	
ACTIVITIES: SG: GENERATES 100-1000 KG/MONTH OF HAZARDOUS WASTE			
CM+E LIST: RAATS:	VIOL DATE: 08-10-92 ACTION DATE:	AGENCY: E, S DOCKET:	UPDATED: 11-10-98 UPDATED:
VIOL: NUM: ENF: DATE:	GER, DOT, DGW, DCL, DFR, GLB, DLB 17 120, 310 03-09-89 ASSESS: SETTLE:		

*Environmental FirstSearch
Site Detail Report*

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 11

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD CITY PUBLIC WORKS DEPT
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: W SHELTON SMITH

REV: 6/1/07
ID1: 598837897
ID2: 8837897
STATUS: OPEN
PHONE: (407) 260-3440

SITE INFORMATION

TOTAL NUMBER OF TANKS: 9
FACILITY TYPE: H - LOCAL GOVERNMENT
DEP CO: N

TANK INFORMATION

TANK ID:	1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUN-1981	STAT DATE:	31-AUG-1990

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	2	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-AUG-1987	STAT DATE:	31-AUG-1990

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: D - VEHICULAR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	3	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:		STAT DATE:	31-MAY-1991

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: D - VEHICULAR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	4	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:		STAT DATE:	31-MAY-1991

TK STAT: B - REMOVED
CAPACITY(GAL): 2000
CONTENT: B - UNLEADED GAS
PLACE: ABOVEGROUND

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 11

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD CITY PUBLIC WORKS DEPT
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: W SHELTON SMITH

REV: 6/1/07
ID1: 598837897
ID2: 8837897
STATUS: OPEN
PHONE: (407) 260-3440

TYPE: H - LOCAL GOVERNMENT

TANK ID:	5	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-MAY-1991	STAT DATE:	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 2000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	6	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-MAY-1991	STAT DATE:	10-MAR-2005

TK STAT: D - DELETED
CAPACITY(GAL): 1000
CONTENT: D - VEHICULAR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	7	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-APR-2001	STAT DATE:	01-APR-2001

TK STAT: U - IN SERVICE
CAPACITY(GAL): 6000
CONTENT: B - UNLEADED GAS
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	8	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-FEB-2005	STAT DATE:	01-FEB-2005

TK STAT: U - IN SERVICE
CAPACITY(GAL): 6000
CONTENT: D - VEHICULAR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	9	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-FEB-2005	STAT DATE:	01-FEB-2005

TK STAT: D - DELETED
CAPACITY(GAL): 2000

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 11

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD CITY PUBLIC WORKS DEPT
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: W SHELTON SMITH

REV: 6/1/07
ID1: 598837897
ID2: 8837897
STATUS: OPEN
PHONE: (407) 260-3440

CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

5 C - STEEL
5 L - COMPARTMENTED
5 M - SPILL CONTAINMENT BUCKET
5 R - DOUBLE WALL - TANK JACKET
7 C - STEEL
7 L - COMPARTMENTED
7 M - SPILL CONTAINMENT BUCKET
7 R - DOUBLE WALL - TANK JACKET
8 M - SPILL CONTAINMENT BUCKET
8 R - DOUBLE WALL - TANK JACKET
8 X - CONCRETE

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
5	A - ABV, NO SOIL CONTACT
5	B - STEEL/GALVANIZED METAL
5	I - SUCTION PIPING SYSTEM
7	A - ABV, NO SOIL CONTACT
7	B - STEEL/GALVANIZED METAL
7	I - SUCTION PIPING SYSTEM
8	B - STEEL/GALVANIZED METAL

MONITORING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
5	F - MONITOR DBL WALL TANK SPACE
5	Q - VISUAL INSPECTION OF ASTS
7	F - MONITOR DBL WALL TANK SPACE
7	Q - VISUAL INSPECTION OF ASTS
8	6 - EXTERNAL PIPING MONITORING
8	F - MONITOR DBL WALL TANK SPACE
8	Q - VISUAL INSPECTION OF ASTS

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRA

SEARCH ID: 1 **DIST/DIR:** 0.00 -- **MAP ID:** 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF	REV: 12/9/02
ADDRESS: 180 E WARREN AVE	ID1: FLD982076663
LONGWOOD FL 32750	ID2:
SEMINOLE	STATUS: TSD
CONTACT:	PHONE:

SITE INFORMATION

CONTACT INFORMATION: DON TERRY
ADMIN
180 E WARREN AVE
LONGWOOD FL 327500

PHONE: 4072603440

UNIVERSE NAME:

SUBJECT TO CORRECTIVE ACTION
INCINERATOR
ST: STORAGE AND TREATMENT
TSDS SUBJECT TO CORRECTIVE ACT
SUBJECT TO CEI
DF: LAND DISPOSAL FACILITY

SIC INFORMATION:

9229 - PUBLIC ADMIN. - PUBLIC ORDER AND SAFETY, NEC

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	07-JUL-89
TYPE:	315 - DEP CONSENT ORDER		
AGENCY:	S - STATE	DATE:	09-JUL-91
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	E - EPA	DATE:	13-AUG-92
TYPE:	820 - EPA TO STATE ADMINISTRATIVE REFERRAL		
AGENCY:	S - STATE	DATE:	10-AUG-92
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	S - STATE	DATE:	28-OCT-88
TYPE:	125 - DEP WARNING LETTER		
AGENCY:	E - EPA	DATE:	26-SEP-91
TYPE:	820 - EPA TO STATE ADMINISTRATIVE REFERRAL		
AGENCY:	S - STATE	DATE:	09-MAR-89
TYPE:	125 - DEP WARNING LETTER		

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** S - STATE

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

RCRA

SEARCH ID: 1

DIST/DIR: 0.00 --

MAP ID: 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF
ADDRESS: 180 E WARREN AVE
LONGWOOD FL 32750
SEMINOLE

REV: 12/9/02
ID1: FLD982076663
ID2:
STATUS: TSD
PHONE:

CONTACT:

DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DGW - TSD GROUNDWATER MONITORING REQUIREMENTS		

VIOLATION NUMBER:	0001	RESPONSIBLE:	S - STATE
DETERMINED:	26-SEP-91	DETERMINED BY:	E - EPA
CITATION:	40 CFR 262.11	RESOLVED:	08/20/1992
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		

VIOLATION NUMBER:	0002	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS		

VIOLATION NUMBER:	0002	RESPONSIBLE:	S - STATE
DETERMINED:	26-SEP-91	DETERMINED BY:	E - EPA
CITATION:	40 CFR 264.16	RESOLVED:	08/20/1992
TYPE:	GRR - GENERATOR RECORD KEEPING REQUIREMENTS		

VIOLATION NUMBER:	0003	RESPONSIBLE:	S - STATE
DETERMINED:	13-AUG-92	DETERMINED BY:	E - EPA
CITATION:		RESOLVED:	08/20/1992
TYPE:	DGS - TSD GENERAL STANDARDS		

VIOLATION NUMBER:	0003	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		

VIOLATION NUMBER:	0004	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		

VIOLATION NUMBER:	0004	RESPONSIBLE:	S - STATE
DETERMINED:	13-AUG-92	DETERMINED BY:	E - EPA
CITATION:		RESOLVED:	08/20/1992
TYPE:	DMR - TSD MANIFEST REQUESTS		

VIOLATION NUMBER:	0005	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0006	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DLB - TSD LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0007	RESPONSIBLE:	S - STATE
DETERMINED:	28-OCT-88	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	07/07/1989
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		

- Continued on next page -

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRA

SEARCH ID: 1 **DIST/DIR:** 0.00 -- **MAP ID:** 1

NAME: LONGWOOD PUBLIC WORKS, CITY OF	REV: 12/9/02
ADDRESS: 180 E WARREN AVE	ID1: FLD982076663
LONGWOOD FL 32750	ID2:
SEMINOLE	STATUS: TSD
CONTACT:	PHONE:

VIOLATION NUMBER:	0008	RESPONSIBLE:	S - STATE
DETERMINED:	29-NOV-89	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	10/31/1990
TYPE:	DGW - TSD GROUNDWATER MONITORING REQUIREMENTS		

VIOLATION NUMBER:	0009	RESPONSIBLE:	S - STATE
DETERMINED:	11-DEC-89	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	05/17/1990
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0010	RESPONSIBLE:	S - STATE
DETERMINED:	11-DEC-89	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	05/17/1990
TYPE:	DLB - TSD LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	26-SEP-91	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	10/26/1991
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		

VIOLATION NUMBER:	0013	RESPONSIBLE:	S - STATE
DETERMINED:	26-SEP-91	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	10/26/1991
TYPE:	GRR - GENERATOR RECORD KEEPING REQUIREMENTS		

VIOLATION NUMBER:	0014	RESPONSIBLE:	S - STATE
DETERMINED:	10-AUG-92	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	08/20/1992
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRAGN

SEARCH ID: 4	DIST/DIR: 0.01 N-	MAP ID: 2
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NAME: EAST LONGWOOD AUTOMOTIVE
ADDRESS: 216 E CHURCH AVE
LONGWOOD FL 32750
SEMINOLE
CONTACT: WADY RIVERA

REV: 11/09/03
ID1: FLR000076653
ID2:
STATUS: VGN
PHONE: 4078312102

SITE INFORMATION

UNIVERSE TYPE:

CEG - CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS: GENERATES LESS THAN 100 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

0011 - DISCONTINUED, CHANGED, OR UNKNOWN

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 9	DIST/DIR: 0.04 NW	MAP ID: 3
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NAME: C G SUAREZ DISTRIBUTING CO INC	REV: 6/1/07
ADDRESS: 111 SE LAKE ST	ID1: 598631336
LONGWOOD FL 32750	ID2: 8631336
SEMINOLE	STATUS: CLOSED
CONTACT: ALLEN LEWIS	PHONE: (407) 834-1300

SITE INFORMATION

TOTAL NUMBER OF TANKS:	2
FACILITY TYPE:	C - FUEL USER/NON-RETAIL
DEP CO:	N

TANK INFORMATION

TANK ID:	1	STATUS:	CLOSED
TVI:	TANK	DEP CO:	N
INSTALLED:	01-OCT-1977	STAT DATE:	29-DEC-1995

TK STAT:	B - REMOVED
CAPACITY(GAL):	3000
CONTENT:	D - VEHICULAR DIESEL
PLACE:	UNDERGROUND
TYPE:	C - FUEL USER/NON-RETAIL

TANK ID:	2	STATUS:	CLOSED
TVI:	TANK	DEP CO:	N
INSTALLED:	01-APR-1979	STAT DATE:	29-DEC-1995

TK STAT:	B - REMOVED
CAPACITY(GAL):	10000
CONTENT:	B - UNLEADED GAS
PLACE:	UNDERGROUND
TYPE:	C - FUEL USER/NON-RETAIL

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

SWL									
SEARCH ID: 6	DIST/DIR: 0.06 SE	MAP ID: 4							
NAME: MAGNOLIA LAKE C and D FACILITY		REV: 09/28/06							
ADDRESS: JACOB TRAIL and LAKE CRESCENT DRIVE CHULUOTA FL 32766		ID1: 3059P98256							
		ID2: 27516.00							
CONTACT: MAGNOLIA LAKE		STATUS: NEV.OPER., PERMIT NEVER USED							
		PHONE:							
<u>SITE INFORMATION</u> <table style="width: 100%;"><tr><td style="width: 30%;">LANDFILL CLASS:</td><td>CONSTRUCTION/DEMOLITION DEBRIS</td></tr><tr><td>FACILITY STATUS:</td><td>U</td></tr><tr><td>DISTRICT:</td><td></td></tr></table> <u>RESPONSIBLE AUTHORITY</u> <div style="text-align: right; padding-right: 50px;">MAGNOLIA LAKE 162 EAST HIGHWAY 434 LONGWOOD FL 32750</div>				LANDFILL CLASS:	CONSTRUCTION/DEMOLITION DEBRIS	FACILITY STATUS:	U	DISTRICT:	
LANDFILL CLASS:	CONSTRUCTION/DEMOLITION DEBRIS								
FACILITY STATUS:	U								
DISTRICT:									

Environmental FirstSearch
Site Detail Report

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

RCRAGN

SEARCH ID: 3	DIST/DIR: 0.11 SW	MAP ID: 5
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NAME: CHEVRON PRODUCTS CO 52202
ADDRESS: 101 W US HWY 434
LONGWOOD FL 94583
SEMINOLE
CONTACT: JUDY MCCOURT

REV: 6/6/06
ID1: FLD984210229
ID2:
STATUS: SGN
PHONE: 4049844135

SITE INFORMATION

CONTACT INFORMATION: JUDY MCCOURT
PO BOX 1706
ATLANTA CA 303010

PHONE: 4049844135

UNIVERSE INFORMATION:

NAIC INFORMATION

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

*Environmental FirstSearch
Site Detail Report*

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 10

DIST/DIR: 0.11 SW

MAP ID: 5

NAME: LONGWOOD CHEVRON
ADDRESS: 101 W HWY 434
LONGWOOD FL 32750
SEMINOLE
CONTACT: ABDULLA YAGHI

REV: 6/1/07
ID1: 598631362
ID2: 8631362
STATUS: OPEN
PHONE: (973) 219-5514

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3
FACILITY TYPE: A - RETAIL STATION
DEP CO: N

TANK INFORMATION

TANK ID:	1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1985	STAT DATE:	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID:	2	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1985	STAT DATE:	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID:	3	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1985	STAT DATE:	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

1	A - BALL CHECK VALVE
1	E - FIBERGLASS
1	M - SPILL CONTAINMENT BUCKET
2	A - BALL CHECK VALVE
2	E - FIBERGLASS
2	M - SPILL CONTAINMENT BUCKET
3	A - BALL CHECK VALVE
3	E - FIBERGLASS

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

UST

SEARCH ID: 10

DIST/DIR: 0.11 SW

MAP ID: 5

NAME: LONGWOOD CHEVRON
ADDRESS: 101 W HWY 434
LONGWOOD FL 32750
SEMINOLE
CONTACT: ABDULLA YAGHI

REV: 6/1/07
ID1: 598631362
ID2: 8631362
STATUS: OPEN
PHONE: (973) 219-5514

3 M - SPILL CONTAINMENT BUCKET

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
1	C - FIBERGLASS
1	J - PRESSURIZED PIPING SYSTEM
1	K - DISPENSER LINERS
2	C - FIBERGLASS
2	J - PRESSURIZED PIPING SYSTEM
2	K - DISPENSER LINERS
3	C - FIBERGLASS
3	J - PRESSURIZED PIPING SYSTEM
3	K - DISPENSER LINERS

MONITORING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
1	B - SITE SUITABILITY PLAN EXEMPTION
1	H - MECHANICAL LINE LEAK DETECTOR
1	M - MANUAL TANK GAUGING - USTS
2	B - SITE SUITABILITY PLAN EXEMPTION
2	H - MECHANICAL LINE LEAK DETECTOR
2	M - MANUAL TANK GAUGING - USTS
3	B - SITE SUITABILITY PLAN EXEMPTION
3	H - MECHANICAL LINE LEAK DETECTOR
3	M - MANUAL TANK GAUGING - USTS

*Environmental FirstSearch
Site Detail Report*

Target Property:

LONGWOOD FL 32750

JOB: 2135E2LONG

LUST

SEARCH ID: 12

DIST/DIR: 0.11 SW

MAP ID: 5

NAME: LONGWOOD CHEVRON
ADDRESS: 101 W HWY 434
LONGWOOD FL 32750
SEMINOLE
CONTACT:

REV: 6/1/07
ID1: 598631362
ID2: 8631362
STATUS: FACILITY OPEN
PHONE: (407) 831-6000

DISCHARGE INFORMATION

DISCHARGE DATE: 03-31-1993
POLLUTANT: B - UNLEADED GAS
COMBINED:
SCORE: 75
SCORE DATE: 11-04-1997
GAL DISCHARGED:

DRINK WELLS AFFECTED:
MONITORING WELLS:
SOIL AFFECTED:
S WATER AFFECTED:
G WATER AFFECTED:
CLEANUP ELIG: E - ELIGIBLE
CLEANUP
CLEANUP PROGRAM: C - PETROLEUM CLEANUP PARTICIPATION PROGRAM
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: COMPLETED
DISCHARGE CLEANUP STATUS: SRCR - SRCR COMPLETE

INFO SOURCE: D - DISCHARGE NOTIFICATION
OTHER SOURCE:
SITE MANAGER: PEARSON_FC
MANAGER END DATE: 02-15-2004

TANK OFFICE: PCLP59 - SEMINOLE COUNTY

DISCHARGE DATE: 05-25-1988
POLLUTANT: Y - UNKNOWN/NOT REPORTED
COMBINED:
SCORE: 75
SCORE DATE: 11-04-1997
GAL DISCHARGED:

DRINK WELLS AFFECTED: 0
MONITORING WELLS: YES
SOIL AFFECTED: NO
S WATER AFFECTED: NO
G WATER AFFECTED: YES
CLEANUP ELIG: E - ELIGIBLE
CLEANUP PROGRAM: E - EARLY DETECTION INCENTIVE
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: COMPLETED
DISCHARGE CLEANUP STATUS: SRCR - SRCR COMPLETE

INFO SOURCE: E - EDI
OTHER SOURCE:
SITE MANAGER: PEARSON_FC

- Continued on next page -

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

LUST

SEARCH ID: 12

DIST/DIR: 0.11 SW

MAP ID: 5

NAME: LONGWOOD CHEVRON
ADDRESS: 101 W HWY 434
LONGWOOD FL 32750
SEMINOLE

REV: 6/1/07
ID1: 598631362
ID2: 8631362
STATUS: FACILITY OPEN
PHONE: (407) 831-6000

CONTACT:

MANAGER END DATE: 12-07-2004

TANK OFFICE: PCLP59 - SEMINOLE COUNTY

UST INFORMATION

UST INFORMATION

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

OTHER

SEARCH ID: 8	DIST/DIR: 0.13 SE	MAP ID: 6
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NAME: FLORIDA GEOGRAPHIC DATA LIBRARY, SINKHOLES OF FLOR	REV: 8/12/02
ADDRESS: FL	ID1: 77-048
SEMINOLE	ID2:
CONTACT:	STATUS:
	PHONE:

SITE INFORMATION

*Environmental FirstSearch
Site Detail Report*

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

OTHER

SEARCH ID: 7 DIST/DIR: 0.24 SW MAP ID: 7

NAME: CELEBRITY DRY CLEANERS INC	REV: 6/1/07
ADDRESS: 190 S CR 427 136	ID1: 9502321
LONGWOOD FL 32750	ID2:
CONTACT:	STATUS: OPEN
	PHONE:

SITE INFORMATION

RANK:	TASKED TO A STATE CONTRACTOR
SCORE:	131
VOLUNTARY CLEANUP:	
SRCO ISSUANCE DATE:	

FACILITY TYPE:	1
TYPE DESCRIPTION:	DRYCLEANER
START DATE:	12/19/2005
OWNER ID:	59203
OWNER TYPE:	ACCOUNT OWNER
OWNER NAME:	JR ENTERPRISES OF CENTRAL FLORIDA INC
ADDRESS:	1553 ANTIGUA BAY DR
	ORLANDO FL 32750

CONTACT:	JULIO ROMERO
PHONE:	(407) 831-9962

FACILITY TYPE:	1
TYPE DESCRIPTION:	DRYCLEANER
START DATE:	12/19/2005
OWNER ID:	59203
OWNER TYPE:	FACILITY OWNER
OWNER NAME:	JR ENTERPRISES OF CENTRAL FLORIDA INC
ADDRESS:	1553 ANTIGUA BAY DR
	ORLANDO FL 32750

CONTACT:	JULIO ROMERO
PHONE:	(407) 831-9962

FACILITY TYPE:	1
TYPE DESCRIPTION:	DRYCLEANER
START DATE:	7/26/1995
OWNER ID:	41204
OWNER TYPE:	PROPERTY OWNER
OWNER NAME:	VAUGHN
ADDRESS:	6770 W SR 46
	SANFORD FL 32750

CONTACT:	EARL VAUGHN
PHONE:	(407) 330-0296

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: LONGWOOD FL 32750

JOB: 2135E2LONG

Street Name	Dist/Dir	Street Name	Dist/Dir
Balogh Pl	0.24 NW	N Oleander St	0.13 NE
County Road 427 NOR	0.01 NW	NORTH Longwood St	0.01 N-
County Road 427 SOU	0.12 SW	NORTH Oak St	0.25 NE
E Bay Ave	0.00 --	NORTH Oleander St	0.13 NE
E Church Ave	0.01 N-	Palmetto Ave	0.15 N-
E Evergreen Ave	0.18 SW	S Oak St	0.25 -E
E Jessup Ave	0.15 NE	S Oleander St	0.12 SE
E Magnolia Ave	0.18 NE	Short Ave	0.23 SW
E Maine Ave	0.25 SW	SOUTH Oak St	0.25 -E
E Orange Ave	0.21 NE	SOUTH Oleander St	0.12 SE
E Palmetto Ave	0.15 NE	State Highway 434 E	0.12 SW
E Pine Ave	0.06 SW	State Road 434 WEST	0.12 SW
E Warren Ave	0.00 --	W Bay Ave	0.01 SW
EAST Bay Ave	0.00 --	W Church Ave	0.02 NW
EAST Church Ave	0.01 N-	W Evergreen Ave	0.18 SW
EAST Evergreen Ave	0.18 SW	W Florida Ave	0.09 NW
EAST Jessup Ave	0.15 NE	W Jessup Ave	0.06 NW
East Lake Ave	0.15 N-	W Magnolia Ave	0.10 NW
EAST Magnolia Ave	0.18 NE	W Maine Ave	0.24 SE
EAST Maine Ave	0.25 SW	W Pine Ave	0.10 SW
EAST Orange Ave	0.21 NE	W Warren Ave	0.02 NW
EAST Palmetto Ave	0.15 NE	WEST Bay Ave	0.01 SW
EAST Pine Ave	0.06 SW	WEST Church Ave	0.02 NW
EAST Warren Ave	0.00 --	WEST Evergreen Ave	0.18 SW
Evergreen Ct	0.19 SW	WEST Florida Ave	0.09 NW
Freeman St	0.07 NW	WEST Jessup Ave	0.06 NW
Hardy St	0.24 SE	WEST Magnolia Ave	0.10 NW
Kaiser Ln	0.18 NW	WEST Maine Ave	0.24 SE
Maine Ct	0.21 SE	WEST Pine Ave	0.10 SW
Myrtle Ave	0.00 --	WEST Warren Ave	0.02 NW
Myrtle St	0.04 SE	Wilma St	0.14 NW
N Longwood St	0.01 N-		
N Oak St	0.25 NE		

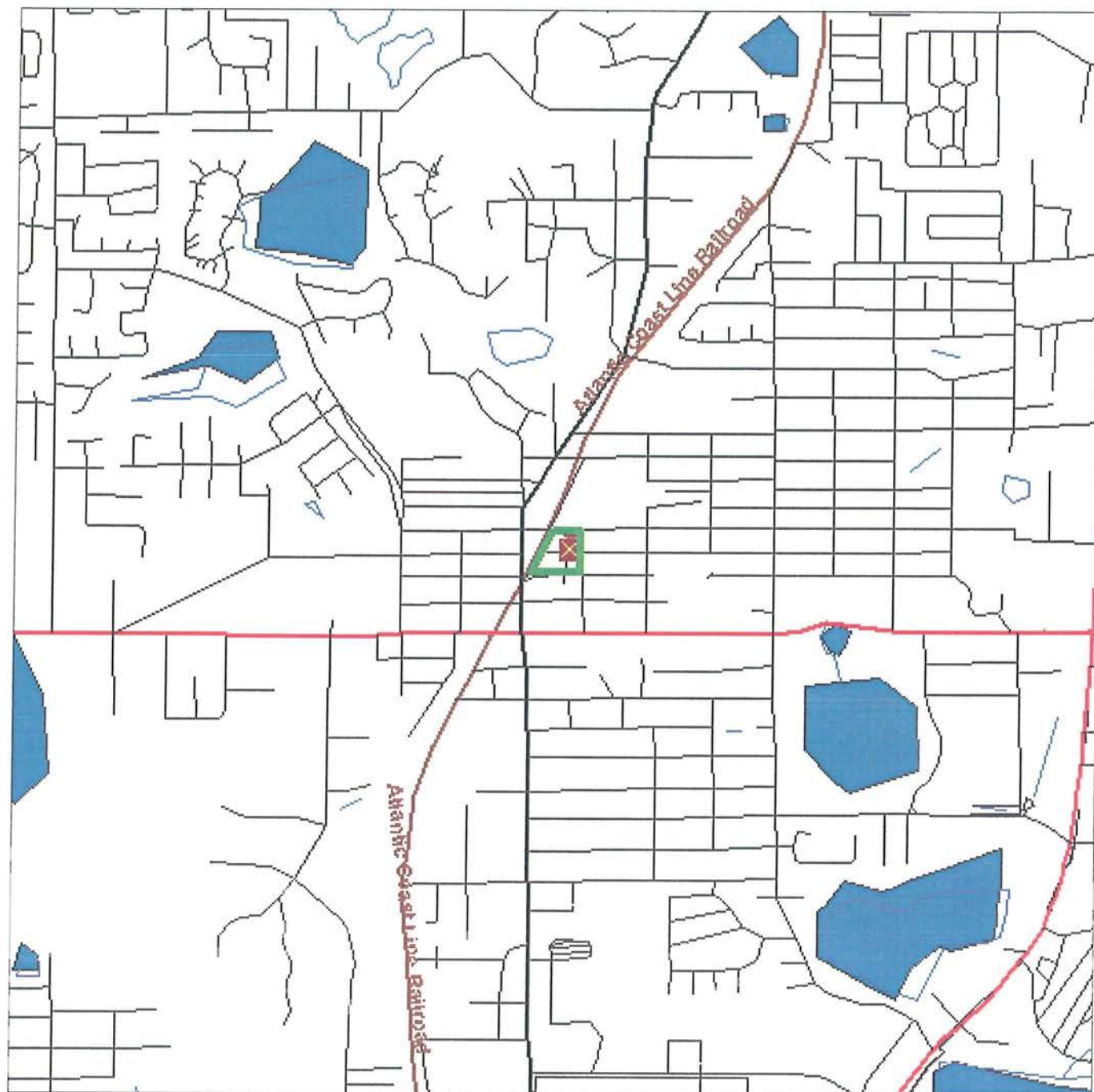


Environmental FirstSearch

1 Mile Radius from Area
ASTM Map: NPL, RCRACOR, STATE Sites



, LONGWOOD FL 32750



Source: 2005 U.S. Census TIGER Files

Area Polygon	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand.....	
Railroads	



Environmental FirstSearch

.5 Mile Radius from Area
ASTM Map: CERCLIS, RCRATSD, LUST, SWL



, LONGWOOD FL 32750



Source: 2005 U.S. Census TIGER Files

Area Polygon	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand	
Railroads	

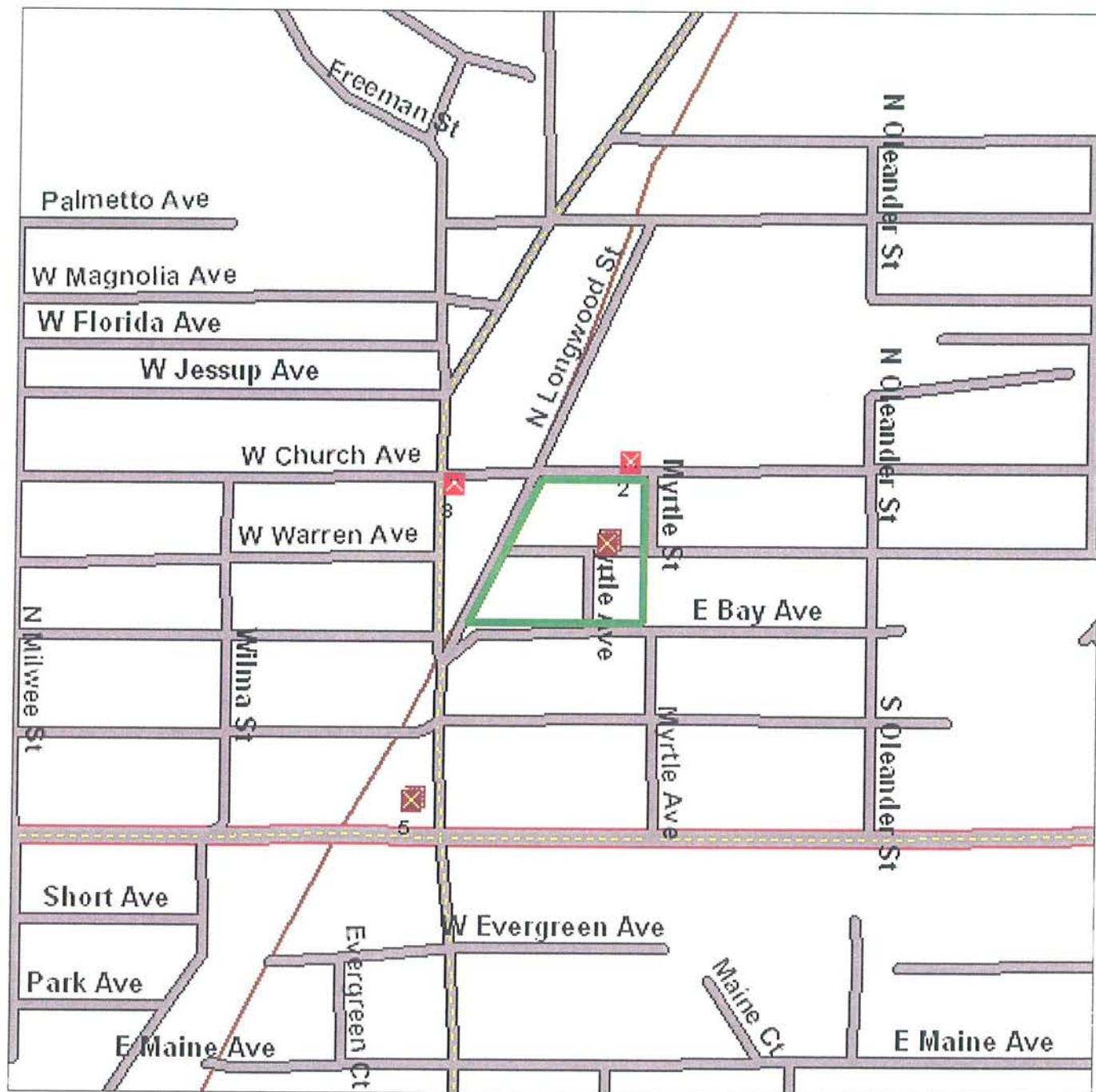


Environmental FirstSearch

.25 Mile Radius from Area
ASTM Map: RCRA GEN, ERNS, UST



, LONGWOOD FL 32750



Source: 2005 U.S. Census TIGER Files

Area Polygon
Identified Site, Multiple Sites, Receptor
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
Triballand
Railroads





Environmental FirstSearch

.25 Mile Radius from Area
Non-ASTM Map: No Sites Found

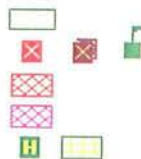


, LONGWOOD FL 32750



Source: 2005 U.S. Census TIGER Files

Area Polygon
Identified Site, Multiple Sites, Receptor
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
Cribland.....
National Historic Sites and Landmark Sites
Railroads

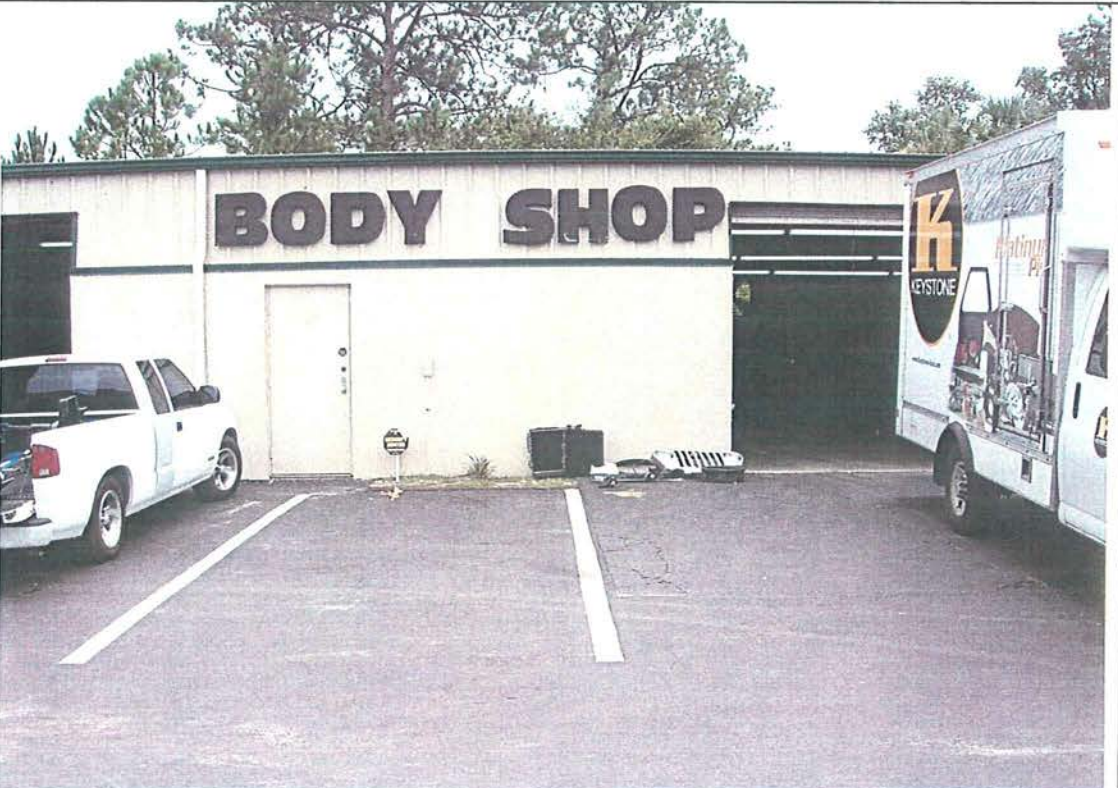




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PHOTOGRAPHIC LOG

Client Name: FDOT		Project Name: Fort Florida Station	Site Location: Volusia County	GEC Project No.: 2135E2
Photo: 1	Date: 8/1/2007			
Description: On-site AST located at the central portion of the subject parcel.				

Photo: 2	Date: 8/1/2007	
Description: Body Shop located at R&D Autoworks to the east of the subject parcel.		

PHOTOGRAPHIC LOG

Client Name: FDOT		Project Name: Fort Florida Station	Site Location: Volusia County	GEC Project No.: 2135E2
Photo: 3	Date: 8/1/2007			
Description: Dispensers at Lil' Sammy's on-site gasoline station.				

Photo: 4	Date: 8/1/2007	
Description: UST fill port manholes visible at the on-site gasoline station.		



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PHOTOGRAPHIC LOG


Client Name: FDOT		Project Name: Fort Florida Station	Site Location: Volusia County	GEC Project No.: 2135E2
Photo: 5	Date: 8/1/2007			
Description: Former location of house in central portion of the subject parcel				

Photo: 6	Date: 8/1/2007	
Description: R&D Auto Works facility.		

PHOTOGRAPHIC LOG

Client Name: FDOT	Project Name: Fort Florida Station	Site Location: Volusia County	GEC Project No.: 2135E2
-----------------------------	--	---	-----------------------------------

Photo:
7

Date:
8/1/2007

Description:
View of ATA Golfcarts
facility.



Photo:
8

Date:
8/1/2007

Description:
View of Gus Tire,
adjacent to the ATA
Golfcart facility.





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PHOTOGRAPHIC LOG


Client Name: FDOT		Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
Photo: 1	Date: 7/31/07			
Description: On-site assessment well for off-site drycleaner.				

Photo: 2	Date: 7/31/07	
Description: Drycleaner assessment well.		



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PHOTOGRAPHIC LOG

Client Name: FDOT		Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
Photo: 3	Date: 7/31/07			
Description: Staining at former UST area.				

Photo: 4	Date: 7/31/07	
Description: Chemical storage area (Mosquito control).		



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PHOTOGRAPHIC LOG

Client Name:

FDOT

Project Name:

Longwood Station

Site Location:

Seminole County

GEC Project No.:

2135E2

Photo:

5

Date:

7/31/7

Description:

Mosquito control;
chemical storage



Photo:

6

Date:

7/31/07

Description:

Pole barn with supply
and mosquito control
storage.



PHOTOGRAPHIC LOG

Client Name: FDOT	Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
-----------------------------	--	--	-----------------------------------

Photo:
7

Date:
7/31/07

Description:
Chemical storage shed
and containers.



Photo:
8

Date:
7/31/07

Description:
Equipment storage.





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PHOTOGRAPHIC LOG

Client Name: FDOT		Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
Photo: 9	Date: 7/31/07			
Description: View of warehouse on-site.				

Photo: 10	Date: 7/31/07	
Description: Former UST area in foreground and active AST in background.		



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PHOTOGRAPHIC LOG

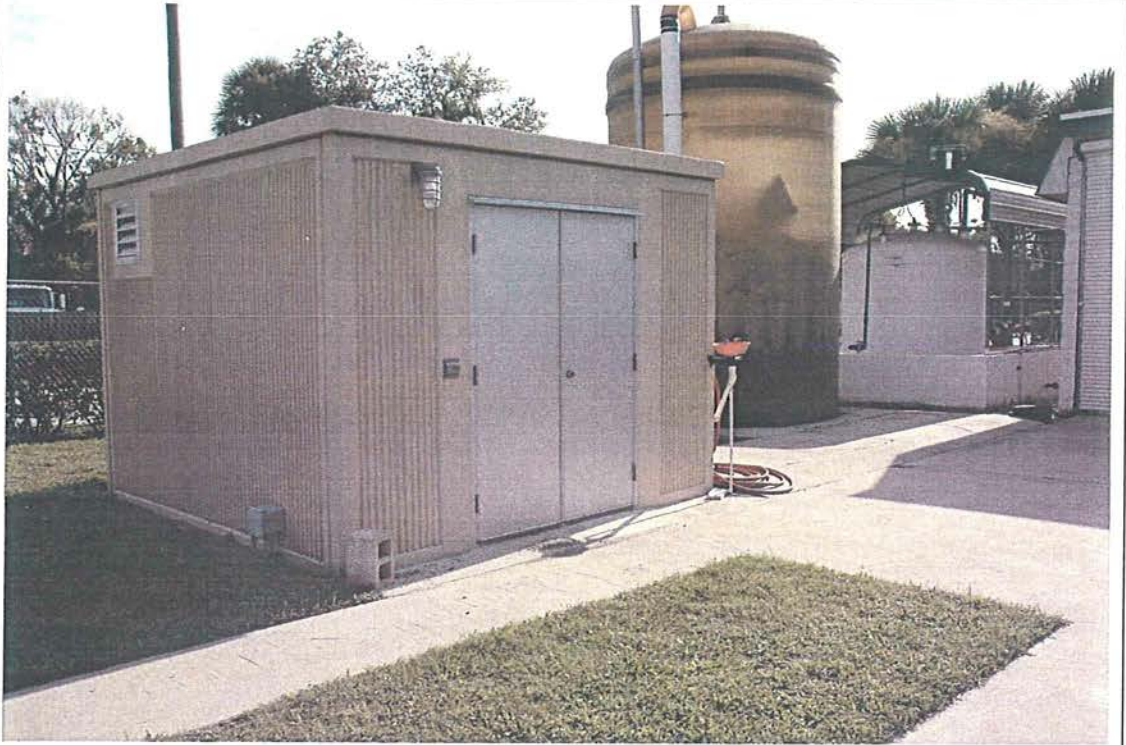
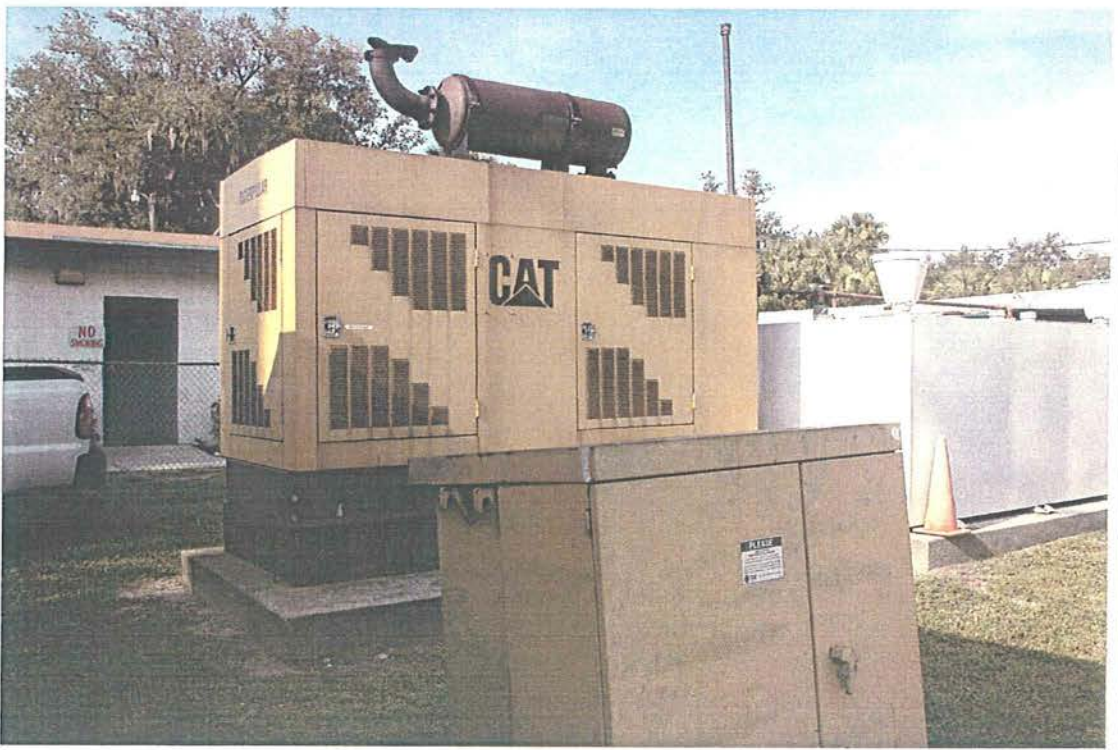
Client Name: FDOT		Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
Photo: 11	Date: 7/31/07			
Description: Chlorine storage for treatment plant.				

Photo: 12	Date: 7/31/07	
Description: Emergency generator, AST, and transformer.		



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PHOTOGRAPHIC LOG

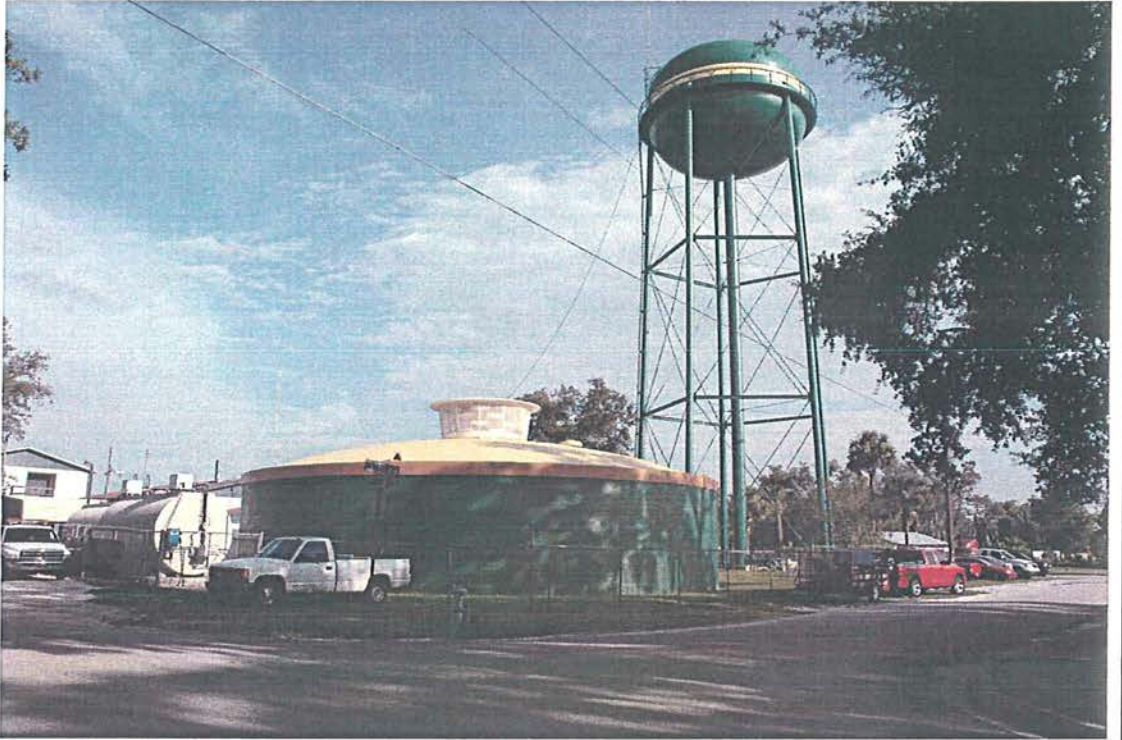
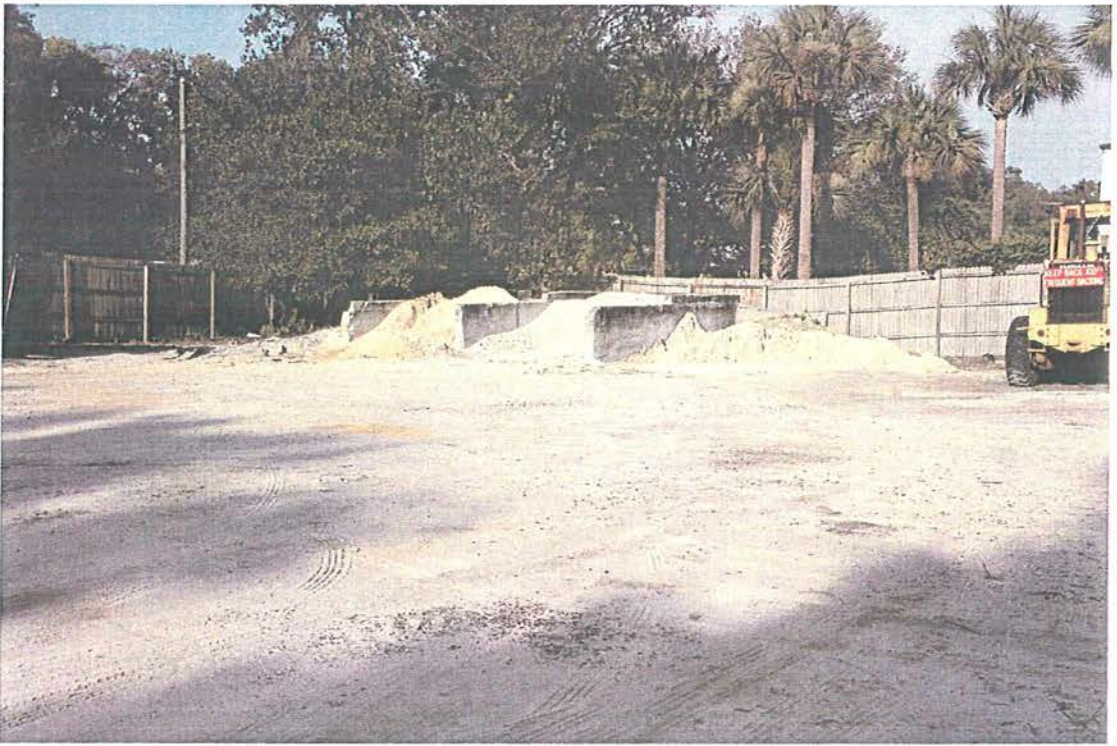
Client Name: FDOT		Project Name: Longwood Station	Site Location: Seminole County	GEC Project No.: 2135E2
Photo: 13	Date: 7/31/07			
Description: Water tower and treatment plant.				

