ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)

District: FDOT District 2

County: Duval County

ETDM Number: 14278

Financial Management Number: 435577-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Michael Anthony Brock

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 12/06/2017 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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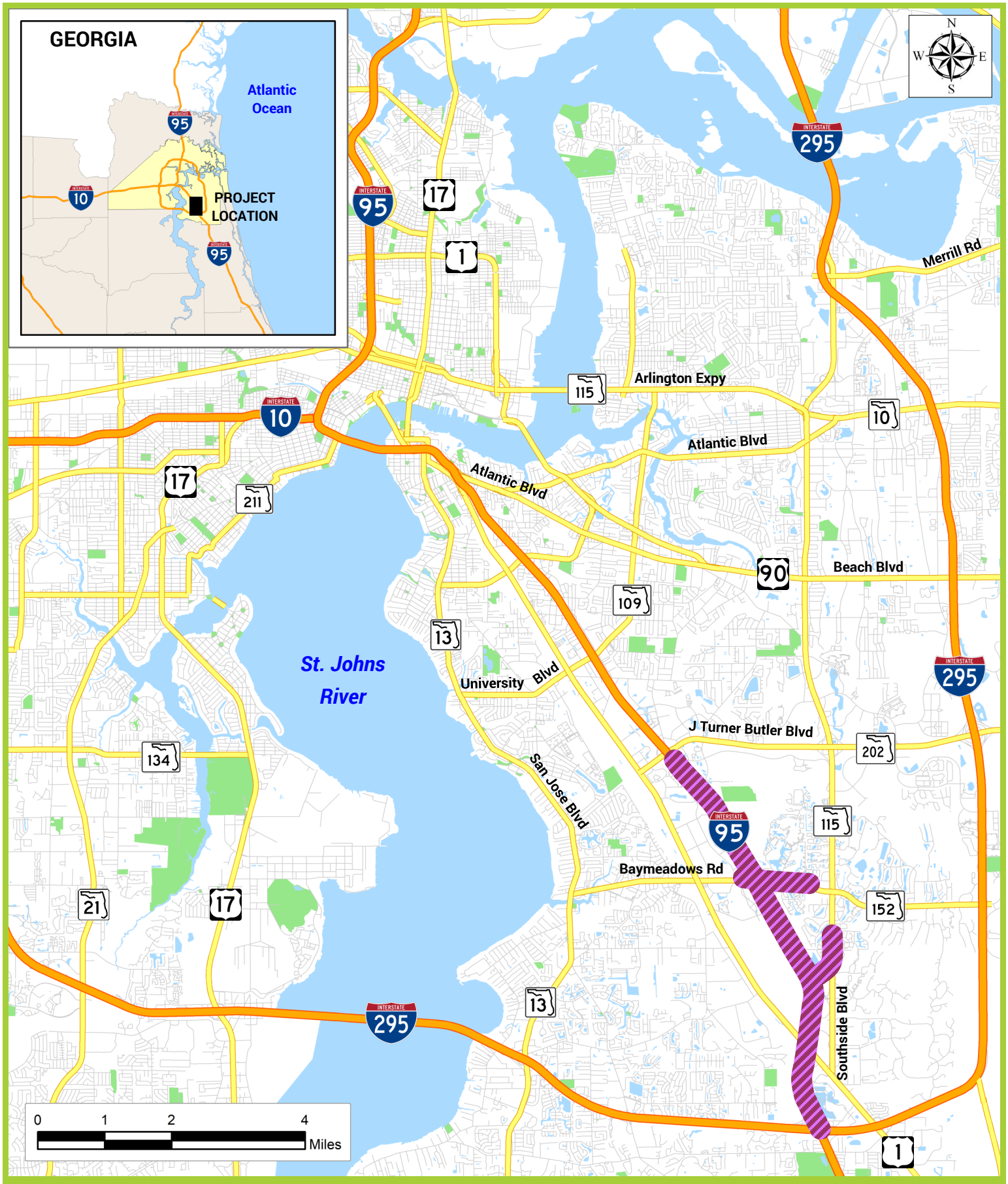


I-95 PD&E Study from I-295 to J. Turner Butler Boulevard (SR 202)

Legend

- Interstates
- State Roads
- Local Roads
- Parks & Recreation Areas
- Project Limits

Project Location Map

1. Project Information

1.1 Project Description

Interstate 95 (I-95) is a major north-south interstate highway on the east coast of the United States, running from US Route 1 (US 1) in Miami, Florida to the US-Canada border in Maine. Within Duval County, Florida, I-95 serves as the major north-south corridor connecting employment centers in downtown Jacksonville to residential communities in the southern Jacksonville metropolitan area. I-95 also serves a major evacuation route for the State of Florida allowing residents along the east coast to evacuate during hurricanes or other emergencies.

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for I-95 (SR 9) from the I-295 South interchange to the J. Turner Butler Boulevard (SR 202) interchange, a distance of 5.5 miles. This study is evaluating alternatives to improve capacity, operations and safety. Within the study limits, I-95 is currently a six-lane freeway facility (three lanes in each direction) with occasional auxiliary lanes.

The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14278). Socioeconomic data was generated and is included in the Programming Screen Summary Report, prepared under separate cover and published on December 1, 2016. During the ETDM process, this project was envisioned to have express lanes as the widening alternative. As the project progressed, FDOT decided to convert the widening alternative from Express Lanes to General Use Lanes.

Existing Typical Section

I-95 within the study limits is a six-lane divided interstate with occasional auxiliary lanes and is described in detail below.

I-95 from I-295 to Philips Highway (US 1)

The existing typical section for I-95 from I-295 to Philips Highway (US 1) consists of three 12-foot travel lanes, two 12-foot auxiliary lanes, a 10-foot inside paved shoulder and a 10-foot outside paved shoulder in each direction (see Figure 1.1.2). The median width is 40 feet and includes a double-faced guardrail to separate opposing traffic.

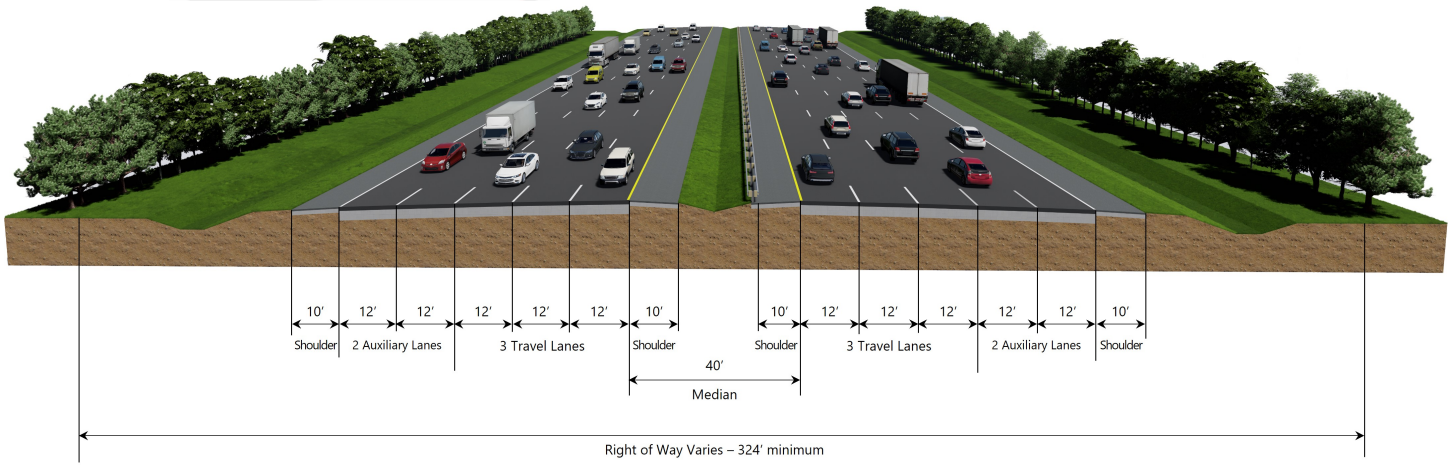


Figure 1.1.2 - I-95 Existing Typical Section from I-295 to Philips Highway (US 1)

I-95 from Philips Highway (US 1) to Southside Boulevard

The existing typical section for I-95 from Philips Highway (US 1) to Southside Boulevard consists of three 12-foot travel lanes, a 12-foot auxiliary lane, a 10-foot inside paved shoulder and a 10-foot outside paved shoulder in each direction (see Figure 1.1.3). The median width is 40 feet and includes a double-faced guardrail to separate opposing traffic.

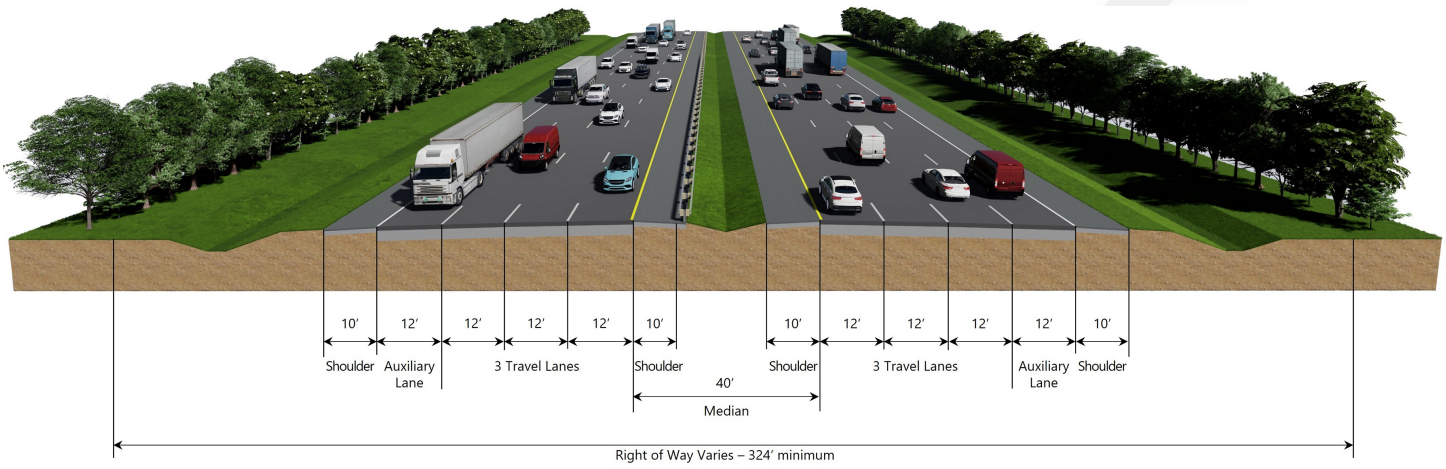


Figure 1.1.3 - I-95 Existing Typical Section from Philips Highway (US 1) to Southside Boulevard

I-95 from Southside Boulevard to J. Turner Butler Boulevard (SR 202)

The existing typical section for I-95 from Southside Boulevard to J. Turner Butler Boulevard (SR 202) consists of three 12-foot travel lanes, a 10-foot inside paved shoulder and a 10-foot outside paved shoulder in each direction (see Figure 1.1.4). The median width is 40 feet and includes a double-faced guardrail to separate opposing traffic.

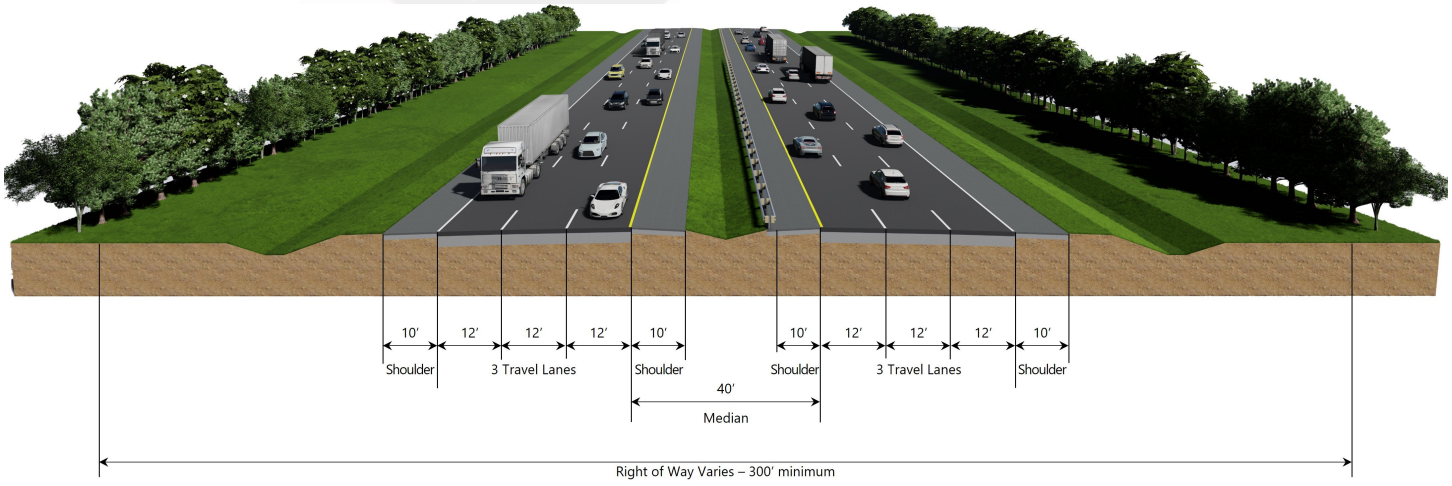


Figure 1.1.4 - I-95 Existing Typical Section from Southside Boulevard to J. Turner Butler Boulevard (SR 202)

Summary of Preferred Alternative

The Preferred Alternative will consist of the following improvements:

I-95 from I-295 to Southside Boulevard

The proposed typical section for I-95 from I-295 to Southside Boulevard consists of four 12-foot travel lanes, one or two auxiliary lanes, and a 12-foot outside shoulder in each direction (see Figure 1.1.5). The median width is 40 feet and will include either a double-faced guardrail or a concrete barrier wall to separate opposing traffic.

