

**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Design Change, Construction AdvertisementB. Original approved Environmental Document:**Document Type:** Type 2 CE**Date of Approval:** 11/21/2018**Project Numbers:**

14273

432259-2-21-01

0955-308-I

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO ATLANTIC BLVD**Project Location:** FDOT District 2 (Duval County)**Project Limits:** I-95 from J. Turner Butler Blvd. to Atlantic Blvd. (6.3 miles)C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
432259-2-21-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/10/2020		11/18/2020

Description of Approval:

Re-evaluation No. 1 (Ponds) was completed to assess project impacts to the proposed stormwater ponds and to document changes in the pond locations and reconfigurations.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
D220-122-B	432259-2-52-01	I-95(SR9) FROM SR202(JT BUTLER) TO ATLANTIC BLVD	District 2 - DUVAL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Design Build	Federal

2. PROJECT DESCRIPTION

This Project Development and Environment (PD&E) Study analyzes approximately 6.3 miles of I-95 beginning at the J. Turner Butler Boulevard (JTB) interchange and ending at Atlantic Boulevard in Jacksonville, Florida as shown in Figure 2.1.1. At the northern terminus, the project ties into the recently completed I-95 improvements (FM 213304-3-52-01) just south of Atlantic Boulevard.

The existing typical section varies throughout the corridor but is primarily comprised of a center concrete barrier wall, concrete pavement carrying three general use lanes in each direction, eight-foot inside shoulders, and twelve-foot outside shoulders. Within the study area, approximately one-third of the project length includes existing noise walls along the

limited access right-of-way.



Figure 2.1.1: Study Area Map

A Type 2 Categorical Exclusion was completed in November 2018 for the addition of two express lanes in each direction along with select auxiliary lane and ramp terminal improvements. The improvements included removing and replacing the existing pavement, bridges, drainage system, signing, pedestrian overpass, and lighting. Re-evaluation No. 1 (Ponds) was completed and approved in November 2020 to assess project impacts to the proposed stormwater ponds and to document changes in pond locations and reconfigurations. This re-evaluation (Mainline General Use Lanes) assesses

project impacts to the project corridor due to the conversion of express lanes into general use lanes, reconfiguration of the laneage, adjustment of the noise wall configurations, and the conversion of a diamond interchange to a Diverging Diamond Interchange (DDI) at Belfort Road and its junction with JTB.

3. CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)? Yes

Since the completion of the 2018 PD&E Study, the Striped Newt (*Notophthalmus perstriatus*) is no longer listed as a candidate species for Endangered Species Act protection by the United States Fish and Wildlife Service (USFWS). Additionally, the Florida Department of Environmental Protection (FDEP) has assumed the federal dredge and fill permitting program under section 404 of the federal Clean Water Act within state assumed waters. All potential wetlands and other surface water impacts as a result of this project are to state assumed waters; therefore, the project will need to obtain a permit through the State 404 Program.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes, including but not limited to changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge? Yes

The major design change between the PD&E Preferred Alternative and the Design Change Alternative (Mainline General Use Lanes) is the conversion of the express lanes in the northbound and southbound directions to general use lanes. The elimination of the express lanes removes the four-foot buffer and tubular markers required between the express and general use lanes. The PD&E Preferred Alternative typical section is shown in Figure 4.1.1. The Design Change Alternative (Mainline General Use Lanes) typical section shown in Figure 4.1.2 includes five general use lanes and one intermittent auxiliary lane in each direction. These changes resulted in:

- A reduction in required right-of-way;
- Removal of tolling sites;
- Removal of flyover ramp from westbound JTB to northbound I-95 Express Lanes;
- A reduction of noise walls requiring replacement; and
- Removal of the shoulder width design exception on the Overland Bridge by tying into the existing pavement north of the San Diego Road overpass. This change reduces the northern project limits by approximately 3,100 feet and avoids restriping of the newly constructed Overland Bridge.

The Design Change Alternative (Mainline General Use Lanes) typical section includes five general use lanes and one intermittent auxiliary lane in each direction. The proposed improvements begin 2,320 feet south of the interchange with JTB, where a single lane is added to the existing three lane section in the northbound direction by widening into the median. Proceeding northward, a five-lane section is formed when the existing parallel-type entrance ramp from westbound JTB joins northbound I-95. Just south of this ramp gore, the inside widening beginning south of JTB joins full pavement reconstruction and continues northward.

In the southbound lanes, beginning approximately 800 feet north of JTB, an additional general use lane is added to the median side. Also in this vicinity, the outside of the southbound pavement is widened by one lane to add a southbound exit lane to JTB.

Full reconstruction of I-95 for both the northbound and southbound lanes begins approximately 800 and 4,500 feet, respectively, north of JTB, and is carried for 3.9 miles until the proposed typical section ties into the existing pavement north of San Diego Road (just south of Atlantic Boulevard).

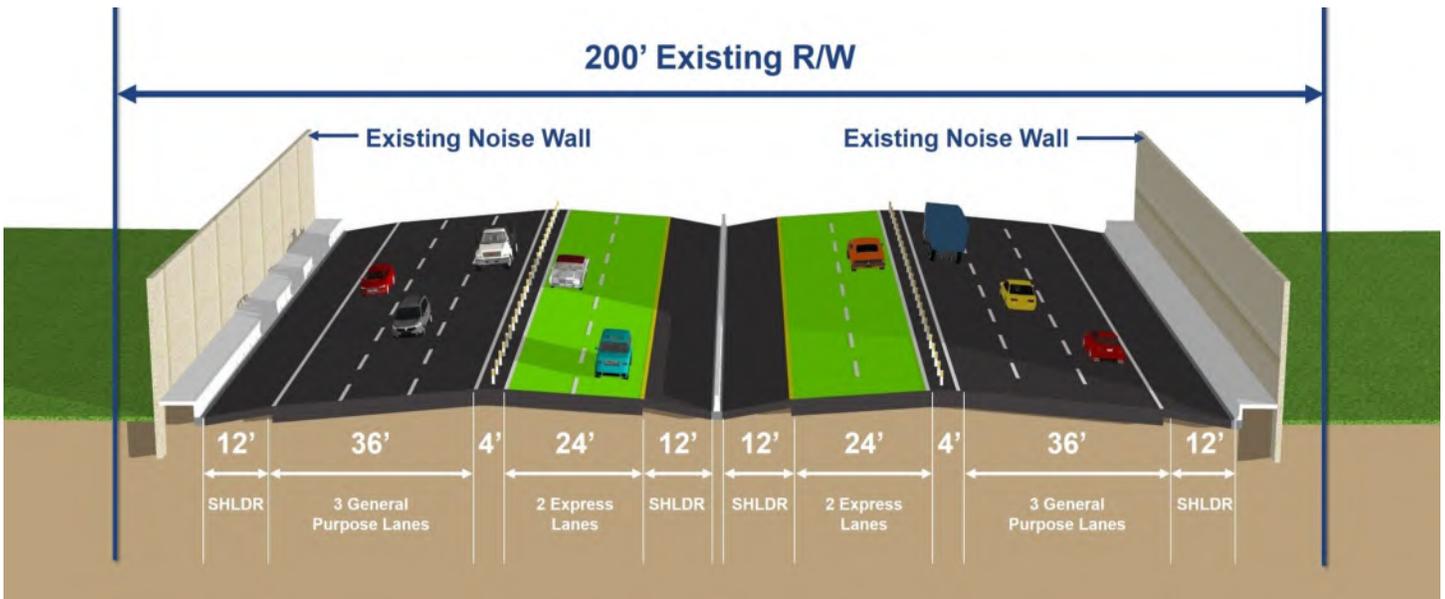


Figure 4.1.1: PD&E Preferred Alternative Typical Section

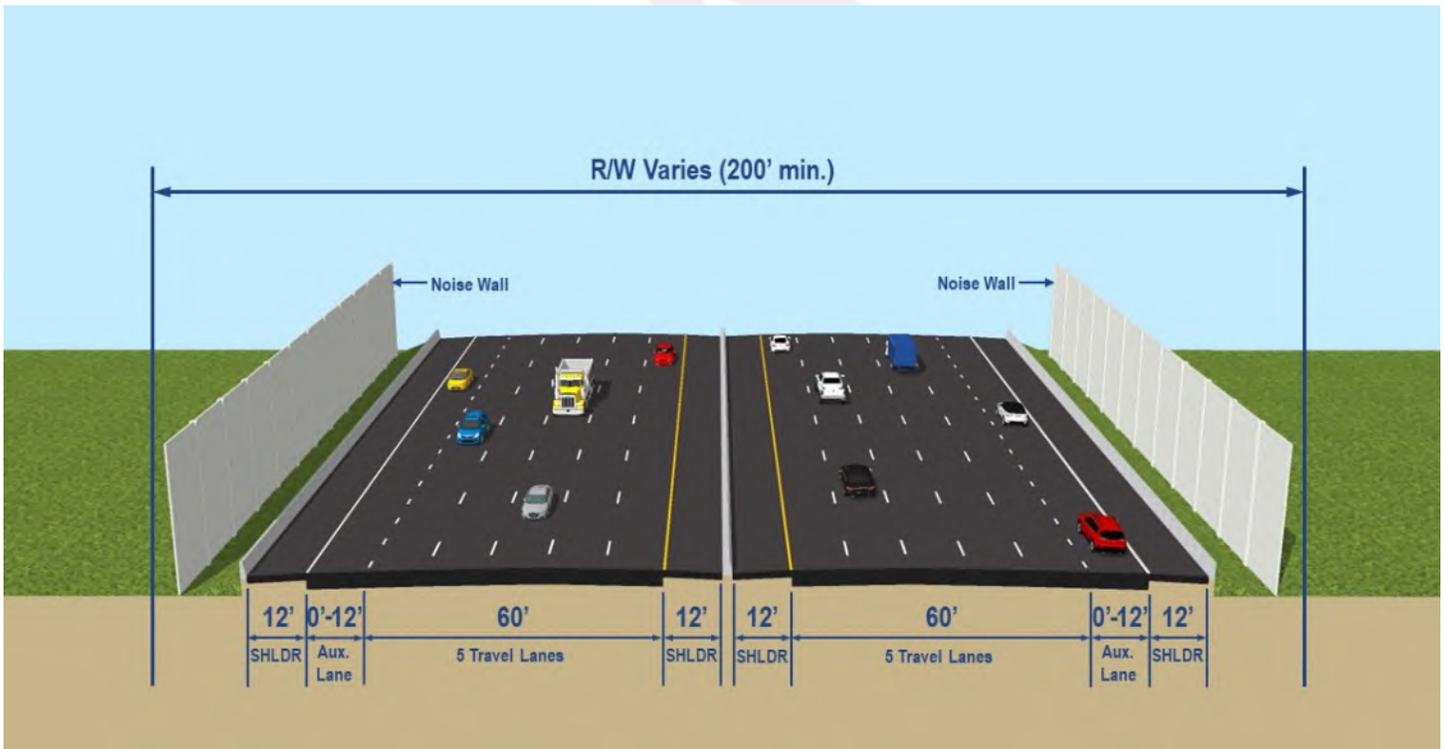


Figure 4.1.2: Design Change Alternative (Mainline to General Use Lanes) Typical Section

The PD&E Preferred Alternative, as originally proposed, required restriping of approximately 3,100 feet of the recently completed Overland Bridge project. A shoulder width design exception was also required. The removal of the express lanes no longer requires this restriping for additional capacity and eliminates the need for the shoulder width design exception.

Additional major changes to the design since the PD&E Study include:

- A Diverging Diamond Interchange at Belfort Road;
- Redesign of the vertical profile of the I-95 overpass of San Diego Road; and
- Revising the Copper Circle West intersection from a dead-end to a one-way connection with Emerson Street.

The Belfort Road interchange with JTB is located approximately one-half mile east of the I-95 interchange. A DDI, shown in Figure 4.1.3, is proposed to replace the current four-way signalized intersection. The proposed DDI will create fewer conflict points as well as provide increased sight distance for turning movements when compared to a traditional signalized intersection. The DDI design requires fewer signal phases, thereby reducing cycle lengths as well as increasing left turn lane capacity to enhance the flow of traffic. The PD&E Preferred Alternative did not include improvements at this interchange. The addition of the DDI at Belfort Road was included in the approved I-95 (International Golf Parkway to Atlantic Boulevard) Systems Interchange Modification Report (SIMR) Re-evaluation (July 2021).



Figure 4.1.3: Diverging Diamond Interchange at Belfort Road

After the PD&E study concluded, the Federal Highway Administration (FHWA) requested the I-95 overpass of San Diego Road be revised to meet 65 miles per hour (mph) FDOT design standards. The overpass was designed in the PD&E phase to meet the existing posted speed of 55 mph. This increase in design speed required higher vertical curve K-values, resulting in an increase in profile height of up to 12 feet in this area. Other mainline profile refinements were implemented in the design phase due to further design development.

Copper Circle West is located west of I-95 along Emerson Street. In the PD&E Study, a two-way spur was developed to create an intersection on Emerson Street and to close Copper Circle West, shown in Figure 4.1.4. Figure 4.1.5 shows how, during the design phase, the spur was redesigned to be a one-way connection to Emerson Street instead of a full connection. The cul-de-sac of Copper Circle West was removed, and the local street is now connected directly to

Emerson Street.



Figure 4.1.4: Copper Circle West - PD&E Study



Figure 4.1.5: Copper Circle West One-Way Spur

Plan sheets of the Design Change Alternative (Mainline General Use Lanes) are included in Attachment 1.

[\[1 - Attachment 1 - Design Change Alternative Concept Plan Sheets\]](#)

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A subsequent Public Hearing is proposed for January 2022.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Segment FM Number: 432259-2-52-01

Currently Adopted CFP-LRTP	Comments				
Yes					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Yes	2,515,288	2021/2022	
PE (Final Design)	STIP	Yes	2,801,996	2021, 2022, and 2023	Includes Mitigation \$8,030 (2021) and PD&E \$3,634 (2021)
R/W	TIP	Yes	20,102,205	2021/2022	Previous year (2020/2021) had \$26,023,237
R/W	STIP	Yes	47,819,943	2021, 2022, and 2023	
Construction	TIP	Yes	328,076,734	2021/2022 and 2024/2025	Includes Railroad and Utilities \$3,000,056 (2021/2022)
Construction	STIP	Yes	282,208,214	2021, 2023, and >2024	Includes Railroads and Utilities \$76,166 (2021) and \$3,000,056 (2023)

[\[2 - Attachment 2 \(Planning Consistency Docs\)\]](#)

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No
 Social or economic impacts are not anticipated with the design changes described above.

Are there changes in right-of-way needs? Yes

The PD&E Study identified 125 parcels impacted along the project corridor due to roadway widening only. With the redesign and refinements in survey information during the design phase, the total number of impacted parcels is reduced to 71. These changes include two additional parcels required for the DDI configuration at Belfort Road.

Is there a change in anticipated relocation(s)? Yes

The number of relocations due to roadway and pond impacts determined in the PD&E Study included 46 residential and seven commercial properties. The changes to the right-of-way due to the removal of the express lanes along I-95 had minimal effect on the number of relocations. One additional residential relocation was added and one business relocation

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was removed, thereby revising the totals to 47 residential and six commercial relocations.

Are there changes in impacts to Prime or Unique Farmlands? N/A

b. CULTURAL

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)? No

The proposed design modifications do not result in any additional impacts to cultural resources. The project file contains the Cultural Resources Assessment technical memorandum pertaining to the proposed DDI at the Belfort Road and JTB interchange. The technical memorandum details the results of the cultural resource assessment survey of the Belfort Road and JTB interchange. The mainline I-95 project corridor was surveyed in its entirety during the PD&E Study and was therefore not included in the technical memorandum.

The Area of Potential Effect (APE) includes the existing and proposed right-of-way and was extended to the back or side property lines of adjacent parcels, or a distance of no more than 328 feet. The archaeological survey was conducted within the existing and proposed right-of-way; the architectural survey included the entire APE.

The archaeological survey for the Belfort Road Interchange consisted of a pedestrian survey within the proposed interchange limits due to the level of development and numerous buried utilities and the non-feasibility of subsurface testing. The potential for encountering archeological deposits was determined to be low given the previously conducted surveys and poor to somewhat poorly drained soils within the APE. No archaeological sites or archaeological occurrences were recorded within the archaeological APE.

Review of the Duval County Property Appraiser's database indicates that no structures of historic age are located within the APE. No architectural history survey was conducted for the Belfort Road Interchange technical memorandum.

Results of this subsequent analysis indicate no historic properties eligible or potentially eligible for the National Register of Historic Places will be affected by this project. SHPO concurrence with this determination for the Belfort Road interchange with JTB is attached and dated September 2020 (provided in Attachment 3).

[\[3 - Attachment 3 \(CRAS Belfort Addendum SHPO Concurrence\)\]](#)

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? No

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? N/A

Are there changes in impacts to recreational areas or protected lands? N/A

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Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? Yes

A Natural Resources Evaluation (NRE) Addendum No. 2 dated January 2021 (in project file) was prepared to supplement the January 2018 NRE from the original PD&E Study. The changes in impacts to wetlands, other surface waters, and protected species and their habitats associated with the Design Change Alternative (Mainline General Use Lanes) are documented in NRE Addendum No. 2. The NRE Addendum dated November 5, 2020 assesses the design changes associated with the modifications to the pond sites since the completion of the 2018 PD&E Study.

A field visit was conducted on August 4, 2020 by a qualified biologist to identify changes to wetlands, other surface waters, and protected species and habitat due to the mainline design changes.

Wetland Evaluation

Impacts to wetlands are no longer anticipated as a result of the Design Change Alternative (Mainline General Use Lanes) or proposed JTB and Belfort Road interchange improvements. However, wetland impacts due to the stormwater ponds can be found in the Re-evaluation No. 1 (Ponds). The total amount of impacts to surface waters has decreased to 0.293 acre since the PD&E Study. The changes to the impacts to wetlands and surface waters between the PD&E Study and the Re-evaluation No. 2 (Mainline General Use Lanes) are shown in Table 7.c.1.

No work is proposed in the wetland or surface waters which are found outside of the existing FDOT right-of-way in the vicinity of the JTB and Belfort Road interchange. Therefore, no wetlands or surface waters will be impacted as a result of the proposed JTB and Belfort Road interchange improvements.

The decrease in wetland and surface water impacts can be attributed to the conversion of the proposed express lanes to general use lanes which reduced the width of the roadway. A total of 0.293 acre of direct impacts to surface waters will occur due to the Design Change Alternative (Mainline General Use Lanes) changes. The surface waters impacted are anticipated to be exempt from state mitigation requirements per Section 10.2.2.1 and 10.2.2.2 of the St. Johns River Water Management District (SJRWMD) Environmental Resource Permit Applicant's Handbook, Volume I.

NAME	PD&E DIRECT IMPACT (ACRES)	RE-EVALUATION NO.2 DIRECT IMPACT (ACRES)	LOCATION IN FIGURE 1
Wetland W-1	0.90	0.00	Sheet No. 2
Wetland W-2	0.01	0.00	Sheet No. 6
Wetland W-3	0.02	0.00	Sheet No. 6
Total Wetland Impacts	0.94	0.00	---
Surface Water SW-6	0.05	0.00	Sheet No. 2
Surface Water SW-8	0.030	0.001	Sheet No. 2
Surface Water SW-12	0.00	0.08	Sheet No. 3
Surface Water SW-14	0.014	0.009	Sheet No. 3
Surface Water SW-17	0.19	0.19	Sheet No. 5
Surface Water SW-19	0.016	0.004	Sheet No. 4
Surface Water SW-20	0.005	0.004	Sheet No. 4
Surface Water SW-21	0.010	0.005	Sheet No. 5

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Total Surface Water Impacts	0.320	0.293	---
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Table 7.c.1: Summary of Wetland Impacts

Protected Species and Habitat Assessment

Since the completion of the 2018 NRE Report, the Striped Newt (*Notophthalmus perstriatus*) is no longer listed as a candidate species for Endangered Species Act protection by the USFWS. No other changes to the USFWS and/or Florida Fish and Wildlife Conservation Commission listing status of protected species within the project area have occurred since the 2018 NRE.

In the vicinity of the JTB and Belfort Road interchange, no natural area(s) exist. Minimal suitable habitat is available for use by protected species within the right-of-way. Usage of this area by listed species is anticipated to be negligible due to its disturbed nature in an urban environment and maintained right-of-way.

The likelihood of occurrence by listed species that have the potential to occur within the project area are summarized in Table 7.c.2. No listed species were observed during the August 4, 2020 field visit.

Scientific Name	Common Name	Status	Effect Determination	Likelihood of Occurrence
Reptiles and Amphibians				
<i>Ambystoma cingulatum</i>	Frosted Salamander	FT	No Effect	None
<i>Gopherus polyphemus</i>	Gopher Tortoise	ST/C	No effect anticipated	None
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	FT	May Affect, Not Likely to Adversely Affect	Low
Birds				
<i>Charadrius melodus</i>	Piping Plover	FT	No Effect	None
<i>Egretta caerulea</i>	Little Blue Heron	ST	No adverse effect anticipated	Low
<i>Egretta tricolor</i>	Tricolored Heron	ST	No adverse effect anticipated	Low
<i>Mycteria americana</i>	Wood Stork	FT	May Affect, Not Likely to Adversely Affect	Moderate
<i>Picooides borealis</i>	Red-Cockaded Woodpecker	FE	No Effect	None
Note: ST = State-designated Threatened; FT = Federally-designated Threatened; FE = Federally-designated Endangered; C = Candidate				
Source: Florida Fish and Wildlife Conservation Commission. Florida's Endangered and Threatened Species. Official Lists, December 2018; U.S. Fish and Wildlife Service, County Listed Species; and Florida's Imperiled Species Management Plan 2016				

Table 7.c.2: Likelihood of Occurrence of Listed Species within the Project Area

During the PD&E Study, USFWS concurred with the effect determinations found in the 2018 NRE Report. The USFWS concurred with the "may affect, but it not likely to adversely affect" determinations for the eastern indigo snake and wood stork.

No change to the effect determination for the Eastern indigo snake is anticipated due to the Design Change Alternative (Mainline General Use Lanes) or proposed JTB and Belfort Road interchange improvements. Standard protection measures for the Eastern Indigo snake will be followed during construction. Therefore, no further consultation with

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USFWS is required.

No change to the effect determination for the wood stork is anticipated due to the Design Change Alternative (Mainline General Use Lanes) or proposed JTB and Belfort Road interchange improvements. Therefore, no further consultation with USFWS is required.

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, Nationwide Rivers Inventory Rivers, and/or Outstanding Florida Waters? No

Are there changes in impacts to Floodplains or Water Resources? Yes

The PD&E Study method for determining floodplain impacts was to overlay the 100-year floodplain map with the existing and proposed right-of-way. The intersecting areas were then further refined by eliminating areas between mechanically stabilized earth (MSE) walls and the right-of-way, resulting in 8.68 acres of impacts.

Using this same methodology, the revised impacts to the floodplains for the proposed improvements is calculated to be 9.58 acres. The redesign of the northbound exit ramp to JTB added 3.43 additional acres of floodplain impacts not identified during the PD&E phase. The additional impacts due to stormwater ponds is discussed in Re-evaluation No. 1 (Ponds) which was approved November 2020 (in project file).

The proposed drainage system will perform hydraulically in a manner equal to or greater than the existing system, and floodplain surface elevations are not expected to increase. Thus, there will be no adverse impacts on natural and beneficial floodplain values. No major change in flood risk or potential for interruption or termination of emergency service or emergency evacuation routes will occur.

d. PHYSICAL

Are there changes in Air Quality? N/A

What is the status of Highway Traffic Noise?

A traffic noise study was conducted to update the noise analysis completed for the PD&E Study. The main purpose of the current noise study is to document the changes in traffic noise impacts and the preliminary noise abatement commitments since the 2018 PD&E Study. The current noise analysis includes the pond sites identified in Re-Evaluation No. 1 (Ponds), approved on November 18, 2020. To distinguish from the PD&E Preferred Alternative, the design concept associated with the Re-Evaluation No. 2 is referred to as the Design Change Alternative (Mainline General Use Lanes). The methodology used is consistent with that used for the 2018 PD&E Noise study. The methodology, results, and recommendations of the traffic noise analysis for the Re-evaluation No. 2 (Mainline General Use Lanes) are summarized in the Noise Study Report Addendum (December 2021), included in the project file.

The design year (2045) traffic noise levels with the proposed design changes incorporated into the project's preliminary design concept, will approach, meet, or exceed the Noise Abatement Criteria (NAC) at 573 residences (NAC B) and at nine non-residential/special land use sites (NACs C and E) as summarized in Table 3.1-1 from the Noise Study Report Addendum (provided in Attachment 4). The number of noise sensitive sites impacted with the Design Change Alternative (Mainline General Use Lanes) is slightly higher compared to the 2018 PD&E Noise study. The number of residences impacted increased by 27 from 546 to 573 without including the 28 residential relocations. If the residential relocations are

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included, the total number of impacted residences would be 601 versus the 546 impacted residences associated with the PD&E Preferred Alternative. The number of special land uses/non-residential land uses impacted increased by seven, from two to nine.

The increase in impacts to noise sensitive sites with the Design Change Alternative (Mainline General Use Lanes) are mainly associated with the extension of the noise study analysis limits to include the areas along I-95 from south of JTB to Bowden Road and along JTB from Bonneval Road to east of Belfort Road. The section of I-95 from south of JTB to Bowden Road was not included in the PD&E Study. Additional noise analysis was not considered warranted since the traffic analysis for areas around JTB interchange and to the south was included as part of a separate Design Build project: I-95 Interchange at JTB Operational Improvements in Duval County [Financial Project ID No. 416501-4]. The proposed stormwater ponds and the increase in the I-95 roadway vertical profile over San Diego Road contributed to higher predicted traffic noise levels and additional noise impacted sites associated with the Design Change Alternative (Mainline General Use Lanes). It should be noted that the predicted noise levels at some locations decreased due to changes and reduction in width of the proposed typical section of I-95 associated with the Design Change Alternative (Mainline General Use Lanes) that shifted some of the traffic away from adjacent noise sensitive sites.

In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for the 573 residences and nine non-residential/special land use sites impacted with the Design Change Alternative (Mainline General Use Lanes). Of these impacted sites, 540 residences and two special land use sites are located within the noise study limits of the PD&E Study (i.e., along I-95 between Bowden Road and Atlantic Boulevard) and within six Common Noise Environments (CNEs) where noise barriers were recommended for further consideration in the project design phase. Four of the CNEs are located along the east side of I-95 (E1 through E4) and two CNEs are located along the west side of I-95 (W1 and W2). To facilitate comparisons, the six noise barrier systems recommended for further consideration in the 2018 PD&E Noise study were re-evaluated as part of this Re-evaluation No. 2 (Mainline General Use Lanes). Noise barriers were also evaluated for the seven impacted special land use sites (CNEs: SW2, SW3, SE1, SE2, E4, W3, and W4) and 33 residences within two residential areas (CNEs: SW1 and E2/Canopy at Belfort Park Apartments) located within the extended noise analysis limits associated with the Re-evaluation No. 2 (Mainline General Use Lanes). The noise sensitive sites in these two areas were outside the noise study limits of the PD&E Study and were not assessed for traffic noise impacts or considered for noise barriers.

The revised conceptual designs of the six recommended noise barrier systems based on the Design Change Alternative (Mainline General Use Lanes) and for those recommended in the PD&E Study are summarized in Table 3.2-1 from the Noise Study Report Addendum. The noise barrier analysis performed for the impacted sites within the extended noise analysis limits are also summarized in Table 3.2-1. The six noise barrier systems recommended in the PD&E Study for CNEs E1 through E4, W1, and W2 were modified based on the design changes associated with the Design Change Alternative (Mainline General Use Lanes). With the reduction in the I-95 typical section width associated with the proposed design changes, less of the 19,780 feet of existing noise barriers would be physically impacted and need to be replaced. The amount of replacement noise barriers required with the Design Change Alternative (Mainline General Use Lanes) is approximately 6,130 feet compared to approximately 10,600 feet required with the PD&E Preferred Alternative (i.e., 4,470 feet less). Also, to maximize the amount of noise reduction and where practical, the height of the replacement ground mounted noise barriers was increased up to 22 feet versus matching the height of the existing noise barrier heights that are less than 22 feet.

Noise barriers were determined to be feasible and reasonable for CNEs E1 through E4, W1, and W2 and are recommended for further consideration during the design phase and for public input. The six recommended conceptual

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noise barrier designs meet FDOT's noise abatement cost criteria (i.e., equal to or less than \$42,000 per benefited receptor site) and noise reduction reasonableness criteria of 7 dB(A) at one or more receptor sites. The six recommended noise barrier systems are expected to reduce traffic noise by at least 5 dB(A) at 526 residences including 471 of the 540 impacted residences and at both of the impacted special land use sites (i.e., the playground associated with the Faith Methodist Church and the City of Jacksonville Park) within these six CNEs. In comparison, the six PD&E Study recommended noise barrier systems were expected to reduce traffic noise by at least 5 dB(A) at 547 residences including 484 of the 546 impacted residences and at both of the impacted special land use sites.

Noise barriers were not determined to be feasible and cost reasonable for the seven impacted special land use sites: Center Point Business Park (CNEs: SW2 and SW3), the Summit at Southpoint (CNE SE1), St. Vincent's Medical Center (CNE SE2), Concourse Business Park (CNE E3), JP Morgan Chase South (CNE W3), and North Buildings (CNE W4). These special land use sites do not meet the minimum required daily usage rate (i.e., person-hours per day) needed for the conceptual noise barrier designs to be considered cost reasonable or meet the minimum noise reduction design goal of 7 dB(A). Therefore, noise barriers are not recommended for further consideration at these seven special land use sites (i.e., CNEs SW2, SW3, SE1, SE2, E3, W3, and W4).