Photo: 14	Date: 7/31/07	
Description: Storage and staging yard.		



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PHOTOGRAPHIC LOG

Client Name:

FDOT

Project Name:

Longwood Station

Site Location:

Seminole County

GEC Project No.:

2135E2

Photo:

15

Date:

7/31/07

Description:

Supply storage area.



Table 1
Contamination Risk Potential Sites
CENTRAL FLORIDA COMMUTER RAIL PROJECT
Proposed Fort Florida Road, Longwood, Altamonte Springs, Maitland Stations
FDOT Financial Project No. 412994-2-22-01

No.	Site Name	Address	Field Verified	Database	A/C/U	Comments	Risk Rating
Fort Florida Road Station (High)							
50	Lil' Sammy's Food Mart	600 US 17-92, DeBary	Yes	LUST, UST, Spills and RCRA/N	A	Small Quantity Generator of hazardous waste.	Medium
51	Florida Power and Light	628 US 17-92, DeBary	Yes	Site Reconnaissance	A	AST on-site	Medium
52	ATA Golf Carts and Gus Tire	676 US 17-92, DeBary	Yes	Site Reconnaissance	A	Vehicle maintenance/tire sales	High
53	FDOT	560 US 17-92, DeBary	Yes	Spills, LUST, UST	C	UST has been removed from site.	No
54	R&D Auto Works	643 US 17-92, DeBary	Yes	RCRA	A	Automobile and body repair services.	No

Table 1
Contamination Risk Potential Sites
CENTRAL FLORIDA COMMUTER RAIL PROJECT
Proposed Fort Florida Road, Longwood, Altamonte Springs, Maitland Stations
FDOT Financial Project No. 412994-2-22-01

No.	Site Name	Address	Field Verified	Database	A/C/U	Comments	Risk Rating
Longwood Station (High)							
7	East Longwood Automotive	215 East Church Street, Longwood	Yes	FINDS, RCRA	A	Small Quantity Generator of hazardous waste.	Low
8	City of Longwood Public Works	180 East Warren Avenue, Longwood	Yes	RCRA, RCRA-COR, RCRA, UST	A	Vehicle maintenance, hydraulic lift, Former USTs without Tank Closure, Current ASTs, Chemical storage area, Former RCRA enforcement and cleanup, on-site well from off-site drycleaner contamination.	High
9	Apex Transmissions	260 East Palmetto Avenue, Longwood	Yes	FINDS, RCRA	A	Small Quantity Generator of hazardous waste.	Low
11	Boynton Lawn Equipment	315 North Ronald Reagan Blvd, Longwood	Yes	Site Reconnaissance	A	Repair and sales facility.	Low
12	Blue Ox Services	Longwood Avenue, Longwood	Yes	Site Reconnaissance	A	On-site repair facilities	Medium

Table 1
Contamination Risk Potential Sites
CENTRAL FLORIDA COMMUTER RAIL PROJECT
Proposed Fort Florida Road, Longwood, Altamonte Springs, Maitland Stations
FDOT Financial Project No. 412994-2-22-01

No.	Site Name	Address	Field Verified	Database	A/C/U	Comments	Risk Rating
Altamonte Springs Station (High)							
13	Citgo Gas Station	1000 East SR 436, Altamonte Springs	Yes	UST, LUST	A	Petroleum impact	Low
14	Pep Boys	1029 East SR 436, Altamonte Springs	Yes	UST, FINDS, RCRA	A	Small Quantity Generator of hazardous waste.	Low
15	Auto Body Service	2777 Ronald Reagan Blvd, Altamonte Springs	Yes	Site Reconnaissance	A	Auto maintenance and repair	High
16	Driver Tire	2751 Ronald Reagan Blvd, Altamonte Springs	Yes	Site Reconnaissance	A	Auto maintenance and repair	High
17	Seminole Glass	2741 Ronald Reagan Blvd, Altamonte Springs	Yes	UST, LUST	A	Former petroleum discharge.	Low
18	Altamonte Springs Public Works Building	225 Newburyport Blvd, Altamonte Springs	Yes	FINDS, UST	A	Active fueling for fleet services	Medium
20	Courtesy Towing	117 Marker Street, Altamonte Springs	Yes	Site Reconnaissance	A	Towing and minor repair services	Medium

Table 1
Contamination Risk Potential Sites
CENTRAL FLORIDA COMMUTER RAIL PROJECT
Proposed Fort Florida Road, Longwood, Altamonte Springs, Maitland Stations
FDOT Financial Project No. 412994-2-22-01

No.	Site Name	Address	Field Verified	Database	A/C/U	Comments	Risk Rating
Maitland Station (No)							
55	Parker Lumber Company	851 North Orlando Avenue, Maitland	Yes	Site Reconnaissance	A	Lumber and paint sales	No

Notes:

1. Please see report for a description of the risk ranking system.
2. Only sites estimated to be within the project study limits, as determined by field reconnaissance, are listed in the table.
3. Site name or address in parentheses indicate current site information (different than database listing), based on field observations.
4. A: Active; C: Closed; U: Unknown
5. UST: Underground storage tank, LUST: Leaking Underground Storage Tank, RCRA: Resource Conservation and Recovery Information System; RCRA COR: Resource Conservation and Recovery Information System Corrective Action Sites, RCRA NS: Resource Conservation and Recovery Information System Large, Small and Very Small Quantity Generator

Table 2

Historical Aerial Photograph Review Summary-Fort Florida Road Station
CENTRAL FLORIDA COMMUTER RAIL TRANSIT PROJECT
FORT FLORIDA ROAD STATION

FDOT Financial Project No. 412994-2-22-01

Year	Section	Township	Range	Scale	Photo Quality	Description
1943	9	19S	30E	Unknown	Fair	Subject Property and surrounding area appear undeveloped. Hwy 17-92, Fort Florida Road and the rail line are present. Three small structures are present on the Subject Property. Lake Konomac is not present. There is no evidence of agricultural uses on the Subject Property and surrounding area. A dirt/gravel road appears west of Hwy 17-92.
1951	9	19S	30E	Unknown	Fair	Vegetative growth has increased on the Subject Property and the surrounding area. The dirt/gravel road that was previously located to the west is no longer visible.
1958	9	19S	30E	Unknown	Poor	Several small structures appear on the Subject Property and surrounding area. The area to the south of the Subject Property appears to have been cleared. Details are difficult to ascertain due to the poor quality of the aerial photograph.
1963	9	19S	30E	Unknown	Poor	Details are difficult to ascertain due to the poor quality of the aerial photograph.
1967	9	19S	30E	Unknown	Fair	The trees on the Subject Property appear to have been cleared. Small structures that appear to be residential have increased on the Subject Property and in the surrounding area. Specific details are difficult to ascertain due to the quality of the aerial photograph. The trailer park to the north is present. A small structure is visible on the Lil Sammy's property, but it appears to be residential.
1971	9	19S	30E	Unknown	Fair	Development of an outflow canal from Lake Konomac appears west of the rail line. Development, which appears to be residential has increased in the vicinity of the Subject Property. Specific details on the Subject Property are difficult to ascertain due to the quality of the aerial photograph.
1986	9	19S	30E	Unknown	Good	Lake Konomac and the outflow canal is present west of the Subject Property. Lil Sammy's is visible. Three small structures are visible on the Subject Property, of which two are not currently present. R&D Autoworks is visible and the building currently located to the north is not present.

Note: Fair or Poor photo quality means the photographs were grainy or of such a scale that details were obscured.

Table 2

Historical Aerial Photograph Review Summary-Fort Florida Road Station
CENTRAL FLORIDA COMMUTER RAIL TRANSIT PROJECT
FORT FLORIDA ROAD STATION

FDOT Financial Project No. 412994-2-22-01

Year	Section	Township	Range	Scale	Photo Quality	Description
2006	9	19S	30E	Unknown	Good	Lake Konomac and the outflow canal is present west of the Subject Property. Lil Sammy's is visible. Three small structures are visible on the Subject Property, to the south of Lil Sammy's. A gravel paved area is present to the south of the three buildings, on the Subject Property. There are no other structures present on the Subject Property. Subject Property and surrounding area appear similar to present conditions.

Note: Fair or Poor photo quality means the photographs were grainy or of such a scale that details were obscured.



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October 12, 2007

Earth Tech, Inc.
30 South Keller Road, Suite 100
Orlando, Florida 32810

Attention: Mr. George Gault, P.E.

Subject: Longwood Station Level I Contamination Screening Evaluation Report
Addendum 2

Central Florida Commuter Rail Transit Project

Volusia, Seminole, Orange and Osceola Counties, Florida
GEC Project No. 2135E2

Dear Mr. Gault:

Per your request on October 1, 2007, GEC has prepared this letter to summarize the potential contamination sites and preliminary Contamination Risk Potential Ratings (CRPRs) associated with the newly added portion of the Longwood Station. This letter is to be used in conjunction with GEC's Contamination Screening Evaluation Report (CSER), dated April 2006, the CSER Addendum, dated August 2007, and the Revised Longwood Station Letter, dated August 27, 2007.

Parcel Description

The newly added section of the Longwood Station is located east of the original Longwood Station footprint. This area consists of four parcels of land. These parcels include Parcel ID No. 31-20-30-5AU-0000-4520 owned by William E Adams, Parcel ID No. 31-20-30-5AU-0000-4500 owned by Ralph Lembrich, Parcel ID No. 31-20-30-5AU-0000-4420 owned by the State of Florida, and Parcel ID No. 31-20-30-5AU-0000-4510 owned by the State of Florida as stated on the Seminole County Property Appraiser's website. The Adams and Lembrich properties are residential, while the State of Florida land is undeveloped and covered with dense vegetation. Please see **Figure 1** for the updated Longwood Station layout.

Contamination Screening Methodology

As part of the contamination screening activities conducted for the parcel depicted on **Figure 1**, GEC performed a site reconnaissance and historical aerial photograph review. An updated database search was not performed. The following sections summarize the activities and results conducted for this CSER Addendum. The Contamination Risk Potential Ratings (CRPRs) provided herein are consistent with the definitions included in Chapter 22 of the FDOT Project Development and Environment (PD&E) Manual.

Site Reconnaissance

On October 2, 2007, a representative of GEC performed a site reconnaissance of the parcels that were added to the proposed Longwood Station footprint. Only one residential structure was observed on the parcels. Blue Ox Land Services, Site No. 12 in the CSER, is located adjacent to the western boundary of the newly added parcels. Apex Transmissions/Precision Auto, Site No. 9 in the CSER, is located approximately 20 ft to the north of the new parcels. Other commercial/industrial businesses are also located to the north of the newly added parcels.

Interviews

GEC interviewed Randy Johnson of Precision Auto on October 11, 2007. He indicated that Precision Auto has been at this location for approximately 20 years. During three years of this time, Apex Transmissions rented out a portion of their space.

Aerial Review

Historical aerial photographs were reviewed from 1940 to 2002 at approximate five year intervals at the Seminole County Public Works, Engineering Division. No structures were observed on the aerial photographs until 2000, in which an apparent structure was observed in the center of the newly added portion of the Longwood Station.

Findings and CRPRs

No new potential contamination sites were identified at the time of this screening.

Site No. 9 – Apex Transmissions/Precision Auto, 260 East Palmetto Avenue. Apex Transmissions/Precision Auto is located approximately 20 feet north of the newly added portion of the Longwood Station. Although no violations were reported to regulatory agencies at the time of our CSER, this facility has been at this location for approximately 20 years. Because there are potential impacts associated with an active repair facility and because this facility is now within 20 feet of the proposed Longwood Station footprint, this facility has been assigned a CRPR of **Medium**.

Site No. 12 – Blue Ox Land Services, Longwood Street. Blue Ox Land Services is located directly west of the newly added portion of the Longwood Station. As stated in the CSER, this facility was observed to have construction equipment and apparent repair facilities on the site. Although this facility was not listed on the FSTC report, the potential for environmental media contamination exists. Therefore, this facility was assigned a CRPR of **Medium**.

In August 2007, GEC performed soil and groundwater assessment activities at this facility. Results indicated methyl tert butyl ether is present at a concentration above FDEP Groundwater Cleanup Target Levels (GCTLs). During these site activities, an additional area of concern was identified which is now located within the revised proposed station footprint. This area is associated with the runoff generated by the steam cleaning of equipment.

Recommendations

Apex Transmissions/Precision Auto (Medium). Conduct soil and groundwater investigations on the proposed Longwood Station south of the Apex Transmissions/Precision Auto facility.

Blue Ox Land Services (Medium). Conduct soil and groundwater investigations in additional areas of concern associated with the steam cleaning procedures at this facility.

Limitations

The findings, opinions, and recommendations presented herein are based in part on readily available and practically reviewable information contained in the public record as well as information collected by others for similar evaluations conducted for this FDOT project. GEC does not warrant or guarantee the accuracy or completeness of this information. Please refer to the CSER, CSER Addendum, and the Revised Longwood Station Letter for a complete explanation of our evaluation methodology and the age and limitations of the data upon which we have relied in formulating our findings, opinions, conclusions and/or recommendations.

Specific limitations with regard to the project include:

- ◆ A new database search was not conducted at this time.
- ◆ Property owners were not available for questioning at the time of our site reconnaissance.
- ◆ Design plans for the proposed Longwood Station were not available for review at the time of this screening.

The conclusions or recommendations of this report should be disregarded if the nature, design, or location of the facilities is changed. 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.

This report does not contain discussions on asbestos-containing materials surveys, lead-based paint surveys, mold surveys, radon gas surveys, lead in drinking water analysis, wetlands surveys, regulatory compliance audits, cultural and historical analyses, industrial hygiene or health and safety audits, ecological surveys, endangered or threatened species evaluations, indoor air quality surveys, engineering investigations, or building suitability studies.

GEC has strived to provide 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.

Closure

We trust this information will be sufficient for your current needs. If you have any questions, please contact us at your convenience.

Very truly yours,

GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.



Amy L. Guilfoyle
Project Environmental Scientist



Gary L. Kuhns, P.E.
Chief Engineer
Florida License No. 38704



Thomas J. Mulligan, P.E.
Project Manager
Florida License No. 65660

ALG/TJM/GLK/crp

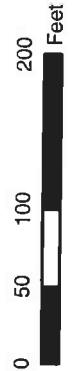
cc: Mr. Rick Sparer - Earth Tech, Inc.
Mr. Randy Stafford - FDOT

Attachment




X:\2135E2 Commuter Rail Stations\Report Figures

Source:
Aerial photograph - Seminole County Geographical Information System
CSX right-of-way and station footprint - Earth Tech



- Approximate station footprint
(Level I and Level II Assessment
previously performed)
- Approximate station footprint
(Not previously investigated)
- CSX right-of-way

REVISED LONGWOOD STATION LAYOUT



Geotechnical and Environmental
Consultants, Inc.
3401 W. U.S. Highway 1
Tampa, FL 33618
(813) 288-1818
www.gecinc.com

PROJECT NO. 2135E2	PROJECT PROFESSIONAL	ALG
DATE: 10-04-07	DRAWN	TJM
SENIOR ENGINEER: MAO	REVISION:	
PE NO. 86958	REVISION:	



Geotechnical
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Environmental
Consultants, Inc.

At the very foundation of our community

December 10, 2007

Earth Tech, Inc.
30 South Keller Road, Suite 100
Orlando, Florida 32810

Attention: Mr. George Gault, P.E.

Subject: Maitland Station Level I Contamination Screening Evaluation Report
Addendum 1
Central Florida Commuter Rail Transit Project
Volusia, Seminole, Orange and Osceola Counties, Florida
GEC Project No. 2135E2

Dear Mr. Gault:

Per your request on December 4, 2007, GEC has prepared this letter to summarize the potential contamination sites and preliminary Contamination Risk Potential Ratings (CRPRs) associated with the parking facility at the Maitland Station of the Central Florida Commuter Rail Transit (CFCRT) Project. This letter is to be used in conjunction with GEC's Contamination Screening Evaluation Report (CSER), dated April 2006, Level I Assessment CSER for the CFCRT Project – Track Segment G(7), dated January 2007, and the CSER Addendum, dated August 2007.

Station Background

The CSER conducted in April 2006 did not include an investigation of the proposed location of the Maitland Station, as no location or layout had been decided upon at that time. A CSER Addendum was conducted in August 2007 to address additions and changes to multiple station layouts, including the Maitland Station. At that time, the layout of the Maitland Station consisted of a platform adjacent to the CSX railroad and a multi-story parking garage. Per Earth Tech, the CSER Addendum only addressed the platform and excluded the parking garage.

This CSER Addendum 1 is being conducted to address the new parking facility proposed for the Maitland Station, which includes a paved parking lot replacement of the multi-story parking garage. **Figure 1** shows the Maitland Station location along the CFCRT project route. **Figure 2** presents the previous and current layouts. Layout No. 2 on **Figure 2** depicts the Maitland Station layout that is the subject of this investigation.

Current Station Description

The parking facility for the Maitland Station is located adjacent to the CSX Railroad tracks, southwest of the intersection of Maitland Boulevard and Orlando Avenue (US Highway 17-92) in Section 25, Township 21 South, and Range 29 East and Section 30, Township 21 South, and Range 30 East. This parking area currently consists of undeveloped land and a portion of the Parker Lumber Company. The station also has frontage to Orlando Avenue, as shown on **Figure 2**.

It should be noted that the current parking limits (Layout No. 2 on **Figure 2**) intersect a significant portion of Parker Lumber Company. The limits of the previously planned multi-story parking garage, which was included in the August, 2007 CSER Addendum, did not encompass a significant portion of the Parker Lumber facility.

Contamination Screening Methodology

As part of the contamination screening activities conducted for the parking facility depicted as Layout No. 2 on **Figure 2**, GEC performed a site reconnaissance, historical aerial photograph review, and review of previous documents completed for the CFCRT Project. An updated database search was not performed. The following sections summarize the activities and results conducted for this CSER Addendum. The Contamination Risk Potential Ratings (CRPRs) provided herein are consistent with the definitions included in Chapter 22 of the FDOT Project Development and Environment (PD&E) Manual.

Site Reconnaissance

On December 6, 2007, a representative of GEC performed a site reconnaissance of the updated Maitland Station footprint. Parker Lumber Company, Site No. 55 in the CSER Addendum, is located on the northern portion of the proposed Maitland Station.

The southern portion of the proposed Maitland Station is currently under construction. The ground in the area has been leveled for the future construction of the First Colonial Bank parking lot. A new structure, which is a temporary building for the future bank, is located adjacent to the east. A business known as A Screen Printer, not identified in previous CSERs

since it was located outside the 300 ft study area, is located adjacent to the northeastern boundary of the proposed Maitland Station.

Interviews

GEC interviewed Larry Parker of Parker Lumber Company on December 6, 2007. He indicated that the conditions on the Parker Lumber Company property have not changed in the past year, and there are no petroleum tanks located on his property. Mr. Parker also identified that the building that is adjacent to the northeastern boundary of the proposed Maitland Station is a screen printing business and has never been Executive Top Quality Cleaners as previously identified in an October 2006 Environmental First Search Technology Corporation (FSTC) Report.

Aerial Review

Historical aerial photographs were obtained from the Orange County Public Works, Engineering Division. The following photograph years were used for the observation: 1939, 1947, 1958, 1963, 1969, 1975, 1981, 1987, 1994, 1997, 2000, 2003, and 2006.

The land in this area appears to be either undeveloped land or citrus groves until the 1958 aerial photograph, where structures are visible between the railroad tracks and Orlando Avenue. The structures appear to be utilized for industrial purposes. The area surrounding the proposed station location appears mostly undeveloped or citrus groves. The structures between the railroad tracks and Orlando Avenue appear similar until the 1981 aerial photograph, when additional structures are visible. Also in the 1981 photograph, the area surrounding the proposed station location appears to have many residential structures to the west and northwest along Maitland Avenue and to the east across Orlando Avenue. Multiple structures that appear to be associated with commercial/professional land uses are visible east of Orlando Avenue in the 1987 aerial photograph. The proposed station location and surrounding area appear to have undergone only minor changes from the 1987 aerial photograph through the 2006 aerial photograph, with the majority of the major structures remaining unchanged.

In summary, industrial development of this area first appeared in the mid to late 1950s, residential development first appeared in the late 1970s to early 1980s, and commercial/professional development first appeared in the mid 1980s. No areas were observed during the aerial photograph review that indicated potential sources of contamination such as landfills, borrow pits, lagoons, storage tanks, gas stations, or staining from spills.

Findings and CRPRs

The following sites were identified as contamination risk potential sites as a result of this Level I CSER Addendum and are shown on **Figure 3**.

Site No. 55 - Parker Lumber Company, Inc., 851 N. Orlando Avenue. Parker Lumber Company, Inc. is located on the northern portion of the proposed Maitland Station. During GEC's site reconnaissance, this facility appeared well maintained and there were no obvious signs of impacts to soil in the area of the proposed Maitland Station. According to the FSTC Report, which was obtained in October 2006, one 500-gallon underground unleaded gasoline tank was removed on April 30, 1990. According to the FDEP, a Tank Closure Report was not required at that time. Additionally, a total of two tanks were listed as in service (one 270-gallon petroleum additive aboveground tank and one 55-gallon lube oil above ground tank). According to the interview with Larry Parker, there are no petroleum tanks at the Parker Lumber Company facility. This was confirmed during GEC's site reconnaissance, conducted on December 6, 2007. Based on a file review conducted at Orange County Environmental Protection Division, no violations were reported to regulatory agencies at the time of our CSER.

Although not required in 1990, a Tank Closure Report would be required by current regulations. This facility was assigned a CRPR of No in the August 2007 Addendum because it was outside the proposed station footprint, and construction of the parking facility was not to be considered as previously stated. However, the current station layout is comprised of a significant portion of the Parker Lumber Company facility including areas where facility operations have historically occurred. As such, this facility has been re-assigned a CRPR of **Medium**.

Site No. 56 - A Screen Printer, 915 N. Orlando Avenue. This facility is located adjacent to the northeast of the proposed Maitland Station. In previous reports, this facility was identified in the FSTC Report to be Executive Top Quality Cleaner, listed as a FINDS and RCRA site. Based on GEC's site reconnaissance and interviews conducted during this Addendum, this facility is currently operating as a screen printing business and is not listed as a hazardous waste generator in the public record. As previously stated, Larry Parker of Parker Lumber has stated that this facility has never been operated as Executive Dry Cleaner. No violations or discharges were found in the public record. Therefore, this facility was assigned a CRPR of **Low**.

Recommendations

Parker Lumber Company, Inc. (Medium). Based on the proposed project design changes to the parking facility, GEC recommends conducting soil and groundwater

investigations on the portion of the Parker Lumber Company that will be utilized for the Maitland Station. The investigations would be conducted to evaluate potential liability associated with right-of-way acquisition and construction of the re-configured parking facility.

A Screen Printer (Low). GEC does not recommend further testing at this facility.

Limitations

The findings, opinions, and recommendations presented herein are based in part on readily available and practically reviewable information contained in the public record as well as information collected by others for similar evaluations conducted for this FDOT project. GEC does not warrant or guarantee the accuracy or completeness of this information. Please refer to the CSER (April, 2006), and the CSER Addendum (August, 2007), for a complete explanation of our evaluation methodology and the age and limitations of the data upon, which we have relied in formulating our findings, opinions, conclusions and/or recommendations.

Specific limitations with regard to this CSER Addendum are as follows:

- ◆ A new database search was not conducted at this time.
- ◆ Design plans for the proposed Maitland Station were not available for review at the time of the CSER Update activities presented herein.

The conclusions or recommendations of this report should be disregarded if the nature, design, or location of the facilities is changed. 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.

This report does not contain discussions on asbestos-containing materials surveys, lead-based paint surveys, mold surveys, radon gas surveys, lead in drinking water analysis, wetlands surveys, regulatory compliance audits, cultural and historical analyses, industrial hygiene or health and safety audits, ecological surveys, endangered or threatened species evaluations, indoor air quality surveys, engineering investigations, or building suitability studies.

GEC has strived to provide 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.

Closure

We trust this information will be sufficient for your current needs. If you have any questions, please contact us at your convenience.

Very truly yours,

GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC.



Amy L. Guilfoyle

Project Environmental Scientist



Michael A. Orcino, P.E.

Environmental Services Manager

Florida License No. 60908

Not available for signing.

Thomas J. Mulligan, P.E.

Project Manager

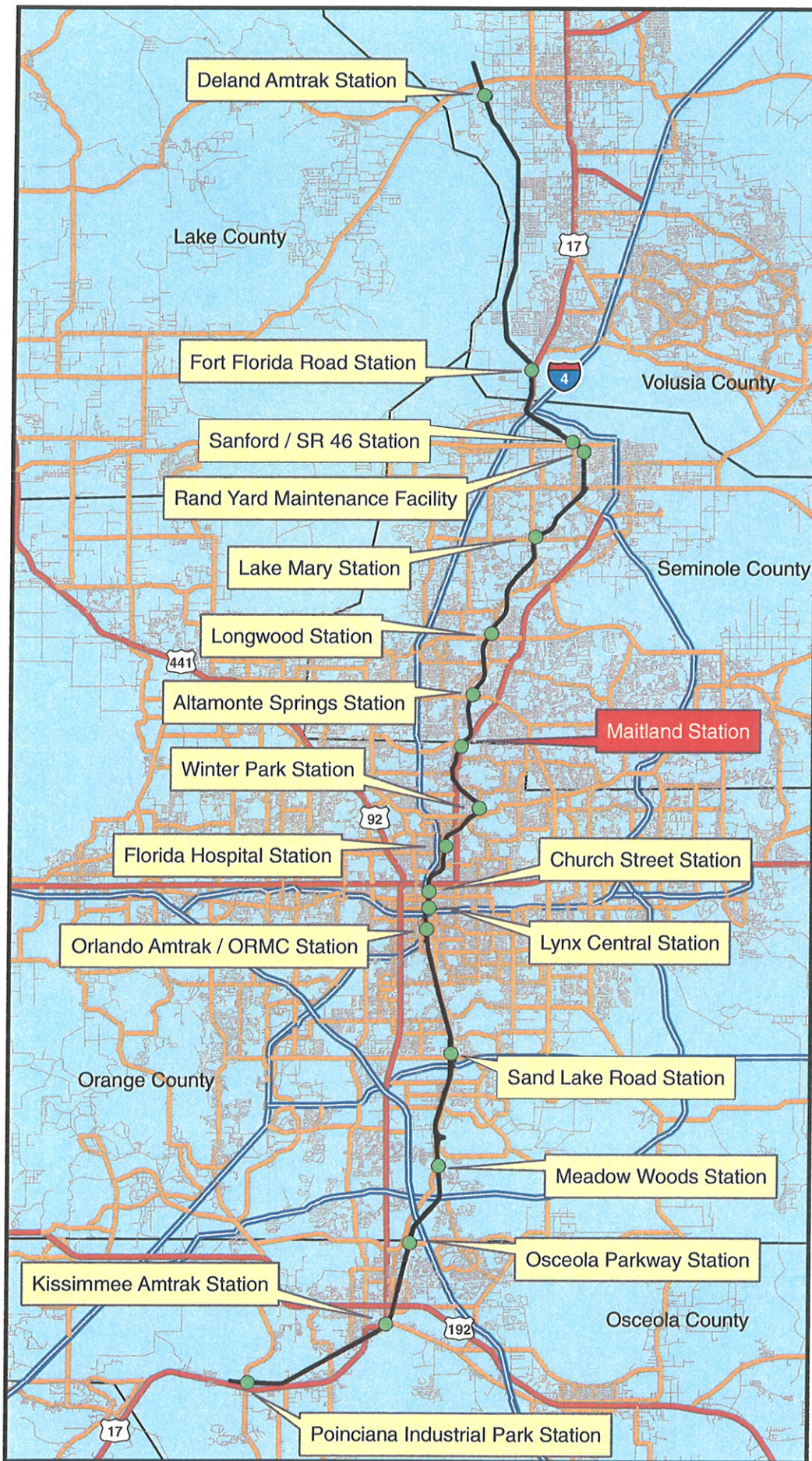
Florida License No. 65660

ALG/TJM/MAO/crp

cc: Mr. Rick Sparer - Earth Tech, Inc.
Mr. Randy Stafford - FDOT

Attachments

ATTACHMENTS



Geotechnical and Environmental Consultants, Inc.
 1230 E. HILLCREST ST.
 ORLANDO, FLORIDA 32803
 (407) 898-1818
 FAX (407) 898-1897
 COA NO. 00005882

CENTRAL FLORIDA COMMUTER RAIL TRANSIT PROJECT

PROJECT NO.: **2135E2**

DATE: **10-23-07**

SENIOR ENGINEER: **MAO** P.E. NO. 60908

PROJECT PROFESSIONAL: **ALG**

DRAWN: **TJM**

REVISION:

REVISION:

0 1.5 3 6 Miles



Proposed Station Location

— CFCRT Route

— Interstate Highway or Toll Road

— US Highway

— State Road

— Local Road

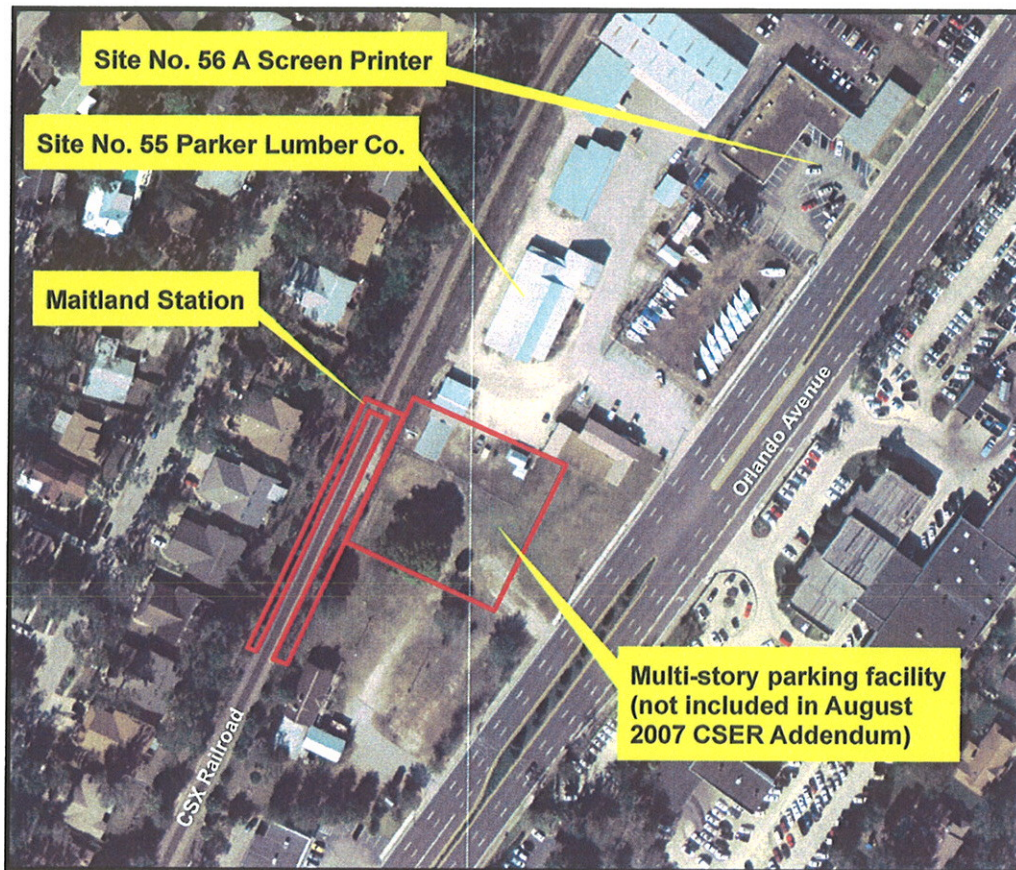
Data Source:

Map - ESRI
 CFCRT route - Earth Tech

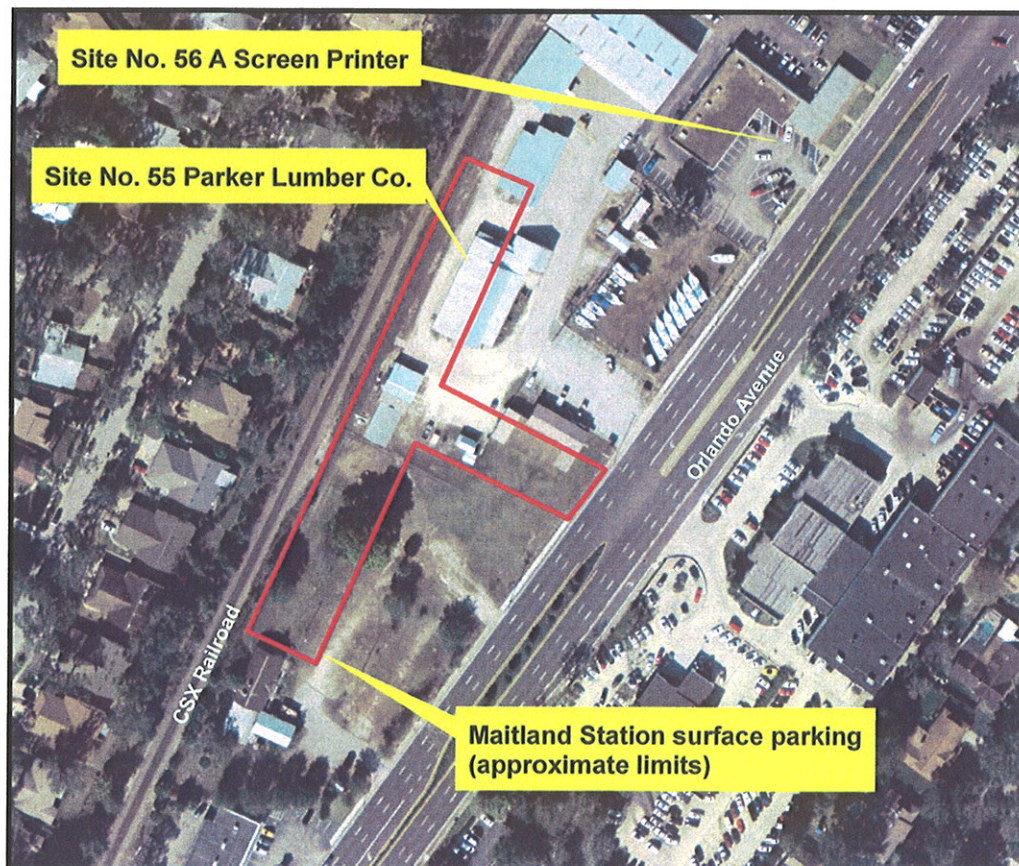


**CFCRT STATION
LOCATION MAP**

FIGURE 1



Layout No. 1, August 2007



Layout No. 2, December 2007



**Geotechnical and Environmental
Consultants, Inc.**
1230 E. HILLCREST ST.
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FAX (407) 898-1897
COA NO. 00005882

CENTRAL FLORIDA COMMUTER RAIL TRANSIT PROJECT

PROJECT NO: **2135E2**

DATE: **12-05-07**

SENIOR ENGINEER: **MAO** PE NO 60908

PROJECT PROFESSIONAL: **ALG**

DRAWN: **TJM**

REVISION:

REVISION:

0 50 100 200
Feet

Data Source:

Aerial photographs - Orange
County Geographic Information
System

Station/parking footprints -
Earth Tech



**MAITLAND
STATION LOCATION
MAP**

FIGURE 2



Geotechnical and Environmental Consultants, Inc.
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 COA NO. 00005882

CENTRAL FLORIDA COMMUTER RAIL TRANSIT PROJECT

PROJECT NO: **2135E2**

DATE: **12-07-07**

SENIOR ENGINEER: **MAO** P.E. NO. **60908**

PROJECT PROFESSIONAL: **ALG**

DRAWN: **TJM**

REVISION:

REVISION:

0 50 100 200
Feet

Approximate Maitland
surface parking
lot footprint

Data Source:

Aerial photographs - Orange
County Geographic Information
System

Station footprint - Earth Tech



**CONTAMINATION
RISK POTENTIAL
SITES MAP**

FIGURE 3

Appendix C

- C-1 State of Florida Historical Resources Letter
re: Supplemental Environmental Assessment for Central Florida
Commuter Rail**
- C-2 State of Florida Historical Resources Letter
re: Cultural Resource Assessment Survey for Fort Florida Station,
Maitland Station, and Longwood Station, Central Florida Commuter
Rail**
- C-3 Fort Florida Road Station Site**
- C-4 Maitland Station Site**
- C-5 Maitland Station Forms**
- C-6 Longwood Station Site**
- C-7 Longwood Station Forms**



FLORIDA DEPARTMENT OF STATE

Kurt S. Browning

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Ms. Tawny Olore, P.E.
Florida Department of Transportation
719 South Woodland Blvd.
DeLand FL 32720

June 20, 2008

RE: DHR Project File Number: 2008-3633
Project: *Supplemental Environmental Assessment for Central Florida Commuter Rail*
Counties: Volusia, Seminole, Orange, and Osceola

Dear Ms. Olore:

Our office reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

Our office concurs with the findings of the Supplemental Environmental Assessment as it relates to the stations at Fort Florida, Longwood, and Maitland. The proposed project scope changes at these sites will have no effect on any significant historic structures or districts, including those properties listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places. Per our telephone conference today, the minor notes we discussed will be incorporated into the document and forwarded to our office upon completion. Please note that we maintain concurrence with the previous determination of no adverse effect for the *DeLand ACL Railroad Station* (8VO2653), the *Orlando ACL Railroad Station* (8OR139), the *Old Orlando Railroad Depot* (8OR25) and the *Downtown Orlando Historic District* (8OR422) based on the commitments to avoid or minimize effects as outlined in the Environmental Assessment. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or at sanderson@dos.state.fl.us.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

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☐ South Regional Office
(561) 416-2115 • FAX: 416-2149

☐ North Regional Office
(850) 245-6445 • FAX: 245-6435

☐ Central Regional Office
(813) 272-3843 • FAX: 272-2340



FLORIDA DEPARTMENT OF STATE

Kurt S. Browning

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Bob Gleason
Florida Department of Transportation
133 South Semoran Blvd.
Orlando, FL 32807

June 20, 2008

RE: DHR Project File Number: 2008-3632
Received by DHR: June 18, 2008
Project: *Cultural Resource Assessment Survey for Fort Florida Station, Maitland Station, and Longwood Station, Central Florida Commuter Rail*
Financial Project ID Number: 412994-2-22-01
Counties: Seminole and Volusia

Dear Mr. Gleason:

Our office reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

The *Parker Lumber Company Resource Group* (8OR9774), including one previously recorded building (8OR9761) and four newly recorded buildings (8OR9770-9773), were identified within the Maitland Station's Area of Potential Effect (APE). An additional historic building (8SE2339) was located within the Longwood Station APE. No resources were identified within the Fort Florida Station APE. Our office agrees that the resources are ineligible for listing in the National Register of Historic Places and finds that no historic properties will be affected as per 36 CFR Part 800.4 (d)(1). If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email sanderson@dos.state.fl.us.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

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**CENTRAL FLORIDA COMMUTER RAIL TRANSIT (CFCRT)
FORT FLORIDA ROAD STATION
VOLUSIA COUNTY, FLORIDA**

Archaeological Consultants, Inc. (ACI) conducted background research and systematic archaeological and historical/architectural surveys in the area of potential effect (APE) for the Central Florida Commuter Rail Transit (CFCRT) proposed Fort Florida Road Station location. The property, located in Section 9 of Township 19 South, Range 30 East, is bounded by US 17 (Volusia Avenue) at the east, the railroad corridor at the west, and Fort Florida Road at the north (Figure 1).

The purpose of this investigation was to locate, identify, and aerially delimit any cultural resources within the project APE and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in September 2007. The study was undertaken to assist in complying with the *National Environmental Policy Act (NEPA) of 1969* (Public Law 91-190); Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, revised January 2001); and Section 4(f) of the *Department of Transportation Act of 1966* (Public Law 89-670, as amended). This study was conducted in accordance with Chapters 253, 267, and 872 of the *Florida Statutes*, and Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the Florida Department of Transportation's *Project Development and Environment Manual* (revised).

Background research, conducted in September 2007, indicated that no previously recorded archaeological sites are located within the APE of the proposed Fort Florida Road Station. Based on the results of regional settlement pattern studies, the proposed station location was considered to have a low potential for archaeological site location. In addition, background research also indicated an absence of previously recorded historic structures within or adjacent to the project APE.

The proposed Fort Florida Road Station property is characterized by soils of the Tomoka muck and EauGallie fine sand types (USDA 1980). The former, a poorly drained type found in swamps and freshwater marshes, is found in the northwest portion of the property. EauGallie fine sand, a nearly level, poorly drained soil found in broad flatwoods, characterizes the remainder of the property. At the time of field survey, most of the southern portion of the property had standing water (Photo 1). Grass and mixed hardwoods vegetate the property (Photo 2).

Archaeological field survey entailed an initial ground surface inspection followed by systematic subsurface testing throughout the property. A total of 10 shovel tests were placed systematically at 25 meter (82 foot) intervals along two parallel transects (Figure 1). As a result, no archaeological sites or isolated cultural materials were discovered. In addition, no historic structures were identified within or adjacent to the proposed Fort Florida Road station location. The parcel contains one modern structure (Photo 3).



Photo 1. Wet conditions observed in the southern portion of the property.



Photo 2. Vegetation within the Fort Florida Road Station.



Photo 3. Modern structure within the northeast portion of the proposed station location.

In conclusion, based on the results of background research and archaeological and historical/architectural field surveys, no archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the proposed Fort Florida Road station location. Thus, station development will have no effect on significant cultural resources.

**CENTRAL FLORIDA COMMUTER RAIL TRANSIT (CFCRT)
MAITLAND STATION
ORANGE COUNTY, FLORIDA**

1. Introduction

Archaeological Consultants, Inc. (ACI) conducted background research and archaeological and historical/architectural field surveys in the area of potential effect (APE) for the Central Florida Commuter Rail Transit (CFCRT) Maitland Station (Figure 1). The Maitland Station property is located in Section 25 of Township 21 South, Range 29 East (USGS Casselberry, Fla. 1962, PR 1980). At the time of survey, undeveloped portions of the property were undergoing grading and site preparation.

The purpose of this investigation was to locate, identify, and aerially delimit any cultural resources with the project APE and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). Methods included background research and historical/architectural and archaeological field surveys, both conducted on December 7, 2007.

The study was undertaken to assist in complying with the *National Environmental Policy Act (NEPA) of 1969* (Public Law 91-190); Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, revised January 2001); and Section 4(f) of the *Department of Transportation Act of 1966* (Public Law 89-670, as amended). This study was conducted in accordance with Chapters 253, 267, and 872 of the *Florida Statutes*, and Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the Florida Department of Transportation's *Project Development and Environment Manual* (revised).

As the result of background research and field survey, the Parker Lumber Company Resource Group (8OR9774) was identified and evaluated. This commercial complex is comprised of one previously recorded structure (8OR9761) and four additional historic structures (8OR9770 – 8OR9773) built between ca. 1935 and 1953. Due to numerous alterations and additions, none of the buildings is considered potentially eligible for listing in the NRHP, either individually or collectively. The methods and results of the cultural resource assessment survey are presented in the following sections

2. Background Research

Background research included a review of the Cultural Resource Assessment Survey (CRAS) Report for the CFCRT Environmental Assessment (EA) for Orange, Osceola, Seminole, and Volusia Counties, prepared by ACI in 2005 (ACI 2005). Research also included a search of the digital database of the Florida Master Site File (FMSF); examination of NRHP listings; Orange County Property Appraiser's Office



Figure 1. Approximate location of shovel tests and historic resources within the project area. Dashed yellow line denotes the Parker Lumber Company resource group. Shovel tests are not to scale.



records; and Polk City Directories, newspaper articles, and other relevant historical information housed at the Orange County Regional History Center, Maitland Public Library, the Orlando Public Library, and the Maitland Historical Society.