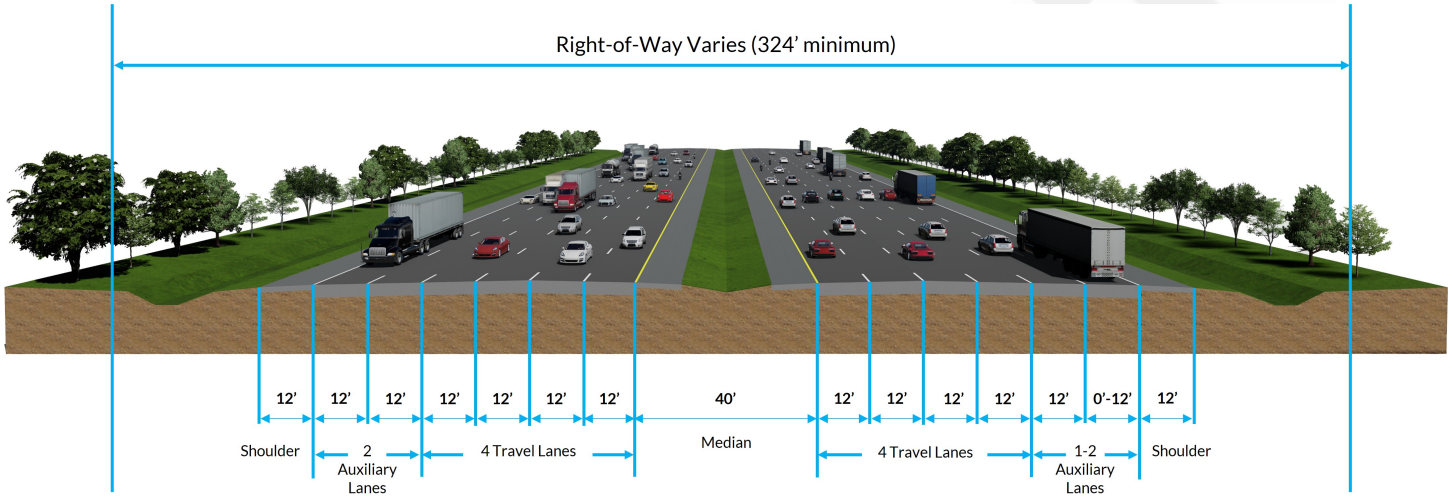


Figure 1.1.5 - I-95 from I-295 to Southside Boulevard

I-95 from Southside Boulevard to J. Turner Butler Boulevard

The proposed typical section for I-95 from Southside Boulevard to J. Turner Butler Boulevard consists of four 12-foot travel lanes, one occasional auxiliary lane, and a 12-foot outside shoulder in each direction (see Figure 1.1.6). The median width varies from 26 feet to 40 feet and will include either a double-faced guardrail or a concrete barrier wall to separate opposing traffic.

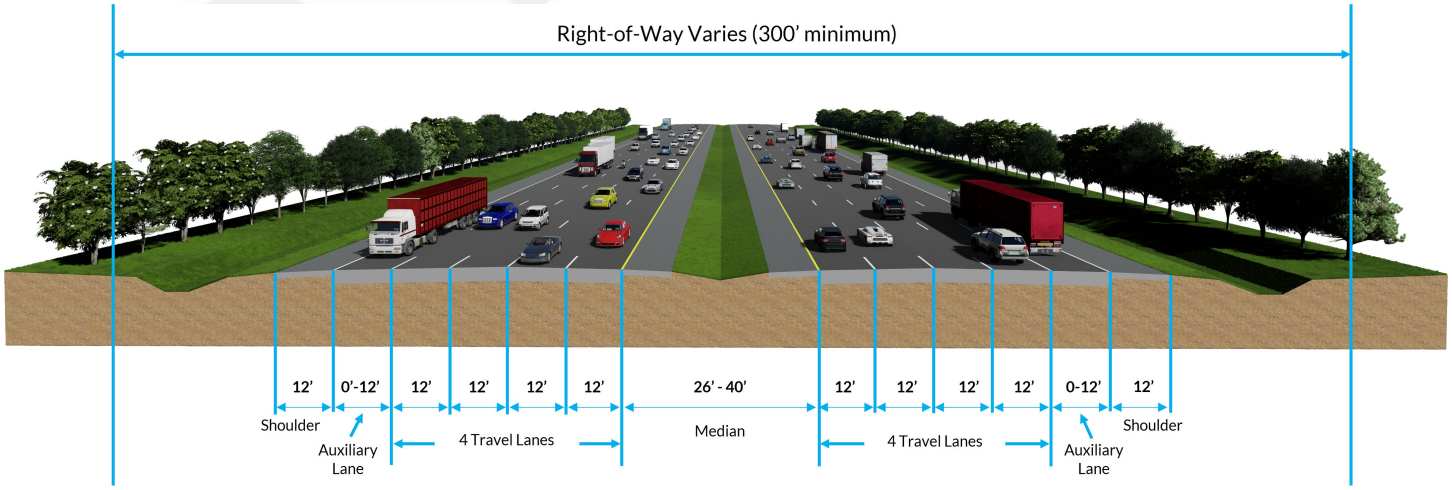


Figure 1.1.6 - I-95 from Southside Boulevard to J. Turner Butler Boulevard (SR 202)

Interchange Improvements

Philips Highway (US 1) Interchange at I-95 - The preferred alternative will modify the existing Philips Highway (US 1) interchange as shown in Figure 1.1.7. The proposed improvements will signalize the existing free flow I-95 northbound to Philips Highway (US 1) northbound movement and add an additional lane to the I-95 southbound off-ramp.

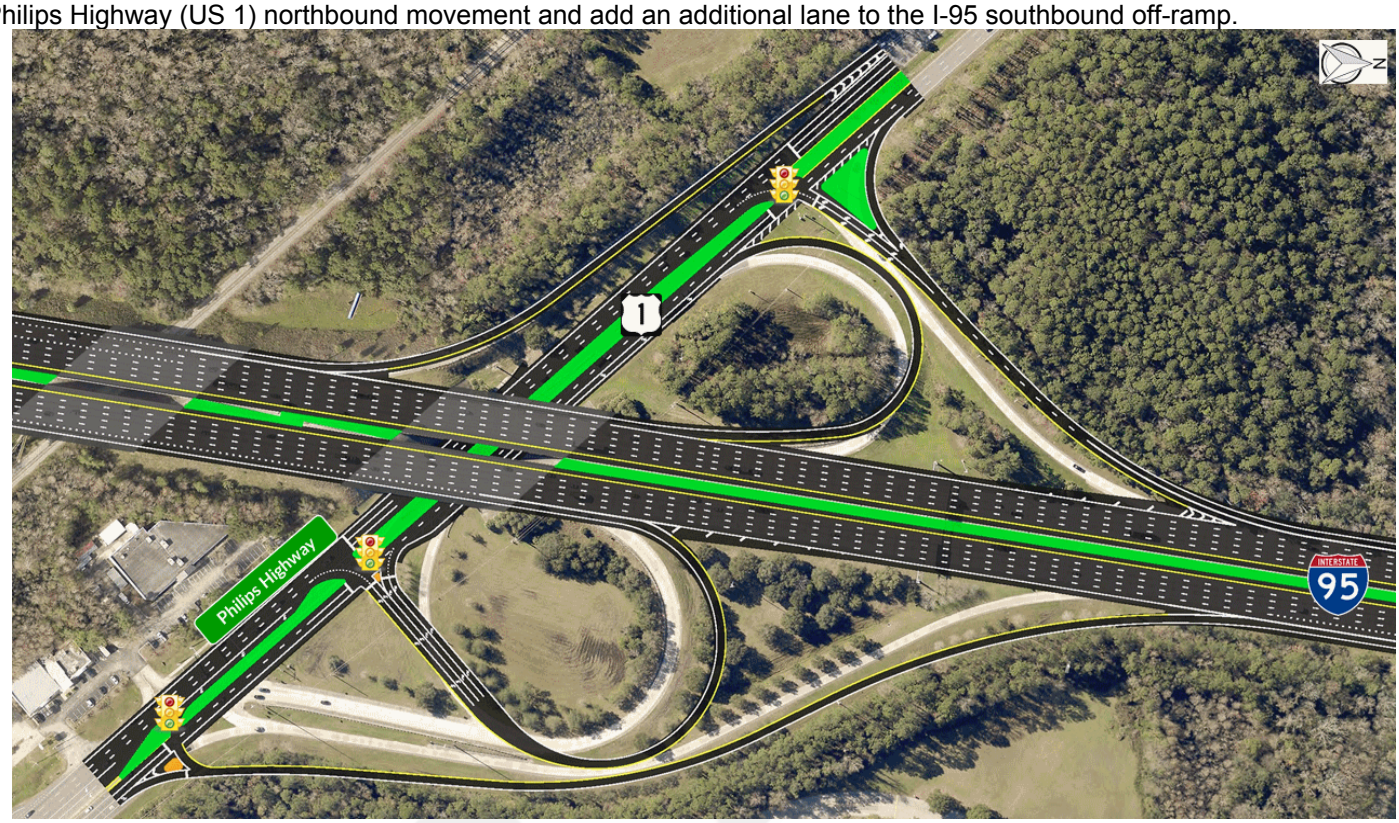


Figure 1.1.7 - Philips Highway (US 1) Interchange Improvements

Baymeadows Road (SR 152) Interchange at I-95 - The existing diamond interchange will be converted to a diverging diamond interchange, as shown in Figure 1.1.8.

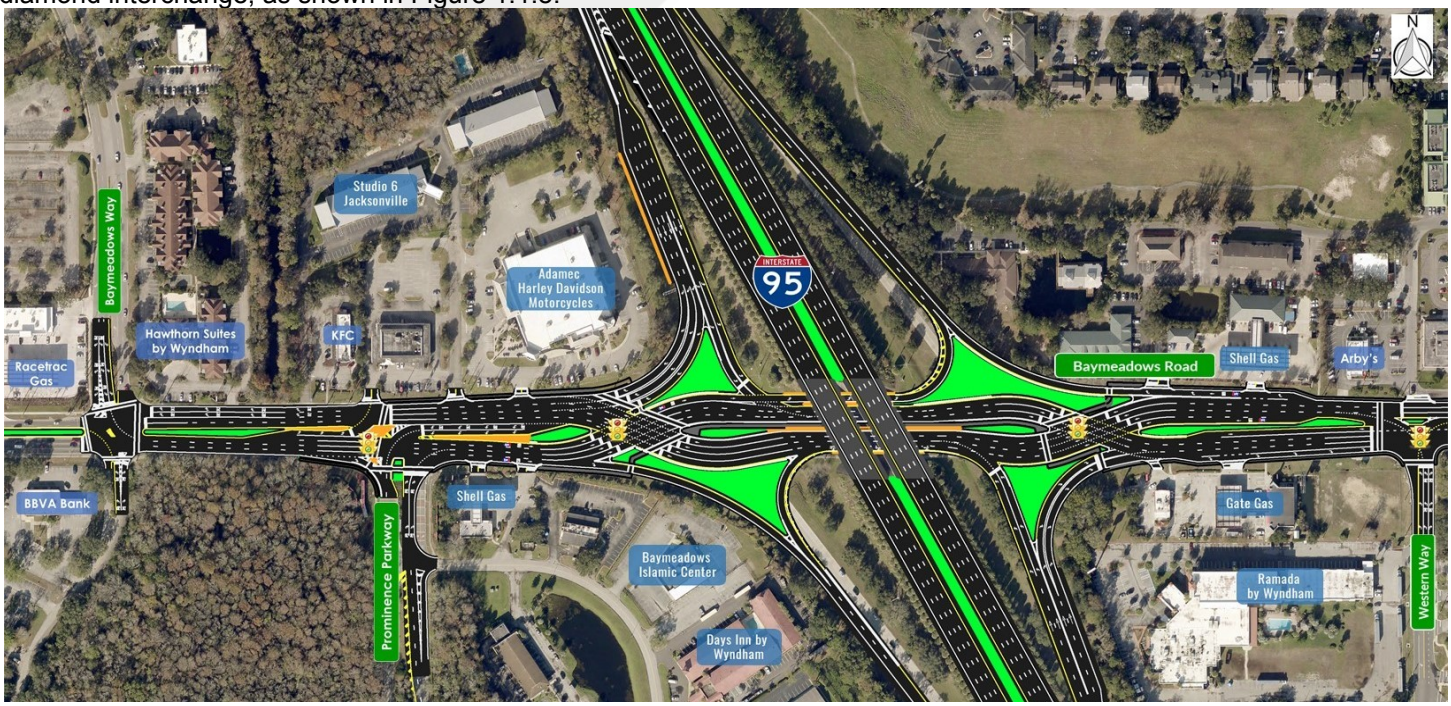


Figure 1.1.8 - Baymeadows Road Interchange Improvements

Arterial and Intersection Improvements

Baymeadows Road - In addition to converting the Baymeadows Road interchange to a diverging diamond interchange, the proposed project will add one lane in the eastbound direction on Baymeadows Road from Western Way to Old Baymeadows Road, a distance of approximately 2,700 feet, as shown in Figure 1.1.9.