Noise barriers were not found to be a feasible or reasonable abatement measure for the three impacted residences within Bowden Farms Subdivision (CNE SW1). The optimal conceptual noise barrier design did not meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. In addition, one of the three impacted single-family residences represent an isolated residence. For a noise barrier to be considered an acoustically feasible abatement measure, it must benefit at least two impacted receptor sites. For the above reason, noise barriers were not recommended for the impacted residences in this community.

Noise barriers were determined to be feasible and cost reasonable for the 30 multi-family residences impacted within the Canopy at Belfort Park Apartments (CNE E2) as part of two other PD&E studies: I-95 Widening PD&E Study from Baymeadows Road to South of JTB (Financial Management Number: 446153-1) and the I-95 PD&E Study from I-295 to JTB (Financial Management Number: 435577-1). Noise Study Reports from these two PD&E studies summarize the results and recommendations of the noise analysis for the I-95 segment south of JTB. Therefore, noise barriers were recommended to be further evaluated during the design phase and public input at this location (i.e., E2/Canopy at Belfort Park Apartments). Since these two other PD&E studies incorporated the improvements associated with the Design Change Alternative (Mainline General Use Lanes) and FDOT committed to the construction of feasible and reasonable noise abatement measures at this location (i.e., CNE E2/Canopy at Belfort Park Apartments) during the final design phase, additional noise impact assessment and noise barrier analysis were not considered warranted until the project's design phase.

Based on the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at the 72 residences along I-95 between Bowden Road and Atlantic Boulevard and the outdoor use areas associated with seven impacted special land use sites (CNEs SW2, SW3, SE1, SE2, E4, W3, and W4). The traffic noise impacts to these noise sensitive sites are an unavoidable consequence of the project. In comparison, the 2018 Noise Study Report indicated that 62 impacted residences were an unavoidable consequence of the project.

FDOT is also committed to further consideration of the recommended noise barrier for the Canopy at Belfort Park Apartments during the final design phase of either the I-95 Widening PD&E Study from Baymeadows Road to South of JTB (Financial Management Number: 446153-1) or the I-95 PD&E Study from I-295 to JTB (Financial Management Number: 435577-1).

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The preliminary conceptual noise barrier recommended for further consideration in the design phase and public input for CNEs E1 through E4, W1, and W2 and Canopy at Belfort Park Apartments are described in Table 5-1 and depicted on Figure 5-1 of the Noise Study Report Addendum (provided in Attachment 4). The estimated cost of the recommended noise barriers for CNEs E1 through E4, W1, and W2 is \$8,362,500. Noise barrier surveys have been mailed to benefited receptors at the beginning of June 2021, prior to the Subsequent Public Hearing. These surveys allow the benefited receptors to provide their input via mail, phone, email, or in-person at the hearing.

There are outdoor advertising signs within the project corridor that may potentially be blocked from the motorist's view from six of the seven recommended noise barrier systems (CNEs E1 through E4, W1, and W2). Coordination with FDOT's Outdoor Advertising section of the Office of Right-of-way has been conducted for the conforming outdoor advertising signs. Within the project limits, three double sided (BW904/BW905, CH754/CH755, and BJ061/BJ062) and one single sided (BW078) conforming outdoor advertising signs may potentially be blocked from the motorist's view by three of the recommended noise barrier systems (CNEs E1, E2, and E3). FDOT corresponded with the City of Jacksonville on February 16, 2021 in regards to the obstruction of conforming outdoor advertising signs, included in project file. There are no outdoor advertising signs located in the vicinity of the noise barriers recommended for further consideration in the design phase for the Canopy at Belfort Park Apartments, which is found south of JTB.

[\[4 - Attachment 4 \(Noise Tables and Figures\)\]](#)

What is the status of Contamination?

A review of the latest design plans and the "Medium" or "High" risks sites associated with the project corridor has resulted in the determination that Level 2 assessment activities are not warranted. This determination is based on the lack of subsurface work at or near the sites of concern or remediation actions underway by other entities. All known sites with the potential to impact construction will be identified in the design plans and support to construction by the Department's CAR contractor will be provided as necessary.

The preferred pond alternatives rated as "Medium" or "High" risks for potential contamination impacts to the project were reviewed to determine the appropriate Level 2 assessment activities. Level 2 assessments of nine ponds with elevated risk were conducted in 2018 and 2020. The ponds included in the Level 2 assessments were Pond Sites 10A, 13A, 16A-2, 17B, 18F, 18G, 23B, 23E, and E. The sampling results determined there was no potential risk at these pond locations. The Level 2 reports are available in the project file.

Preferred pond alternative Pond 19 remains an elevated risk due to the known petroleum contamination present on the adjacent property. Preferred pond alternative Pond 18F, a former gas station, was acquired by FDOT in 2021. The underground fuel storage tank was removed in July 2021 and petroleum contamination has been remediated. The Level 3 report documenting the fuel storage tank removal and site remediation is currently being drafted and will be included in the project file once it is complete.

A Contamination Screening Evaluation (CSE) Addendum dated January 19, 2021 (in project file) was prepared to supplement the June 2018 CSE Report from the original PD&E Study. The CSE Addendum focuses on the Belfort Road Interchange.

Six sites were identified, evaluated, and rated either "No," "Low," "Medium," or "High" potential for petroleum or hazardous substance contamination. Three of the sites were rated "No," and the remaining three sites were rated "Low." No sites were rated "Medium" or "High" for having a greater potential to be impacted from petroleum and/or hazardous substance contamination. The identified sites along with the corresponding risk rankings are summarized in Table 7.d.1.

**RE-EVALUATION
FORM**

Site #	Site Name	Site Risk Rating
1	Gate #1217	Low
2	St. Vincent's Healthcare Southside	Low
3	Physician Sales & Service	Low
4	Borland-Groover Clinic	No
5	Formativ Health	No
6	LSOP 3 FL 2 LLC-COMMWLTH Commer Partners FL LLC	No

Table 7.d.1: Summary of Contamination Risk Rating

There are no contamination impacts to the right-of-way acquisition or construction based on information provided in the CSE Addendum.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)? Yes

Are there new environmental commitments? No

[\[5 - Attachment_5_\(PCR_Update\)\]](#)

9. STATUS OF PERMITS**Federal**

None anticipated.

State

Segment	Name	Descriptor	Status	Date
432259-2-52-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	
432259-2-52-01	DEP National Pollutant Discharge Elimination System Permit	FLS000012	Obtained	10/05/2016
432259-2-52-01	State 404 Permit		Needed	

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

**RE-EVALUATION
FORM**

- The project has been re-evaluated pursuant to 23 CFR § 771.129. The FDOT has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. DISTRICT REVIEW AND APPROVAL

Name and title of FDOT Preparer: Terri Newman

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.

OEM approval required?

District approving authority or designee

Date

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

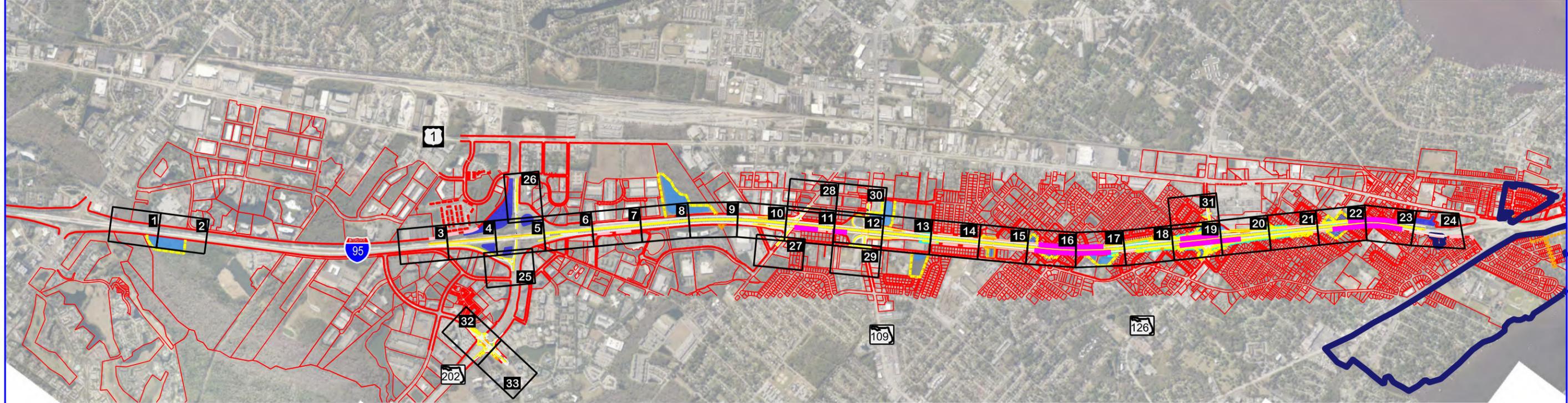
- 1 - [43225922101-CE2-D2-Attachment_1_Design_Change_Alternative_Concept_Plan_Sheets-2021-1115.pdf](#)
- 2 - [43225922101-CE2-D2-Attachment_2_\(Planning_Consistency_Docs\)-2021-0823.pdf](#)
- 3 - [43225922101-CE2-D2-Attachment_3_\(CRAS_Belfort_Addendum_SHPO_Concurrence\)-2020-0925.pdf](#)
- 4 - [43225922101-CE2-D2-Attachment_4_Noise_Tables_and_Figures-2021-1202.pdf](#)
- 5 - [43225922101-CE2-D2-Attachment_5_\(PCR_Update\)-2021-0830.pdf](#)

Attachment 1

Design Change Alternative Concept Plan Sheets



DESIGN CHANGE ALTERNATIVE (MAINLINE GU LANES)



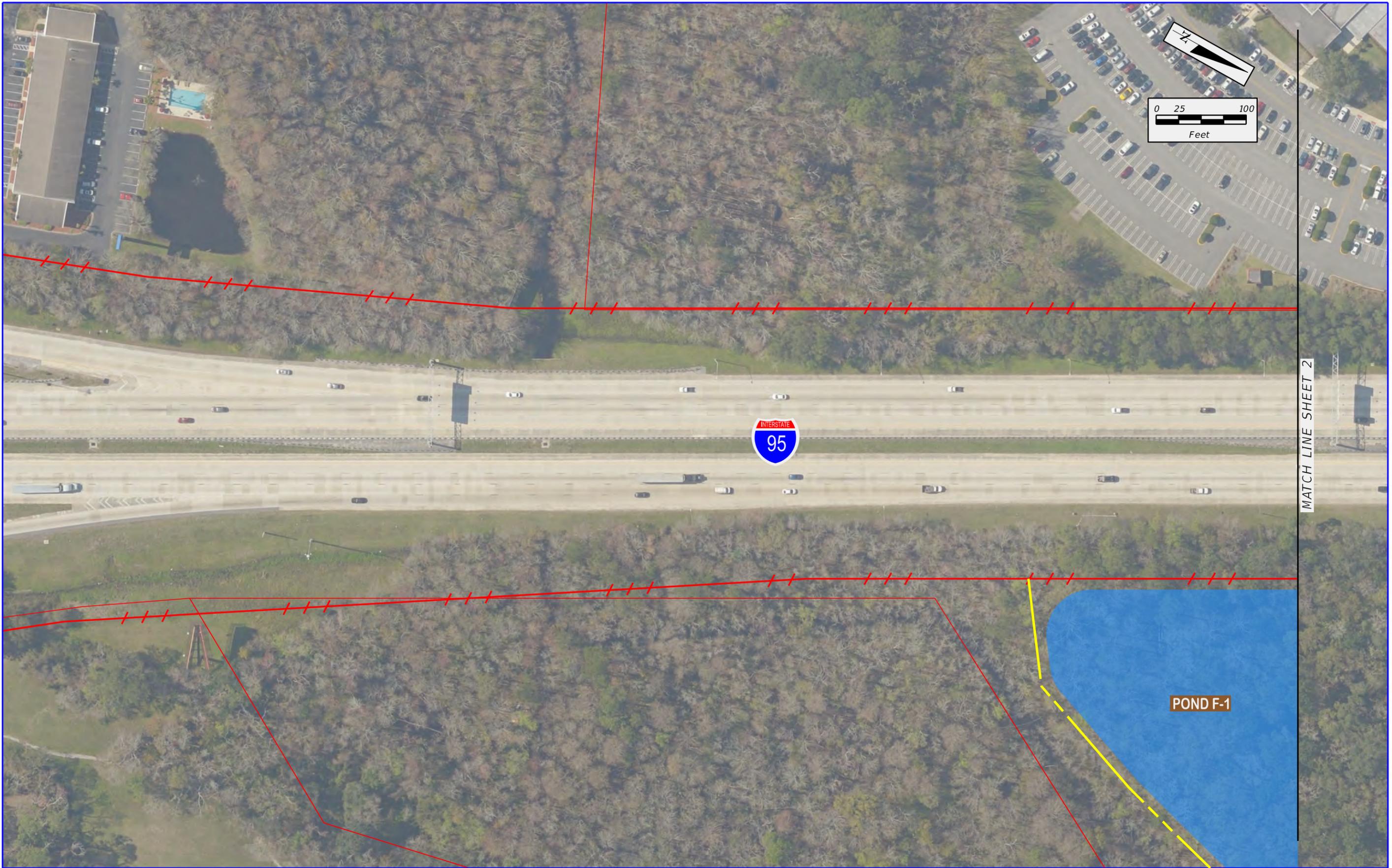
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I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

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 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

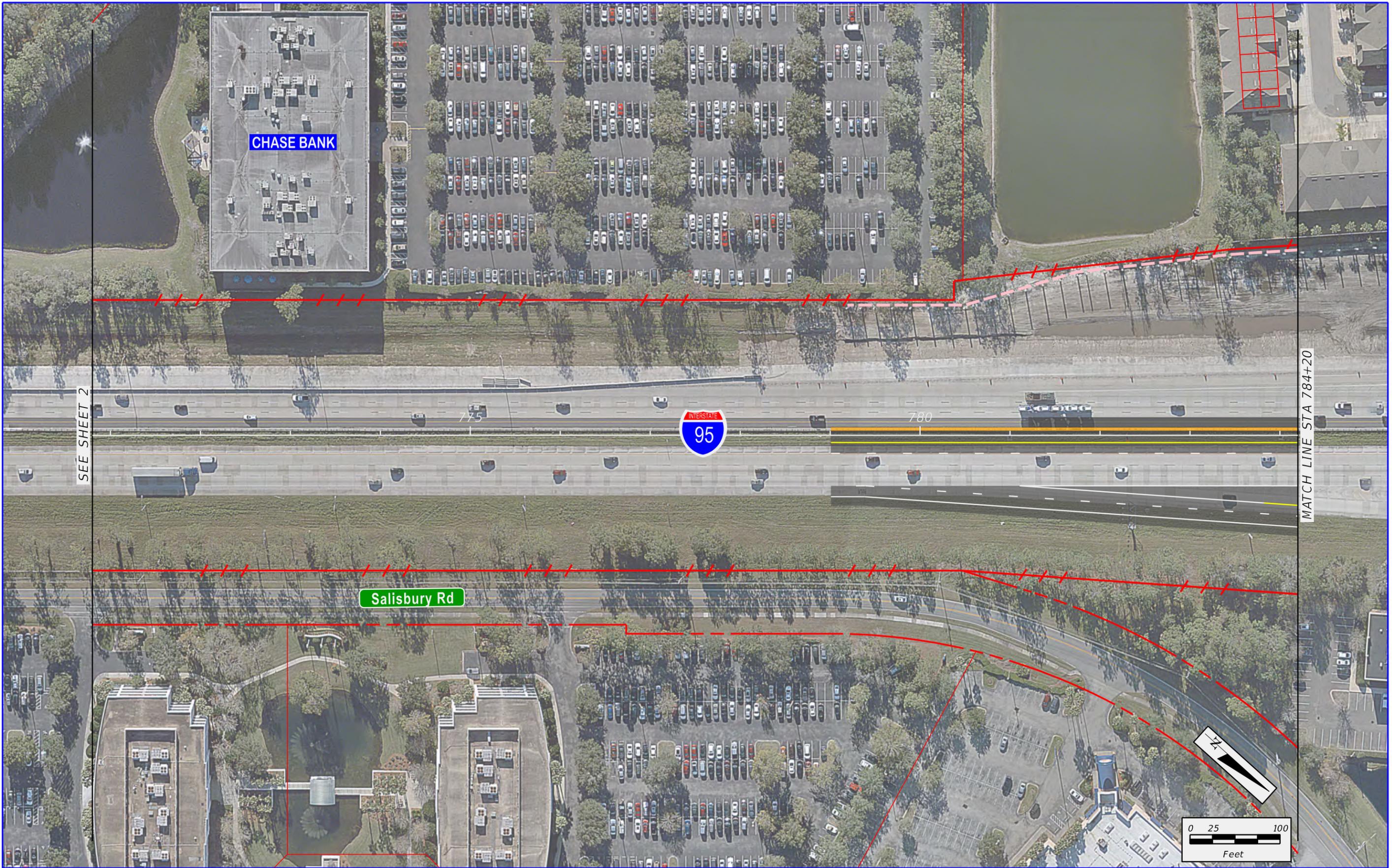
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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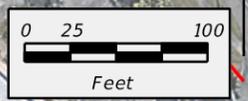
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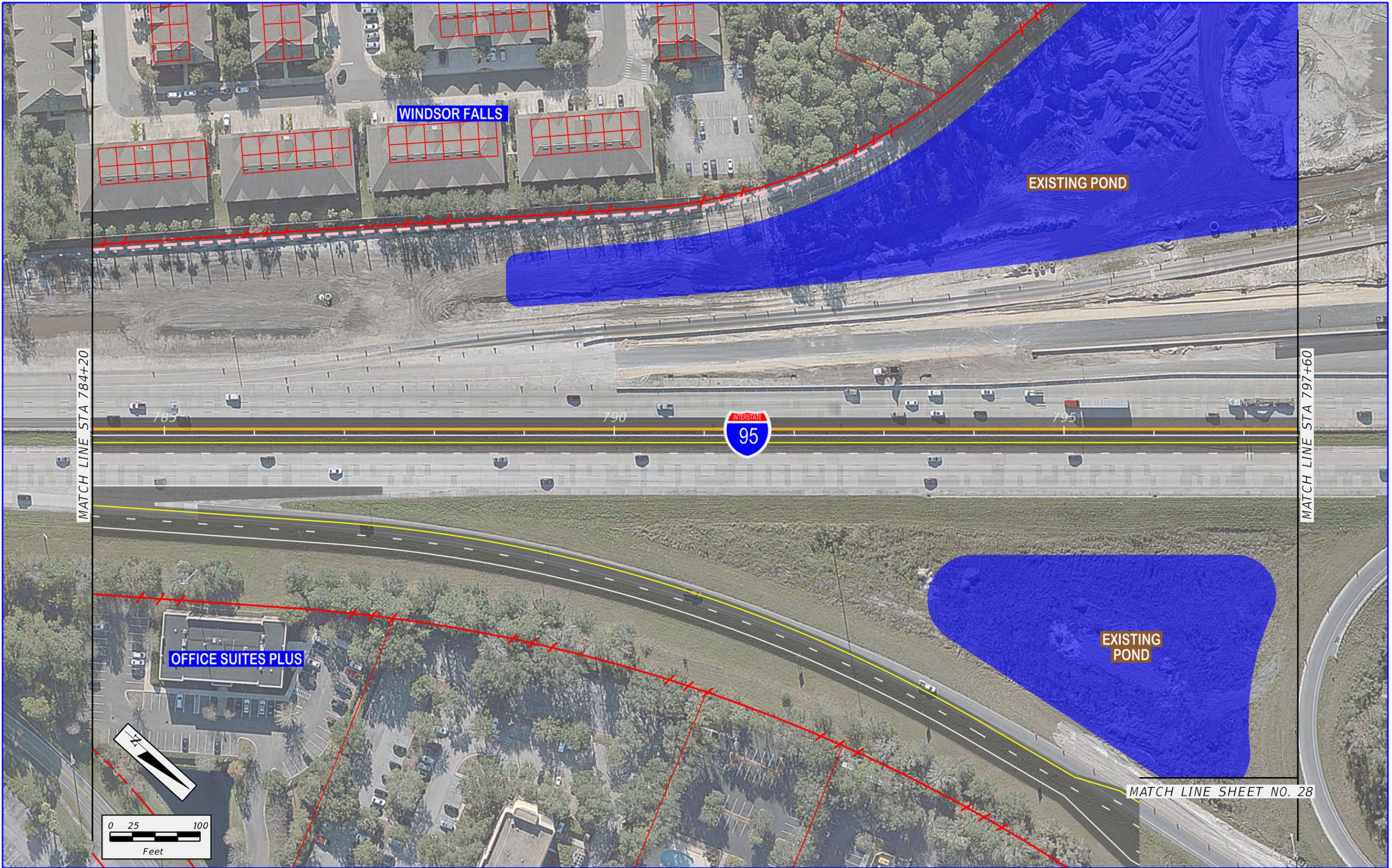
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DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

