DRAFT TYPE 2
CATEGORICAL EXCLUSION

Project Development & Environment Study
I-10 (SR 8) from I-295 to I-95
Duval County, Florida

Prepared for:
Florida Department of Transportation – District Two
1109 South Marion Avenue
Lake City, Florida 32025-5874

Financial Project ID: 213326-2-22-01
ETDM Number: 14275

November 2017

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

DRAFT TYPE 2 CATEGORICAL EXCLUSION

Project Development & Environment Study
I-10 (SR 8) from I-295 to I-95
Duval County, Florida

Financial Project ID: 213326-2-22-01
ETDM Number: 14275

Prepared for:
Florida Department of Transportation – District Two
1109 South Marion Avenue
Lake City, Florida 32025-5874

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Name: PD&E STUDY I-10 (SR 8) from I-295 to I-95
Project Limits: I-295 to I-95
County: Duval
ETDM Number: 14275
Financial Management Number: 213326-2
Federal Aid Project Number: N/A
FDOT Project Manager: David Tyler, P.E.
Project Development Engineer
Florida Department of Transportation, District Two
1109 South Marion Avenue
Lake City, Florida, 32025-5874
Phone: (386) 961-7842
david.tyler@dot.state.fl.us

b. Proposed Improvements: The proposed project will add two general-purpose lanes (in each direction) on the I-10 corridor from I-295 to I-95 in Duval County.

See Section 2 and the Preliminary Engineering Report for additional detail.

c. Purpose and Need: The purpose of the project is to add capacity to the I-10 (SR 8) corridor from I-295 to I-95 in order to improve capacity and traffic operations, and accommodate projected growth.

See Section 2 and the Preliminary Engineering Report for additional detail.

d. Project Planning Consistency: The project is located within the Jacksonville Urbanized Area and is listed as project number 432 in the approved *2040 North Florida Transportation Planning Organization* (NFTPO) *Long Range Transportation Plan*, amendment approved May 11, 2017, and is ranked nineteenth in the NFTPO List of Priority Projects.

The project is included in the *Transportation Improvement Program* (TIP) *Fiscal Year* (FY) 2017/18 – 2021/22, which was adopted on June 8, 2017. The TIP proposes funding for Preliminary Engineering (PE), Right of Way (ROW), and Construction for FY 2017/2018 through 2019/2020.

Funding for PE, ROW, and Construction is in the FDOT *State Transportation Improvement Plan* (STIP), effective date July 1, 2017.

The project funding is summarized on the next page in the Table 1-1. The applicable pages from the three referenced plans are provided in Appendix A.

Table 1-1					
Currently Adopted CFP-LRTP	**COMMENTS** **FM No. 213326-2: I-10 from I-295 to I-95** **FM No. 439100-1: I-10 from I-295 to I-95 (Westbound)** **FM No. 439102-1: I-10 from Cassat to I-95 (Eastbound)**				
Y	**All projects are listed in NFTPO 2040 LRTP and FDOT SIS First Five Year**				
PHASE	**Currently Approved TIP**	**Currently Approved STIP**	**TIP/STIP $**	**TIP/STIP FY**	**COMMENTS**
213326-2					
PE	Y	Y	$1,581,289	< 2017 - 2018	PD&E State Funds
439100-1					
PE	Y	Y	$2,997,700	2017 / 2018 2019 / 2020	Final Design State & Federal Funds
R/W	Y	Y	$3,850,000	2018 / 2019	RRU Federal Funds Note: STIP Amendment in processing
CST	Y	Y	$95,148,106	2019 / 2020	Design Build Westbound Improvements Federal Funds
439102-1					
PE	Y	Y	$1,645,000	2017 / 2018	Final Design State & Federal Funds
R/W	Y	Y	$2,000,000	2018 / 2019	RRU Federal Funds
CST	Y	Y	$37,864,383	2019 / 2020	Design Build Eastbound Improvements Federal Funds

2. COOPERATING AGENCIES

[ ] USACE [ ] USCG [ ] USFWS [ ] EPA [ ] NMFS [**X**] NONE

3. ENVIRONMENTAL ANALYSIS

Issues/Resources	Significant Impacts?* Yes	No	Enhance	NoInv	Supporting Information**
A. SOCIAL & ECONOMIC					
1. Social		X			See Section 3: A.1
2. Economic			X		See Section 3: A.2
3. Land Use Changes		X			See Section 3: A.3
4. Mobility			X		See Section 3: A.4
5. Aesthetic Effects		X			See Section 3: A.5
6. Relocation Potential		X			See Section 3: A.6
7. Farmland				X	
B. CULTURAL					
1. Section 4(f)				X	
2. Historic Sites/Districts		X			See Section 3: B.2
3. Archaeological Sites		X			See Section 3: B.3
4. Recreation Areas				X	
C. NATURAL					
1. Wetlands and Other Surface Waters		X			See Section 3: C.1
2. Aquatic Preserves and Outstanding FL Waters				X	
3. Water Quality and Quantity		X			See Section 3: C.3
4. Wild and Scenic Rivers				X	
5. Floodplains		X			See Section 3: C.5
6. Coastal Zone Consistency				X	
7. Coastal Barrier Resources				X	
8. Protected Species and Habitat		X			See Section 3: C.8
9. Essential Fish Habitat				X	
D. PHYSICAL					
1. Highway Traffic Noise		X			See Section 3: D.1
2. Air Quality		X			See Section 3: D.2
3. Contamination		X			See Section 3: D.3
4. Utilities and Railroads		X			See Section 3: D.4
5. Construction		X			See Section 3: D.5
6. Bicycles and Pedestrians				X	
7. Navigation				X	

a. [X] A USCG Permit is NOT required.
b. [ ] USCG Permit IS required

***Significant Impacts?**: Yes = Significant Impact; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

**Supporting information is documented in the referenced sections and attachment(s).

E. ANTICIPATED PERMITS

- Dredge & Fill Permit – U.S. Army Corps of Engineers
- Environmental Resource Permit – St. Johns River Water Management District
- National Pollutant Discharge Elimination System– Florida Department of Environmental Protection

4. COMMITMENTS

The FDOT will implement the U.S. Fish and Wildlife Service *STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE* (August 12, 2013) during project construction.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the identified noise-impacted locations contingent upon the following conditions:

- Detailed noise analyses during the final design process supports the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion;
- Community input concerning location of the noise barrier(s) is solicited and the affected property owners support construction of the noise barrier;
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved; and
- Any other mitigation circumstances revealed during final design have been analyzed and resolved.

5. PUBLIC INVOLVEMENT

1. [ ] A public hearing is not required.
2. [**X**] A public hearing will be held December 14, 2017. This draft document is publicly available and comments can be submitted to FDOT until December 27, 2017.

   District Contact Information: David Tyler, P.E.
   Project Development Engineer
   Florida Department of Transportation, District Two
   1109 South Marion Avenue
   Lake City, Florida, 32025-5874
   Phone: (386) 961-7842
   david.tyler@dot.state.fl.us
3. [ ] A public hearing was held on (insert date) and the transcript is available.
4. [ ] An opportunity for a public hearing was afforded and was documented (insert date).

6. DISTRICT DETERMINATION

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

FDOT Project Manager _____ Date _____

FDOT Environmental Manager or Designee _____ Date _____

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Director of the Office of Environmental Management or Designee _____ Date _____

8. SUPPORTING INFORMATION

Table of Contents

Tables

Figures

Appendices

Section 2 – Engineering Analysis and Development Summary

2.1 Project Information

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along Interstate 10 (I-10) from Interstate 295 east to Interstate 95, approximately 5 miles, in Duval County. A project location map is provided as Figure 1-1.

The alternatives developed in this PD&E Study and the associated social, economic, and environmental analyses were evaluated according to the requirements of the National Environmental Policy Act (NEPA) and FDOT's PD&E Manual. This section provides a summary of the proposed build alternative presented in the project's *Preliminary Engineering Report* (PER) which was completed for the PD&E Study in accordance with the FDOT PD&E Manual, Part 2, Chapter 3, Engineering Analysis (June 14, 2017). The intent of this summary is to provide context to the Environmental Analysis discussion provided in Section 3 which explains the impacts associated with the recommended build alternative and documents that the impacts are not significant. The PER and PER Appendices, provided as a separate attachment, should be consulted for more detailed discussion beyond what is provided in this summary.

2.1.1 Purpose and Need

The purpose of the project is to add capacity to the I-10 (SR 8) corridor from I-295 to I-95 in order to improve capacity and traffic operations, and accommodate projected growth. The need for the project is based on the following factors:

Transportation Capacity

As shown in Table 2-1, the segment of I-10 between I-295 and I-95 currently experiences peak period congestion with speeds below the posted speed limits due to demand that exceeds capacity.

In 2014, I-10 operated at LOS F between Lane Avenue (SR 103) and Roosevelt Boulevard (US 17) while the segments between I-295 and Lane Avenue (SR 103) and Roosevelt Boulevard (US 17) and I-95 operated at LOS C and D respectively. By 2040, the entire segment of I-10 within the study limits will operate at LOS F. Providing LOS D for this project would require two additional lanes in each direction for a total of four lanes added to I-10.

Without capacity or other improvements, this entire segment of I-10 will expected to accommodate an approximate increase in traffic of 52 percent in the next 25 years. The resulting congestion will progressively increase with periods of congestion extending beyond the normal AM and PM peak periods.

PD&E Study
I-10 (State Road 8) from I-295 to I-95
Duval County
ETDM No. 14275
FM No. 213326-2-22-01

PROJECT LOCATION

Project Area
500 ft. Buffer
Potential Ponds

N

FIGURE 2-1

Table 2-1. I-10 Peak Hour Traffic and LOS from I-295 to I-95

Facility	Segment	Lanes	2014		2040	
			Peak Hour Volume	Level of Service	Peak Hour Volume	Level of Service
I-10 (SR 8)	I-295 to Lane Avenue (SR 103)	3 + 1 auxiliary lane	5,859	C	8,881	F
I-10 (SR 8)	Lane Avenue (SR 103) to Cassat Avenue (SR 111)	3	6,250	F	8,683	F
I-10 (SR 8)	Cassat Avenue (SR 111) to McDuff Avenue (SR 129)	3	6,120	F	7,615	F
I-10 (SR 8)	McDuff Avenue (SR 129) to Roosevelt Boulevard (US 17)	3	6,337	F	9,742	F
I-10 (SR 8)	Roosevelt Boulevard (US 17) to I-95	5	8,537	D	13,186	F

Source: Northeast Florida regional Planning Model 2040; Table 1 of 2012 FDOT Generalized Level of Service Tables

Social and Economic Demand

I-10 serves major east-west traffic movements through the Jacksonville urbanized area, connecting suburban areas west of Jacksonville to Downtown Jacksonville as well as access to office, commercial, and industrial areas located along the I-10 corridor. Traffic demand on I-10 is directly related to population and employment changes.

Utilizing data provided by the Path Forward 2040 LRTP, population and employment forecasts for the LRTP models show the population of Duval County is expected to increase by approximately 24 percent from 2010 to 2040. Employment is expected to increase by 23 percent during the same period (Table 2-2).

Table 2-2. Duval County Population and Employment Projections

County	Year 2010 Population living in Households	Year 2040 Population living in Households	Population Growth Rate 2010-2040	Year 2010 Total Workers	Year 2040 Estimated Workers	Employment Growth Rate 2010-2040
Duval	844,293	1,050,684	24%	519,142	636,596	23%

Source: Path Forward 2040 LRTP, Technical Memorandum #8, Needs Plan

The population and employment projections show that traffic volumes will continue to increase in line with the population growth. A long-term mobility option is needed that will not only serve current traffic volumes, but will accommodate the population and employment growth expected through 2040. Without any improvements, the residents and workers in the surrounding areas will face more congestion, leading to lost productivity and increase in air pollution.

Transportation Demand

I-10 is a designated highway on FDOT's Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

Modal Interrelationships

I-10 connects with multiple other SIS facilities, including I-295 and I-95 and provides direct access to Downtown Jacksonville from the western side of the Jacksonville Urbanized Area and further to the west, I-75 and the Florida Panhandle. I-10 provides a key transportation element in linking the major ports, airports, and railways that handle Florida's passenger and freight traffic throughout the region.