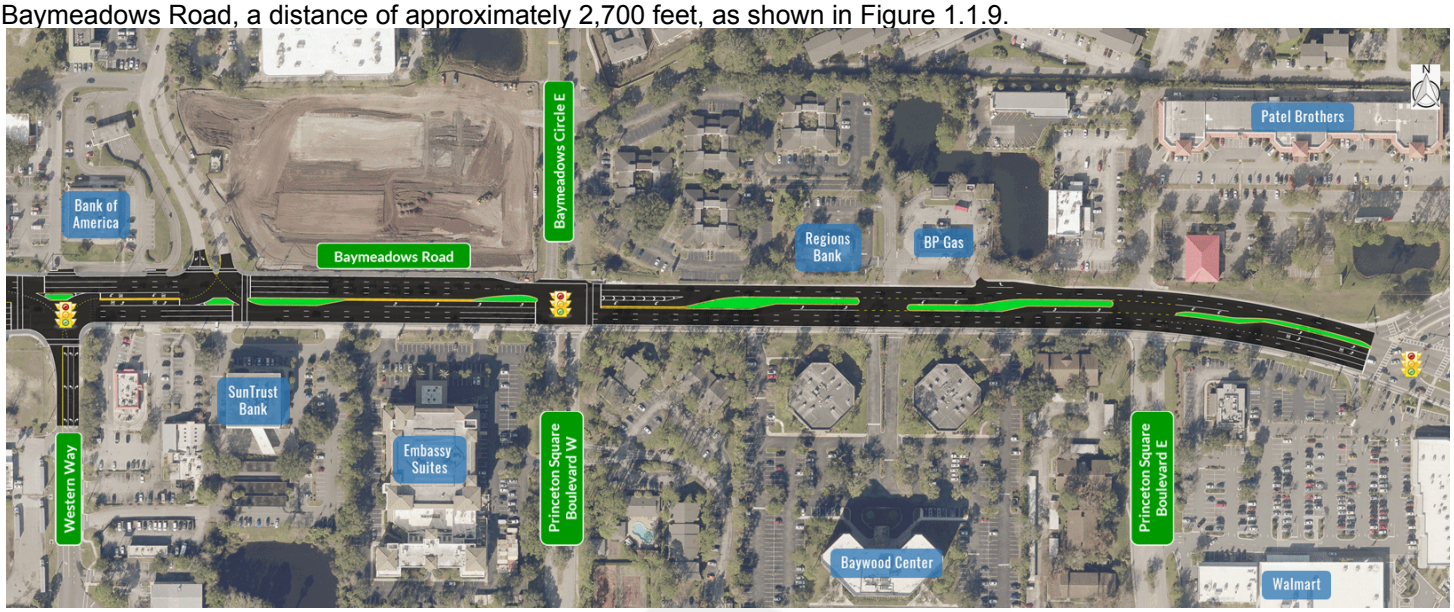


Figure 1.1.9 - Baymeadows Road Improvements

Southside Boulevard and Paradise Island Boulevard Intersection - This intersection will be modified to accommodate a dual left turn from the I-95 northbound off-ramp to Southside Boulevard northbound as shown in Figure 1.1.10.

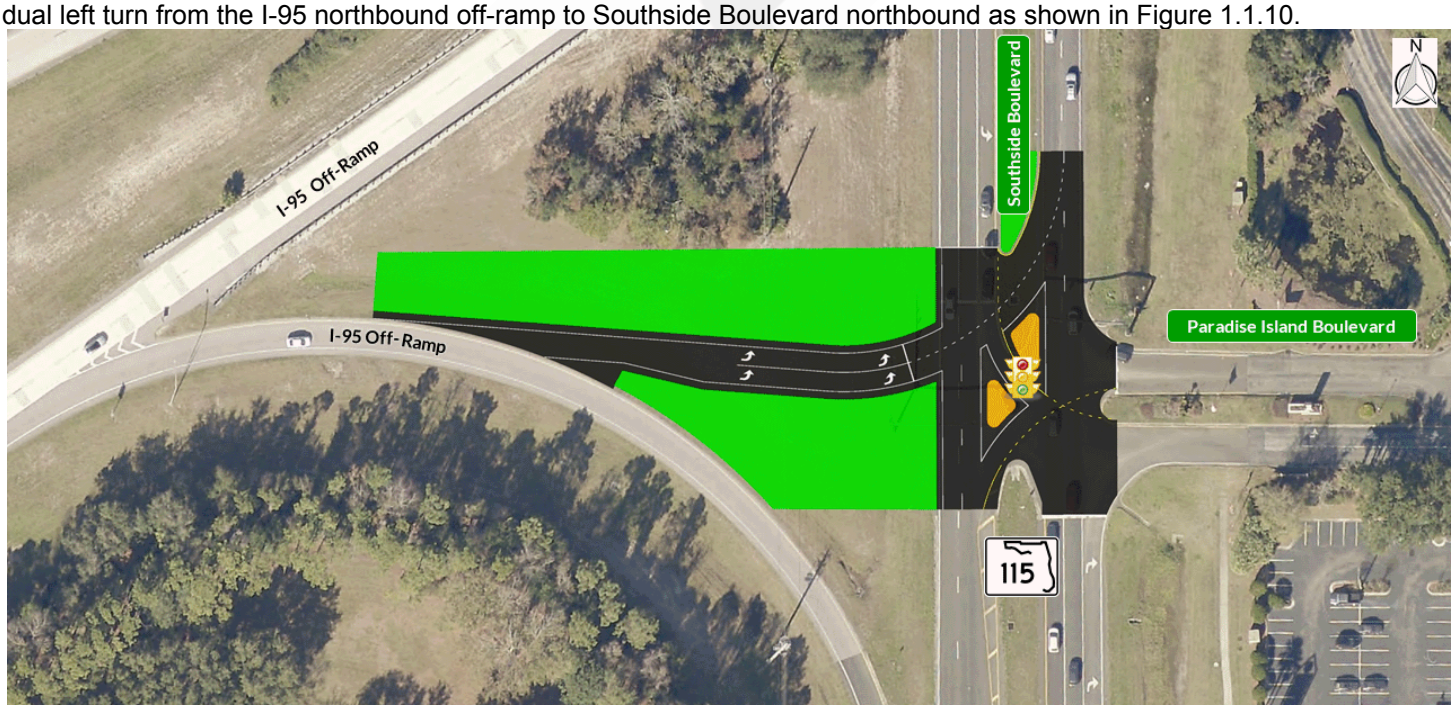


Figure 1.1.10 - Paradise Island Boulevard Intersection Improvements

Southside Boulevard and Belle Rive Boulevard Intersection - This intersection will be modified to remove the left turn lane from Southside Boulevard northbound to Belle Rive Boulevard, as shown in Figure 1.1.11.

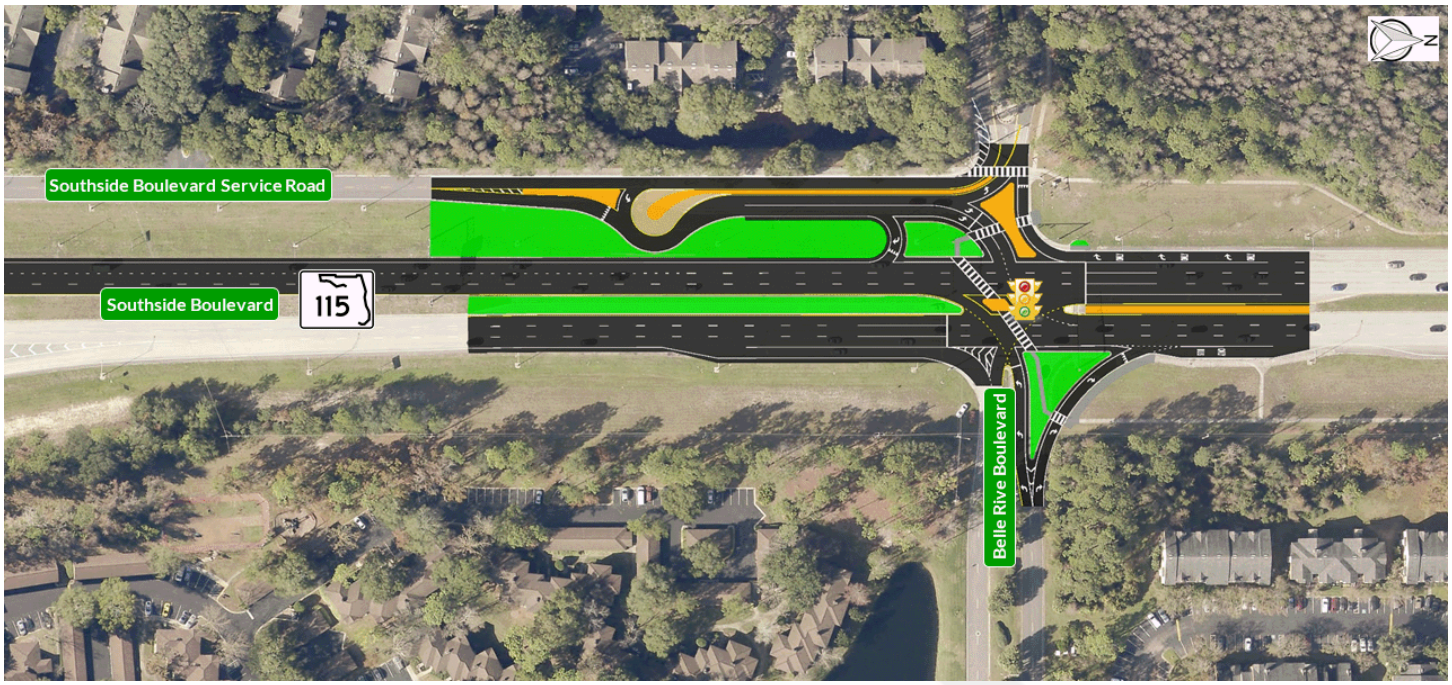


Figure 1.1.11 - Belle Rive Boulevard Intersection Improvements

Stormwater Ponds

The preferred alternative will add seven new stormwater ponds to meet water quality and attenuation requirements.

1.2 Purpose and Need

The purpose of the project is to improve capacity, safety, and overall traffic operations in order to accommodate future population and economic growth.

The need for the project is based on the following factors:

Capacity

I-95 within the study limits currently serves about 104,000 to 133,000 vehicles per day (Source: I-95 Systems Interchange Modification Report Re-evaluation, 2021). The existing peak hours Level of Service (LOS) varies between LOS D and F. The FDOT target LOS for I-95 during peak hour is LOS D or better. As a result, large segments of I-95 operate at a worse LOS than the FDOT target.

The 2045 traffic projections on I-95 utilize the latest planning assumptions on land use, population and employment. The 2045 traffic projections vary from 140,800 to 181,400 vehicles per day, an increase of approximately 35% (Source: I-95 Systems Interchange Modification Report Re-evaluation, 2021). Without any improvements, the entire segment of I-95 within the study limits will operate at LOS F during peak hour by 2045. The resulting congestion will progressively worsen extending beyond the normal morning and afternoon peak periods.

Social Demand and Economic Development

I-95 serves major north-south traffic movements through the Jacksonville Metropolitan Area. Within the study limits, I-95 connects suburban areas south of Jacksonville to downtown Jacksonville as well as office, commercial, and industrial areas located along the I-95 corridor. Traffic demand on I-95 is directly related to population and employment changes. The population of Duval County is expected to increase by approximately 29% and employment 43% from 2015 to 2045

(Source: North Florida Transportation Planning Organization 2045 Long Range Transportation Plan). This increase in population and employment will result in higher traffic volumes on I-95. Without any additional capacity, I-95 will begin to operate below the FDOT target LOS leading to significant congestion that extends beyond the morning and afternoon peak period.

An efficient transportation infrastructure is needed to provide access to employment hubs and to improve regional mobility for the delivery of goods and services. Without any improvement to I-95, the City of Jacksonville would likely lose its competitive economic edge over surrounding seaports, airports and other employments hubs.

Transportation Demand

The projected transportation demand will cause I-95 to operate below the FDOT target LOS. Therefore, improvements are needed to I-95 to meet projected population and employment growth.

I-95 is a designated highway on FDOT's Strategic Intermodal System (SIS), which is Florida's high priority network of transportation facilities important to the state's economy and mobility. SIS facilities are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. A failing LOS on I-95 would negatively impact local mobility, freight movements to the seaports/airports/ intermodal hubs, and local and state economy.

The North Florida Transportation Planning Organization's (NFTPO) Path Forward 2045 Long Range Transportation Plan (LRTP) adopted in February 2020 lists the project on the Needs Plan and the Cost Feasible Plan (ID 831).

Modal Interrelationships

I-95 provides a key transportation element in linking the major seaports, airports, and railways that handle Florida's passenger and freight traffic throughout the region. I-95 is also a major truck route used to transport cargo to/from the Jacksonville Port Authority (JAXPORT) and Jacksonville International Airport. Improvements to I-95 are needed to ensure reliable delivery of cargo to seaports and airports to help maintain Jacksonville's competitive edge with surrounding seaports and airports.

The St. Johns Express Select operated by the Jacksonville Transit Authority (JTA) utilizes I-95 during the weekday only. It connects St. Johns County Government Center to Downtown Jacksonville. In addition to transit routes, Cool to Pool (a free rideshare matching service provided by the NFTPO Commuter Services Program) is also available in this area. Congestion on the corridor affects automobiles, transit buses, and rideshare services that utilize I-95 and degrades travel time reliability.

I-95 is a limited access highway, and, therefore, bicycle and pedestrian facilities are not planned along the corridor. However, improvements on crossroads and adjacent roadways are needed to improve connectivity, safety and visibility of bicyclists and pedestrians.

Safety

The entirety of I-95 in Duval County is designated as an evacuation route and is used to evacuate residents north and south during hurricanes and other emergency evacuations. As the population of Duval County continues to increase, evacuating residents in a timely manner becomes more challenging. Without any improvements to I-95, evacuation clearance times will continue to increase and may discourage residents from evacuating, thus jeopardizing public safety.

Crash data for years 2013 to 2017 were obtained from the FDOT's State Safety Office Geographic Information System (SSOGIS) for I-95 in Duval County for the project corridor. A total of 763 crashes were reported over the five-year period between I-295 and J. Turner Butler Boulevard, resulting in 252 injuries and six fatalities.

