



# I-4 Truck and Freight Parking PD&E Study

*Osceola, Orange, Seminole and Volusia Counties*

July 9, 2021

Financial Project Identification (FPID) No. 447724-1



# Truck Parking Problem

- Truck parking - #1 issue for commercial truck drivers
- Jason's law survey being updated by FHWA
- Safety issue – driver fatigue and unauthorized parking



**\$5.1B**

annual loss in revenue due to lack of truck parking (wasted fuel, time lost, additional maintenance, associated crashes, etc.)



**40%**

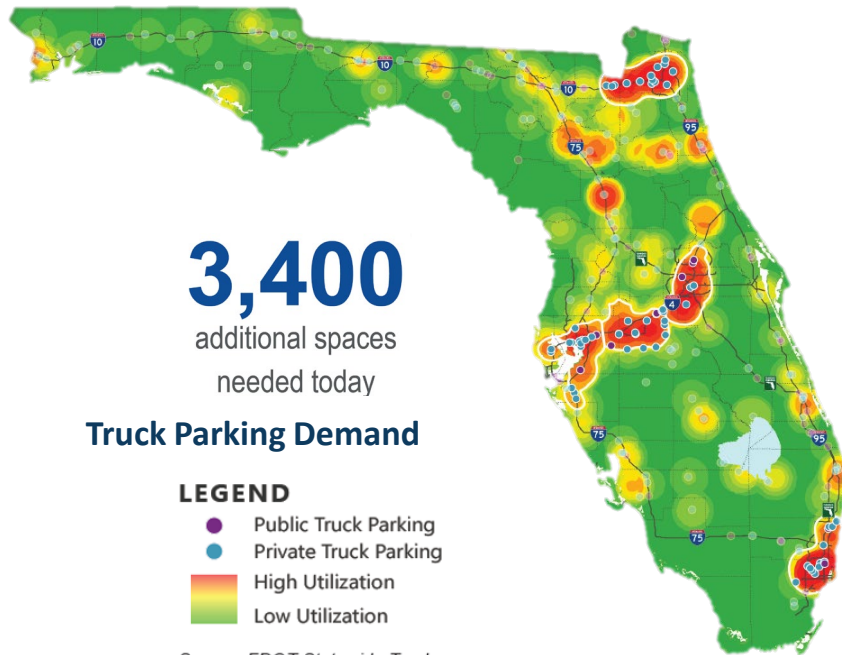
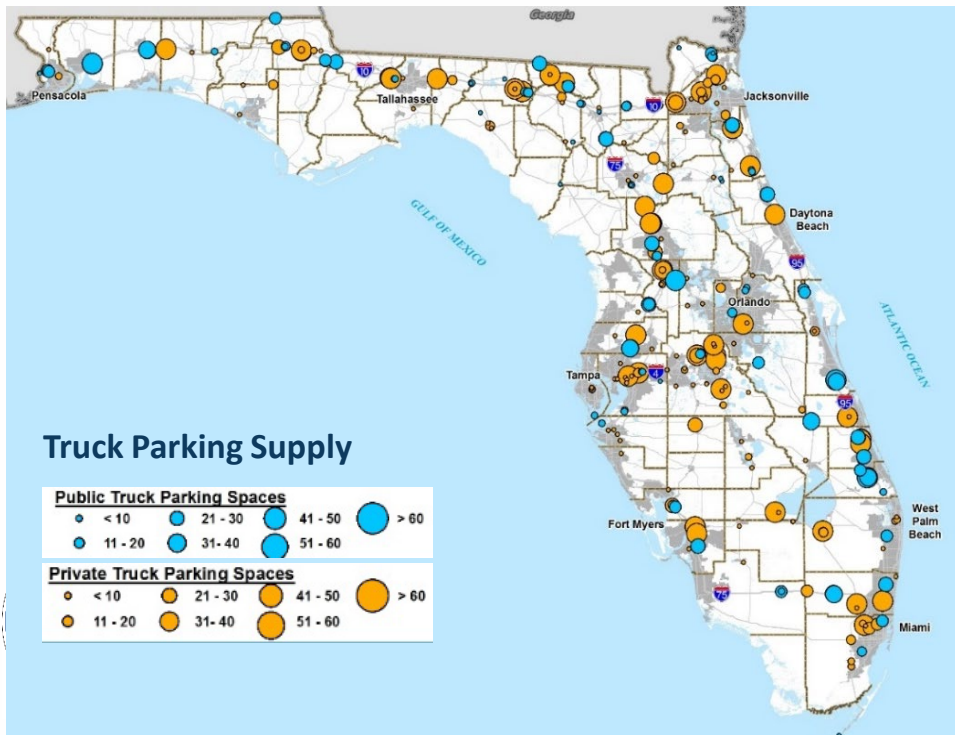
of truck drivers spend over an hour searching for a place to park