As a result, one historic structure was recorded previously within the Maitland Station project APE. 8OR9761 is a ca. 1934 Frame Vernacular style commercial building located at 851 N. Orlando Avenue, was built ca. 1934. It was originally recorded during the 2005 CRAS for the CFCRT EA. This building was determined ineligible for listing in the NRHP by the Florida SHPO. At the time of the 2005 survey, it was noted that four additional warehouse structures were located on the parcel but were inaccessible to the recorders. Review of the USGS Casselberry quadrangle map (1962, PR 1980) suggested the possibility for six historic structures within the Maitland Station project APE. The property appraiser's records indicated that of these six, four buildings are more than 50 years of age.

No previously recorded archaeological sites are located within the project APE. Based on the results of the 2005 CRAS, as well as regional settlement pattern studies, the Maitland Station project APE was considered to have a low potential for archaeological site location.

3. Archaeological Survey Methods and Results

Archaeological field survey entailed an initial ground surface inspection followed by systematic subsurface testing throughout the undeveloped portion of the project APE. Shovel tests measured 0.5 m (20 in) in diameter by 1 m (3.3 ft) deep, and soil from each test pit was screened through a 6.3 mm (.25 in) mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on the aerial, and, following the recording of relevant data such as stratigraphic profile, all test pits were refilled.

At the time of field survey, an interview with Roebuck Construction employee Shane (surname not provided) indicated that a small concrete structure and accompanying driveway and utilities had been removed from the southwest corner of the parcel. Prior to their site preparation work (in progress), the parcel was used as a pasture with a watering well (Roebuck Construction 2007). Existing conditions at the time of archaeological field survey are shown in Photos 1 and 2.

Five shovel tests were placed systematically at approximate 50 meter (164 foot) intervals in the undeveloped part of the project APE (Figure 1). As a result, no archaeological sites or isolated cultural materials were discovered. Subsurface testing revealed a variable and disturbed stratigraphy. Gravel and other construction materials were observed at depths ranging from 30 cm (12 in) to 100 cm (40 in) in all test pits.



Photo 1. Existing Conditions, December 7, 2007, looking south.



Photo 2. Existing Conditions, December 7, 2007, looking north.

4. Historical/Architectural Survey Methods and Results

The historical/architectural survey entailed the description and photographing of all structures located within the project APE believed to be 50 years of age or older. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility. Pertinent records housed at the Orange County Property Appraiser's Office were examined, as well as relevant

information at the Orange County Regional History Center, the Orlando Public Library, the Maitland Public Library, and the Maitland Historical Society. An on-site informant interview also was conducted with Kevin (surname unknown) of the Parker Lumber Company.

As a result of research and field survey, the Parker Lumber Company Resource Group (8OR9774) was identified and evaluated. This complex consists of one previously recorded historic structure (8OR9761), and four newly identified historic structures (8OR9770 – 8OR9773). A description of the five previously and newly recorded historic resources which comprise the Parker Lumber Company Resource Group follows. Site locations are illustrated in Figure 1, and completed Florida Master Site File forms are appended.



Photo 3. Looking southwest towards the Parker Lumber Company Resource Group (8OR9774).



Photo 4. Looking west towards the Parker Lumber Company Resource Group (8OR9774).

8OR9774: The Parker Lumber Company Resource Group (Photos 3 and 4) consists of one previously recorded resource, 8OR9761, four newly identified historic structures, 8OR9770 – 8OR9773, and three non-contributing ancillary structures. The total five Frame Vernacular style buildings were constructed ca. 1934 to ca. 1953. They are currently being used as an office, storage and warehouses for the Parker Lumber Company. W.L. Parker, Sr., born in Middlefield, Ohio; first established the company in the Kissimmee area ca. 1909 (Parker Lumber Company 2007). Ten years later, he moved to Maitland to found the Maitland Lumber Company, which later became known as the Parker Lumber Company (*Orlando Sentinel* 1986; Polk 1935). Originally, the Parker Lumber Company spanned both sides of the railroad. The business operations included all lumber activities from cutting raw timber to preparing the timber for market. Building 3 (8OR9771) once housed the machinery (e.g., the planer, kiln, and the boiler engine) that was used to process the timber. Adjacent to this building was a water tower that supplied the boiler engine. The company has remained in the Parker family and is now owned by three brothers, the fourth generation to operate the business. The water tower and the machinery are no longer extant. The company maintains an on-site wholesale and retail business (Parker Lumber Company 2007). Although the Parker Lumber Company is historically linked to the development of central Florida's lumber industry during the early 1900s, it is not considered potentially NRHP eligible. Each of the contributing buildings has undergone numerous additions and alterations, thus compromising the architectural integrity of the resource group. Therefore, 8OR9774 is not considered potentially eligible for listing in the NRHP, at the local or state level.



Photo 5. North and east elevations of 851 N. Orlando Avenue, 8OR9761.

8OR9761: This Frame Vernacular style commercial building (Photo 5), located at 851 N. Orlando Avenue, was constructed ca. 1934. It is used as an office and retail store for the Parker Lumber Company. 8OR9761 was previously recorded in 2005 as part of the CRAS for the CFCRT EA (ACI 2005), and determined ineligible for listing in the NRHP by the Florida SHPO. It is now included as part of the Parker Lumber Company Resource Group (8OR9774). The building retains its appearance from the time it was originally recorded. The wood frame walls are clad in vertical siding and concrete block (ca. 1995). The complex roof is in the cross gable, flat, and shed styles and is covered in composition roll (ca. 1995). Windows are paired, one over one (1/1) double hung sash (DHS) with wood surrounds, and the main entrance is located on the north via an open porch with a flat roof and cantilevered posts. A ca. 1960 concrete block addition is on the south and a ca. 1975 wood frame addition is on the east. In concurrence with the 2005 assessment, 8OR9761 is not considered potentially eligible for listing in the NRHP either individually or collectively as part of the Parker Lumber Company Resource Group (8OR9774).



Photo 6. North and east elevations of Building 2 (8OR9770) of the Parker Lumber Company Resource Group (8OR9774).

8OR9770: Building 2 of the Parker Lumber Company Resource Group is a ca. 1935 Frame Vernacular style commercial structure (Photo 6). It is currently used as a storage facility for the Parker Lumber Company. The wood frame walls rest on a concrete block pier and slab foundation and are covered in clapboard and replacement plywood sheathing. The gable and shed roof is faced in 5-V crimp metal sheeting (ca. 1970s). The building also features exposed rafters. A large garage/shed addition (ca. 1970s) is on the north elevation, and two ancillary sheds are located to the south. Although this building is associated with the Parker Lumber Company, an example of local early 20th century commercial enterprise, it is a typical Frame Vernacular style building with no distinguishing features or characteristics. Also, alterations like the replacement siding and roof and the north addition compromise its architectural integrity. Therefore, 8OR9770 is not considered potentially eligible for listing in the NRHP at the local or national level either individually or collectively as part of the Parker Lumber Company Resource Group (8OR9774).



Photo 7. South and west elevations of Building 3 (8OR9771) of the Parker Lumber Company Resource Group (8OR9774).

8OR9771: Building 3 of the Parker Lumber Company Resource Group is a Frame Vernacular style commercial building (Photo 7) constructed ca. 1936. It is currently used as a warehouse for the Parker Lumber Company. A continuous and pier foundation of concrete block supports the wood frame walls covered in clapboard, replacement plywood sheeting (ca. 1970s), vertical board (ca. 1980s), and 3-V crimp metal sheeting. The gable and shed roof is faced in 5-V crimp metal sheeting (ca. 1980s). Other architectural features include exposed rafters. Two shed additions and a screened-in porch addition are on the east. Another large addition is to the north. It is connected via an open hyphen. An ancillary shed is located to the southeast. An interview with an employee of the Parker Lumber Company revealed that this building once housed machinery used to prepare timber for market, including a kiln, planer, and a boiler engine. The water tower that provided water to the engine was originally located adjacent to this building (Parker Lumber Company 2007). The machinery and water tower are no longer extant. This building is associated with the Parker Lumber Company, an example of local early 20th century commercial enterprise; however, it is a typical Frame Vernacular style building used as a warehouse. Numerous alterations and additions, and the removal of some of the building's original machinery, diminish the building's individual significance and architectural integrity. Therefore, 8OR9771 is not considered potentially eligible for listing in the NRHP at the local or national level either individually or collectively as part of the Parker Lumber Company Resource Group (8OR9774).



Photo 8. South and east elevations of Building 4 (8OR9772) of the Parker Lumber Company Resource Group (8OR9774).

8OR9772: Building 4 of the Parker Lumber Company Resource Group is a ca. 1935 Frame Vernacular style building (Photo 8). It is currently used as a warehouse for the Parker Lumber Company. A concrete block pier foundation supports the wood frame walls covered in clapboard and replacement plywood sheeting, vertical board (ca. 1980s), and 3-V crimp metal sheeting. The gable and shed roof is faced in replacement 5-V crimp metal sheeting (ca. 1970s). Other architectural features include exposed frame and rafters, an external staircase to the second level, a loading area on the west, and barn doors. A shed addition is on the west elevation, and an ancillary shed is to the southeast. Although this building is associated with the Parker Lumber Company, an example of local early 20th century commercial enterprise, it is a typical Frame Vernacular style building with no distinguishing features or characteristics. Also, alterations such as the replacement roof and siding and the shed addition compromise its architectural integrity. Therefore, 8OR9772 is not considered potentially eligible for listing in the NRHP at the local or national level either individually or collectively as part of the Parker Lumber Company Resource Group (8OR9774).



Photo 9. South elevation of Building 5 (8OR9773) of the Parker Lumber Company Resource Group (8OR9774).

8OR9773: Building 5 of the Parker Lumber Company Resource Group is a ca. 1953 Frame Vernacular style building (Photo 9). It is used as a warehouse for the Parker Lumber Company. A concrete block pier and slab foundation supports the wood frame walls covered in clapboard, replacement plywood sheeting, vertical board (ca. 1980s), and 3-V crimp metal sheeting. The gable and shed roof is faced in replacement 5-V crimp metal sheeting (ca. 1980s). Other architectural features include exposed frame and rafters, an external staircase to the second level, a loading area, and barn doors. A shed addition is on the west elevation and a large warehouse addition is on the north (both ca. 1970s). Although this building is associated with the Parker Lumber Company, an example of local early 20th century commercial enterprise, it is a typical Frame Vernacular style building with no distinguishing features or characteristics. Also, alterations such as the replacement roof and siding and the shed addition compromise its architectural integrity. Therefore, 8OR9773 is not considered potentially eligible for listing in the NRHP at the local or national level either individually or collectively as part of the Parker Lumber Company Resource Group (8OR9774).

5. Conclusions and Recommendations

Background research and field survey resulted in the identification and evaluation of the Parker Lumber Company Resource Group (8OR9774), comprised of one previously recorded historic structure (8OR9761) and four additional historic structures (8OR9770 – 8OR9773) constructed between ca. 1935 and ca. 1953. 8OR9761 was previously evaluated by the Florida SHPO as ineligible for listing in the NRHP. Due to numerous alterations and additions, none of the four newly recorded historic buildings is considered potentially eligible for listing in the NRHP, either individually or collectively. Archaeological survey yielded negative results.

In summary, based on the results of background research and field survey, no archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the Maitland Station project APE. Thus, station development will have no effect on significant cultural resources.

6. References Cited

Archaeological Consultants, Inc. (ACI)

- 2005 Cultural Resources Assessment Survey Report Central Florida Commuter Rail Transit (CFCRT) Environmental Assessment, Volusia, Seminole, Orange, and Osceola Counties, Florida. Manuscript on file, Archaeological Consultants, Inc.

Orlando Sentinel

- 1986 "W.L. Parker, 83, Former Maitland Councilman." December 2. Orange County Public Library via ProQuest <<http://0-proquest.umi.com.iii.ocls.info/pqdweb?did=92931299&Fmt=3&clientId=9927&RQT=309&VName=PQD>>. Accessed December 7, 2007.

Parker Lumber Company (Kevin)

- 2007 Personal Communication with Marielle Lumang, December 7.

Polk, R.L.

- 1935 Orlando and Suburban Areas. R.L. Polk & Company, Publishers, 1935. Orange County Regional History Center, Orlando.

Roebuck Construction (Shane)

- 2007 Personal Communication with Nelson Rodriguez, December 7.

United States Geological Survey (USGS)

- 1962 *Casselberry, Fla.* PR 1980.

Attachment: Florida Master Site File Forms

☐ Original
☒ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9761
 Field Date 12 / 7 / 07
 Form Date 12 / 10 / 07
 Recorder # 1-03

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 851 N. Orlando Avenue Multiple Listing (DHR only) _____
 Survey Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
 Cross Streets (nearest / between) b/t RR and Orlando Ave., south of Maitland Ave.
 USGS 7.5' Map Name & Date Casselberry 1962, PR 1980 Plat or Other Map _____
 City / Town (within 3 miles) Maitland In City Limits? ☐ yes ☐ no ☐ unknown County Orange
 Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 292125000000017 Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting 464061 0 Northing 3167528 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1934 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* commercial From (year): _____ To (year): _____
 Current Use* commercial From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☒ yes ☐ no ☐ unknown Dates c1995 Nature* repl. siding and roof
 Additions: ☒ yes ☐ no ☐ unknown Dates 1960s, 1970s Nature* addn. to S; shed addn. to SE
 Architect (last name first): unknown Builder (last name first): unknown
 Ownership History (especially original owner, dates, profession, etc.) Parker Lumber Co.

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* irregular Number of Stories 1
 Exterior Fabric(s) * vertical board, concrete block
 Roof Type(s) * gable, shed, flat Roof Material(s) * composition roll
 Roof secondary strucs. (dormers etc.) * _____
 Windows (types, materials, etc.) * 1/1 DHS, wood, paired
 Distinguishing Architectural Features (exterior or interior ornaments) gable vents, cantilevered porch posts, wood window surrounds

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) There are four additional warehouses on this parcel; 8OR9770 - 8OR9773

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * wood frameFoundation: Type(s) * obscured Material(s) * _____Main Entrance (stylistic details) on N, 1-light metal swing, pairedPorch Descriptions (types, locations, roof types, etc.) open, flat, NCondition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource This building is part of the Parker Lumber Co. Resource Group (8OR9774).Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input checked="" type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical Frame Vernacular style building used commercially as retail. Alterations like the replaced roof and siding and the north addition compromise its integrity. Therefore, 8OR9761 is not potentially eligible for listing in the NRHP, either individually or collectively.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:

For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

Field notes and photos on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

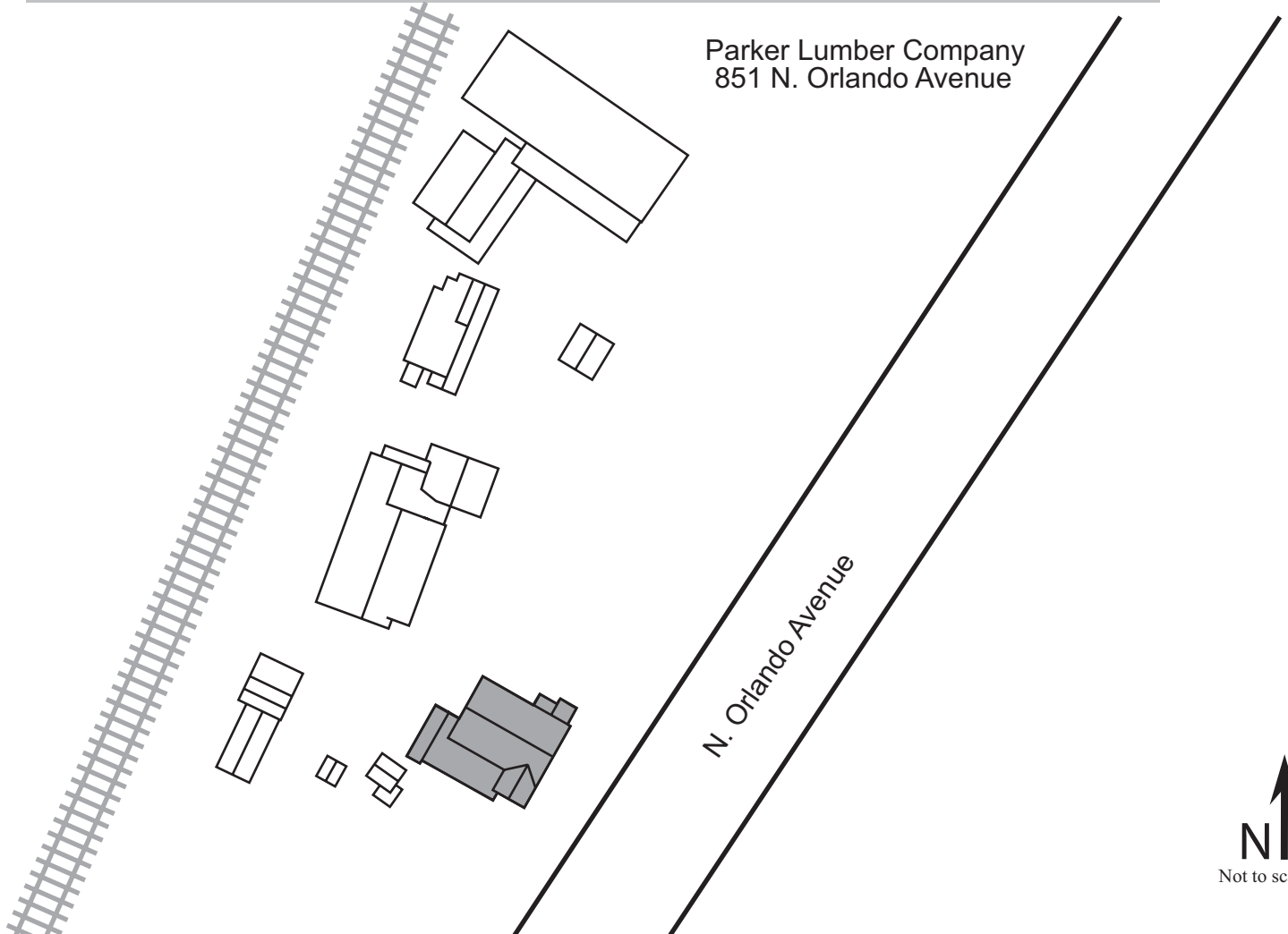
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

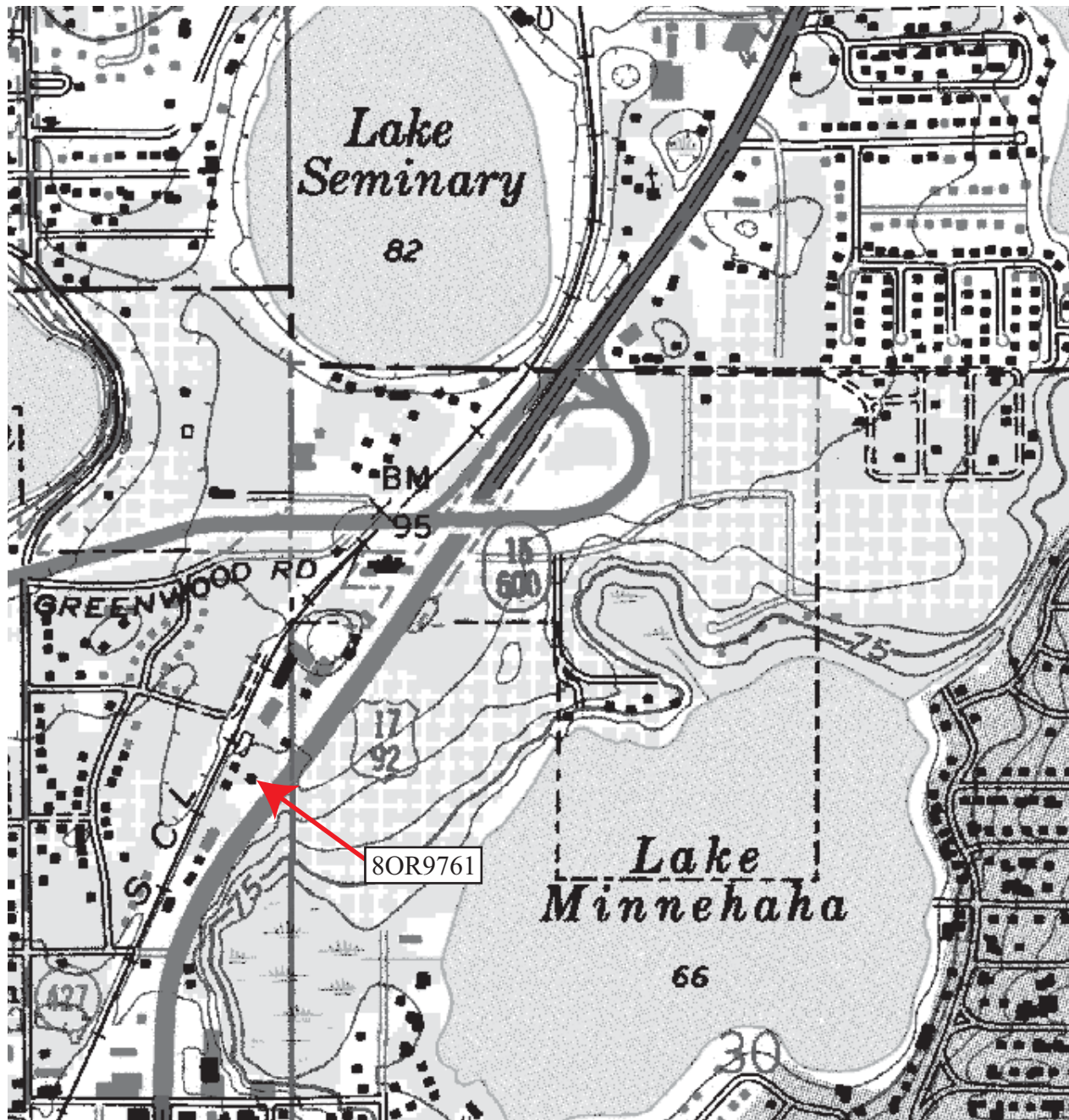


STREET OR PLAT MAP



USGS MAP

Casselberry, Fla. 1962, PR 1980



☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9770
 Field Date 12 / 7 / 07
 Form Date 12 / 10 / 07
 Recorder # 1-4

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Building 2 Multiple Listing (DHR only) _____
 Survey Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
 Cross Streets (nearest / between) b/t RR and Orlando Ave., south of Maitland Ave.
 USGS 7.5' Map Name & Date Casselberry 1962, PR 1980 Plat or Other Map _____
 City / Town (within 3 miles) Maitland In City Limits? ☐ yes ☐ no ☐ unknown County Orange
 Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 292125000000017 Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting 464596 0 Northing 3167518 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1935 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* unknown From (year): _____ To (year): _____
 Current Use* storage From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* plywood cladding, repl. roof
 Additions: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* shed/garage addition (N)
 Architect (last name first): unknown Builder (last name first): unknown
 Ownership History (especially original owner, dates, profession, etc.) Parker Lumber Co.

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* irregular Number of Stories 1
 Exterior Fabric(s)* clapboard, plywood
 Roof Type(s)* gable, shed Roof Material(s)* 5-V
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* _____
 Distinguishing Architectural Features (exterior or interior ornaments) exposed rafters

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____
sheds (2) to S

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * wood frameFoundation: Type(s) * pier, slab Material(s) * concrete block, poured concrete

Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource This building is part of the Parker Lumber Co. Resource Group (8OR9774).Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input checked="" type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical Frame Vernacular style building with no distinguishing features or characteristics. Also, alterations like the change in cladding and the replaced roof, and additions like the north shed/garage compromise its integrity. Therefore, 8OR9770 is not potentially eligible for listing in the NRHP, either individually or collectively.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:

For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

Field notes and photos on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

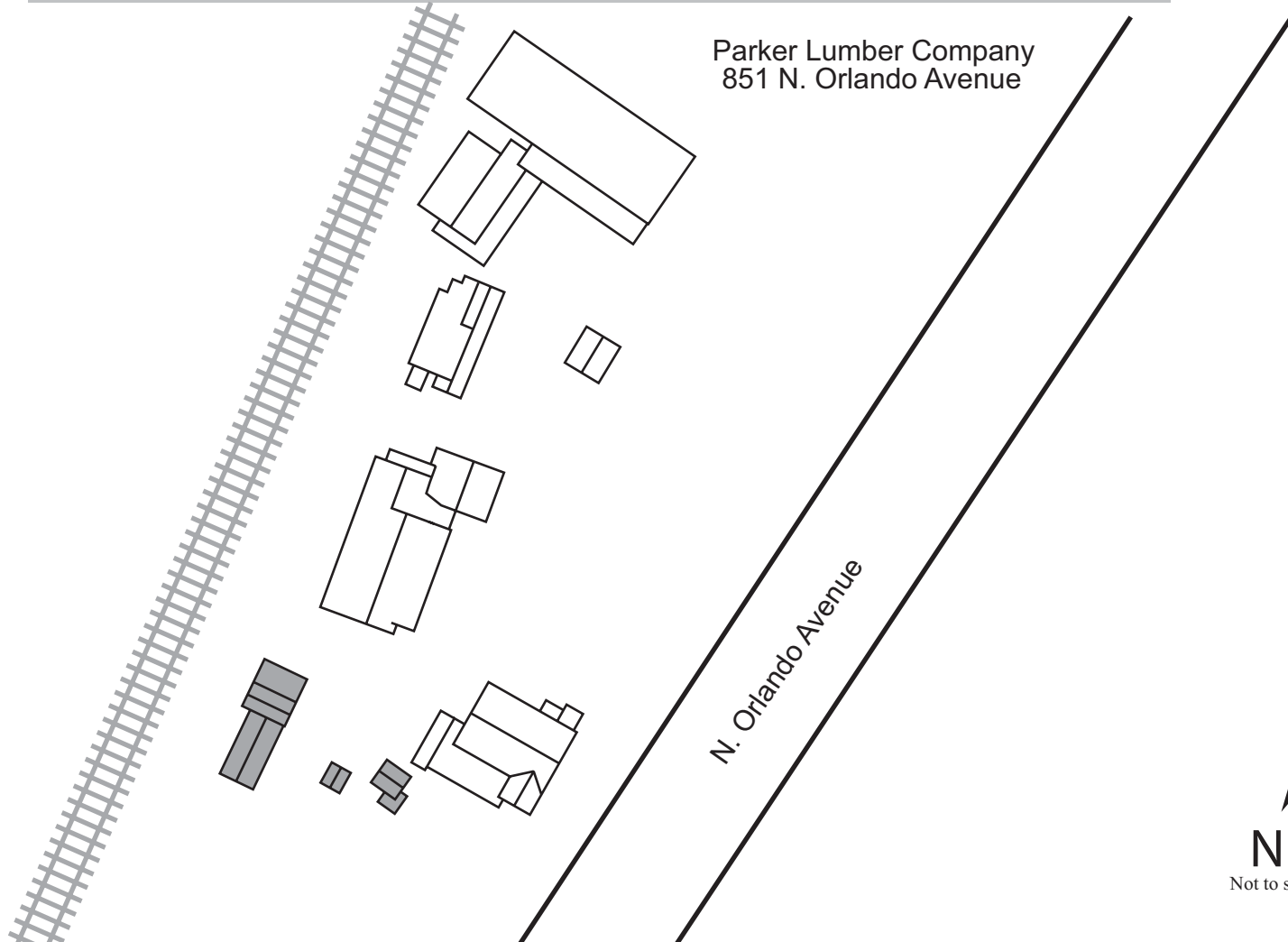
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH

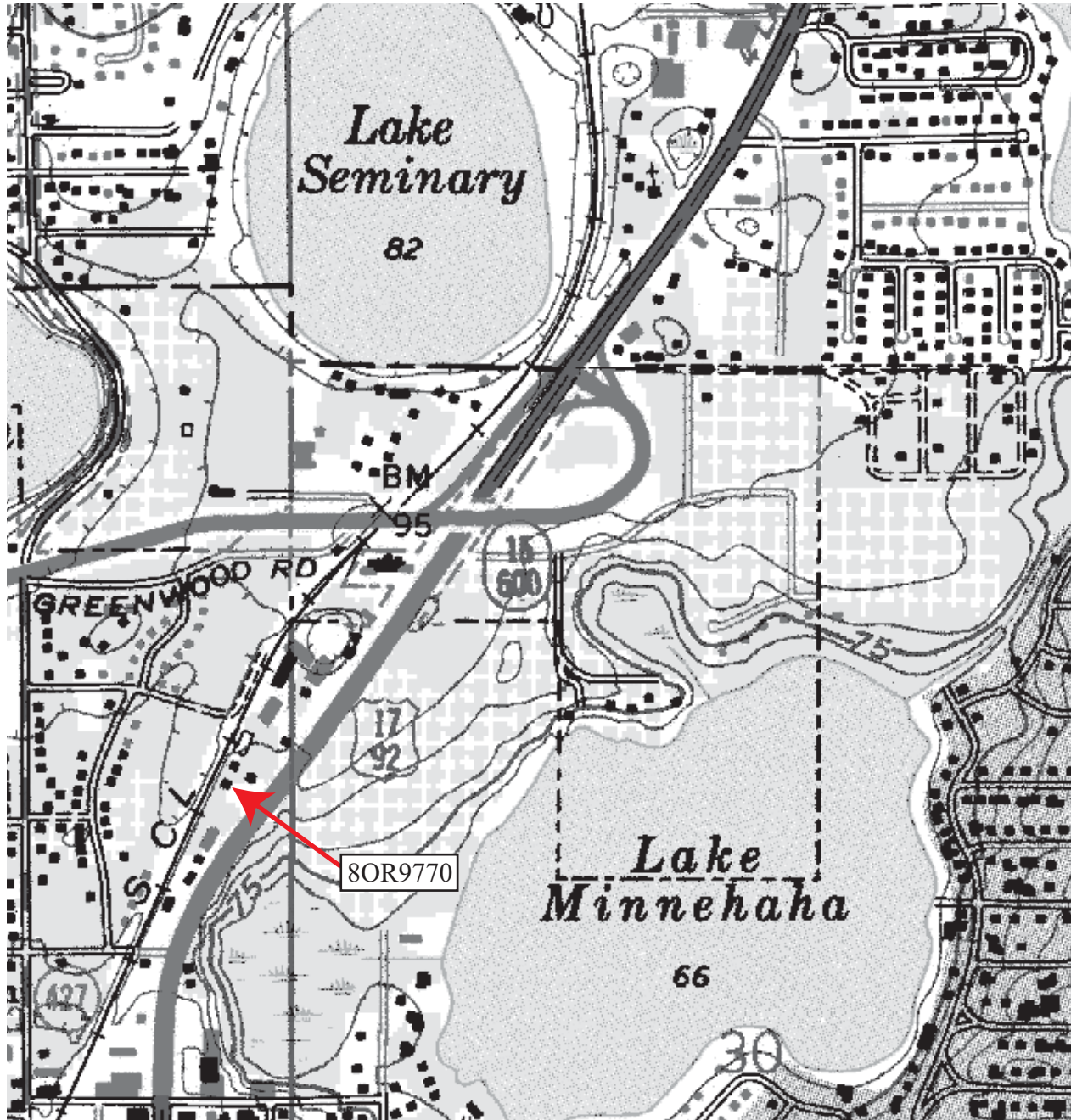


STREET OR PLAT MAP



USGS MAP

Casselberry, Fla. 1962, PR 1980



☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9771
 Field Date 12 / 7 / 07
 Form Date 12 / 10 / 07
 Recorder # 1-12

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Building 3 Multiple Listing (DHR only) _____
 Survey Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
 Cross Streets (nearest / between) b/t RR and Orlando Ave., south of Maitland Ave.
 USGS 7.5' Map Name & Date Casselberry 1962, PR 1980 Plat or Other Map _____
 City / Town (within 3 miles) Maitland In City Limits? ☐ yes ☐ no ☐ unknown County Orange
 Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 292125000000017 Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting 464525 0 Northing 3167587 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1936 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* mill, planer, kiln From (year): ca. 1934 To (year): unk
 Current Use* warehouse From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☒ yes ☐ no ☐ unknown Dates 1970s, 1980s Nature* repl. siding, repl. roof
 Additions: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* shed (2)(E), screen porch(E), addn(N)
 Architect (last name first): unknown Builder (last name first): unknown
 Ownership History (especially original owner, dates, profession, etc.) Parker Lumber Co.

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* irregular Number of Stories 1
 Exterior Fabric(s)* clapboard, plywood, vertical board, 3-V
 Roof Type(s)* gable, shed Roof Material(s)* 5-V
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* _____
 Distinguishing Architectural Features (exterior or interior ornaments) exposed rafters, exposed frame, open hyphen connecting the addition
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) shed to SE

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * wood frameFoundation: Type(s) * continuous, pier, grade Material(s) * concrete block, poured concrete

Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) open hyphen, gableCondition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource This building is part of the Parker Lumber Co. Resource Group (8OR9774).Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input checked="" type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical Frame Vernacular style building used as a warehouse. It once housed a mill, planer, kiln, and boiler engine that have since been removed. Numerous alterations and additions also compromise its integrity. Therefore, 8OR9771 is not potentially eligible for listing in the NRHP, either individually or collectively.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:

For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

Field notes and photos on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

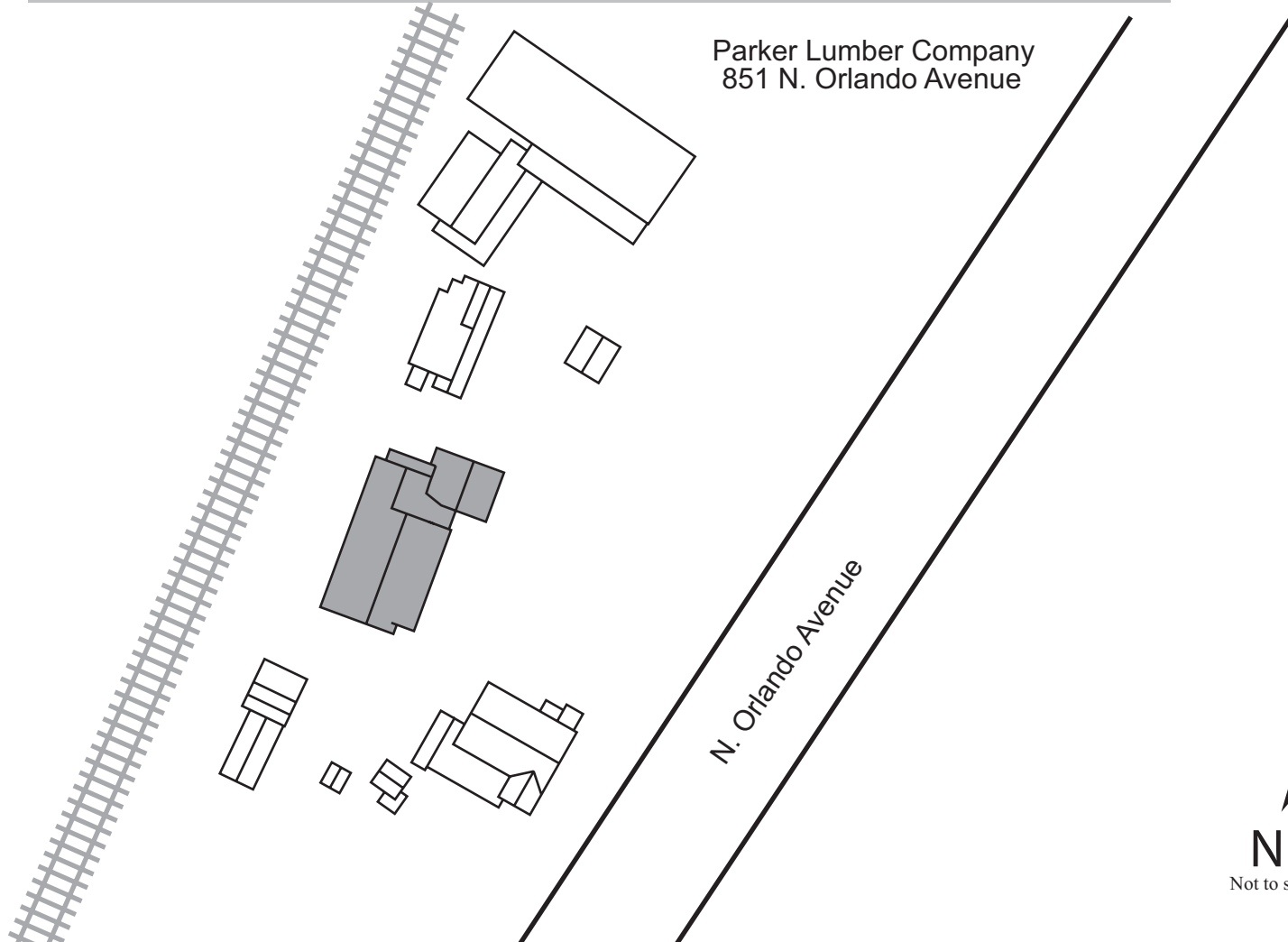
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



STREET OR PLAT MAP



USGS MAP

Casselberry, Fla. 1962, PR 1980



☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9772
 Field Date 12 / 7 / 07
 Form Date 12 / 10 / 07
 Recorder # 1-22

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Building 4 Multiple Listing (DHR only) _____
 Survey Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
 Cross Streets (nearest / between) b/t RR and Orlando Ave., south of Maitland Ave.
 USGS 7.5' Map Name & Date Casselberry 1962, PR 1980 Plat or Other Map _____
 City / Town (within 3 miles) Maitland In City Limits? ☐ yes ☐ no ☐ unknown County Orange
 Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 292125000000017 Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting 464530 0 Northing 3167581 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1935 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* unknown From (year): _____ To (year): _____
 Current Use* warehouse From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* repl. siding, repl. roof
 Additions: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* shed (1)(W)
 Architect (last name first): unknown Builder (last name first): unknown
 Ownership History (especially original owner, dates, profession, etc.) Parker Lumber Co.

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* irregular Number of Stories 1 1/2
 Exterior Fabric(s) * clapboard, plywood, vertical board, 3-V,
 Roof Type(s) * gable, shed Roof Material(s) * 5-V
 Roof secondary strucs. (dormers etc.) * _____
 Windows (types, materials, etc.) * _____
 Distinguishing Architectural Features (exterior or interior ornaments) exposed rafters, exposed frame, external staircase to second level, loading area with shed roof, barn doors
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) shed to SE

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date ____/____/____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)	Date ____/____/____ Init. _____ Date ____/____/____

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * wood frameFoundation: Type(s) * pier, grade Material(s) * concrete block

Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource This building is part of the Parker Lumber Co. Resource Group (8OR9774).Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input checked="" type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical Frame Vernacular style building used as a warehouse. Alterations like the replaced roof and siding compromise its integrity. Therefore, 8OR9772 is not potentially eligible for listing in the NRHP, either individually or collectively.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:

For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

Field notes and photos on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/ ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

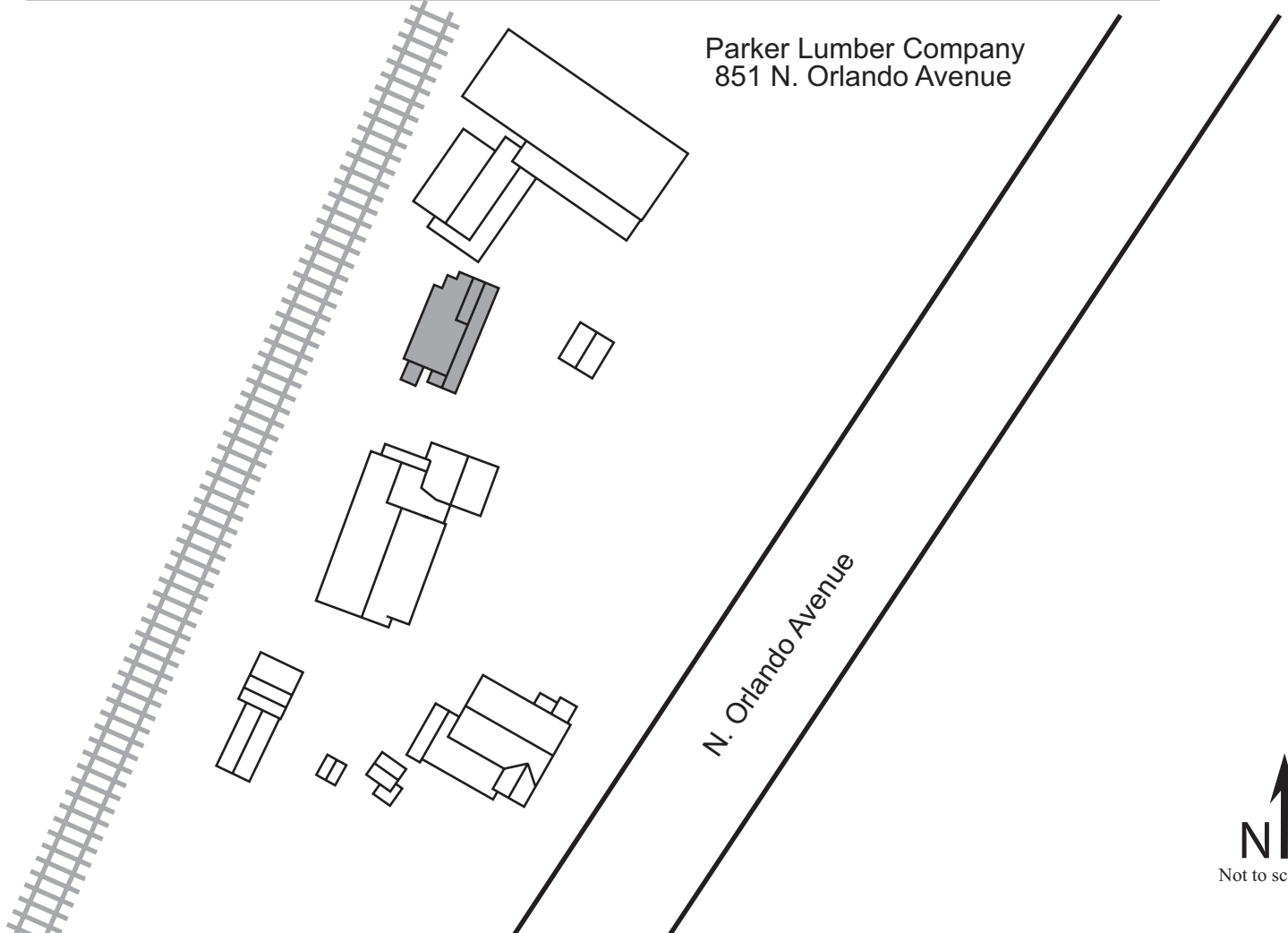
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



STREET OR PLAT MAP



USGS MAP

Casselberry, Fla. 1962, PR 1980



☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 OR9773
 Field Date 12 / 7 / 07
 Form Date 12 / 10 / 07
 Recorder # 1-33

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Building 5 Multiple Listing (DHR only) _____
 Survey Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County Survey # (DHR only) _____
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
 Cross Streets (nearest / between) b/t RR and Orlando Ave., south of Maitland Ave.
 USGS 7.5' Map Name & Date Casselberry 1962, PR 1980 Plat or Other Map _____
 City / Town (within 3 miles) Maitland In City Limits? ☐ yes ☐ no ☐ unknown County Orange
 Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 292125000000017 Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting 464658 _____ 0 Northing 3167660 _____ 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1953 ☒ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* unknown From (year): _____ To (year): _____
 Current Use* warehouse From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☐ no ☒ unknown Dates 1970s, 1980s Nature* repl. siding, repl. roof
 Additions: ☒ yes ☐ no ☐ unknown Dates 1970s Nature* warehouse addn. to N; shed addn. to W
 Architect (last name first): unknown Builder (last name first): unknown
 Ownership History (especially original owner, dates, profession, etc.) Parker Lumber Co.

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* irregular Number of Stories 1 1/2
 Exterior Fabric(s)* clapboard, plywood, vertical board, 3-V,
 Roof Type(s)* gable, shed Roof Material(s)* 5-V
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* _____
 Distinguishing Architectural Features (exterior or interior ornaments) exposed rafters, exposed frame, external staircase to second level, loading area, barn doors

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * wood frameFoundation: Type(s) * pier, slab Material(s) * concrete block, poured concrete

Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource This building is part of the Parker Lumber Co. Resource Group (8OR9774).Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input checked="" type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, whether significant or not; use separate sheet if needed) This is a typical Frame Vernacular style building used as a warehouse. Alterations like the replaced roof and siding and the north addition compromise its integrity.Therefore, 8OR9773 is not potentially eligible for listing in the NRHP, either individually or collectively.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)Community Planning & Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:

For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information.