2.2 Project Alternatives

NEPA project development must consider a range of alternatives that meet the purpose and need of the project while balancing engineering requirements, impacts, and benefits. Project alternatives include the No Build, Transportation Systems Management & Operations (TSM&O), and Recommended Build Alternative.

FDOT is committed to the practicable avoidance and minimization of potential impacts to the social and natural environment when considering approval of proposed transportation projects. The study of alternatives and the associated environmental consequences were evaluated according to NEPA and FDOT's PD&E process. This study process allows for coordination during the alternatives development process and thorough consideration of alternatives developed.

The widening of I-10 with interchange improvements at Lane Avenue (SR 103) and I-10 with Cassat Avenue (SR 111) was considered as the Build Alternative and forms the basis for the environmental analysis discussed in Section 3. The PER and PER Appendices, provided as a separate attachment, should be referenced for more details related to the Alternatives Development and Analysis for this PD&E study. The following section describes the Build Alternative considered for this project.

2.2.1 Build Alternative

I-10 Mainline Widening

This alternative includes widening of the existing 6-lane roadway to a 10-lane roadway by the addition of two 12-foot general-purpose lanes in each travel direction (Figure 2-2) along I-10. Two additional general-purpose travel lanes are added along I-10 in the eastbound direction between Cassat Avenue (SR 111) and I-95. In the westbound I-10 direction, two general purpose lanes are added between I-95 and I-295. The additional general-purpose lanes will be added to the outside of the existing travel lanes and located within existing FDOT ROW. Due to ROW constraints along the study area, improvements will include the installation of Mechanically Stabilized Earth (MSE) walls to allow for and stabilize the proposed roadway expansion.

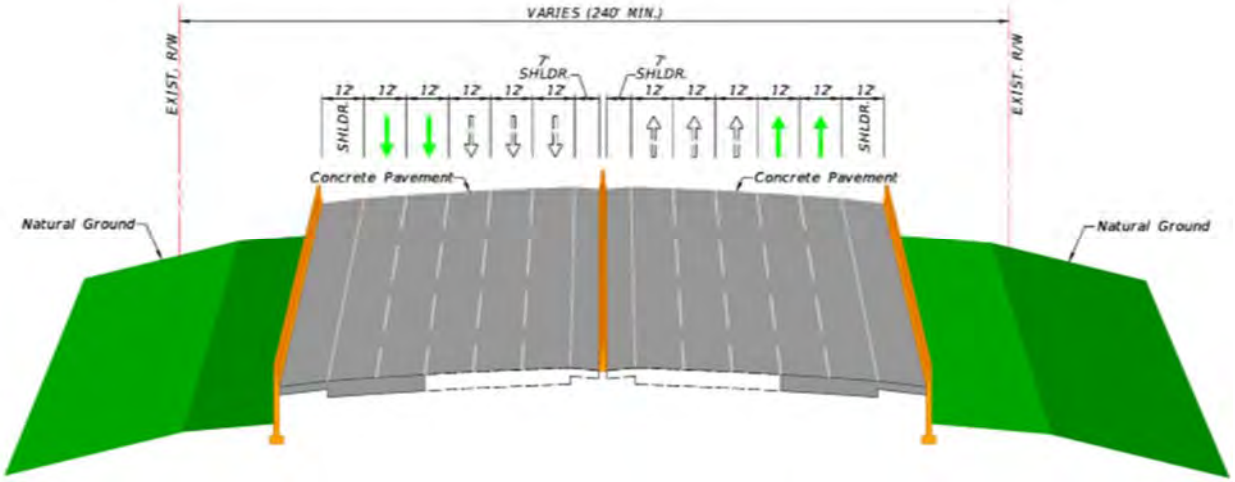


Figure 2-2. Proposed I-10 Widening Typical Section

The Build Alternative proposed improvements are shown in Figures 2-3 -through 2-6 of this section and in the project PER.

Interchange Improvements: I-10 with Lane Avenue (SR 103)

An Interchange Operational Analysis Report (IOAR) was completed for the I-10/Lane Avenue (SR 103) interchange to identify improvements needed to reduce congestion and queue lengths at ramp terminal intersections, reduce mainline I-10 spillback, and reduce traffic delays. The existing interchange is a diamond-configured interchange with a major urban arterial. The proposed improvements to this interchange, as described below and shown in Figure 2-3, are included in the Build Alternative:

- Two additional general-purpose lanes in the westbound direction along I-10;
- Additional right-turn lane from I-10 eastbound exit ramp to southbound Lane Avenue (SR 103);
- Additional through lane along southbound Lane Avenue (SR 103) between the I-10 (SR 8) ramp terminal intersections;
- Additional left-turn lane from northbound Lane Avenue (SR 103) to I-10 westbound entrance ramp;
- All right turns from I-10 exit ramps are regulated by signals.

In addition to the improvements listed above, traffic operational improvements include optimizing signal timings and lengthening acceleration and deceleration lanes along I-10 for the entrance and exit ramps to Lane Avenue (SR 103).

Interchange Improvements: I-10 with Cassat Avenue (SR 111)

An IOAR was completed for the 1-10/Cassat Avenue (SR 111) interchange to identify improvements needed to reduce congestion and queue lengths at ramp terminal intersections, reduce mainline I-10 spillback, and reduce traffic delays. The existing interchange is a diamond-configured interchange with a major urban arterial. The proposed improvements to this interchange, as described below and shown in Figure 2-4, are included in the Build Alternative:

- Two additional general-purpose lanes in the eastbound and westbound directions along I-10;

- Additional right-turn lane from I-10 eastbound exit ramp to southbound Cassat Avenue;
- Additional through lane along southbound Cassat Avenue (SR 111) between the I-10 ramp terminal intersections;
- Additional left-turn lane from eastbound Lenox Avenue to northbound Cassat Avenue (SR 111);
- Removal of both the right-turn storage bay from northbound Cassat Avenue (SR 111) and a westbound receiving lane along Lenox Avenue for the intersection of Cassat Avenue (SR 111) at Lenox Avenue to eliminate the need for additional ROW.

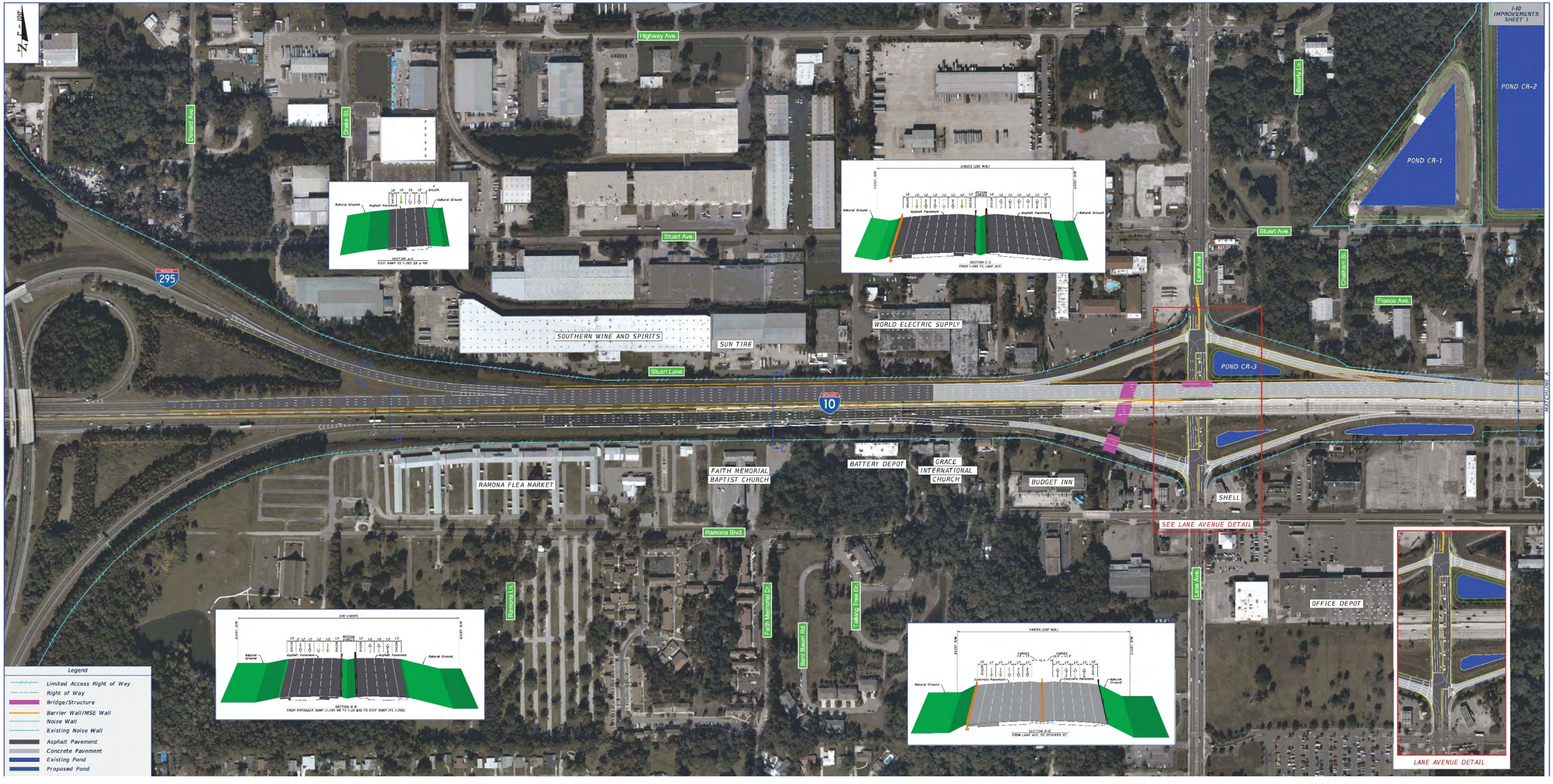


Figure 2-3. Build Alternative – Sheet 1 of 4

Figure 2-4. Build Alternative – Sheet 2 of 4

Figure 2-5. Build Alternative – Sheet 3 of 4

Figure 2-6. Build Alternative – Sheet 4 of 4

Section 3 – Environmental Analysis

This section provides a summary of the potential involvement and/or impacts of the Recommended Build Alternative. The PD&E Study evaluated the project with respect to transportation, social, economic, cultural, physical, natural, and biological resources. Information used to conduct the evaluation includes detailed studies and comments received from Environmental Technical Advisory Team (ETAT) members through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). A program level ETDM screening was published for I-10 from I-295 and I-95 (ETDM #14275), dated November 18, 2016. Through ETDM, early agency and public comments were obtained to identify project related issues and potential environmentally sensitive areas. The ETDM Programming Summary Reports are also available on the ETDM public website https://etdmpub.fla-etat.org/est/#.

The project was initially evaluated for the deployment of express lanes along the eastbound and westbound I-10. I-10 within the project limits has minimal ROW available for expansion and is located between two historic districts. This precluded FDOT from adding the additional lanes as express lanes because motorists weaving to enter and exit an express lane system would degrade the operations of the mainline general-purpose lanes. Building laced flyovers to remove the weave was not feasible due to cost constraints and significant impacts to the historic district. This resulted in a length where a safe weave could be accommodated, at-grade, in only a 1.0 mile eastbound and 1.7 miles westbound express lane system which offers little incentive to users. Owing to these reasons, after initial planning efforts, the project was converted into a general-purpose lane capacity improvement project

The proposed Build Alternative improvements along the I-10 mainline from I-295 east to I-95, along with the interchange operational improvements at Lane Avenue (SR 103) and Cassat Avenue (SR 111), are included in the impact analyses discussed in this section. Proposed stormwater pond sites located outside the existing ROW are also included. Where indicated, resource evaluations discussed herein were summarized from individual technical documents that are either incorporated by reference or appended to this document.

The section is formatted for direct cross-reference to the format of Environmental Analysis Significant Impact matrix in the corresponding Type II Categorical Exclusion Form.

A. SOCIAL AND ECONOMIC

An evaluation of the project's potential impacts related to social and economic issues was conducted in accordance with FDOT PD&E Manual Part 2, Chapter 4 Sociocultural Effects Evaluation (June 14, 2017).