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 ENVIRONMENT STUDY
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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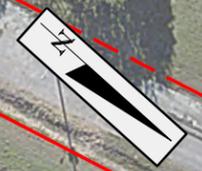
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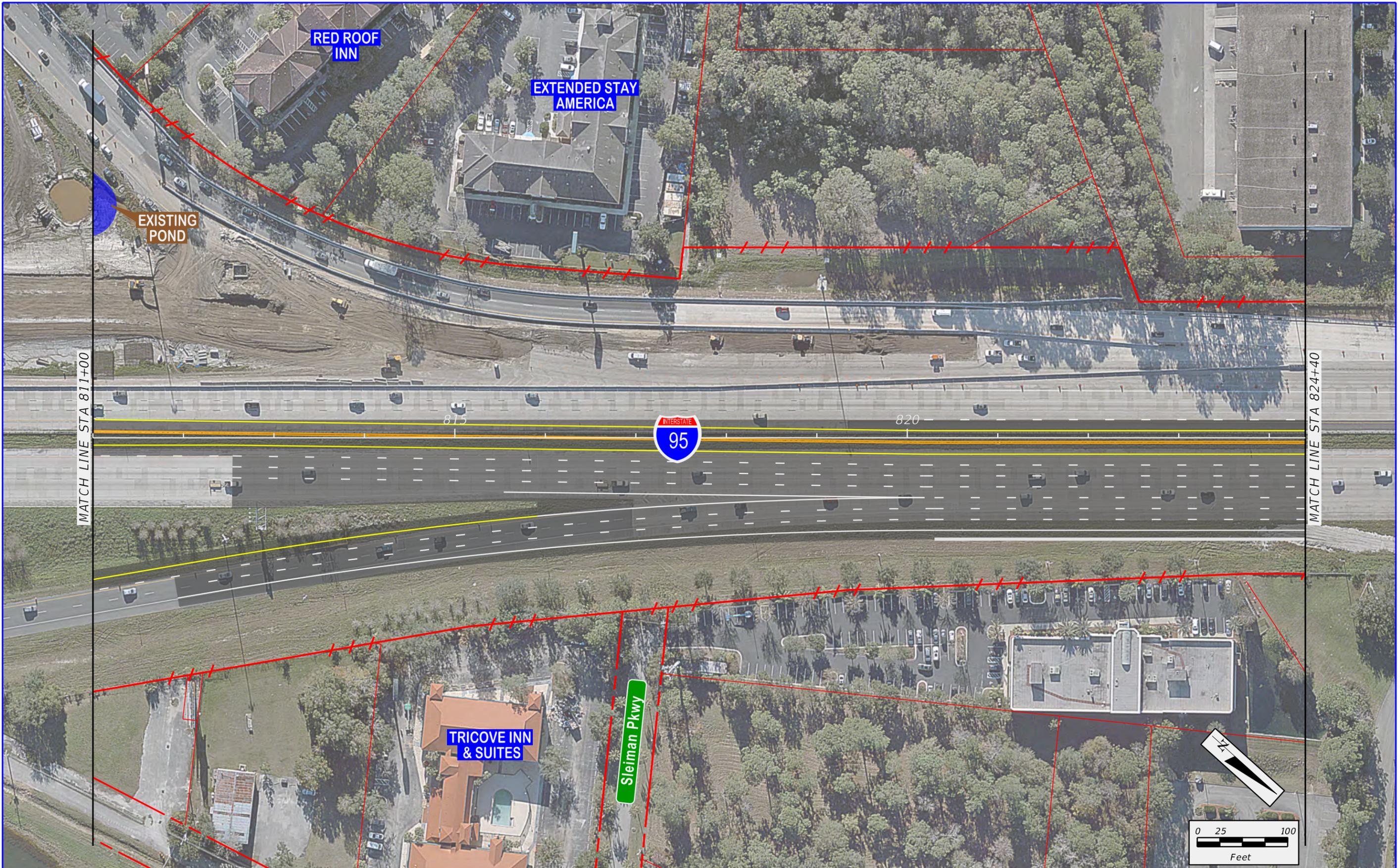
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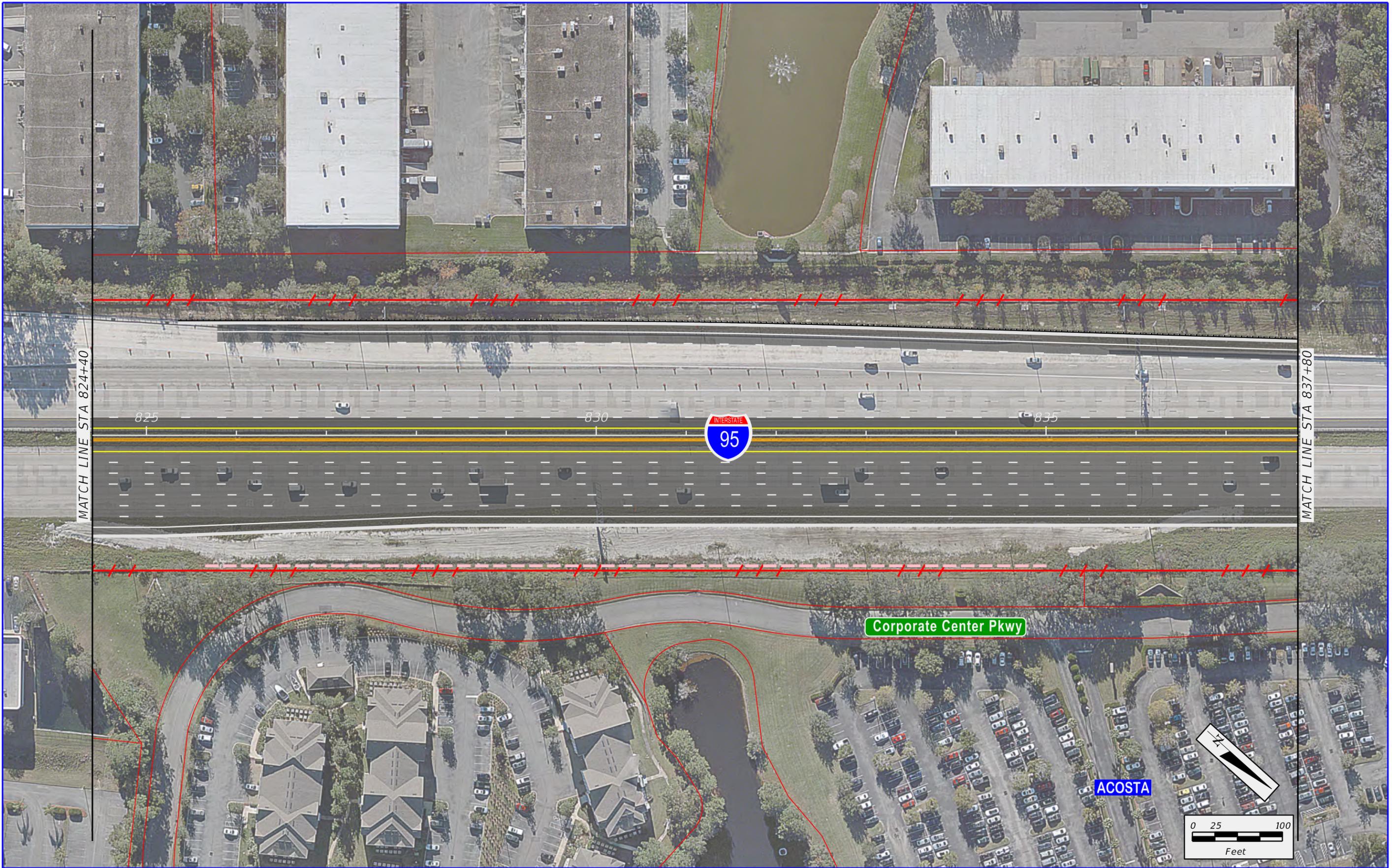
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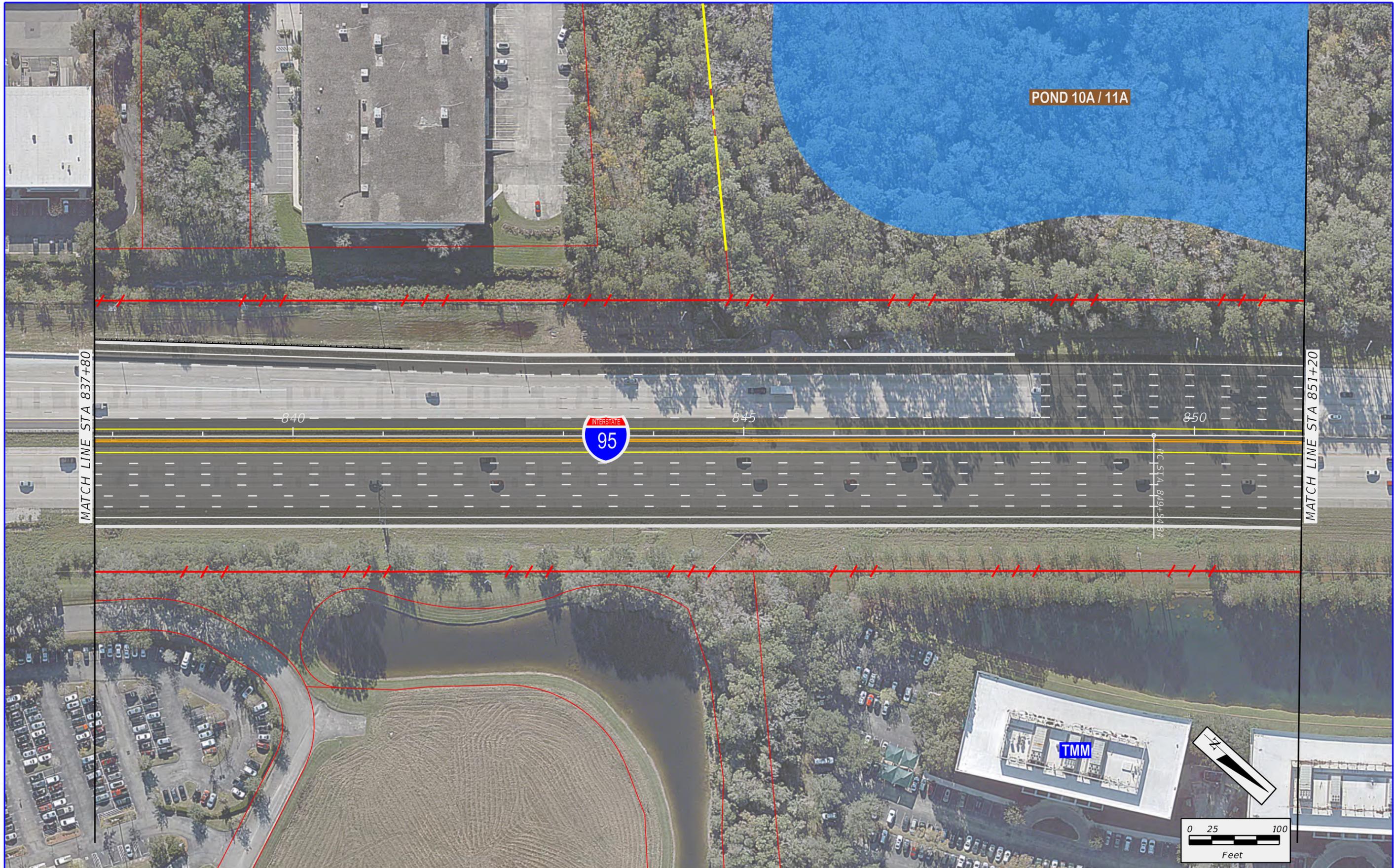
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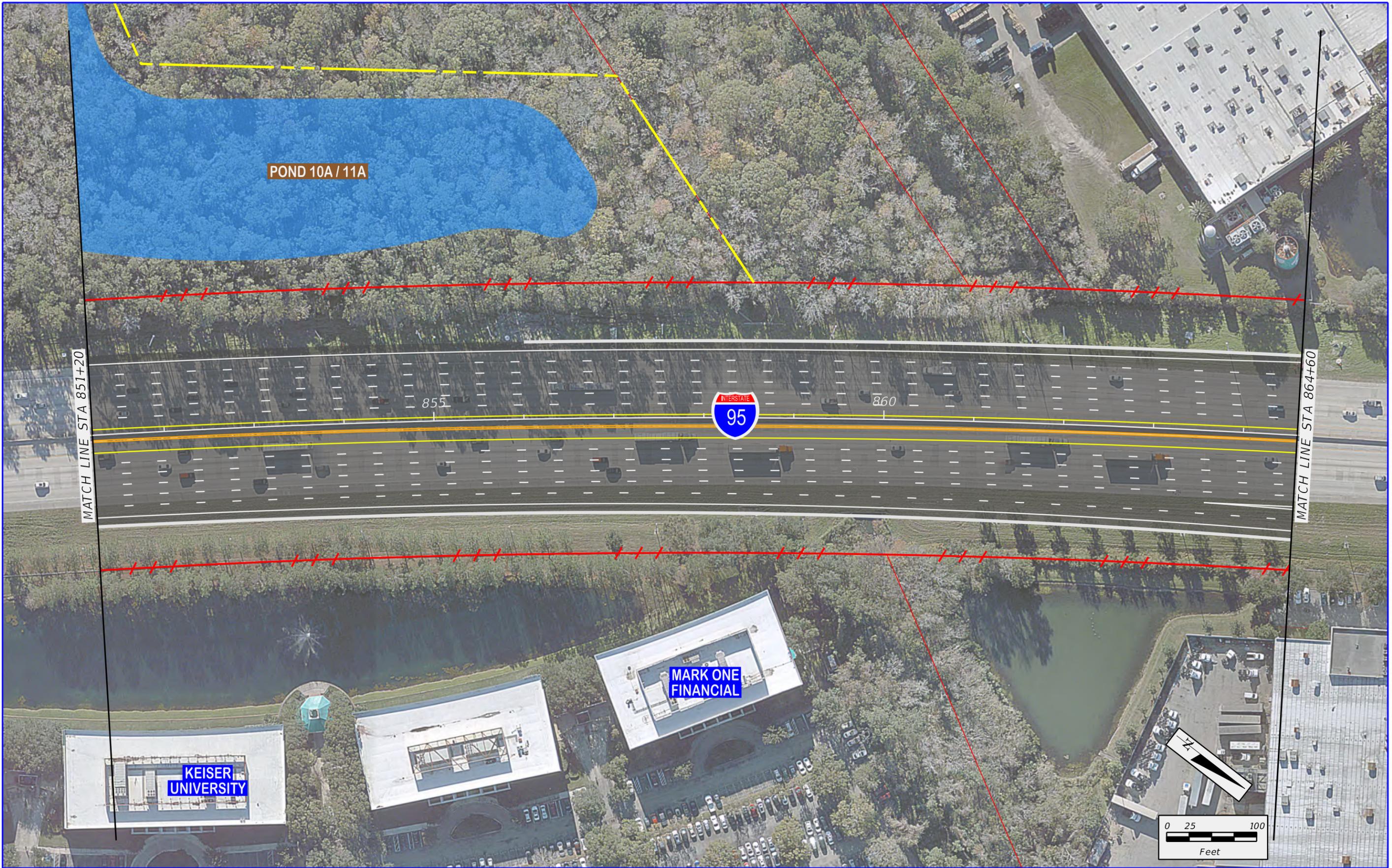
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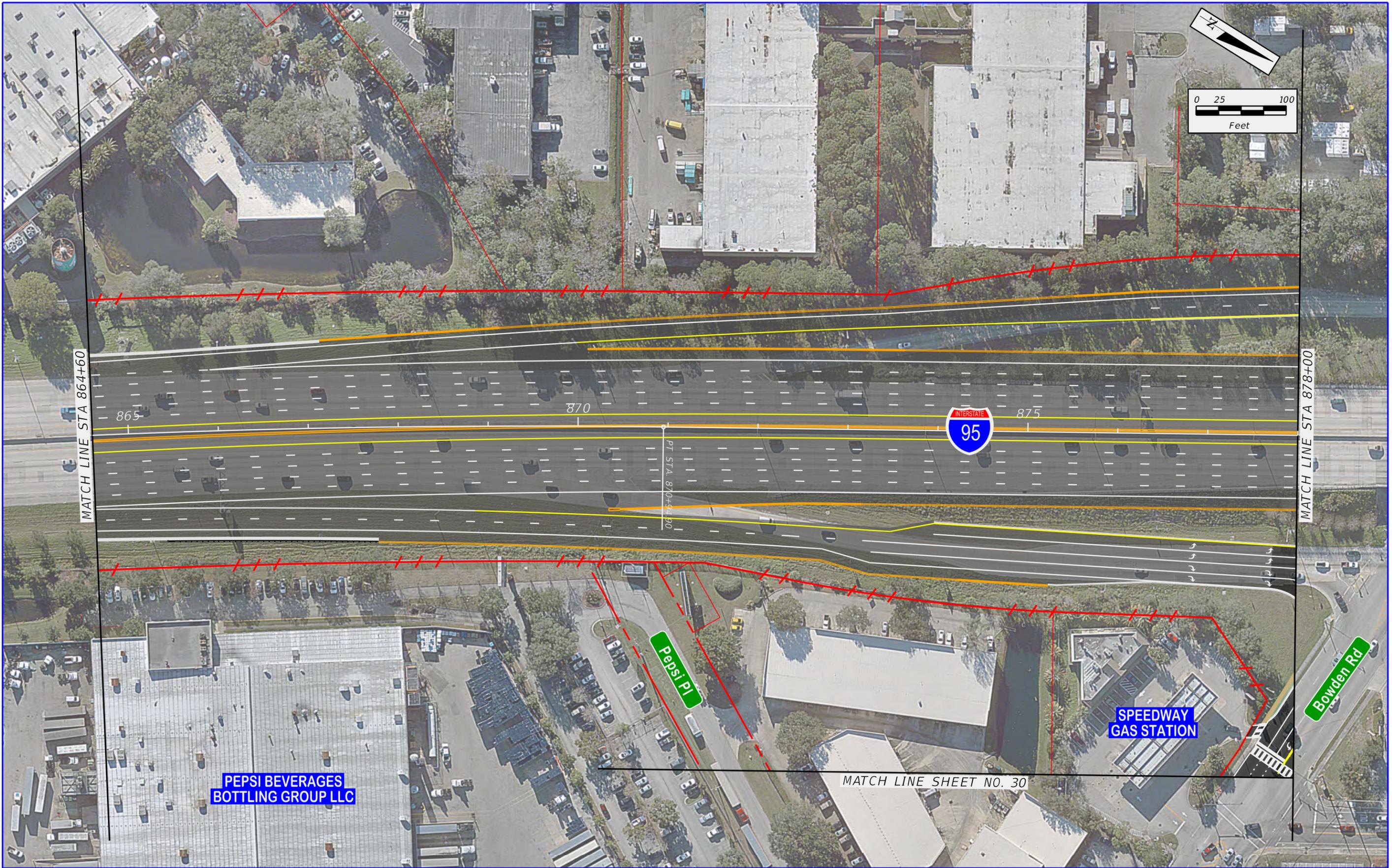
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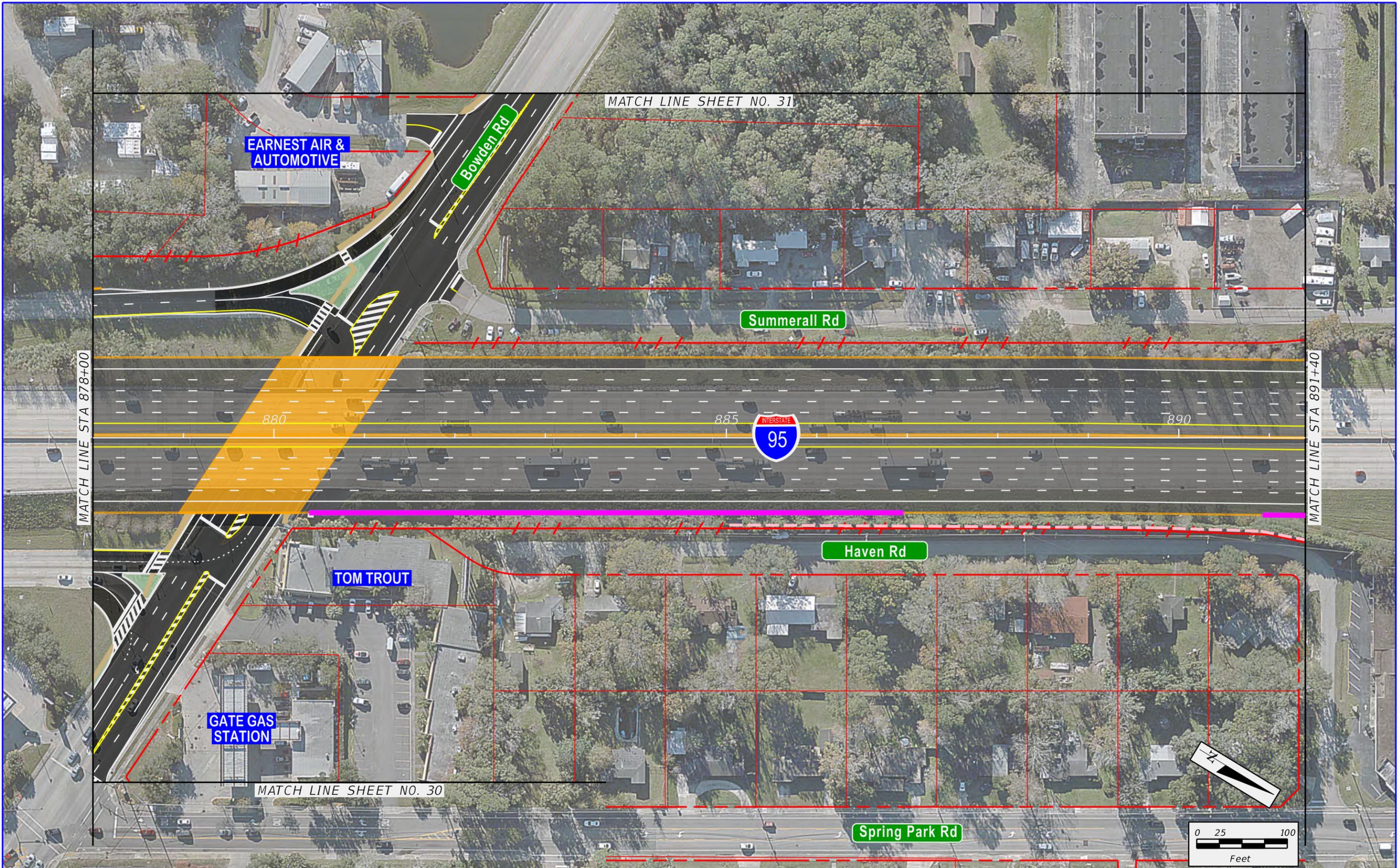
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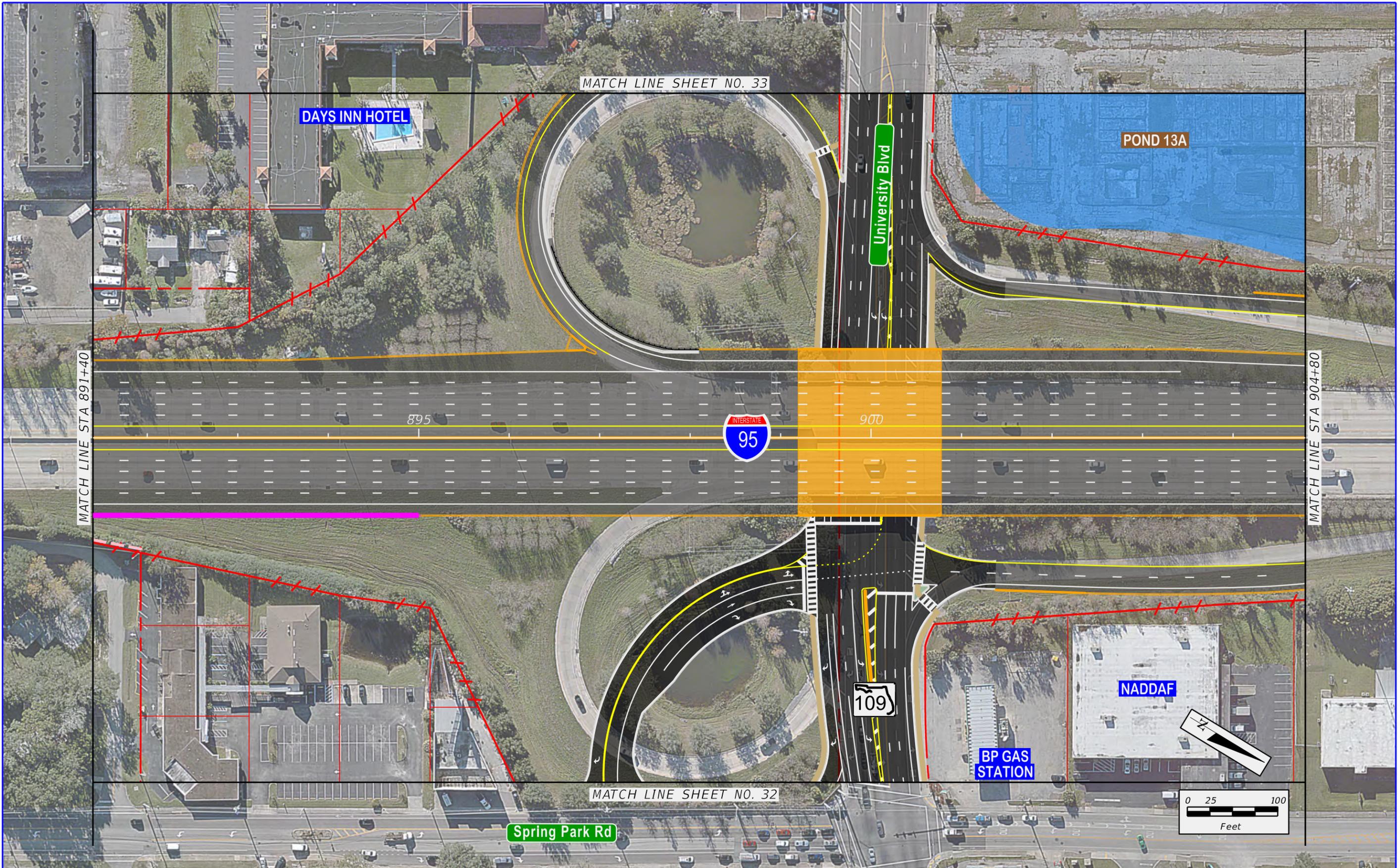
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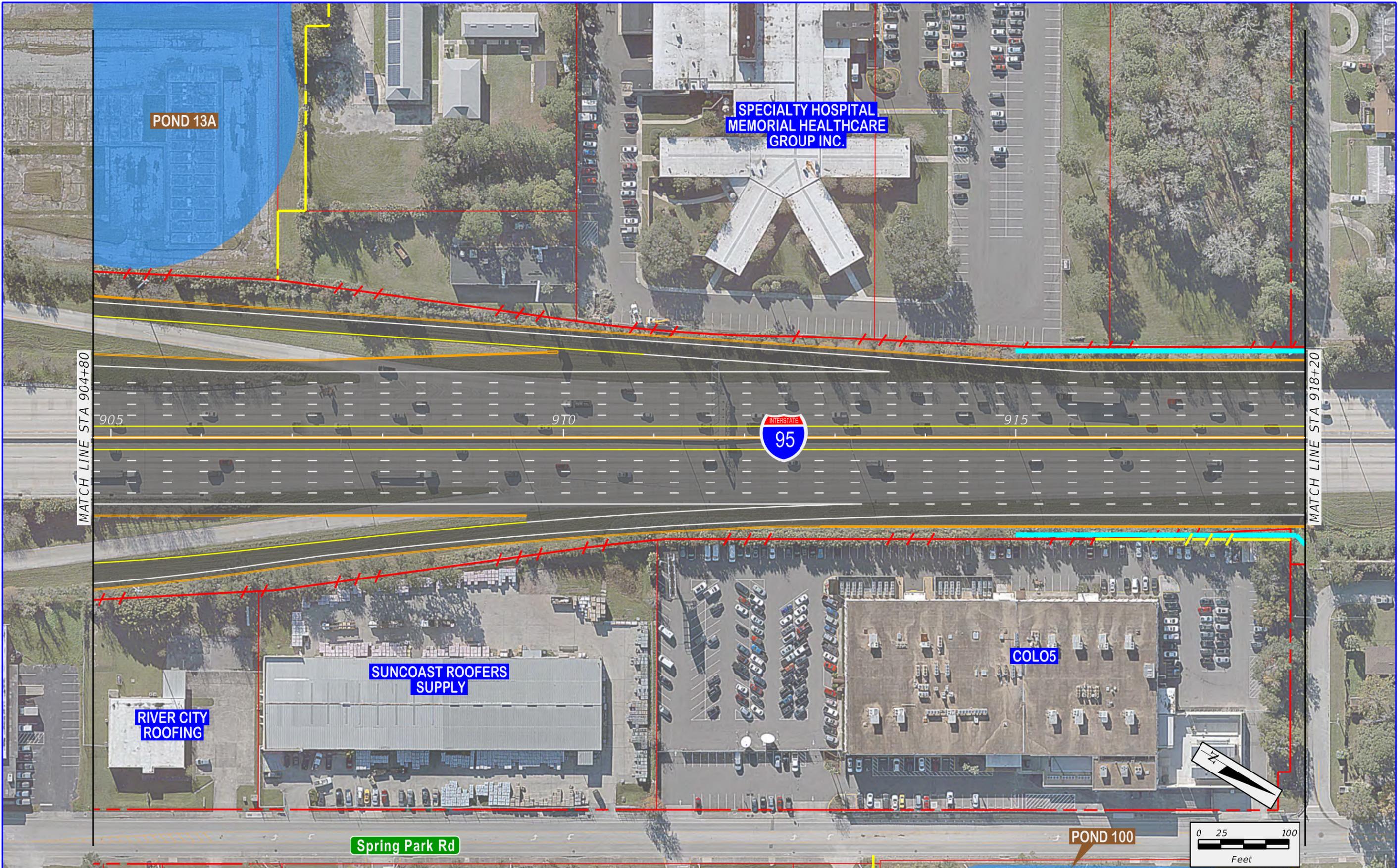
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(MAINLINE GU LANES)

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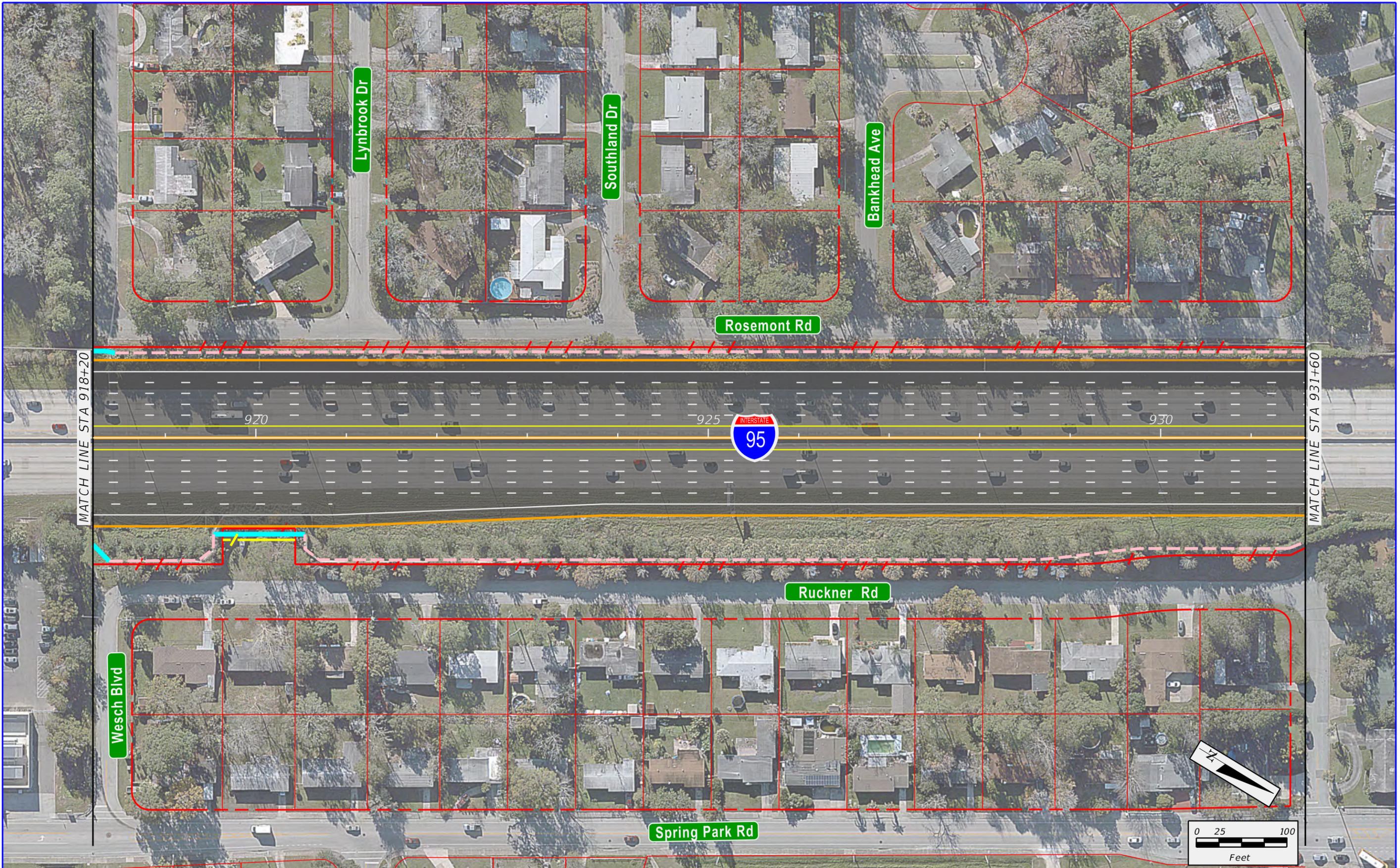
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 (MAINLINE GU LANES)**

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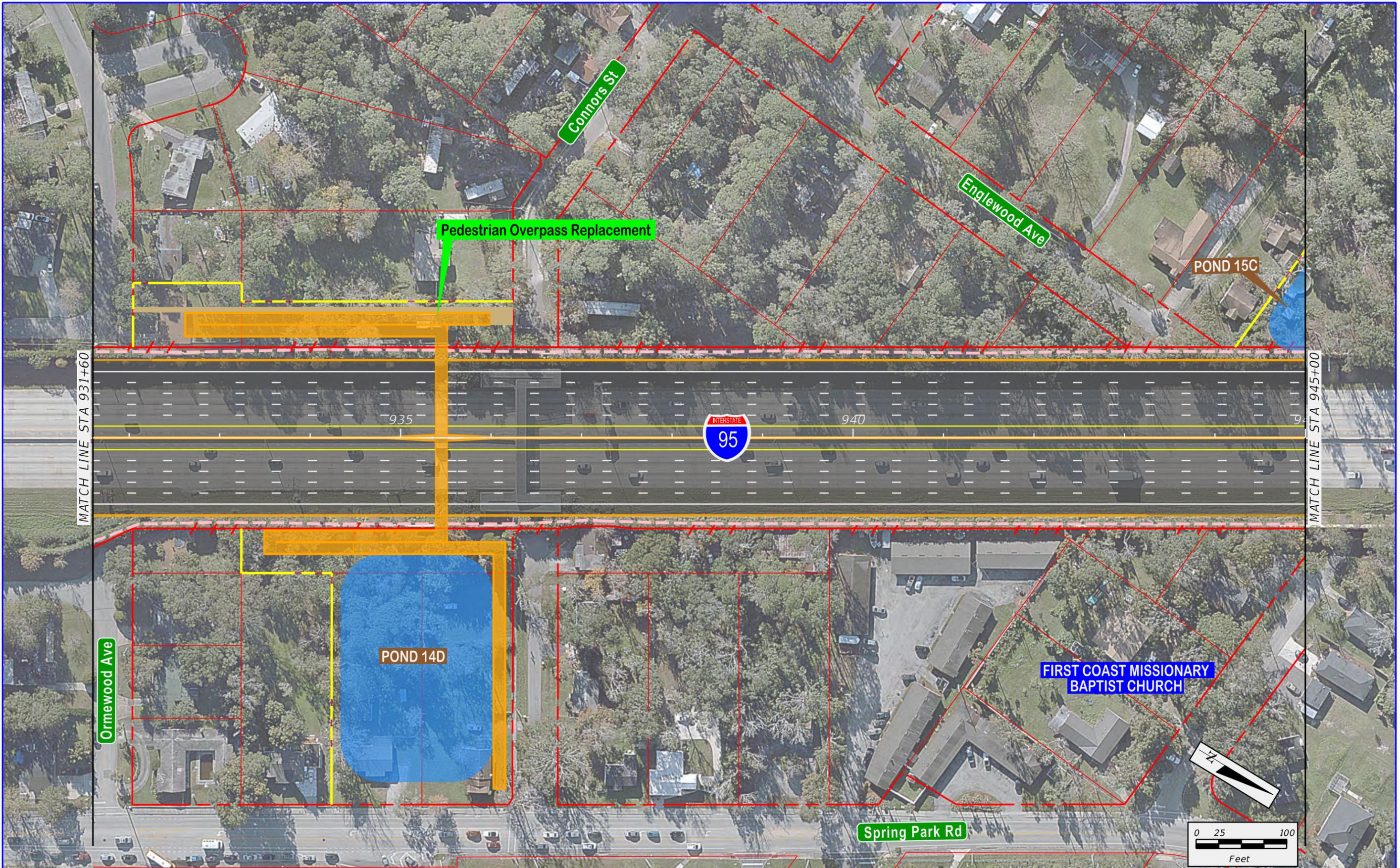
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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**I-95 EXPRESS LANES (JTB TO ATLANTIC)
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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I-95 EXPRESS LANES (JTB TO ATLANTIC)
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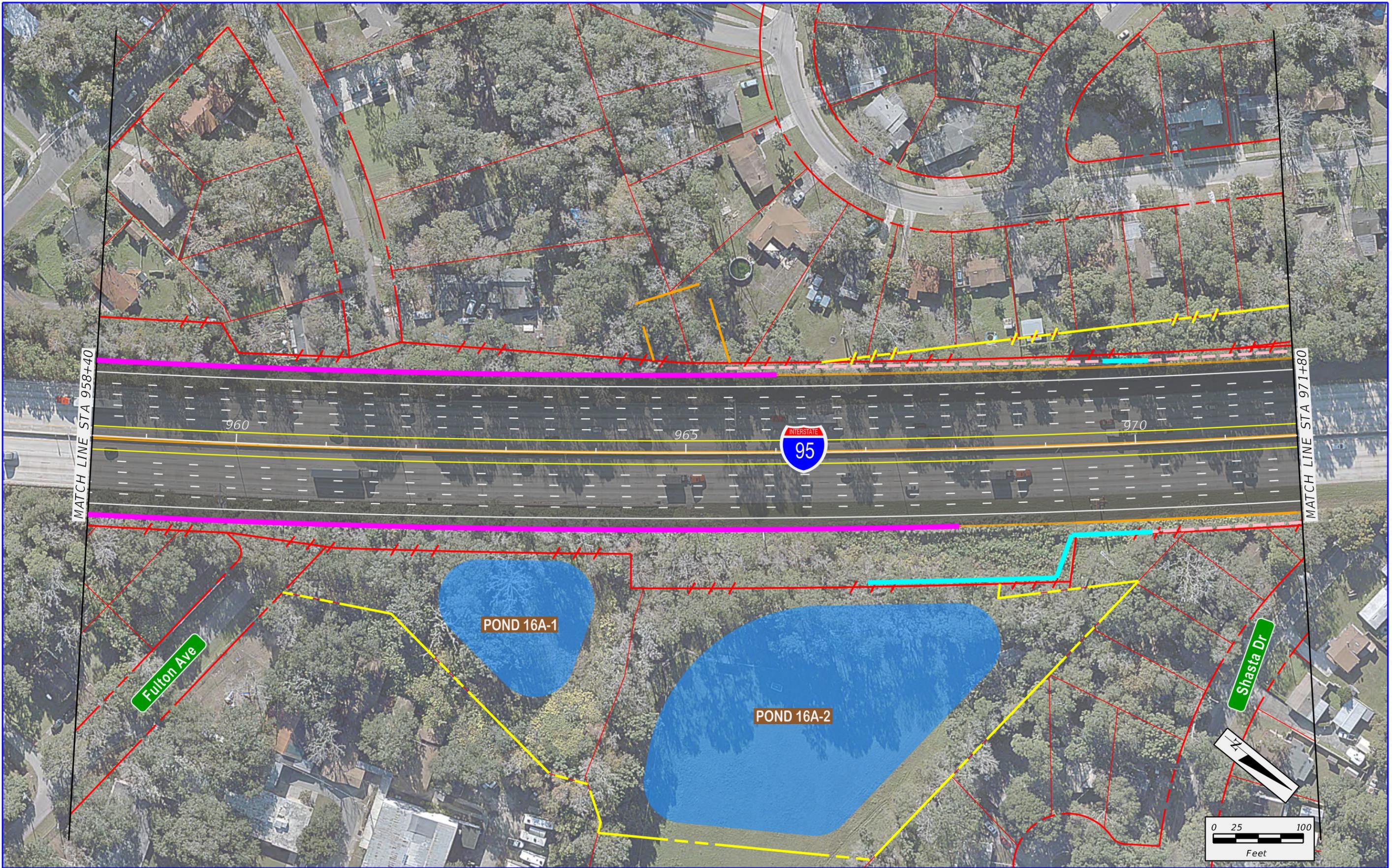
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DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