Field notes and photos on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Lumang, MarielleRecorder Contact Information (address / phone / fax / e-mail) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/
ACIFlorida@comcast.netRecorder Affiliation Archaeological Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.Required
Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

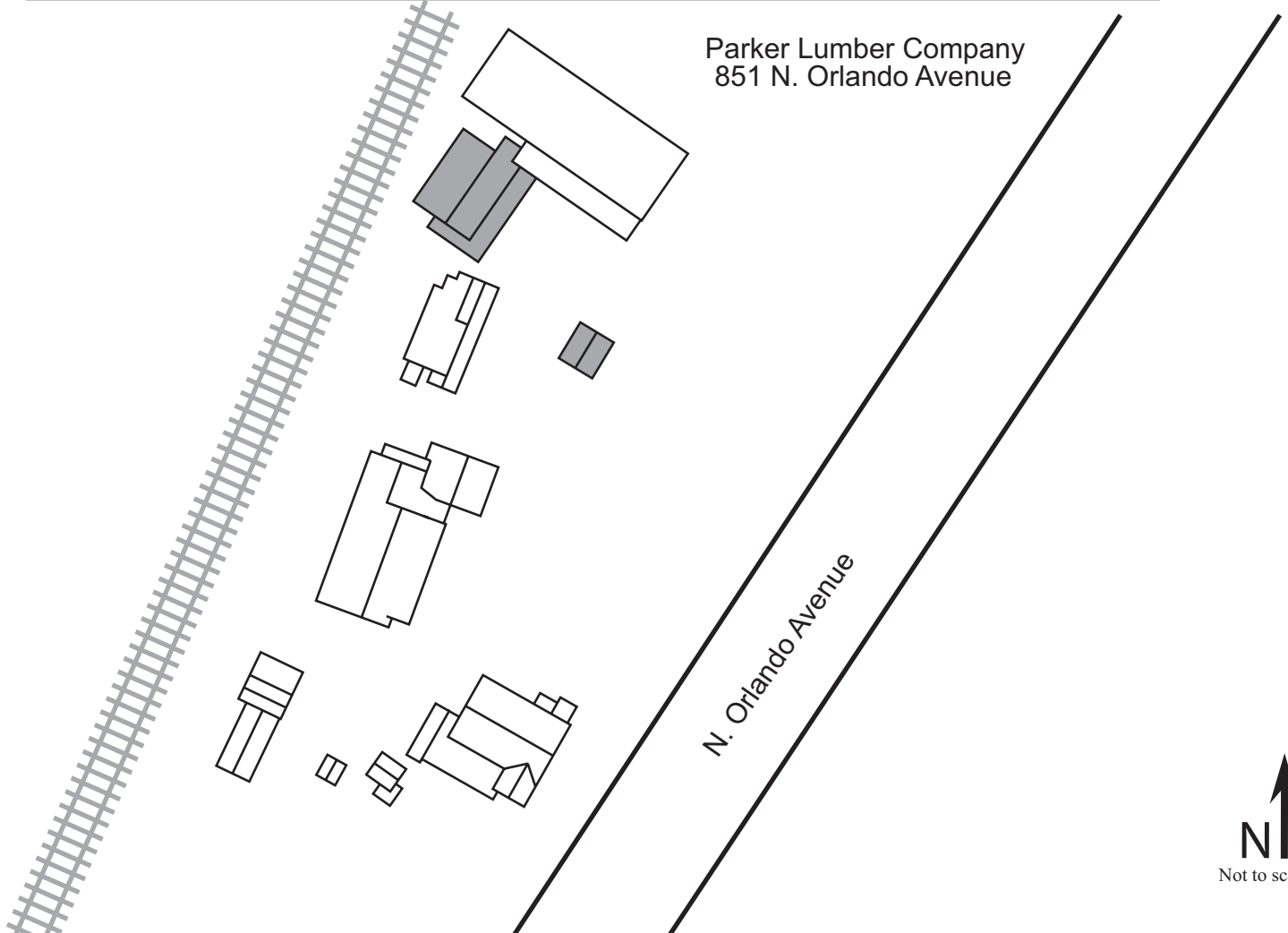
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



STREET OR PLAT MAP



USGS MAP

Casselberry, Fla. 1962, PR 1980



0 0.25 0.5 mile



☒ Original
☐ Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 OR9774
Recorder# 1-37
Field Date 12 / 7 / 07
Form Date 12 / 10 / 07

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☒ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Parker Lumber Company Multiple Listing [DHR only] _____
Project Name CRAS Central Florida Commuter Rail Transit, Maitland Station; Orange County FMSF Survey # _____
National Register Category (please check one): ☒ building(s) ☐ structure ☐ district ☐ site ☐ object
Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe): _____
Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) 851 N. Orlando Avenue
City/Town (within 3 miles) Maitland In Current City Limits? ☐ yes ☐ no ☐ unknown
County or Counties (do not abbreviate) Orange
Name of Public Tract (e.g., park) _____
1) Township 21S Range 29E Section 25 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) _____
Casselberry 1962, PR 1980
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map) Boundaries lie within parcel #292125000000017

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	____/____/____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	____/____/____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately c1934 (year) Earlier than _____ (year) Later than _____ (year)
 Architect/Designer (last name first): _____ Builder (last name first): _____
 Total number of individual resources included in this Resource Group: # of contributing 5 # of non-contributing 4
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)
ca. 1934 - ca. 1050s

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed)
WL Parker Sr. started the company in the Kissimmee area ca. 1909 before moving to Maitland ca. 1934. Originally, the company spanned on both sides of the RR but sold off the land to the east of the RR later. The Parker Lumber Co. Resource Group includes 5 contributing buildings and four ancillary non-contributing buildings.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input checked="" type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (specify) _____ | | | |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) _____
Orange County Property Appraiser

OPINION OF RESOURCE SIGNIFICANCE

- Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient information
 Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) _____
Though it maintains the same tradition and has been owned by the same family since its establishment, all of the historic buildings have been added onto or significantly altered, thus compromising its integrity. Therefore, it is not potentially eligible for listing in the NRHP.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Community Planning and Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____
Field notes and photographs on file at ACI; P04175E CFCRT Maitland Station

RECORDER INFORMATION

Recorder Name Marielle Lumang
 Recorder Contact Information (Address / Phone / Fax / Email) 8110 Blaikie Ct, Suite A, Sarasota, Florida 34243/941-379-6206/
ACIFlorida@comcast.net
 Recorder Affiliation Archaeological Consultants, Inc.

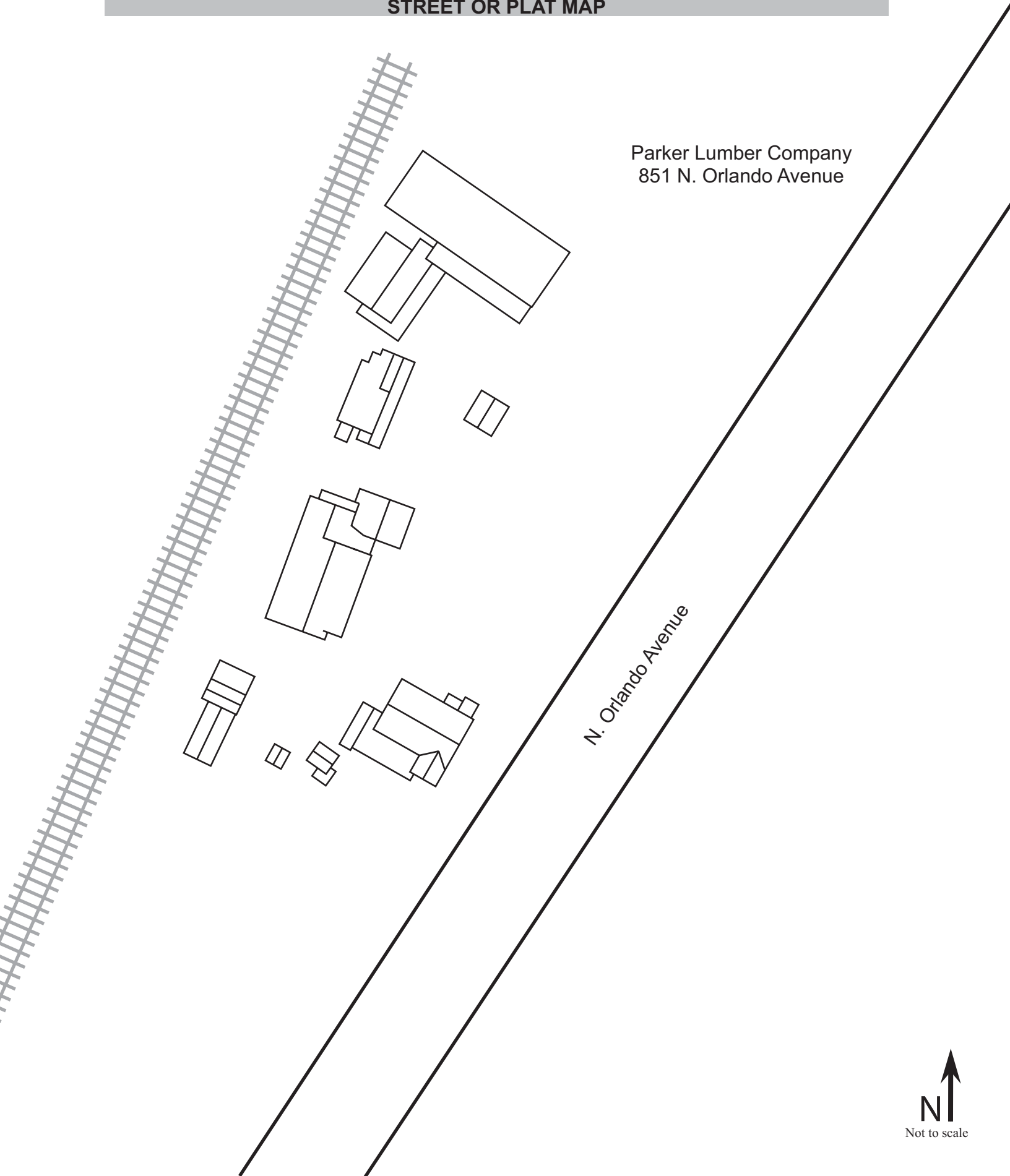
Required Attachments

- ❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPHS



STREET OR PLAT MAP



Parker Lumber Company
851 N. Orlando Avenue

N. Orlando Avenue



Not to scale

USGS MAP

Casselberry, Fla. 1962, PR 1980



Ent D (FMSF only) / / 

Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only)

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS Central Florida Commuter Rail Transit, Maitland Station, Orange County

Report Title (exactly as on title page) Central Florida Commuter Rail Transit (CFCRT) Maitland Station Orange County, Florida

Report Author(s) (as on title page— individual or corporate; last names first) Archaeological Consultants, Inc.

Publication Date (year) 2007 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 13

Publication Information (Give series and no. in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
Archaeological Consultants, Inc., P.O. Box 5103, Sarasota, FL 34277-5103

Supervisor(s) of Fieldwork (whether or not the same as author(s); last name first) Joan Deming

Affiliation of Fieldworkers (organization, city) Archaeological Consultants, Inc.

Key Words/Phrases (Don't use the county, or common words like *archaeology*, *structure*, *survey*, *architecture*. Limit each word or phrase to 25 characters.) Maitland, Parker Lumber Company

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name Florida Department of Transportation, District Five

Address/Phone 719 S. Woodland Boulevard, Deland, FL 32720

Recorder of Log Sheet Marielle Lumang **Date Log Sheet Completed** 12 /12 /07

Is this survey or project a continuation of a previous project? ☒ No ☐ Yes: **Previous survey #(s) (FMSF only)**

Mapping

Counties (List each one in which field survey was done - do not abbreviate; use supplement sheet if necessary) Orange

USGS 1:24,000 Map(s) : Map Name/Date of Latest Revision (use supplement sheet if necessary): Casselberry 1962, PR 1980

Description of Survey Area

Dates for Fieldwork: Start 12 /7 / 07 End 12 /7 / 07 **Total Area Surveyed** (fill in one) hectares app. 8 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each): **Width** meters feet **Length** kilometers miles

Research and Field Methods

Types of Survey (check all that apply): ☒ archaeological ☒ architectural ☒ historical/archival ☐ underwater ☐ other: _____

Preliminary Methods (✓ Check as many as apply to the project as a whole.)

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Florida Archives (Gray Building) | <input checked="" type="checkbox"/> library research- <i>local public</i> | <input checked="" type="checkbox"/> local property or tax records | <input type="checkbox"/> other historic maps |
| <input type="checkbox"/> Florida Photo Archives (Gray Building) | <input checked="" type="checkbox"/> library-special collection - <i>nonlocal</i> | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> soils maps or data |
| <input checked="" type="checkbox"/> Site File property search | <input checked="" type="checkbox"/> Public Lands Survey (maps at DEP) | <input type="checkbox"/> literature search | <input type="checkbox"/> windshield survey |
| <input checked="" type="checkbox"/> Site File survey search | <input checked="" type="checkbox"/> local informant(s) | <input type="checkbox"/> Sanborn Insurance maps | <input checked="" type="checkbox"/> aerial photography |
| <input type="checkbox"/> other (describe): _____ | | | |

Archaeological Methods (✓ Check as many as apply to the project as a whole.)

☐ Check here if **NO** archaeological methods were used.

- | | | |
|---|---|--|
| <input type="checkbox"/> surface collection, controlled | <input type="checkbox"/> other screen shovel test (size: _____) | <input type="checkbox"/> block excavation (at least 2x2 M) |
| <input type="checkbox"/> surface collection, <u>un</u> controlled | <input type="checkbox"/> water screen (finest size: _____) | <input type="checkbox"/> soil resistivity |
| <input checked="" type="checkbox"/> shovel test-1/4" screen | <input type="checkbox"/> posthole tests | <input type="checkbox"/> magnetometer |
| <input type="checkbox"/> shovel test-1/8" screen | <input type="checkbox"/> auger (size: _____) | <input type="checkbox"/> side scan sonar |
| <input type="checkbox"/> shovel test 1/16" screen | <input type="checkbox"/> coring | <input type="checkbox"/> unknown |
| <input type="checkbox"/> shovel test-unscreened | <input type="checkbox"/> test excavation (at least 1x2 M) | |
| <input type="checkbox"/> other (describe): _____ | | |

Historical/Architectural Methods (✓ Check as many as apply to the project as a whole.)

☐ Check here if **NO** historical/architectural methods were used.

- | | | | |
|--|--|--|---|
| <input type="checkbox"/> building permits | <input type="checkbox"/> demolition permits | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> subdivision maps |
| <input type="checkbox"/> commercial permits | <input type="checkbox"/> exposed ground inspected | <input checked="" type="checkbox"/> occupant interview | <input checked="" type="checkbox"/> tax records |
| <input type="checkbox"/> interior documentation | <input checked="" type="checkbox"/> local property records | <input type="checkbox"/> occupation permits | <input type="checkbox"/> unknown |
| <input type="checkbox"/> other (describe): _____ | | | |

Scope/Intensity/Procedures Background research, ground surface reconnaissance, excavation of 5 shovel tests at 50 m intervals, shovel tests measured .5 m in diameter by 1 m deep, when possible; 1/4" screen, photos taken, five buildings and one resource group were recorded, report prepared.

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒ Yes ☐ No If Yes, circle NR-eligible/significant site numbers below.Site Counts: Previously Recorded Sites 1 Newly Recorded Sites 4Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8." Attach supplementary pages if necessary) 8OR9761

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, i.e., researched Site File records. List site #'s without "8." Attach supplementary pages if necessary.) 8OR9770-8OR9774

Site Form Used: ☒ Site File Paper Form ☐ SmartForm II Electronic Recording Form**REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)**

DO NOT USE

SITE FILE USE ONLY

DO NOT USE

BAR Related

- | | |
|-------------------------------|---------------------------------------|
| <input type="checkbox"/> 872 | <input type="checkbox"/> 1A32 # _____ |
| <input type="checkbox"/> CARL | <input type="checkbox"/> UW |

BHP Related

- | |
|--|
| <input type="checkbox"/> State Historic Preservation Grant |
| <input type="checkbox"/> Compliance Review: CRAT # _____ |



**CENTRAL FLORIDA COMMUTER RAIL TRANSIT (CFCRT)
LONGWOOD STATION
SEMINOLE COUNTY, FLORIDA**

Archaeological Consultants, Inc. (ACI) conducted background research and systematic archaeological and historical/architectural surveys in the area of potential effect (APE) for the Central Florida Commuter Rail Transit (CFCRT) Longwood Station. The APE includes four areas not previously included in the Longwood Station. These areas are located in Section 32 of Township 20 South, Range 30 East, east of Longwood Street and Ronald Reagan Boulevard (Figure 1).

The purpose of this investigation was to locate, identify, and aerially delimit any cultural resources with the project APE and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in October 2007. The study was undertaken to assist in complying with the *National Environmental Policy Act (NEPA) of 1969* (Public Law 91-190); Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, revised January 2001); and Section 4(f) of the *Department of Transportation Act of 1966* (Public Law 89-670, as amended). This study was conducted in accordance with Chapters 253, 267, and 872 of the *Florida Statutes*, and Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the Florida Department of Transportation's *Project Development and Environment Manual* (revised).

Background research, conducted in October 2007, indicated that no previously recorded archaeological sites are located within the project APE. Based on the results of regional settlement pattern studies, the four areas were considered to have a moderate to low potential for archaeological site location. The only area considered to have a moderate potential is the northern most parcel (north of Church Avenue) that contained a pond along its eastern boundary (Photo 1). In addition, background research also indicated an absence of previously recorded historic structures within the project APE.



Photo 1. Wetland located in the northern parcel.

The proposed Longwood Station area is characterized by Urban land (USDA 1990:50). In areas such as this, 85 percent or more of the soil surface is covered by urban facilities, houses, streets, sidewalks, etc. Very little of the natural soil is observable. However, where it does exist, it consists of Astaula, Apopka, Uillhopper, Myakka, Pomello, St. Lucie, Paola, Smyrna, Tavares, and EauGallie soils. Very little natural vegetation was observed, such as a few oaks and the remaining environment consisted of landscape horticulture (i.e., grass, bushes, and ornamentals). Photo 2, 3, and 4 represent the environment seen in the three parcels south of Church Avenue.



Photo 2. Parcel located just east of Longwood Street.



Photo 3. Parcel situated east of Myrtle Street.



Photo 4. Parcel located south of Warren Avenue.

Archaeological field survey entailed an initial ground surface inspection followed by systematic and judgmental subsurface testing throughout the four parcels. Nine shovel tests were placed systematically at 50 meter (164 foot) intervals in the northern most parcel. An additional 11 shovel tests were placed judgmentally in the remaining three parcels (Figure 1). As a result, no archaeological sites or isolated cultural materials were discovered.

Architectural/historical field survey resulted in the location of one historic resource, 8SE2339 (Figure 1). This Frame Vernacular residence was constructed ca. 1935 at 217 East Warren Street (Photo 5). Its wood frame walls, faced with wood drop siding, rest on a brick pier foundation. The cross-gable and shed roofs are covered with 3-V crimp metal sheeting, and there are two brick chimneys at the ridge line. Original windows consist of six-light over one-light double hung sash and two-light wood casements. An enclosed porch sits on the north elevation, and a second porch, housing the main entrance, is located on the south elevation. It was enclosed ca. 1950, and contains a wood swing door and metal sliding windows. Exterior ornamentation includes wood window and door surrounds, lattice-work gable vents, cornerboards and exposed rafter tails. This is a common example of a Frame Vernacular style structure, and research revealed no significant historical associations. Therefore, 8SE2339 does not appear eligible for listing in the NRHP.



Photo 5. 217 East Warren Street, facing southeast

In conclusion, based on the results of background research and archaeological and historical/architectural field surveys, no archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within the proposed Longwood Station locations. Thus, station development will have no effect on significant cultural resources.

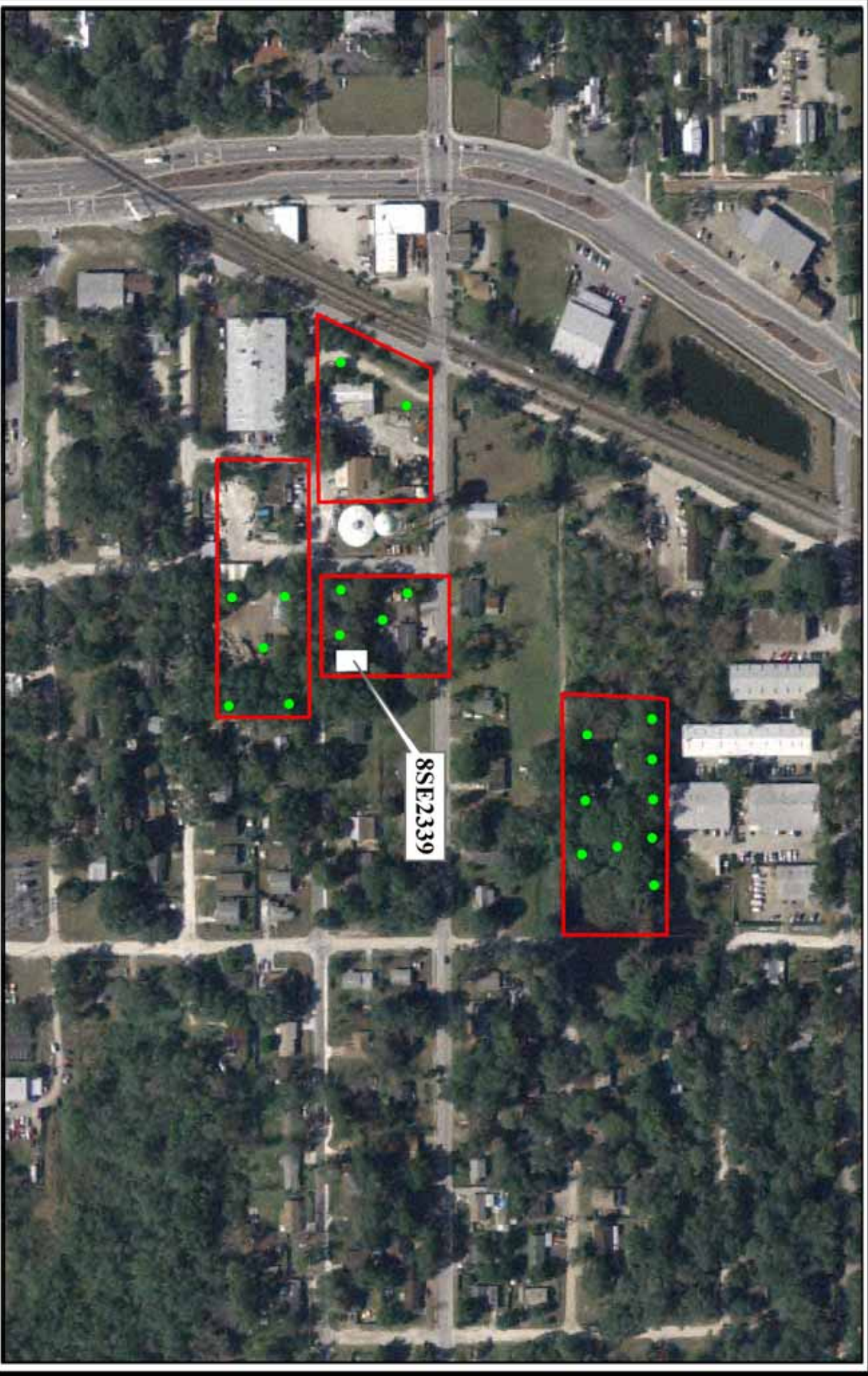


Figure 1. Approximate location of shovel tests and newly recorded historic resource (8SE2339) within the proposed Longwood Station (LABINS;DOQQ; State Plane East; Casselberry; jpeg 2004). Shovel tests are not to scale.



☐ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 _____
 Field Date ____/____/____
 Form Date ____/____/____
 Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) _____ Multiple Listing (DHR only) _____
 Survey Project Name _____ Survey # (DHR only) _____
 National Register Category (please check one) ☐ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) _____
 Cross Streets (nearest / between) _____
 USGS 7.5' Map Name & Date _____ Plat or Other Map _____
 City / Town (within 3 miles) _____ In City Limits? ☐ yes ☐ no ☐ unknown County _____
 Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 Tax Parcel # _____ Landgrant _____
 Subdivision Name _____ Block _____ Lot _____
 UTM: Zone ☐ 16 ☐ 17 Easting _____ 0 Northing _____ 0
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: _____ ☐ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* _____ From (year): _____ To (year): _____
 Current Use* _____ From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☐ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☐ no ☐ unknown Dates _____ Nature* _____
 Additions: ☐ yes ☐ no ☐ unknown Dates _____ Nature* _____
 Architect (last name first): _____ Builder (last name first): _____
 Ownership History (especially original owner, dates, profession, etc.) _____

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☐ unknown Describe _____

DESCRIPTION

Style* _____ Exterior Plan* _____ Number of Stories _____
 Exterior Fabric(s) * _____
 Roof Type(s) * _____ Roof Material(s) * _____
 Roof secondary strucs. (dormers etc.) * _____
 Windows (types, materials, etc.) * _____
 Distinguishing Architectural Features (exterior or interior ornaments) _____
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____

Structural System(s) * _____

Foundation: Type(s) * _____ Material(s) * _____

Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐ excellent ☐ good ☐ fair ☐ deteriorated ☐ ruinous

Narrative Description of Resource _____

Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☐ no ☐ insufficient informationAppears to meet the criteria for National Register listing as part of a district? ☐ yes ☐ no ☐ insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) _____

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

RECORDER INFORMATION

Recorder Name _____

Recorder Contact Information (address / phone / fax / e-mail) _____

Recorder Affiliation _____

Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).

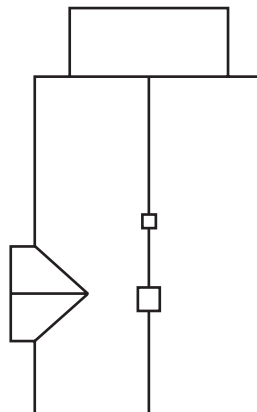
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

PHOTOGRAPH



STREET OR PLAT MAP

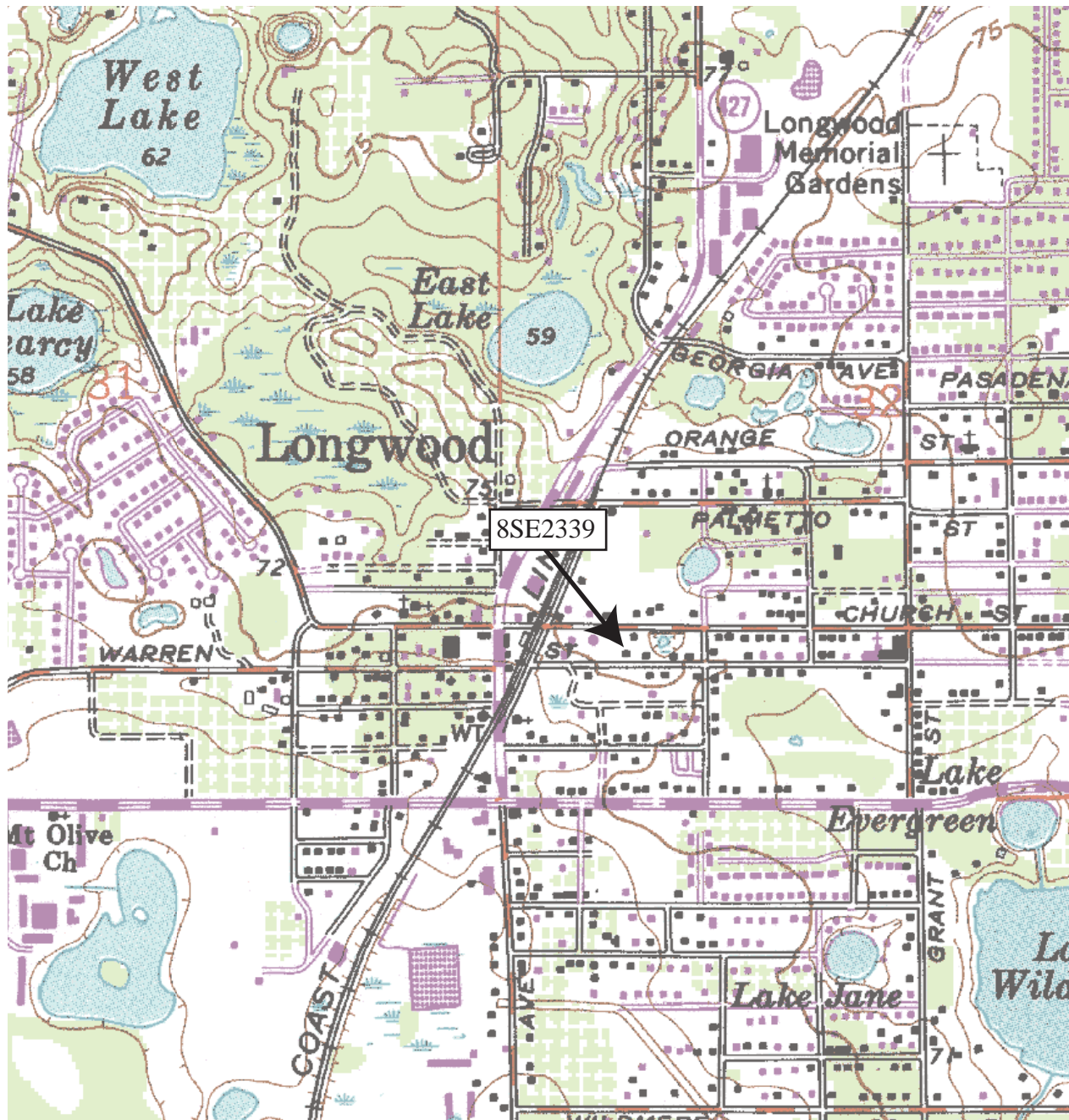
217 East Warren Street



E. Warren Street

USGS MAP

Casselberry, Fla. 1962, PR 1980



Appendix D

D-1 Impacted Parcels, Relocation and Easements Table

APPENDIX D – IMPACTED PARCELS, RELOCATIONS AND EASEMENTS

Central Florida Commuter Rail Transit Proposed Station	Parcel ID	Street Address	Owner's Name
Fort Florida Road	09-19-30-00-00-0190	620 S US 17-92 LB 3	FLORIDA POWER AND LIGHT COMPANY
Fort Florida Road	09-19-30-00-00-0201	628 S US 17-92 LB 3	FLORIDA POWER AND LIGHT COMPANY
Fort Florida Road	09-19-30-00-00-0200	628 S US HWY 17-92 DEBARY	FLORIDA POWER AND LIGHT COMPANY
Fort Florida Road	09-19-30-00-00-0110	638 S US HWY 17-92 DEBARY	FLORIDA POWER AND LIGHT COMPANY
Fort Florida Road	09-19-30-00-00-0130	646 S US 17-92 DEBARY	FLORIDA POWER AND LIGHT COMPANY
Fort Florida Road	09-19-30-00-00-0140	S US HWY 17-92 DEBARY	FLORIDA POWER AND LIGHT COMPANY
Longwood Station	31-20-30-5AU-0000-4500	235 LONGWOOD ST	LEMBRICH RALPH
Longwood Station	31-20-30-5AU-0000-4520	279 E JESSUP AVE	ADAMS WILLIAM E & CONSTANCE A
Longwood Station	31-20-30-5AU-0000-0940	CHURCH AVE	GODINHO VIRGILIO TRUSTEE
Longwood Station	31-20-30-5AU-0000-0950	CHURCH AVE	CITY OF LONGWOOD
Longwood Station	32-20-30-300-0190-0000	175 WARREN AVE	CITY OF LONGWOOD
Longwood Station	32-20-30-300-0180-0000	175 WARREN AVE	CITY OF LONGWOOD
Track south of Plumosa Ave	6 ft wide triangle	South of Plumosa Ave., MP 779.52	Survey and legal will identify will provide description
Track south of Merritt St	Triangular parcel on the west side approx 6' X 100'	Unknown	Survey and legal will identify will provide description (Vacated Williams Property)
Rand Yard	15 ft strip on the east side at Rand Yard approx 1850' long	Unknown access to Narcissus Rd	Survey and legal will identify will provide description
Track north of Longwood Station	25 ft x 218 ft strip on the east side of the existing ROW	East Orange Ave MP 777.46 and East Palmetto Ave. MP 777.52 (platted as Old Orlando Rd)	Survey and legal will identify will provide description

APPENDIX D – IMPACTED PARCELS, RELOCATIONS AND EASEMENTS

Platform Easements			
Sanford Station - 15' X 385' strip	22-19-30-5AD-0000-0230	300 Colonial Center Pkwy	M/I Homes of Orlando LLC
Maitland Station 7.5' X 150' strip	25-21-29-0000-000-16	9 Damon Mill Sq	VJR Properties LLC
Maitland Station 7.5' X 200' strip	25-21-29-0000-000-17	851 Orlando Ave.	Parker Lumber
Florida Hospital 9' X 920' strip	13-22-21-5132-01-011	500 E. Rollins	Adventist Health Systems/Sunbelt
Church St Station 14' X 647' strip	26-22-29-8405-000-51	90 Church St	Kuhn Church St Depot LLC
Church St Station 14' X 400' strip	26-22-29-6732-160-10	126 Jackson St	Hotel Alternative LLC

Appendix E

- E-1 Average Train Counts – S-Line**
- E-2 CSXT Train Frequencies S-Line**

Average Train Counts -- S-Line

STARKE (2007 - Jan. through Oct.)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	22
2007	9	24
2007	8	25
2007	7	22
2007	6	24
2007	5	25
2007	4	25
2007	3	25
2007	2	24
2007	1	24
Average		24

STARKE (2006)

Year	Month	TotalCount
2006	12	25
2006	11	25
2006	10	24
2006	9	26
2006	8	26
2006	7	24
2006	6	26
2006	5	25
2006	4	27
2006	3	28
2006	2	25
2006	1	24
Average		25

WALDO (2007 - Jan. through Oct.)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	17
2007	9	19
2007	8	20
2007	7	17
2007	6	20
2007	5	20
2007	4	20
2007	3	21
2007	2	19
2007	1	19
Average		19

WALDO (2006)

Year	Month	TotalCount
2006	12	21
2006	11	20
2006	10	20
2006	9	21
2006	8	20
2006	7	19
2006	6	21
2006	5	20
2006	4	21
2006	3	22
2006	2	20
2006	1	19
Average		20

WILDWOOD (2007 - Jan. through Oct.)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	24
2007	9	27
2007	8	27
2007	7	24
2007	6	27
2007	5	28
2007	4	28
2007	3	29
2007	2	27
2007	1	26
Average		27

WILDWOOD (2006)

Year	Month	TotalCount
2006	12	27
2006	11	27
2006	10	26
2006	9	27
2006	8	27
2006	7	26
2006	6	28
2006	5	26
2006	4	27
2006	3	29
2006	2	26
2006	1	25
Average		27

DADE CITY (2007 - Jan. through Oct.)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	16
2007	9	18
2007	8	19
2007	7	16
2007	6	19
2007	5	19
2007	4	19
2007	3	19
2007	2	18
2007	1	18
Average		18

DADE CITY (2006)

Year	Month	TotalCount
2006	12	19
2006	11	19
2006	10	18
2006	9	19
2006	8	19
2006	7	18
2006	6	19
2006	5	19
2006	4	20
2006	3	21
2006	2	19
2006	1	18
Average		19

TRAIN FREQUENCY																																				
Location	Starke				N Waldo				N Ocala				N Wildwood				N Lacoochee				N Vitis				City of Lakeland				Auburndale				N Kissimmee			
Speed (Freight)	60 (use 45)				45				60 (use 45)				60 (use 45)				60 (use 45)				60 (use 45)				60 (use 45)				60				60			
MP	676.45				690.02				732.99				759.90				790.50				834.44				850.78				842.05				809.30			
Line	S + A Shift				S + A Shift				S + A Shift				S + A Shift				S + A Shift				AR + A Shift				AR + A Shift				A + A Shift				A + A Shift			
Date (2008)	Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night	
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
7-Feb	16	4	12	5	13	4	10	5	13	3	12	5	13	4	11	4	15	3	9	5	16	3	10	5	12	2	8	2	13		8		7		2	
8-Feb	15	3	12	4	12	3	7	4	10	3	11	5	13	3	11	5	10	2	9	6	10	3	9	5	15	2	5	2	11		6		5		6	
9-Feb	16	4	9	4	13	4	8	4	14	3	9	5	14	4	7	4	14	3	5	5	15	3	7	5	7	2	3	2	9		3		5		2	
10-Feb	17	2	8	5	17	2	6	5	16	1	7	5	14	2	11	4	14	2	12	4	14	2	11	4	12	1	6	1	12		6		5		2	
11-Feb	17	3	7	4	14	3	5	5	13	3	5	5	14	3	8	5	7	3	8	5	7	4	7	4	8	2	10	2	10		8		8		4	
12-Feb	16	4	14	5	12	3	13	5	8	3	16	5	11	2	14	5	10	2	9	6	9	2	10	6	14	2	4	2	12		5		5		4	
13-Feb	19	2	7	4	13	2	6	4	10	2	11	4	12	2	11	5	8	2	9	4	8	3	10	4	12	1	5	2	14		6		8		4	
14-Feb	15	4	13	5	9	4	11	5	10	3	11	5	11	4	15	4	11	3	8	5	12	3	7	5	10	2	6	2	10		6		6		2	
Ave.	16.4	3.3	10.3	4.5	12.9	3.1	8.3	4.6	11.8	2.6	10.3	4.9	12.8	3.0	11.0	4.5	11.1	2.5	8.6	5.0	11.4	2.9	8.9	4.8	11.3	1.8	5.9	1.9	11.4		6.0		6.1		3.3	
27-Feb	16	4	10	5	15	4	6	5	12	3	7	5	13	4	12	4	13	3	8	5	11	3	9	5	13	2	7	2	12		8		8		6	
28-Feb	15	3	10	4	13	3	8	4	12	3	8	5	10	3	11	5	11	2	8	6	10	3	7	5	14	2	5	2	12		5		6		2	
29-Feb	16	4	12	4	13	4	9	4	11	3	10	5	17	4	9	4	13	3	10	5	13	3	9	5	9	2	9	2	8		9		7		5	
1-Mar	14	2	7	5	12	2	7	5	11	1	10	5	11	2	11	4	9	2	10	4	9	2	9	4	6	1	8	1	8		8		4		4	
2-Mar	15	3	7	4	14	3	6	5	13	3	8	5	11	3	11	5	7	3	11	5	7	4	10	4	7	2	8	2	11		8		6		2	
3-Mar	14	4	7	5	10	3	5	5	11	3	6	5	11	2	8	5	11	2	8	6	9	2	9	6	9	2	7	2	9		7		5		2	
4-Mar	13	2	8	4	11	2	9	4	8	2	12	4	14	2	12	5	11	2	9	4	9	3	8	4	11	1	6	2	10		5		5		4	
5-Mar	16	4	13	5	13	4	10	5	11	3	8	5	13	4	10	4	13	3	4	5	13	3	5	5	11	2	7	2	10		6		5		5	
Ave.	14.9	3.3	9.3	4.5	12.6	3.1	7.5	4.6	11.1	2.6	8.6	4.9	12.5	3.0	10.5	4.5	11.0	2.5	8.5	5.0	10.1	2.9	8.3	4.8	10.0	1.8	7.1	1.9	10.0		7.0		5.8		3.8	
Ave. Total	15.6	3.3	9.8	4.5	12.8	3.1	7.9	4.6	11.4	2.6	9.4	4.9	12.6	3.0	10.8	4.5	11.1	2.5	8.6	5.0	10.8	2.9	8.6	4.8	10.6	1.8	6.5	1.9	10.7		6.5		5.9		3.5	
Total [Combined Night and Day]	33.1				28.4				28.4				30.9				27.1				26.9				20.8				17.2				9.4			

- Notes:
- 1) 2 locomotives per train; 4400 hp each locomotive
 - 2) Ave train length for both lines is 75 cars
 - 3) Ave train length for both lines is 5000 ft
 - 4) CSXT provided 2 weeks of S-Line actual train operations data summarized in this table
 - 5) CSXT provided a 7 day simulation for A line traffic shifted to S-line that has been added to the actual S-line train data above.
The Simulation did not cover Auburndale and Kissimmee.
 - 6) Train speeds measured from simulation string charts indicates the maximum speed is typically less than 50 mph.