1. Social

Population

Data from the 2015 American Community Survey (ACS) 5-Year Estimates were collected for the census tracts located within a 500-foot project area buffer. Census tract data within the buffer area was examined to identify the presence or absence of minority populations and to identify potential disproportionate impacts. Total and minority population data is presented in Table 3-1.

The demographic information indicates a minority population of 8,473 individuals comprising approximately 37 percent of the population within the project buffer area. Within this population are 1,728 persons (8 percent) identified as Hispanic.

Table 3-1. Total and Minority Population

Geographic Area	Total Pop.	Not Latino or Hispanic							Hispanic or Latino of Any Race
		White	Black / African American	AIAN	Asian	NHPI	Other Race	Two or More Races	
Census Tract 25.01	3,952	2,104	1,524	94	54	0	34	142	485
Census Tract 25.02	3,555	2,585	553	12	36	0	0	369	103
Census Tract 26	3,076	425	2,637	0	0	0	9	5	54
Census Tract 120	5,391	3,647	1,381	35	34	15	72	207	433
Census Tract 121	1,657	1,104	391	0	36	0	0	126	239
Census Tract 171	5,341	4,634	512	24	33	0	65	73	414
TOTAL	**22,972**	**14,499**	**6,998**	**165**	**193**	**15**	**180**	**922**	**1,728**
TOTAL Percent	100	63	30	.7	1	.5	.8	4	8

Source: U.S. Census Bureau, 2015 American Community Survey (ACS) 5-Year Estimates

Income and Poverty Status

Census tract data was also evaluated for low-income populations. The median household income and households below the poverty status were examined to identify the presence or absence of low-income populations in the project buffer and identify potential disproportionate impacts. The poverty level was determined based on the 2017 U.S. Department of Health and Human Services poverty threshold of $24,600 for a family of four. Table 3-2 presents the estimated number of households, median household income, and households below the poverty level within buffer area census tracts.

The Build Alternative proposed would not have a disproportionate impact on low-income populations.

Table 3-2. Median Household Income and Poverty Status

Geographic Area	Total Households	Median Household Income (dollars)	Households Below Poverty	
			Number	Percent of Census Tract Total Households
Census Tract 25.01	1,678	$26,267	506	30
Census Tract 25.02	1,554	$49,026	190	12
Census Tract 26	1,125	$18,284	557	50
Census Tract 120	1,900	$50,685	215	11
Census Tract 121	579	$27,118	202	35
Census Tract 171	3,026	$41,935	496	16
TOTAL	**9,862**		**2,166**	**32**

Notes:
(1) Geographic Area was determined to be the 2015 Census Tracts within the project area buffer.
(2) Households below the poverty level were determined based on 2015 American Community Survey 5-Year Estimates and 2017 U.S. Department of Health and Human Services poverty threshold of $24,600 for a family of four.

Limited English Proficiency (LEP)

Data from the 2015 ACS 5-Year Estimates were reviewed for language spoken at home by ability to speak English for the population 5 years and above. Within the project buffer, approximately 6 percent of the population 5 years old and above speaks English "less than very well." Demographic data indicates that approximately 1 percent of the population within the project area buffer speak a language other than English.

As part of the project's Public Involvement Plan (PIP), accommodations were made to ensure compliance with Title VI of the U.S. Civil Rights Act of 1964, and other related statutes. Informational materials, such as newsletters and fact sheets, were developed in bilingual format as well as advertisements of public meetings upon the FDOT's request and approval.

The Build Alternative would not have an impact on LEP populations within or adjacent to the project buffer area.

It is anticipated that the proposed Build Alternative will not have a disproportionally high and adverse effect on minority and low-income populations. It is also anticipated that the Build Alternative will not raise environmental justice issues.

Community Services

Community services located within the vicinity of the I-10 project area include two elementary schools, two parks, one community center, 15 churches, and one historic district.

No adverse impacts to community facilities and services are anticipated as a result of the Build Alternative. With the Build Alternative, there will be temporary impacts in the form of noise, dust, emissions, and traffic disruptions during construction, but traffic will be maintained. Many of the effects to the adjacent and surrounding communities are anticipated to be positive as they will facilitate access to the existing community services for the residents, commuters, and service providers.

2. Economic

The project segment of the I-10 corridor serves major east-west movement through the City of Jacksonville and western Duval County. Land use located within the project area includes office, commercial, light industrial, and residential areas. Along with the expected 24 percent population increase (from 2010 to 2040) for Duval County, employment is expected to increase by 23 percent during the same period. The study area is located within a City of Jacksonville Enterprise Zone and a U.S. Department of Housing and Urban Development (HUD) Empowerment Zone, both of which encourage economic growth and revitalization.

The proposed Build Alternative improvements support the City of Jacksonville's Future Land Use Element and policies along with Transportation Element Policy 1.5.1 which seeks to decrease automobile travel on or encourage the efficient use of the SIS and other State Highway Systems. The Build Alternative also supports Goal 3, which seeks to increase total roadway network capacity by adding new lane-miles to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods.

Benefits associated with the Build Alternative include reduced congestion, increased traffic flow, and increased accessibility. The potential for expansion of existing businesses along the corridor or development of new business will be encouraged to improve the economic environment within and adjacent to the project area.

3. Land Use Changes

The proposed improvements associated with the Build Alternative are compatible with the City of Jacksonville's Comprehensive Plan and supports the plan's Future Land Use Element. According to the 2030 Comprehensive Plan Future Land Use Map (Figure 3-1) the project area will remain urbanized with predominantly light industrial, community/general commercial, neighborhood commercial and high-density residential land uses. The Future Land Use Element identifies the Urban Priority Area (UPA) and Urban Area (UA) development areas within the project area. The UPA includes the historic core of the City and major connecting corridors. The UA corresponds with the densely developed portions of the City that have been in residential or employment-generating land uses prior to City-County consolidation and includes major connecting corridors.

Most of the existing land use within a 500-foot project buffer is classified as residential, commercial, light industrial and roads and highway lands. To further characterize the project area, the existing land use and cover types indicate 78 percent classified as urban and built-up with 21 percent classified as transportation. Land use by classification, acreage, and percentage within the 500-foot project area buffers are presented in Table 3-3 and Figure 3-2.

Table 3-3. Land Use and Cover

Description	Acres within 500-Foot Project Area Buffer	Percent
Residential, Low Density	51	4
Residential, Medium Density	112	8
Commercial	339	26
Conservation	4	0.5
Recreation/Open Space	4	0.5
Industrial	447	34
Office	12	1
Mixed Use	24	2
Institutional	43	3
Roads and Highways	282	21
TOTAL	**1,318**	**100%**

The proposed improvements associated with the Build Alternative are not anticipated to significantly affect land use in the area. The character of the study area remains unchanged and will continue to support the existing and future land uses within the project and surrounding area maintaining the goals of the City of Jacksonville Future Land Use Map.

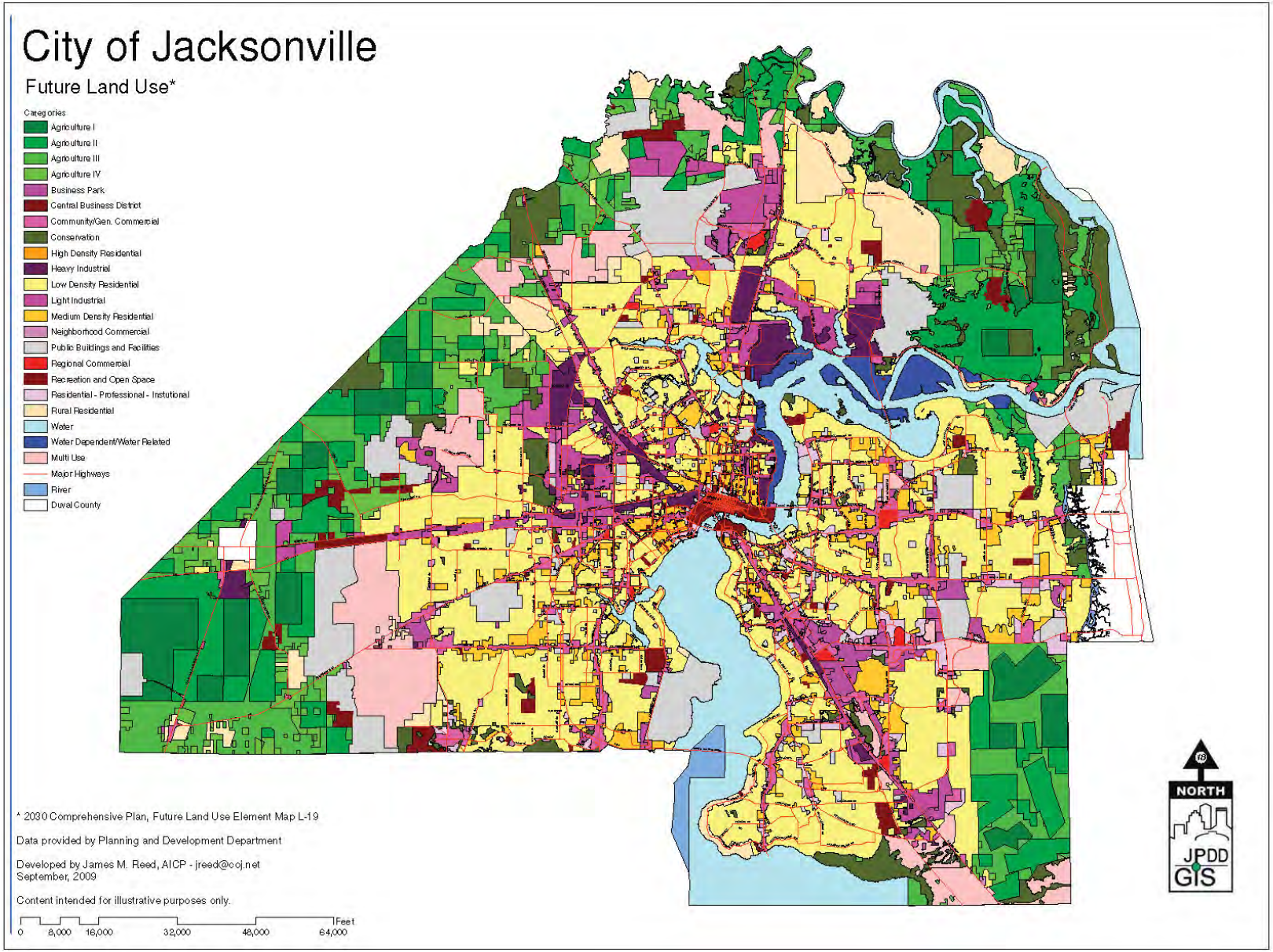
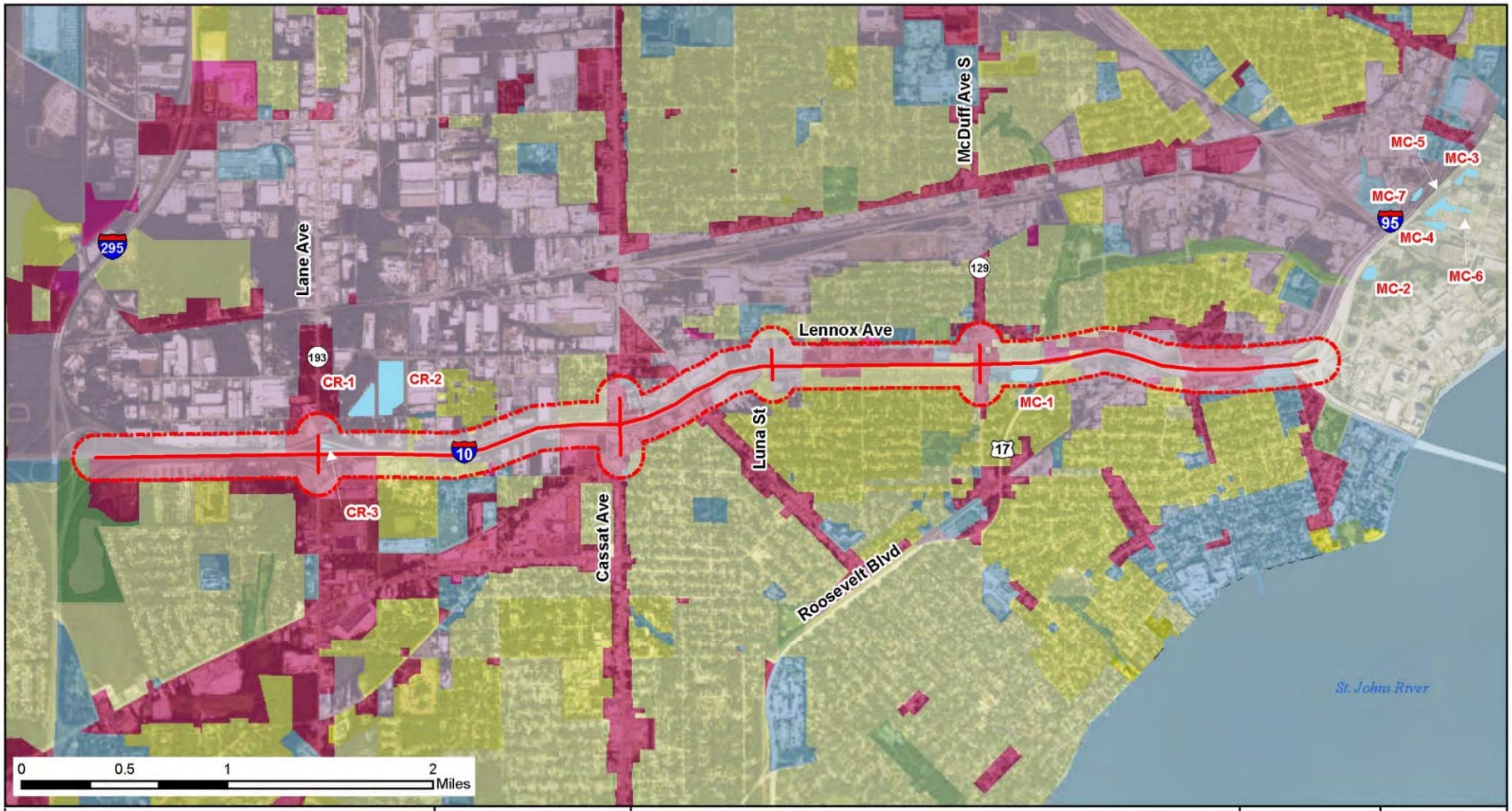