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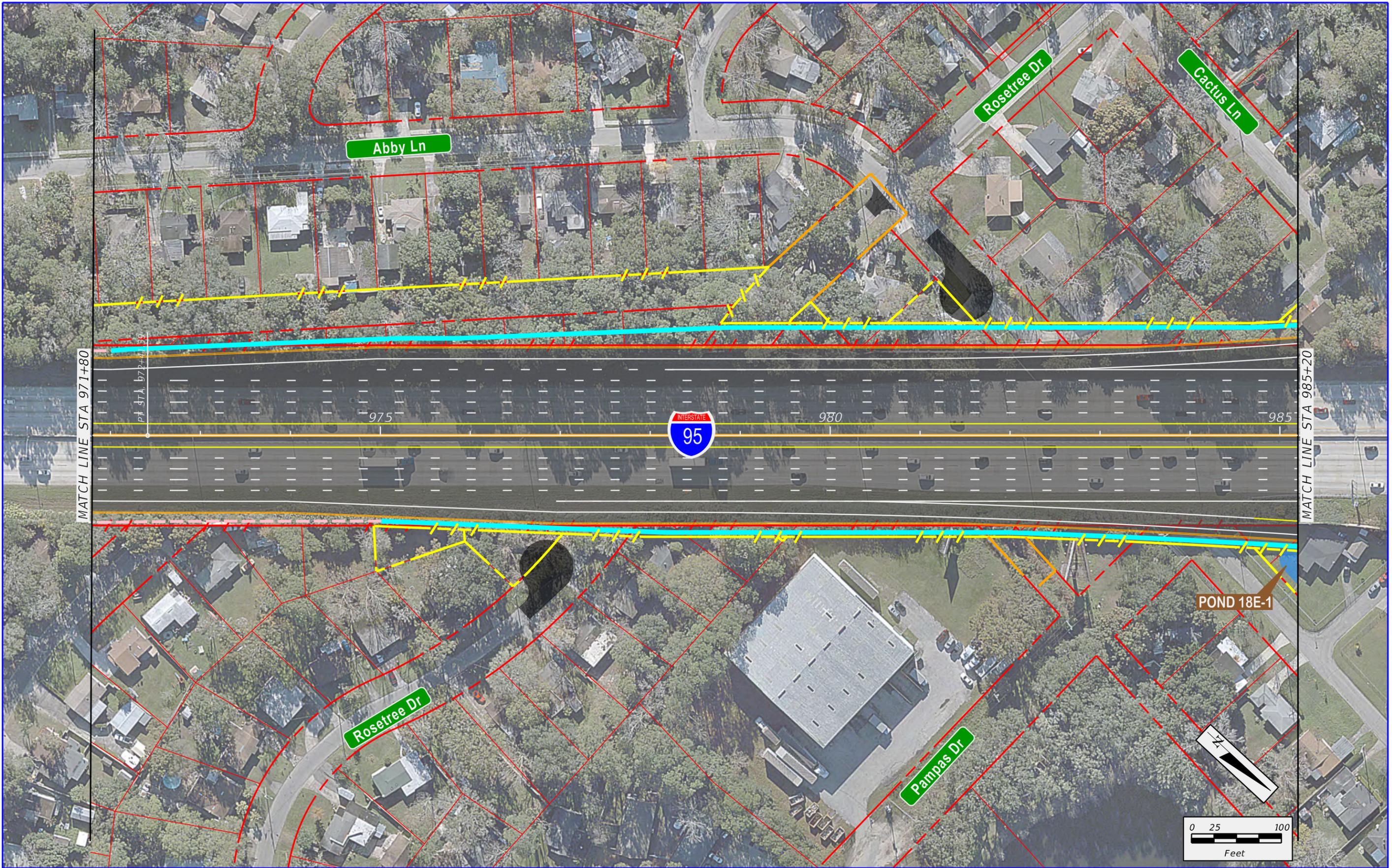
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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**I-95 EXPRESS LANES (JTB TO ATLANTIC)
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**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

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I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
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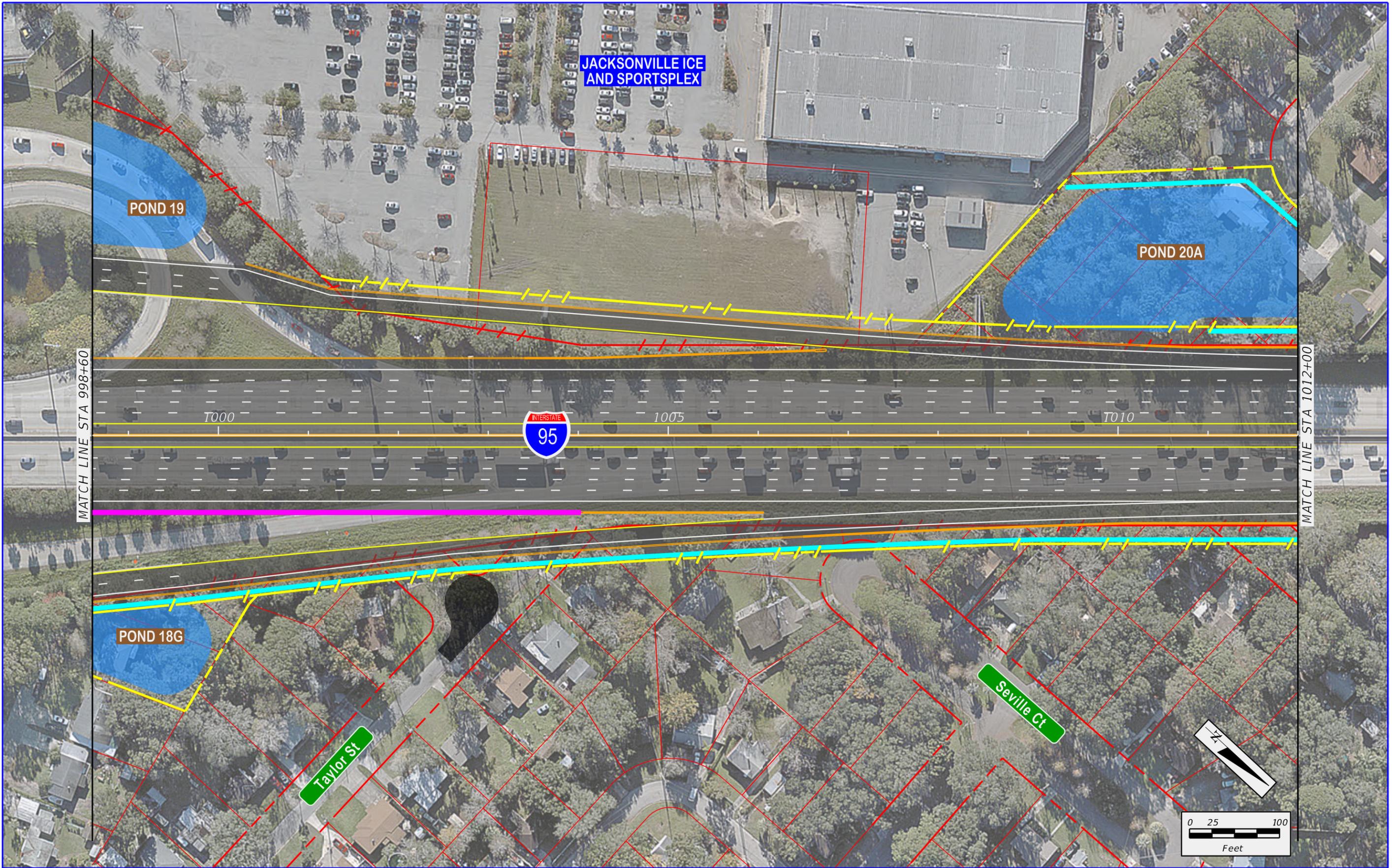
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- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
19



S/USERS S/DATES S/TIMES S/FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)**

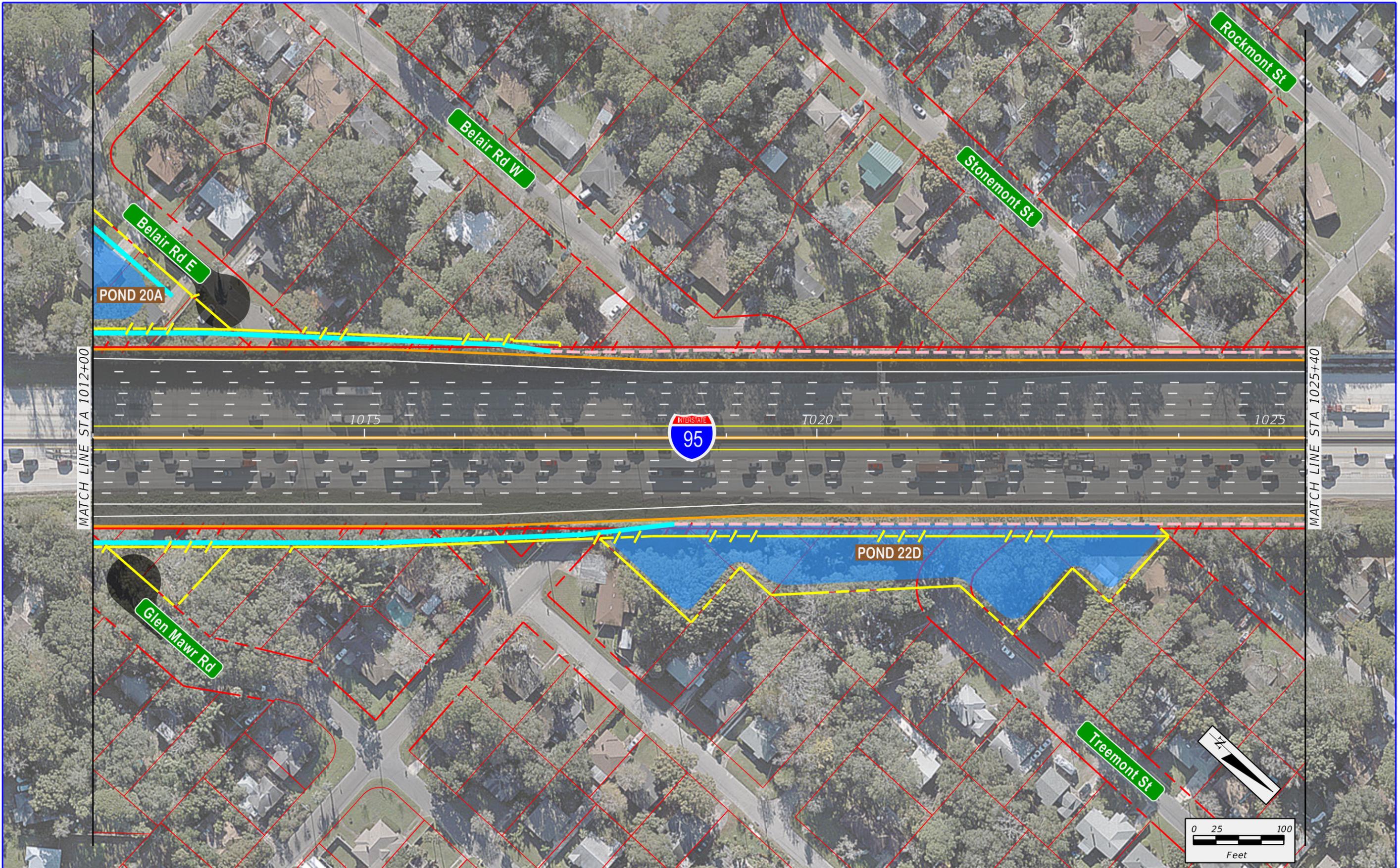
- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- - - - PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)**

**SHEET
NO.
20**



S/DATERS
 S/TIMES
 S/FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 21



\$USERS
 \$DATES
 \$TIMES
 \$FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- - - PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)

SHEET
 NO.
 22



\$USERS \$DATES \$TIMES \$FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET NO.
 23



\$USERS \$DATES \$TIMES \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 24



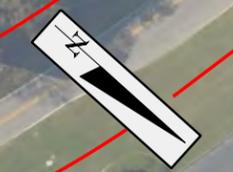
MATCH LINE SHEET NO. 4

MATCH LINE SHEET NO. 5

EXISTING POND

WYNDHAM GARDEN

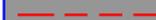
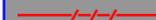
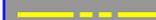
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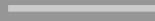


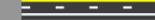
SUSERS
SDATES
STIMES
SFILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

-  EXISTING RIGHT-OF-WAY
-  EXISTING LIMITED ACCESS R/W
-  EXISTING NOISE WALLS
-  PROPOSED RIGHT-OF-WAY

-  EXISTING POND
-  BARRIER WALL
-  SHOULDER GUTTER/
CURB AND GUTTER
-  PROPOSED LIMITED ACCESS R/W

-  PROPOSED BRIDGE
-  PROPOSED GENERAL USE LANES
-  PROPOSED SHOULDER MOUNTED
NOISE WALL
-  PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
25

S/USERS S/DATES S/TIMES S/FILES



MATCH LINE SHEET NO. 5



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)**

- - - - - EXISTING RIGHT-OF-WAY
- / / / - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY
- █ EXISTING POND
- █ BARRIER WALL
- █ SHOULDER GUTTER/
CURB AND GUTTER
- / / / - PROPOSED LIMITED ACCESS R/W

- █ PROPOSED BRIDGE
- █ PROPOSED GENERAL USE LANES
- █ PROPOSED SHOULDER MOUNTED
NOISE WALL
- █ PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)**

SHEET NO.
26

MATCH LINE SHEET NO. 10

MATCH LINE SHEET NO. 11

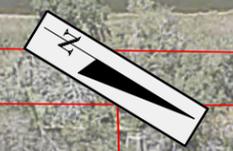
Spring Park Rd

Bowden Rd

GOODWILL

BONO'S PIT BAR-B-Q

SUSERS
SDATES
STIMES
SFILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
27

SUSERS
SDATES
SSTIMES
SFILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
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- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

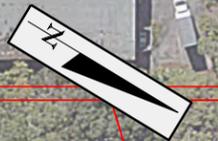
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NO.
28

MATCH LINE SHEET NO. 12

Spring Park Rd

UNIVERSITY CHRISTIAN

University Blvd



SUSERS S DATES S TIMES S FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

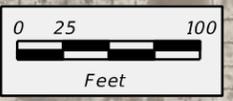
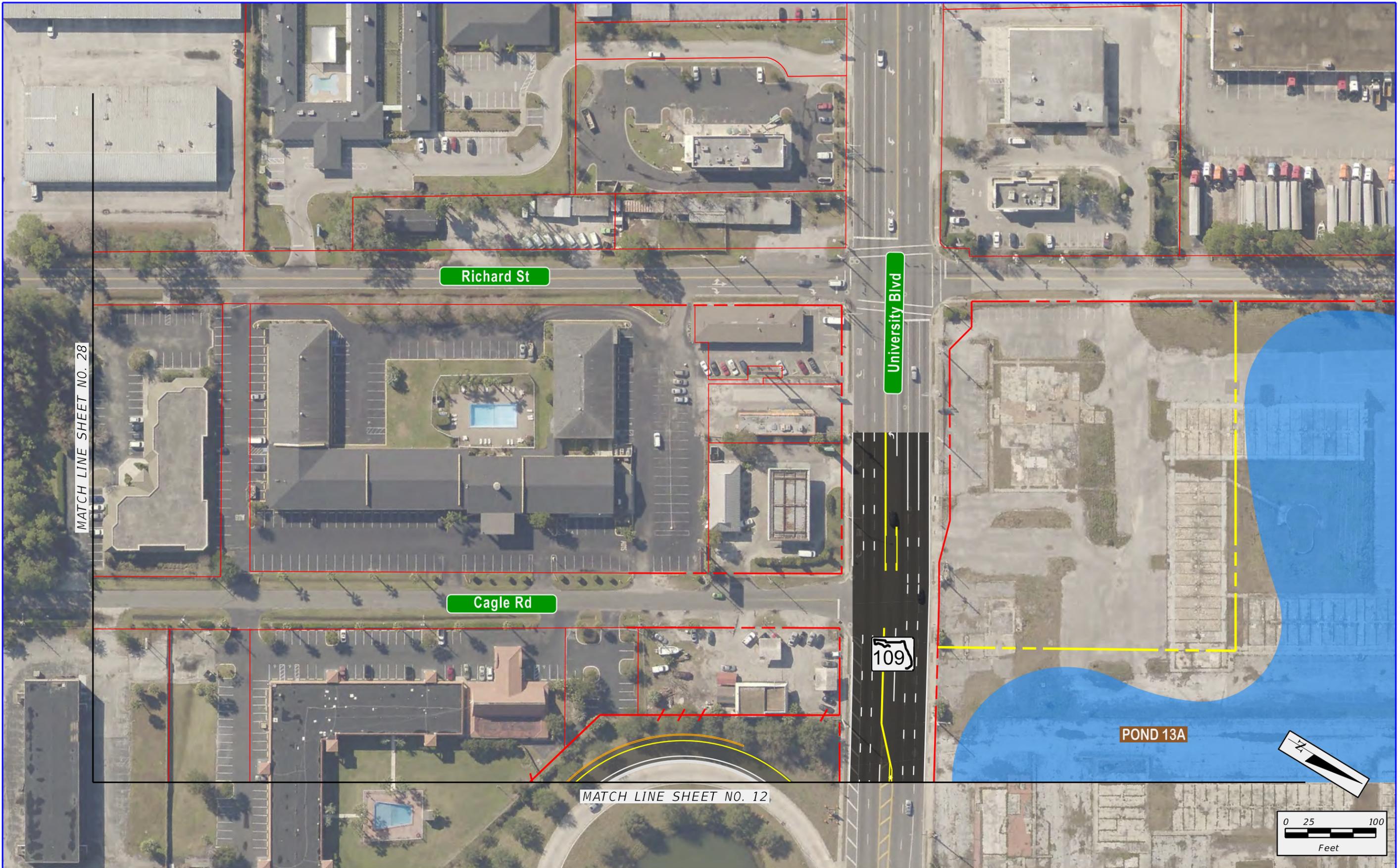
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
29

SUSERS S DATES S TIMES S FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

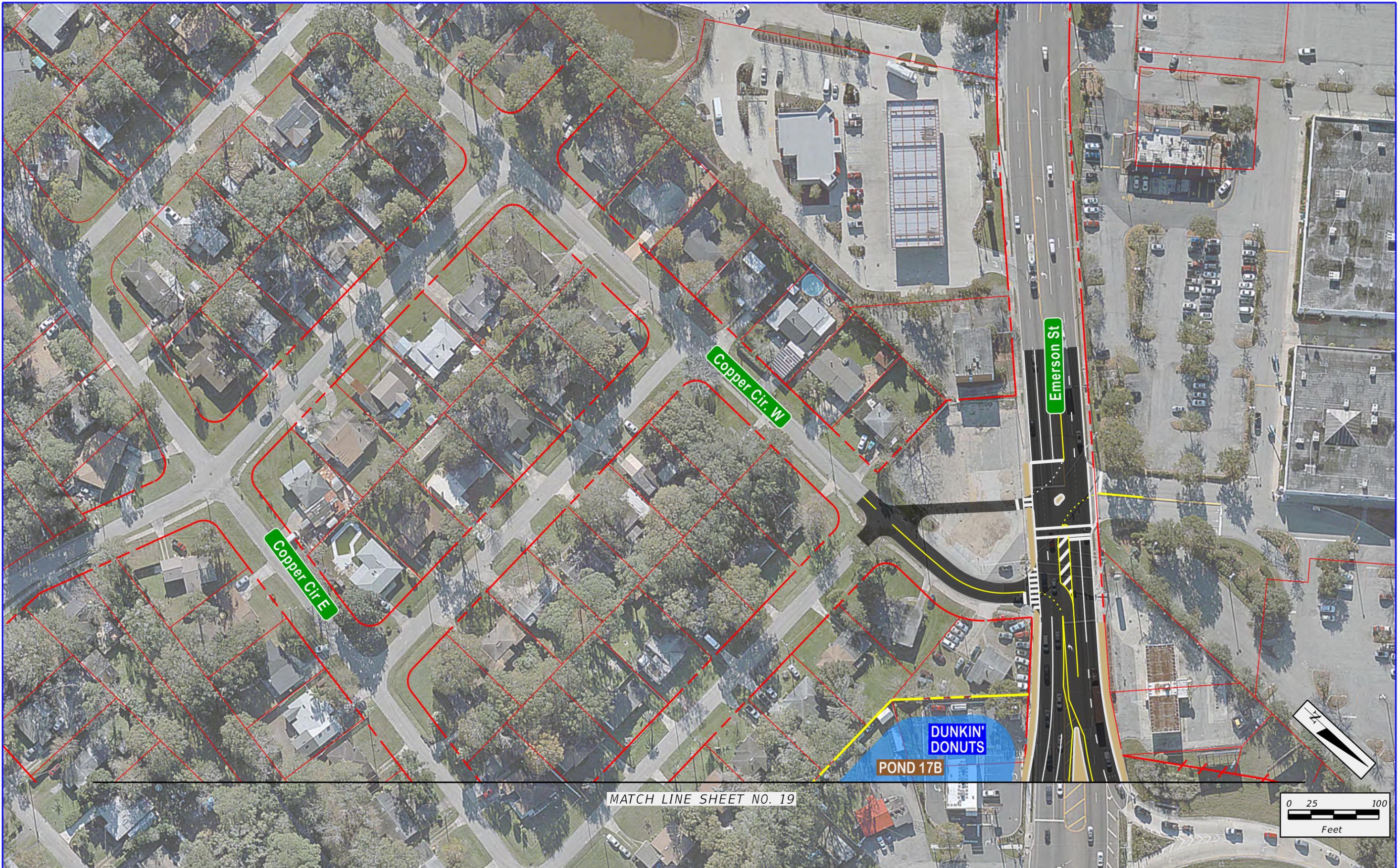
- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
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NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
30

\$USERS \$DATES \$TIMES \$FILES



MATCH LINE SHEET NO. 19



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

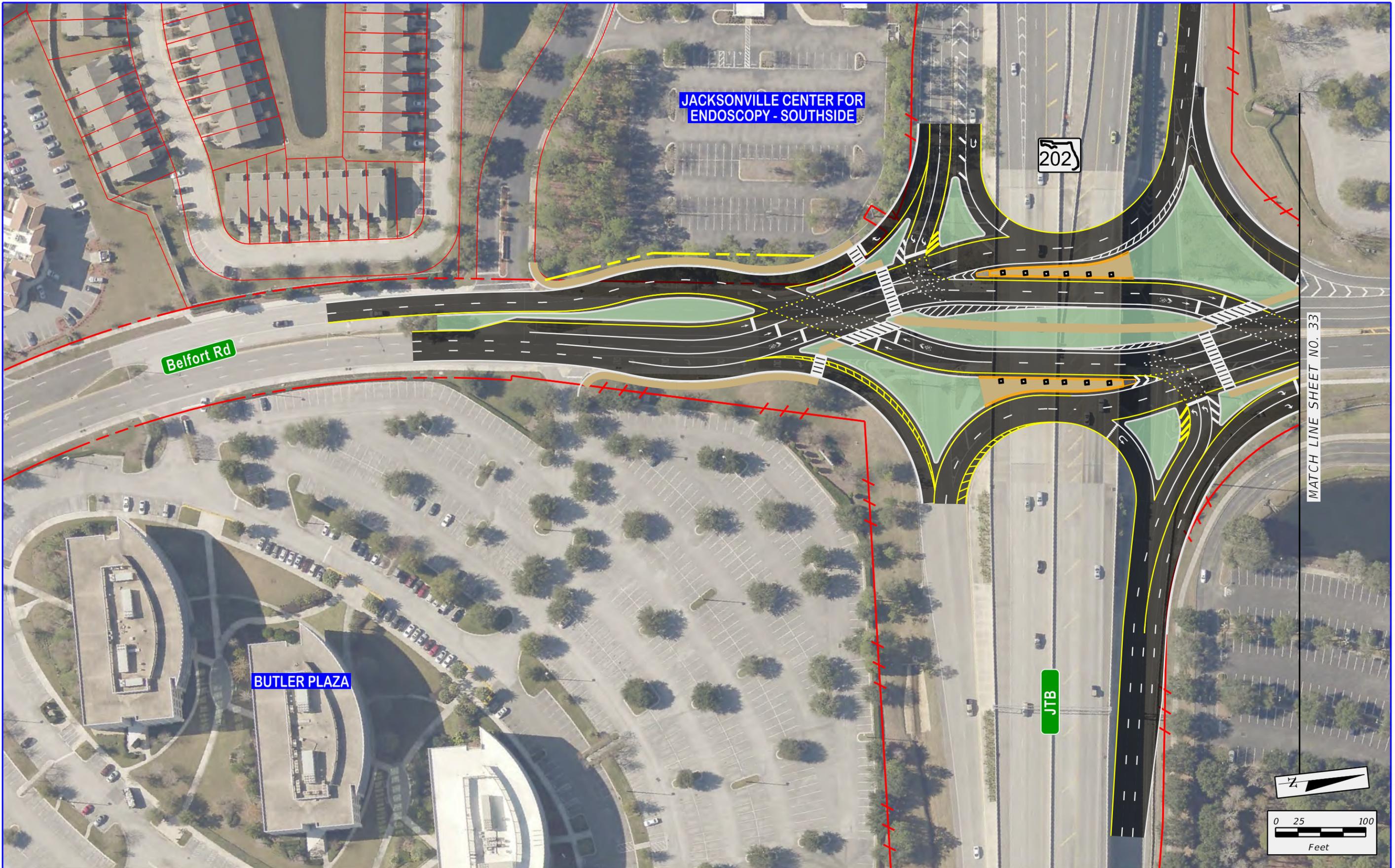
- - - - - EXISTING RIGHT-OF-WAY
- / - / - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- / - / - PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET NO.
 31