Year	Segment Length (miles)	AADT	Crash Frequency	Observed Crash Rate	Statewide Average Crash Rate	Observed Crash Rate higher than Statewide Average
2013	0.65	100,500	**14**	0.587	0.888	No
2014	0.65	128,000	**6**	0.198	0.908	No
2015	0.65	124,000	**3**	0.102	0.992	No
2016	0.65	133,500	**10**	0.316	1.039	No
2017	0.65	124,500	**11**	0.372	1.038	No

Table 1.1.1 - I-95 from I-295 to Philips Highway Crash Data (2013-2017)

Year	Segment Length (miles)	AADT	Crash Frequency	Observed Crash Rate	Statewide Average Crash Rate	Observed Crash Rate higher than Statewide Average
2013	0.80	108,500	**47**	1.483	0.888	Yes
2014	0.80	128,500	**23**	0.613	0.908	No
2015	0.80	122,000	**14**	0.393	0.992	No
2016	0.80	127,500	**26**	0.698	1.039	No
2017	0.80	123,000	**42**	1.169	1.038	Yes

Table 1.1.2 - I-95 from Philips Highway to Southside Boulevard Crash Data (2013-2017)

Year	Segment Length (miles)	AADT	Crash Frequency	Observed Crash Rate	Statewide Average Crash Rate	Observed Crash Rate higher than Statewide Average
2013	1.80	74,500	**38**	0.776	0.888	No
2014	1.80	88,000	**36**	0.623	0.908	No
2015	1.80	83,500	**45**	0.820	0.992	No
2016	1.80	103,000	**45**	0.665	1.039	No
2017	1.80	96,000	**54**	0.856	1.038	No

Table 1.1.3 - I-95 from Southside Boulevard to Baymeadows Road Crash Data (2013-2017)

Year	Segment Length (miles)	ADT	Crash Frequency	Observed Crash Rate	Statewide Average Crash Rate	Observed Crash Rate higher than Statewide Average
2013	2.08	89,500	**74**	1.089	0.888	Yes
2014	2.08	101,500	**68**	0.882	0.908	No
2015	2.08	99,000	**71**	0.945	0.992	No
2016	2.08	123,000	**70**	0.750	1.039	No

2017	2.08	118,000	**66**	0.737	1.038	No

Table 1.1.4 - I-95 from Baymeadows Road to J. Turner Butler Boulevard Crash Data (2013-2017)

The predominant manner of collision was "Front to Rear" (52.6%). Common factors that contribute to "Front to Rear" crashes are congestion, tailgating and driver distractions. The morning and afternoon peak periods, which represent the most congested time period of the day, account for 45% of the total crashes. Therefore, the number of crashes is closely related to the congestion on I-95. Without any improvements, the congestion on I-95 during the morning and afternoon peak hours will worsen and will lead to an increasing number of crashes.

1.3 Planning Consistency

The PD&E study FM number is 435577-1 and starts at I-295 and ends at J. Turner Butler Boulevard (SR 202). For the subsequent phases, Design, R/W and Construction, the project was split into:

FM number 435577-2, I-95 from I-295 (SR 9A) to Baymeadows Road (SR 152)

and

FM number 446153-1, I-95 from Baymeadows Road (SR 152) to J. Turner Butler Boulevard (SR 202).

Therefore, project consistency is documented using both FM numbers.

Currently Adopted LRTP-CFP	**COMMENTS**
Yes	The proposed project is listed in the North Florida TPO 2045 Long Range Transportation Plan Summary Report (June 2020). All phases of the project (including PD&E, Design, Right-of-Way Acquisition and Construction) are funded in the 2045 LRTP.

	Currently Approved	**$**	**FY**	**COMMENTS**
PE (Final Design)				
TIP	Y	$0 (FM 435577-2) $445,400 (FM 446153-1)	NA (FM 435577-2) 2022/23 (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]).
STIP	N	$0 (FM 435577-2) $445,432 (FM 446153-1)	NA (FM 435577-2) 2023 (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]).
R/W				
TIP	Y	$1,698,620 (FM 435577-2) $0 (FM 446153-1)	2022/23 (FM 435577-2) NA (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]).

STIP	N	$1,698,620 (FM 435577-2) $0 (FM 446153-1)	2023 (FM 435577-2) NA (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]).
Construction				
TIP	Y	$108,715,180 (FM 435577-2) $39,365,296 (FM 446153-1)	2024/25 (FM 435577-2) 2022/23 (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]).
STIP	N	$123,694,250 (FM 435577-2) $38,373,364 (FM 446153-1)	2025 (FM 435577-2) 2022-2023 (FM 446153-1)	The Design, R/W and Construction phases are split into two projects (435577-2, I-95 from I-295 [SR 9A] to Baymeadows Rd [SR 152] and 446153-1, I-95 from Baymeadows Rd [SR 152] to J. Turner Butler Blvd. [SR 202]). Includes Design Build ($38,323,308) and Railroad Utilities ($50,056) funds

2. Environmental Analysis Summary

	Issues/Resources	Significant Impacts?* Yes	No	Enhance	NoInv
3.	**Social and Economic**				
1.	Social	☐	☒	☐	☐
2.	Economic	☐	☐	☒	☐
3.	Land Use Changes	☐	☒	☐	☐
4.	Mobility	☐	☐	☒	☐
5.	Aesthetic Effects	☐	☒	☐	☐
6.	Relocation Potential	☐	☐	☐	☒
7.	Farmland Resources	☐	☐	☐	☒
4.	**Cultural Resources**				
1.	Section 106 of the National Historic Preservation Act	☐	☒	☐	☐
2.	Section 4(f) of the USDOT Act of 1966	☐	☒	☐	☐
3.	Section 6(f) of the Land and Water Conservation Fund	☐	☐	☐	☒
4.	Recreational Areas and Protected Lands	☐	☒	☐	☐
5.	**Natural Resources**				
1.	Protected Species and Habitat	☐	☒	☐	☐
2.	Wetlands and Other Surface Waters	☐	☒	☐	☐
3.	Essential Fish Habitat (EFH)	☐	☐	☐	☒
4.	Floodplains	☐	☒	☐	☐
5.	Sole Source Aquifer	☐	☐	☐	☒
6.	Water Resources	☐	☒	☐	☐
7.	Aquatic Preserves	☐	☐	☐	☒
8.	Outstanding Florida Waters	☐	☐	☐	☒
9.	Wild and Scenic Rivers	☐	☐	☐	☒
10.	Coastal Barrier Resources	☐	☐	☐	☒
6.	**Physical Resources**				
1.	Highway Traffic Noise	☐	☒	☐	☐
2.	Air Quality	☐	☒	☐	☐
3.	Contamination	☐	☒	☐	☐
4.	Utilities and Railroads	☐	☒	☐	☐
5.	Construction	☐	☒	☐	☐

USCG Permit

☒ A USCG Permit IS NOT required.

☐ A USCG Permit IS required.

*** Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14278). Socioeconomic data was generated and is included in the Programming Screen Summary Report, prepared under separate cover, published on December 1, 2016.

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Social, based on comments received from the US Environmental Protection Agency (USEPA). The GIS analysis identified 15 community resources such as educational, health, government and religious facilities adjacent to the corridor. USEPA expressed concerns for impacts to the community and recommended a Sociocultural Evaluation (SCE). To address the agency's concern, FDOT has further analyzed sociocultural effects in the study area as well as developed a proactive public involvement approach to encourage public participation.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. In order to address Executive Order 12898, a demographic profile of the study area was prepared and compared with Duval County.

Demographic Profile

The demographic profile utilizes data from the Sociocultural Data Report (SDR) prepared as part of ETDM Programming Screening. The SDR uses the 2015-2019 American Community Survey (ACS) data and reflects an approximation of the population based on the area of a 500-foot buffer intersecting Census Block Groups along the project corridor. The project limits include I-95 from the I-295 South Interchange to J. Turner Butler Boulevard interchange and traverses the following nine Census Block Groups: 120310144121, 120310144133, 120310159221, 120310159222, 120310159262, 120310159263, 120310160003, 120310166011 and 120310168052.

	Study Area	Duval County
Overall Statistic		
Total Population	997	936,186
Total Households	430	359,544
Race		
White Alone	64.99%	59.77%
Black or African American Alone	21.97%	29.61%
Native Hawaiian and Other Pacific Islander Alone	0.20%	0.06%
Asian Alone	5.22%	4.62%
American Indian and Alaska Native Alone	0.10%	0.25%
Other	7.32%	5.69%
Ethnicity		
Hispanic or Latino of Any Race	10.43%	9.74%

Not Hispanic or Latino	89.57%	90.26%
Minority Population		
Minority	42.03%	47.12%
Non-Minority	57.97%	52.88%
Age Trends		
Young (Age under 18)	15.04%	22.65%
Adult (Age 19-64)	69.20%	63.63%
Elderly (Age 65 and over)	15.45%	13.72%
Income Trends		
Median Household Income	$ 55,114	$ 55,807
Poverty Trends		
Population below Poverty	8.53%	14.46%
Household below Poverty	10.93%	13.49%
Households receiving Public Assistance Income	1.16%	2.95%
Disability Trends		
Population (20-64 years) with a Disability	8.78%	11.29%
Language Trends		
Speak English Less than Very Well	7.19%	5.55%

Table 3.1.1 - Demographic Profile

According to the SDR, the study area comprises approximately 42% minority population. The SDR defines "Minority" as individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

The largest difference between the study area and Duval County is that the study area contains a higher percentage of "White Alone" population (difference of over 5%) and smaller percentage of "Black or African American Alone" population (difference of nearly 8%). The median household income of the study area is slightly lower than Duval County (difference of nearly $700) but contains a lower percentage of "Population below Poverty," "Households below Poverty" and "Households receiving Public Assistance Income." The percentage of "Population with a Disability" is lower in the study area when compared to Duval County (a difference of over 2.5%). FDOT will ensure that all public meetings will be held at a venue that complies with Americans with Disabilities Act of 1990.

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, ensures people with limited English proficiency will have meaningful access to programs and activities of agencies receiving federal financial assistance. The study area contains a higher percentage of population that "Speak English Less than Very Well" when compared to Duval County. Further analysis of the survey showed that Spanish was the primary language spoken at home. Due to the higher percentage of persons with limited English proficiency, the Public Hearing notifications, handouts/brochures were translated into Spanish.

Social Impacts

In the past decade, the population of Duval County increased from 864,253 in 2010 to 957,755 in 2019 and is projected to increase to 1,164,640 by 2045 (Source: NFTPO 2045 LRTP). This increase in population will lead to more traffic on the roadway and worsen existing congestion. The proposed project would provide the roadway capacity to accommodate the anticipated transportation demand within the project area.

Within the City of Jacksonville, growth patterns are determined by the Comprehensive Plan, employment centers, quality of schools, and other economic factors. The proposed widening of I-95 will not impact the population growth. Additionally, the proposed project will not provide new interchange access or remove existing interchanges. Therefore, the existing travel patterns (in terms of origin-destinations) will not change. I-95 is an existing corridor, and, therefore, the proposed project will not isolate or split any neighborhoods.

Community Focal Points

Community focal points are public or private facilities or organizations that are important to local residents and communities. Community focal points can include religious, educational, governmental, social services, medical and emergency facilities, as well as parks and cultural centers. All community focal points within a 500-foot buffer were identified and are described below and in Figure 3.1.1:

Law Enforcement Facilities

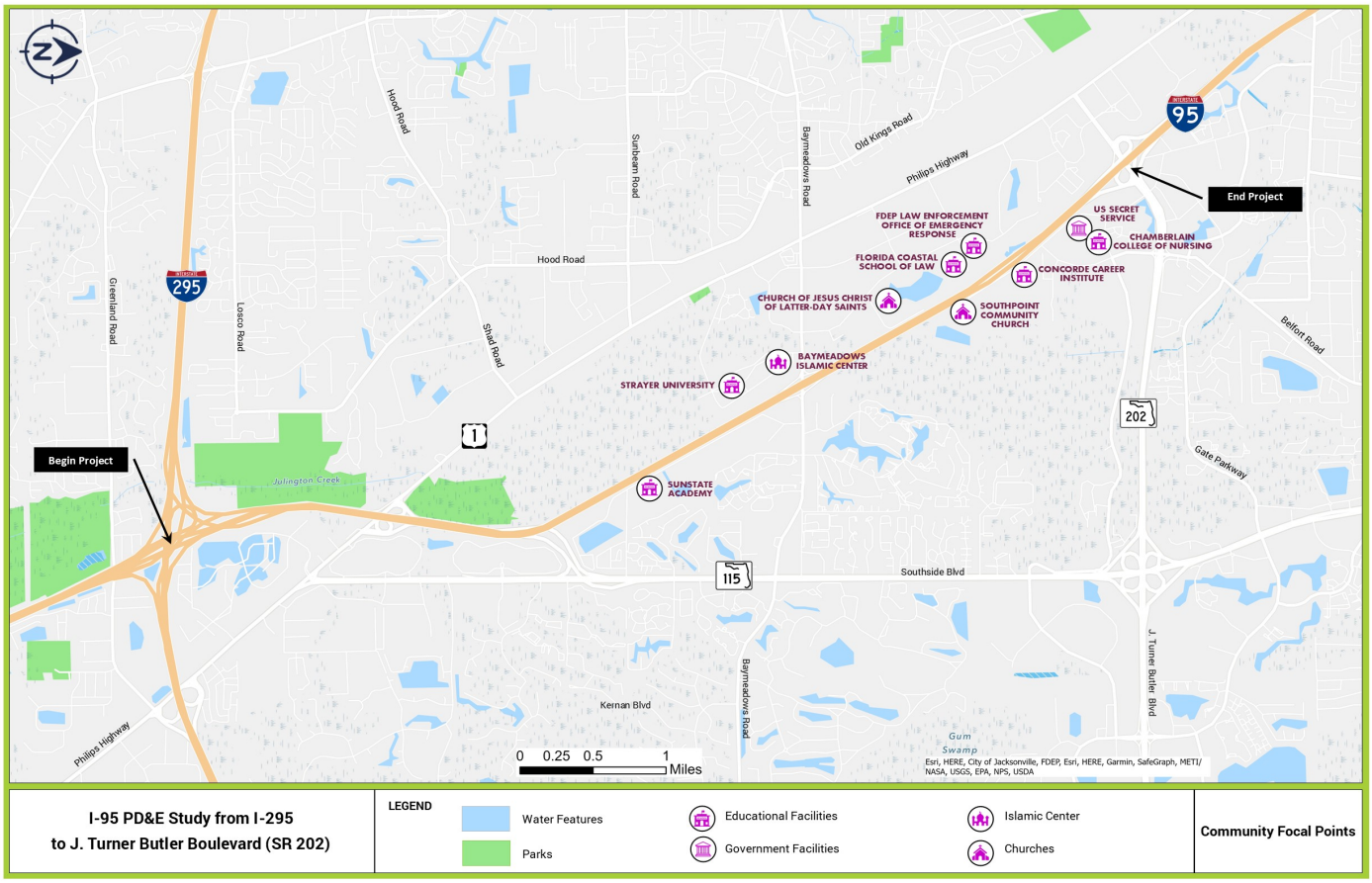
- FDEP Law Enforcement Office of Emergency Response - Jacksonville Northeast Office
- US Secret Service - Jacksonville District Office

Religious Centers

- Baymeadows Islamic Center
- Church of Jesus Christ of Latter Day Saints - Florida Jacksonville Missionary Office
- Southpoint Community Church

Public or Private Schools

- Florida Coastal School of Law
- Strayer University - Baymeadows Campus
- Concorde Career Institute - Jacksonville
- Chamberlain College of Nursing - Florida
- Sunstate Academy - Jones Technical Institute



3.1.1 - Community Focal Points Map

The proposed project will not impact any identified community focal points.