Figure 3-1. Duval County 2030 Comprehensive Plan Future Land Use Map



PD&E Study
I-10 (State Road 8) from I-295 to I-95
Duval County
ETDM No. 14275
FM No. 213326-2-22-01

EXISTING LAND USE

Project Area
500 ft. Buffer
Potential Ponds
COMMERCIAL
CONSERVATION
HIGH DENSITY RESIDENTIAL
INDUSTRIAL
INSTITUTIONAL
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MIXED USE
OFFICE
RECREATION / OPEN SPACE

N

FIGURE 3-2

4. Mobility

The proposed Build Alternative will reduce congestion, improve local and regional mobility, and accommodate expanding commercial, light industrial, and residential uses within the vicinity of the project area while supporting the vision of both Duval County and the City of Jacksonville.

5. Aesthetics

The proposed Build Alternative is compatible with future residential and commercial land uses within the project area because the interstate already exists. The project and surrounding area is developed and urban in nature and aesthetic effects are anticipated to be minimal. Transportation is the predominant land use within the project area with adjacent uses including commercial, light industrial, institutional, and scattered residential. There are no Scenic Highways/Byways within the project area and vicinity.

6. Relocation Potential

The proposed Build Alternative including stormwater pond sites are constructed on lands currently owned by FDOT or City of Jacksonville; therefore, no relocations or private ROW acquisition are anticipated.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation will carry out a ROW and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The brochures that describe in detail the FDOT's Relocation Assistance Program and ROW acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

7. Farmlands

The project has no involvement with farmlands.

B. CULTURAL

In accordance with FDOT PD&E Manual Part 2, Chapter 7 Section 4(f) (June 14, 2017) and Chapter 8 Archaeological and Historical Resources (June 14, 2017), a Phase I Cultural Resource Assessment Survey (CRAS) was conducted for the project. The purpose of the survey was to locate, identify, and bound any determined or potentially eligible resources within the project's Area of Potential Effect (APE) which was defined to include the proposed pond footprints with an additional 100-foot buffer around each pond. A screening survey was completed for the I-10 Mainline as improvements are limited to the existing ROW. Due to extensive modern development, urban soils present within the corridor, and lack of potential for the improvements to affect significant historic structures or archaeological sites, no further work for the I-10 Mainline was recommended.

1. Section 4(f)

There are no Section 4(f) resources within the project area and this project has no involvement with Section 4(f).

2. Historic Sites/Districts

The architectural survey resulted in the identification and evaluation of 17 historic resources within the I-10 corridor and pond site alternatives APE, including eight previously recorded historic resources and nine newly recorded historic resources. The previously recorded resources include one historic bridge (8DU11915), one resource group (8DU21755), and five historic structures (8DU12008, 8DU21327, 8DU21329, 8DU21330, and 8DU21620). The newly recorded resources include one historic linear resource (8DU22144) and eight historic structures (8DU22136-8DU22143). The field survey confirmed that nine previously recorded historic structures located within the I-10 pond site alternatives APE (8DU00219, 8DU07848, 8DU07849, and 8DU07881-8DU07886) have been moved or demolished.

Based on the results of the survey, the South Myrtle Avenue-McCoy's Creek Bridge (8DU11915) and the McCoy's Creek Improvement Project Bridge resource group (8DU21755) remain NRHP-eligible. The South Myrtle Avenue-McCoy's Creek Bridge (8DU11915), in addition to being individually eligible, remains eligible as a contributing resource to Resource Group 8DU21755. The 14 remaining resources lack the historical significance and architectural or engineering distinction necessary for listing in the NRHP and are recommended ineligible, individually or as contributors to a historic district.

The State Historic Preservation Office (SHPO) concurred (Appendix B) with the findings presented in the CRAS on November 7, 2017, specifically that the South Myrtle Avenue-McCoy's Creek Bridge (8DU11915) and the McCoy's Creek Improvement Project Bridge resource group (8DU21755) remain NRHP-eligible. Improvements associated with the Build Alternative will have no effect on NRHP-listed or -eligible historic resources. No further work is recommended.

3. Archaeological Sites

The archaeological research strategy was composed of background investigation, a historical document search, and field survey of the proposed pond site locations. Based on an examination of environmental variables (soil drainage, relative elevation, and access to marine resources), as well as the results of previously conducted surveys, project study area APE was considered to have low potential for prehistoric archaeological sites. The APE contains disturbed urban soils and modern development. The APE was considered to have low potential for historic archaeological sites due to the level of disturbance within the ROW.

Archaeological reconnaissance was conducted within the existing and proposed pond ROW. The pond locations were visually examined via pedestrian survey for the presence of exposed artifacts and above-ground features (e.g., structural remains and prehistoric mounds). The Phase I field survey consisted of subsurface shovel testing within the proposed pond footprints at varying intervals according to the potential for containing buried archaeological sites.

Twenty-three shovel tests were dug within the pond site alternatives APE. Nine of the 14 shovel tests completed for pond site MC-3 were positive for cultural material. Intact sediments were encountered in the vicinity of pond site MC-3, while soils in the remainder of the APE typically exhibited poor drainage or a high degree of subsurface disturbance. The positive shovel tests in pond site MC-3 resulted in the recording of the West Duval Street Site (8DU22134), based on the recovery of historic period artifacts. No additional artifacts were found during pedestrian survey or recovered

by any of the other shovel tests. Two shovel tests dug within pond site MC-2 were negative for cultural material. The remaining pond sites: CR-1, CR-2, CR-3, and MC-1 are existing pond sites and no further work was required.

Due to the presence of intact stratigraphy yielding diagnostic cultural material, the West Duval Site (8DU22134) was identified as potentially NRHP eligible under Criterion D. The site is currently enclosed by a fence along the northwestern boundary and represents the recommended avoidance boundary. The remaining portions of Pond MC-3 to the west of the fence have been heavily modified and are recommended clear for pond construction activities. The design plans will avoid any impact to the West Duval Site (8DU22134).

No archaeological sites or archaeological occurrences were noted within the I-10 from I-295 to I-95 ROW. Based on the heavily disturbed nature of the soils within the I-10 from I-295 to I-95, there is low potential for intact archaeological sites to be present and no further archaeological work is recommended.

The SHPO concurred with the findings of the archaeological survey on November 7, 2017 (Appendix B).

4. Recreation Areas

This project will have no involvement with parks or recreational areas.

C. NATURAL

1. Wetlands and Other Surface Waters

A Natural Resource Evaluation (NRE) was completed in accordance with FDOT PD&E Manual, Part 2, Chapter 9, Wetlands and Other Surface Waters (June 14, 2017) and Executive Order 11990, Protection of Wetlands, to document and present the findings of potential wetland involvement associated with proposed Build Alternative.

Identification and assessment of wetlands and surface waters within and adjacent to the project area was completed. Field investigations were performed to evaluate the presence of wetland vegetation, hydric soils, and hydrologic indicators within the I-10 corridor and stormwater pond site locations. Potential wetland impacts within the I-10 project corridor are located near the I-95/I-295 interchange and are anticipated to be minimal. A summary is provided in Table 3-4 and accounts for all wetlands within the project footprint with the potential for impacts. It is anticipated that as the project progresses through the design and permits phase, the actual impacts will be less.

Table 3-4. Summary of Potential Wetland Impacts for the I-10 Corridor

Location	Habitat (FLUFCS)	Wetland Acreage	Functional Loss Units
I-10	Stream and Lake Swamp	0.55	0.31
I-10	Mixed Hardwood Wetlands	13.67	8.66
I-10	Cattail	4.84	2.58
Pond MC-2	Exotic Wetland Hardwoods	0.17	0.07
Pond CR-2	Mixed Hardwood Wetlands	0.09	0.05
	Total	**19.32**	**11.67**

Jurisdictional determinations and mitigation requirements will be completed during the permitting process as wetlands are subjected to further study, delineation, verification, and survey during final design. Potential ponds locations that occur within existing pond sites are components of permitted stormwater management systems, and as such will not be considered jurisdictional wetlands by the regulatory agencies. Mitigation will not be required for impacts to existing ponds. Upland-cut ditches that occur within some pond sites are also unlikely to require mitigation if impacted.

All measures to avoid and minimize impacts have been, and will continue to be, employed to the maximum extent practicable. FDOT will employ various strategies to fulfill mitigation needs and may include the use of approved mitigation banks or restoration, enhancement, preservation, and/or creation of wetlands, either on or off-site. Any mitigation proposed will be pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C § 1344.

It is anticipated the following permits will be required during the design phase:

- Dredge & Fill Permit – U.S. Army Corps of Engineers
- Environmental Resource Permit – St. Johns River Water Management District
- National Pollutant Discharge Elimination System– Florida Department of Environmental Protection

2. Aquatic Preserves and Outstanding FL Waters

This project has no involvement with Aquatic Preserves and Outstanding Florida Waters.

3. Water Quality and Quantity

A Water Quality Impact Evaluation (WQIE) was completed for this project following the procedures outlined in the FDOT PD&E Manual Part 2, Chapter 11 Water Quality (June 14, 2017). Increased storm water runoff and discharge due to increased impervious areas is anticipated and will require increased stormwater management capacity which will be design in accordance with applicable regulations.

The project study area is located within the McCoy Creek and Cedar River basins which discharge to the Lower St. Johns River basin. The Willow Branch, Cedar River, McCoy Creek, St. Johns River, and Big Fish Creek surface waters are located within a 100-foot project area buffer. Except for Willow Branch, all waterbodies are designated as impaired.

Within the McCoy Creek Basin stormwater runoff treatment will provide an overall reduction in nitrogen and phosphorus pollutant loading within the basin. Within the Cedar River Basin, existing roadway impervious area that is currently untreated will be treated with stormwater management improvements associated with the I-10 from I-295 to I-95 improvements.