S/USERS
S/DATES
S/TIMES
S/FILES



MATCH LINE SHEET NO. 33



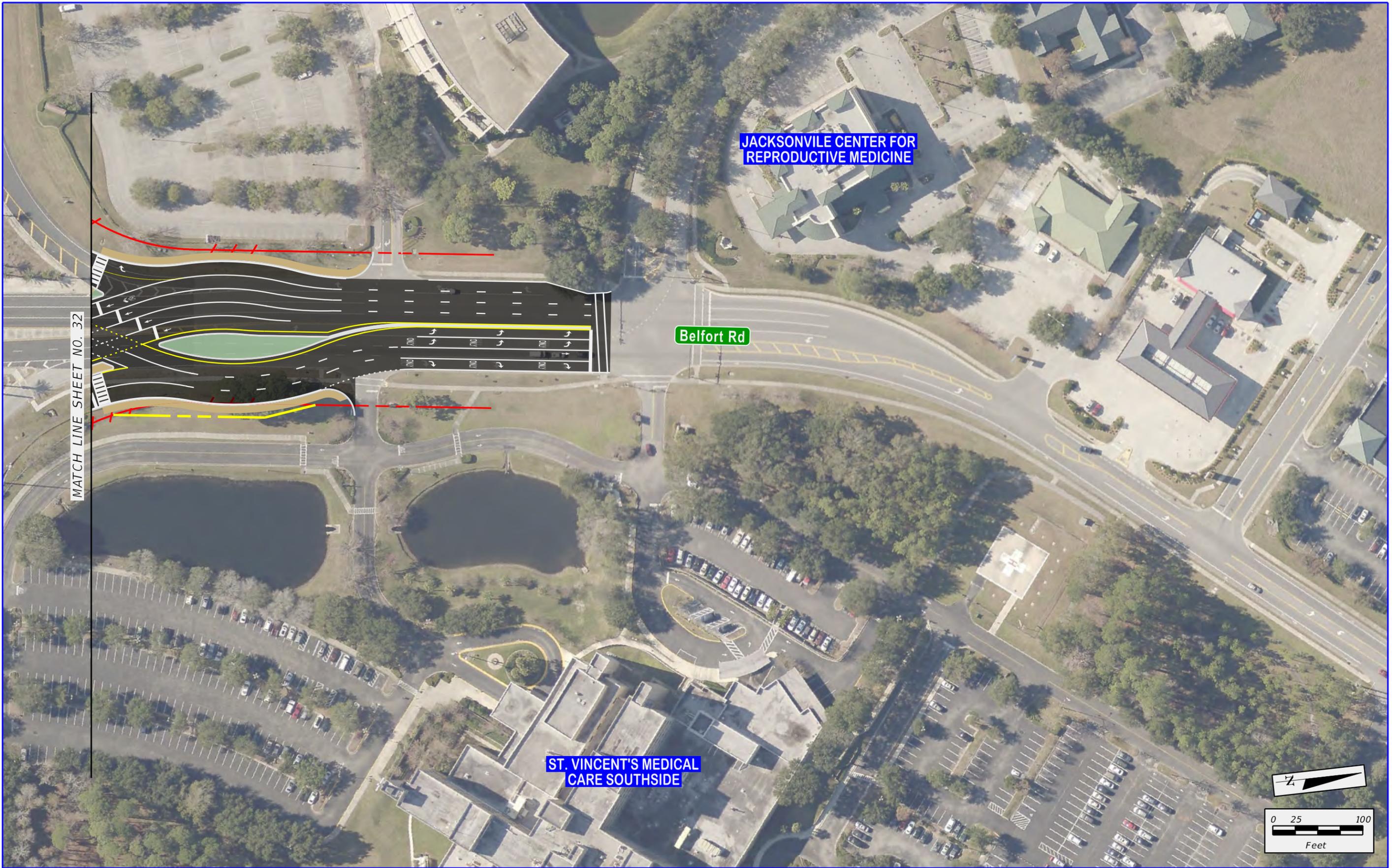
I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

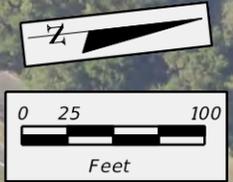
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
32



\$USERS \$DATES \$TIMES \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
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- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 33

Attachment 2

Planning Consistency Documents



Planning Consistency Documents

I-95 (SR 9) from J.T. Butler Boulevard to Atlantic Boulevard

Duval County

FM #432259-2

Construction Reevaluation

Updated July 12, 2021

Planning Consistency 432259-2

I-95 (SR 9) from J.T. Butler Boulevard to Atlantic Boulevard

Currently Adopted CFP-LRTP			Comments		
Y					
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Y	2,515,288	2021/22	
	STIP	Y	210,764 75,944 2,515,288	2021 2022 2023	Includes Mitigation \$8,030 (2021) and PD&E \$3,634 (2021)
R/W	TIP	Y	20,102,205	2021/22	Previous year (2020/21) had \$26,023,237
	STIP	Y	20,029,842 25,330,406 2,459,695	2021 2022 2023	
Construction	TIP	Y	324,247,312 3,829,422	2021/22 2024/25	Includes Railroads and Utilities \$3,000,056 (2021/22)
	STIP	Y	82,179 278,134,543 3,991,492	2021 2023 >2024	Includes Railroads and Utilities \$78,166 (2021) and \$3,000,056 (2023)

Path Forward 2045

Duval County Project Details											
Map ID	Facility	From	To	Improvement	Lanes	Construction Cost	ROW	PD&E	ENV	PE	Total Construction Cost
258	I-95	Duval/St. Johns County Line	I-295	Widen	8 Lanes	\$ 25,877,134.94	\$ 19,407,851.21	\$ 2,587,713.49	\$ 2,587,713.49	\$ 3,881,570.24	\$ 54,341,983.38
259	I-95	I-295	J. T. Butler Boulevard (SR 202)	Widen	8 Lanes	\$ 66,902,276.64	\$ 50,176,707.48	\$ 6,690,227.66	\$ 6,690,227.66	\$ 10,035,341.50	\$ 140,494,780.94
260	I-95	J. T. Butler Boulevard (SR 202)	Atlantic Boulevard (SR 10)	Widen	8 Lanes	\$ 56,094,901.05	\$ 42,071,175.79	\$ 5,609,490.10	\$ 5,609,490.10	\$ 8,414,235.16	\$ 117,799,292.20
261	I-95	North of Fuller Warren Bridge	Dunn Avenue (SR 104)	Widen	8 Lanes	\$ 87,732,045.79	\$ 65,799,034.35	\$ 8,773,204.58	\$ 8,773,204.58	\$ 13,159,806.87	\$ 184,237,296.17
262	Jones Road	Pritchard Road	Beaver Street (US 90)	Operational Improvements		\$ 1,269,165.56	\$ 951,874.17	\$ 126,916.56	\$ 126,916.56	\$ 190,374.83	\$ 2,665,247.67
263	Kernan Boulevard	Atlantic Boulevard (SR 10)	McCormick Road (SR 116)	Context Sensitive Solutions		\$ 3,317,881.25	\$ 2,488,410.94	\$ 331,788.13	\$ 331,788.13	\$ 497,682.19	\$ 6,967,550.63
264	Kernan Boulevard	J. T. Butler Boulevard (SR 202)	Glen Kernan Parkway	Context Sensitive Solutions		\$ 1,306,238.55	\$ 979,678.92	\$ 130,623.86	\$ 130,623.86	\$ 195,935.78	\$ 2,743,100.97
265	Lem Turner Road (SR 115)	I-295	Nassau County Line	Widen + Trail	4 Lanes	\$ 28,036,385.08	\$ 21,027,288.81	\$ 2,803,638.51	\$ 2,803,638.51	\$ 4,205,457.76	\$ 58,876,408.67
266	Lem Turner Road (SR 115)	I-295	Broward Road	Context Sensitive Solutions		\$ 2,997,553.63	\$ 2,248,165.22	\$ 299,755.36	\$ 299,755.36	\$ 449,633.04	\$ 6,294,862.61
267	Main Street (US 17)	Eastport Road		New Interchange + Trail		\$ 3,500,000.00	\$ 2,625,000.00	\$ 350,000.00	\$ 350,000.00	\$ 525,000.00	\$ 7,350,000.00
268	Main Street (US 17)	I-295	New Berlin Road	Widen + Trail	4 Lanes	\$ 6,585,935.39	\$ 4,939,451.54	\$ 658,593.54	\$ 658,593.54	\$ 987,890.31	\$ 13,830,464.32
269	Main Street (US 17)	New Berlin Road	Pecan Park Road	Widen + Trail	4 Lanes	\$ 4,872,145.43	\$ 3,654,109.07	\$ 487,214.54	\$ 487,214.54	\$ 730,821.81	\$ 10,231,505.40
270	Main Street (US 17)	Pecan Park Road	Nassau/Duval County Line	Widen + Trail	4 Lanes	\$ 10,542,374.06	\$ 7,906,780.55	\$ 1,054,237.41	\$ 1,054,237.41	\$ 1,581,356.11	\$ 22,138,985.53
271	Mayport Road (SR 101)	Wonderwood Drive (SR 116)		Intersection Improvements + Trail		\$ 320,000.00	\$ 240,000.00	\$ 32,000.00	\$ 32,000.00	\$ 48,000.00	\$ 672,000.00
272	Mayport Road (SR 101)	Wonderwood Drive (SR 116)	Mayport Main Gate	Context Sensitive Solutions		\$ 2,122,892.47	\$ 1,592,169.35	\$ 212,289.25	\$ 212,289.25	\$ 318,433.87	\$ 4,458,074.19
273	McDuff Avenue/5th Stret	Melson Avenue	Huron Street	Widen	3 Lanes	\$ 947,135.68	\$ 710,351.76	\$ 94,713.57	\$ 94,713.57	\$ 142,070.35	\$ 1,988,984.93
274	Merrill Road	Hartsfield Road	Southside Connector (SR 113)	Context Sensitive Solutions		\$ 606,563.53	\$ 454,922.65	\$ 60,656.35	\$ 60,656.35	\$ 90,984.53	\$ 1,273,783.42
275	Monument Road	I-295	Tredinick Parkway	Context Sensitive Solutions		\$ 322,766.33	\$ 242,074.75	\$ 32,276.63	\$ 32,276.63	\$ 48,414.95	\$ 677,809.30
276	Monument Road	Lee Road	I-295	Context Sensitive Solutions		\$ 324,077.44	\$ 243,058.08	\$ 32,407.74	\$ 32,407.74	\$ 48,611.62	\$ 680,562.62



Florida Department of

TRANSPORTATION

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 - [Performance](#)
 - [Projects](#)

Web Application

Federal Aid Management Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

**** Repayment Phases are not included in the Totals ****

Selection Criteria	
Current STIP	Detail
Financial Project:432259 2	Related Items Shown

HIGHWAYS							
Item Number: 432259 2		Project Description: I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO ATLANTIC BLVD					*SIS*
District: 02	County: DUVAL	Type of Work: ADD LANES & RECONSTRUCT			Project Length: 5.928MI		
Phase / Responsible Agency		Fiscal Year					
		<2021	2021	2022	2023	2024	>2024	All Years
P D & E / MANAGED BY FDOT							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	70,651					70,651
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	193,705					193,705
	DS-STATE PRIMARY HIGHWAYS & PTO	208,286					208,286
	DS-STATE PRIMARY HIGHWAYS & PTO	956,399					956,399
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	1,567,645	3,634				1,571,279
	SA-STP, ANY AREA	5,000					5,000
Phase:P D & ETotals		3,001,686	3,634				3,005,320
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				2,515,288		2,515,288
	ACNP-ADVANCE CONSTRUCTION NHPP	1,615,726	89,762	63,910			1,769,398

	DI-ST. - S/W INTER/INTRASTATE HWY	4,688						4,688
	DS-STATE PRIMARY HIGHWAYS & PTO	352,595	98,522					451,117
	NHEX-NATIONAL PERFORM PROG. EXEMPT	2,182,709						2,182,709
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	1,648,297		3,482				1,651,779
	PKYI-TURNPIKE IMPROVEMENT	12,425	10,816	8,552				31,793
Phase:PRELIMINARY ENGINEERINGTotals		5,816,440	199,100	75,944	2,515,288			8,606,772
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	846,454	1,804,000	4,747,774				7,398,228
	ACSA-ADVANCE CONSTRUCTION (SA)	50,203	289,170					339,373
	BNIR-INTRASTATE R/W & BRIDGE BONDS	12,385,160	17,518,815	20,501,989	2,459,695			52,865,659
	DDR-DISTRICT DEDICATED REVENUE	1,000,000						1,000,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	23,300	186,178	80,643				290,121
	DS-STATE PRIMARY HIGHWAYS & PTO	1,317,760						1,317,760
	DS-STATE PRIMARY HIGHWAYS & PTO	1,330,903	148,500					1,479,403
	SA-STP, ANY AREA		83,179					83,179
Phase:RIGHT OF WAYTotals		16,953,780	20,029,842	25,330,406	2,459,695			64,773,723
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP		78,166		3,000,056			3,078,222
	DS-STATE PRIMARY HIGHWAYS & PTO	49,000						49,000
Phase:RAILROAD & UTILITIESTotals		49,000	78,166		3,000,056			3,127,222
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	DEM-ENVIRONMENTAL MITIGATION	1,743,032						1,743,032
	DS-STATE PRIMARY HIGHWAYS & PTO	16,620	8,030					24,650
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	299,992						299,992
Phase:ENVIRONMENTALTotals		2,059,644	8,030					2,067,674
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				132,988,631	3,991,492		136,980,123
	DI-ST. - S/W INTER/INTRASTATE HWY				111,826,921			111,826,921
	DS-STATE PRIMARY HIGHWAYS & PTO	13,461	4,013					17,474
	PKYI-TURNPIKE IMPROVEMENT	107						107
	STED-2012 SB1998-STRATEGIC ECON COR				30,318,935			30,318,935
Phase:DESIGN BUILDTotals		13,568	4,013		275,134,487	3,991,492		279,143,560
Item:432259 2Totals		27,894,118	20,322,785	25,406,350	283,109,526	3,991,492		360,724,271
Project Totals		27,894,118	20,322,785	25,406,350	283,109,526	3,991,492		360,724,271
HIGHWAYSTotals		27,894,118	20,322,785	25,406,350	283,109,526	3,991,492		360,724,271
Grand Total		27,894,118	20,322,785	25,406,350	283,109,526	3,991,492		360,724,271

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
 Federal Aid Management
 Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
I-95 (SR 9) AT NORTH 1-295 INTERCHANGE - 4376511							*SIS*
LANDSCAPING							Length: 2.780
Responsible Agency: FDOT							
CST	DIH	0	0	113,500	0	0	113,500
CST	DDR	0	0	2,130,000	0	0	2,130,000
Total		0	0	2,243,500	0	0	2,243,500
<i>Prior Cost < 2020/21</i>		<i>495,933</i>	<i>Future Cost > 2024/25</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,739,433</i>

I-95 (SR 9) FROM J.T. BUTLER (SR 202) TO ATLANTIC BLVD - 4322592							*SIS*
ADD LANES & RECONSTRUCT							Length: 5.159 MI
Responsible Agency: FDOT							
				LRTP No: 28			
ROW	BNIR	19,605,568	14,500,000	0	0	0	34,105,568
ROW	ACNP	6,417,669	5,602,205	0	0	0	12,019,874
DSB	DI	0	15,795,000	0	0	0	15,795,000
DSB	ACNP	0	284,392,256	0	0	3,829,422	288,221,678
PE	ACNP	0	2,515,288	0	0	0	2,515,288
RRU	ACNP	0	3,000,056	0	0	0	3,000,056
DSB	STED	0	21,060,000	0	0	0	21,060,000
Total		26,023,237	346,864,805	0	0	3,829,422	376,717,464
<i>Prior Cost < 2020/21</i>		<i>26,597,651</i>	<i>Future Cost > 2024/25</i>		<i>0</i>	<i>Total Project Cost</i>	<i>403,315,115</i>



SIS Adopted 1st 5 Year Program District 2 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2021	2022	2023	2024	2025	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4391001	I-10 FROM: I-295 TO: I-95	A2-8: Add 2 To Build 8 Lanes	\$4,779	\$0	\$0	\$0	\$0	\$3,239	\$1,540	\$0		●		●	●
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	M-INCH: Modify Interchange	\$1,908	\$0	\$0	\$0	\$599	\$1,671	\$836	\$0	●	●		●	
4432391	I-10(SR8) @ SR51(US129)	M-INCH: Modify Interchange	\$5	\$0	\$519	\$0	\$3,867	\$4,322	\$68	\$0	●	●			●
2132611	I-295 FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	A2-8: Add 2 To Build 8 Lanes	\$1,050	\$0	\$0	\$0	\$0	\$0	\$1,050	\$0	●				
2132601	I-295 FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	A2-8: Add 2 To Build 8 Lanes	\$0	\$50	\$0	\$0	\$0	\$0	\$50	\$0	●				
2133459	I-295 FROM SR13(SAN JOSE) TO SR21(BLANDING BLVD)	A2-8: Add 2 To Build 8 Lanes	\$7,195	\$0	\$0	\$0	\$3,048	\$10,148	\$95	\$0	●	●		●	
4394841	I-295 INTERCHANGE @ COLLINS ROAD	M-INCH: Modify Interchange	\$554	\$0	\$0	\$0	\$0	\$0	\$554	\$0		●		●	●
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS	M-INCH: Modify Interchange	\$0	\$0	\$2,775	\$0	\$0	\$2,658	\$117	\$0					●
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	M-INCH: Modify Interchange	\$1,569	\$24,753	\$0	\$257	\$0	\$0	\$26,580	\$0		●		●	●
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	A2-4: Add 2 To Build 4 Lanes	\$130	\$16,607	\$2,632	\$242	\$0	\$19,481	\$130	\$0	●	●		●	
2096584	I-295(SR9A) FROM: DAME POINT BRIDGE TO: NORTH OF PULASKI	A2-6: Add 2 To Build 6 Lanes	\$494	\$0	\$0	\$0	\$0	\$0	\$494	\$0	●	●		●	
4230713	I-75(SR93) @ SR121	M-INCH: Modify Interchange	\$250	\$0	\$0	\$0	\$0	\$0	\$250	\$0		●			
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	A2-8: Add 2 To Build 8 Lanes	\$135	\$0	\$0	\$0	\$0	\$0	\$135	\$0	●				
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	A4-10: Add 4 To Build 10 Lanes	\$1,550	\$0	\$0	\$0	\$0	\$0	\$1,550	\$0	●				
4424141	I-95 FROM I-10 TO SR115 (US1) MLK	A2-4: Add 2 To Build 4 Lanes	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●				
4461531	I-95 WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB/SR202	A1-4: Add 1 To Build 4 Lanes	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●				
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET	M-INCH: Modify Interchange	\$122	\$300	\$42,264	\$731	\$0	\$0	\$43,417	\$0		●		●	●
4240264	I-95(SR9) FROM INT'L GOLF PKWY TO DUVAL CL	A2-8: Add 2 To Build 8 Lanes	\$11,925	\$4,251	\$909	\$0	\$284,122	\$297,413	\$22	\$3,772		●		●	●
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHAN	A4-10: Add 4 To Build 10 Lanes	\$52	\$0	\$109,959	\$0	\$0	\$110,011	\$0	\$0		●			●
4322592	I-95(SR9) FROM SR202(JT BUTLER) TO ATLANTIC BLVD	A2-4: Add 2 To Build 4 Lanes	\$27,207	\$346,865	\$0	\$0	\$3,829	\$377,894	\$8	\$0	●	●		●	●
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	A2-6: Add 2 To Build 6 Lanes	\$13,172	\$0	\$0	\$0	\$0	\$12,918	\$253	\$0	●	●			
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)	A2-8: Add 2 To Build 8 Lanes	\$493	\$0	\$0	\$115,497	\$1,624	\$116,285	\$24	\$1,306		●		●	●
4403891	SR152(BAYMEADOWS ROAD) FROM: I-95 TO: BAYMEADOWS CIRCLE E.	TURN: Add Turn Lane	\$8	\$0	\$20	\$0	\$0	\$0	\$8	\$20		●			
ANNUAL TOTALS			\$72,618	\$392,826	\$159,078	\$116,727	\$297,089	\$956,040	\$77,201	\$5,098					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

Project highlighted with gray background is no longer designated as SIS.

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

Attachment 3

CRAS Belfort Addendum w/ SHPO Concurrence





Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

August 28, 2020

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

Attn: Lindsay Rothrock, Transportation Compliance Review Program

RE: Technical Memorandum
Cultural Resource Assessment Survey
Belfort Road Interchange
Duval County, Florida
Financial Management 432259-2-22-01

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey in Support of the Belfort Road Interchange, Duval County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed Belfort Road interchange improvements in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing minor widening, roadway realignment, sidewalk construction, and landscaping at the interchange of Belfort Road and State Road (SR) 202/J. Turner Butler Boulevard in Duval County, Florida. This project serves as an addendum to the 2018 SEARCH survey titled *Cultural Resource Assessment Survey of the I-95 Express Lanes Project from SR 202 (J. Turner Butler Boulevard) to Atlantic Boulevard, Duval County, Florida* (Florida Master Site File [FMSF] Survey No. 24771). Total project length is approximately 0.44 miles (0.71 kilometers). This project is federally funded.

The project Area of Potential Effects (APE) was defined to include the existing and proposed right-of-way and was extended to the back or side property lines of adjacent parcels, or a distance of no more than 328 feet (100 meters). The archaeological survey was conducted within the existing and proposed right-of-way, while the architectural history survey included the entire APE.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection

Dr. Parsons, SHPO
FM # 432259-2
August 28, 2020
Page 2

of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's Project Development & Environment (PD&E) Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

Due to significant disturbance and buried utilities, the archaeological survey was restricted to a pedestrian survey and surface inspection for evidence of any archaeological deposits. A total of 12 "no-dig" points were utilized to document this survey. No archaeological sites or archaeological occurrences were recorded, and no further archaeological survey is recommended.

Review of the Duval County Property Appraiser's database indicates that there are no historic (pre-1973) structures within the Belfort Road Interchange APE; as such, no architectural history survey was necessary. No further architectural history work is recommended.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on National Register of Historic Places (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,

DocuSigned by:

D23D48BCDF514AD...

Stephen Browning
District Planning and Environmental Manager

cc: Terri Newman, Environmental Administrator, FDOT
Ian Pawn, Cultural Resources Coordinator, FDOT
Matt Marino, State Cultural Resource Specialist, OEM
Roy Jackson, State Cultural and Recreational Resources Coordinator, OEM

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs / does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2017-5049-E. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Jason Aldridge DSHPO

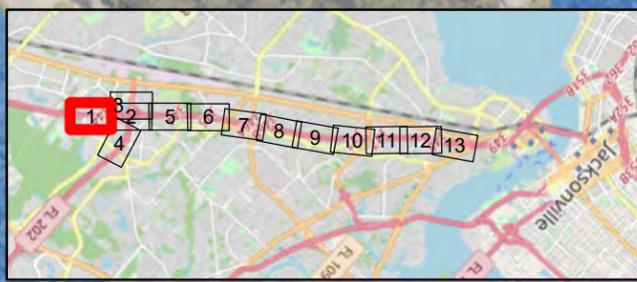
Timothy A. Parsons, PhD, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

September 25, 2020

Date

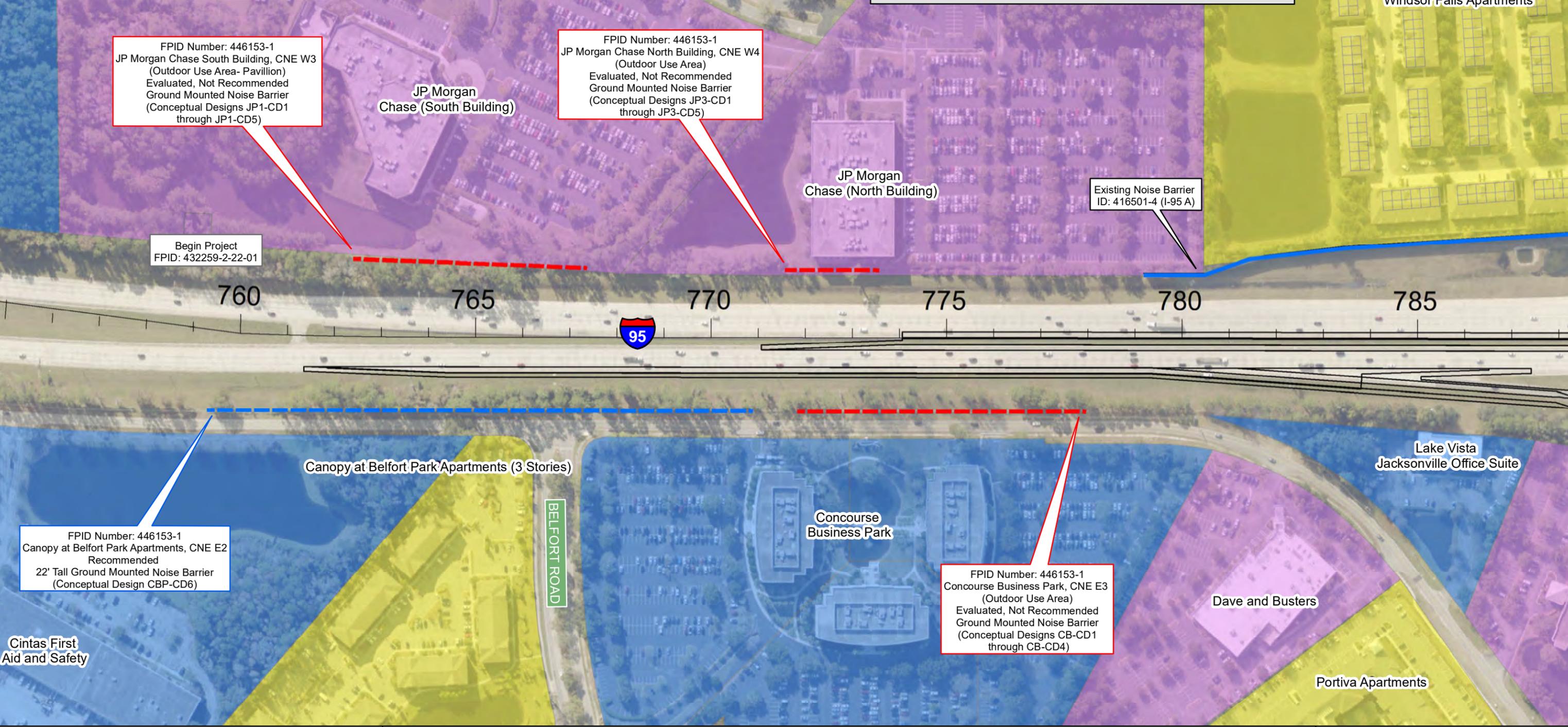
Attachment 4

Noise Tables & Figures



Note: The Traffic Noise Analysis & Evaluation of Noise Barriers along I-95 South of J. Turner Butler Boulevard (JTB) were Completed as part of the I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 - Financial Project ID (FPID): 446153-1 and Presented in the I-95 PD&E Noise Study Study from I-295 (SR 9A) to SR 202 (JTB) (FPID Number: 435577-1)

See Appendix A for Relevant Pages from the I-95 Widening PD&E Study Noise Study Report (July 2020)



FPID Number: 446153-1
 JP Morgan Chase South Building, CNE W3 (Outdoor Use Area- Pavillion)
 Evaluated, Not Recommended
 Ground Mounted Noise Barrier
 (Conceptual Designs JP1-CD1 through JP1-CD5)

FPID Number: 446153-1
 JP Morgan Chase North Building, CNE W4 (Outdoor Use Area)
 Evaluated, Not Recommended
 Ground Mounted Noise Barrier
 (Conceptual Designs JP3-CD1 through JP3-CD5)

Existing Noise Barrier
 ID: 416501-4 (I-95 A)

FPID Number: 446153-1
 Canopy at Belfort Park Apartments, CNE E2
 Recommended
 22' Tall Ground Mounted Noise Barrier
 (Conceptual Design CBP-CD6)

FPID Number: 446153-1
 Concourse Business Park, CNE E3 (Outdoor Use Area)
 Evaluated, Not Recommended
 Ground Mounted Noise Barrier
 (Conceptual Designs CB-CD1 through CB-CD4)

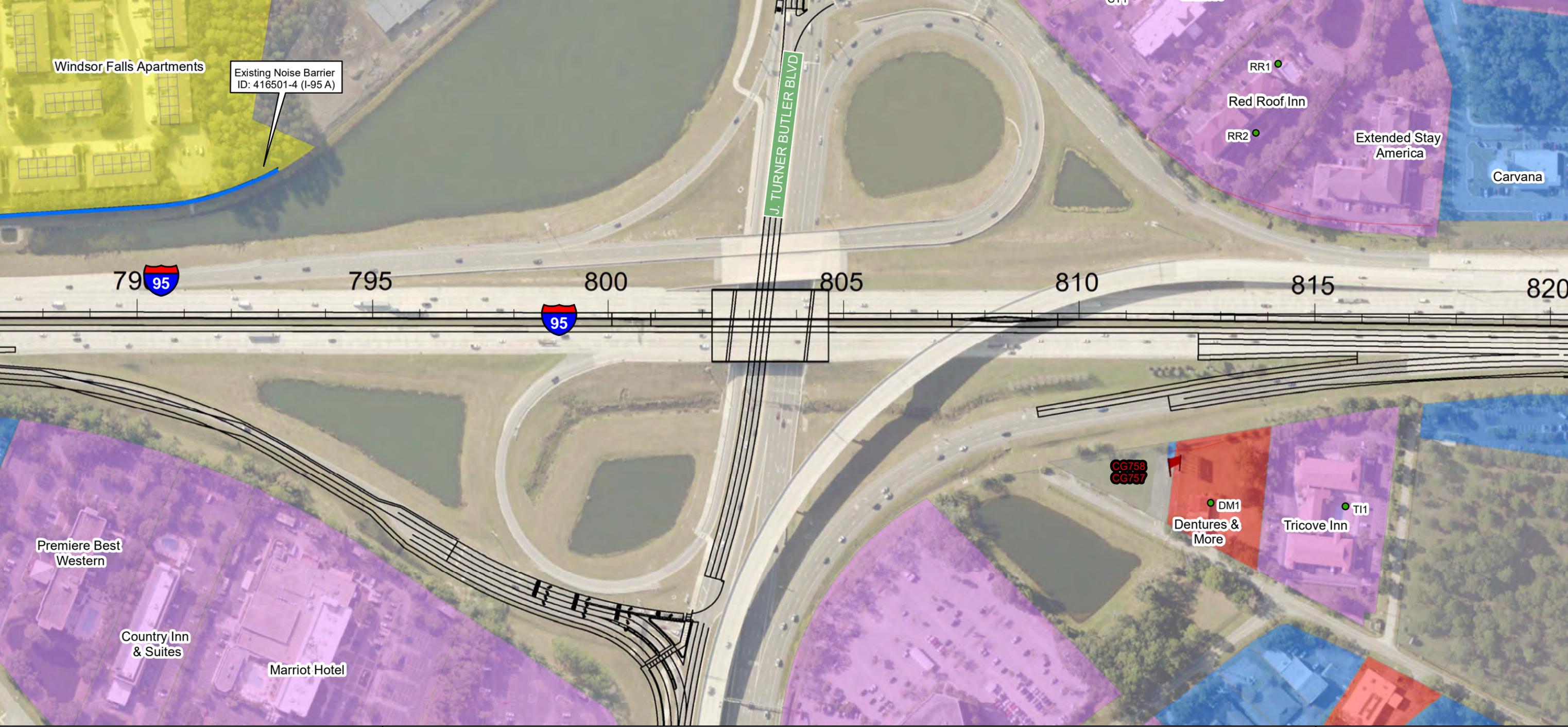
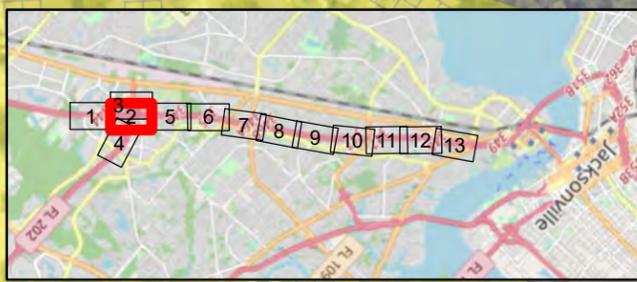
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes)
 Duval County, Florida
 FPID: 432259-2-52-01