Conclusion

The proposed project will require one property for a stormwater pond. The property size is 11.15 acres and the current property use is vacant industrial. No residential or business relocations will be required. The proposed project has been designed to avoid potential impacts to the community and retain the existing character of the corridor. The construction of the proposed project is expected to minimally and temporarily disrupt neighborhood activity, and its completion will not subdivide neighborhoods or negatively impact neighborhood identity. The proposed project is not expected to contribute to the social isolation of any special populations of elderly, handicapped, minority or transit dependent.

Based on the analysis conducted, no minority or low-income populations have been identified that would be adversely impacted by the proposed project. Therefore, in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a, no further Environmental Justice analysis is required at this time. Furthermore, the proposed project is not anticipated to negatively affect community resources important to elderly persons or disabled individuals.

Therefore, the proposed project is expected to have no significant social impacts.

3.2 Economic

I-95 is a core part of Florida's SIS highway network and serves as a primary north-south facility for Duval County. SIS facilities are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. I-95 serves as a major carrier for freight and cargo shipped through seaports (Blount Island, Talleyrand) and airports (Jacksonville International Airport, Cecil Airport) of Jacksonville.

As travel demand along the corridor increases, improvements to traffic operations along the corridor are intended to enhance and sustain several regional economies by:

- accommodating projected travel demand spurred by increased development (particularly increased commuter and freight traffic),
- supporting growth initiatives of Northeast Florida, and
- improving overall access to local and regional freight distribution centers and circulation of goods.

I-95 serves as an evacuation route which connects to other evacuation routes (I-10, I-295 and J. Turner Butler Boulevard). The proposed project will not impact any adjacent businesses. One property will be required to accommodate stormwater ponds. However, right-of-way acquisition will have negligible impact on Duval County's tax base.

Overall, the proposed project will enhance business and employment opportunities for the area.

3.3 Land Use Changes

Currently, land use within the project area primarily consists of general and regional commercial, business park, and light industrial. Other secondary land uses include multi-use, conservation lands, and residential. There is a recreational zone located west of I-95 between Philips Highway and I-295. The Existing Land Use Map is attached and is located in the project file.

The City of Jacksonville Future Land Use Map mirrors the existing land use map. The developable area around the project limits is already developed. There is a large undeveloped tract of land between I-95, Philips Highway (US 1), and Baymeadows Road. However, most of this land is protected by a conservation easement or owned by St. Johns River Water Management District. Therefore, the land-use patterns are set and the proposed project is not anticipated to change existing land use patterns. The Future Land Use Map is attached and is located in the project file.

3.4 Mobility

I-95 is a major north-south freeway facility that serves as the backbone for north-south travel in Duval County.

The predominant traffic movement on I-95 is in the northbound direction (towards downtown Jacksonville) during the morning peak and in the southbound direction (towards residential suburbs) in the afternoon peak. Table 3.4.1 and 3.4.2 compare the LOS on I-95 for the No-Build and Build Alternative during the morning and afternoon peak period.

Location	**NO-BUILD ALTERNATIVE**			**BUILD ALTERNATIVE**		
	Northbound - AM Peak			Northbound - AM Peak		
	Number of Lanes	DDHV	LOS	Number of Lanes	DDHV	LOS
I-295 to Philips Hwy	4 lanes + aux lane	9,820	F	5 lanes + aux lane	9,820	C

Philips Hwy to Southside Blvd	4 lanes	9,520	F	5 lanes	9,520	D
Southside Blvd to Baymeadows Rd	3 lanes	7,380	F	4 lanes	7,380	D
Baymeadows Rd to J. Turner Butler Blvd	3 lanes	7,680	F	4 lanes + aux lane	7,680	C

Table 3.4.1 - No-Build vs. Build Alternative Comparison during Morning Peak

Location	**NO-BUILD ALTERNATIVE**			**BUILD ALTERNATIVE**		
	Southbound - PM Peak			Southbound - PM Peak		
	Number of Lanes	DDHV	LOS	Number of Lanes	DDHV	LOS
J. Turner Butler Blvd to Baymeadows Rd	3 lanes	7,680	F	4 lanes + aux lane	7,680	C
Baymeadows Road to Southside Blvd	3 lanes	7,380	F	4 lanes	7,380	D
Southside Blvd to Philips Hwy	4 lanes	9,520	F	5 lanes + aux lane	9,520	D
Philips Hwy to I-295	3 lanes + 2 aux lanes	9,820	F	4 lanes + 2 aux lanes	9,820	C

Table 3.4.2 - No-Build vs. Build Alternative Comparison during Afternoon Peak

As shown in Table 3.4.1 and 3.4.2, the No-Build Alternative does not meet the FDOT target for LOS. However, the proposed project will add capacity to I-95 to meet FDOT desired LOS target. The proposed project will improve mobility and reduce congestion for all trips (automobile and transit) between employment centers and residential areas.

A predictive safety analysis was conducted as part of System Interchange Access Request. The predicted analysis showed that the proposed project would reduce the total number of crashes on I-95 by 15%. Additionally, the increased capacity on I-95 will decrease the clearance times needed for residents to evacuate, thereby enhancing emergency management in Northeast Florida.

The proposed project is expected to enhance mobility within the project area.

3.5 Aesthetic Effects

The land use in the study area primarily consists of general and regional commercial, business park and light industrial. Other secondary land uses include multi-use, conservation lands and residential. There is a recreational zone west of I-95 between Philips Highway (US 1) and I-295.

A noise analysis was conducted for the corridor and noise abatement measures were warranted at several locations. The proposed noise walls will not block any viewsheds. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction.

Since the proposed improvements would occur on an existing facility, it is perceived as being compatible and in character with the area's aesthetic values. The proposed project will not change the current aesthetics in the area.

The proposed project is expected to have no significant impacts to aesthetic effects.

3.6 Relocation Potential

The proposed project will require one property to accommodate stormwater ponds. The property size is 11.15 acres and is current property use is vacant industrial. However, the proposed project will not require any business or residential relocation. The required property is shown in Figure 3.6.1.

Figure 3.6.1 - Impacted Parcel Map

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Jacksonville with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 09/23/2020. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

The architectural survey resulted in the identification and evaluation of three previously recorded resources within the I-95 from I-295 to SR 202 Corridor and Ponds APE, which are Flat Ford Road (8DU15970), the Florida East Coast (FEC) Railroad (8DU17719), and Philips Highway/US 1 (8DU18995). The portion of the FEC Railroad (8DU17719) within the APE was recommended "Significant" under NRHP Criteria. The remaining resources (8DU15970 and 8DU18995) lack the necessary historic significance and architectural/engineering distinction for listing in the NRHP and were recommended ineligible. No work is proposed within the 8DU17719 FEC railway or right-of-way. The proposed improvements will pose no adverse effect to the FEC Railroad corridor (8DU17719). The SHPO concurred with these findings on 9/23/2020. The concurrence letter is included as an attachment.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The proposed project is located adjacent to the Losco Regional Park. The Losco Regional Park is a 210-acre park owned by City of Jacksonville and was purchased with Florida Communities Trust grant for $3.8 million. The park is open to the public and existing amenities include trails, picnic tables, soccer fields and a playground. Future phases include a planned nature center and additional trails. Therefore, the Losco Regional Park meets the criteria for a "Public Parks and Recreation Areas" Section 4(f) protected resource.

While the proposed project is located adjacent to the Losco Regional Park, there will be no "use" of the property within the meaning of Section 4(f). The proposed project will not require any permanent or temporary acquisition of land, no change to access, and no proximity impacts that rise to the level of substantial impairment to the protected resource. A Section 4(f) No Use Determination Form was approved by FDOT Office of Environmental Management on February 25, 2021 and is included in the project file.

The proposed project is expected to have no impacts to Section 4(f) resources.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Recreation Areas based on comments received from the St. Johns River Water Management District (SJRWMD). The SJRWMD identified that within 500 feet of the study area, there are three parks and two management areas: Dogwood Park, Palmetto Leaves Regional Park, Losco Regional Park, Freedom Commerce Center and the Lower St. Johns Mitigation Bank. The SJRWMD also identified conservation easements adjacent to the project corridor that may need to be released before the proposed project can proceed forward.

The proposed improvements to I-95, Baymeadows Road, Southside Boulevard and the interchanges will be accommodated within the existing right-of-way. However, the stormwater ponds will require one property (see Section 3.6 - Relocation Potential for map of impacted property). The acquisition of the one property will not impact any parks or conservation easements.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Wildlife and Habitat, based on comments received from the SJRWMD, US Fish and Wildlife Service (USFWS) and Florida Fish and Wildlife Conservation Commission (FWC). The GIS analysis, performed as part of ETDM, identified several conservation easements that may be impacted and will require an Environmental Resource Permit (ERP) for conservation easement release. Additionally, the USFWS commented that the proposed project is within a wood stork Core Foraging Area and an eagle nest is located within 200 feet of the study area.

To address the agencies' concern, a Protected Species and Habitat Assessment was conducted, and the results were summarized in the *Natural Resource Evaluation (NRE) November 2020*. The NRE identified a total of 85 federally and state-listed species in Duval County.

Listed Species that do not Occur in the Project Area

Out of 85, a total of 34 species (that are federally-listed, candidates for federal listing, and/or state-listed) were determined to have no probability of occurrence in the study area due to lack of suitable habitat. FDOT has determined that the proposed project will have no effect on the federally-listed species, and no effect is anticipated for the state-listed species that have no probability of occurrence on the site.

Listed Plant Species that May Occur in the Project Area

The study area contains a range of upland and wetland habitats. Because of the habitat diversity in the corridor, a total of 43 state-listed plants have some potential to occur. Most of these state-listed plants have low probabilities of occurrence; however, four species have moderate probabilities of occurrence. Angle pod (Gonolobus suberosus) is a relatively common species of hardwood hammocks and swamp margins and may occur in or near the Mixed Wetland Hardwoods and especially the Streams and Lake Swamps habitats associated with the Julington Creek and Pottsburg Creek headwaters. Hooded pitcherplant (Sarracenia minor) is a common species of many of the wetland types occurring in the project study area. Finally, the two taxa of rainlilies (Zephyranthes) commonly occur in moist maintained roadside edges and in swales. No federally-listed plant species are known to occur in Duval County. The impact of individuals of any state-listed species will not affect the species as a whole. Therefore, no effect is anticipated for all state-listed plant species.

Listed Wildlife Species that May Occur in the Project Area

Four state-listed animal species (pine snake, tricolored heron, roseate spoonbill, and Southeastern American kestrel) were determined to have a low probability of occurrence in the study area. The state-listed gopher tortoise also has a low probability of occurrence. One state-listed wading bird (little blue heron) was determined to have a moderate probability of occurrence. No adverse effect is anticipated for any of these species.

The federally-listed Eastern indigo snake was determined to have a low probability of occurrence in the project study area. Using the 2013 USFWS Eastern Indigo Snake Programmatic Effect Determination Key (A->B->C->D->E-> "NLAA") FDOT has determined the project is not likely to adversely affect eastern indigo snake and no additional consultation is required.

The federally-listed wood stork was determined to have a moderate probability of occurrence. Any impacts to the species' foraging habitat will be offset by the project's wetland mitigation. Using the 2008 USACE/USFWS Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (A->B->C->D->E-> "NLAA") FDOT has determined the project is not likely to adversely affect the wood stork and no additional consultation is required.

No bald eagles were observed within the study area during field investigations.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect based on comments received from Florida Department of Environmental Protection, USEPA, US Army Corps of Engineers, National Marine Fisheries Service, and SJRWMD. The GIS analysis, performed as part of ETDM, identified 148.67 acres of palustrine wetlands and 5.32 acres of lacustrine wetlands within a 500-feet study area. The agencies expressed concerns on the loss of wetlands function and wildlife habitat, degradation of water quality in wetlands and surface waters, and reduction in flood storage and capacity that would impact the study area. To address the agencies' concerns, a NRE was prepared to identify, map and evaluate jurisdictional wetlands within the project corridor and pond sites, and to briefly assess the function and value of each wetland area.

The area within the project right-of-way plus the additional right-of-way required for the proposed stormwater ponds was assessed for the presence of wetlands, and a functional analysis of those wetlands was performed. The functional value of the wetlands was evaluated using the Uniform Mitigation Assessment Methodology (UMAM), which determines the amount of mitigation required to offset impacts to wetlands and other surface waters.

The proposed project would permanently impact up to 30.38 acres of wetlands (with a functional loss of 19.41 units). Due to the presence and position of on-site wetlands and the nature of the required work, the project will unavoidably impact wetlands. Therefore, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action will include all practicable measures to minimize harm to wetlands. The exact amount and type of mitigation required will be identified and negotiated with all applicable regulatory agencies during the design/permitting phase. FDOT will evaluate various strategies to fulfill mitigation needs for wetland impacts resulting from the construction of the proposed project. These strategies may include purchasing standard freshwater forested mitigation credits from an approved mitigation bank serving the study area. The NRE identified mitigation credits that are available from the Loblolly, Sundew and Northeast Florida and Fish Tail Swamp mitigation banks.

Therefore, the proposed project is expected to have no significant impacts to wetlands and other surface waters.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulic Report was prepared in accordance with FDOT's PD&E Manual. Impacts to floodplains were evaluated using the Federal Emergency Management Agency (FEMA) Flood Insurance Maps (FIRM). The project limits are within the FEMA FIRM Community Panel Numbers 12031C0552H, 12031C0554H, 12031C0558H, and 12031C0566H for Duval County (effective date June 3, 2013).