Appendix F

F-1 Noise Impact Contours Maps

Appendix F

Noise Impact Contour Maps

S-LINE

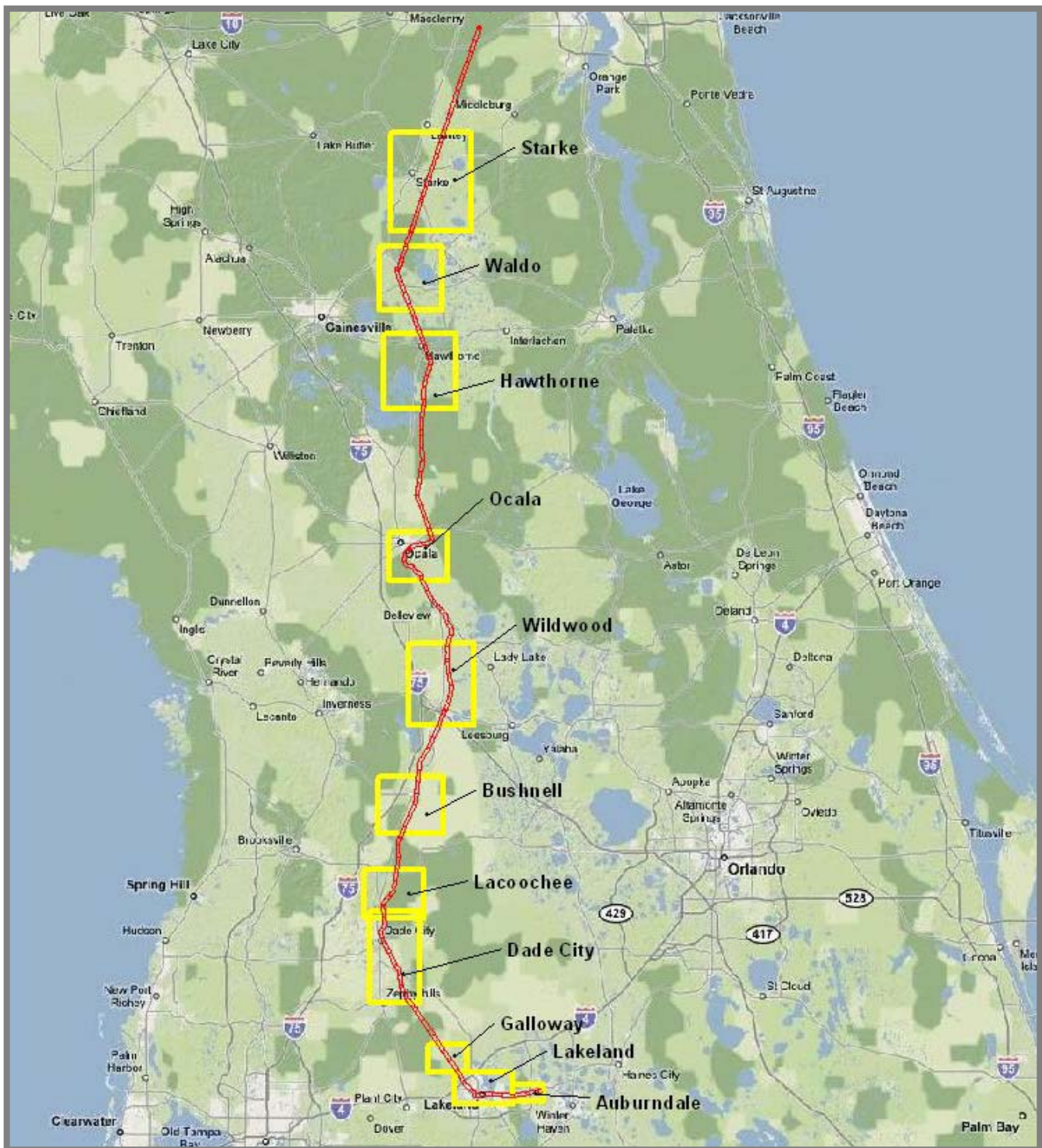
MODERATE IMPACT CONTOURS (65 L_{DN})

FOR ADDITIONAL A-LINE OPERATIONS

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L_{DN} MODERATE IMPACT CONTOUR COVERAGE AREAS



STARK AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 18N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 17N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 16N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 15N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 14N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 13N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 12N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 11N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 10N



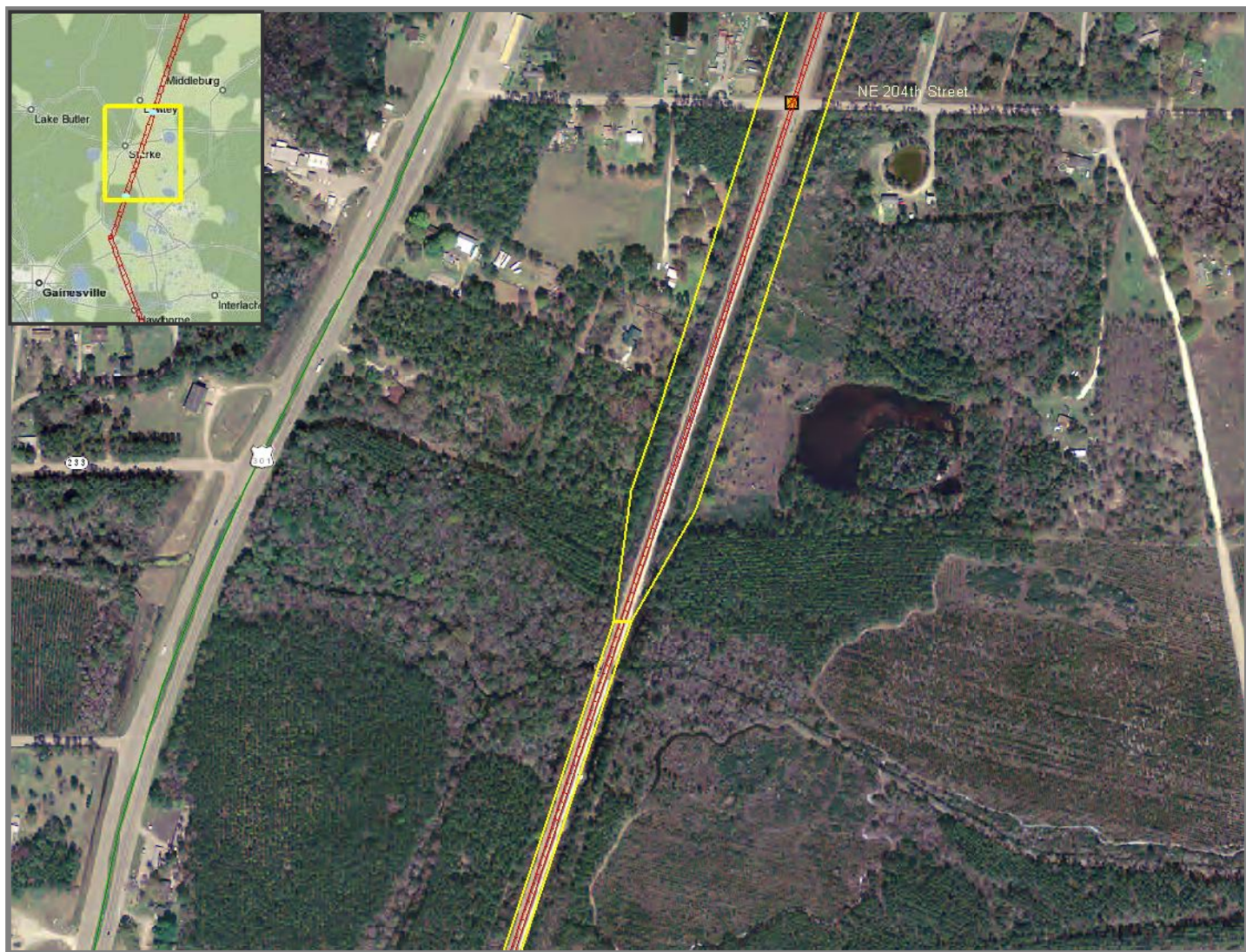
S-Line Corridor Moderate Impact Noise Contour
Starke Area – 9N



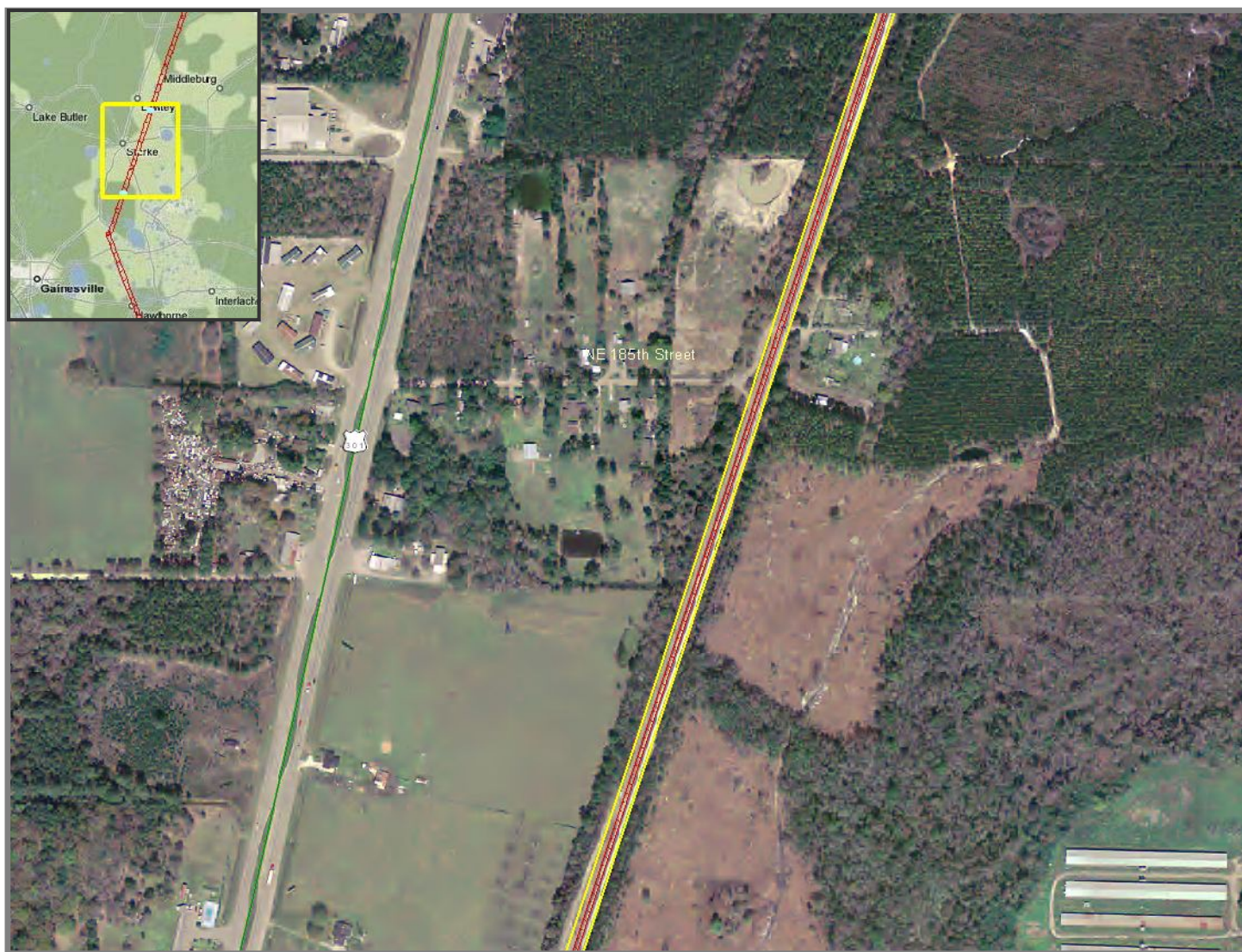
S-Line Corridor Moderate Impact Noise Contour
Starke Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 2N



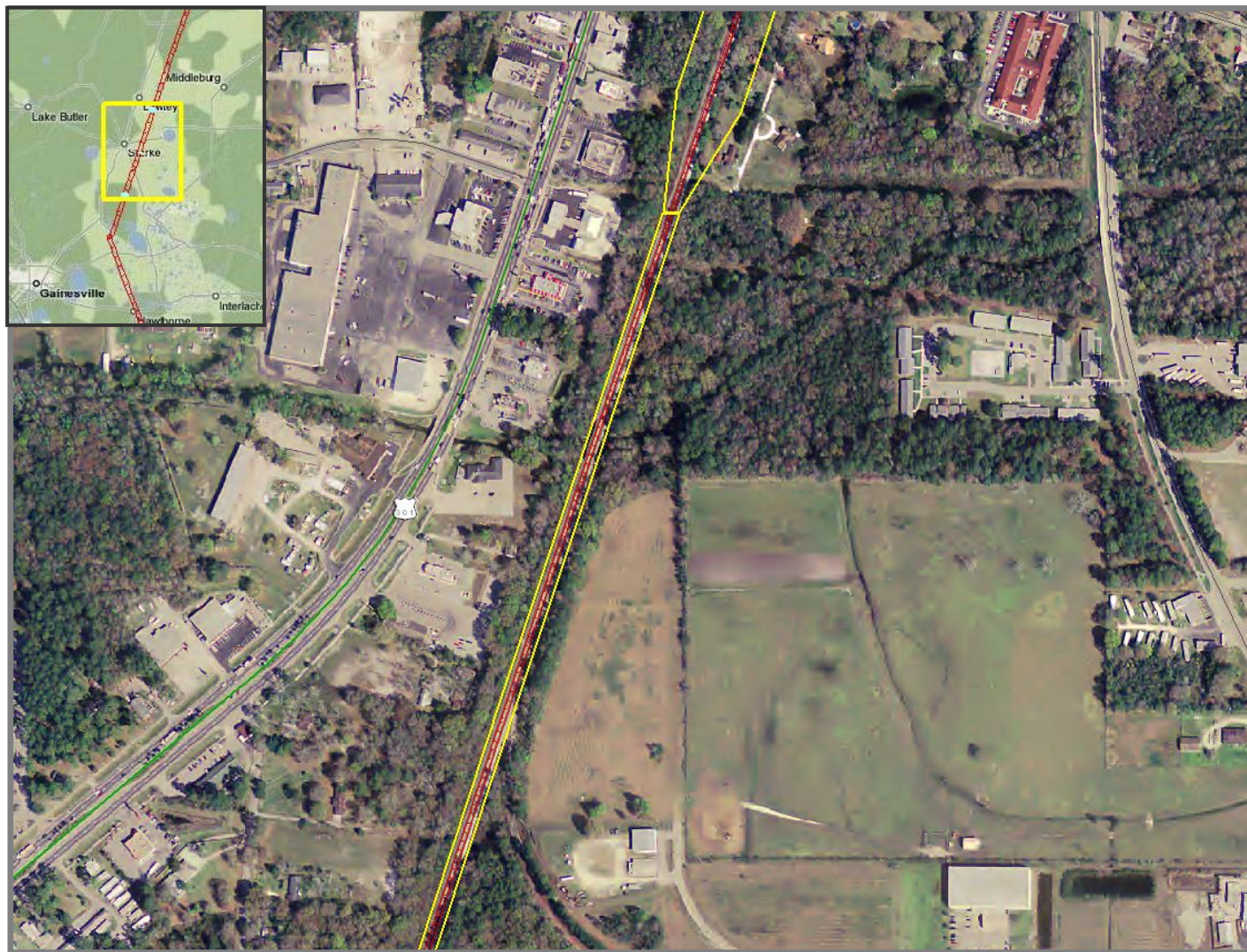
S-Line Corridor Moderate Impact Noise Contour
Starke Area – 1N



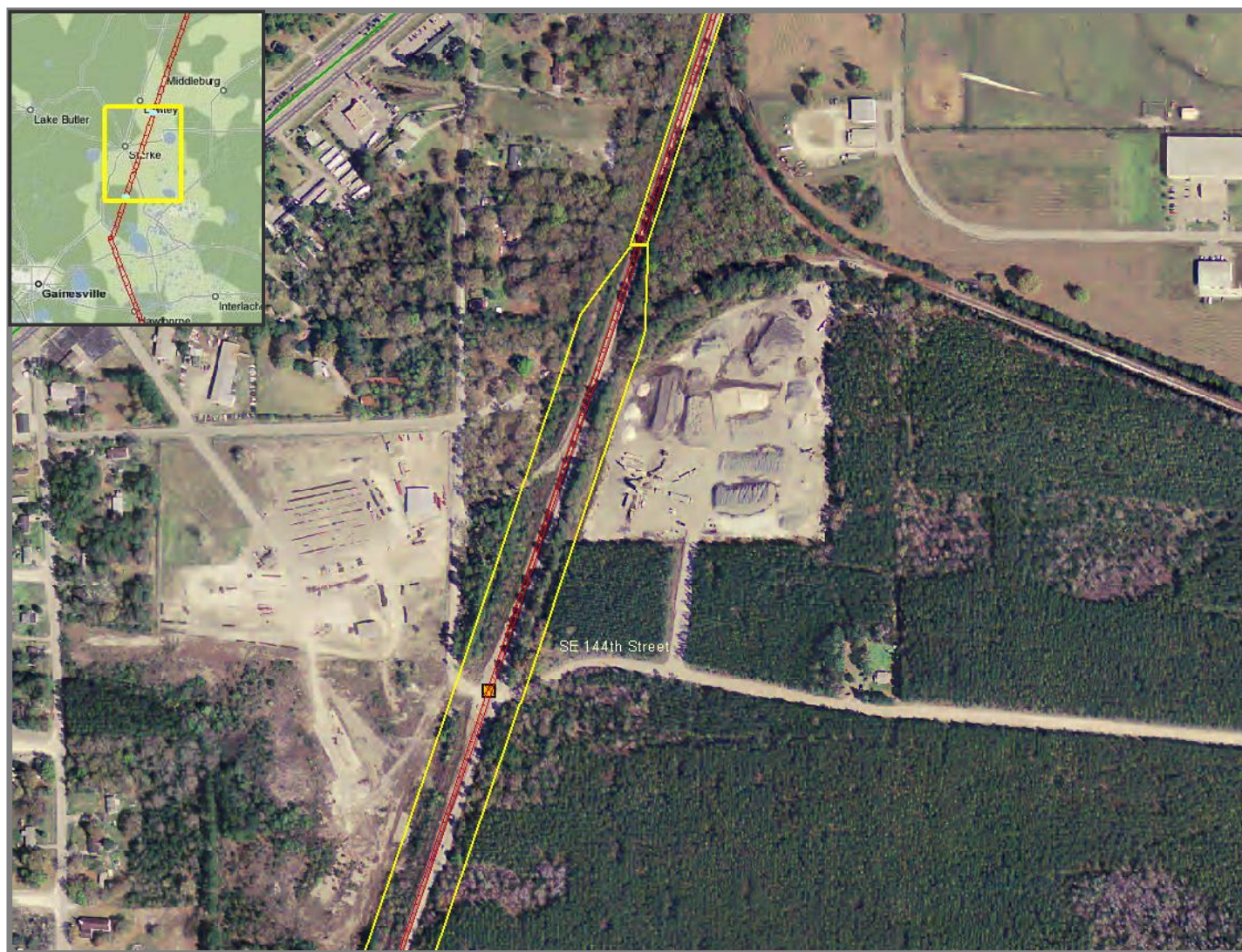
S-Line Corridor Moderate Impact Noise Contour
Starke Area – 1



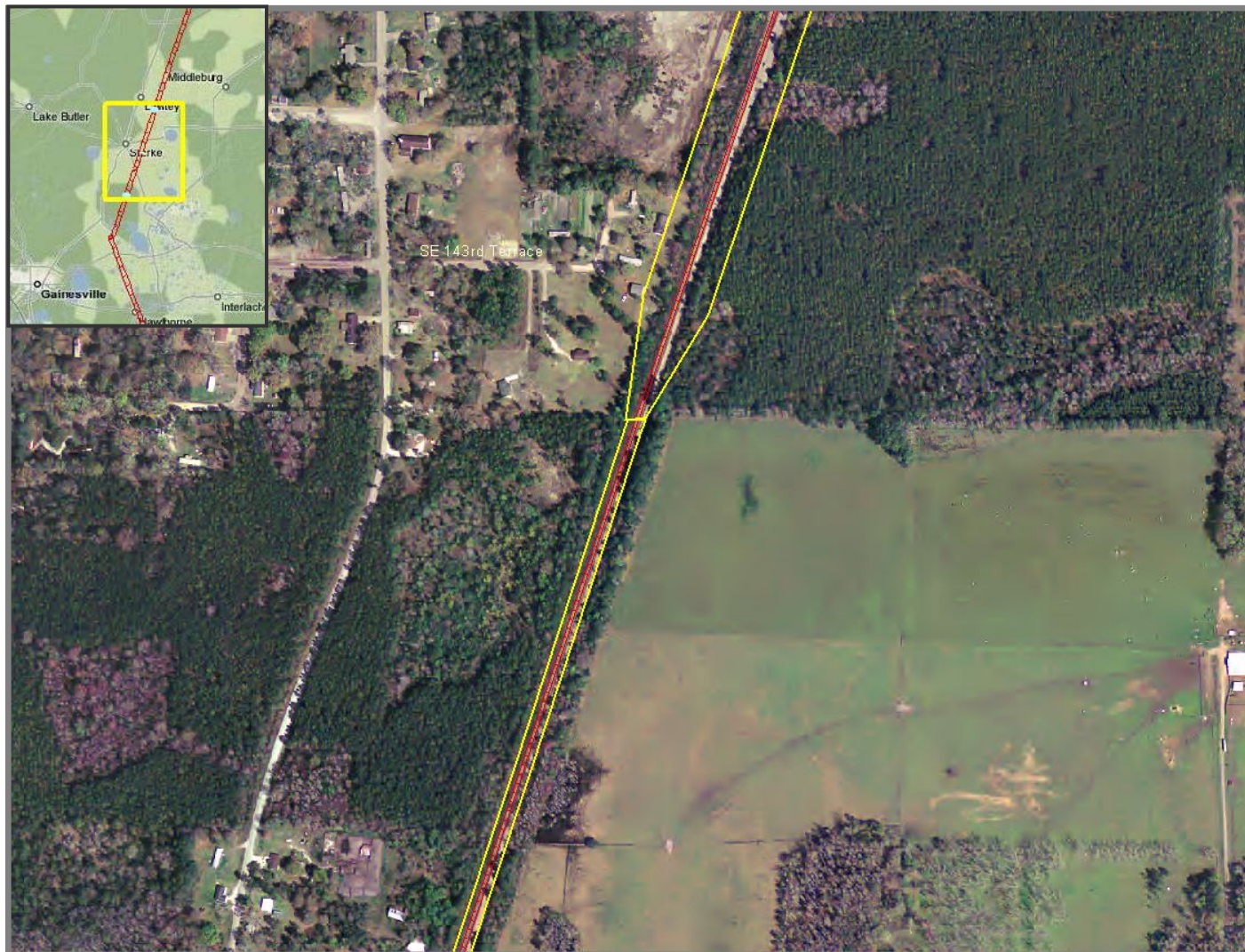
S-Line Corridor Moderate Impact Noise Contour
Starke Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 5S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 6S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 9S



S-Line Corridor Moderate Impact Noise Contour
Starke Area – 10S

WALDO AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 1



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 2S



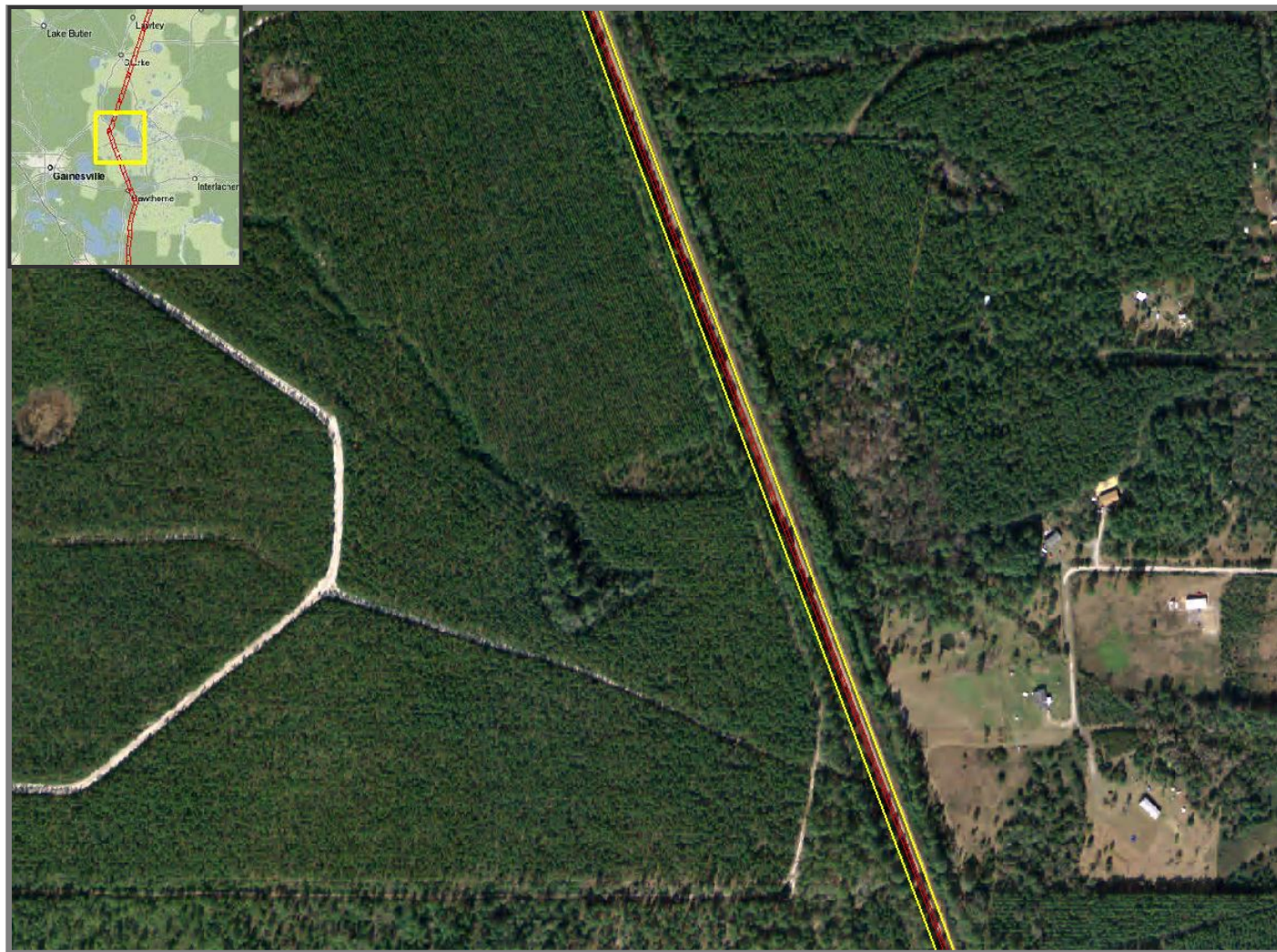
S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 5S



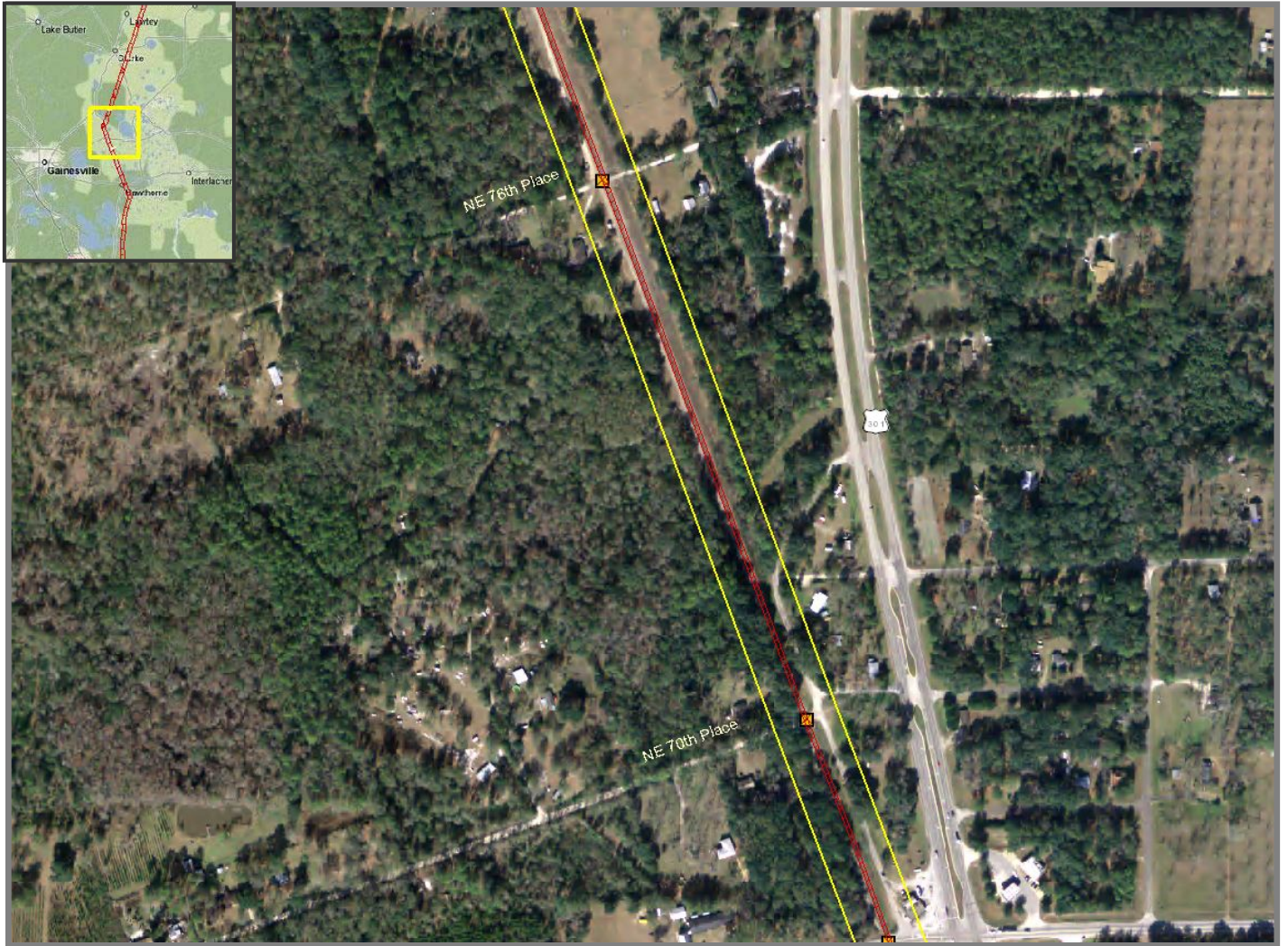
S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 6S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 9S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 10S



S-Line Corridor Moderate Impact Noise Contour
Waldo Area – 11S

HAWTHORNE AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 4N



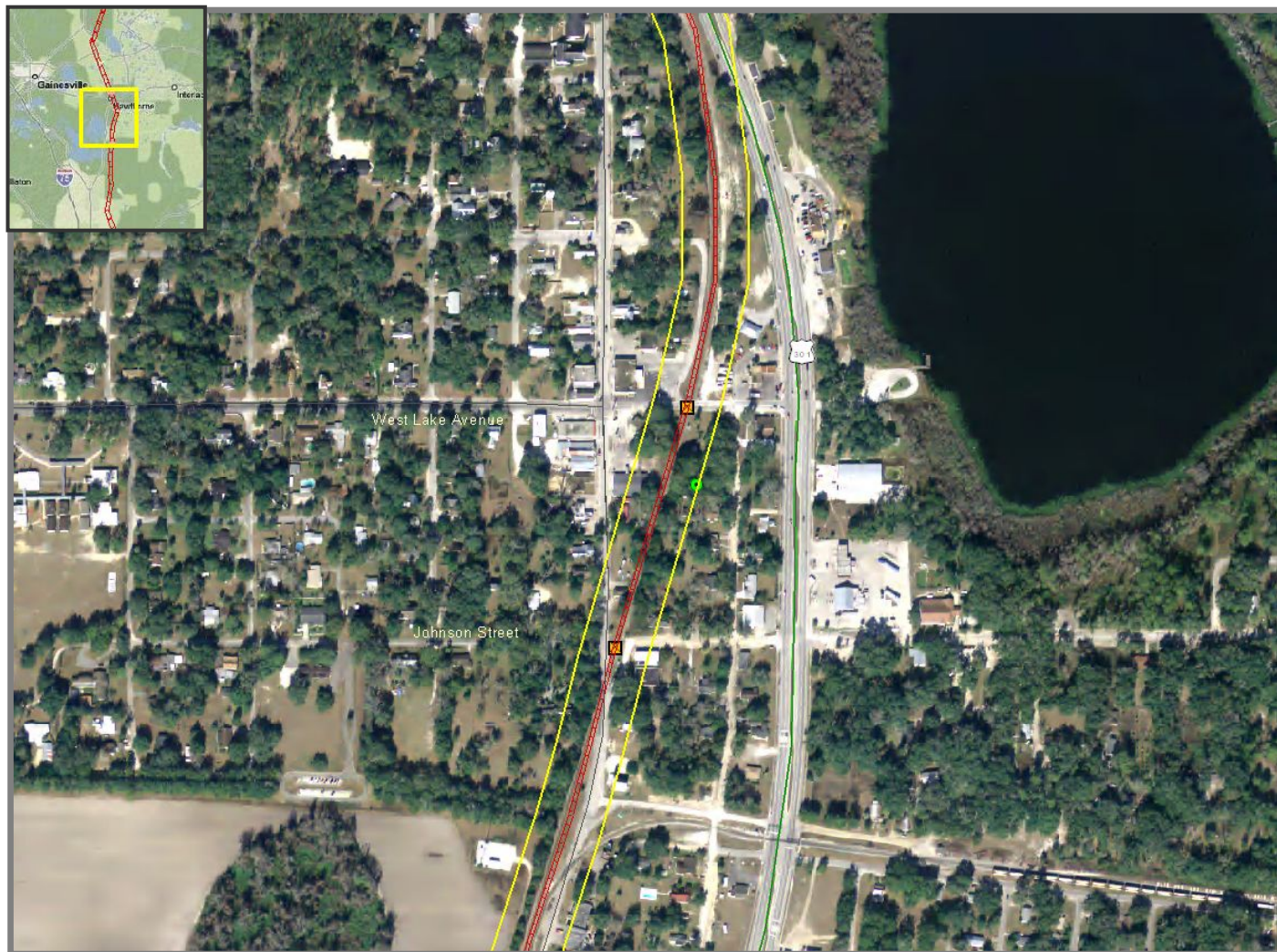
S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 3N



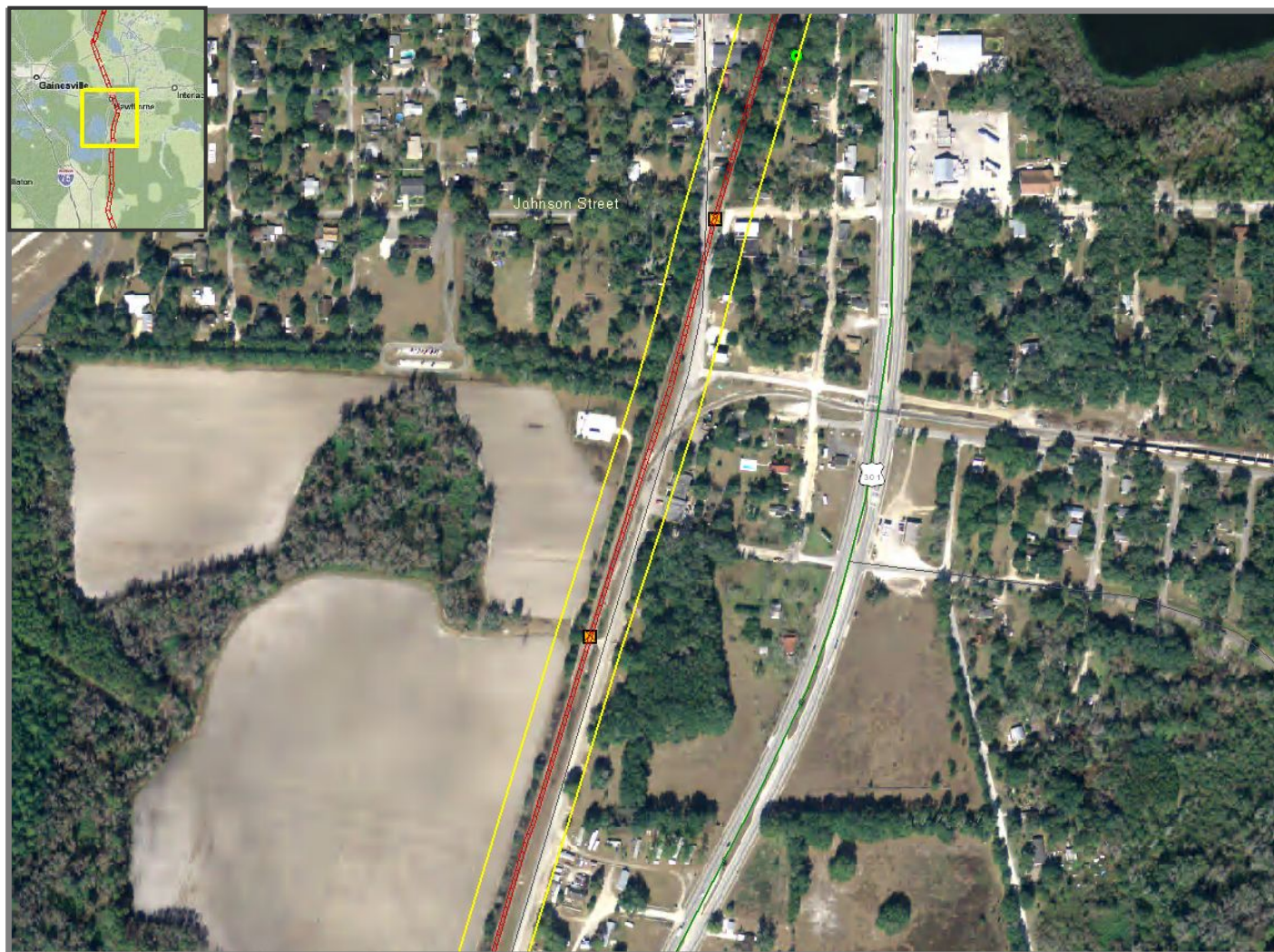
S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 2N



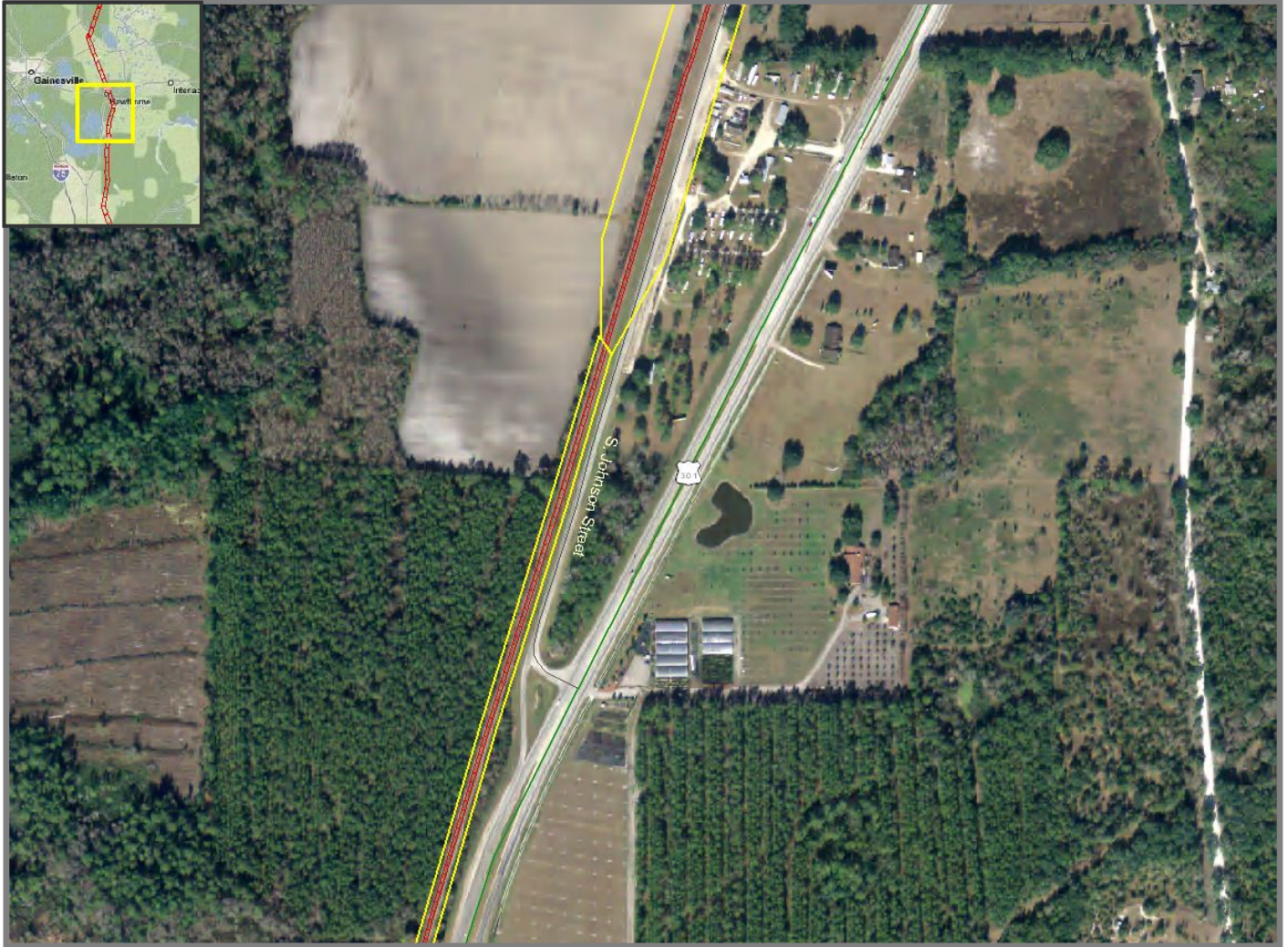
S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 1N



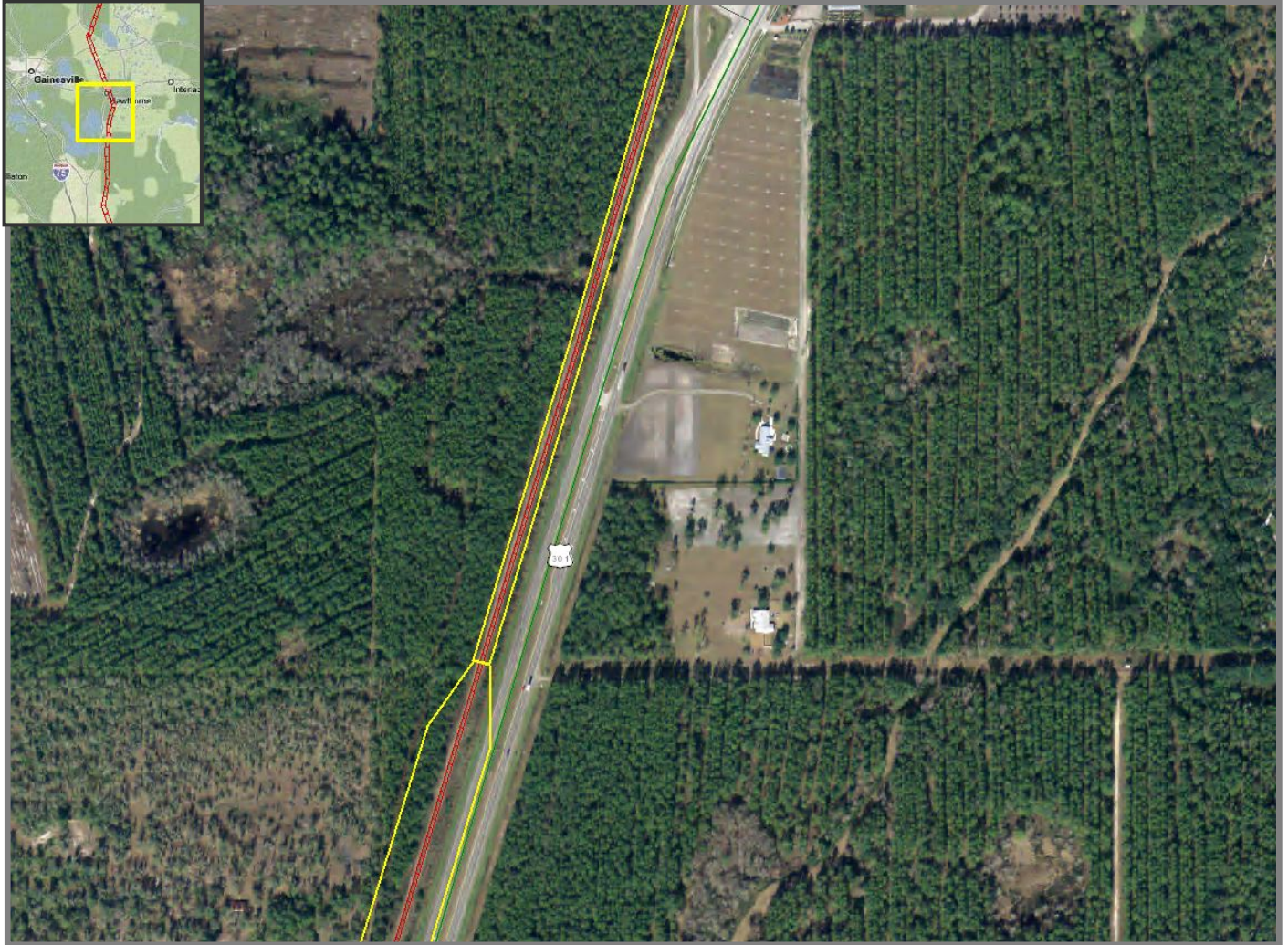
S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 1



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 5S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 6S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 9S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 10S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 11S



S-Line Corridor Moderate Impact Noise Contour
Hawthorne Area – 12S

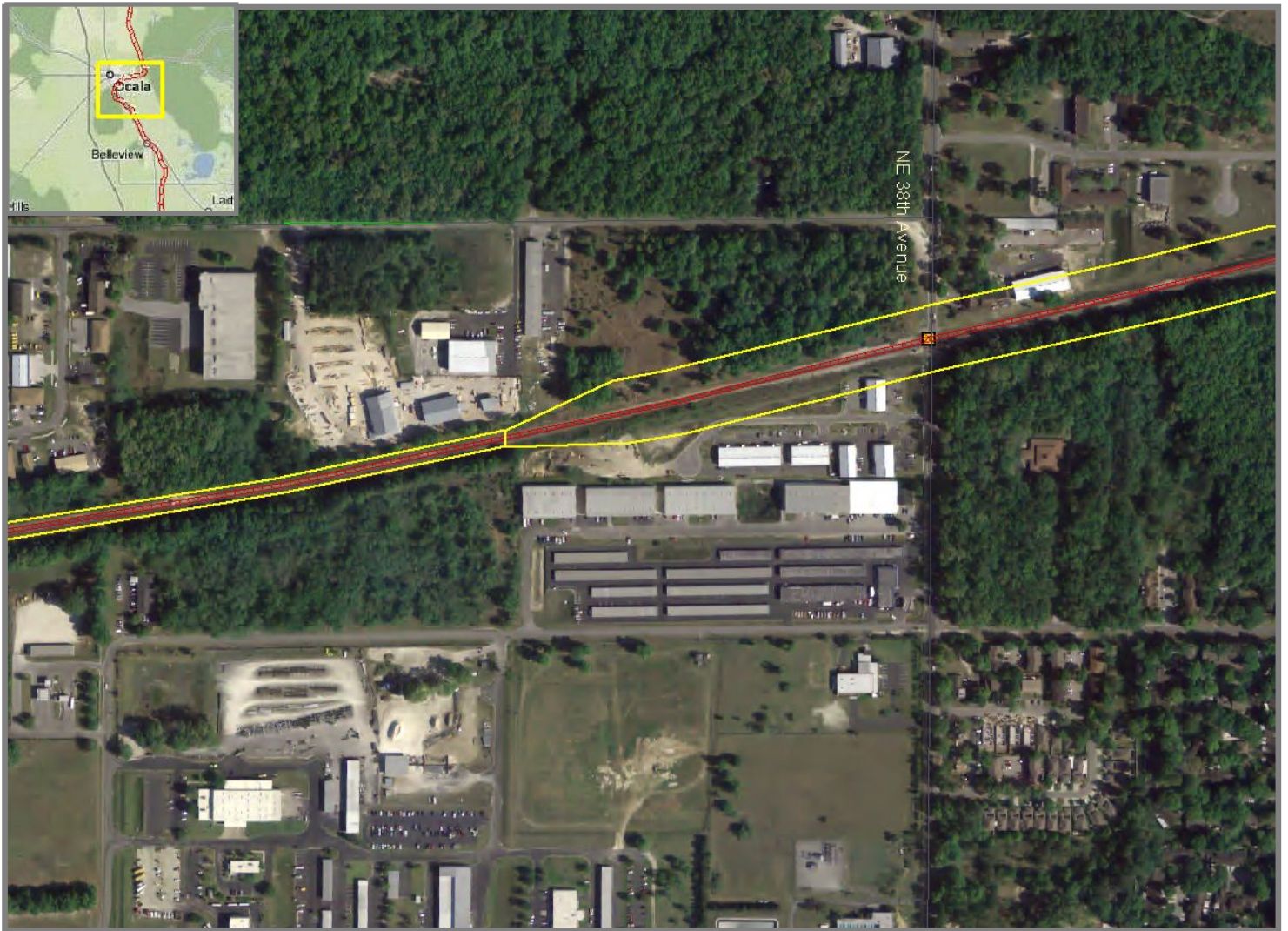
OCALA AREA NOISE CONTOUR MAPS



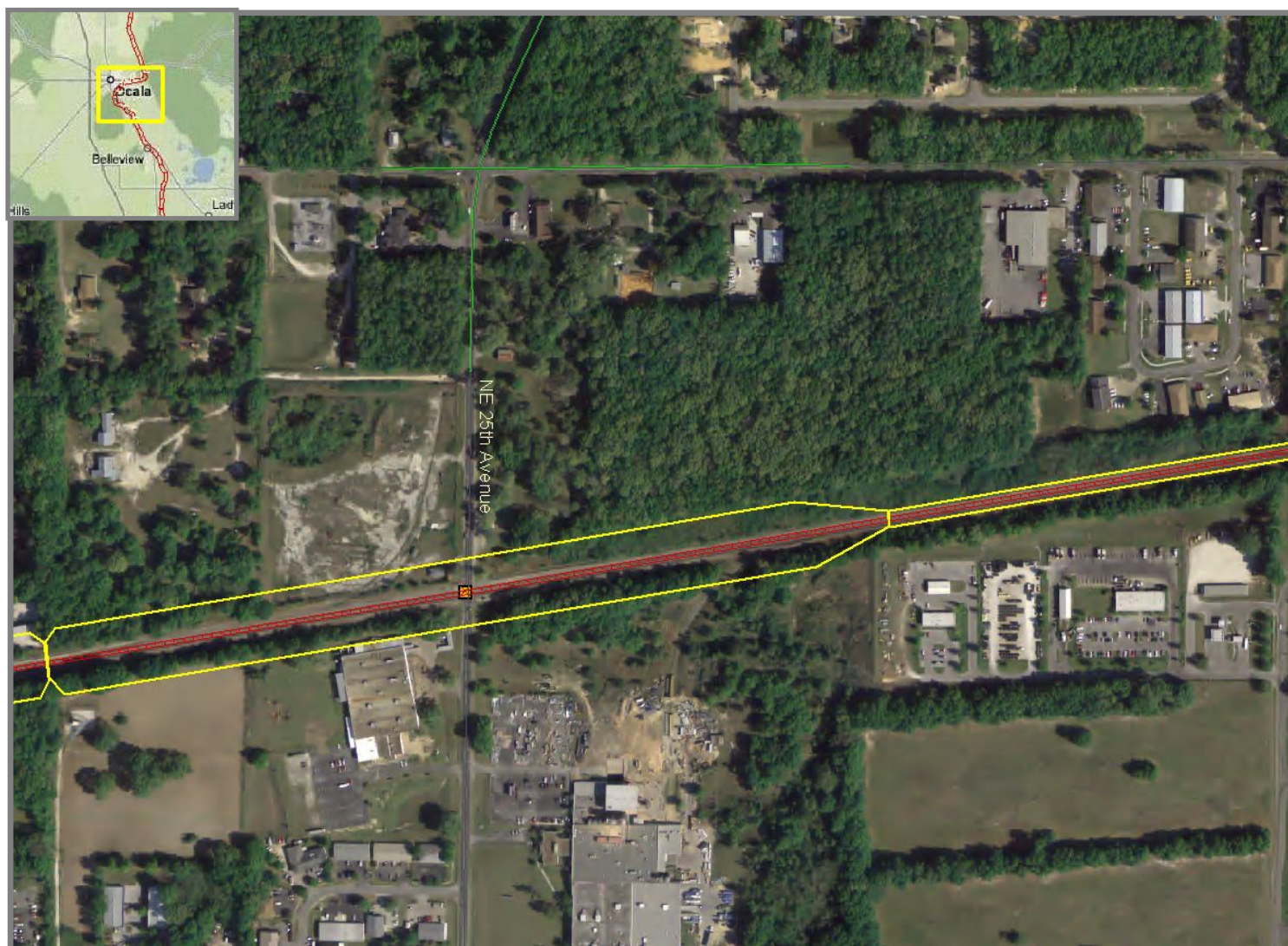
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 7N