<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
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0 75 150 300 Feet

November 2021

**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 1 OF 13**



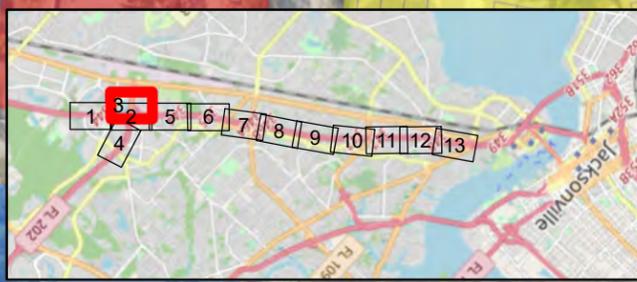
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study
 Re-evaluation No. 2
 (Mainline GU Lanes)
 Duval County, Florida
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<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>■ Outdoor Advertising Sign</p>		<p>0 75 150 300 Feet</p>	

**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 2 OF 13**

November 2021

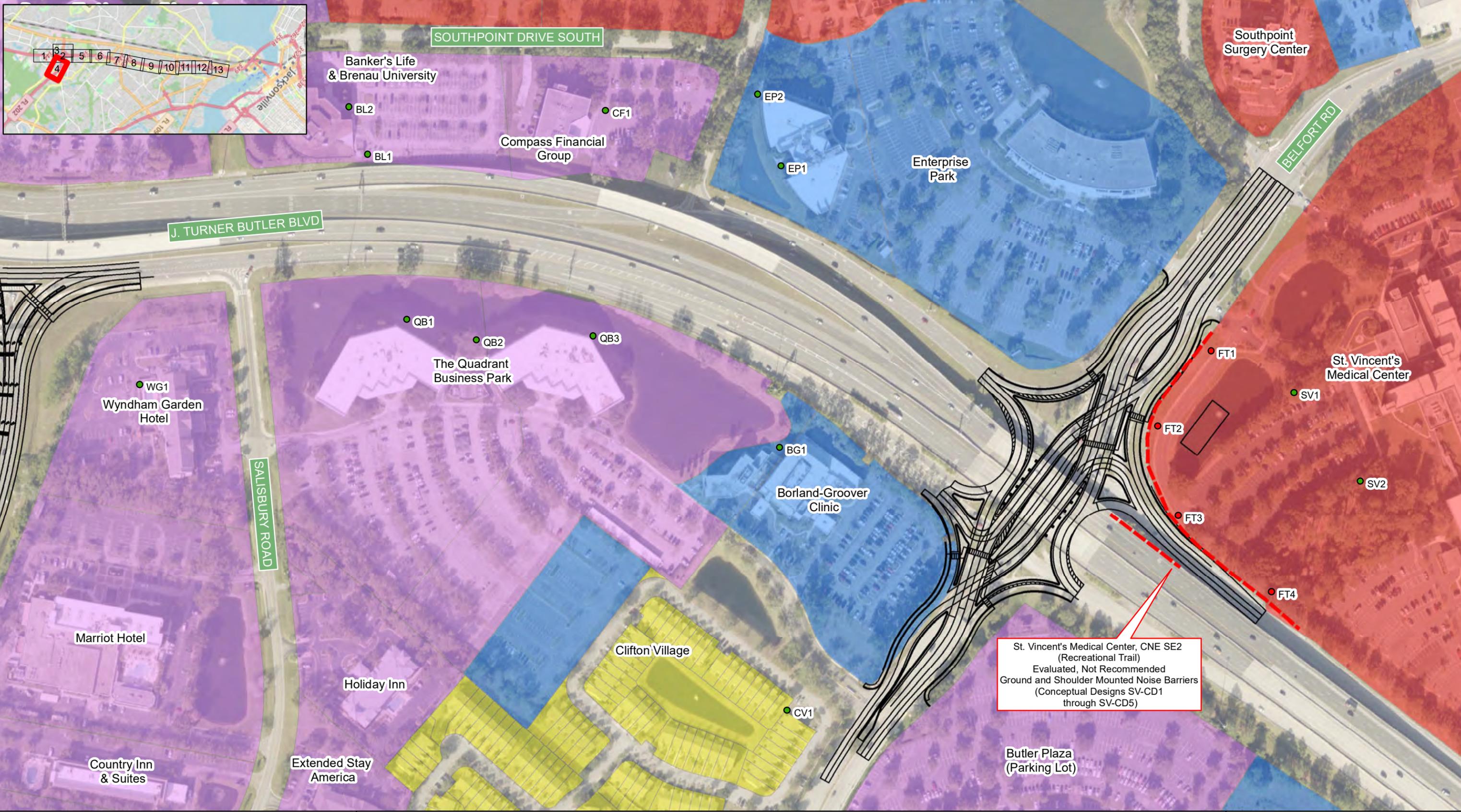


I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> ■ B: Residential, 66.0 dB(A) ■ C: Other Sensitive Land Use, 66.0 dB(A) ■ D: Institutional (Interior), 51.0 dB(A) ■ E: Sensitive Commercial, 71.0 dB(A) ■ F: Non-Sensitive Developed, N/A ■ G: Vacant
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**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 3 OF 13**

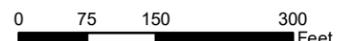


St. Vincent's Medical Center, CNE SE2 (Recreational Trail)
 Evaluated, Not Recommended
 Ground and Shoulder Mounted Noise Barriers
 (Conceptual Designs SV-CD1 through SV-CD5)

I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study
 Re-evaluation No. 2
 (Mainline GU Lanes)
 Duval County, Florida
 FPID: 432259-2-52-01

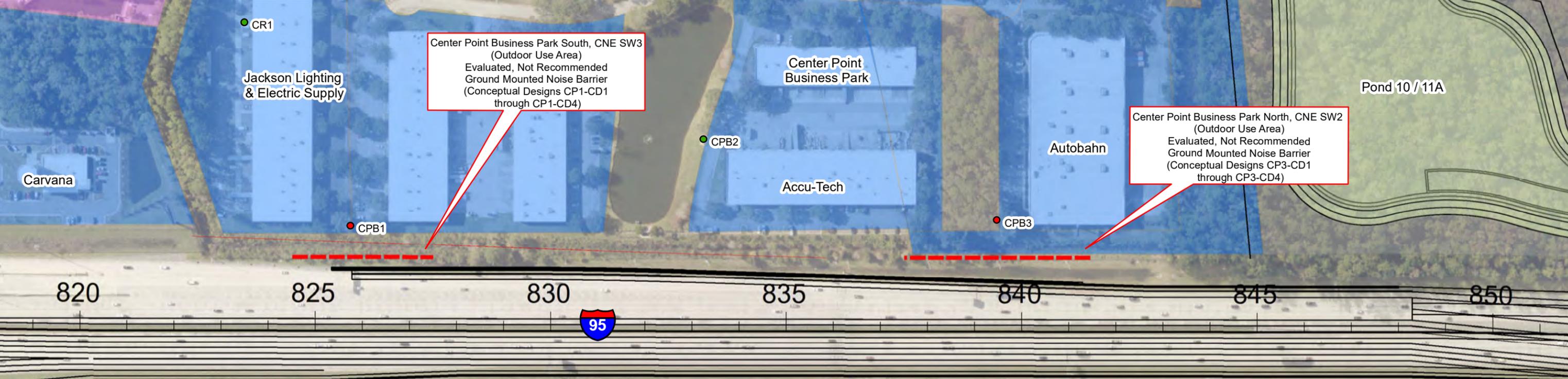


<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> █ Existing Noise Barrier to Remain █ Extension of Existing Noise Barrier █ Replacement of Existing Noise Barrier █ Supplemental Noise Barrier █ Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way █ Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> █ B: Residential, 66.0 dB(A) █ C: Other Sensitive Land Use, 66.0 dB(A) █ D: Institutional (Interior), 51.0 dB(A) █ E: Sensitive Commercial, 71.0 dB(A) █ F: Non-Sensitive Developed, N/A █ G: Vacant
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November 2021

**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 4 OF 13**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier - - - Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative - - - Proposed Right-of-Way Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 5 OF 13**

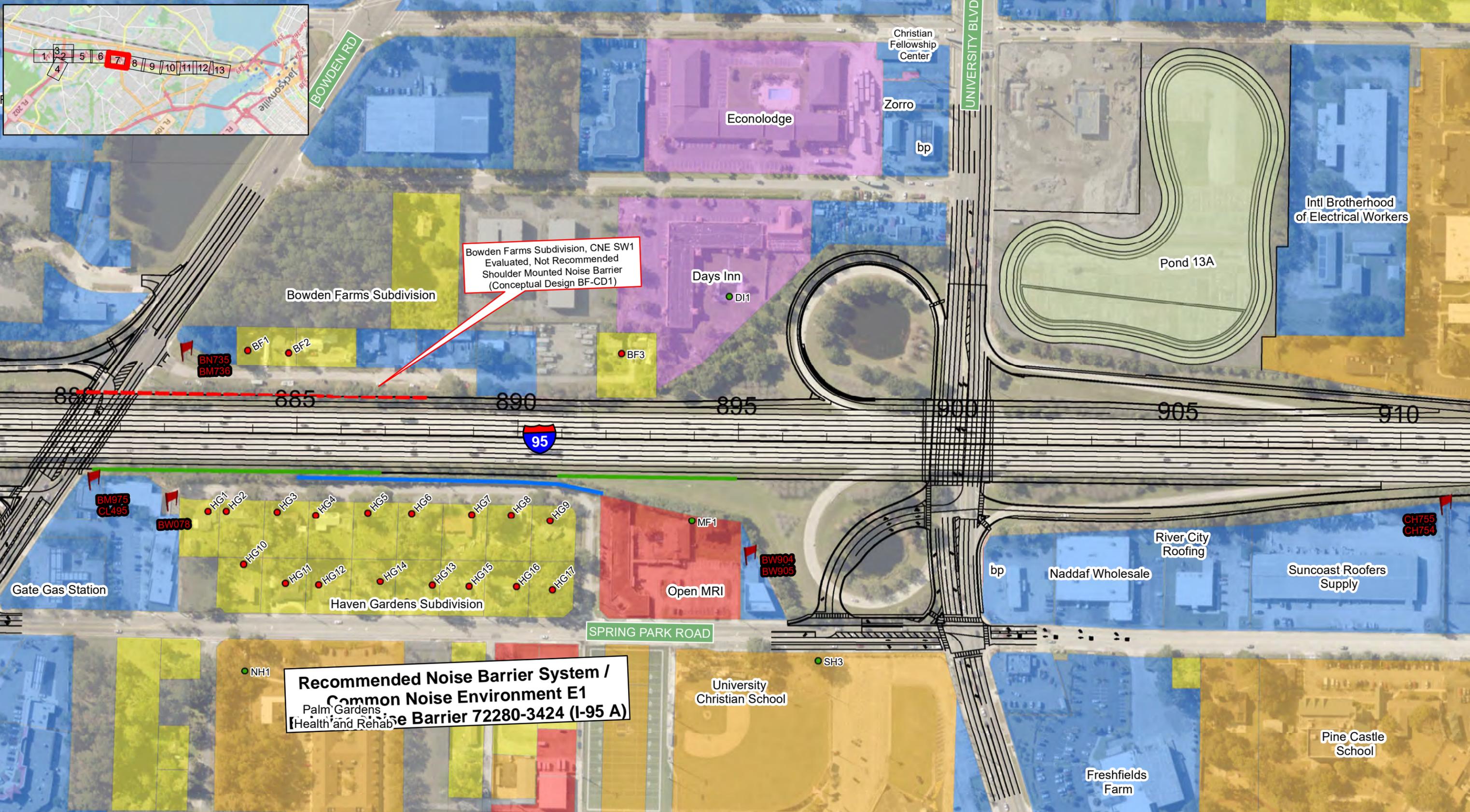


I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>▲ Outdoor Advertising Sign</p>		  <p>November 2021</p>	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 6 OF 13**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



Outdoor Advertising Sign

Receptor Sites

- Predicted Noise Levels \geq Noise Abatement Criteria
- Predicted Noise Levels $<$ Noise Abatement Criteria
- Currently Undeveloped
- To be Relocated

Noise Barriers

- Existing Noise Barrier to Remain
- Extension of Existing Noise Barrier
- Replacement of Existing Noise Barrier
- Supplemental Noise Barrier
- Not Recommended

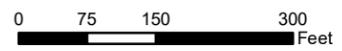
Recommended Alternative

Proposed Right-of-Way

Pond Sites (Re-evaluation No. 1)

Land Uses by Noise Activity Category

- B: Residential, 66.0 dB(A)
- C: Other Sensitive Land Use, 66.0 dB(A)
- D: Institutional (Interior), 51.0 dB(A)
- E: Sensitive Commercial, 71.0 dB(A)
- F: Non-Sensitive Developed, N/A
- G: Vacant



November 2021

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 7 OF 13**



**Recommended Noise Barrier System /
Common Noise Environment W1
Existing Noise Barrier 72280-3424 (I-95 C)**



**Recommended Noise Barrier System /
Common Noise Environment E2
Existing Noise Barrier 72280-3424 (I-95 B)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant 	<p>November 2021</p>
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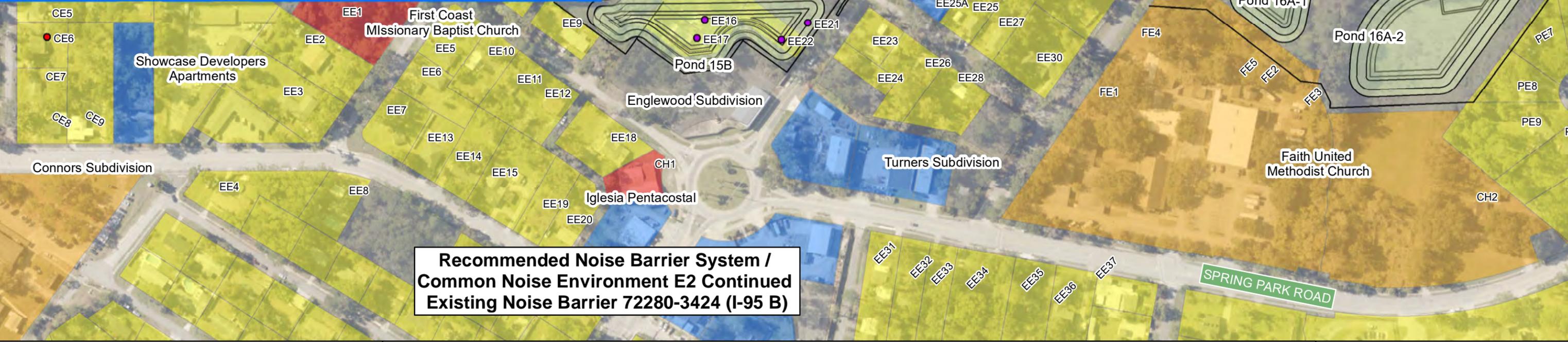
**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 8 OF 13**



**Recommended Noise Barrier System /
Common Noise Environment W1 Continued
Existing Noise Barriers 72280-3424 (I-95 C)
& 72280-3424 (I-95 F)**



**Recommended Noise Barrier System /
Common Noise Environment E2 Continued
Existing Noise Barrier 72280-3424 (I-95 B)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



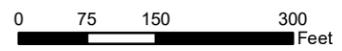
Outdoor Advertising Sign

- Receptor Sites**
- Predicted Noise Levels ≥ Noise Abatement Criteria
 - Predicted Noise Levels < Noise Abatement Criteria
 - Currently Undeveloped
 - To be Relocated

- Noise Barriers**
- Existing Noise Barrier to Remain
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Supplemental Noise Barrier
 - Not Recommended

- Recommended Alternative
- Proposed Right-of-Way
- Pond Sites (Re-evaluation No. 1)

- Land Uses by Noise Activity Category**
- B: Residential, 66.0 dB(A)
 - C: Other Sensitive Land Use, 66.0 dB(A)
 - D: Institutional (Interior), 51.0 dB(A)
 - E: Sensitive Commercial, 71.0 dB(A)
 - F: Non-Sensitive Developed, N/A
 - G: Vacant



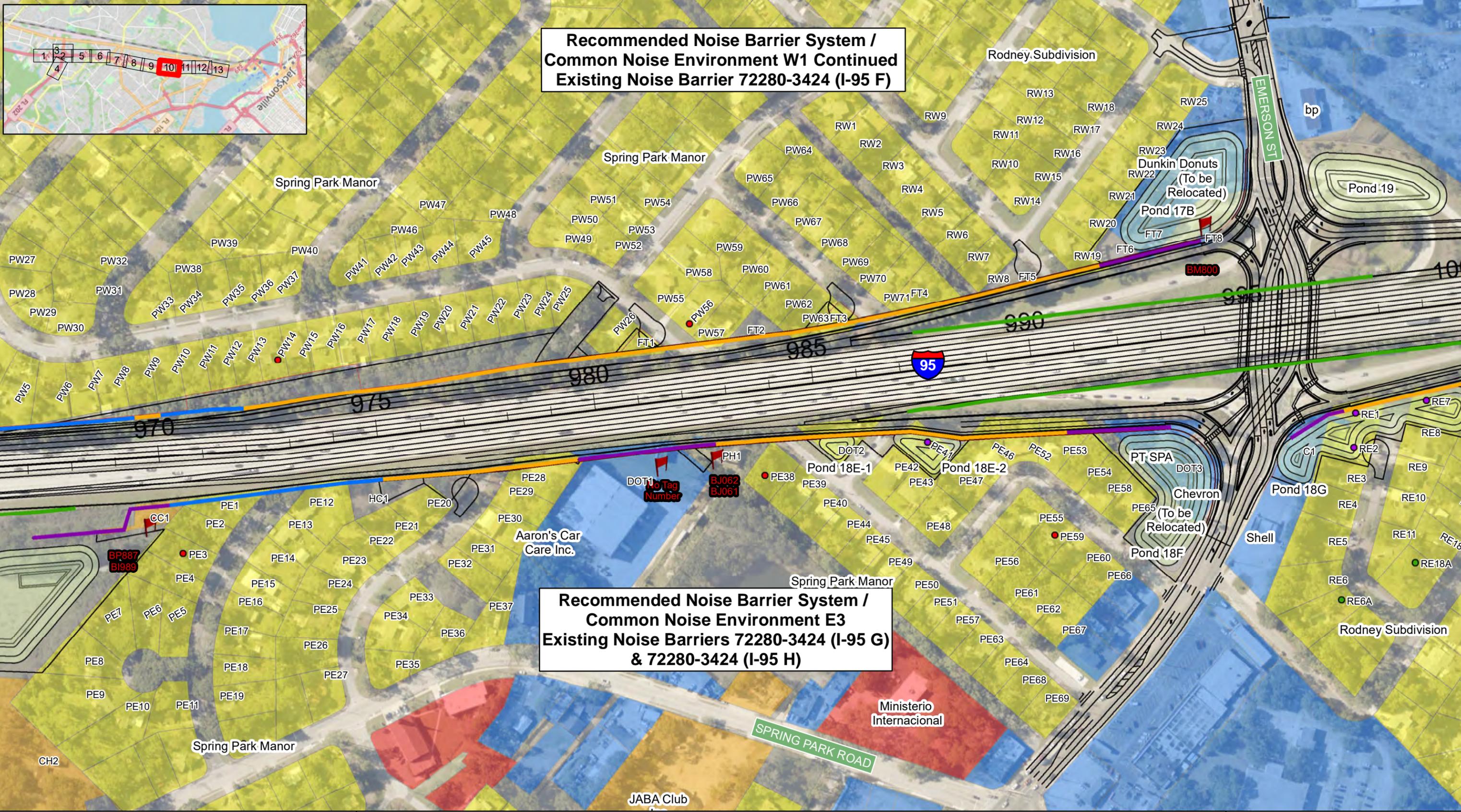
November 2021

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 9 OF 13**



**Recommended Noise Barrier System /
Common Noise Environment W1 Continued
Existing Noise Barrier 72280-3424 (I-95 F)**

**Recommended Noise Barrier System /
Common Noise Environment E3
Existing Noise Barriers 72280-3424 (I-95 G)
& 72280-3424 (I-95 H)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



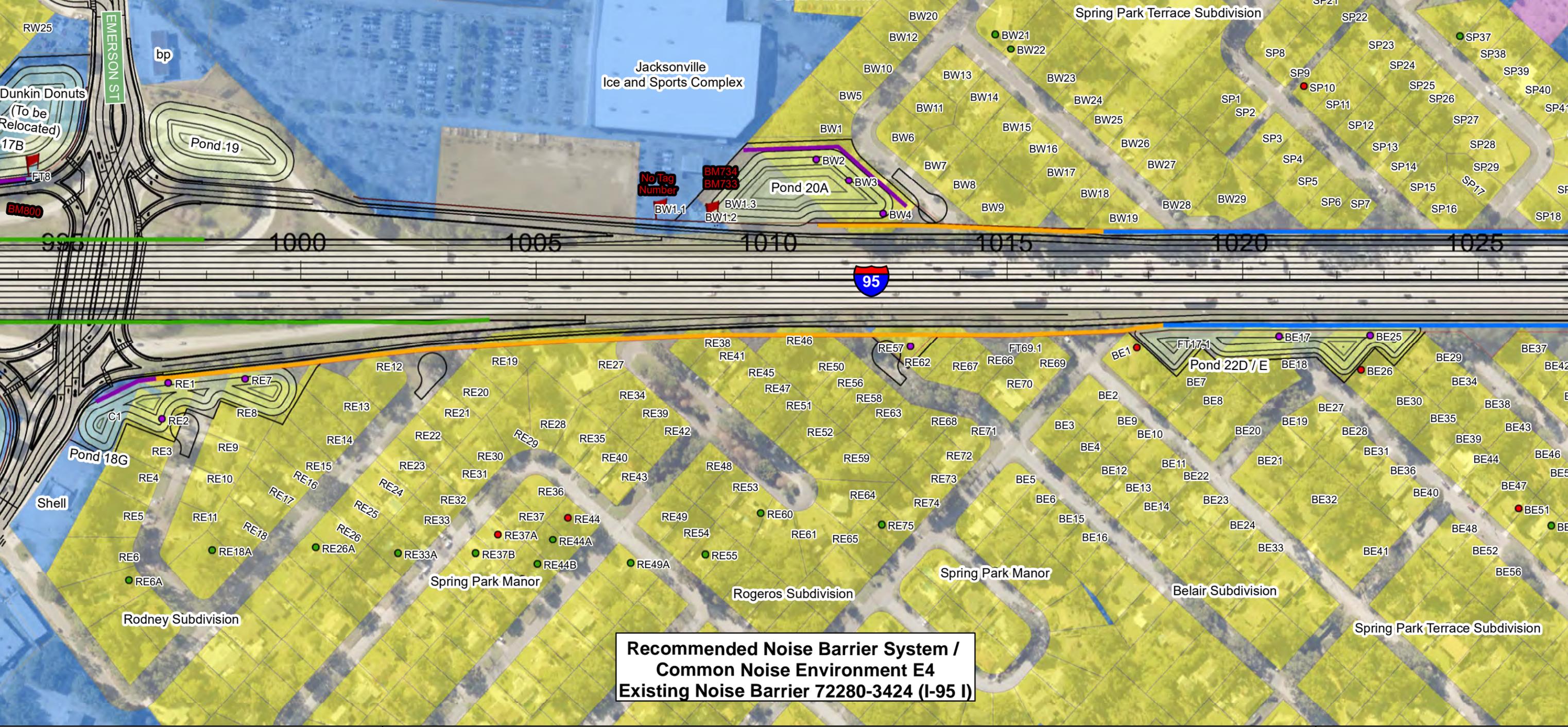
<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>▲ Outdoor Advertising Sign</p>		<p>0 75 150 300 Feet</p>	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 10 OF 13**

November 2021

**Recommended Noise Barrier System /
Common Noise Environment W2
Existing Noise Barrier 72280-3424 (I-95 J)**

**Recommended Noise Barrier System /
Common Noise Environment E4
Existing Noise Barrier 72280-3424 (I-95 I)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant

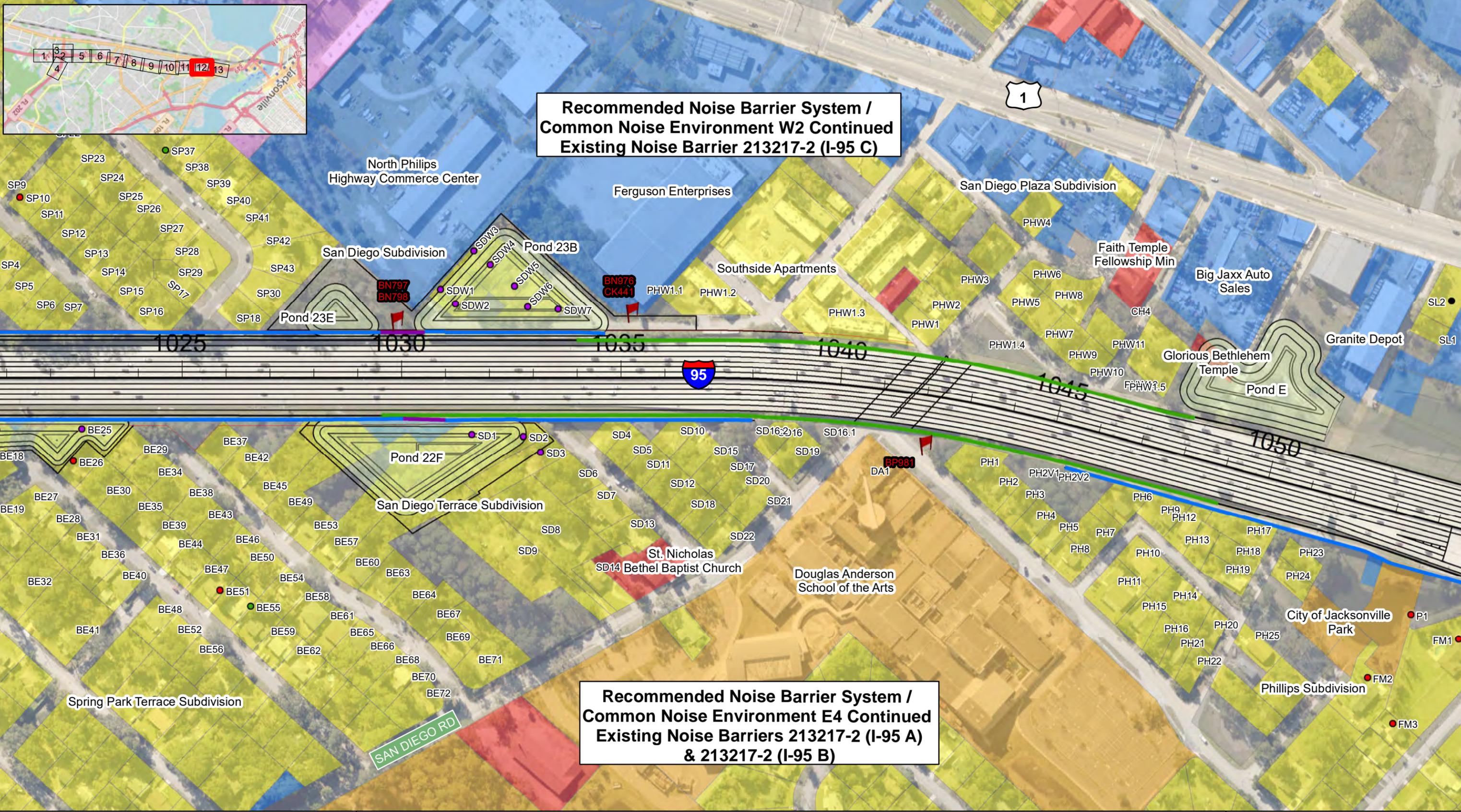
**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 11 OF 13**

November 2021



**Recommended Noise Barrier System /
Common Noise Environment W2 Continued
Existing Noise Barrier 213217-2 (I-95 C)**

**Recommended Noise Barrier System /
Common Noise Environment E4 Continued
Existing Noise Barriers 213217-2 (I-95 A)
& 213217-2 (I-95 B)**