The proposed project is located adjacent to Zone AE (area subject to inundation by 1% annual chance flood) and three regulated floodways: Julington Creek, Sweetwater Creek and Pottsburg Creek. The proposed project will have no impacts to the regulated floodways and it is anticipated that FEMA No-Rise Certification will not be required. The proposed project does encroach into Zone AE at four locations and floodplain compensation will be provided for these impacts.

Modifications to existing drainage structures included in this project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes.

Therefore, it has been determined that this encroachment to floodplains is not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Water Quality and Quantity, based on comments received from the Florida Department of Environmental Protection and USEPA. The GIS analysis, performed as part of ETDM, identified four waterbodies within 100 feet of the study area: Pottsburg Creek, Sweetwater Creek, Julington Creek, and Bennett Branch. Of the four waterbodies, two (Pottsburg and Julington Creeks) are designated Verified Impaired Florida Waters. With an increase in impervious surface area from the proposed project, the agencies expressed concerns about increased stormwater runoff resulting in impacts to water quality.

To address the agencies' concerns, a preliminary pond siting evaluation was conducted for this study and the results were summarized in the Pond Siting Report (PSR), dated March 2021. The proposed project includes areas within the Pottsburg Creek, Sweetwater Creek, and Julington Creek watersheds, which are located within the Lower St. Johns River Basin. The proposed project is located with the Lower St. Johns Basin Management Action Plan (BMAP) for Nitrogen and Phosphorus and Lower St. Johns River BMAP for Fecal Coliform. The existing drainage systems within the study area consists primarily of open swales that collect and retain roadway runoff and ultimately discharging it to the St. Johns River via Pottsburg Creek or Julington Creek. There are several permitted stormwater management facilities within the project

corridor. Some stormwater ponds provide treatment and attenuation, and some provide attenuation only. The majority of the ponds are located in the infield areas of the existing interchanges, and there is one offsite pond located east of Western Way.

A pre-application meeting was held with SJRWMD on December 12, 2018. During this meeting SJRWMD clarified that due to high base flow within Julington Creek, there is sufficient mixing and dilution and only standard treatment is required for the watershed. SJRWMD further clarified that Pottsburg Creek is not impaired until it reaches the Arlington Reach which is located north of study limits. Therefore, only standard treatment criteria will be required.

The proposed stormwater management facilities will meet all SJRMWD and FDOT criteria. The SJRWMD 25-year, 24-hour storm event was used to establish the attenuation criteria for the proposed stormwater ponds. For the purposes of pond sizing estimates, the required treatment volume was calculated as 2.5 inches over the net additional impervious area. A total of seven new wet detention/retention ponds will be constructed to meet water quality and attenuation requirements.

A Water Quality Impact Evaluation (WQIE) was conducted for the proposed project to comply with the Clean Water Act and the Safe Drinking Water Act. Water quality impacts will be avoided with the implementation of erosion and sediment control measures including, but not limited to, silt fencing and turbidity barriers that shall be installed and maintained prior to, during, and after construction as needed. These measures will be shown on the Stormwater Pollution Prevention Plan (SWPPP) and the Sediment and Erosion Control Plan as approved between the SJRWMD and FDOT.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Noise, based on comments received from the Federal Highway Administration. The GIS analysis, performed as part of ETDM, identified 29.88 acres of residential land uses within the 500-foot study area.

The proposed project is a Type I Project that increases the number of through lanes. An assessment of noise impacts was conducted for this project and is documented in the Noise Study Report (December 2021) included in the project file and available at the FDOT District Office located at 1109 South Marion Avenue, Lake City, Florida 32025.

A total of 251 receptor sites were used to represent the noise sensitive sites within the study area which included:

- Residential areas (Bentley Green Apartments, Canopy at Belfort Park, Portiva Apartments, Paradise Island Apartment Homes, Southside Villas, Elements of Belle Rive Apartments, Lakeside Apartment Homes, Bay Club Apartment Homes, and The Park at Potenza Apartment Homes) - Activity Category B
- Institutional uses (Bright Horizons School, The Ogburn School, Concorde Career Institute, Strayer University, Florida Coastal School of Law, Jacksonville School of Autism, and La Petite Academy) - Activity Categories C (Exterior) and D (Interior)
- Places of worship (Baymeadows Islamic Center, Southpoint Community Church, and St. Philip Neri Ecumenical Church) - Activity Categories C (Exterior) and D (Interior)
- Medical buildings (Florida Surgical Physicians, Great Expressions Dental Center and Baymeadows Professional Building) - Activity Category D (Interior)
- Office buildings with exterior areas of use (Concourse Business Park, CDM Smith, RP Funding, Jacksonville Operations Center, JP Morgan Chase, and Spring Lake Business Center) - Activity Category E
- Hotels with exterior areas of use - pools (Country Inn & Suites, Best Western Premier, and Studio 6 Hotel) - Activity Category E
- Restaurants with outdoor seating (4 Rivers Smokehouse, Chili's, and 5th Element Taste of India) - Activity Category E.

Predicted design year (2045) noise levels for the Build Alternative were compared to the Noise Abatement Criteria (NAC) and to the predicted existing conditions noise levels to assess potential noise impacts associated with the proposed project.

Predicted design year (2045) traffic noise levels for the Build Alternative will approach, meet, or exceed the NAC at 99 residences within six residential areas (i.e., NAC B) and at eight special land uses (i.e., NACs C and E). The six impacted residential communities include four residences within Bentley Green Apartments, 30 residences within Canopy at Belfort Park Apartments, one residence within Portiva Apartments, 25 residences within Lakeside Apartment Homes, 21 residences within Bay Club Apartment Homes, and 18 residences within Park Potenza Apartment Homes. The eight impacted special land use sites include outdoor use areas associated with the Bright Horizons School, Jacksonville

School of Autism, Southpoint Community Church, Concourse Business Park, Baymeadows Islamic Center, Jacksonville Operations Center, and JP Morgan Chase South and North Buildings. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites.

Noise barriers are recommended for further consideration at three residential communities including Canopy at Belfort Park Apartments, Lakeside Apartment Homes, and the Park at Potenza Apartment Homes, as shown in Figure 6.1.1. The recommended conceptual noise barrier at these locations 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 impacted sites.

For Canopy at Belfort Park Apartments, the recommended conceptual noise barrier represents a 22-foot tall ground mounted noise barrier along I-95 northbound for a length of 1,190 feet. The recommended noise barrier is expected to reduce traffic noise by at least 5 dB(A) at 44 residences including all 30 impacted residences. The estimated cost of the recommended barrier is $785,400 or $17,850 per benefited receptor site.

For Lakeside Apartments, the recommended conceptual noise barrier represents a 22-foot-tall ground mounted noise barrier that extends approximately 1,060 feet along Southside Boulevard south of Western Lake Drive. The recommended noise barrier is expected to reduce traffic noise by at least 5 dB(A) at 30 residences, including 19 of the 25 impacted residences. The estimated cost of the recommended barrier is $699,600 or $23,320 per benefited receptor site. During the design phase, potential noise barrier constructability issues associated with existing overhead electric lines will need to be evaluated prior to making a decision to construct a noise barrier at this location.

For The Park at Potenza Apartment Homes, the recommended conceptual noise barrier represents a 22-foot tall ground mounted noise barrier located along Southside Boulevard northbound for a length of 700 feet. The recommended noise barrier is expected to reduce traffic noise by at least 5 dB(A) at 34 residences, including 16 of the 18 impacted residences. The estimated cost of the recommended barrier is $462,000 or $13,588 per benefited receptor site.

Noise barriers were not found to be a reasonable abatement measure at Bentley Green Apartments, and, therefore, are not recommended for further consideration at this location. The optimal conceptual noise barrier design did not meet the minimum noise reduction goal of 7 dB(A) for at least one impacted residence. The adjacent cross street on either side of this residential building limits the length of the noise barrier to 200 feet and also the ability to have a long continuous effective noise barrier at this location without blocking access. The effectiveness of noise barriers at this location is also reduced due to the height of the impacted second floor receptor sites (i.e., 15 feet) relative to Baymeadows Road.

Noise barriers were also not found to be a feasible abatement measure at Bay Club Apartment Homes. There is insufficient right-of-way to construct noise barriers between Western Lake Drive and Belle Rive Boulevard in the vicinity of the Bay Club Apartment Homes residences. Additional right-of-way would be required to construct the noise barrier at this location. Also, there would be constructability issues with constructing a noise barrier due to the existing overhead utilities, stormwater pond, and sidewalk. Therefore, noise barriers are not recommended for further consideration at this location.

Noise barriers are not recommended for further consideration at the eight special land use locations. Noise barriers at these special land use sites are unable to meet the minimum required daily usage rate (person-hours per day) needed for the conceptual noise barrier to be considered cost reasonable or meet the minimum noise reduction goal of 7 dB(A).

Figure 6.1.1 - Noise Walls

Based on the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 14 residences including four associated with Bentley Green Apartments, one associated with the Portiva Apartments, seven associated with Lakeside and Bay Club Apartment Homes, and two associated with The Park at Potenza Apartment Homes and at eight special land uses: Bright Horizons School, Jacksonville School of Autism, Southpoint Community Church, Concourse Business Park, Baymeadows Islamic Center, Jacksonville Operations Center, and JP Morgan Chase South and North Buildings. Therefore, the traffic noise impacts to these noise sensitive sites are an unavoidable consequence of the project.

Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction. A reassessment of the project area for sites particularly sensitive to construction noise and/or vibration will be performed during design to ensure that impacts to such sites are minimized.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

In the ETDM Summary Report published on December 1, 2016, FDOT assigned a "Moderate" Degree of Effect to Contamination based on comments received from Florida Department of Environmental Protection and US Environmental Protection Agency. The GIS analysis, performed as part of ETDM, identified 48 contamination sites within 500 feet of the study area.

To address the agencies' concerns, a Level 1 Contamination Screening Evaluation Report (CSER), dated December 2019 (for the proposed I-95 widening project) and a Contamination Screening Evaluation Technical Memorandum (CSETM), dated September 2020 (for the proposed stormwater ponds) were prepared to identify and evaluate the potential for contamination to adversely impact right-of-way acquisition and/or construction. The CSER and CSETM are available in the project file.

The CSER identified a total of 40 sites. Each site was assigned a risk rating of "No," "Low," "Medium," or "High" in accordance with the PD&E Manual. Twelve of the corridor sites were rated "Medium" and four of the sites were rated "High" for having a potential for petroleum and/or hazardous substance contamination. The sites are listed in Table 6.3.1. The CSETM identified two sites that were previously ranked "Medium" in the CSER.

Site Number	Name of the Site	Risk Rating
2B	FEC Railroad	MEDIUM
2C	Little Harbour Plaza	MEDIUM
4G	Republic Services	MEDIUM

4I	TMM (former Southern Bell / Western Electric)	MEDIUM
4J	Fire Station #44	MEDIUM
5B	Shell Gas Station #1070	MEDIUM
5C	GATE Gas Station #132	HIGH
5D	Empty Lot (former Shell Gas Station #3011)	MEDIUM
5E	Shell-First Coast Energy #1084	MEDIUM
5F	Shell-First Coast Energy #1071	MEDIUM
5G	Shell-First Coast Energy #2002	MEDIUM
6E	Cypress Plaza Properties (Landfill)	HIGH
6G	Florida Cycle Supply Corporation, Electromate, Pure Powersports, Filing Source, Plant Life Farms	HIGH
6H	Allstate Electrical Contractors	MEDIUM
6I	Salisbury Road Old Dump	HIGH
E-1	Proposed Stormwater Pond E-1	MEDIUM

Table 6.3.1 - Contamination Sites

"Medium" or "High" risk sites identified during the Level 1 Contamination Screening Evaluation will require a Level II assessment during the design phase.

6.4 Utilities and Railroads

The existing utilities along the I-95 corridor and crossroads were identified using Sunshine 811 ticket and are listed in Table 6.4.1.

Utility Agency Owner	**Utility Type**	**Corridor Impacted**
AT&T	Communication Lines, Fiber, Telephone	I-95, Southside Boulevard, Baymeadows Road
CenturyLink	Fiber	I-95, Southside Boulevard, Baymeadows Road
Comcast Cable Communications	Cable Television	I-95, Southside Boulevard, Baymeadows Road
Crocker Partners	Irrigation	Baymeadows Road
Crown Castle NG	Fiber	I-95, Southside Boulevard, Baymeadows Road
Hargray of Florida, Inc.	Fiber	I-95, Baymeadows Road
Hotwire Communications	Cable Television, Fiber, Telephone	I-95
Jacksonville Electric Authority (JEA)	Electric, Sewer, Water	I-95, Southside Boulevard, Baymeadows Road
MCI	Communication Lines, Fiber	I-95, Southside Boulevard, Baymeadows Road
Quanta Telecommunication Services LLC	Fiber	I-95, Baymeadows Road
Resurgence Infrastructure Group LLC	Fiber	I-95
Sprint	Fiber	I-95

TECO Peoples Gas	Gas	I-95, Southside Boulevard, Baymeadows Road
Traffic Control Devices, Inc.	Electric, Fiber	I-95, Baymeadows Road
Uniti Fiber LLC	Fiber	I-95, Baymeadows Road

Table 6.4.1 - Utility Agency Owners

Further coordination with utility agencies/owners will take place during the design phase of the project.

The proposed project overpasses the Florida East Coast Railroad track near Philips Highway (US 1) interchange but there will be no impact to railroad right-of-way or operations.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction activities would produce temporary air, noise, water quality, traffic flow, and visual impacts to the traveling public only within the immediate vicinity of the project. All construction impacts would be minimized or controlled by adherence to measures set forth in the FDOT Standard Specification for Road and Bridge Construction.

The air quality impacts would be temporary and primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineers.

Noise and vibration impacts would be temporary and associated with the movement of heavy equipment and construction activities. Noise control measures would include those contained in FDOT Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the contractor would also be required where applicable.

Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with the FDOT Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices as required by the National Pollution Discharge Elimination System (NPDES) construction permit.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

8. Permits

The following environmental permits are anticipated for this project:

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired
State 404 Permit	To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing
A comprehensive Public Involvement Plan was prepared in compliance with the FDOT PD&E Manual.