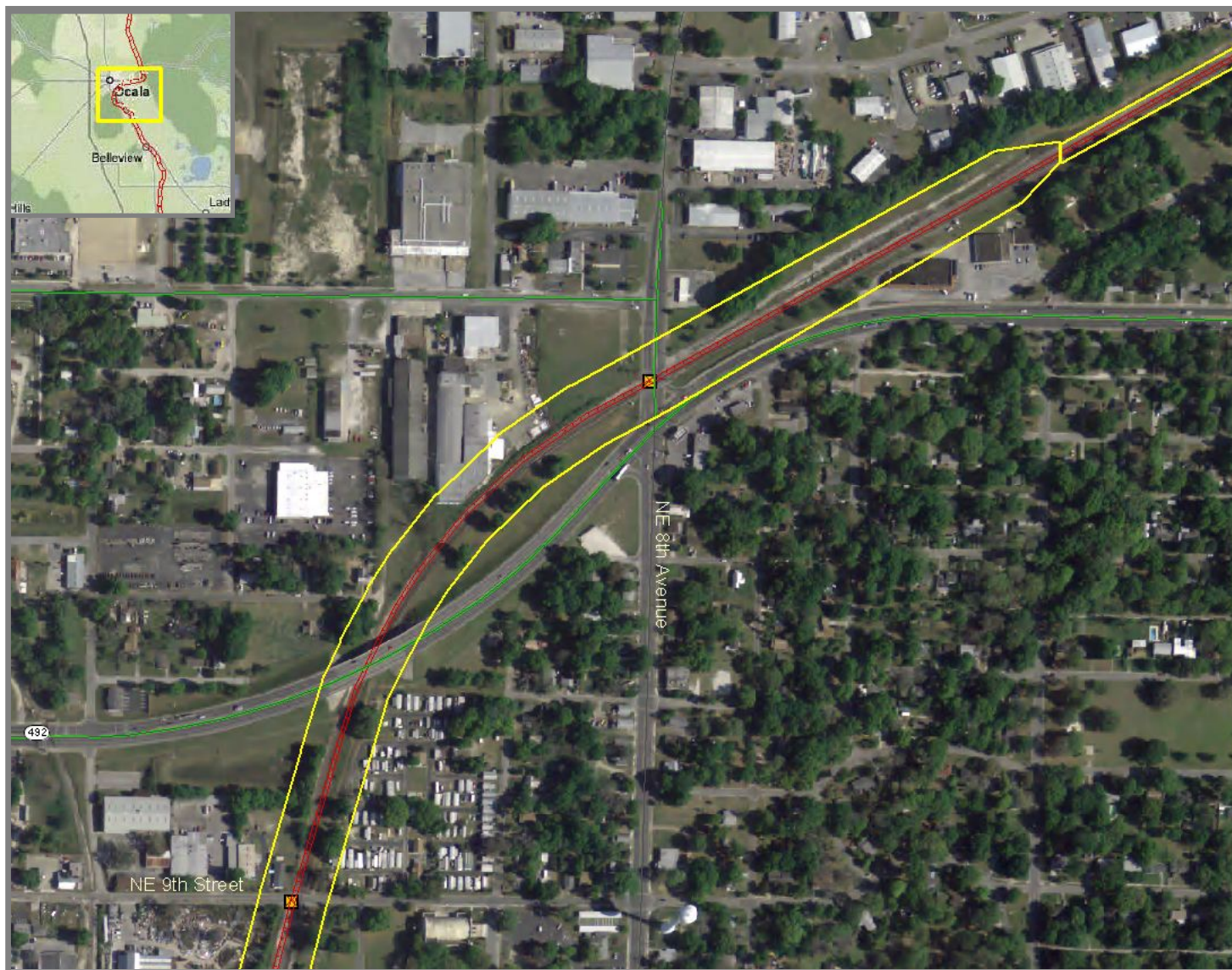
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 6N



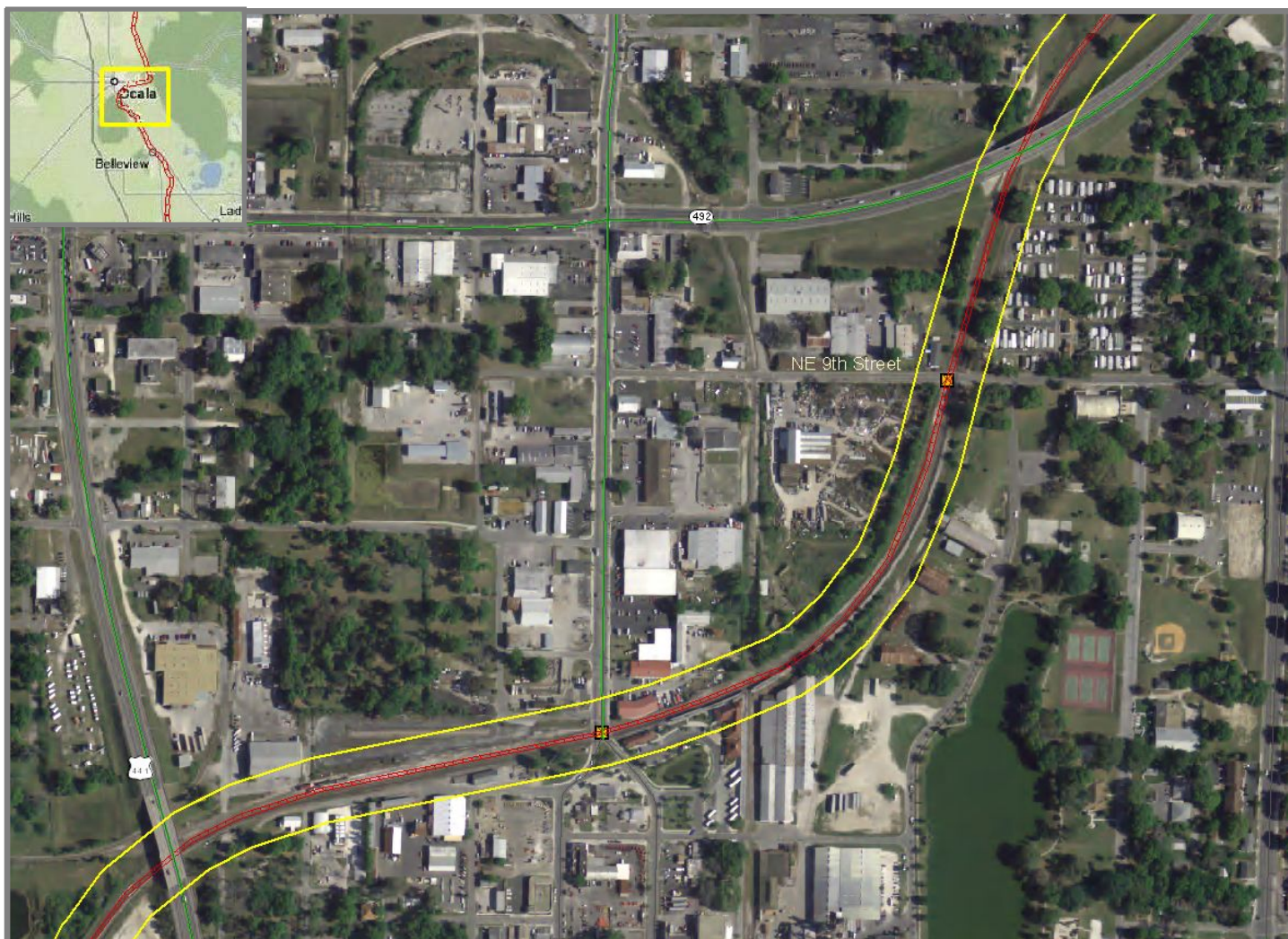
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 5N



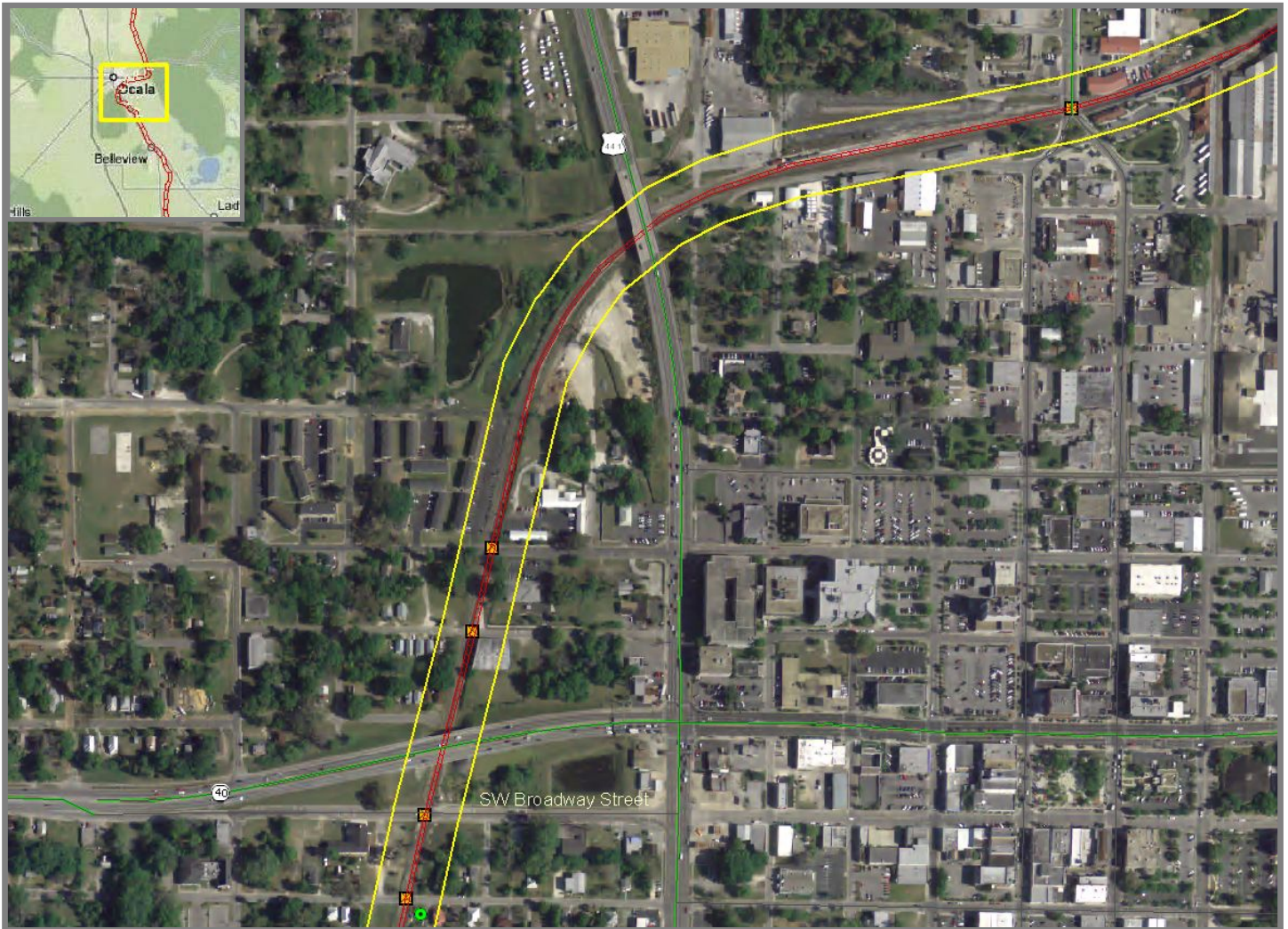
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 4N



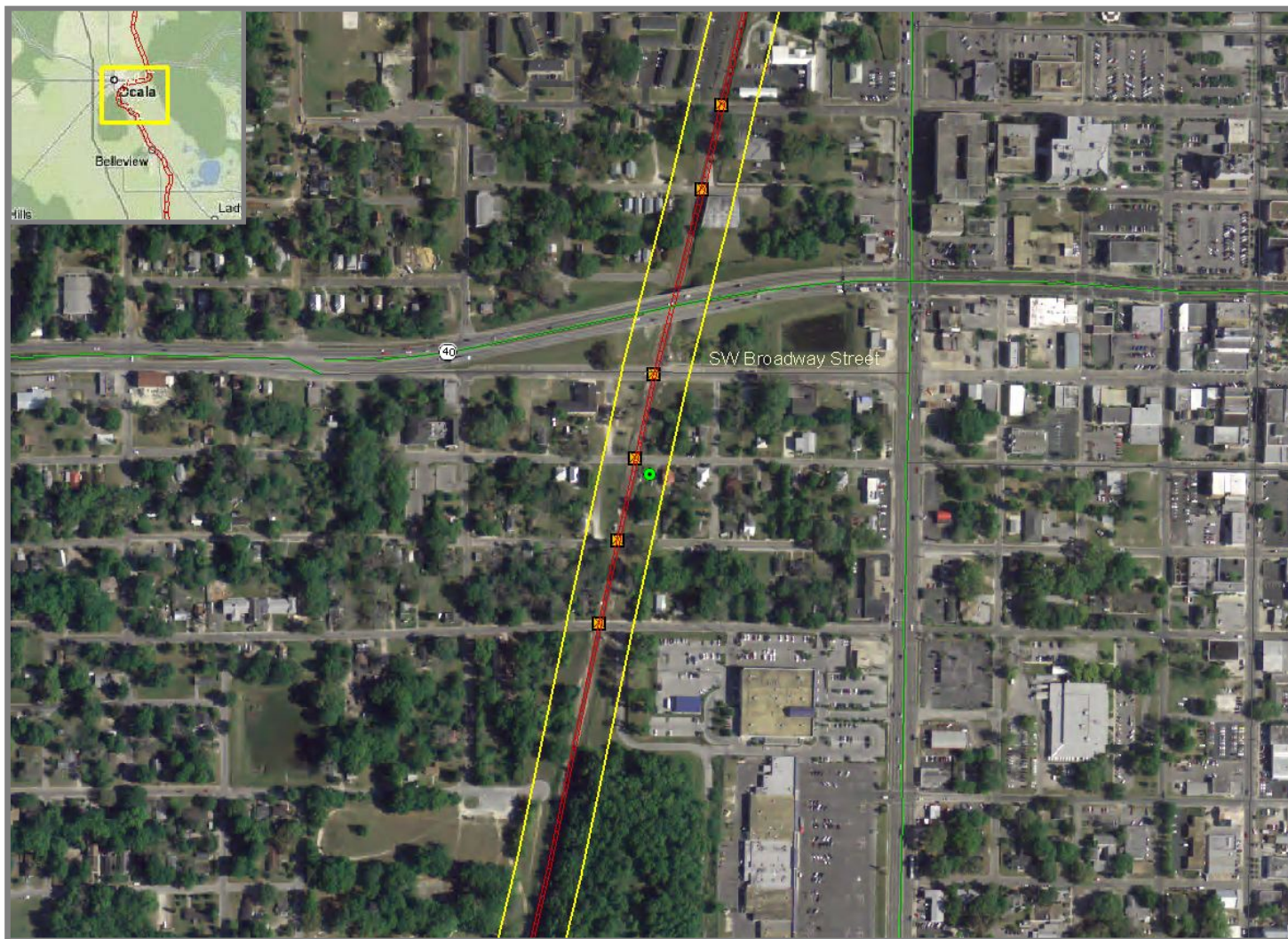
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 3N



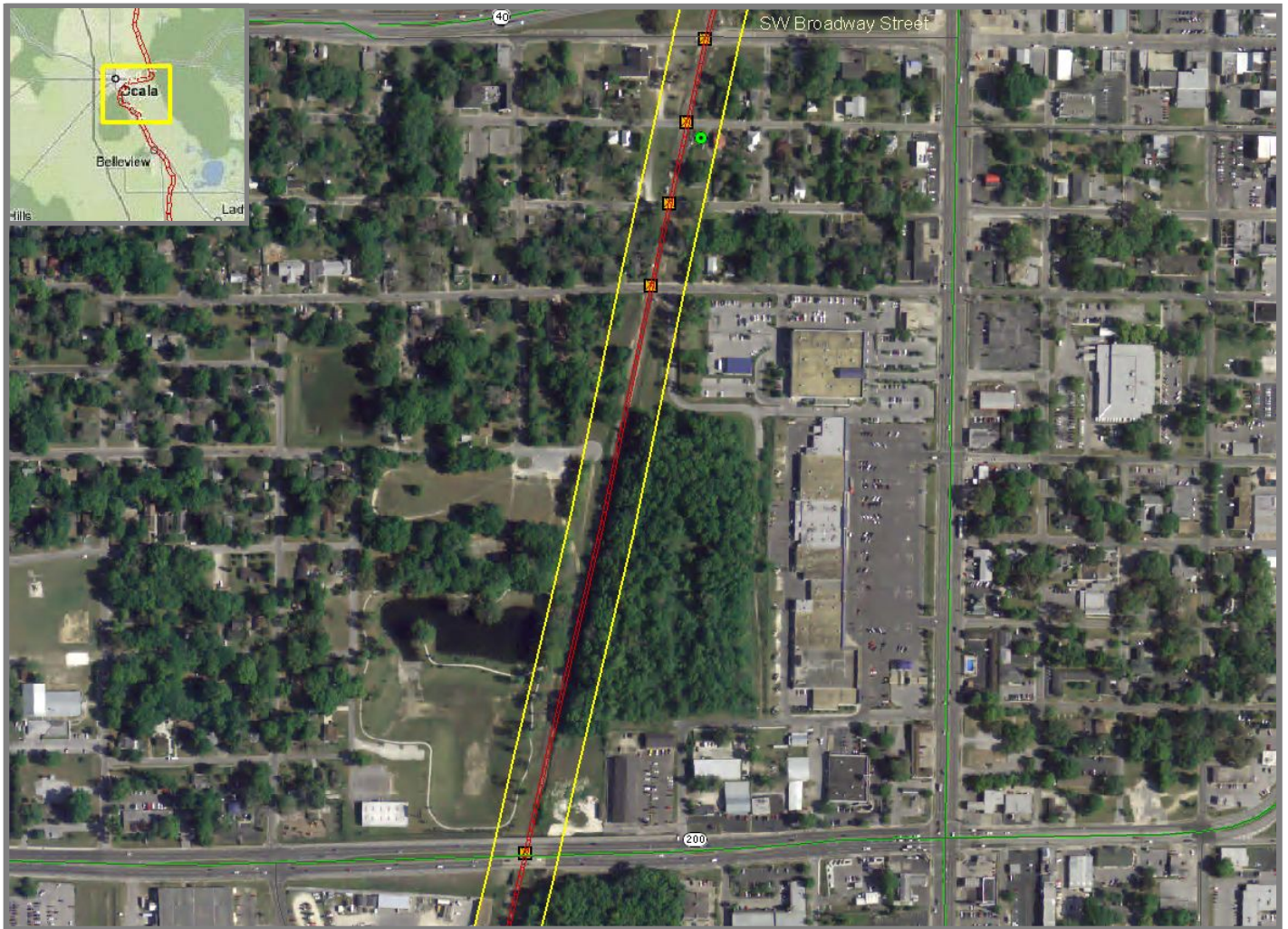
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 2N



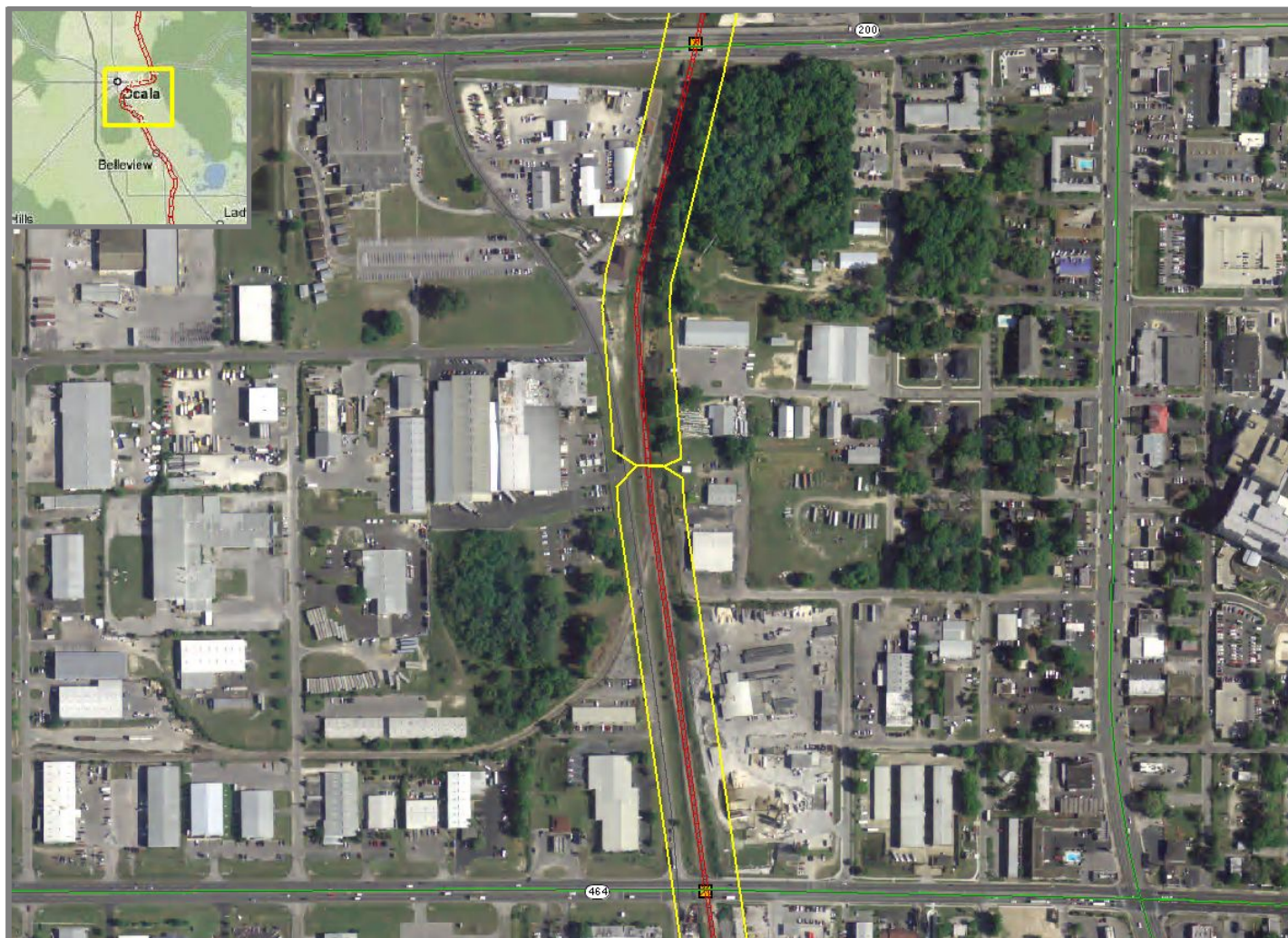
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 1N



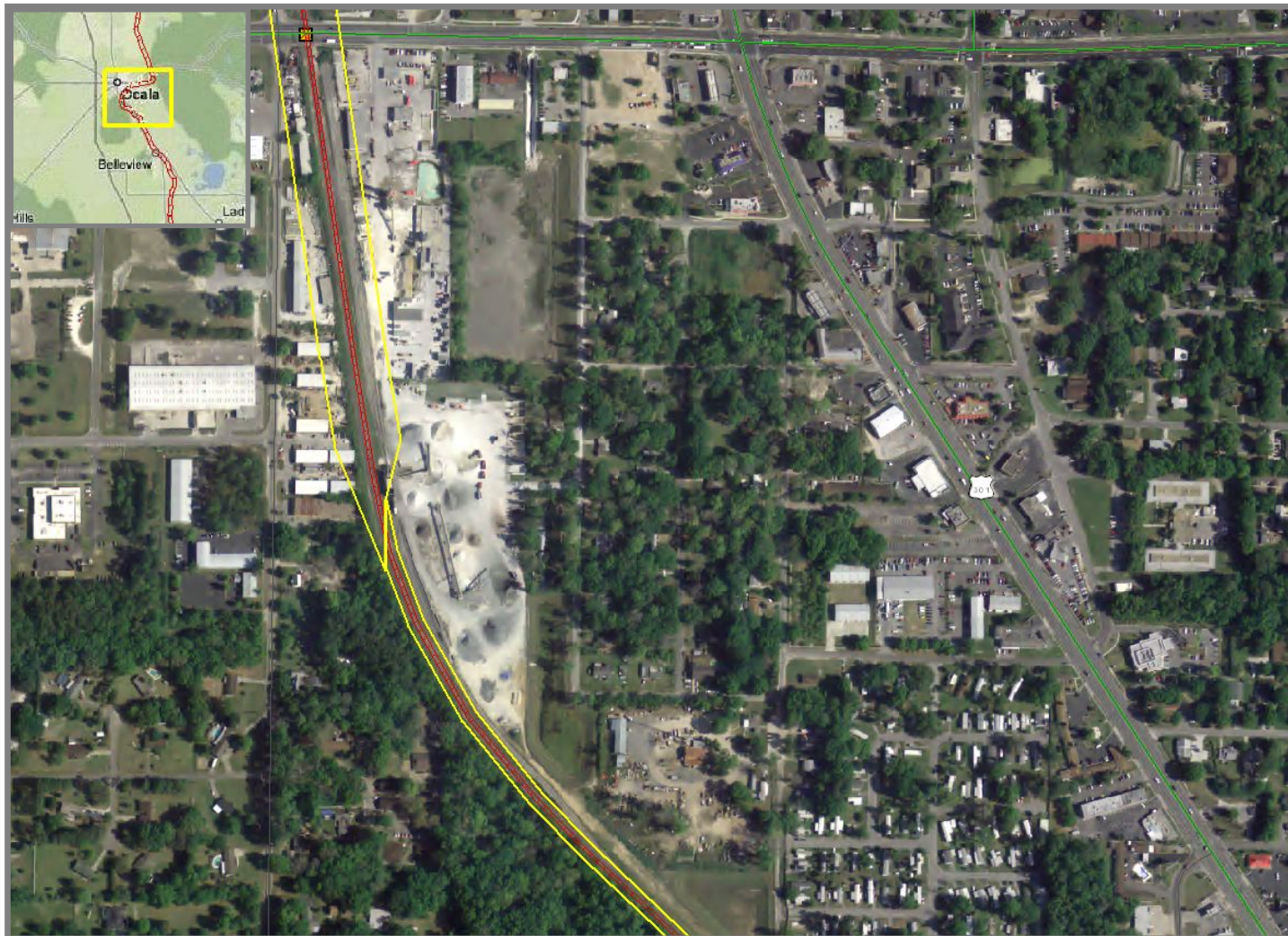
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 1



S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 1S



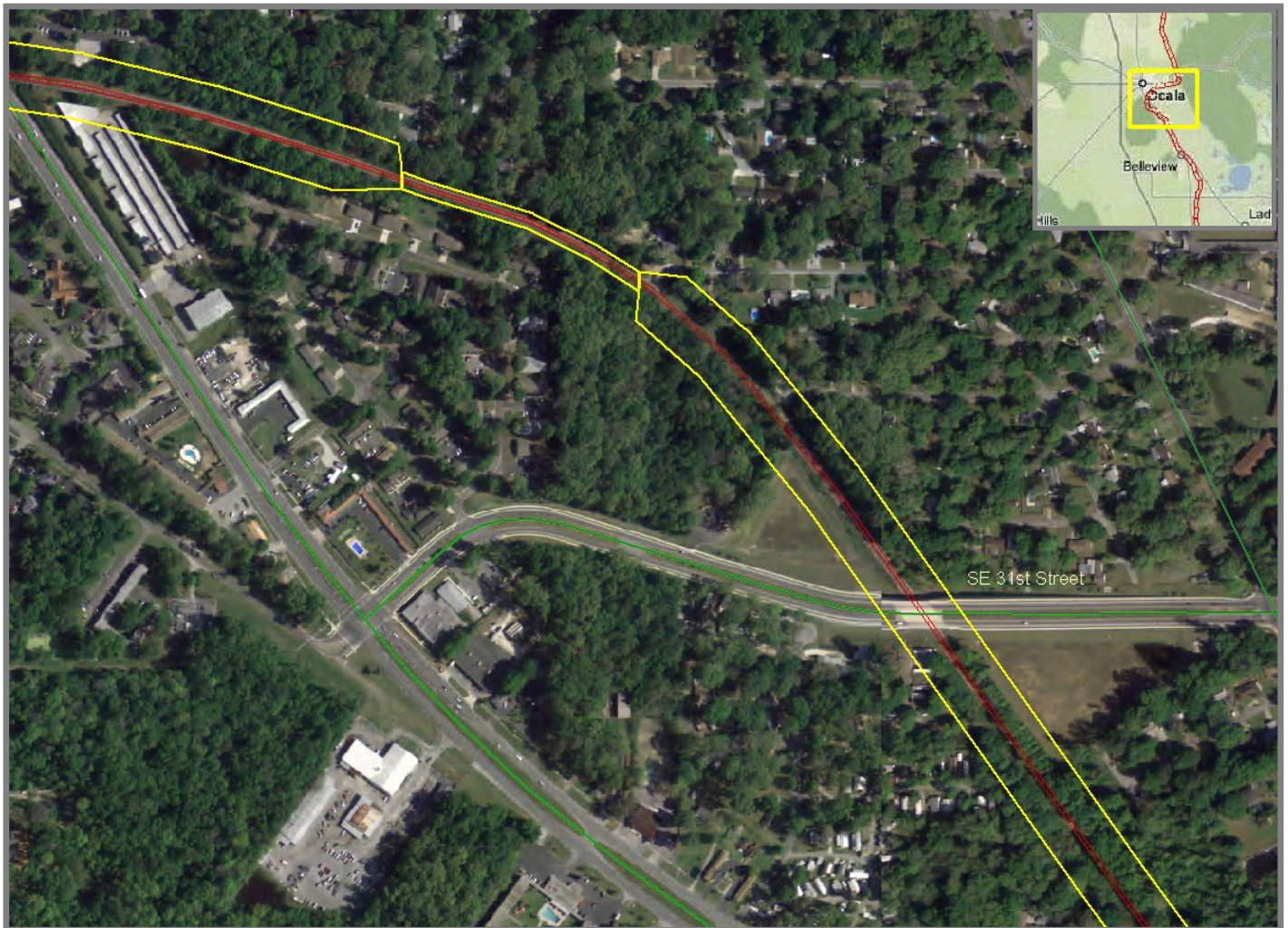
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 2S



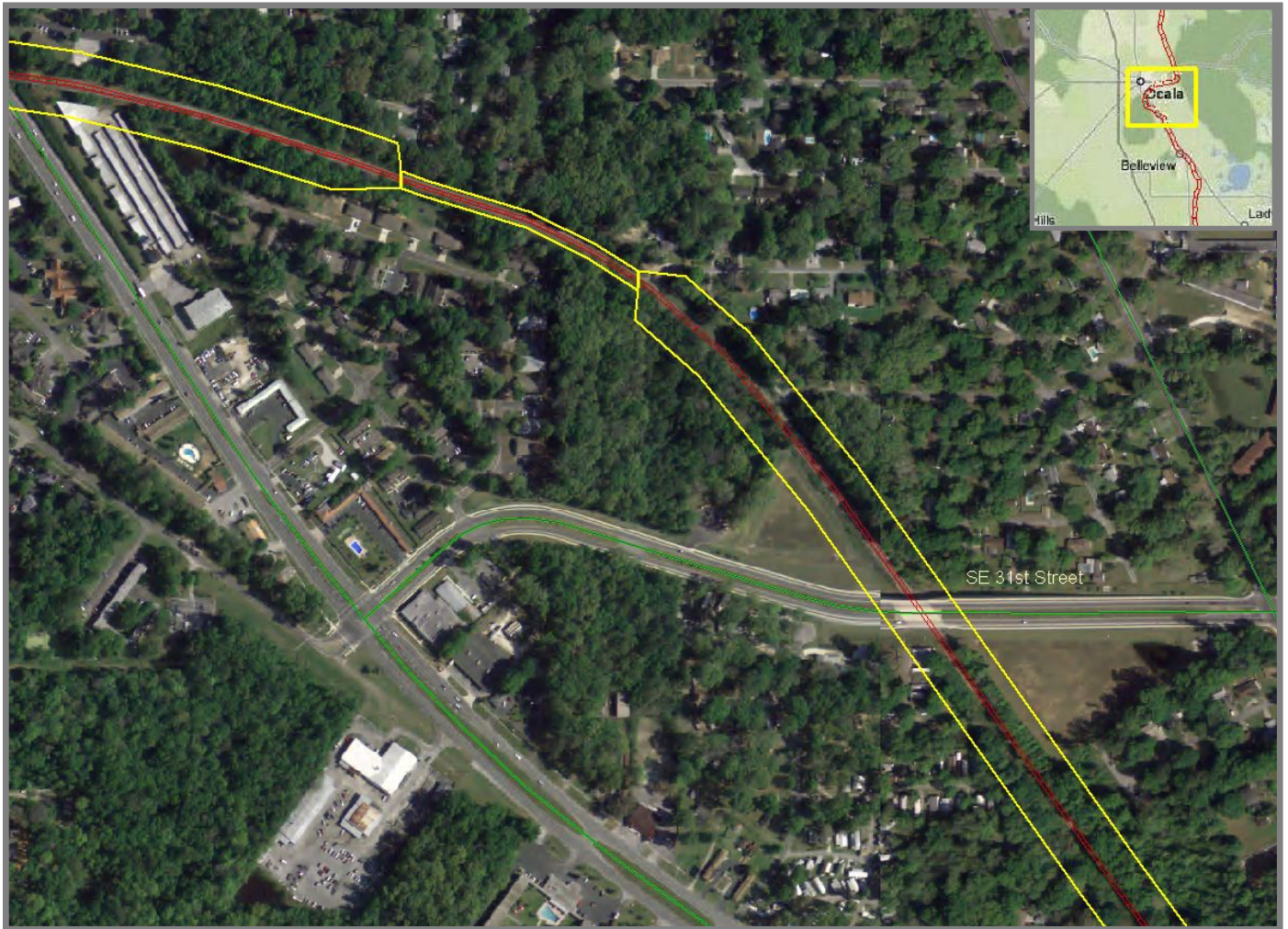
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 4S



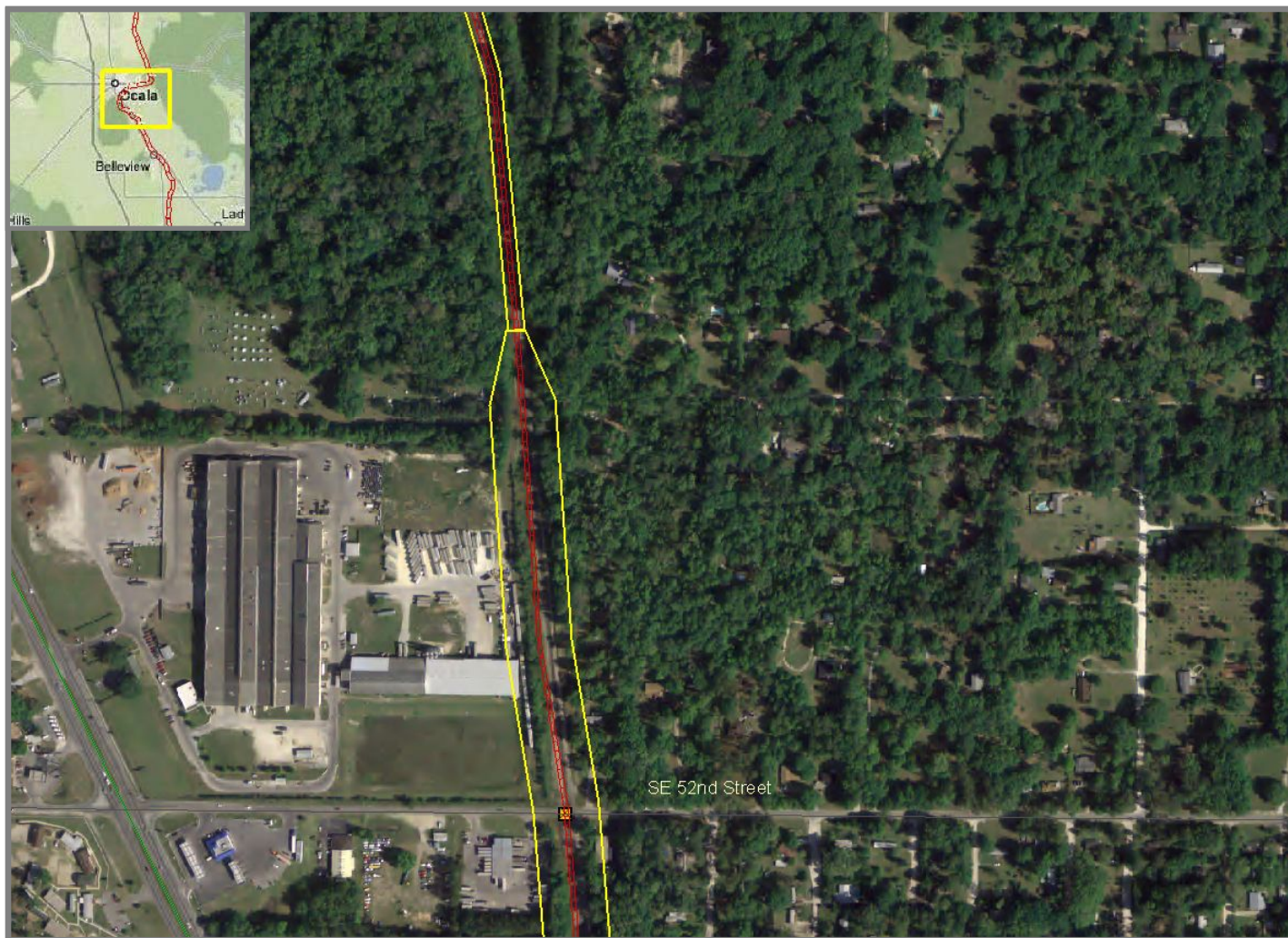
S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 5S



S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 6S

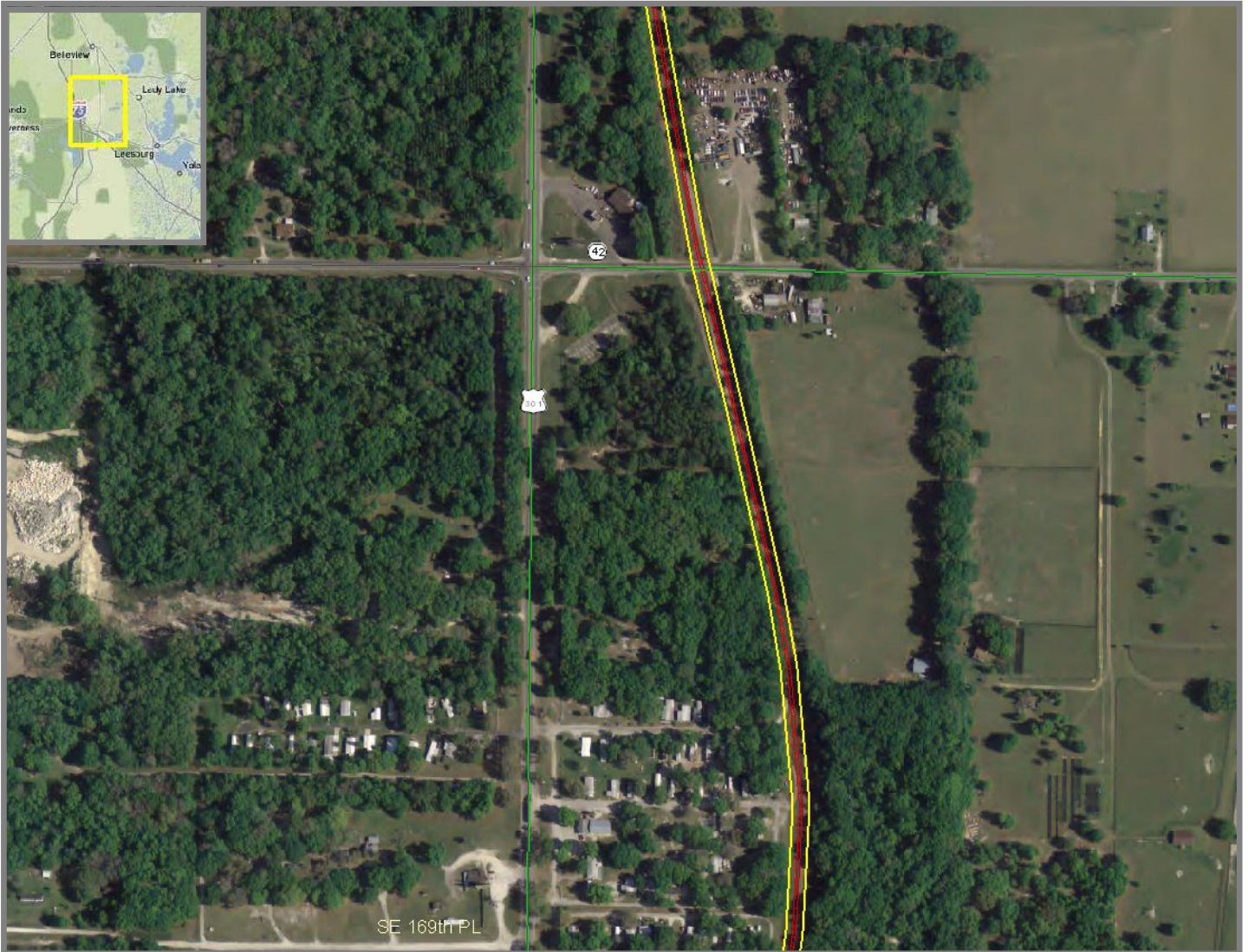


S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 7S

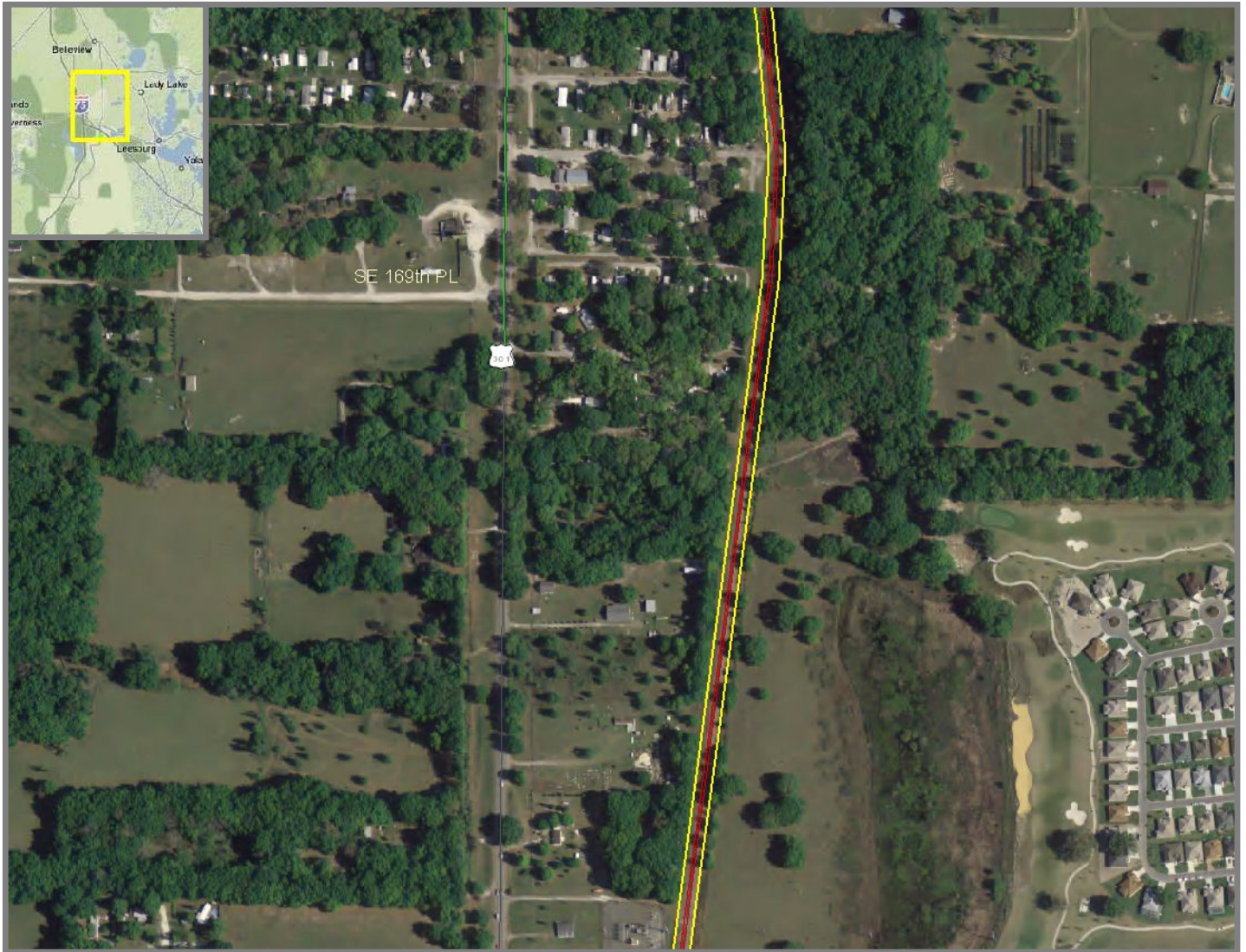


S-Line Corridor Moderate Impact Noise Contour
Ocala Area – 8S

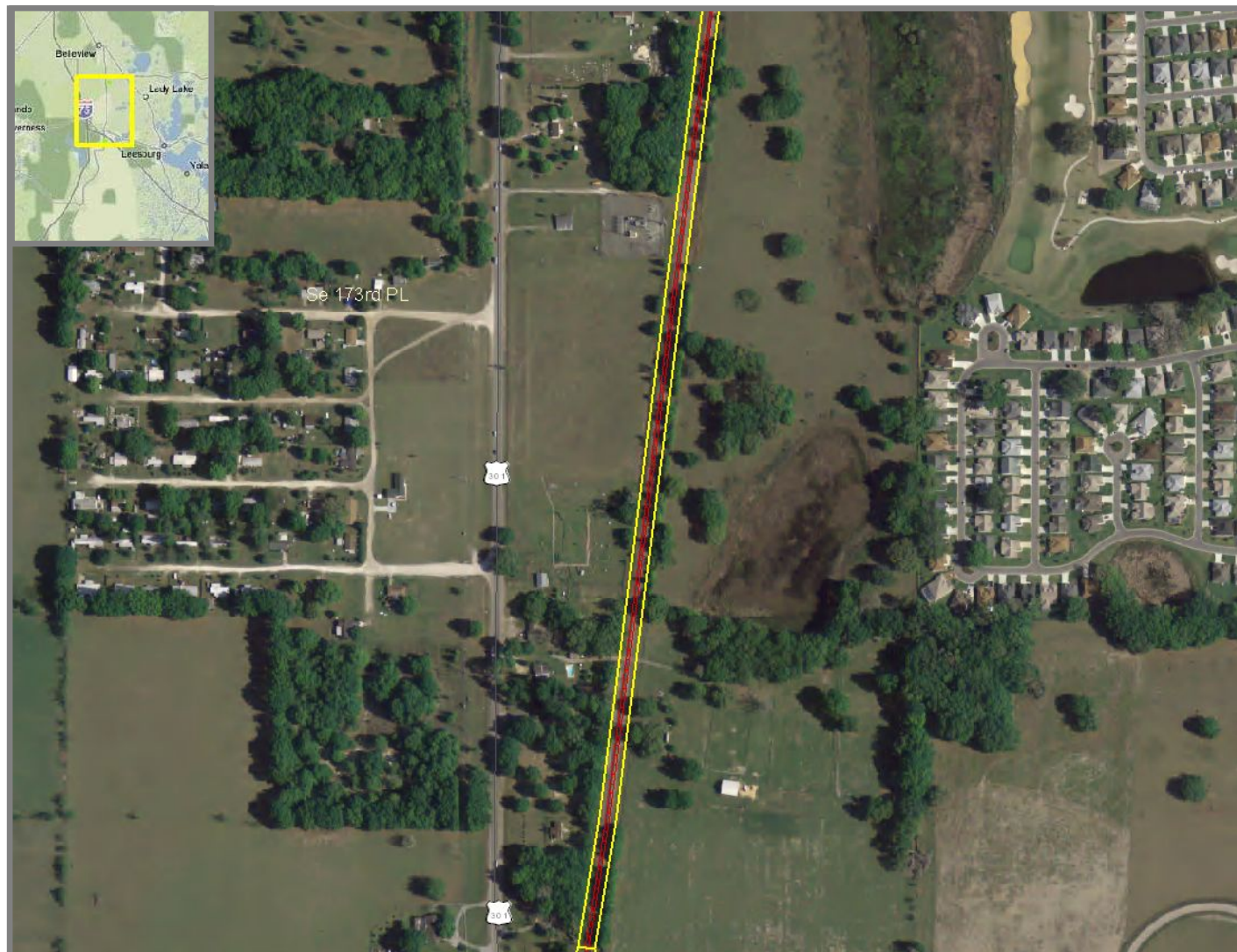
WILDWOOD AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 14N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 13N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 12N