To meet SJRWMD water quality criteria the following shall be met within the McCoy Creek Basin:

- FDOT owned sites along I-95 north of McCoy Creek will be used as pond sites to treat stormwater runoff from I-95 within the McCoy Creek basin
- Changes to the existing stormwater conveyance systems will be required to convey stormwater to the proposed pond sites
- Because McCoy Creek discharges into the St. Johns River, which is impaired, calculations would be required showing peak discharge form pond is less than 10% of McCoy Creek base flow to demonstrate no direct discharge into the St. Johns River

To meet SJRWMD water quality criteria the following shall be met within the Cedar River Basin:

- Changes to the existing pond size and depth will be required to provide required compensatory treatment associated with the additional impervious area resulting from the I-10 widening improvements
- Calculations must meet SJRWMD requirements for compensatory treatment of the additional impervious area
- The existing pond was permitted with a pond liner to prevent impacts to adjacent wetlands

The Build Alternative proposes improvements to an existing roadway facility, therefore, significant hydrological and water quality (e.g., chemical, physical, and biological properties) impacts are not expected to occur. An Environmental Look Around (ELA) meeting was held with the SJRWMD on March 1, 2017. Additional information and meeting minutes from this meeting are provided in the project's *Preliminary Engineering Report* and *WQIE.*

4. Wild and Scenic Rivers

This project has no involvement with wild and/or scenic rivers.

5. Floodplains

In accordance with the FDOT PD&E Manual Part 2, Chapter 13 Floodplains (June 14, 2017), the project was evaluated for potential encroachment into special flood hazard zones (Figure 3-3). This project involves some work within the horizontal limits of the 100-year floodplain near the Lave Avenue (SR 103) and Roosevelt Boulevard (US 17) interchanges. The proposed roadway and drainage changes will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant. Supporting information is provided in the project's PER.

6. Coastal Zone Consistency

Through ETDM, The State of Florida Department of Economic Opportunity has determined that this project is not located within a Coastal High Hazard Area and is therefore consistent with the Florida Coastal Zone Management Plan. Therefore, this project has no involvement with coastal zone consistency.

7. Coastal Barrier Resources

This project has no involvement with coastal barrier resources.

8. Protected Species and Habitat

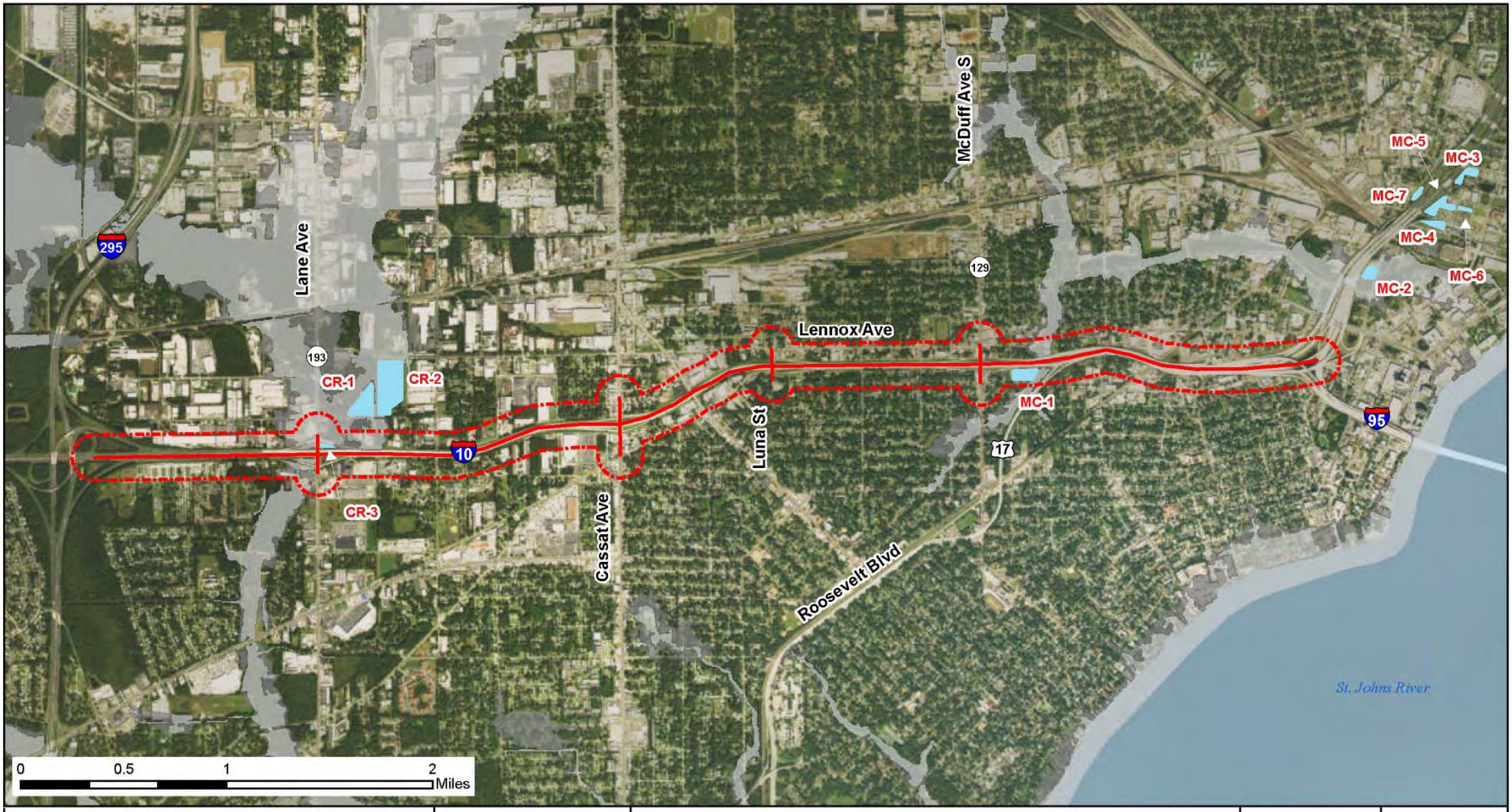
A Natural Resource Evaluation (NRE) was completed in accordance with FDOT PD&E Manual, Part 2, Chapter 16, Protected Species and Habitat (June 14, 2017) to document and present the findings of potential protected species and/or habitat involvement associated with proposed Build Alternative.

The project is located within a wood stork Core Foraging Area (CFA) and Eastern indigo snake species range. Because the I-10 corridor is located within an extensively developed and urbanized area, involvement with listed species and/or suitable habitat is not anticipated. FDOT has determined the project is not likely to adversely affect the Eastern Indigo Snake and wood stork. The FDOT will implement the U.S. Fish and Wildlife Service *STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE* (August 12, 2013) during project construction.

The FDOT will continue to coordinate with the U.S. Fish and Wildlife Service (FWS) on the findings of the NRE to determine if the use of special provisions will be necessary.

9. Essential Fish Habitat

The project has no involvement with Essential Fish Habitat (EFH).



PD&E Study
I-10 (State Road 8) from I-295 to I-95
Duval County
ETDM No. 14275
FM No. 213326-2-22-01

FLOODPLAINS

Project Area
500 ft. Buffer
Potential Ponds

FLOODPLAIN
100-YEAR FLOODPLAIN
500-YEAR FLOODPLAIN

N

FIGURE
3-3

D. PHYSICAL

1. Highway Traffic Noise

A traffic noise study was completed in accordance with the FDOT PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (June 14, 2017) and Title 23 Code of Federal Regulations (CFR) Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 2010). The primary objectives of the noise study were to document the methodology used to conduct the noise assessment, determine the existing site conditions including noise-sensitive land uses within the project study area, and assess the potential for increased traffic noise as a result of the project. The FHWA Traffic Noise Model (TNM) 2.5 was used to predict traffic noise for the Build Alternative and No Build Alternative. Traffic noise impacts occur when the predicted traffic sound levels approach or exceed the FHWA NAC or when the predicted traffic sound levels exceed existing levels by 15 dB(A). FHWA and FDOT require that noise-abatement measures be evaluated for receptors determined to be noise-impacted because of the Build Alternative. A Noise Study Report (NSR) was prepared and provides additional detail regarding the impact analysis and abatement consideration for all identified noise-sensitive sites.

Within the project study area, a total of 391 noise-sensitive sites were analyzed for impacts. These noise-sensitive sites are a mixture of residential, commercial uses, churches, parks and community centers.

For the Build Alternative (2040), 336 receptor sites are predicted to be noise-impacted with an average noise level increase of 1.8 dB(A) over existing conditions.

Twenty-two noise barriers were evaluated to abate for the project traffic noise impacts. As described in Table 3-4, only two meet the FHWA and FDOT's feasibility and reasonableness requirements and are recommended for further evaluation in the proposed project's final design phase. The location of the feasible and reasonable noise barriers locations is shown in Figure 3-4 and the project NSR.

Table 3-5. Summary of Reasonable and Feasible Noise Barriers

Barrier ID	Number Impacted Sites	Number Benefited Sites	Avg. Noise Reduction dB(A)	Feasible Barrier Length (ft)	Feasible Barrier Height (ft)	Estimated Barrier Cost	Cost Per Benefited Receptor Site
4d Shoulder	19 residences	29	6.8	2,300	14	$966,000	$33,310
6b/7a Shoulder	175 residences	91	7.7	4,900	14	$2,058,000	$22.165

Statement of Likelihood

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 183 impacted receptors.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the identified noise-impacted locations contingent upon the following conditions:

- Detailed noise analyses during the final design process supports the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion;
- Community input concerning location of the noise barrier(s) is solicited and the affected property owners support construction of the noise barrier;
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved; and
- Any other mitigation circumstances revealed during final design have been analyzed and resolved.

.

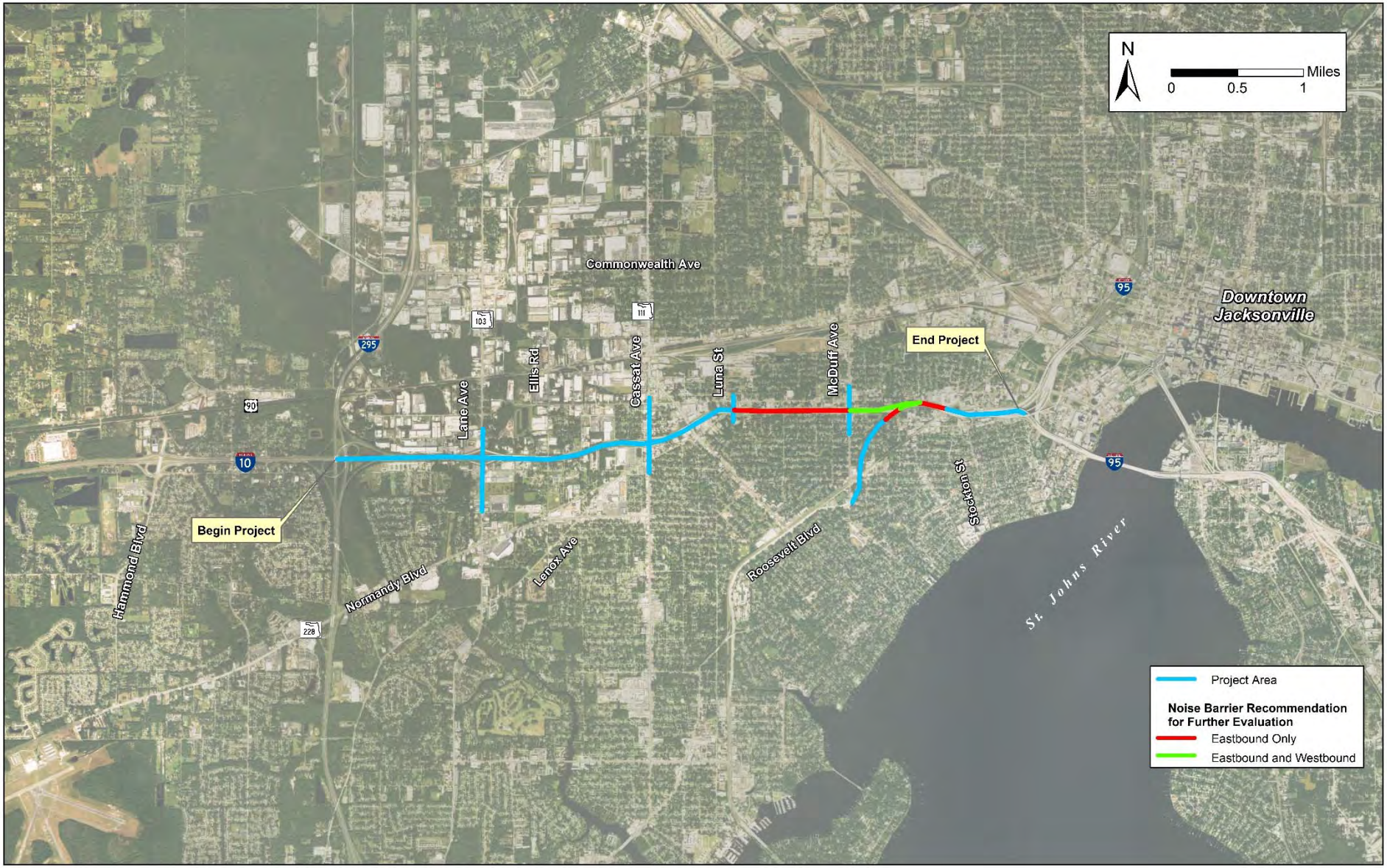


Figure 3-4. Noise Barrier Locations Recommended for Further Evaluation

2. Air Quality

The Build Alternative and No Build Alternative were screened for potential air quality impacts. In accordance with the FDOT PD&E Manual, Part 2, Chapter 19, Air Quality (June 14, 2017), FDOT's screening model (CO Florida 2012) was used to produce estimates of one-hour and eight-hour carbon monoxide (CO) at default air quality receptor locations. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels associated with the Build Alternative are not predicted to meet or exceed the on-hour or eight-hour National Ambient Air Quality Standards (NAAQS) under criteria provide in the *Clean Air Act* (CAA).