Public involvement strategies have been developed and are being carried out as an integral part of the PD&E study. The purpose of this program is to establish and maintain communication with the public at-large and individuals and agencies interested in the project and its potential impact. A summary of the outreach efforts and meetings conducted to date are provided in the following sections.

Through the ETDM (ETDM #14278) and Advanced Notification (AN) processes, FDOT informed numerous federal, state, and local agencies of the project. The ETAT provided their comments on the projects Purpose and Need Statement and issued their Degree of Effect (DOE) for their topic area(s). Upon completion of the ETDM Programming Screen review, a Programming Screen Summary Report was developed and initially published on November 29, 2016, including FDOT's responses to each DOE, as well as a discussion about the overall project. It was republished on December 1, 2016, to include the Federal Highway Administrations (FHWA) acceptance of the Class of Action (COA) as a Type 2 CE. The AN Package was prepared defining the project and anticipated issues and impacts. The AN Package was sent to the Florida State Clearinghouse in conjunction with the Programming Screen, where it was distributed to the appropriate state agencies for review. The AN Package also was distributed to appropriate non-state agencies and tribal nations. The results of the ETDM screening and AN process resulted in no substantial comments received that would prevent the project from moving forward into future phases.

A Hybrid Public Hearing for their Five Year Work Program was held on January 14, 2021. The Hybrid Public Hearing presented the FDOT District 2 Citizen Plan from 2022-2026 and discussed future phases (right-of-way and construction) of the I-95 project. Citizens were encourage to participate and submit comments.

The public has been, and will continue to be engaged through methods outlined in the Public Involvement Plan.

Hybrid Public Hearing
To be completed after the Hybrid Public Hearing

10. Commitments Summary

1. FDOT will implement the U.S. Fish and Wildlife Service's Standard Protection Measures for the Eastern indigo snake during project construction.
2. If bats are present, FDOT will implement SP 0070104-11 (Bats in Bridges) during project construction.
3. FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified in Figure 6.1.1 contingent upon the following conditions:
   - 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 analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
   - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
   - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

I-95 Nine Ponds and Corridor Cultural Resource Assessment Survey (CRAS)
I-95 Four Ponds Cultural Resources Assessment Survey (CRAS)
Section 4(f) Resources Form - No Use Determination
Natural Resources Evaluation
Location Hydraulics Report
I-95 from I-295 to SR 202 CSER
I-95 from I-295 to SR 202 Ponds CSE_Tech_Memo
Noise Study Report (NSR) (2021-12)
I-95 SIMR June 2021
435577-1_WQIE_Checklist_02092021
Location Hydraulics Report
Preliminary Engineering Report
FINAL I-95 from 295 to JTB PIP 3-23-2021

Attachments

Planning Consistency

Project Plan Consistency Documentation - NFTPO 2045 LRTP
Project Plan Consistency Documentation NFTPO 2021-2026 TIP
Project Plan Consistency Documentation STIP Online Report (435577-2)
Project Plan Consistency Documentation

Social and Economic

Existing Land Use Map
Future Land Use Map

Cultural Resources

I-95 Corridor and Nine Ponds SHPO Concurrence Letter
I-95 Four Ponds SHPO Concurrence Letter
Section 106 Resource Map
Section 4(f) Resources Form - No Use Determination

Natural Resources

FDACS Coordination Regarding State Listed Plants
Species and Habitat Map
Wetlands Map
Floodplains Map
Correspondence
Other Supporting Documentation related to Protected Species and Habitat
Other Supporting Documentation related to Protected Species and Habitat

Physical Resources

Potential Contamination Site Map
Noise Wall Map

Planning Consistency Appendix

Contents:

Table 9.2: Adopted 2045 Cost Feasible Plan – SIS Projects (State and Federally Funded Projects) Continued

Facility	County	ID	From	To	Improvement	TIP Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Phases Funded
I-295 (SR 9A)	Duval	821	I-95 (SR 9)	SR 113 (Southside Connector)	Add Lanes and Reconstruct			$126,781		PE
I-295 (SR 9A)	Duval	822	North of Collins Road Interchange	North of Commonwealth Lane	Add Lanes and Reconstruct			$20,719	$486,269	PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	823	North of New Kings Road	South of I-95 (SR 9) Interchange	Add Lanes and Reconstruct			$20,323	$382,345	PE, ROW, CST
I-95 (SR 9)	Duval	824	at SR 202 (J. Turner Butler Boulevard)		Modify Interchange	$17				ROW
I-95 (SR 9)	Duval	825	at SR 152 (Baymeadows Road)		Add Turn Lane	$1,239				PE, CST
I-95 (SR 9)	Duval	826	at US 1/MLK/20th Street		Modify Interchange	$32,881				PE, ROW, CST
I-95 (SR 9)	Duval	827	Duval County Line	I-295 (SR 9A)	Add Lanes and Reconstruct	$138,218				PE, ENV, ROW, CST
I-95 (SR 9)	Duval	828	SR 202 (J. Turner Butler Boulevard)	Atlantic Boulevard	Add Lanes and Reconstruct	$346,886				PD&E, PE, ROW, CST
I-95 (SR 9)	Duval	829	South of the Duval/St. Johns County Line	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct			$682,431		ROW, CST
~~I-95 (SR 9)~~	~~Duval~~	~~830~~	~~I-10 (SR 8)~~	~~South of US 1/SR 115/MLK~~	~~Add Lanes and Reconstruct~~		~~$187,238~~	~~$214,230~~		~~PE, ROW, CST~~
I-95 (SR 9)	Duval	831	I-295 (SR 9A)	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct	$20,004				PD&E, PE, ROW, CST
~~I-95 (SR 9)~~	~~St Johns~~	~~832~~	~~International Golf Parkway~~	~~Duval County Line~~	~~Add Lanes and Reconstruct~~	~~$457,600~~				~~PE, ROW, CST~~
I-95 (SR 9)	St Johns	833	at SR 16		Modify Interchange			$12,212		PE, CST
SR 200 (US 301)	Nassau	834	at Crawford Road (Crawford Diamond Industrial Park)		Modify Interchange/Flyover	$604				PD&E, PE, ROW
SR 200 (A1A)	Nassau	835	US17	CR 107	Add Lanes and Reconstruct	$16				PE
SR 202 (J. Turner Butler Boulevard)	Duval	836	I-95 (SR 9)	SR 200 (A1A)	Planning Study	$770				PD&E
US 17	Duval	837	Collins Road	NAS Birmingham Gate	Add Lanes and Reconstruct			$42,427		PE, ROW, CST
					Totals	**$2,718,192**	**$659,452**	**$1,254,578**	**$1,697,769**	

PD&E = Project, Development and Environmental
PE= Project Engineering
ROW = Right of Way
ENV = Environmental Mitigation
CST = Construction

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
I-95(SR9) FROM BAYMEADOWS ROAD TO S OF J TURNER BUTLER (SR202) - 4461531							***SIS***
ADD LANES & RECONSTRUCT				**LRTP No: 829**			**Length: 2.088**
			Responsible Agency: FDOT				
DSB	ACNP	0	39,365,296	0	0	0	**39,365,296**
PE	ACNP	0	445,400	0	0	0	**445,400**
	Total	**0**	**39,810,696**	**0**	**0**	**0**	**39,810,696**
	Prior Cost < 2021/22	*7,567*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*39,818,263*
I-95(SR9) FROM AIRPORT ROAD TO OWENS ROAD - 4460491							***SIS***
RESURFACING							**Length: 0.838**
			Responsible Agency: FDOT				
PE	ACNP	746,101	0	0	0	0	**746,101**
CST	ACNP	0	0	7,101,320	0	0	**7,101,320**
	Total	**746,101**	**0**	**7,101,320**	**0**	**0**	**7,847,421**
	Prior Cost < 2021/22	*0*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*7,847,421*
I-95(SR9) FROM FOREST STREET BRIDGE TO RAILROAD BRIDGE - 4460481							***SIS***
RESURFACING							**Length: 0.61**
			Responsible Agency: FDOT				
PE	ACNP	374,956	0	0	0	0	**374,956**
CST	ACNP	0	0	3,729,011	0	0	**3,729,011**
	Total	**374,956**	**0**	**3,729,011**	**0**	**0**	**4,103,967**
	Prior Cost < 2021/22	*0*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*4,103,967*

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
I-95(SR9) FROM I-295(SR9A) TO AIRPORT ROAD - 4436351							***SIS***
LANDSCAPING							**Length: 0.93**
			Responsible Agency: FDOT				
PE	DIH	5,000	0	0	0	0	**5,000**
PE	DDR	350,000	0	0	0	0	**350,000**
CST	DS	0	0	0	2,023,725	0	**2,023,725**
CST	DIH	0	0	0	1,000	0	**1,000**
	Total	**355,000**	**0**	**0**	**2,024,725**	**0**	**2,379,725**
	Prior Cost < 2021/22	*0*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*2,379,725*
I-95(SR9) FROM I-295(SR9A) TO BAYMEADOWS RD (SR152) - 4355772							***SIS***
ADD LANES & RECONSTRUCT				**LRTP No: 829**			**Length: 3.425**
			Responsible Agency: FDOT				
ROW	BNIR	0	1,685,620	0	0	0	**1,685,620**
ROW	ACNP	0	13,000	0	0	0	**13,000**
CST	DI	0	0	0	30,772,416	0	**30,772,416**
CST	GMR	0	0	0	20,754,150	0	**20,754,150**
CST	ACNP	0	0	0	57,188,614	0	**57,188,614**
	Total	**0**	**1,698,620**	**0**	**108,715,180**	**0**	**110,413,800**
	Prior Cost < 2021/22	*0*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*110,413,800*

Florida Department of

TRANSPORTATION

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: 435577 2	**Related Items Shown**
County/MPO Area: North Florida TPO	**As Of:** 10/13/2021

HIGHWAYS

Item Number: 435577 1 **Project Description:** I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD) *SIS*

District: 02 **County:** DUVAL **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 7.144MI

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	299,998						**299,998**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	142,082	31,366					**173,448**
	DS-STATE PRIMARY HIGHWAYS & PTO	1,059,305						**1,059,305**
Phase: P D & E Totals		**1,501,385**	**31,366**					**1,532,751**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	32,077	217,923					**250,000**
	DS-STATE PRIMARY HIGHWAYS & PTO	691						**691**
	GMR-GROWTH MANAGEMENT FOR SIS	12,900,008						**12,900,008**
Phase: PRELIMINARY ENGINEERING Totals		**12,932,776**	**217,923**					**13,150,699**
ENVIRONMENTAL / MANAGED BY FDOT								

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	54,697						**54,697**
	Item: 435577 1 Totals	**14,488,858**	**249,289**					**14,738,147**

Item Number: 435577 2 **Project Description:** I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD) *SIS*

District: 02 **County:** DUVAL **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 3.425MI

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			13,000				**13,000**
	BNIR-INTRASTATE R/W & BRIDGE BONDS			1,685,620				**1,685,620**
	Phase: RIGHT OF WAY Totals			**1,698,620**				**1,698,620**
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP					57,217,838		**57,217,838**
	DI-ST. - S/W INTER/INTRASTATE HWY					46,262,057		**46,262,057**
	GMR-GROWTH MANAGEMENT FOR SIS					20,214,355		**20,214,355**
	Phase: CONSTRUCTION Totals					**123,694,250**		**123,694,250**
	Item: 435577 2 Totals			**1,698,620**		**123,694,250**		**125,392,870**
	Project Totals	**14,488,858**	**249,289**	**1,698,620**		**123,694,250**		**140,131,017**
	Grand Total	**14,488,858**	**249,289**	**1,698,620**		**123,694,250**		**140,131,017**

Florida Department of

TRANSPORTATION

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: 446153 1	**Related Items Shown**
County/MPO Area: North Florida TPO	**As Of:** 10/13/2021

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

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**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	1,164,685						**1,164,685**
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	1,571,278						**1,571,278**
	SA-STP, ANY AREA	5,000						**5,000**
	Phase: P D & E Totals	**3,005,319**						**3,005,319**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	538,862	62,176	2,658,240				**3,259,278**
	DI-ST. - S/W INTER/INTRASTATE HWY	4,688						**4,688**
	DS-STATE PRIMARY HIGHWAYS & PTO	486,795						**486,795**

	NHEX-NATIONAL PERFORM PROG. EXEMPT	2,182,709						**2,182,709**
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	2,816,310	5,216					**2,821,526**
	PKYI-TURNPIKE IMPROVEMENT	23,279	8,552					**31,831**
Phase: PRELIMINARY ENGINEERING Totals		**6,052,643**	**75,944**	**2,658,240**				**8,786,827**
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	888,455	4,645,763					**5,534,218**
	ACSA-ADVANCE CONSTRUCTION (SA)	339,373						**339,373**
	BNIR-INTRASTATE R/W & BRIDGE BONDS	29,903,975	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	209,478	347,645					**557,123**
	DS-STATE PRIMARY HIGHWAYS & PTO	2,965,251	129,850					**3,095,101**
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	1,761,999	102,011					**1,864,010**
	SA-STP, ANY AREA	93,172	200,000					**293,172**
Phase: RIGHT OF WAY Totals		**37,161,703**	**25,927,258**	**2,459,695**				**65,548,656**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	78,166	29,942	3,000,056				**3,108,164**
	DS-STATE PRIMARY HIGHWAYS & PTO	49,000						**49,000**
Phase: RAILROAD & UTILITIES Totals		**127,166**	**29,942**	**3,000,056**				**3,157,164**
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	DEM-ENVIRONMENTAL MITIGATION	1,743,032						**1,743,032**
	DS-STATE PRIMARY HIGHWAYS & PTO	24,650						**24,650**
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	299,992						**299,992**
Phase: ENVIRONMENTAL Totals		**2,067,674**						**2,067,674**
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			211,483,345			5,103,414	**216,586,759**
	DI-ST. - S/W INTER/INTRASTATE HWY			111,826,921				**111,826,921**
	DS-STATE PRIMARY HIGHWAYS & PTO	17,474						**17,474**
	PKYI-TURNPIKE IMPROVEMENT	107						**107**
	STED-2012 SB1998-STRATEGIC ECON COR			30,318,935				**30,318,935**
Phase: DESIGN BUILD Totals		**17,581**		**353,629,201**			**5,103,414**	**358,750,196**
Item: 432259 2 Totals		**48,432,086**	**26,033,144**	**361,747,192**			**5,103,414**	**441,315,836**