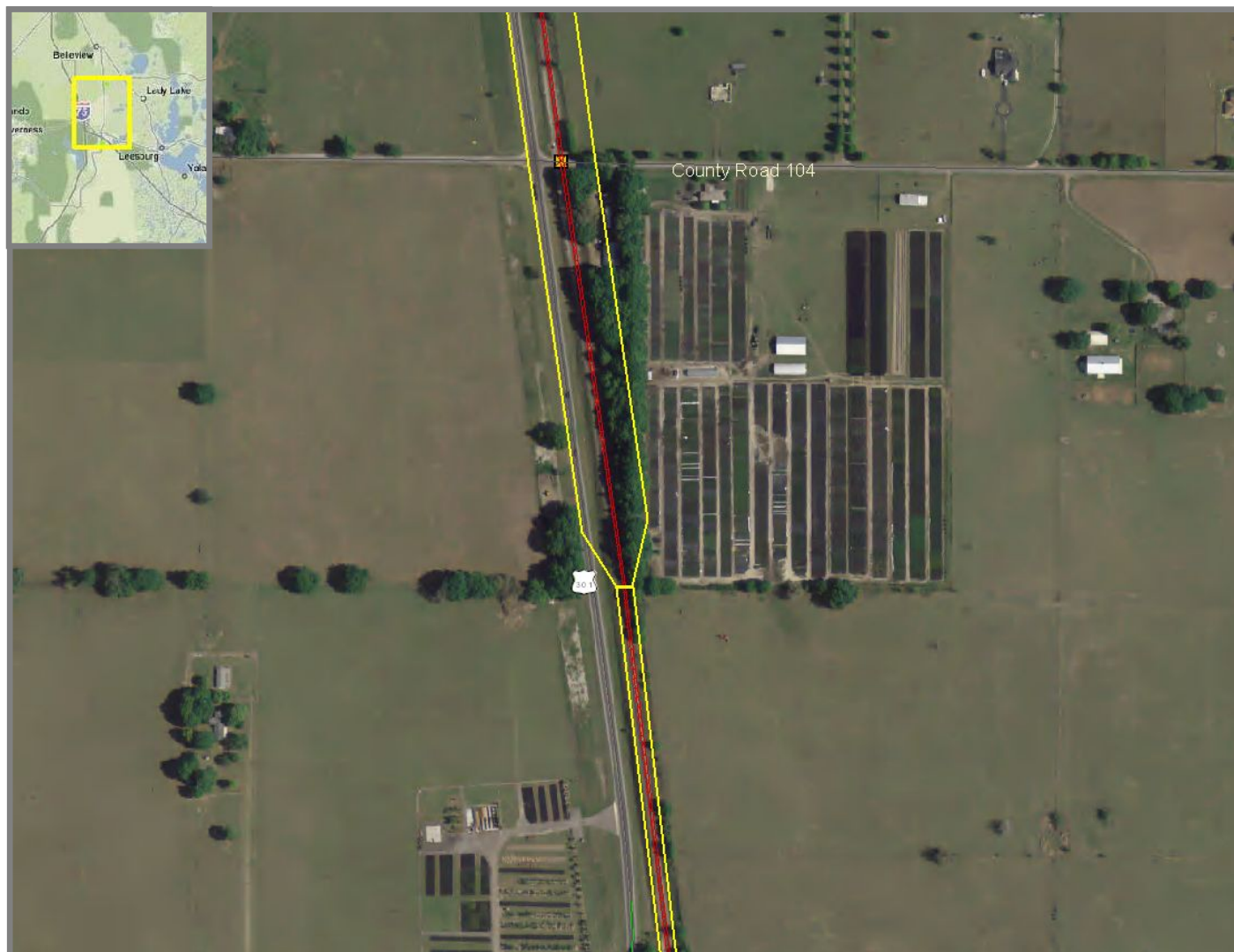
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 11N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 10N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 9N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 5N



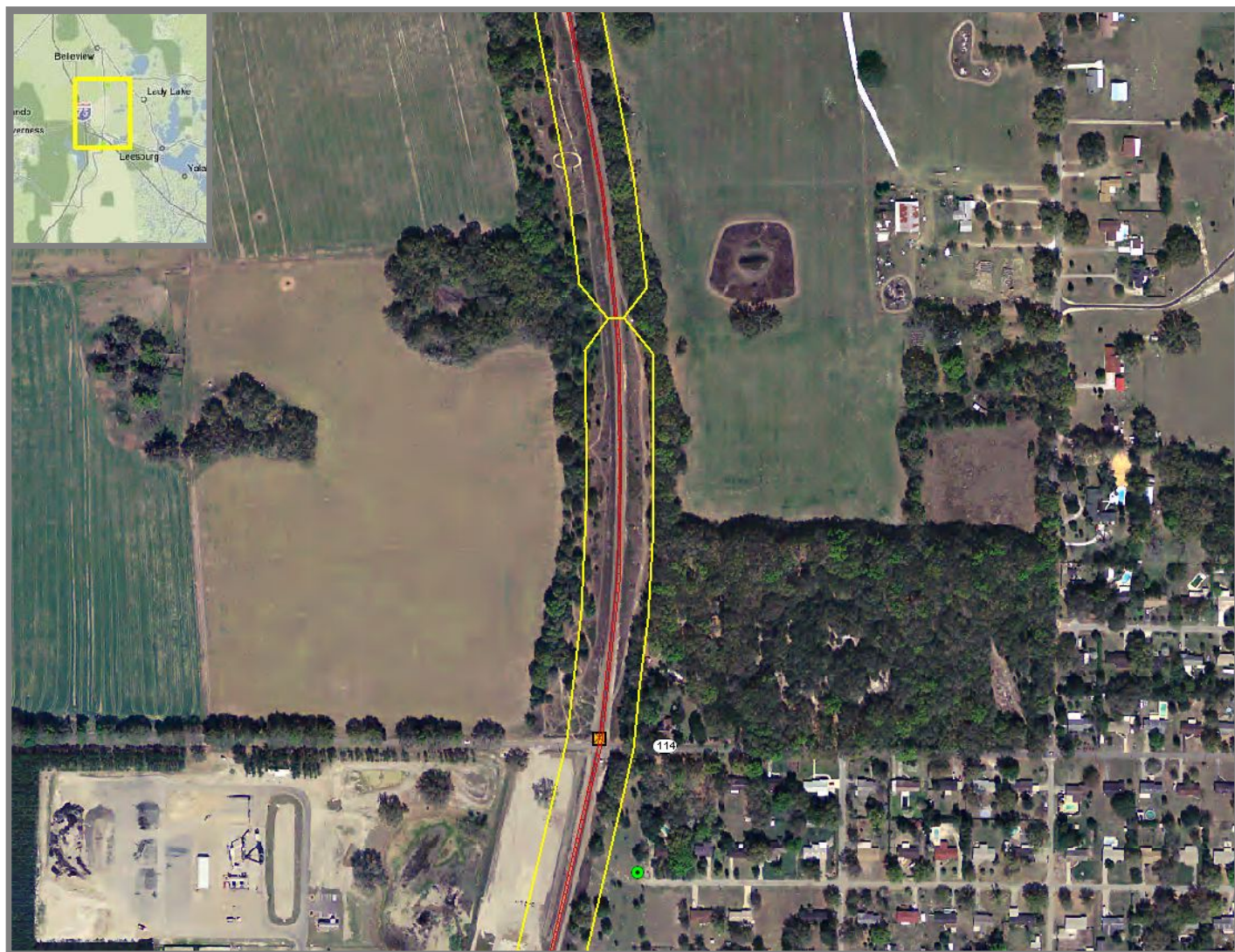
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 1N



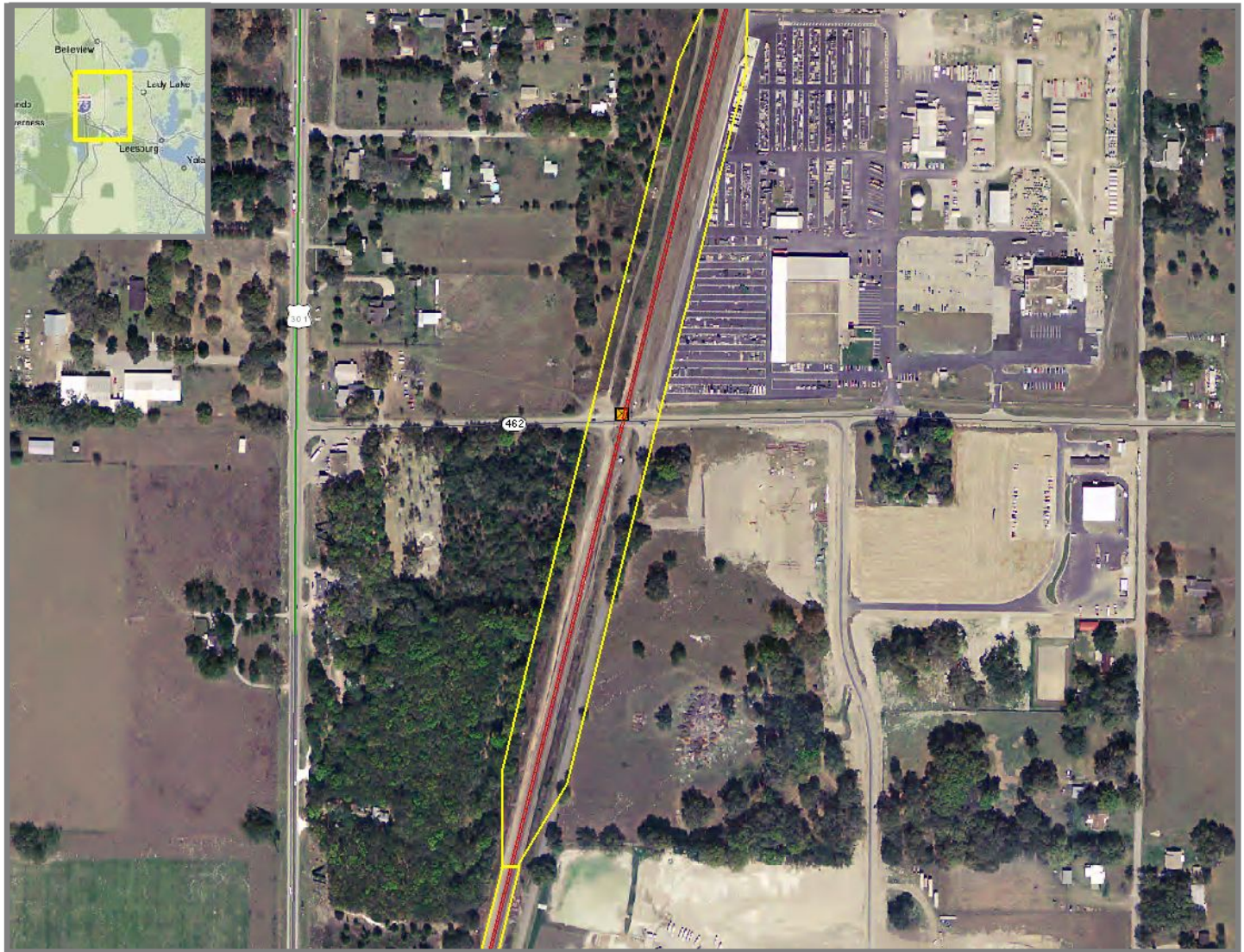
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 1



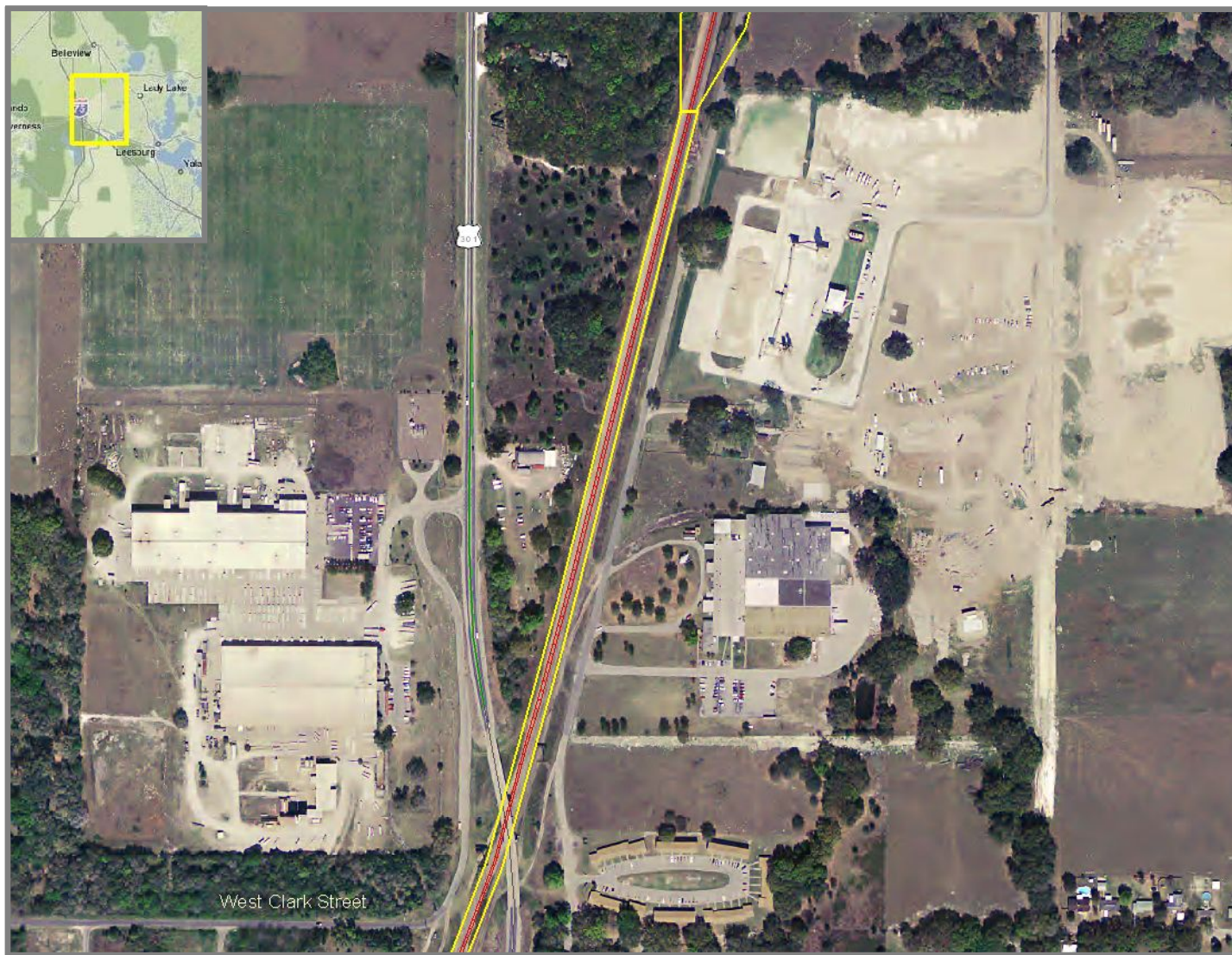
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 1S



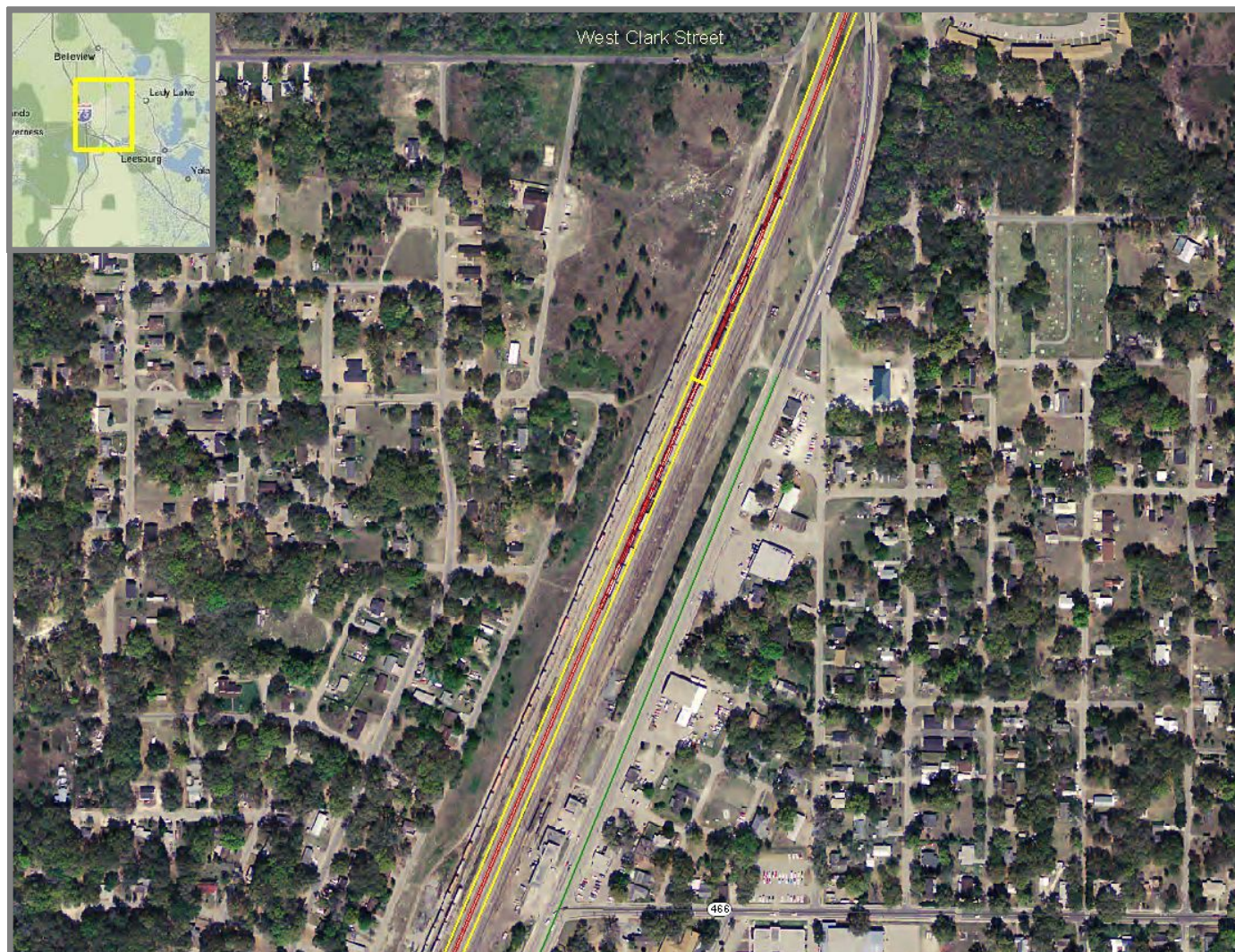
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 3S



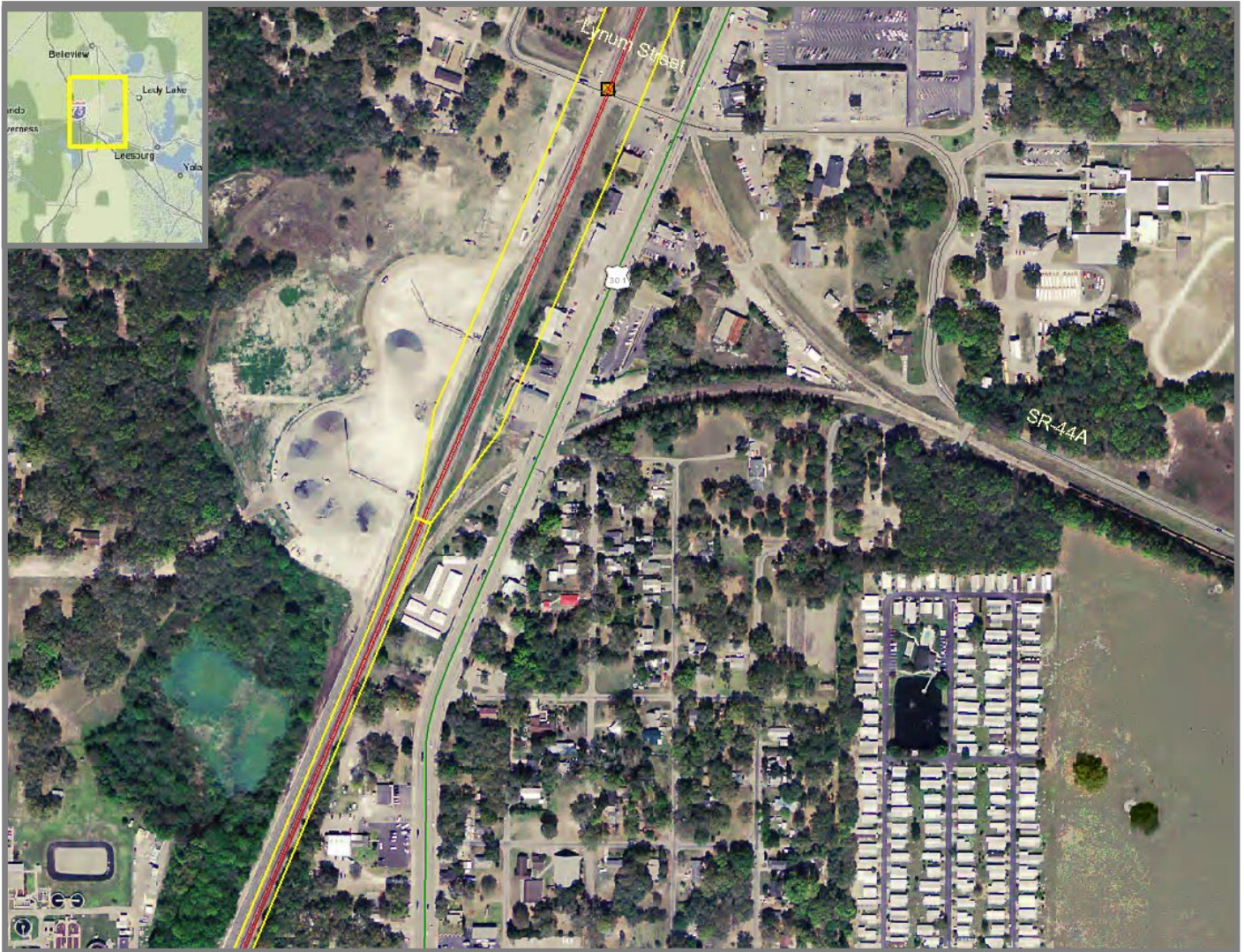
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 4S



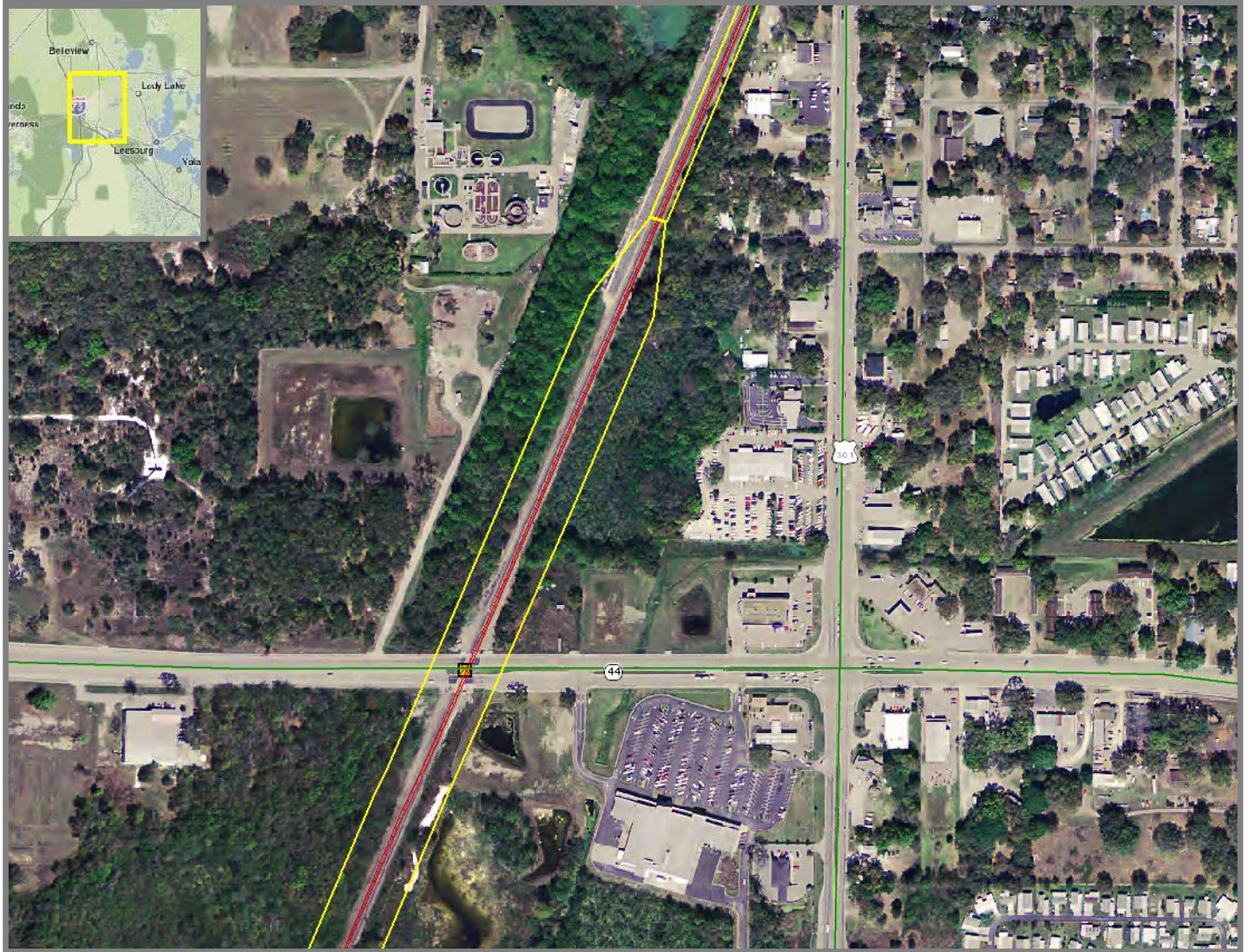
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 5S



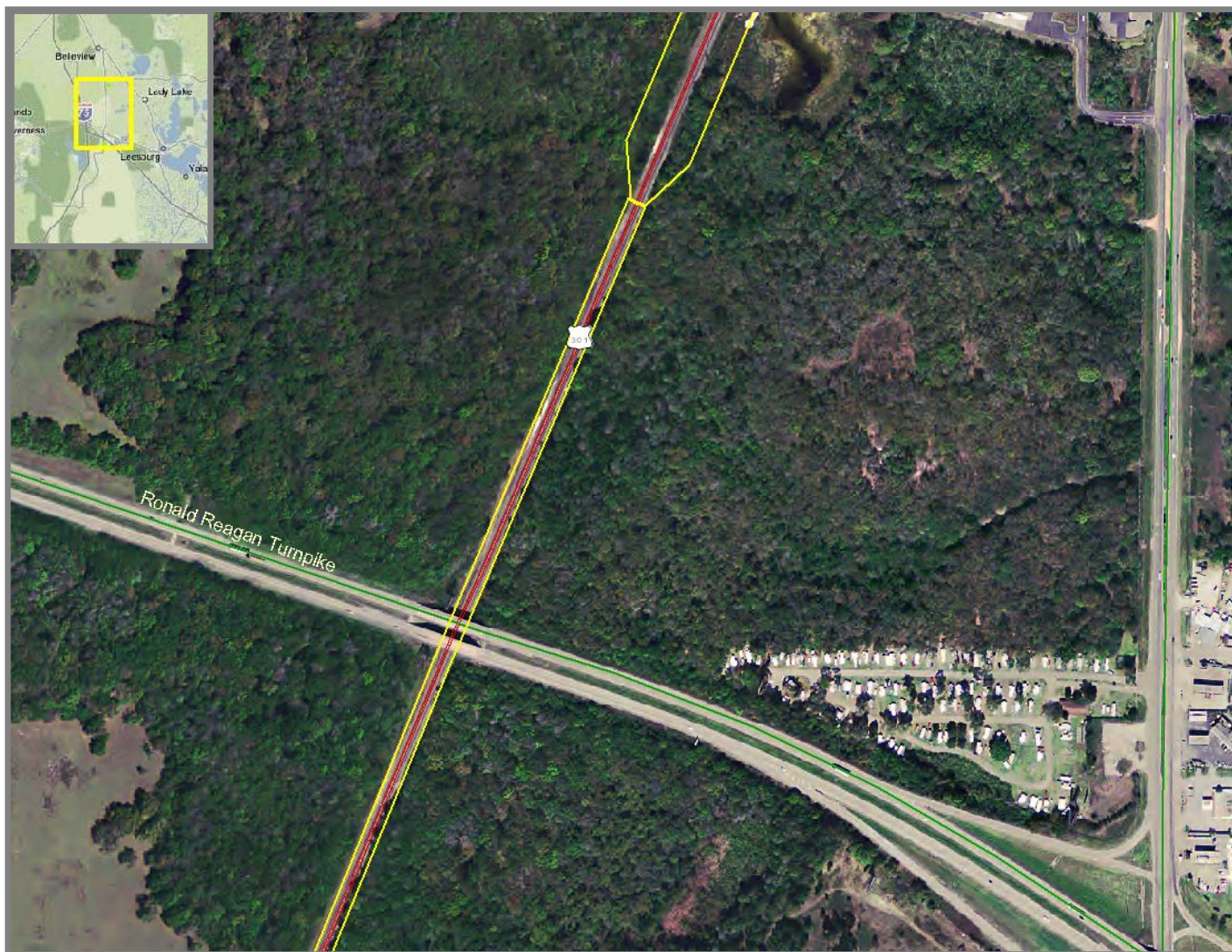
S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 6S



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Wildwood Area – 9S

BUSHNELL AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 4N



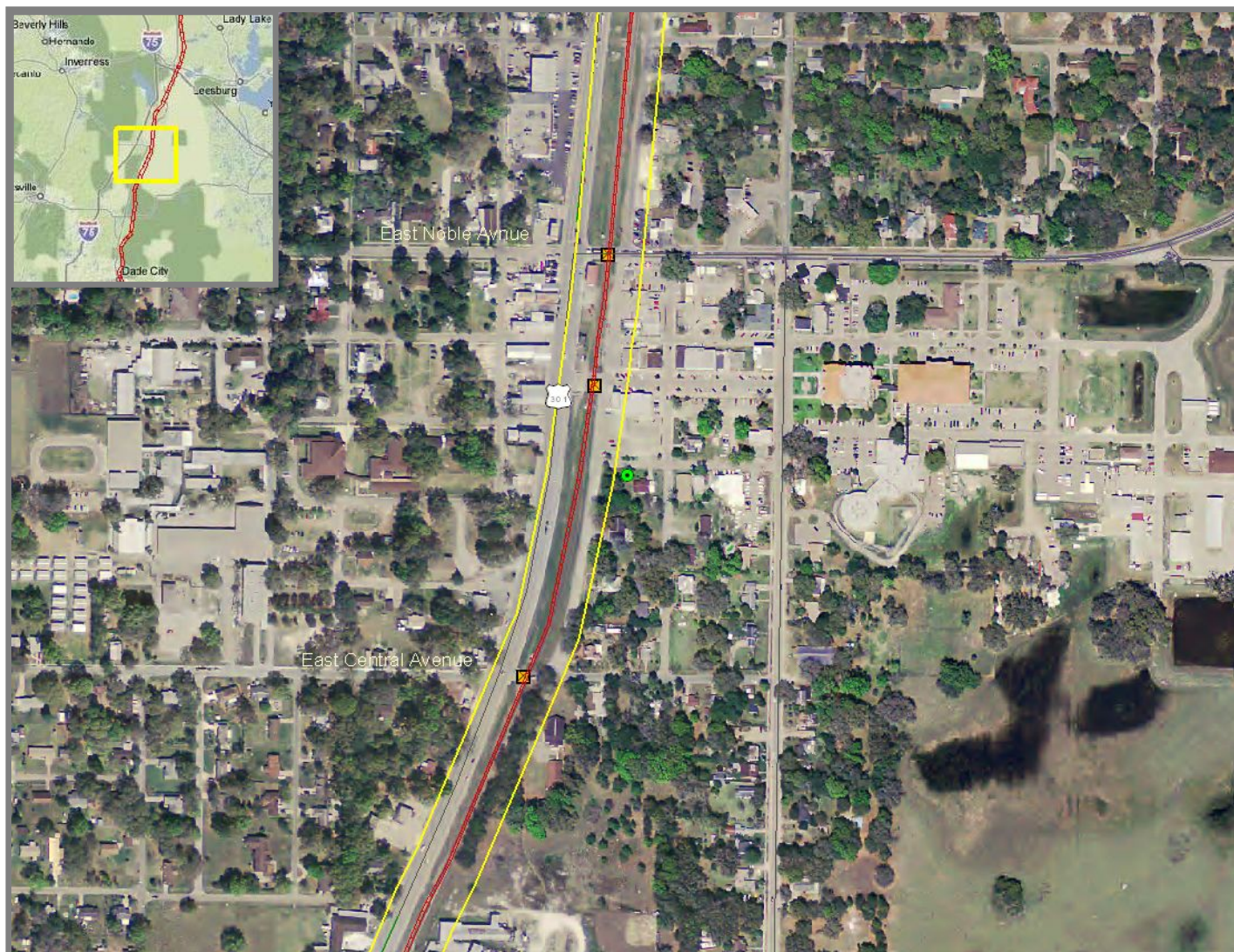
S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 1



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 2S



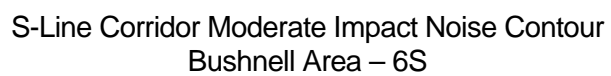
S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 5S





S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Bushnell Area – 9S

LACOOCHEE AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 1



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 5S



S-Line Corridor Moderate Impact Noise Contour
Lacoochee Area – 6S

DADE CITY AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 10N



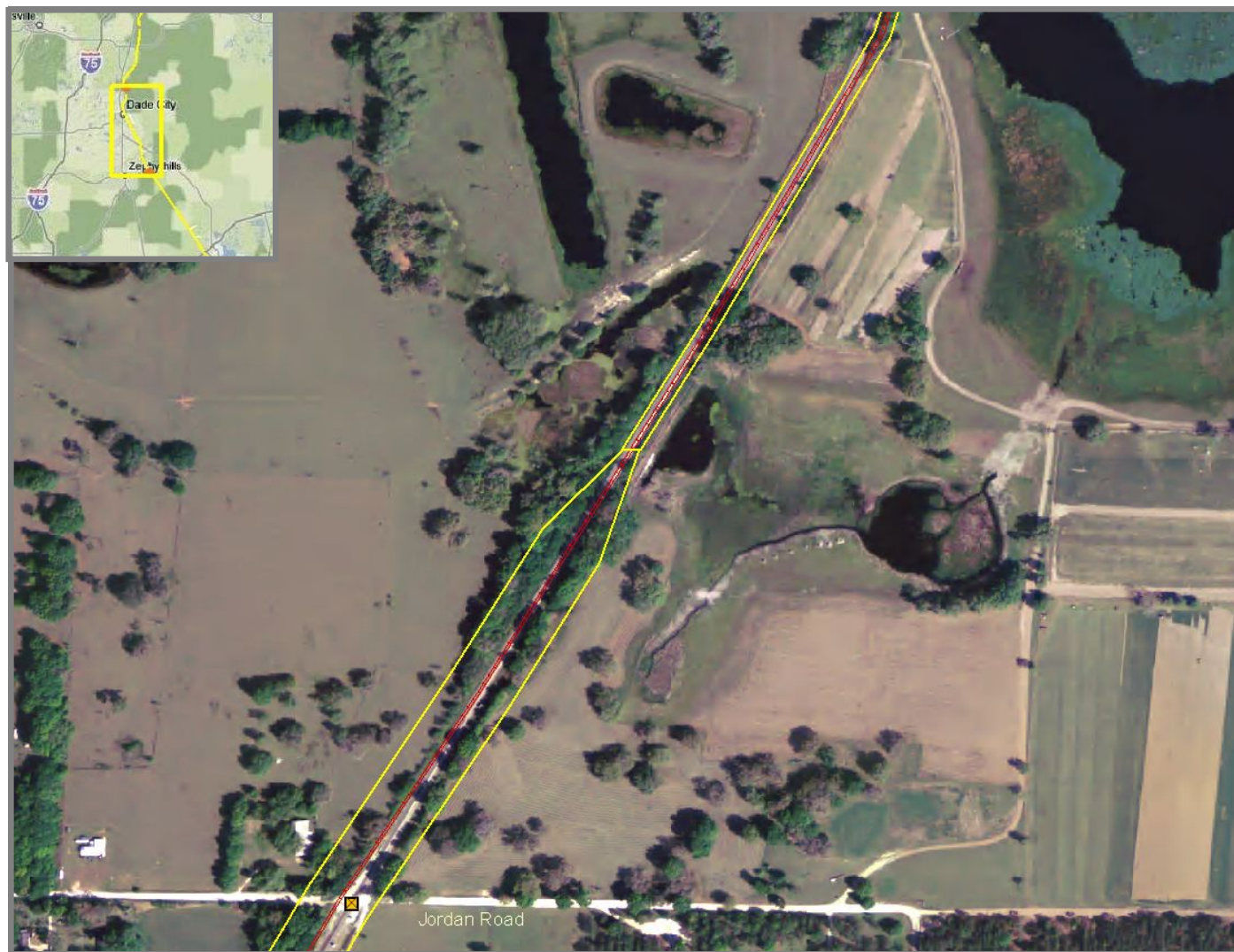
S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 9N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 8N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 7N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 6N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 1



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 4S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 5S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 6S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 7S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 8S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 9S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 10S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 11S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 12S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 13S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 14S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 15S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 16S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 17S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 18S



S-Line Corridor Moderate Impact Noise Contour
Dade City Area – 19S

GALLOWAY AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 4N



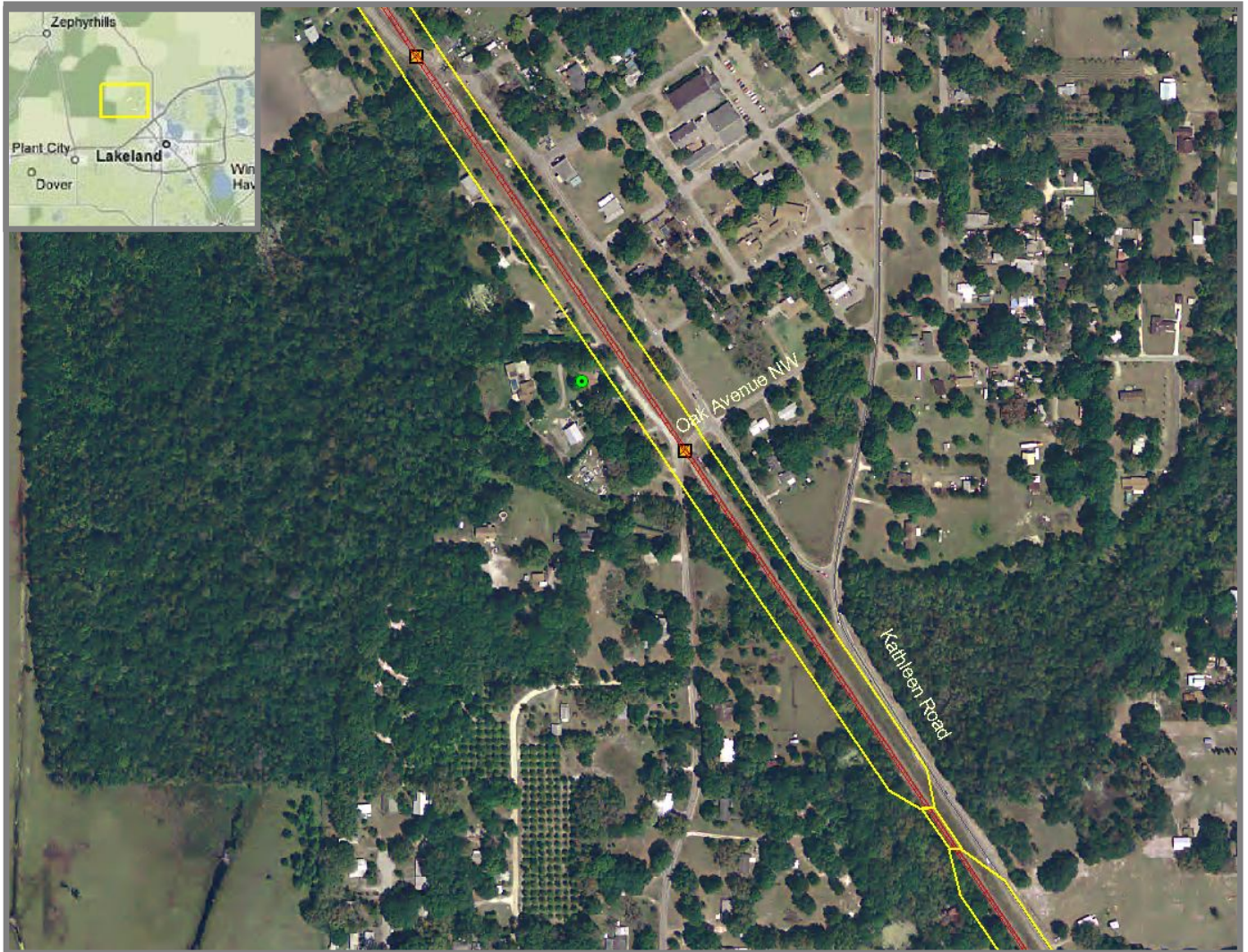
S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 2N