3. Contamination

A Contamination Screening Evaluation Report (CSER) was completed for this PD&E Study in accordance with the FDOT PD&E Manual Part 2, Chapter 20, Contamination (June 14, 2017). This report evaluated potential and existing contamination sources within the project area buffer.

Available records reported many sources associated with hazardous waste management, petroleum storage systems/spills, cleaning or dry-cleaning activities, and environmental contamination within a one-quarter mile radius of the project area. Evaluation of site characteristics for these sources and associated environmental information resulted in the identification of 74 sources. In addition, 10 pond sites were also investigated. A contamination risk rating was utilized to evaluate the likelihood a contaminated site may have an impact on the project area and potential pond sites. The risk rating distribution for these identified sites/facilities is presented in Table 3-6. A summary of potential pond site contamination risk rating is presented in Table 3-7. Additional detail regarding the investigation of all potential sites within or adjacent to the project corridor can be found in the CSER.

Table 3-6. Summary of Potential Contamination Sources by Risk Rating

Risk Rating	Number of Sites		
	I-10	Pond Sites	TOTAL
High	32	5	37
Medium	25	2	27
Low	8	0	8
No	8	2	10

No: No potential contamination impact to subject site/corridor
Low: Subject site/corridor have ongoing contamination issues, however, not likely to impact the project
Medium: Potential to impact the subject site/corridor from petroleum or hazardous substance contamination
High: Contamination will substantially impact construction activities, have ROW acquisition implications, or other liability to FDOT

Table 3-7. Summary of Pond Site Potential Contamination by Risk Rating

Pond Site ID	Pond Size (Acres)	Description	Risk Rating	Potential Contamination Source
CR-1	5.86	Existing stormwater pond	Medium	Existing stormwater pond.
CR-3	14.2	Grass area	No	Located with the I-10 ROW. Impacts to pond site construction not anticipated.
MC-1	3.4	Existing stormwater pond and partial wooded area	No	None. Impacts to pond site construction not anticipated.
MC-2	1.78	Grass area and partial wooded area	High	Located adjacent to I-95. Parcels are located within the Forest Street Incinerator Ash zone.
MC-3	1.79	Partial wooded area including N. Stuart Street	Medium	Located adjacent to I-95. Previous dry cleaner and photo finishing/printing operations.
MC-4	1.52	Existing parking lot	High	Located adjacent to I-95. Previous auto repair facility. Adjacent UST/LUST site to north with tank closures in 1990. Elevated screening levels in soil as of 1991. No cleanup activities to date
MC-5	2.84	Existing stormwater pond, parking lot grass area, including portions of Houston and Cleveland Streets	High	Located adjacent to I-95. Previous auto repair/junk yard. UST/LUST tank closure activities performed. Elevated screening levels in soil as of 1991. No cleanup activities to date.
MC-6	0.76	Existing parking lot	High	Located adjacent to I-95. Previous residential, commercial and church site. Adjacent parcels previously removed USTs. Abandoned monitoring wells on the northern portion of the site.
MC-7	0.78	Existing stormwater pond	High	Located within I-95 ROW. Previous auto repair/junk yard facility. Site has been disturbed.

In accordance with the Chapter 20, the need for further assessment of the medium and high-risk sites will be evaluated as the project progresses through the design and construction phase(s).

A hazardous materials survey of potential Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) coatings was completed for 15 bridges, 3 culverts, 1 box culvert, and 1 pedestrian underpass within the project study area. A detailed discussion of the surveys is included in the ACM and LBP survey report completed for this PD&E Study. The information in this survey report will be provided to design and addressed appropriately during construction.

4. Utilities and Railroads

Existing utilities within the project area include overhead power lines, underground fiber optic, cable, water distribution, sanitary and storm sewer, and gas distribution. It is anticipated based on location and depth, that utility relocations may be required. There are no unique problems associated with these utility relocations.

The CSX railroad running north to south through the project area is located on the west side of the Stockton Street interchange and has an approximate ROW width of 100 feet. The I-10 (SR 8) mainline crosses over this railroad via an overpass bridge. The proposed Build Alternative improvements involve widening the bridge to the north and south and reconfiguring the median barrier wall. Coordination with CSX regarding the project is ongoing.

5. Construction

Construction activities for the proposed Build Alternative may have temporary air, noise, vibration, water quality, traffic flow and visual impacts for residents and travelers within the immediate vicinity of the project. These impacts would be controlled by the FDOT *Standard Specifications for Road and Bridge Construction* and using Best Management Practices. Maintenance of traffic and sequence of construction would be planned and scheduled to minimize traffic delays throughout the project corridor.

6. Bicycles and Pedestrians

There are no bicycle or pedestrian facilities along the I-10 (SR8) mainline, which is a limited-access freeway facility. The existing sidewalks along several crossroads interchanging with the mainline will be maintained. Enhancements including sidewalk widening are being considered near the Stockton Street, McDuff Avenue (SR 129) and the Day Avenue underpass tunnel. No bicycle facilities are present along the project corridor under existing conditions, and are not proposed with the Build Alternative.

7. Navigation

There are no navigable waterways present within the project corridor and the project has no involvement for navigation.

Appendix A

Planning Consistency

Florida Department of TRANSPORTATION

Federal Aid Management Office James Jobe - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Current STIP	**Detail Report**
Financial Project:213326 2	**Related Items Shown**

HIGHWAYS

Item Number: 213326 2 **Project Description:** I-10(SR8) FROM I-295 TO I-95

District: 02 **County:** DUVAL **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 5.583MI

		Fiscal Year						
Phase / Responsible Agency		**<2018**	**2018**	**2019**	**2020**	**2021**	**>2021**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	980,704						**980,704**
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	71,745	19,677					**91,422**
	DS - STATE PRIMARY HIGHWAYS & PTO	519,038						**519,038**
Phase: P D & E Totals		**1,571,487**	**19,677**					**1,591,164**
Item: 213326 2 Totals		**1,571,487**	**19,677**					**1,591,164**
Project Totals		**1,571,487**	**19,677**					**1,591,164**
HIGHWAYS Totals		**1,571,487**	**19,677**					**1,591,164**
Grand Total		**1,571,487**	**19,677**					**1,591,164**

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448

Effective Date: 07/01/2017 Florida Department of Transportation Run: 11/15/2017 15.42.19

Approved STIP

View Approved STIP Phase Grouping Crosswalk

Item Segment: 439100 1

Fund	<2018	2018	2019	2020	2021	>2021	All Years
HIGHWAYS							
Item Number: 439100 1 Project Description: I-10 FROM I-295 TO I-95 *SIS*							
District: 02 County: DUVAL Type of Work: ADD MANAGED LANES Project Length: 10.882							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	1,500,000	0	1,352,700	0	0	2,852,700
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	145,000	0	0	0	0	145,000
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	1,850,000	0	0	0	1,850,000
DESIGN BUILD / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	95,148,106	0	0	95,148,106
Item 439100 1 Totals:	**0**	**1,645,000**	**1,850,000**	**96,500,806**	**0**	**0**	**99,995,806**
Project Total:	**0**	**1,645,000**	**1,850,000**	**96,500,806**	**0**	**0**	**99,995,806**
District 02 Totals:	**0**	**1,645,000**	**1,850,000**	**96,500,806**	**0**	**0**	**99,995,806**
Grand Total	**0**	**1,645,000**	**1,850,000**	**96,500,806**	**0**	**0**	**99,995,806**

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
I-10 (SR 8) AT US 301 (SR 200) OPERATIONAL IMPROVEMENT - 4288651							***SIS***
INTERCHANGE IMPROVEMENT							**Length: 1.990 mi**
			Responsible Agency: FDOT				
CST	DIH	346,328	0	0	0	0	**346,328**
Total		**346,328**	**0**	**0**	**0**	**0**	**346,328**
Prior Cost < 2017/18		*94,404,071*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*94,750,399*
I-10 (SR 8) FROM I-295 (SR 9A) TO I-95 (SR 9) - 4391001							***SIS***
ADD LANES & RECONSTRUCT							**Length: 10.882**
			Responsible Agency: FDOT				
PE	DIH	145,000	0	0	0	0	**145,000**
PE	ACNP	1,500,000	0	1,352,700	0	0	**2,852,700**
RRU	ACNP	0	1,850,000	0	0	0	**1,850,000**
DSB	ACNP	0	0	95,148,106	0	0	**95,148,106**
Total		**1,645,000**	**1,850,000**	**96,500,806**	**0**	**0**	**99,995,806**
Prior Cost < 2017/18		*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*99,995,806*
I-10 (SR 8) FROM NASSAU/DUVAL C/L TO US 301 (6-LANING) - 2132725							***SIS***
ADD LANES & RECONSTRUCT				**LRTP No: 73**			**Length: 3.284 mi**
			Responsible Agency: FDOT				
PE	DIH	0	0	0	150,000	0	**150,000**
PE	DDR	0	0	0	2,500,000	0	**2,500,000**
Total		**0**	**0**	**0**	**2,650,000**	**0**	**2,650,000**
Prior Cost < 2017/18		*1,315*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*2,651,315*

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
ARLINGTON EXPRESSWAY / SR 115 - 4410621* **							***Non-SIS***
SIDEWALK						**Amendment No: 36**	
			Responsible Agency: FDOT			**Amendment Approval Date: 10/12/2017**	
PE	CM	221,000	0	0	0	0	**221,000**
Total		**221,000**	**0**	**0**	**0**	**0**	**221,000**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*221,000*
RIDES TO WELLNESS TRANSPORT DISADVANTAGE CITIZENS 5310 - 4425701* **							***Non-SIS***
						Amendment No: 37	
			Responsible Agency: JTA			**Amendment Approval Date: 10/12/2017**	
OPS	LF	99,800	0	0	0	0	**99,800**
OPS	FTA	399,200	0	0	0	0	**399,200**
Total		**499,000**	**0**	**0**	**0**	**0**	**499,000**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*499,000*
I-10 FROM I-295 TO I-95 - 4391001**							***Non-SIS***
ADD LANES & RECONSTRUCT						**Amendment No: 38**	
			Responsible Agency: FDOT			**Amendment Approval Date: 11/9/2017**	
RRU	ACNP	50,000	3,850,000	0	0	0	**3,900,000**
Total		**50,000**	**3,850,000**	**0**	**0**	**0**	**3,900,000**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*3,900,000*
I-10 FROM SR 13 TO US 17 (SR 15) - 4395241* **							***Non-SIS***
ARTERIAL TRAFFIC MGMT						**Amendment No: 39**	
			Responsible Agency: FDOT			**Amendment Approval Date: 11/9/2017**	
CST	HSP	7,988,662	0	0	0	0	**7,988,662**
CST	ACNP	6,795,833	514,000	0	0	0	**7,309,833**
Total		**14,784,495**	**514,000**	**0**	**0**	**0**	**15,298,495**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*15,298,495*