*Source: TruckerPath (national statistics)*



# Statewide Truck Parking Need

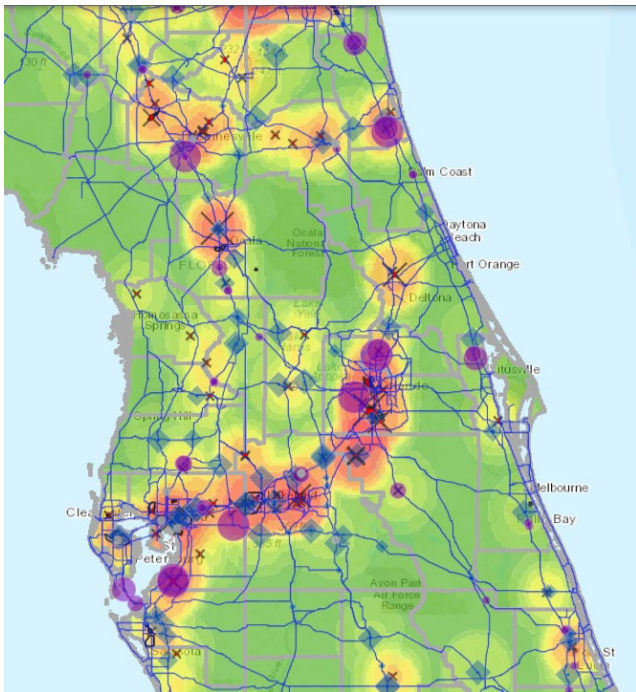
- 298 truck parking facilities and 10,000 truck parking spaces available



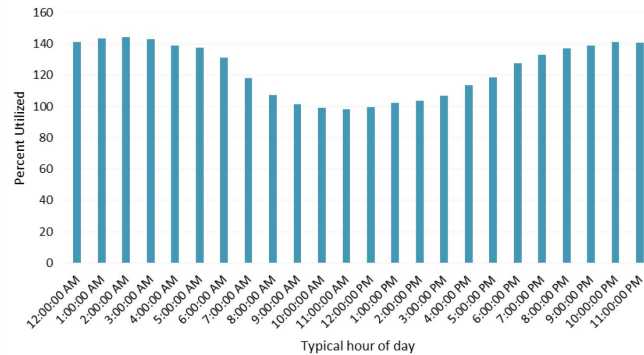
Source: FDOT Statewide Truck Parking Study (2019)

# District 5 Truck Parking Need

- I-4 corridor is the most critical corridor in the state



I-4 Westbound Rest Area



# D5 Truck Parking Study Phase I (2018)

- I-4 corridor (D5)
  - Length: 75 miles
  - Truck AADT: 7,000 – 18,000
- Available spaces: 36 (89 including spaces in Polk County immediately south of the District boundary)
- Estimated Demand 2016: 481
- Estimated demand 2025: 750
- Estimated demand 2040: 883