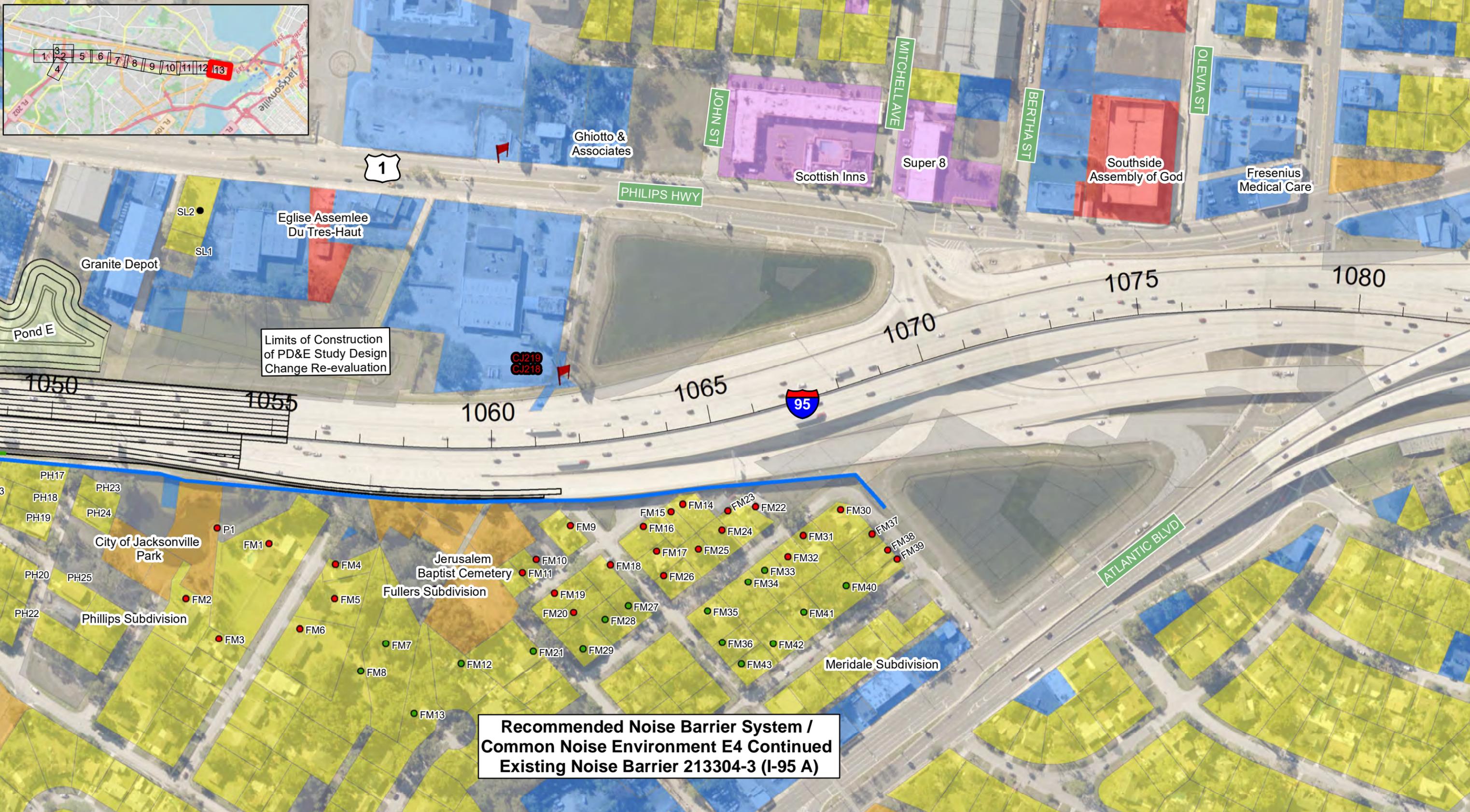
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>▬ Outdoor Advertising Sign</p>		<p>0 75 150 300 Feet</p>	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 12 OF 13**

November 2021



Limits of Construction of PD&E Study Design Change Re-evaluation

**Recommended Noise Barrier System /
Common Noise Environment E4 Continued
Existing Noise Barrier 213304-3 (I-95 A)**

I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



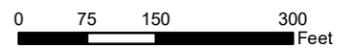
Outdoor Advertising Sign

Receptor Sites
 Predicted Noise Levels ≥ Noise Abatement Criteria
 Predicted Noise Levels < Noise Abatement Criteria
 Currently Undeveloped
 To be Relocated

Noise Barriers
 Existing Noise Barrier to Remain
 Extension of Existing Noise Barrier
 Replacement of Existing Noise Barrier
 Supplemental Noise Barrier
 Not Recommended

Recommended Alternative
 Proposed Right-of-Way
 Pond Sites (Re-evaluation No. 1)

Land Uses by Noise Activity Category
 B: Residential, 66.0 dB(A)
 C: Other Sensitive Land Use, 66.0 dB(A)
 D: Institutional (Interior), 51.0 dB(A)
 E: Sensitive Commercial, 71.0 dB(A)
 F: Non-Sensitive Developed, N/A
 G: Vacant



November 2021

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 13 OF 13**

Table 3.1-1: Summary of Traffic Noise Impacts

Location	Noise Sensitive Area(s) / (Noise Abatement Criteria Activity Category)	PD&E Noise Study (2018)		Design Change Re-evaluation No. 2 (Mainline General Use Lanes)			Net Change in Traffic Noise Impacts from 2018 PD&E Study		Common Noise Environment Designation
		Number of Impacted Site		Number of Residential Relocations	Number of Impacted Site		Number of Impacted Sites		
		Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)		Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)	Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)	
PD&E Study Noise Analysis Limits - North of Bowden Road to Atlantic Boulevard									
East of I-95 Between Bowden Road and University Boulevard	Haven Gardens / Residential (Activity Category B)	17	0	0	17	0	0	0	E1
East of I-95 Between University Boulevard and Emerson Street	Southland, Connors, Englewood, Turners Subdivisions, & Santa Monica / Residential Use Areas (Activity Category B); Faith United Methodist Church / Playground - Recreational (Activity Category C)	72	1	7	63	1	-9	0	E2
	Southland, Englewood, Spring Park Manor, & Rodney Subdivisions / Residential (Activity Category B)	53	0	1	59	0	6	0	E3
East of I-95 Between Emerson Street University and Atlantic Boulevard	Rodney, Spring Park Manor, Rogeros, Belair, Spring Park Terrace, San Diego Terrace, Phillips, Fuller, & Meridale Subdivision / Residential (Activity Category B); City of Jacksonville Park (Activity Category C)	185	1	9	188	1	3	0	E4
West of I-95 Between University Boulevard and Emerson Street	Spring Park Manor, Southland, & Englewood / Residential (Activity Category B)	145	0	1	149	0	4	0	W1
West of I-95 Between Emerson Street and Atlantic Boulevard	Belair, Spring Park Terrace, San Diego & San Diego Plaza Subdivisions / Residential (Activity Category B)	74	0	10	64	0	-10	0	W2
Total Number of Sites Approaching and Exceeding Noise Abatement Criteria (Within PD&E Noise Study Limits)		546	2	28	540	2	-6	0	---
South and East Extension of Noise Study Limits (I-95 from South of JTB to North of Bowden Road and JTB from Bonneval Road to East of Belfort Road)									
West of I-95 Between Bowden Road and University Boulevard (Activity Category B)		---	---	0	3	0	3	0	SW1 (Bowden Farms Subdivision)
West of I-95 Between South of JTB and Bowden Road (Activity Category E)		---	---	0	0	2	0	2	SW2 & SW3 (Center Point Business Park)
East of I-95 Between JTB and Bowden Road (Activity Category E)		---	---	0	0	1	0	1	SE1 (The Summit at Southpoint)
JTB East of I-95 to East of Belfort Road (Activity Category C)		---	---	0	0	1	0	1	SE2 (St. Vincent's Medical Center)
East of I-95 and South of JTB [Source: I-95 Widening PD&E Study Noise Study Report (July 2020)] (Activity Categories B and E)		---	---	0	30	1	30	1	CNEs E2 (Canopy at Belfort Park Apartments) & E3 (Concourse Business Park)
West of I-95 and South of JTB [Source: I-95 Widening PD&E Study Noise Study Report (July 2020)] (Activity Category E)		---	---	0	0	2	0	2	CNEs W3 & W4 (JP Morgan Chase North and South Buildings)
Total Number of Sites Approaching and Exceeding Noise Abatement Criteria		546	2	28	573	9	27	7	---

X:\P\Noise_Studies\I-95_JTBtoAtlantic_D2\Reevaluation\NSRA_2ndDraft\Tables\Table_3.1-1_NoiseImpactSummary_Rev1_1-30-2020.xlsx[Sheet1]

Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 1 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (\$0\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (\$0\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
East of I-95 Between Bowden Road and University Boulevard	Haven Gardens / Residential (Activity Category B)	Yes	E1	Supplemental	Shoulder Mounted	8	400	881+00	885+00	Supplemental	Shoulder Mounted	8	650	880+50	887+00	Limits Extended South due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall North of Bowden Road	17	17	17	7.6	6.3	\$252,000	\$672,000	\$39,529	Yes	Yes
				Replacement Existing (72280-3424 I-95 A)	Shoulder Mounted	14	520	885+00	890+20	Existing (72280-3424 I-95 A)	Ground Mounted	20	700	885+00	892+00	Existing Noise Barrier (520 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Existing (72280-3424 I-95 A)	Ground Mounted	20	280	889+20	892+00																	
				...	...	...	...	...	...	Supplemental	Shoulder Mounted	8	400	891+00	895+00	New Supplemental Barrier due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall				
East of I-95 Between University Boulevard and Emerson Street	Southland, Connors, Englewood, Turners Subdivisions, & Santa Monica / Residential Use Areas (Activity Category B); Faith United Methodist Church / Playground - Recreational (Activity Category C)	Yes	E2	Extension	Ground Mounted	19	350	915+00	918+40	Extension	Ground Mounted	22	350	915+00	918+40	Extension of Existing Ground Mounted Noise Barrier to the South to Provide Abatement to the Entire Neighborhood	63	55	56	12.0	6.7	\$624,000	\$2,351,100	\$41,984	Yes	Yes
				Existing (72280-3424 I-95 B)	Ground Mounted	19	135	918+40	919+50	Existing (72280-3424 I-95 B)	Ground Mounted	19	135	918+40	919+50	---										
				Replacement (Segment 1) Existing (72280-3424 I-95 B)	Ground Mounted	19	100	919+50	920+50	Replacement Existing (72280-3424 I-95 B)	Ground Mounted	19	100	919+50	920+50	---										
				Existing (72280-3424 I-95 B)	Ground Mounted	19	1,605	920+50	936+30	Existing (72280-3424 I-95 B)	Ground Mounted	19	2,895	920+50	949+20	Existing Noise Barrier (190 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Replacement (Segment 2) Existing (72280-3424 I-95 B)	Ground Mounted	19	190	936+30	938+20																	
				Existing (72280-3424 I-95 B)	Ground Mounted	19	1,100	938+20	949+20	Supplemental	Shoulder Mounted	8	2,100	947+70	968+70	Supplemental											Shoulder Mounted	8	1,400	947+00	960+50	South Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on bridges and MSE Walls; Elevated Section of I-95 North and South of Spring Glen Road
	Southland, Englewood, Spring Park Manor, & Rodney Subdivisions / Residential (Activity Category B)	Yes	E3	Supplemental	Shoulder Mounted	8	750	960+50	968+00	North Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall; Elevated Section of I-95 North of Spring Glen Road	59	50	55	11.2	7.3	\$2,000,400	\$2,279,700	\$41,449	Yes	Yes
				Extension	Ground Mounted	19	330	967+00	970+10	Extension	Ground Mounted	22	330	967+00	970+10	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood										
				Existing (72280-3424 I-95 G)	Ground Mounted	19	490	970+10	975+00	Existing (72280-3424 I-95 G)	Ground Mounted	19	490	970+10	975+00	---										
				Replacement (Existing 72280-3424 I-95 G)	Ground Mounted	19	450	975+00	979+50	Replacement (Existing 72280-3424 I-95 G)	Ground Mounted	22	450	975+00	979+50	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	19	310	979+50	982+60	Extension	Ground Mounted	22	310	979+50	982+60	Height Increased to 22 feet to Maximize Benefits										
				Replacement (Existing 72280-3224 I-95 H)	Ground Mounted	19	800	982+60	990+50	Replacement (Existing 72280-3224 I-95 H)	Ground Mounted	22	800	982+60	990+50	Height Increased to 22 feet to Maximize Benefits										
Extension				Ground Mounted	19	150	990+50	992+00	Extension	Ground Mounted	22	250	990+50	993+00	Extended 100 feet to the North and Increased Height 22' to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to North to Provide Abatement to the Entire Neighborhood											
Supplemental	Shoulder Mounted	8	1,840	986+60	1005+00	Supplemental	Shoulder Mounted	8	1,700	987+00	1004+00	South and North Limits Modified Slightly due to Design Changes: Elevated Section of I-95 North and South of Emerson Road; I-95 Northbound Outside Shoulder on Bridge and MSE Walls														

Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 2 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (90\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
West of I-95 Between University Boulevard and Emerson Street	Spring Park Manor, Southland, & Englewood / Residential (Activity Category B)	Yes	W1	Extension	Ground Mounted	20.5	340	915+00	918+40	Extension	Ground Mounted	22	340	915+00	918+40	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	149	132	155	12.9	7.4	\$2,404,500	\$4,576,950	\$29,529	Yes	Yes
				Existing (72280-3424 I-95 C)	Ground Mounted	20.5	1,790	918+40	936+30	Existing (72280-3424 I-95 C)	Ground Mounted	20.5	1,790	918+40	936+30	---										
					Ground Mounted	19	950	936+30	945+80		Ground Mounted	19	950	936+30	945+80	---										
				Replacement Existing (72280-3424 I-95 C)	Ground Mounted	19	320	945+80	949+00	Ground Mounted	19	320	945+00	949+00	Existing Noise Barrier (320 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement											
				Supplemental	Shoulder Mounted	8	1,800	948+00	966+00	Supplemental	Shoulder Mounted	8	1,800	948+00	966+00	Elevated Section of I-95 North and South of Spring Glen Road										
				Replacement Existing (72280-3424 I-95 F)	Ground Mounted	19	2,640	965+50	991+80	Existing (72280-3424 I-95 F)	Ground Mounted	19	425	965+45	969+65	Existing Noise Barrier (425 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Replacement Existing (72280-3424 I-95 F)	Ground Mounted	19	50	969+65	970+15	---										
										Existing (72280-3424 I-95 F)	Ground Mounted	19	185	970+15	972+00	Existing Noise Barrier (185 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Replacement Existing (72280-3424 I-95 F)	Ground Mounted	22	1,980	972+00	991+80	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	19	240	991+80	994+20	Extension	Ground Mounted	22	240	991+80	994+20	Height Increased to 22 feet to Maximize Benefits										
Supplemental	Shoulder Mounted	8	760	987+40	995+00	Supplemental	Shoulder Mounted	8	1,060	987+40	998+00	Northern Limit Increased by 300 feet due to Design Changes and to Maximize Benefits														
East of I-95 Between Emerson Street and Atlantic Boulevard	Rodney, Spring Park Manor, Rogeros, Belair, Spring Park Terrace, San Diego Terrace, Phillips, Fuller, & Meridale Subdivision / Residential (Activity Category B)	Yes	E4	Extension	Ground Mounted	20	120	995+70	996+90	Extension	Ground Mounted	22	120	995+70	996+90	Height Increase to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	188	159	183	16.2	7.7	\$2,019,600	\$4,479,600	\$24,479	Yes	Yes
				Replacement Existing (213217-2 I-95 I)	Ground Mounted (Includes 100 foot Gap)	20	3,580	996+90	1032+70	Replacement Existing (213217-2 I-95 I)	Ground Mounted	22	2,140	996+90	1018+34	Amount of Replacement Noise Barrier Reduced by 1,440 feet from 3,580 feet to 2,140 feet; Height Increased to 22 feet to Maximize Benefits										
				Existing (213217-2 I-95 I & I-95 A)	Ground Mounted	20	530	1032+70	1038+00	Existing (213217-2 I-95 I & I-95 A)	Ground Mounted	20	1,170	1018+34	1030+04	Existing Noise Barrier (1,170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Extension	Ground Mounted	20	100	1030+04	1031+04	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
										Existing (213217-2 I-95 A)	Ground Mounted	20	700	1031+04	1038+00	Existing Noise Barrier (170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	950	1037+00	1046+50	Supplemental	Shoulder Mounted	8	1,950	1029+50	1049+00	Extended South and North due to Design Changes (Proposed Increases in I-95 Roadway Profiles); Elevated Section of I-95 over San Diego Road										
				Existing (213217-2 I-95 B)	Ground Mounted	20	2,230	1045+50	1067+80	Existing (213217-2 I-95 B)	Ground Mounted	20	2,230	1045+50	1067+80	Existing Overland Noise Barrier North of San Diego Road Not to be Modified										

Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 3 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (90\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
West of I-95 Between Emerson Street and Atlantic Boulevard	Belair, Spring Park Terrace, San Diego & San Diego Plaza Subdivisions / Residential (Activity Category B)	Yes	W2	Extension	Ground Mounted	20	400	1007+00	1011+00	Extension	Ground Mounted	22	390	1009+40	1012+85	---	64	58	60	12.2	7.4	\$1,062,000	\$1,983,600	\$33,060	Yes	Yes
				Replacement Existing (72280-3424 I-95 J & I-95 B)	Ground Mounted (Includes 110 foot Gap)	18	2,000	1011+00	1031+00	Replacement	Ground Mounted	22	610	1012+85	1017+00	Amount of Replacement Noise Barrier Reduced by 1,660 feet from 2,270 feet to 610 feet										
						20	380	1031+00	1034+80	Existing (72280-3424 I-95 J)	Ground Mounted	18	1,240	1017+00	1029+44	Existing Noise Barrier (1,240 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Extension	Ground Mounted	20	110	1029+44	1030+53	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
						Supplemental	Shoulder Mounted	8	1,400	1034+00	1048+00	Existing (213217-2 I-95 B)	Ground Mounted	20	420	1030+53											1034+80	Existing Noise Barrier (420 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement
				Supplemental	Shoulder Mounted							8	1,400	1034+00	1048+00	I-95 Southbound Outside Shoulder on MSE Wall										
Other Locations Evaluated for Noise Barriers (Locations were not Evaluated during I-95 Express Lanes PD&E Study for Traffic Impacts or Noise Barriers)																										
West of I-95 Between Bowden Road and University Boulevard	Bowden Farms Subdivision / Residential (Activity Category B)	No	SW1	---	---	---	---	---	---	New Noise Barrier Analysis	Shoulder Mounted	8	800	880+00	888+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design does not meet the 7.0 dB(A) Noise Reduction Design Goal	2	0	0	---	---	\$192,000	---	---	No	No
East of I-95 Between J. Turner Butler Boulevard and Bowden Road	The Summit at Southpoint / Outdoor Use Area (Activity Category E)	No	SE1	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	600	850+50	856+50	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.6	6.3	\$324,000	---	---	No	No
West of I-95 Between J. Turner Butler Boulevard and Bowden Road	Center Point Business Park - South of Autobahn Building / Outdoor Use Area (Activity Category E)	No	SW2	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	400	837+00	841+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.0	7.0	\$216,000	---	---	No	No
	Center Point Business Park - North of Jackson Lighting Building / Outdoor Use Area (Activity Category E)	No	SW3	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	300	824+00	827+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.1	7.1	\$162,000	---	---	No	No
North of J. Turner Butler Boulevard and East of Belfort Road	St. Vincent's Medical Center / Recreational Trail (Activity Category C)	No	SE2	---	---	---	---	---	---	New Noise Barrier Analysis	Shoulder Mounted	8	200	141+00 (JTB)	143+00 (JTB)	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	10.2	7.4	\$361,200	---	---	No	No
				---	---	---	---	---	---		Ground Mounted	12	870	146+00 (JTB)	24+50 (Belfort Road)											
I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 (Financial Project ID Number: 446153-1) - Noise Barrier Recommended for further Consideration in the Project's Design Phase																										
East of I-95 Between Baymeadows Road and Belfort Road	Canopy at Belfort Park Apartments (Activity Category B)	No	CNE E2	---	---	---	---	---	---	Recommended Noise Barrier (PD&E Noise Study Report - September 2020)	Ground Mounted	22	1,190	1036+40	1048+20	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase: Meets both FDOT's 7.0 dB(A) Noise Reduction Goal and Reasonable Cost Criteria	30	30	44	9.4	6.9	---	\$785,400	\$17,850	Yes	Yes

Note: Existing noise walls that are physically impacted by the project improvements and proposed to be replaced are highlighted in yellow; Proposed extension of existing noise barriers and supplemental noise barriers are highlighted in green.

Note: The Traffic Noise Analysis & Evaluation of Noise Barriers along I-95 South of J. Turner Butler Boulevard (JTB) were Completed as part of the I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 - Financial Project ID (FPID) Number: 446153-1 and Presented in the I-95 PD&E Noise Study Study from I-295 (SR 9A) to SR 202 (JTB) (FPID Number: 435577-1)

See Appendix A for Relevant Pages from the I-95 Widening PD&E Study Noise Study Report (July 2020)

Recommended noise barriers from FPID Nos. 446153-1 / 435577-1 will be further evaluated in the design phase as a separate project from FPID Number: 432259-2

Noise Study Area 6 - West of I-95 between Baymeadows Way W and J. Turner Butler Boulevard

FPID Number: 446153-1 (See Note) JP Morgan Chase South Building, CNE W3 (Outdoor Use Area- Pavilion) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs JP1-CD1 through JP1-CD5)

FPID Number: 446153-1 (See Note) JP Morgan Chase North Building, CNE W4 (Outdoor Use Area) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs JP3-CD1 through JP3-CD5)

Existing 22' Tall Ground Mounted Noise Barrier ID: 416501-4 (I-95 A)

Center Point Business Park South, CNE SW3 (Outdoor Use Area) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs CP1-CD1 through CP1-CD4)

Center Point Business Park North, CNE SW2 (Outdoor Use Area) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs CP3-CD1 through CP3-CD4)

Begin Project FPID Number: 432259-2-22-01

FPID Number: 446153-1 (See Note) Canopy at Belfort Park Apartments, CNE E2 Recommended 22' Tall Ground Mounted Noise Barrier (Conceptual Design CBP-CD6)

FPID Number: 446153-1 (See Note) Concourse Business Park, CNE E3 (Outdoor Use Area) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs CB-CD1 through CB-CD4)

Existing 22' Tall Ground Mounted Noise Barrier ID: 419501-4 (I-95 B)

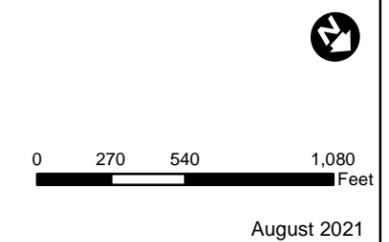
The Summit at Southpoint, CNE SE1 (Outdoor Use Area) Evaluated, Not Recommended Ground Mounted Noise Barrier (Conceptual Designs SS-CD1 through SS-CD4)

St. Vincent's Medical Center, CNE SE2 (Recreational Trail) Evaluated, Not Recommended Ground and Shoulder Mounted Noise Barriers (Conceptual Designs SV-CD1 through SV-CD5)

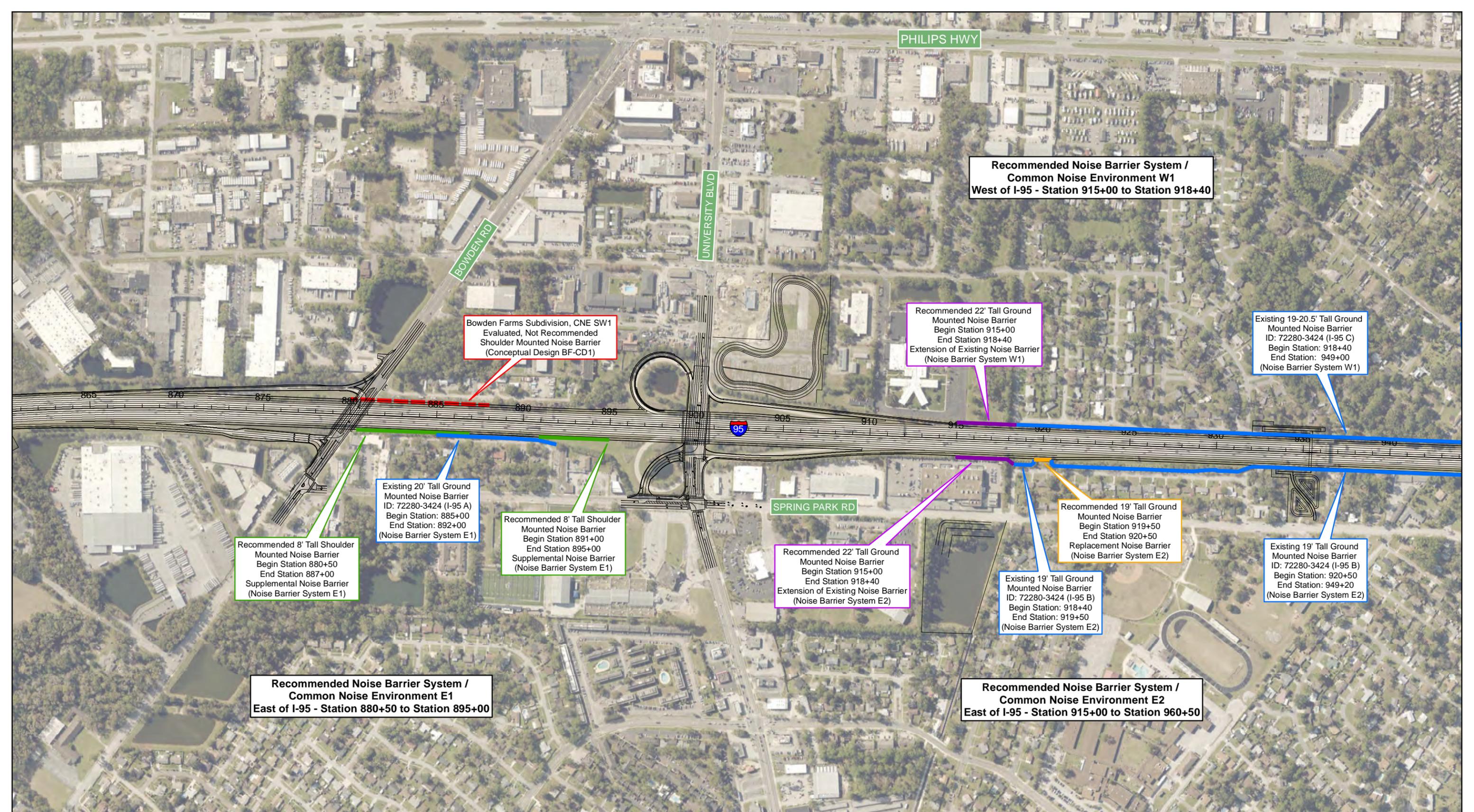
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



- Recommended Alternative
- Noise Barriers**
 - Existing Noise Barrier to Remain
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Supplemental Noise Barrier
 - Not Recommended



**FIGURE 5-1
RECOMMENDED NOISE
BARRIER MAP
SHEET 1 OF 4**



**Recommended Noise Barrier System /
Common Noise Environment W1
West of I-95 - Station 915+00 to Station 918+40**

Bowden Farms Subdivision, CNE SW1
Evaluated, Not Recommended
Shoulder Mounted Noise Barrier
(Conceptual Design BF-CD1)

Recommended 22' Tall Ground
Mounted Noise Barrier
Begin Station 915+00
End Station 918+40
Extension of Existing Noise Barrier
(Noise Barrier System W1)

Existing 19-20.5' Tall Ground
Mounted Noise Barrier
ID: 72280-3424 (I-95 C)
Begin Station: 918+40
End Station: 949+00
(Noise Barrier System W1)

Existing 20' Tall Ground
Mounted Noise Barrier
ID: 72280-3424 (I-95 A)
Begin Station: 885+00
End Station: 892+00
(Noise Barrier System E1)

Recommended 8' Tall Shoulder
Mounted Noise Barrier
Begin Station 891+00
End Station 895+00
Supplemental Noise Barrier
(Noise Barrier System E1)

Recommended 22' Tall Ground
Mounted Noise Barrier
Begin Station 915+00
End Station 918+40
Extension of Existing Noise Barrier
(Noise Barrier System E2)

Recommended 19' Tall Ground
Mounted Noise Barrier
Begin Station 919+50
End Station 920+50
Replacement Noise Barrier
(Noise Barrier System E2)

Existing 19' Tall Ground
Mounted Noise Barrier
ID: 72280-3424 (I-95 B)
Begin Station: 920+50
End Station: 949+20
(Noise Barrier System E2)

Recommended 8' Tall Shoulder
Mounted Noise Barrier
Begin Station 880+50
End Station 887+00
Supplemental Noise Barrier
(Noise Barrier System E1)

Existing 19' Tall Ground
Mounted Noise Barrier
ID: 72280-3424 (I-95 B)
Begin Station: 918+40
End Station: 919+50
(Noise Barrier System E2)

**Recommended Noise Barrier System /
Common Noise Environment E1
East of I-95 - Station 880+50 to Station 895+00**

**Recommended Noise Barrier System /
Common Noise Environment E2
East of I-95 - Station 915+00 to Station 960+50**

I-95 (SR-9) from SR 202 (J. Turner Blvd)
to Atlantic Blvd PD&E Study
Re-evaluation No. 2
(Mainline GU Lanes)
Duval County, Florida
FPID: 432259-2-52-01