Florida Department of TRANSPORTATION

Federal Aid Management Office James Jobe - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Approved STIP	**Detail Report**
Financial Project:439102 1	**Related Items Shown**

HIGHWAYS

Item Number: 439102 1 **Project Description:** I-10 FROM CASSAT AVENUE TO I-95

District: 02 **County:** DUVAL **Type of Work:** ADD MANAGED LANES **Project Length:** 2.841MI

		Fiscal Year						
Phase / Responsible Agency		**<2018**	**2018**	**2019**	**2020**	**2021**	**>2021**	**All Years**
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP				37,864,383			**37,864,383**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP		1,500,000					**1,500,000**
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		145,000					**145,000**
	Phase: PRELIMINARY ENGINEERING Totals		**1,645,000**					**1,645,000**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP			2,000,000				**2,000,000**
	Item: 439102 1 Totals		**1,645,000**	**2,000,000**	**37,864,383**			**41,509,383**
	Project Totals		**1,645,000**	**2,000,000**	**37,864,383**			**41,509,383**
	HIGHWAYS Totals		**1,645,000**	**2,000,000**	**37,864,383**			**41,509,383**
	Grand Total		**1,645,000**	**2,000,000**	**37,864,383**			**41,509,383**

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448

Florida Department of Transportation
Consistent, Predictable, Repeatable

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
I-10 (SR 8) AT HAMMOND BLVD INTERCHANGE - 4376961							***SIS***
LANDSCAPING							**Length: 1.409**
			Responsible Agency: FDOT				
CST	DIH	113,500	0	0	0	0	**113,500**
CST	DDR	1,225,000	0	0	0	0	**1,225,000**
Total		**1,338,500**	**0**	**0**	**0**	**0**	**1,338,500**
	Prior Cost < 2017/18	*271,174*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*1,609,674*
I-10 (SR 8) FROM FIRST COAST EXPRESSWAY (SR 23) TO I-295 (SR 9A) - 4407651							***SIS***
PD&E/EMO STUDY							**Length: 7.526**
			Responsible Agency: FDOT				
PDE	DDR	0	750,000	0	0	0	**750,000**
Total		**0**	**750,000**	**0**	**0**	**0**	**750,000**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*750,000*
I-10 (SR 8) FROM CASSAT AVENUE TO I-95 (SR 9) - 4391021							***SIS***
ADD LANES & RECONSTRUCT							**Length: 2.841**
			Responsible Agency: FDOT				
PE	DIH	145,000	0	0	0	0	**145,000**
PE	ACNP	1,500,000	0	0	0	0	**1,500,000**
RRU	ACNP	0	2,000,000	0	0	0	**2,000,000**
DSB	ACNP	0	0	37,864,383	0	0	**37,864,383**
Total		**1,645,000**	**2,000,000**	**37,864,383**	**0**	**0**	**41,509,383**
	Prior Cost < 2017/18	*0*	*Future Cost > 2021/22*	*0*		*Total Project Cost*	*41,509,383*

MEMORANDUM

To: Members, North Florida Transportation Planning Organization and Committees
From: Denise Bunnewith, Planning Director
Date: March 29, 2017
Subject: 2040 Long Range Transportation Plan Amendment

In the development of the 2040 Long Range Transportation Plan (LRTP), adopted in November 2014, we were required to not only identify specific projects to be constructed over the plan's life, but also to indicate the approximate construction date for each project. This was achieved by including each project within a particular time band, for example 2021-2025, 2026-2030, 2031-2040. Because of this requirement, an LRTP amendment is triggered when a project receives funding that substantially changes the estimated construction date, which is what happened in this case. As a result, the proposed amendment is procedural to align four projects already in the LRTP to their proper time band and to delete one project from the plan. It should be noted that no new projects are being added to the plan. New projects will be added when the plan is updated beginning in Spring 2018. The proposed amendments are:

- Additional Strategic Intermodal System (SIS) funding has become available in early time bands allowing the advancement of two express lane projects (Illustrated on Figure A1):
    - **I-10 from I-295 to I-95**
    - **I-95 from SR 202 (J.T. Butler Boulevard to SR 10 (Atlantic Boulevard)**

- FDOT proposes to delay constructing express lanes on **I-295 from SR 113 (Southside Connector) to SR 202 (J. Turner Butler Blvd)**. These changes are illustrated on Figure A1.

- Deletion of the improvement of **Chester Road** from the LRTP, at the request of the Nassau County Commission, freed up a portion of the TPO's SU funding allowing for the advancement of **National Cemetery Road**. These changes are illustrated on Figure A2.

980 North Jefferson Street Jacksonville, FL 32209 • P (904) 306-7500 F (904) 306-7501 • www.northfloridatpo.com

Figures B1 and 2 demonstrate the fiscal impact of these changes. As illustrated on Figure B1 the regions allocation of SIS funds increased significantly. These are statewide funds allocated to the region above the allocation anticipated in the adopted plan. On Figure B2 it is shown that with the deletion of the Chester Road project and advancement of National Cemetery Road fiscal constraint for Transportation Management Funds is clearly demonstrated.

Appendix D of the TPO's Public Involvement Plan (PIP) outlines the procedure for LRTP amendments and modifications. To satisfy the PIP provisions this proposed amendment will be posted on the TPO website www.northfloridatpo.com immediately. Notice of its posting and of a public meeting on the proposed amendment to be held at 10 a.m. on May 11, 2017 in the Board Room of the North Florida TPO at 980 North Jefferson Street, Jacksonville, Florida 32209 will be advertised in ***the Florida-Times Union*** the week of March 27 and the week of April 24.

Denise Bunnewith

Attachments: Amendment Table, Appendix D

FIGURE A1
PATH FORWARD 2040
PROPOSED AMENDMENT

Table 3.3 Strategic Intermodal System Projects

Facility	County	Map ID	From	To	Improvement Type	Phase	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total
I-10	Duval	432	I-295	I-95	Add 4 express lanes	Design				$ 7.9	
						PDE			$ 3.1		$ 3.1
		ADOPTED LRTP				ROW				$ 12.5	$ 12.5
						CST				$ 709.1	$ 709.1
						Total			**$ 3.1**	**$ 729.5**	**$ 724.7**
						Design	$ 4.6				$ 4.6
						PDE	$ 1.5				$ 1.5
		PROPOSED AMENDMENT				ROW					
						CST		$ 136.9			$ 136.9
						Total	**$ 6.2**	**$ 136.9**			**$ 143.0**
		DIFFERENCE									**$ 581.7**
I-95	Duval	433	SR 202 J.T. Butler Blvd	SR 10 Atlantic Blvd	Add 4 express lanes	Design			$ 43.1		$ 43.1
						PDE			$ 35.2		$ 35.2
		ADOPTED LRTP				ROW				$ 1.0	$ 1.0
						CST				$ 492.5	$ 492.5
						Total			**$ 78.3**	**$ 493.5**	**$ 571.8**
						Design	$ 5.0				$ 5.0
						PDE	$ 13.2	$ 23.4			$ 36.6
		PROPOSED AMENDMENT				ROW		$ 0.3			$ 0.3
						CST		$ 258.5			$ 258.5
						Total	**$ 18.2**	**$ 282.2**			**$ 300.4**
		DIFFERENCE									**$ 271.5**
I-295	Duval	121	SR 113 Southside Connector	SR 202 J.T. Butler Blvd		Design	$ 11.9				$ 11.9
						PDE		$ 29.5			$ 29.5
						ROW		$ 3.0			$ 3.0
						CST		$ 185.9			$ 185.9
						Total	**$ 11.9**	**$ 218.3**			**$ 230.2**
						Design	$ 4.0				$ 4.0
						PDE		$ 15.8			$ 15.8
		PROPOSED AMENDMENT				ROW		$ 3.0			$ 3.0
						CST				$ 281.8	$ 281.8
						Total	$ 4.0	**$ 18.8**	$ -	**$ 281.8**	**$ 304.6**
		DIFFERENCE									

Changes in cost due to YOE and refined cost estimates.

FIGURE A2
PATH FORWARD 2040
PROPOSED AMENDMENT

Table 2. Major Projects with Construction Funds Committed

Facility	County	Map ID	From	To	Improvement Type	Phase	2018	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total
Chester Road	**Nassau**	**973**	**SR 200/SR A1A**	**Green Pine Road**	**Add lanes & reconstruct**	CST	$ 10.3					$ 10.3
	DELETED					Total	$ 10.3					$ 10.3
	Difference											$ 10.30

Table 9. Transportation Management Area Funds Projects

Facility	County	Map ID	From	To	Improvement Type	Phase	2018	Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22 Year Total
National Cemetery Rd	**Duval**	**1033**	**Lannie Rd**	**Arnold Rd**	**New 2 lane road**	ROW						
						ENV						
	ADOPTED LRTP					CST					$ 34.51	$ 34.51
						Total					**$ 34.51**	**$ 34.51**
						ROW		$ 1.79				$ 1.79
	PROPOSED AMENDMENT					ENV		$ 1.11				$ 1.11
						CST		$ 12.49				$ 12.49
						Total		**$ 15.39**				**$ 15.39**
	Difference											$ 19.12

Changes in cost due to YOE and refined cost estimates

FIGURE B1

Path Forward 2040 Amendment

FISCAL CONSTRAINT

Path Forward 2040 Cost Feasible Plan
Table 7. Stragetic Intermodal System Projects

		Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22-Year Total
GRAND TOTAL	**Adopted Plan**	$ 39.82	$ 508.26	$ 874.15	$ 2,635.51	$ 4,057.74
	Amended Plan	$ 56.36	$ 795.39	$ 1,028.82	$ 2,814.10	$ 4,694.67
	Difference	**$ 16.54**	**$ 287.13**	**$ 154.67**	**$ 178.59**	**$ 636.93**

Note: FDOT District 2 received additional statewide SIS funds above the formula allocation anticpated in the adopted LRTP.

FIGURE B2
Path Forward 2040 Amendment
FISCAL CONSTRAINT

Path Forward 2040 Cost Feasible Plan
Table 2. Major Projects with Construction Funds Committed

		Fiscal 2018
GRAND TOTAL	**Adopted Plan**	984.34
	Amended Plan	974.04
	Difference	-10.3

Committed projects from the 2035 LRTP advanced into the 2040 LRTP. The difference is the deletion of Chester Road (add lanes and reconstruct)

Path Forward 2040 Cost Feasible Plan
Table 9. Transportation Management Area Funds Projects

		Years 2019-2020	Years 2021-2025	Years 2026-2030	Years 2031-2040	22-Year Total
GRAND TOTAL	**Adopted Plan**	28.8	71.9	71.89	143.81	316.4
	Amended Plan	28.8	87.29	71.89	109.3	297.28
	Difference	0	15.39	0	-34.51	-19.12

National Cemetery Road was advanced from FY 2031-2040 to FY 2019-2025 with dollars from the deleted Chester Road project.

APPENDIX D: LRTP Administrative Modifications and Amendments

Between Long Range Transportation Plan (LRTP) updates, revisions may be made to plans in the form of administrative modifications and amendments. These are defined as follows:

Administrative Modifications

Administrative modifications may include minor changes to project phase costs, minor changes to funding sources of previously included projects and changes to project phase initiation dates. These types of revisions do not require public review and comment and re-demonstration of fiscal constraint. Administrative modifications may be accomplished by the North Florida TPO Executive Director per Resolution 2011-10 approved by the TPO Board November 10, 2011 or may be approved at regularly scheduled meetings of the North Florida TPO Board without additional public meetings or public hearings.

Amendments

Amendments are revisions that may involve the addition or deletion of a major project or a major change in project cost or a major change in design concept or design scope (changing termini or the number of through traffic lanes, for example). Amendments require public review and comment and re-demonstration of fiscal constraint.