## District Five Truck Parking Study



Final Report

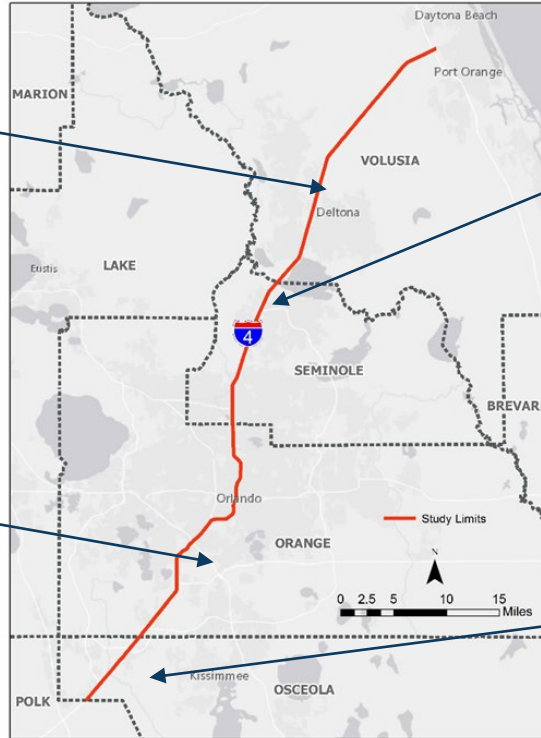
December 2018



# Examples of Continued Growth



*Amazon Fulfillment Center, Deltona, FL*



*Northport Industrial Park, Sanford, FL*



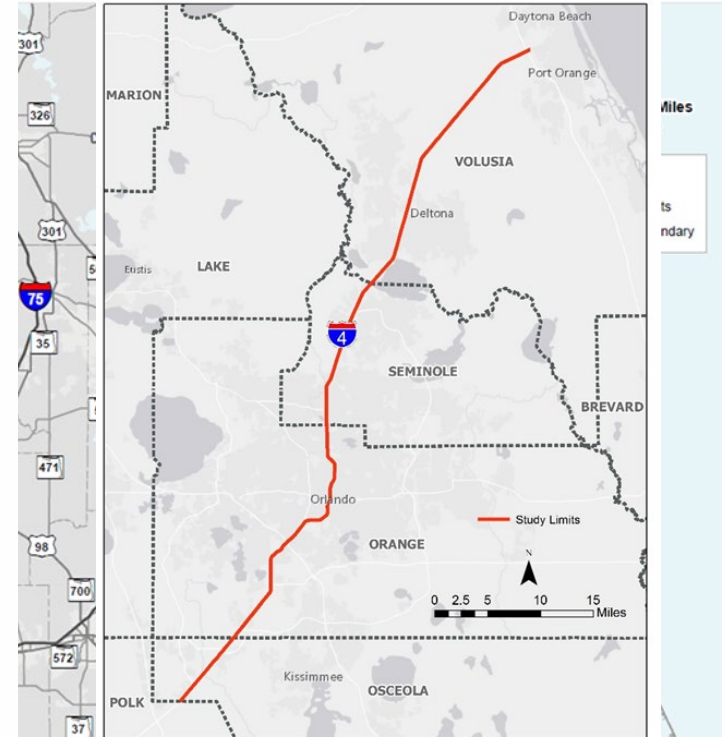
*Infinity Park - Orlando, FL*



*JELD-WEN Door Systems, Kissimmee, FL*

# I-4 Truck Parking PD&E Study (2021)

- Identify sites for 2040 truck parking demand
- Identify and Evaluate up to 5 Viable Sites
  - ✓ Use private industry standards for site development
  - ✓ Environmental
  - ✓ Engineering – Traffic, Drainage, Utilities, Costs
  - ✓ ROW
  - ✓ Initial Site Concepts
- Refine Recommended Sites
  - ✓ Type I CE documentation
  - ✓ Refine site concept to provide to design
- Optional Services for Type II CE
  - ✓ Additional Environmental Analysis and Documentation
  - ✓ Public Hearing



# I-4 Truck Parking PD&E Public Involvement Activities

- Kickoff Newsletters
  - ✓ Kickoff
  - ✓ Prior to each public meeting
- Presentations to MPOs/TPOs
- Informal meetings with stakeholders (up to 18)
- Public Information Meetings – 2 Series
  - ✓ 4 hybrid public meetings per series (one in each county)
  - ✓ Alternative Sites Evaluation
  - ✓ Final Recommended Sites





# I-4 Truck Parking PD&E Study Project Schedule

Task	2021				2022				Icon Legend
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	
Study Begins		★							<ul style="list-style-type: none"> <li>Activity Duration</li> <li>Single Occurrence Activity</li> <li>Public Meeting #1</li> <li>Public Meeting #2</li> </ul>
Data Collection		■							
Newsletters			★	★	★				
Alternatives Development & Evaluation			■						
*Hybrid Public Meetings				1	2				
Type I CE Approvals						★			
Design <i>(one site only)</i>							■		
Optional Type II CE						■			

\*Meetings will be held in all four counties.  
 All dates on schedule are tentative and subject to change



# Next Steps

- Next steps for preferred viable site(s) identified in FPID 447724-1 PD&E Study
- Under FPID 446445-1
- Design (one site): \$2 million, FY 21
- Right of way: \$27.3 million, FY 23-27
- Construction: \$14.9 million FY 26



# Why do a PD&E?

- Qualification for federal funds
- Address NEPA concerns
- Proven public involvement component
- Transparency & comprehensive analysis
- Regional transportation challenge...just like a congested, overcapacity highway



*Why wouldn't we do a PD&E!*

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