

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

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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

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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 G: 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.



Geotechnical
and
Environmental
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At the very foundation of our community

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
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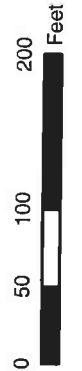
cc: Mr. Rick Sparer - Earth Tech, Inc.
Mr. Randy Stafford - FDOT

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



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PROJECT NO. 2135E2	PROJECT PROFESSIONAL	ALG
DATE: 10-04-07	DRAWN	TJM
SENIOR ENGINEER: MAO	REVISION:	
PE NO. 86958	REVISION:	



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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

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Michael A. Orcino, P.E.

Environmental Services Manager

Florida License No. 60908

Not available for signing.

Thomas J. Mulligan, P.E.

Project Manager

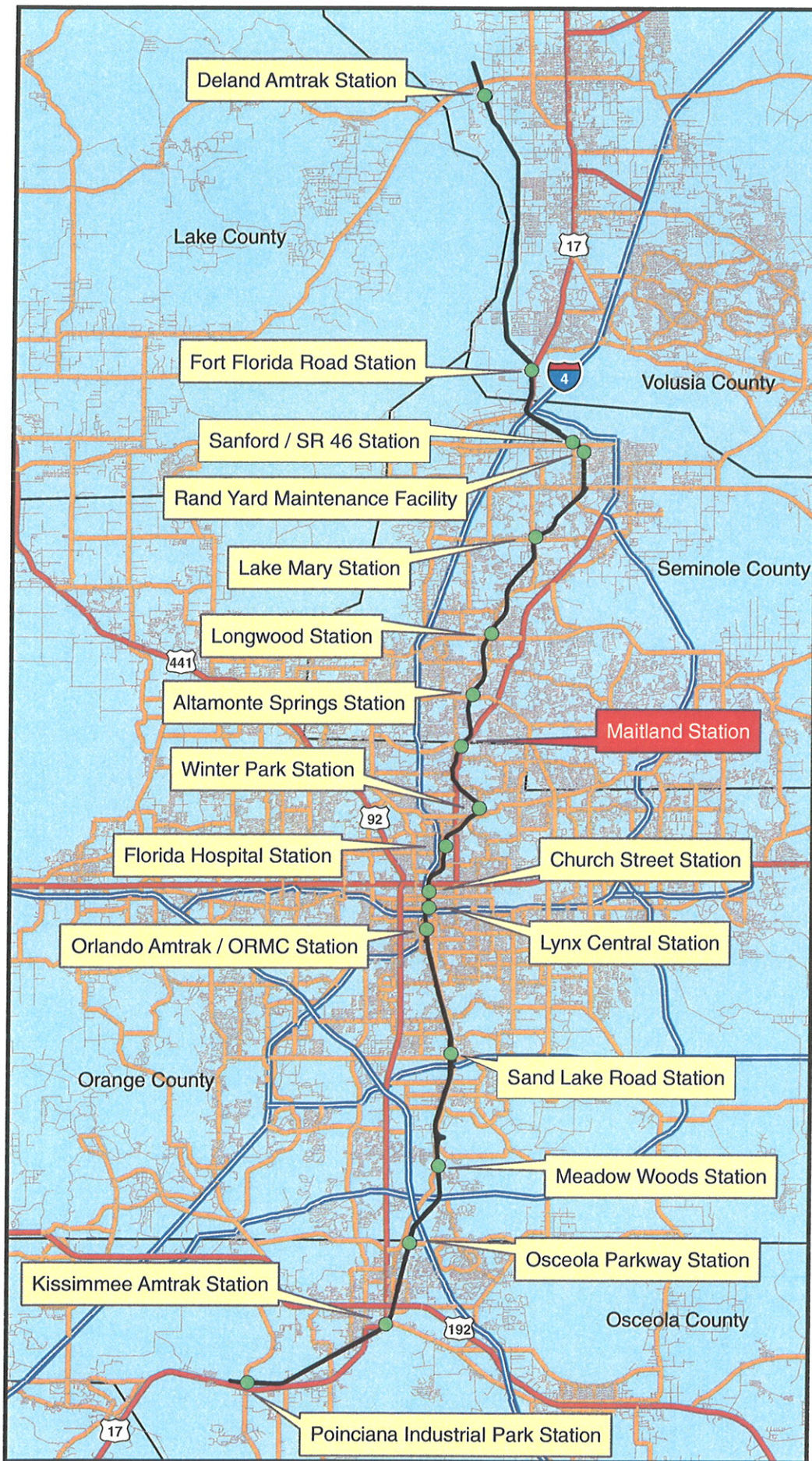
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ALG/TJM/MAO/crp

cc: Mr. Rick Sparer - Earth Tech, Inc.
Mr. Randy Stafford - FDOT

Attachments

ATTACHMENTS



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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