The TPO attempts to minimize the number of major amendments to the LRTP due to the amount of work involved and potentially the cost (staff time and advertising) and may hold amendments until mid-year.[1] The following actions are potential amendments:

- Adding or deleting a federally-funded or regionally significant project, including earmarks.
- Increasing or decreasing the cost of project phases in excess of the thresholds for administrative modifications established by the Florida Department of Transportation.
- Making a major change to the scope of work to an existing project. A major change would be any change that alters the original intent (e.g. a change in the number of lanes, a change in the project length more than 20%, or a change in location).[2]

LRTP Amendments during Non-Attainment Periods

During periods of air quality nonconformance, that is, when the U.S. Environmental Protection Agency (USEPA) designates one or more counties in the planning area or the entire air shed, metropolitan area or some other geographic area to be non-attainment for ozone or one or more criteria pollutants[3] the LRTP amendment process is significantly different. Should this be the case, in addition to the previously listed amendment process it will be determined if:

a. New air quality conformity analysis is required.
b. The air quality conformity analysis performed for the Long-Range Transportation Plan at adoption or since the most recent amendment or TIP/LRTP conformity analysis is sufficient.

---

[1] During Non-Attainment Periods amendments may be limited to one amendment period annually.
[2] This change will be significant if USEPA designates the area as non-attainment for ozone.
[3] Ozone, carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM10 & 2.5), and lead.

c. The project is exempt and air quality conformity analysis is not required.

Public Participation Procedures for Major LRTP Amendments

A formal comment period of a minimum 20 days is required for major LRTP amendments and the public participation procedures may vary based on the nature of the amendment. TPO staff with board consultation will make this determination based on the project, the nature of the change, the number of counties affected, and its impact on the planning process. Because of the wide variability in what an amendment can include, the TPO reserves the right to determine what participation procedures are appropriate, recognizing that outreach measures should fit the amendment content. At all times, however, the interested public, policy makers and agency partners are able to obtain the full extent of information about each project change and engage the project sponsor and TPO staff.

The following minimum public participation process will be followed:

- Full advance disclosure of the proposed changes via appropriate communications channels to all agencies and the interested public. This will include advertising in the *Florida Times Union* and other publications as appropriate, announcement in the TPO's electronic newsletter, announcement and discussion at TPO meetings, and posting on the TPO webpage www.northfloridatpo.com

- If warranted one or more public meetings will be held in the affected counties.

Amendments are initiated by the agency responsible for the project.

Appendix B

SHPO Concurrence

#24493

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

MIKE DEW
SECRETARY

October 17, 2017

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2017 OCT 23 P 12:02

Attn: Mr. Dan McClarnon, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Project Development and Environment (PD&E) Study
In Support of the I-10 Capacity Improvements Project
Duval County, Florida
Financial Management No.: 213326-2

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey in Support of the I-10 Capacity Improvements Project from I-295 to I-95 and Proposed Ponds, Duval County, Florida.* This report presents the findings of a CRAS conducted in support of the of the Interstate 10 (I-10) (State Road [SR] 8) Capacity Improvements project from I-295 to I-95 in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is conducting a Project Development and Environment (PD&E) Study to evaluate the addition of general purpose lane capacity improvements along I-10 from I-295 east to I-95, a distance of approximately 5 miles (8.04 kilometers). Seven new retention ponds will be constructed in support of the capacity improvements, and three existing ponds will also be utilized by the project. The improvements along the I-10 Mainline are confined to the existing right-of-way, and, with the exception of two areas proposed for noise wall installations, all improvements will be confined to the existing paved roadway.

In September 2017, SEARCH completed a desktop analysis of the I-10 Mainline and proposed pond alternatives in support of the I-10 improvements project. The desktop analysis was conducted with the purpose of identifying cultural resource potential and previously recorded historic properties that are listed, or may be eligible for listing, in the NRHP. The proposed I-10 Mainline improvements are confined to the existing right-of-way, and, with the exception of two

areas proposed for noise wall installations, all improvements will be confined to the existing paved roadway. Because of the extensive modern development and urban soils present within the corridor, and the lack of potential for the improvements to affect significant historic structures or archaeological sites, no survey for the I-10 Mainline was recommended. Similar to previous interstate improvement projects along I-10 and I-295, it was determined that the CRAS would focus on the proposed pond footprints.

The project Area of Potential Effect (APE) was defined to include the proposed pond footprints with an additional 100-foot buffer around each pond. The archaeological survey was conducted within each proposed footprint; the architectural survey included the entire APE.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes (F.S.). The investigations were carried out in conformity with Part 2, Chapter 8 (Archaeological and Historical Resources) of FDOT's Project Development and Environment (PD&E) Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

The archaeological survey included the excavation of 23 shovel tests within three proposed ponds (MC-2, MC-3, and MC-5). Three existing ponds (CR-1, CR-3, and MC-1) required no shovel testing, and two ponds (CR-2 and MC-7) were inundated or saturated. Two proposed ponds (MC-4 and MC-6) were currently occupied by paved parking lots. As a result of the current survey, one new archaeological site (8DU22134) was recorded and one previously recorded site (8DU77127) was encountered. The West Duval Street site (8DU22134) within Pond MC-3 represents a historic domestic site. The artifacts associated with the domestic site were recovered from nine shovel tests and two test excavation units. Due to the presence of intact stratigraphy yielding diagnostic cultural material, it is the opinion of the District that the site is eligible for the NRHP under Criterion D. Avoidance of the site boundaries is recommended during pond construction. The site is currently enclosed by a fence along the northwestern boundary. This fence line represents the recommended avoidance boundary. The remaining portions of the pond to the west of the fence have been heavily modified by modern activities and are recommended clear for pond construction activities. As a result of this study, the design plans are currently under revision and the final pond footprint will avoid any impact to 8DU22134. The previously recorded Jacksonville MMTC Historic Site #1 (8DU17727) was encountered within Pond MC-5. SHPO evaluated the site in 2006 and determined that it was ineligible for the NRHP. The current survey found no intact deposits or other evidence that would alter this evaluation. No further work is recommended within 8DU17727 in advance of the proposed pond construction.

The architectural survey resulted in the identification and evaluation of 17 historic resources within the I-10 Ponds APE, including eight previously recorded historic resources and nine newly recorded historic resources. The previously recorded resources include one historic

bridge, one resource group, and six historic structures. The newly recorded historic resources include one historic linear resource and eight historic structures. The McDaniel Building (8DU17754), South Myrtle Avenue-McCoy's Creek Bridge (8DU11915), and the McCoy's Creek Improvement Project Bridge resource group (8DU21755) have been previously determined eligible for listing in the NRHP by SHPO. Based on the results of the current survey, it is the opinion of SEARCH that Resources 8DU17754 and 8DU11915 and Resource Group 8DU21755 remain NRHP-eligible. In addition to being individually eligible, 8DU11915 remains eligible as a contributing resource to 8DU21755. The 14 remaining resources lack the historical significance and architectural or engineering distinction necessary for listing in the NRHP and are recommended ineligible, individually or contributors to a historic district.

The NRHP-eligible South Myrtle Avenue-McCoy's Creek Bridge (8DU11915) and the McCoy's Creek Improvement Project Bridge resource group (8DU21755) are located within the buffer for Pond MC-2, but just outside the proposed pond footprint. Although 8DU11915 and 8DU21755 are within the pond buffer, the proposed project will not remove or alter any existing historic fabric associated with the bridge or the larger resource group. Therefore, it is the opinion of the District that the proposed project will have no effect on 8DU11915 and 8DU21755 and the qualities that make the resources eligible for listing on the NRHP. No further work is recommended with regard to 8DU11915 or 8DU21755.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Ian Pawn at (386) 961-7886.

Sincerely,

Ian Pawn

for Stephen Browning
District Planning and Environmental Manager

cc: Terri Newman, FDOT District 2 Environmental Manager
Ian Pawn, FDOT District 2 Cultural Resources Coordinator
Roy Jackson, FDOT State Cultural Resources Coordinator
Brittany Bianco, FDOT Project Development Coordinator

The Florida State Historic Preservation Officer:

✓ finds the attached report complete and sufficient and ✓ concurs/ ___ does not concur with the findings and recommendations contained in this cover letter and the enclosed report.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ Deputy SHPO — 11/7/2017

For: Timothy A. Parsons, Ph.D. — **Date**
Director, Division of Historical Resources
& State Historic Preservation Officer

2017.5039
DHR No.

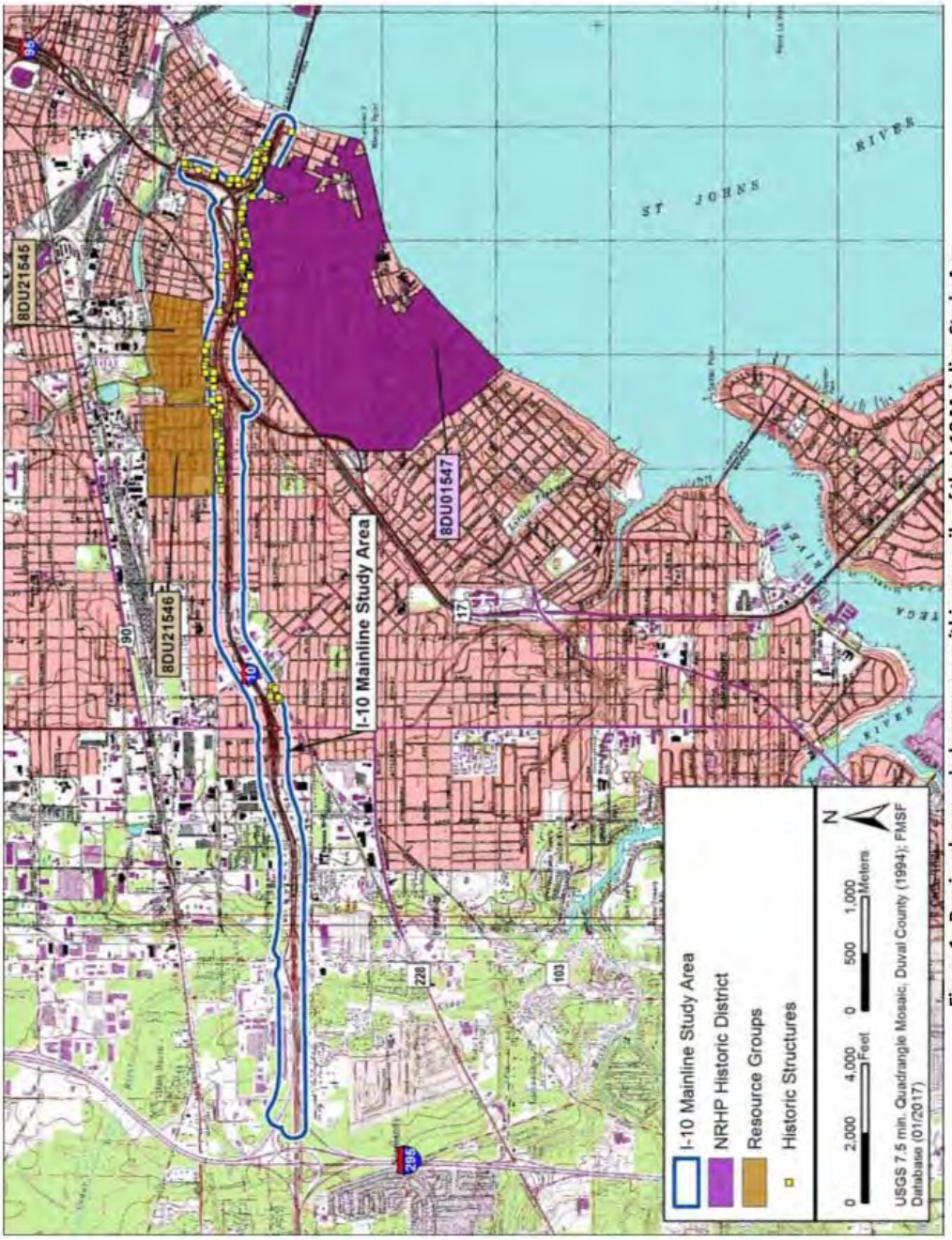


Figure 1. Previously recorded resources within one mile of the I-10 Mainline Study Area.

Appendix C

Public Hearing Transcript
(To be included following the Public Hearing)

Appendix D

Preliminary Engineering Report
Preliminary Engineering Report Appendices
(Provided under separate cover)