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 1



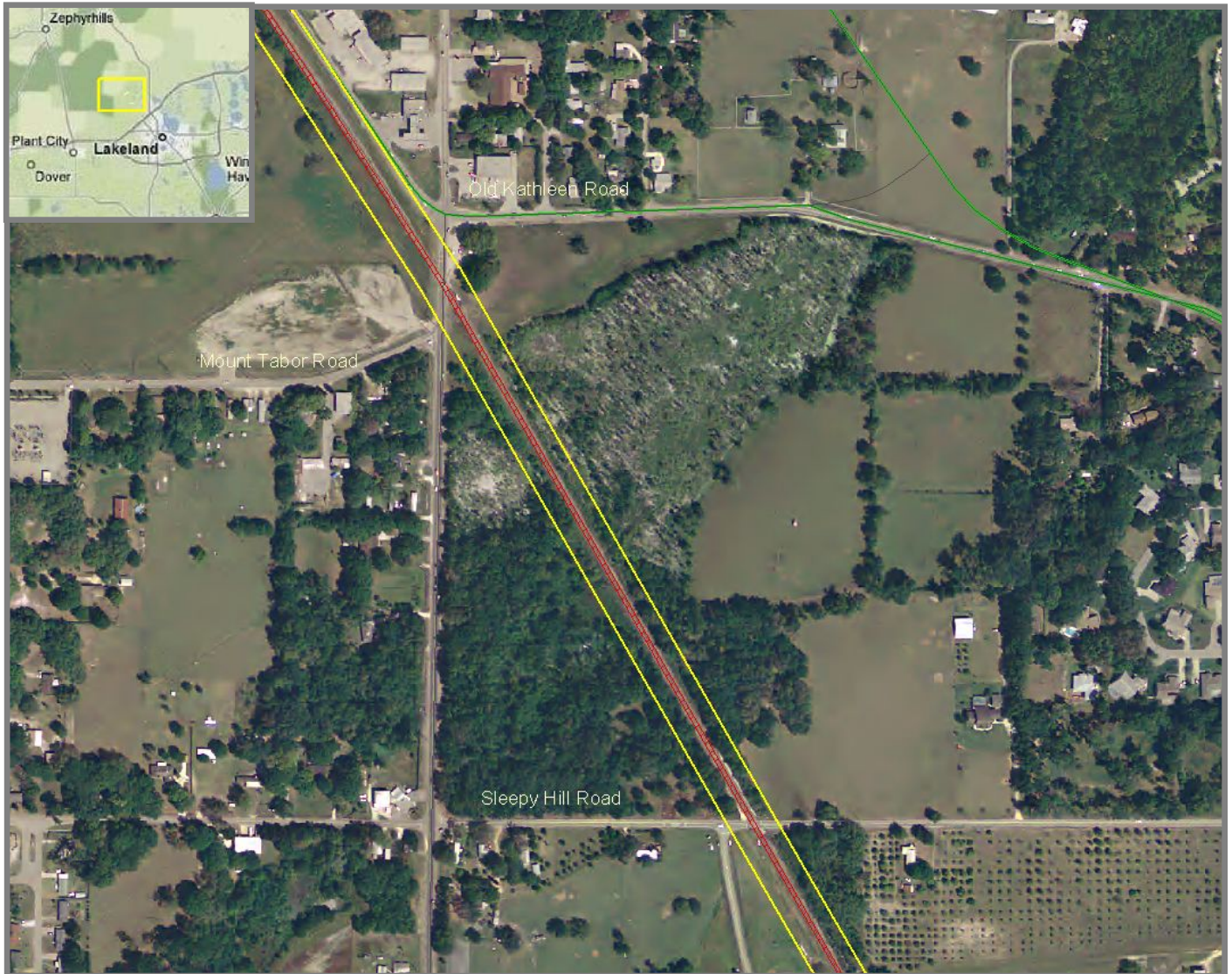
S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 1S



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 2S



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 3S



S-Line Corridor Moderate Impact Noise Contour
Galloway Area – 4S

LAKELAND AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 8N



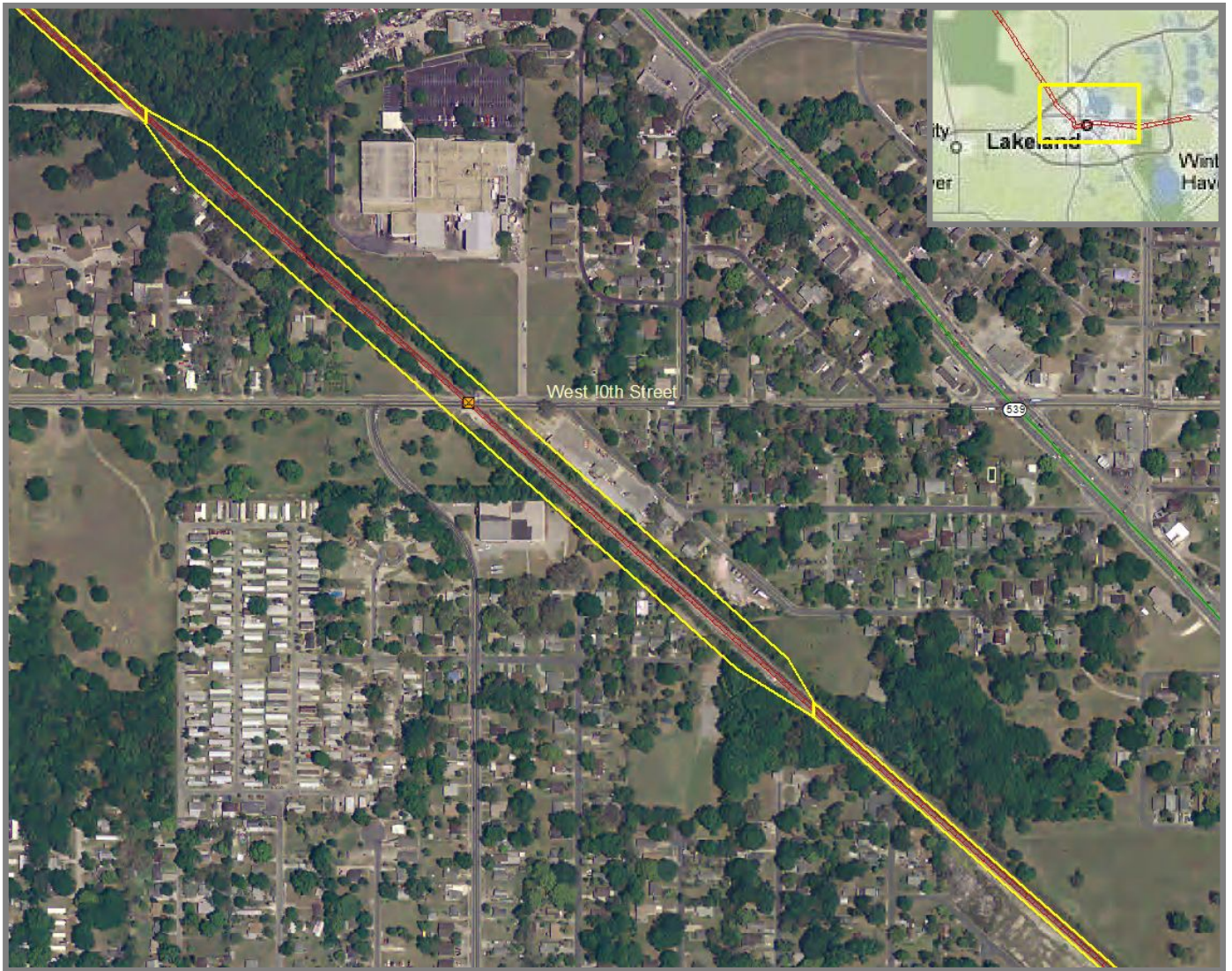
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 7N



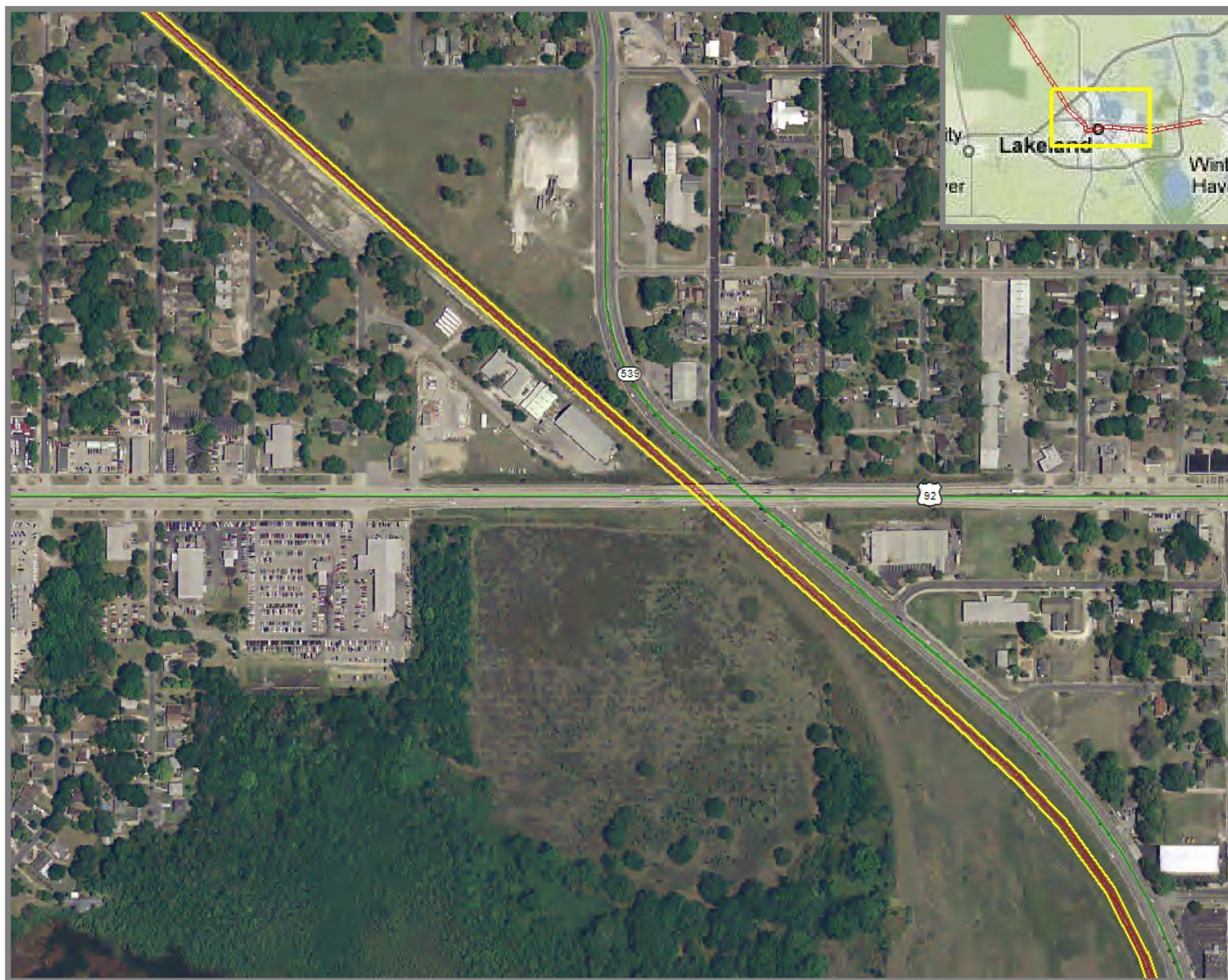
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 6N



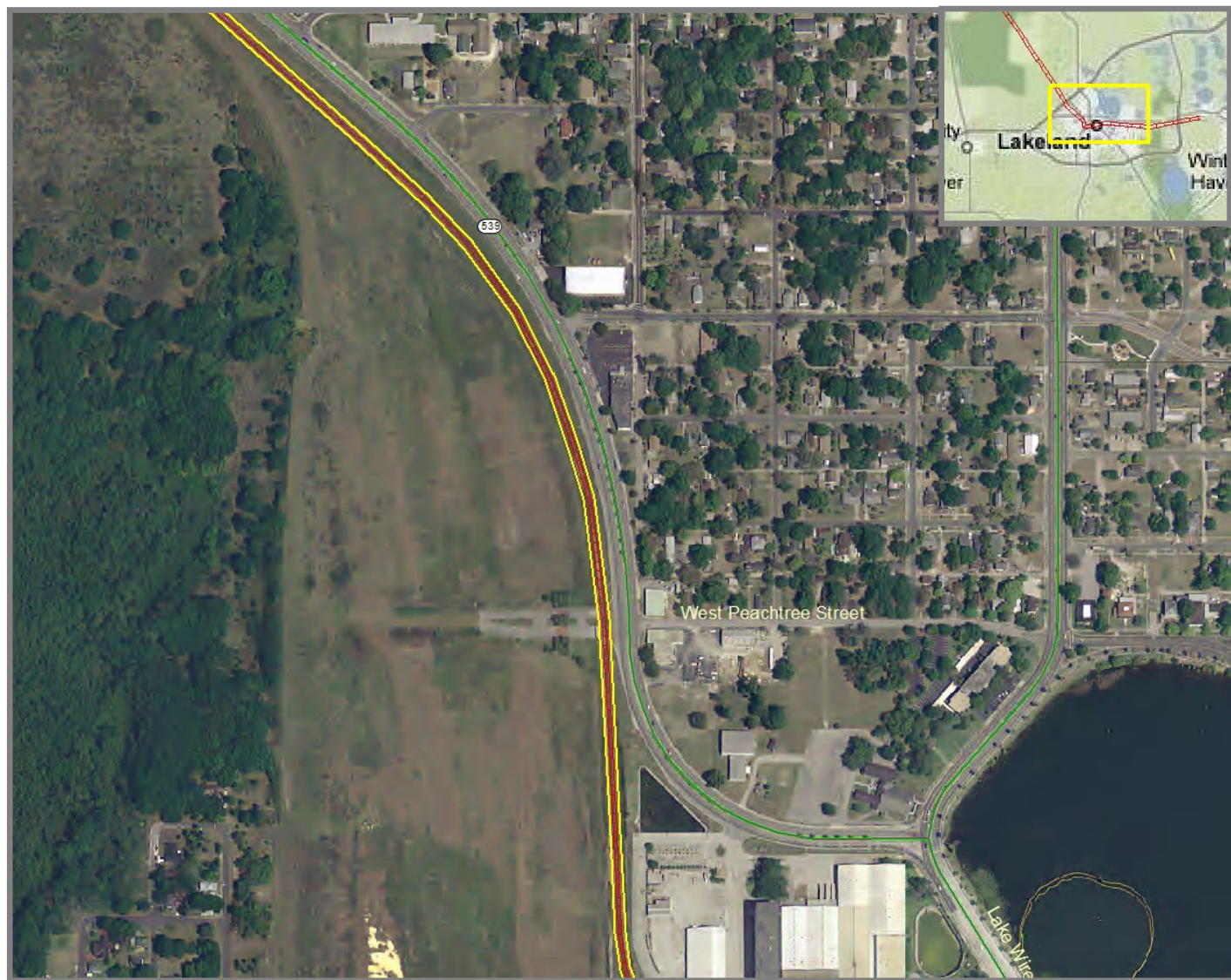
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 5N



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 4N



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 3N



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 2N



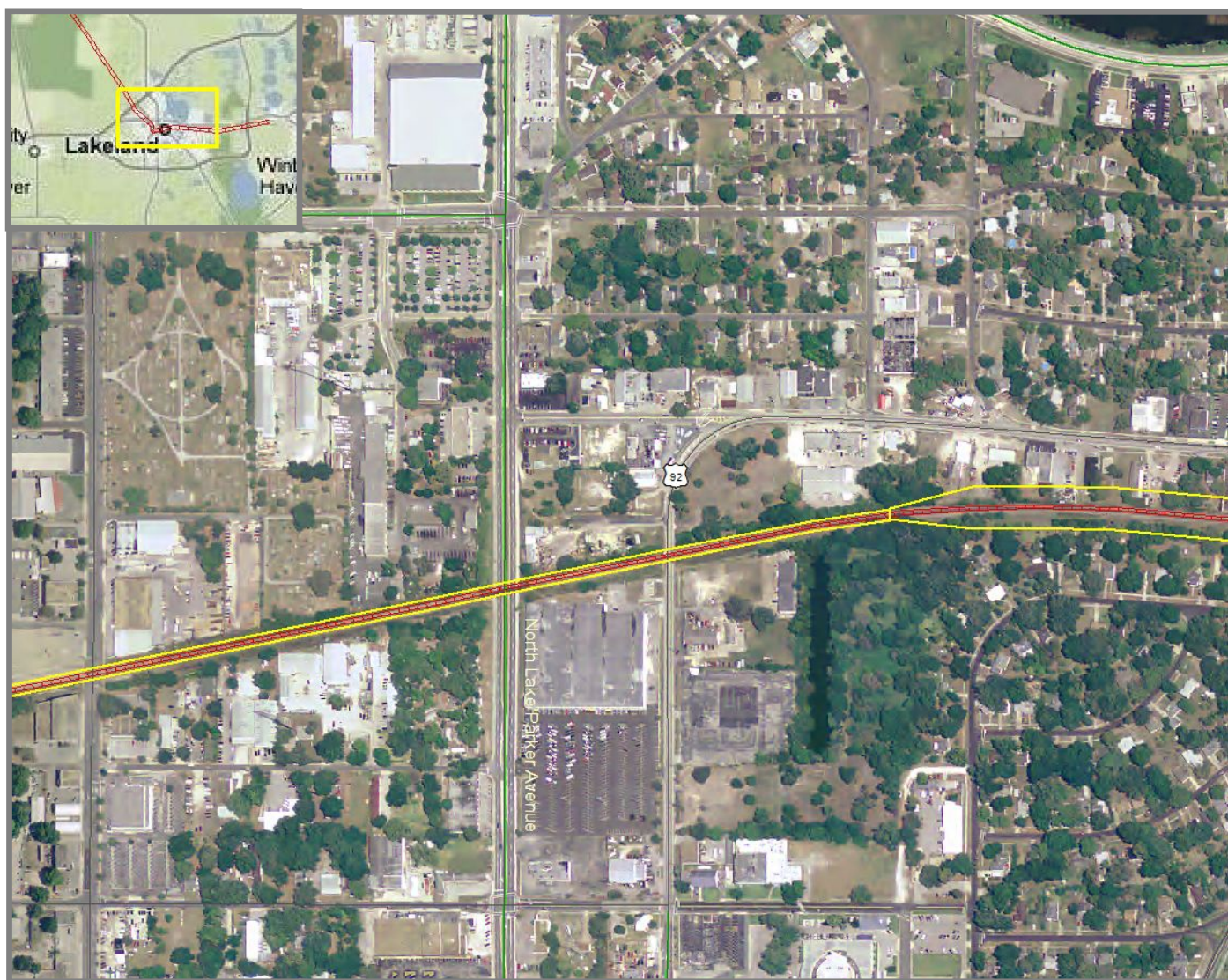
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 1N



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 1



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 1E



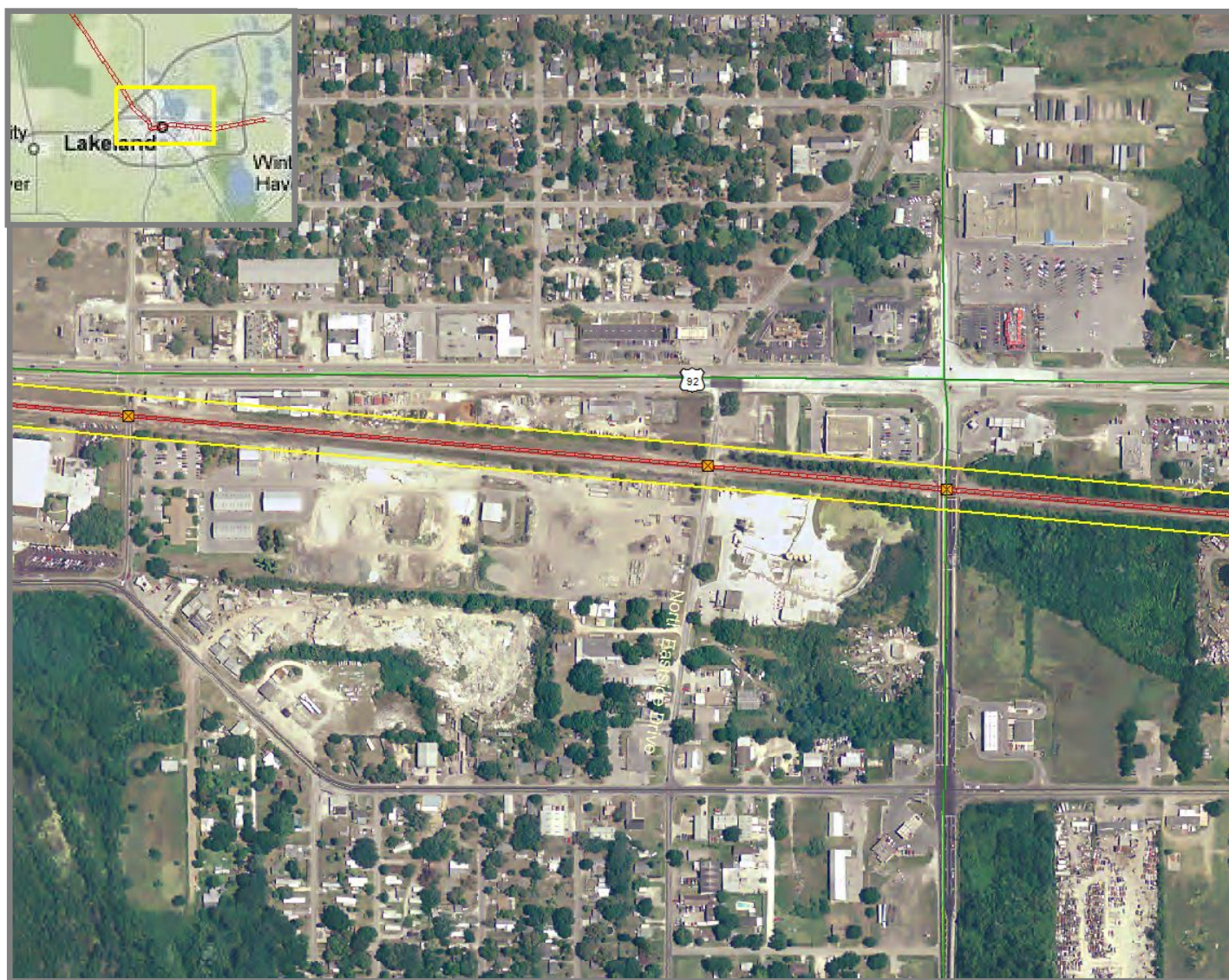
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 2E



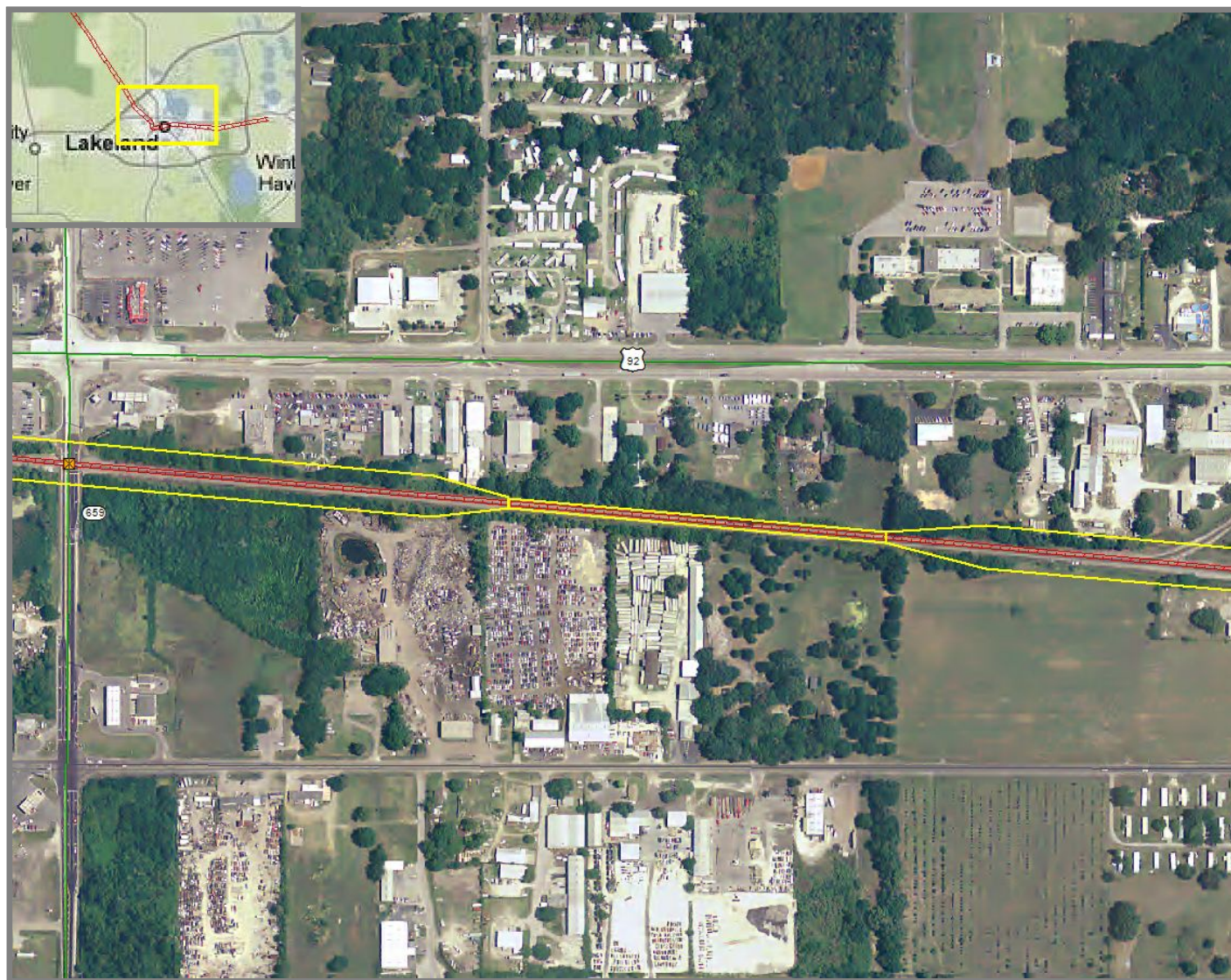
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 3E



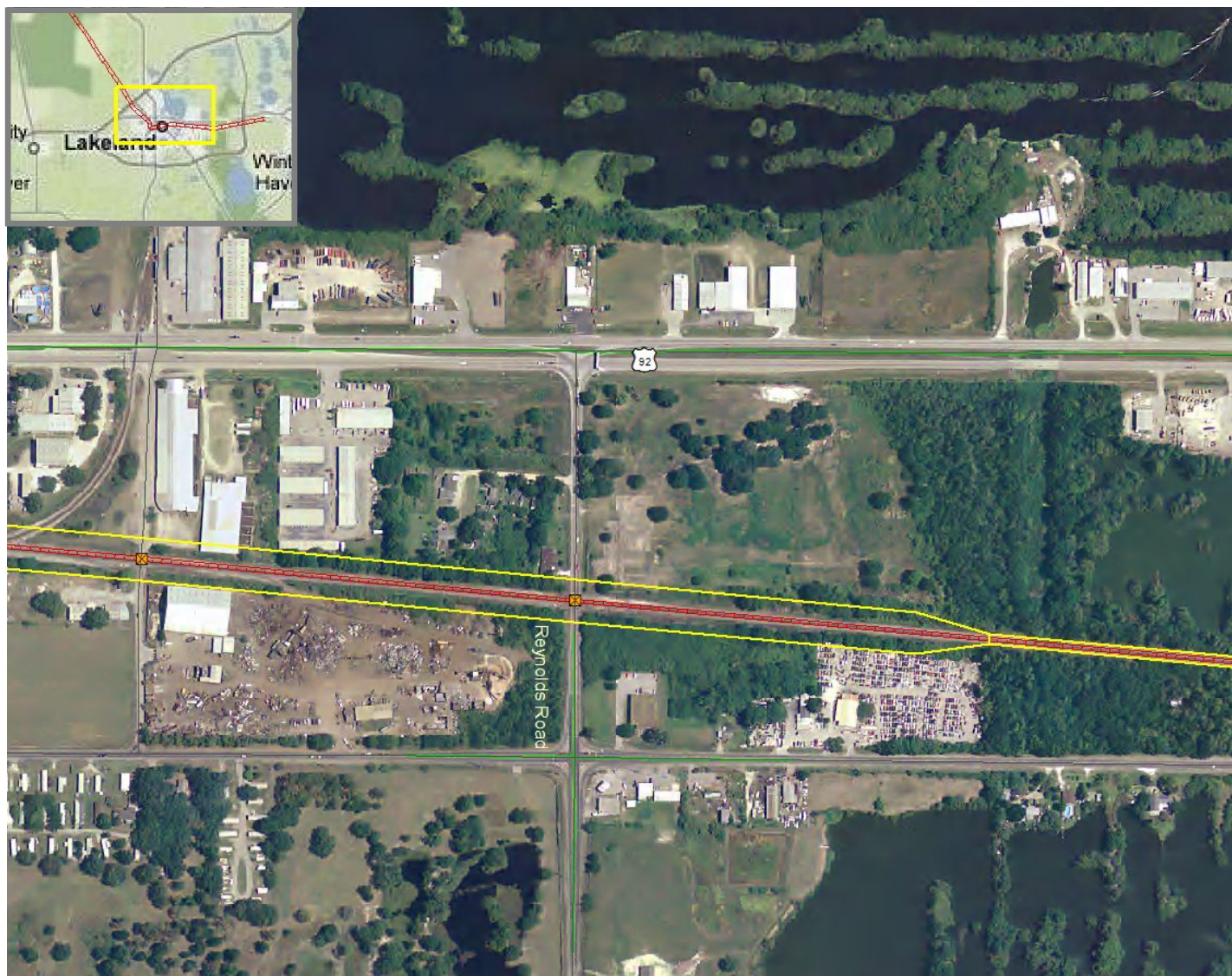
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 4E



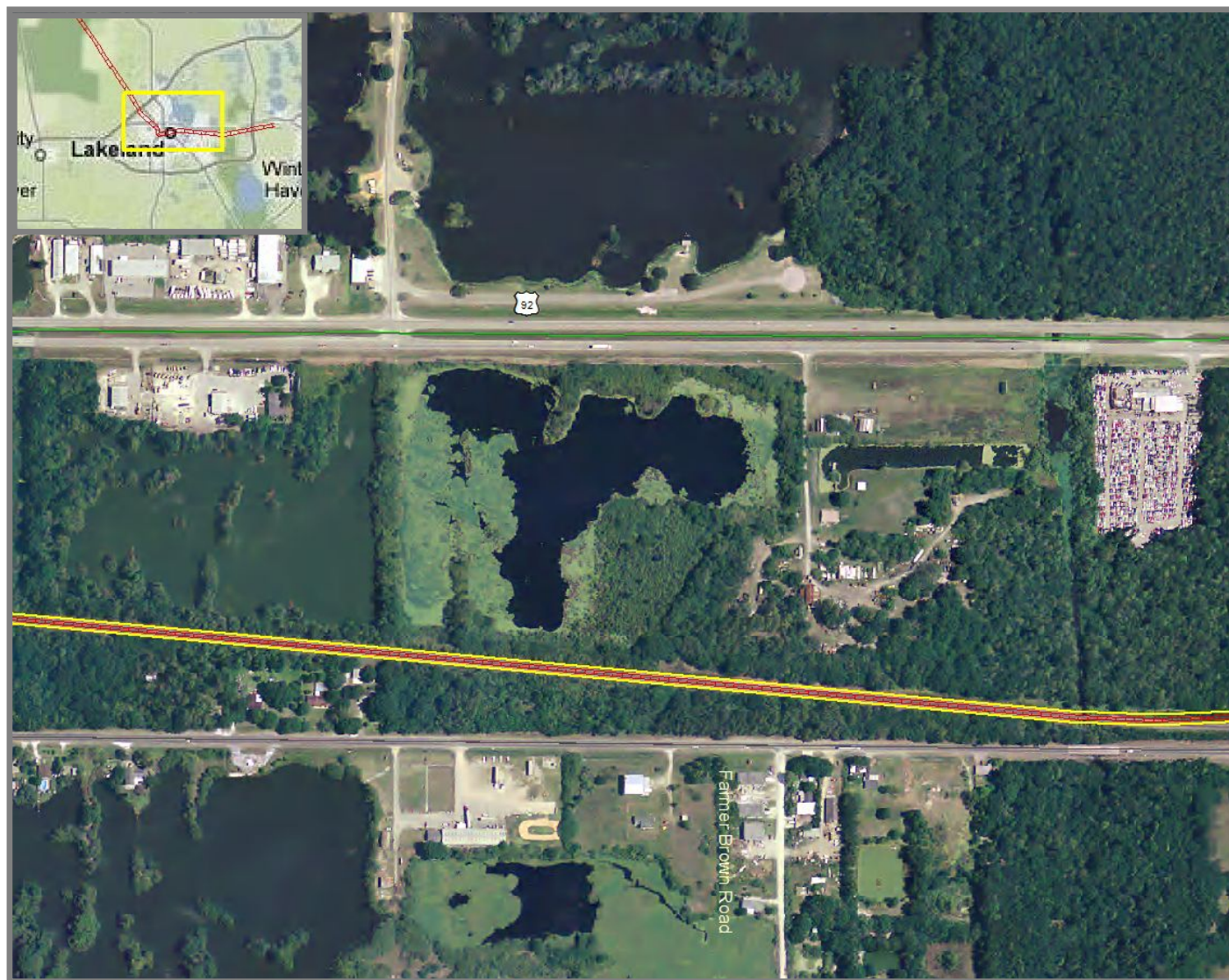
S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 5E



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 6E



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 7E



S-Line Corridor Moderate Impact Noise Contour
Lakeland Area – 8E

AUBURNDALE AREA NOISE CONTOUR MAPS



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 6W



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 5W



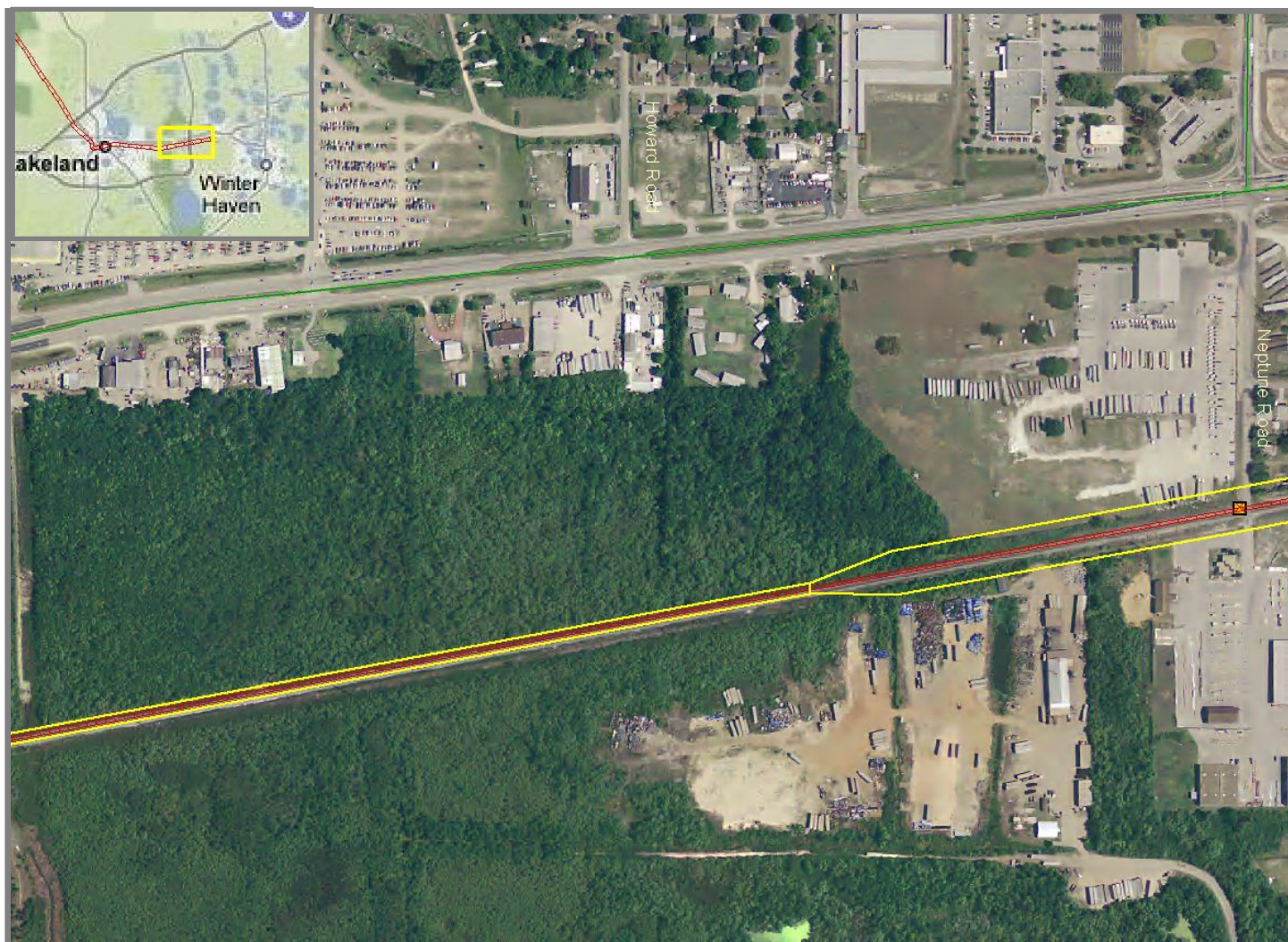
S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 4W



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 3W



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 2W



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 1W



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 1



S-Line Corridor Moderate Impact Noise Contour
Auburndale Area – 1E

Appendix B Train Data

S-Line Train Counts

STARKE (2007 - Jan thru Oct)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	22
2007	9	24
2007	8	25
2007	7	22
2007	6	24
2007	5	25
2007	4	25
2007	3	25
2007	2	24
2007	1	24

Average 24

STARKE (2006)

Year	Month	TotalCount
2006	12	25
2006	11	25
2006	10	24
2006	9	26
2006	8	26
2006	7	24
2006	6	26
2006	5	25
2006	4	27
2006	3	28
2006	2	25
2006	1	24

Average 25

WALDO (2007 - Jan thru Oct)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	17
2007	9	19
2007	8	20
2007	7	17
2007	6	20
2007	5	20
2007	4	20
2007	3	21
2007	2	19
2007	1	19

Average 19

WALDO (2006)

Year	Month	TotalCount
2006	12	21
2006	11	20
2006	10	20
2006	9	21
2006	8	20
2006	7	19
2006	6	21
2006	5	20
2006	4	21
2006	3	22
2006	2	20
2006	1	19

Average 20

WILDWOOD (2007 - Jan thru Oct)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	24
2007	9	27
2007	8	27
2007	7	24
2007	6	27
2007	5	28

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WILDWOOD (2006)

Year	Month	TotalCount
2006	12	27
2006	11	27
2006	10	26
2006	9	27
2006	8	27
2006	7	26
2006	6	28
2006	5	26

MAY, 2008

2007	4	28
2007	3	29
2007	2	27
2007	1	26

Average 27

2006	4	27
2006	3	29
2006	2	26
2006	1	25

Average 27

DADE CITY (2007 - Jan thru Oct)

Year	Month	TotalCount
2007	12	N/A
2007	11	N/A
2007	10	16
2007	9	18
2007	8	19
2007	7	16
2007	6	19
2007	5	19
2007	4	19
2007	3	19
2007	2	18
2007	1	18

Average 18

DADE CITY (2006)

Year	Month	TotalCount
2006	12	19
2006	11	19
2006	10	18
2006	9	19
2006	8	19
2006	7	18
2006	6	19
2006	5	19
2006	4	20
2006	3	21
2006	2	19
2006	1	18

Average 19

TRAIN FREQUENCY																																				
Location	Starke				N Waldo				N Ocala				N Wildwood				N Lacoochee				N Vitis				City of Lakeland				Auburndale				N Kissimmee			
Speed (Freight)	60 (use 45)				45				60 (use 45)				60 (use 45)				60 (use 45)				60 (use 45)				60 (use 45)				60				60			
MP	676.45				690.02				732.99				759.90				790.50				834.44				850.78				842.05				809.30			
Line	S + A Shift				S + A Shift				S + A Shift				S + A Shift				S + A Shift				AR + A Shift				AR + A Shift				A + A Shift				A + A Shift			
Date (2008)	Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night	
	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A	S	A
7-Feb	16	4	12	5	13	4	10	5	13	3	12	5	13	4	11	4	15	3	9	5	16	3	10	5	12	2	8	2	13		8		7		2	
8-Feb	15	3	12	4	12	3	7	4	10	3	11	5	13	3	11	5	10	2	9	6	10	3	9	5	15	2	5	2	11		6		5		6	
9-Feb	16	4	9	4	13	4	8	4	14	3	9	5	14	4	7	4	14	3	5	5	15	3	7	5	7	2	3	2	9		3		5		2	
10-Feb	17	2	8	5	17	2	6	5	16	1	7	5	14	2	11	4	14	2	12	4	14	2	11	4	12	1	6	1	12		6		5		2	
11-Feb	17	3	7	4	14	3	5	5	13	3	5	5	14	3	8	5	7	3	8	5	7	4	7	4	8	2	10	2	10		8		8		4	
12-Feb	16	4	14	5	12	3	13	5	8	3	16	5	11	2	14	5	10	2	9	6	9	2	10	6	14	2	4	2	12		5		5		4	
13-Feb	19	2	7	4	13	2	6	4	10	2	11	4	12	2	11	5	8	2	9	4	8	3	10	4	12	1	5	2	14		6		8		4	
14-Feb	15	4	13	5	9	4	11	5	10	3	11	5	11	4	15	4	11	3	8	5	12	3	7	5	10	2	6	2	10		6		6		2	
Ave.	16.4	3.3	10.3	4.5	12.9	3.1	8.3	4.6	11.8	2.6	10.3	4.9	12.8	3.0	11.0	4.5	11.1	2.5	8.6	5.0	11.4	2.9	8.9	4.8	11.3	1.8	5.9	1.9	11.4		6.0		6.1		3.3	
27-Feb	16	4	10	5	15	4	6	5	12	3	7	5	13	4	12	4	13	3	8	5	11	3	9	5	13	2	7	2	12		8		8		6	
28-Feb	15	3	10	4	13	3	8	4	12	3	8	5	10	3	11	5	11	2	8	6	10	3	7	5	14	2	5	2	12		5		6		2	
29-Feb	16	4	12	4	13	4	9	4	11	3	10	5	17	4	9	4	13	3	10	5	13	3	9	5	9	2	9	2	8		9		7		5	
1-Mar	14	2	7	5	12	2	7	5	11	1	10	5	11	2	11	4	9	2	10	4	9	2	9	4	6	1	8	1	8		8		4		4	
2-Mar	15	3	7	4	14	3	6	5	13	3	8	5	11	3	11	5	7	3	11	5	7	4	10	4	7	2	8	2	11		8		6		2	
3-Mar	14	4	7	5	10	3	5	5	11	3	6	5	11	2	8	5	11	2	8	6	9	2	9	6	9	2	7	2	9		7		5		2	
4-Mar	13	2	8	4	11	2	9	4	8	2	12	4	14	2	12	5	11	2	9	4	9	3	8	4	11	1	6	2	10		5		5		4	
5-Mar	16	4	13	5	13	4	10	5	11	3	8	5	13	4	10	4	13	3	4	5	13	3	5	5	11	2	7	2	10		6		5		5	
Ave.	14.9	3.3	9.3	4.5	12.6	3.1	7.5	4.6	11.1	2.6	8.6	4.9	12.5	3.0	10.5	4.5	11.0	2.5	8.5	5.0	10.1	2.9	8.3	4.8	10.0	1.8	7.1	1.9	10.0		7.0		5.8		3.8	
Ave. Total	15.6	3.3	9.8	4.5	12.8	3.1	7.9	4.6	11.4	2.6	9.4	4.9	12.6	3.0	10.8	4.5	11.1	2.5	8.6	5.0	10.8	2.9	8.6	4.8	10.6	1.8	6.5	1.9	10.7		6.5		5.9		3.5	
Total [Combined Night and Day]	33.1				28.4				28.4				30.9				27.1				26.9				20.8				17.2				9.4			

- Notes:
- 1) 2 locomotives per train; 4400 hp each locomotive
 - 2) Ave train length for both lines is 75 cars
 - 3) Ave train length for both lines is 5000 ft
 - 4) CSXT provided 2 weeks of S-Line actual train operations data summarized in this table
 - 5) CSXT provided a 7 day simulation for A line traffic shifted to S-line that has been added to the actual S-line train data above.
The Simulation did not cover Auburndale and Kissimmee.
 - 6) Train speeds measured from simulation string charts indicates the maximum speed is typically less than 50 mph.