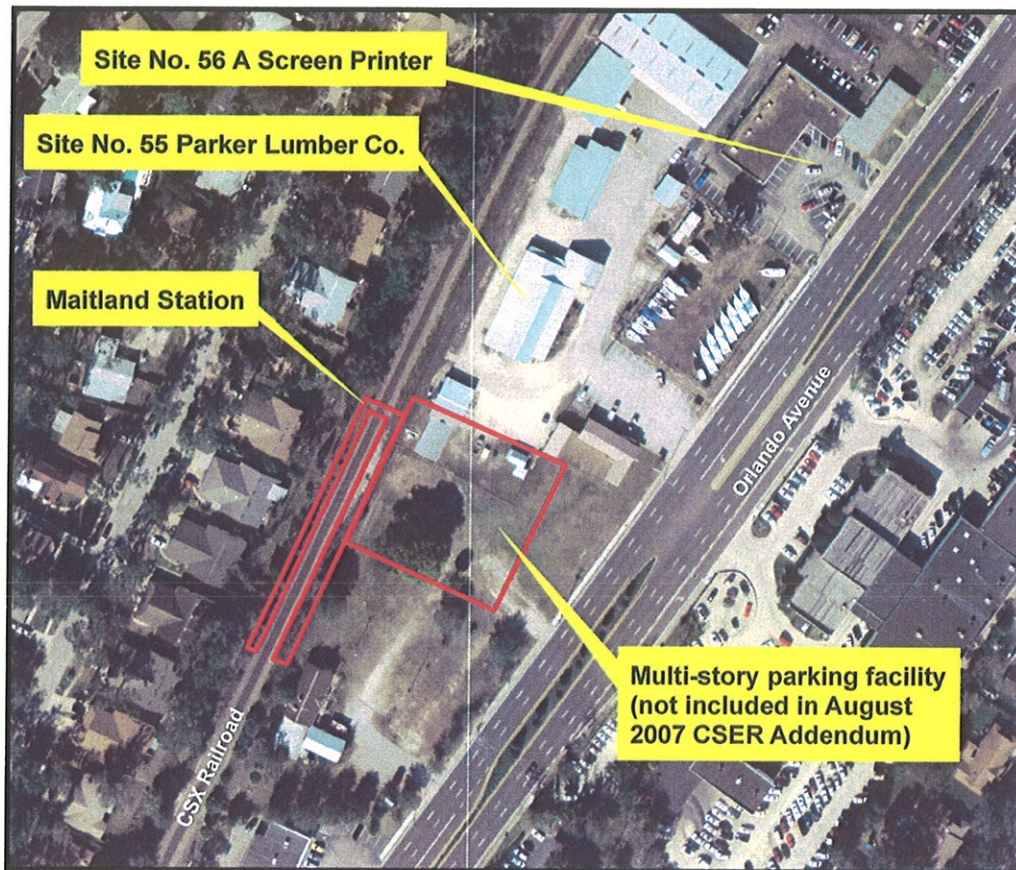
Data Source:

Map - ESRI
 CFCRT route - Earth Tech

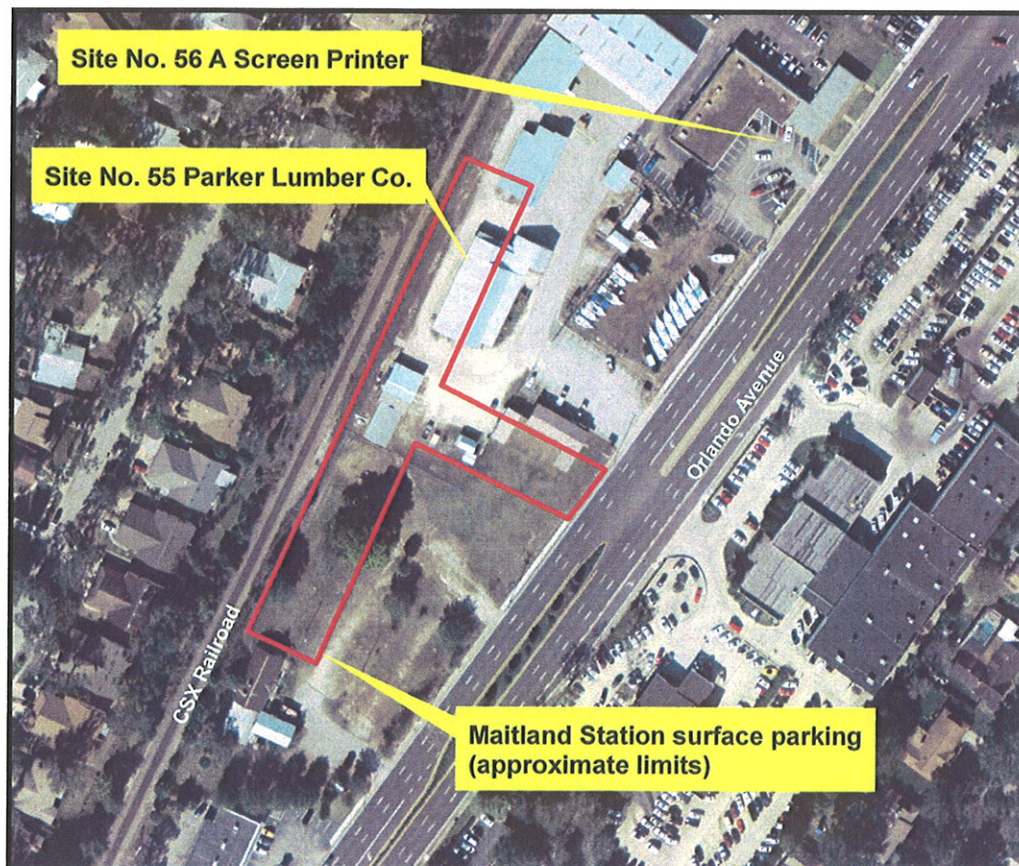


**CFCRT STATION
LOCATION MAP**

FIGURE 1



Layout No. 1, August 2007



Layout No. 2, December 2007



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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



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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