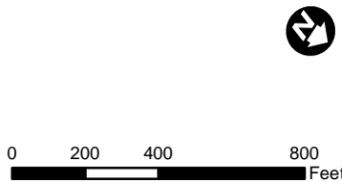
Recommended Alternative

Noise Barriers

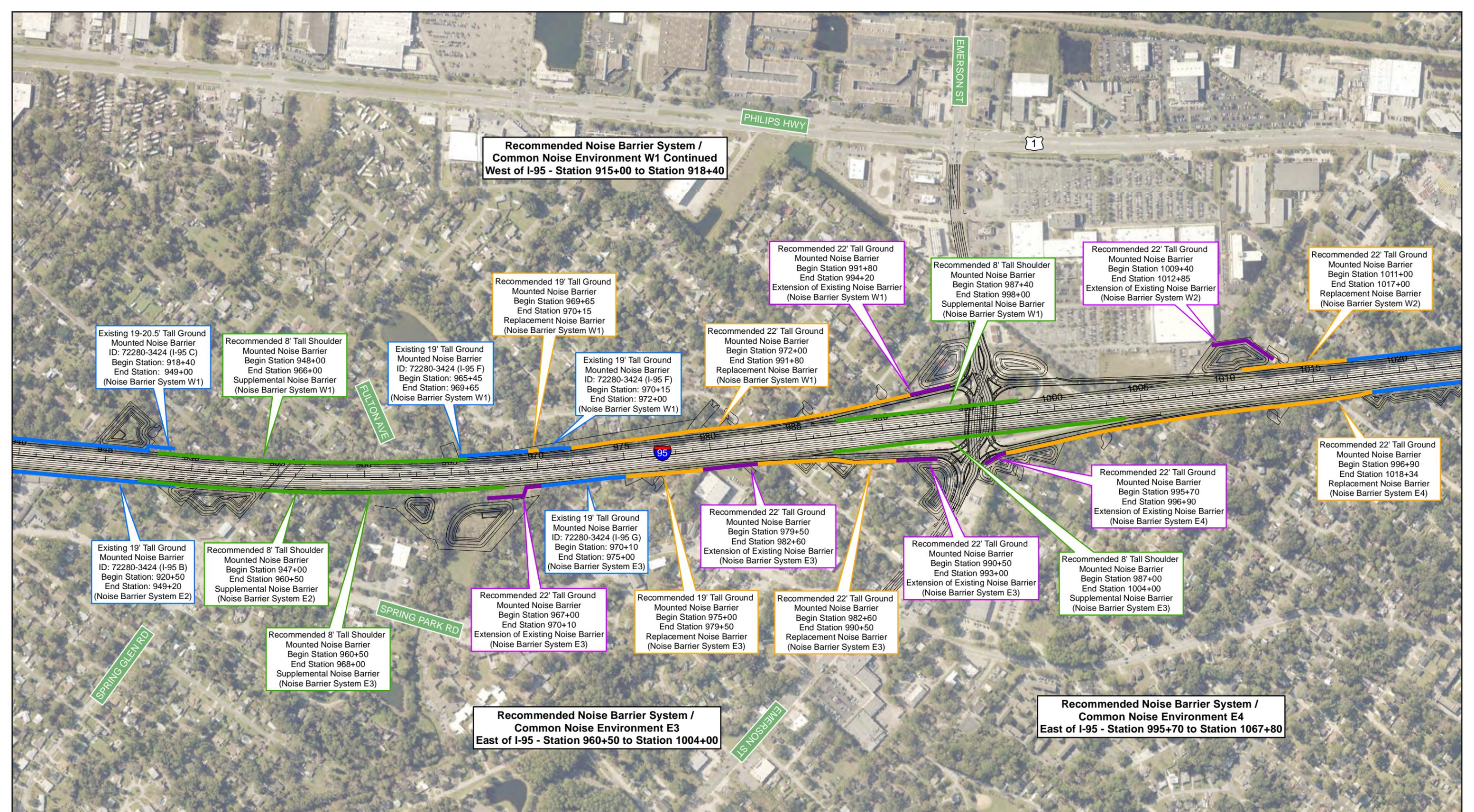
- Existing Noise Barrier to Remain
- Extension of Existing Noise Barrier

— Replacement of Existing Noise Barrier

- Supplemental Noise Barrier
- Not Recommended



**FIGURE 5-1
RECOMMENDED NOISE
BARRIER MAP
SHEET 2 OF 4**



**Recommended Noise Barrier System /
Common Noise Environment W1 Continued
West of I-95 - Station 915+00 to Station 918+40**

**Recommended Noise Barrier System /
Common Noise Environment E3
East of I-95 - Station 960+50 to Station 1004+00**

**Recommended Noise Barrier System /
Common Noise Environment E4
East of I-95 - Station 995+70 to Station 1067+80**

Existing 19-20.5' Tall Ground Mounted Noise Barrier ID: 72280-3424 (I-95 C) Begin Station: 918+40 End Station: 949+00 (Noise Barrier System W1)

Recommended 8' Tall Shoulder Mounted Noise Barrier Begin Station 948+00 End Station 966+00 Supplemental Noise Barrier (Noise Barrier System W1)

Existing 19' Tall Ground Mounted Noise Barrier ID: 72280-3424 (I-95 F) Begin Station: 965+45 End Station: 969+65 (Noise Barrier System W1)

Recommended 19' Tall Ground Mounted Noise Barrier Begin Station 969+65 End Station 970+15 Replacement Noise Barrier (Noise Barrier System W1)

Existing 19' Tall Ground Mounted Noise Barrier ID: 72280-3424 (I-95 F) Begin Station: 970+15 End Station: 972+00 (Noise Barrier System W1)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 972+00 End Station 991+80 Replacement Noise Barrier (Noise Barrier System W1)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 991+80 End Station 994+20 Extension of Existing Noise Barrier (Noise Barrier System W1)

Recommended 8' Tall Shoulder Mounted Noise Barrier Begin Station 987+40 End Station 998+00 Supplemental Noise Barrier (Noise Barrier System W1)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 1009+40 End Station 1012+85 Extension of Existing Noise Barrier (Noise Barrier System W2)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 1011+00 End Station 1017+00 Replacement Noise Barrier (Noise Barrier System W2)

Existing 19' Tall Ground Mounted Noise Barrier ID: 72280-3424 (I-95 B) Begin Station: 920+50 End Station: 949+20 (Noise Barrier System E2)

Recommended 8' Tall Shoulder Mounted Noise Barrier Begin Station 947+00 End Station 960+50 Supplemental Noise Barrier (Noise Barrier System E2)

Existing 19' Tall Ground Mounted Noise Barrier ID: 72280-3424 (I-95 G) Begin Station: 970+10 End Station: 975+00 (Noise Barrier System E3)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 967+00 End Station 970+10 Extension of Existing Noise Barrier (Noise Barrier System E3)

Recommended 19' Tall Ground Mounted Noise Barrier Begin Station 975+00 End Station 979+50 Replacement Noise Barrier (Noise Barrier System E3)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 979+50 End Station 982+60 Extension of Existing Noise Barrier (Noise Barrier System E3)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 982+60 End Station 990+50 Replacement Noise Barrier (Noise Barrier System E3)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 990+50 End Station 993+00 Extension of Existing Noise Barrier (Noise Barrier System E3)

Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 995+70 End Station 996+90 Extension of Existing Noise Barrier (Noise Barrier System E4)

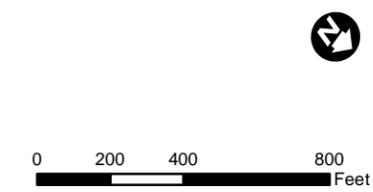
Recommended 22' Tall Ground Mounted Noise Barrier Begin Station 996+90 End Station 1018+34 Replacement Noise Barrier (Noise Barrier System E4)

Recommended 8' Tall Shoulder Mounted Noise Barrier Begin Station 987+00 End Station 1004+00 Supplemental Noise Barrier (Noise Barrier System E3)

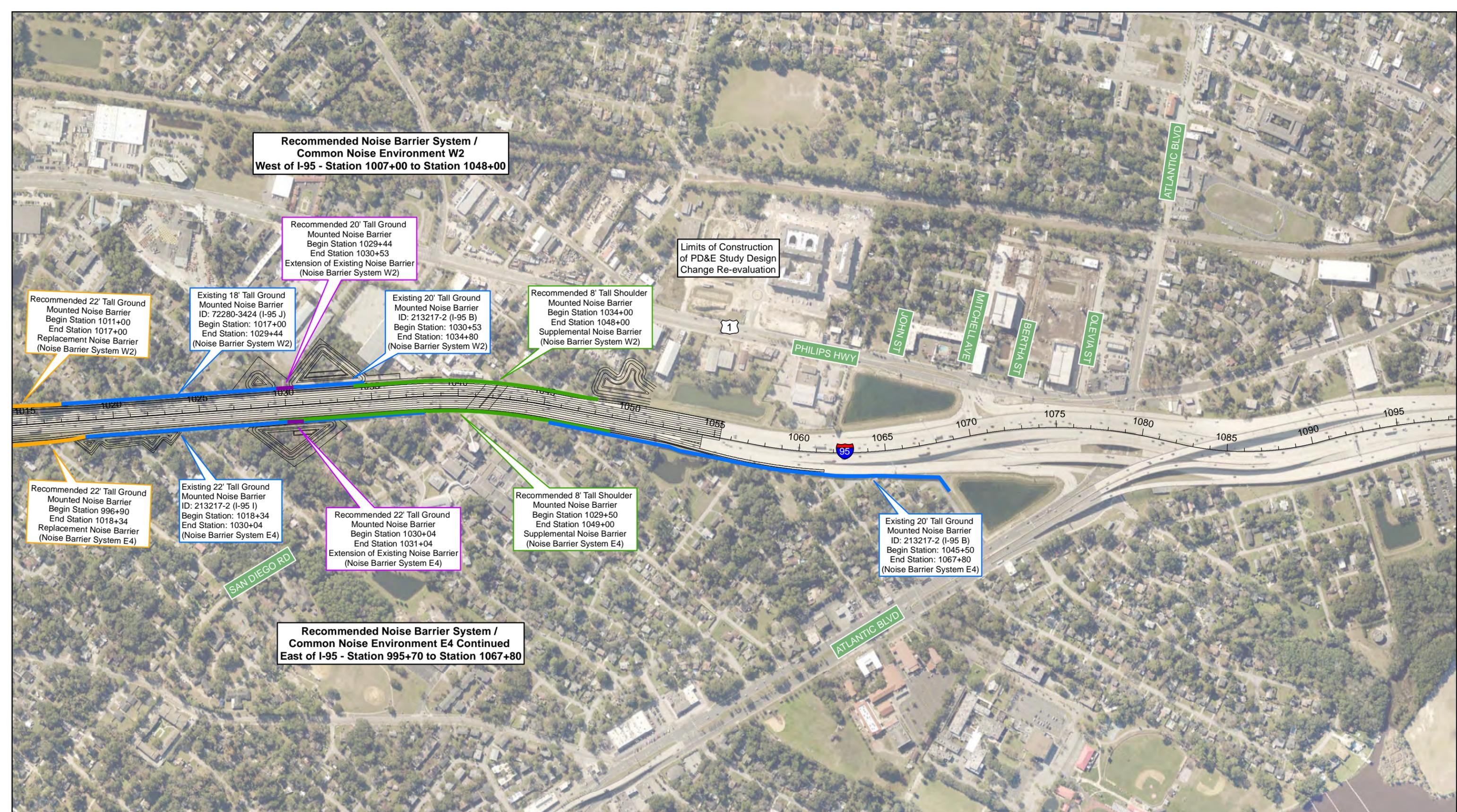
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



- Recommended Alternative
- Noise Barriers**
- Existing Noise Barrier to Remain
 - Supplemental Noise Barrier
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Not Recommended



**FIGURE 5-1
RECOMMENDED NOISE
BARRIER MAP
SHEET 3 OF 4**



**Recommended Noise Barrier System /
Common Noise Environment W2
West of I-95 - Station 1007+00 to Station 1048+00**

Recommended 20' Tall Ground
Mounted Noise Barrier
Begin Station 1029+44
End Station 1030+53
Extension of Existing Noise Barrier
(Noise Barrier System W2)

Recommended 22' Tall Ground
Mounted Noise Barrier
Begin Station 1011+00
End Station 1017+00
Replacement Noise Barrier
(Noise Barrier System W2)

Existing 18' Tall Ground
Mounted Noise Barrier
ID: 72280-3424 (I-95 J)
Begin Station: 1017+00
End Station: 1029+44
(Noise Barrier System W2)

Existing 20' Tall Ground
Mounted Noise Barrier
ID: 213217-2 (I-95 B)
Begin Station: 1030+53
End Station: 1034+80
(Noise Barrier System W2)

Recommended 8' Tall Shoulder
Mounted Noise Barrier
Begin Station 1034+00
End Station 1048+00
Supplemental Noise Barrier
(Noise Barrier System W2)

Limits of Construction
of PD&E Study Design
Change Re-evaluation

Recommended 22' Tall Ground
Mounted Noise Barrier
Begin Station 996+90
End Station 1018+34
Replacement Noise Barrier
(Noise Barrier System E4)

Existing 22' Tall Ground
Mounted Noise Barrier
ID: 213217-2 (I-95 I)
Begin Station: 1018+34
End Station: 1030+04
(Noise Barrier System E4)

Recommended 22' Tall Ground
Mounted Noise Barrier
Begin Station 1030+04
End Station 1031+04
Extension of Existing Noise Barrier
(Noise Barrier System E4)

Recommended 8' Tall Shoulder
Mounted Noise Barrier
Begin Station 1029+50
End Station 1049+00
Supplemental Noise Barrier
(Noise Barrier System E4)

Existing 20' Tall Ground
Mounted Noise Barrier
ID: 213217-2 (I-95 B)
Begin Station: 1045+50
End Station: 1067+80
(Noise Barrier System E4)

**Recommended Noise Barrier System /
Common Noise Environment E4 Continued
East of I-95 - Station 995+70 to Station 1067+80**

I-95 (SR-9) from SR 202 (J. Turner Blvd)
to Atlantic Blvd PD&E Study
Re-evaluation No. 2
(Mainline GU Lanes)
Duval County, Florida
FPID: 432259-2-52-01



Recommended Alternative

Noise Barriers

- Existing Noise Barrier to Remain
- Extension of Existing Noise Barrier

- Replacement of Existing Noise Barrier
- Supplemental Noise Barrier
- Not Recommended



**FIGURE 5-1
RECOMMENDED NOISE
BARRIER MAP
SHEET 4 OF 4**

Table 5-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study Design Change Re-evaluation No. 2 (Mainline GU Lanes) Build Alternative (Sheet 1 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	Noise Barrier Recommendations							Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (30\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Comments										
East of I-95 Between Bowden Road and University Boulevard	Haven Gardens / Residential (Activity Category B)	Yes	E1	Supplemental	Shoulder Mounted	8	650	880+50	887+00	Limits Extended South due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall North of Bowden Road	17	17	17	7.6	6.3	\$252,000	\$672,000	\$39,529	Yes	Yes
				Existing (72280-3424 I-95 A)	Ground Mounted	20	700	885+00	892+00	Existing Noise Barrier (520 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	400	891+00	895+00	New Supplemental Barrier due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall										
East of I-95 Between University Boulevard and Emerson Street	Southland, Connors, Englewood, Turners Subdivisions, & Santa Monica / Residential Use Areas (Activity Category B); Faith United Methodist Church / Playground - Recreational (Activity Category C)	Yes	E2	Extension	Ground Mounted	22	350	915+00	918+40	Extension of Existing Ground Mounted Noise Barrier to the South to Provide Abatement to the Entire Neighborhood	63	55	56	12.0	6.7	\$624,000	\$2,351,100	\$41,984	Yes	Yes
				Existing (72280-3424 I-95 B)	Ground Mounted	19	135	918+40	919+50	---										
				Replacement Existing (72280-3424 I-95 B)	Ground Mounted	19	100	919+50	920+50	---										
				Existing (72280-3424 I-95 B)	Ground Mounted	19	2,895	920+50	949+20	Existing Noise Barrier (190 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	1,400	947+00	960+50	South Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on bridges and MSE Walls; Elevated Section of I-95 North and South of Spring Glen Road										
	Southland, Englewood, Spring Park Manor, & Rodney Subdivisions / Residential (Activity Category B)	Yes	E3	Supplemental	Shoulder Mounted	8	750	960+50	968+00	North Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall; Elevated Section of I-95 North of Spring Glen Road	59	50	55	11.2	7.3	\$2,000,400	\$2,279,700	\$41,449	Yes	Yes
				Extension	Ground Mounted	22	330	967+00	970+10	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood										
				Existing (72280-3424 I-95 G)	Ground Mounted	19	490	970+10	975+00	---										
				Replacement (Existing 72280-3424 I-95 G)	Ground Mounted	22	450	975+00	979+50	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	22	310	979+50	982+60	Height Increased to 22 feet to Maximize Benefits										
				Replacement (Existing 72280-3224 I-95 H)	Ground Mounted	22	800	982+60	990+50	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	22	250	990+50	993+00	Extended 100 feet to the North and Increased Height 22' to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to North to Provide Abatement to the Entire Neighborhood										
				Supplemental	Shoulder Mounted	8	1,700	987+00	1004+00	South and North Limits Modified Slightly due to Design Changes: Elevated Section of I-95 North and South of Emerson Road; I-95 Northbound Outside Shoulder on Bridge and MSE Walls										

Table 5-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study Design Change Re-evaluation No. 2 (Mainline GU Lanes) Build Alternative (Sheet 2 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	Noise Barrier Recommendations							Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (30\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Comments										
West of I-95 Between University Boulevard and Emerson Street	Spring Park Manor, Southland, & Englewood / Residential (Activity Category B)	Yes	W1	Extension	Ground Mounted	22	340	915+00	918+40	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	149	132	155	12.9	7.4	\$2,404,500	\$4,576,950	\$29,529	Yes	Yes
				Existing (72280-3424 I-95 C)	Ground Mounted	20.5	1,790	918+40	936+30	---										
					Ground Mounted	19	950	936+30	945+80	---										
					Ground Mounted	19	320	945+00	949+00	Existing Noise Barrier (320 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	1,800	948+00	966+00	Elevated Section of I-95 North and South of Spring Glen Road										
				Existing (72280-3424 I-95 F)	Ground Mounted	19	425	965+45	969+65	Existing Noise Barrier (425 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Replacement Existing (72280-3424 I-95 F)	Ground Mounted	19	50	969+65	970+15	---										
				Existing (72280-3424 I-95 F)	Ground Mounted	19	185	970+15	972+00	Existing Noise Barrier (185 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Replacement Existing (72280-3424 I-95 F)	Ground Mounted	22	1,980	972+00	991+80	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	22	240	991+80	994+20	Height Increased to 22 feet to Maximize Benefits										
Supplemental	Shoulder Mounted	8	1,060	987+40	998+00	Northern Limit Increased by 300 feet due to Design Changes and to Maximize Benefits														
East of I-95 Between Emerson Street and Atlantic Boulevard	Rodney, Spring Park Manor, Rogeros, Belair, Spring Park Terrace, San Diego Terrace, Phillips, Fuller, & Meridale Subdivision / Residential (Activity Category B)	Yes	E4	Extension	Ground Mounted	22	120	995+70	996+90	Height Increase to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	188	159	183	16.2	7.7	\$2,019,600	\$4,479,600	\$24,479	Yes	Yes
				Replacement Existing (213217-2 I-95 I)	Ground Mounted	22	2,140	996+90	1018+34	Amount of Replacement Noise Barrier Reduced by 1,440 feet from 3,580 feet to 2,140 feet; Height Increased to 22 feet to Maximize Benefits										
				Existing (213217-2 I-95 I & I-95 A)	Ground Mounted	20	1,170	1018+34	1030+04	Existing Noise Barrier (1,170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Extension	Ground Mounted	20	100	1030+04	1031+04	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
				Existing (213217-2 I-95 A)	Ground Mounted	20	700	1031+04	1038+00	Existing Noise Barrier (170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	1,950	1029+50	1049+00	Extended South and North due to Design Changes (Proposed Increases in I-95 Roadway Profiles); Elevated Section of I-95 over San Diego Road										
				Existing (213217-2 I-95 B)	Ground Mounted	20	2,230	1045+50	1067+80	Existing Overland Noise Barrier North of San Diego Road Not to be Modified										

Table 5-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study Design Change Re-evaluation No. 2 (Mainline GU Lanes) Build Alternative (Sheet 3 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	Noise Barrier Recommendations							Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (30\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Comments										
West of I-95 Between Emerson Street and Atlantic Boulevard	Belair, Spring Park Terrace, San Diego & San Diego Plaza Subdivisions / Residential (Activity Category B)	Yes	W2	Extension	Ground Mounted	22	390	1009+40	1012+85	---	64	58	60	12.2	7.4	\$1,062,000	\$1,983,600	\$33,060	Yes	Yes
				Replacement	Ground Mounted	22	610	1012+85	1017+00	Amount of Replacement Noise Barrier Reduced by 1,660 feet from 2,270 feet to 610 feet										
				Existing (72280-3424 I-95 J)	Ground Mounted	18	1,240	1017+00	1029+44	Existing Noise Barrier (1,240 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Extension	Ground Mounted	20	110	1029+44	1030+53	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
				Existing (213217-2 I-95 B)	Ground Mounted	20	420	1030+53	1034+80	Existing Noise Barrier (420 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	1,400	1034+00	1048+00	I-95 Southbound Outside Shoulder on MSE Wall										
Other Locations Evaluated for Noise Barriers (Locations were not Evaluated during I-95 Express Lanes PD&E Study for Traffic Impacts or Noise Barriers)																				
West of I-95 Between Bowden Road and University Boulevard	Bowden Farms Subdivision / Residential (Activity Category B)	No	SW1	New Noise Barrier Analysis	Shoulder Mounted	8	800	880+00	888+00	Represents the optimal conceptual design but not recommended for further consideration during the project's design phase; The conceptual design does not meet the 7.0 dB(A) Noise Reduction Design Goal	2	0	0	---	---	\$192,000	---	---	No	No
East of I-95 Between J. Turner Butler Boulevard and Bowden Road	The Summit at Southpoint / Outdoor Use Area (Activity Category E)	No	SE1	New Noise Barrier Analysis	Ground Mounted	18	600	850+50	856+50	Represents the optimal conceptual design but not recommended for further consideration during the project's design phase; The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.6	6.3	\$324,000	---	---	No	No
West of I-95 Between J. Turner Butler Boulevard and Bowden Road	Center Point Business Park - South of Autobahn Building / Outdoor Use Area (Activity Category E)	No	SW2	New Noise Barrier Analysis	Ground Mounted	18	400	837+00	841+00	Represents the optimal conceptual design but not recommended for further consideration during the project's design phase; The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.0	7.0	\$216,000	---	---	No	No
	Center Point Business Park - North of Jackson Lighting Building / Outdoor Use Area (Activity Category E)	No	SW3	New Noise Barrier Analysis	Ground Mounted	18	300	824+00	827+00	Represents the optimal conceptual design but not recommended for further consideration during the project's design phase; The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.1	7.1	\$162,000	---	---	No	No
North of J. Turner Butler Boulevard and East of Belfort Road	St. Vincent's Medical Center / Recreational Trail (Activity Category C)	No	SE2	New Noise Barrier Analysis	Shoulder Mounted	8	200	141+00 (JTB)	143+00 (JTB)	Represents the optimal conceptual design but not recommended for further consideration during the project's design phase; The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	10.2	7.4	\$361,200	---	---	No	No
					Ground Mounted	12	870	146+00 (JTB)	24+50 (Belfort Road)											
I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 (Financial Project ID Number: 446153-1) - Noise Barrier Recommended for further Consideration in the Project's Design Phase																				
East of I-95 Between Baymeadows Road and Belfort Road	Canopy at Belfort Park Apartments (Activity Category B)	No	CNE E2	Recommended Noise Barrier (PD&E Noise Study Report - September 2020)	Ground Mounted	22	1,190	1036+40	1048+20	Represents the optimal conceptual barrier design and is recommended for further consideration and public input during the project's design phase; Meets both FDOT's 7.0 dB(A) Noise Reduction Goal and Reasonable Cost Criteria	30	30	44	9.4	6.9	---	\$785,400	\$17,850	Yes	Yes

X:\P\Noise_Studies\I-95_JTBtoAtlantic_D2\Reevaluation\NSRA_4thDraft\Tables\Table_5-1_Recom_Barriers_I-95_Reva_12-2-2021.xlsx\Table3.2-1_NSR_10-25-2020

Note: Existing noise walls that are physically impacted by the project improvements and proposed to be replaced are highlighted in yellow; Proposed extension of existing noise barriers and supplemental noise barriers are highlighted in green.

Attachment 5

Project Commitment Record



Project Commitments Record

FM: 432259-2 **FAP#:** D219-026-B, 0955-308-I, D218-001-B, D218-131-B, D220-122-B

Project Name: I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO ATLANTIC BLVD

Environmental Document Type: Type 2 Categorical Exclusion **Environmental Document Approval Date:** 11/21/2018

Commitment Title:	Standard Protection Measures for Eastern Indigo Snake		
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Commitment Made To:	United States Fish and Wildlife Service	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Construction	Commitment Approval Date:	2/1/2018

Transmittal Date: 11/4/2020

Commitment Description: FDOT will implement the "Standard Protection Measures for the Eastern Indigo Snake" during construction.

Comments/Notes: 1/22/2021 8:58:03 AM - Reevaluation #2 continues the commitment to implement protection measures for the Eastern Indigo Snake during project construction. As a design/build project this information will be conveyed to the selected contractor for implementation during construction.
(Most Recent Comment Shown)

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Fence around Pond 14D		
Commitment Made To:	The Public	Environmental Commitment:	No
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Construction	Commitment Approval Date:	4/4/2018
Transmittal Date:	12/11/2018		
Commitment Description:	FDOT is committed to installing a fence around Pond 14D located on Spring Park Road across from Englewood Elementary School due to comments received during the Public Hearing.		
Comments/Notes: <i>(Most Recent Comment Shown)</i>	1/22/2021 9:01:52 AM - The design plans contain fencing around Pond 14D for implementation by the design/build contractor.		

Projects Linked to the Commitment

There are no other projects linked to this commitment.

Project Commitments Record

Commitment Title:	Noise Abatement measures		
Commitment Made To:	The Public	Environmental Commitment:	Yes
Status:	Commitment In Progress	Affects Any Other Environmental Commitment:	No
Implementation Discipline:	Construction	Commitment Approval Date:	11/21/2018
Transmittal Date:	12/11/2018		
Commitment Description:	<p>FDOT is committed to the construction of feasible and reasonable noise abatement measures at the six locations where noise barriers have been recommended for further consideration during the final design phase, contingent upon the following conditions:</p> <ul style="list-style-type: none"> - Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process; - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement; - Cost analyses indicate that the cost of the barrier(s) will not exceed the cost reasonable criterion; - 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 - Community input regarding types, heights, and locations of barriers has been provided to the FDOT. 		

Project Commitments Record

Comments/Notes:*(Most Recent Comment Shown)*

2/10/2021 10:44:50 AM - Re-evaluation #2 continues the commitment to include noise abatement measures during project construction. As changes to the roadway were revised to general use lanes, replacement noise barriers decreased at the six locations previously identified during PD&E. The extension and supplementation of noise barriers has been incorporated into the project and are included in the plans. The locations, heights, and lengths of the six recommended noise barrier systems are as follows:

CNE E1 – Two new supplemental shoulder mounted barriers: 8 foot height; 650 feet long (STA 880+50 to 887+00) & 400 feet long (STA 891+00 to STA 895+00). Maintain existing 20 foot height, 700 feet long ground mounted barrier from STA 885+00 to STA 892+00.

CNE E2 – One new supplemental shoulder mounted barrier: 8 foot height, 1,400 feet long (STA 947+00 to STA 960+50). One new extension ground mounted barrier: 22 foot height, 350 feet long (STA 915+00 to STA 918+40). One new replacement ground mounted barrier: 19 foot height, 100 feet long (STA 919+50 to STA 920+50). Maintain existing 19 foot height, 3,030 feet length ground mounted barrier from STA 918+40 to STA 919+50 and STA 920+50 to STA 949+20.

CNE E3 – Two new supplemental shoulder mounted barriers: 8 foot height, 750 feet length (STA 960+50 to 968+00) & 1,700 feet long (STA 987+00 to STA 1004+00). Three new extension ground mounted barriers: 22 foot height; 330 feet long (STA 967+00 to STA 970+10), 310 feet long (STA 979+50 to STA 982+60), and 250 feet long (STA 990+50 to STA 993+00). Two new replacement ground mounted barriers: 22 foot height; 450 feet long (STA 975+00 to STA 979+50) & 800 feet long (STA 982+60 to STA 990+50). Maintain existing 19 foot height, 490 feet length ground mounted barrier from STA 970+10 to STA 975+00.

CNE E4 – One new supplemental shoulder mounted barrier: 8 foot height, 1,950 feet length (STA 1029+50 to STA 1049+00). Two new extension ground mounted barriers: 22 foot height, 120 feet length (STA 995+70 to STA 996+90) & 20 foot height; 100 feet length (STA 1030+04 to STA 1031+04). One new replacement ground mounted barrier: 22 foot height, 2,140 feet length (STA 996+90 to STA 1018+34). Maintain existing ground mounted, 20 foot height barriers: 1,170 feet length (STA 1018+34 to STA 1030+04); 700 feet length (STA 1031+04 to STA 1038+00); & 2,230 feet length (STA 1045+50 to 1067+80).

CNE W1 – Two new supplemental shoulder mounted barriers: 8 foot height; 1,800 feet length (STA 948+00 to STA 966+00) & 1,060 feet length (STA 987+40 to STA 998+00). Two new extension ground mounted barriers: 22 foot height; 340 feet length (STA 915+00 to 918+40) & 240 feet length (STA 991+80 to STA 994+20). Two new replacement ground mounted barriers: 19 foot height, 50 feet length (STA 969+65 to STA 970+15) & 22 foot height, 1,980 feet length (STA 972+00 to STA 991+80). Maintain existing ground mounted barriers: 20.5 foot, 1,790 feet length (STA 918+40 to STA 936+30); 19 foot height, 1,270 feet length (STA 936+30 to STA 949+00); 19 foot, 425 feet length (STA 965+45 to STA 969+65); and 19 foot height, 185 feet length (STA 970+15 to STA 972+00).

CNE W2 – One new supplemental shoulder mounted barrier: 8 foot height, 1,400 feet length (STA 1034+00 to STA 1048+00). Two new extension ground mounted barriers: 22 foot height, 400 feet length (STA 1007+00 to STA 1011+00) & 20 foot height, 110 feet length (STA 1029+44 to STA 1030+53). One new replacement ground mounted barrier: 22 foot height, 610 feet length (STA 1011+00 to STA 1017+00). Maintain existing ground mounted barriers: 18 foot height, 1,240 feet length (STA 1017+00 to STA 1029+44) & 20 foot height, 420 feet length (STA 1030+53 to STA 1034+80).

These barriers will be included during project construction. Public involvement efforts to solicit viewpoints from the benefited property owners & residents affected will be solicited during the Public Hearing.

Project Commitments Record

Projects Linked to the Commitment

There are no other projects linked to this commitment.