Item Number: 445343 1 **Project Description:** SR126 FROM US1 TO SPRING PARK ROAD

District: 02 **County:** DUVAL **Type of Work:** RESURFACING **Project Length:** 0.564MI

	Fiscal Year						
Phase / Responsible Agency	**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DDR-DISTRICT DEDICATED REVENUE	75,327						**75,327**

	DIH-STATE IN-HOUSE PRODUCT SUPPORT		20,000					**20,000**
	DS-STATE PRIMARY HIGHWAYS & PTO	309						**309**
	SA-STP, ANY AREA	93,066	13,607					**106,673**
Phase: PRELIMINARY ENGINEERING Totals		**168,702**	**33,607**					**202,309**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	LF-LOCAL FUNDS			525,112				**525,112**
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,719,346				**1,719,346**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			22,633				**22,633**
	DS-STATE PRIMARY HIGHWAYS & PTO	486						**486**
	SA-STP, ANY AREA			727,555				**727,555**
Phase: DESIGN BUILD Totals		**486**		**2,469,534**				**2,470,020**
Item: 445343 1 Totals		**169,188**	**33,607**	**2,994,646**				**3,197,441**

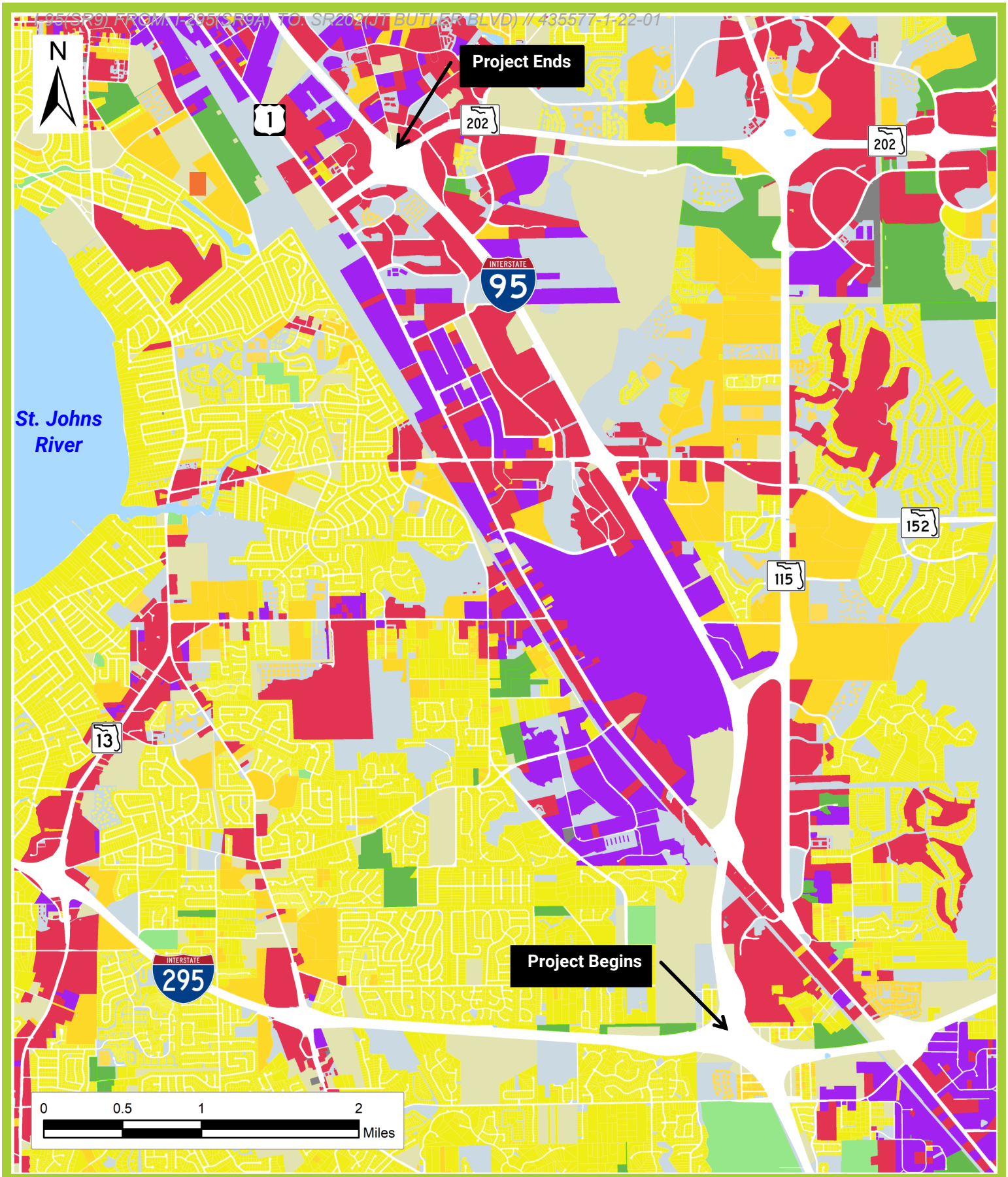
Item Number: 446153 1 **Project Description:** I-95(SR9) WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB(SR202) *SIS*

District: 02 **County:** DUVAL **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 1.786MI

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	6,461						**6,461**
	DS-STATE PRIMARY HIGHWAYS & PTO	1,106						**1,106**
Phase: P D & E Totals		**7,567**						**7,567**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			445,432				**445,432**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	LF-LOCAL FUNDS		50,056					**50,056**
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			38,323,308				**38,323,308**
Item: 446153 1 Totals		**7,567**	**50,056**	**38,768,740**				**38,826,363**
Project Totals		**48,608,841**	**26,116,807**	**403,510,578**			**5,103,414**	**483,339,640**
Grand Total		**48,608,841**	**26,116,807**	**403,510,578**			**5,103,414**	**483,339,640**

Social and Economic Appendix

Contents:

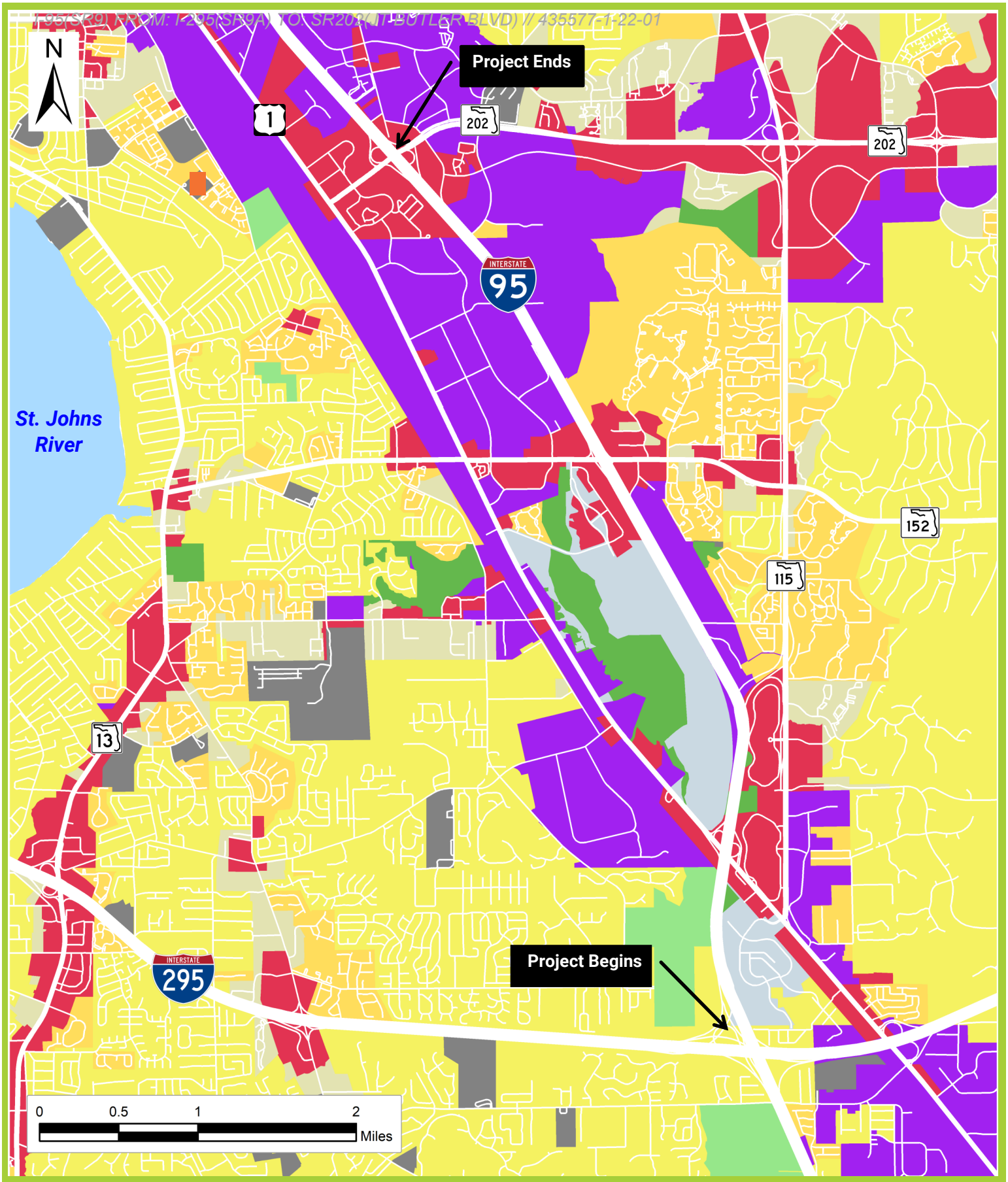


I-95 PD&E Study from I-295 to J. Turner Butler Boulevard (SR 202)

Legend

Single Family Residential	Industrial, Manufacturing	Institutional
Multi Family Residential	Agriculture, Timberland	Utilities
Commercial	Parks, Recreational Area	Other

Existing Land Use Map



I-95 PD&E Study from I-295 to J. Turner Butler Boulevard (SR 202)

Legend

- Single Family Residential
- Multi Family Residential
- Commercial
- Industrial, Manufacturing
- Agriculture, Timberland
- Parks, Recreational Area
- Institutional
- Utilities
- Other

Future Land Use Map

Cultural Resources Appendix

Contents:

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAULT, 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: Cultural Resource Assessment Survey
I-95 Widening from I-295 to SR 202
Duval County, Florida
Financial Management No.: 435577-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Technical Memorandum: Cultural Resource Assessment Survey for the 1-95 (SR 9) Widening from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard), Duval County, Florida.* This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed widening of Interstate 95 (I-95) (State Road [SR] 9) from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard) in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to add lanes and reconstruct Interstate 95 (I-95) (State Road [SR] 9) from I-295 (SR 9A) to SR 202 (J. T. Butler Boulevard) in Duval County, Florida. The project also includes the construction of nine retention ponds and intersection modifications at Southside Boulevard and Belle Rive Boulevard, along with minor interchange improvements at I-95 and Baymeadows Road. With the exception of the nine proposed ponds, all improvements will be constructed within the existing right-of-way. This project is federally funded for construction in 2025.

The Area of Potential Effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. For this project, the APE for the corridor improvements was defined to include the existing I-95 right-of-way from I-295 to SR 202, the Baymeadows Road right-of-way where improvements are proposed, and the Southside Boulevard and Belle River Boulevard intersection; the APE for the proposed offsite ponds includes the proposed pond footprints plus a 100-foot (30.5-meter) buffer. The majority of the project is composed of the existing right-of-way along I-95, the heavily developed Baymeadows Road, and the Southside Boulevard and Belle River Boulevard intersection, which

offer little to no potential for the identification of intact cultural deposits. Therefore, the archaeological survey was conducted within the proposed footprint of each pond. 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 of Historic Properties). The study also complies 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.

The archaeological survey included the excavation of 16 shovel tests within the archaeological APE, all of which were negative for cultural material. No artifacts were recovered, and no archaeological sites or occurrences were identified. No further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of three previously recorded resources within the I-95 from I-295 to SR 202 Corridor and Ponds APE, which are Flat Ford Road (8DU15970), the Florida East Coast (FEC) Railroad (8DU17719), and US 1/Philips Highway (8DU18995). Based on the results of the current survey, it is the opinion of SEARCH that the portion of the FEC Railroad (8DU17719) within the APE is significant under National Register of Historic Places (NRHP) Criterion A for Transportation and Commerce and under Criterion B for association with Henry Morrison Flagler. As such, the FEC Railroad (8DU17719) retains its historic integrity and is recommended to remain eligible for listing in the NRHP as a contributing element to the overall 8DU17719 resource group. The remaining resources (8DU15970 and 8DU18995) lack the necessary historic significance and architectural/engineering distinction for listing in the NRHP and are recommended ineligible, either individually or as contributing resources to an existing or potential historic district within the I-95 from I-295 to SR 202 Corridor and Ponds APE.

No work is proposed within the 8DU17719 railway or right-of-way. Work proposed adjacent to and elevated above 8DU17719 includes the construction of additional lanes and reconstruction of I-95 from I-295 to SR 202 and the installation of retention ponds. With the exception of the nine proposed ponds, all improvements will be constructed within the existing I-95 right-of-way. The portion of 8DU17719 within the current APE is situated below I-95, which is elevated above it. The construction of additional lanes or reconstruction of existing lanes is proposed beyond the

viewshed and boundaries of 8DU17719, and no construction activities are proposed within the right-of-way of 8DU17719. Additionally, the closest proposed ponds are a collection of ponds to the north, which include Ponds C-1, C-2, and C-4. However, those are approximately 0.15 miles (0.24 kilometers) to the north of 8DU17719 and beyond the viewshed of the resource. No historic fabric associated with 8DU17719 will be compromised by any of the proposed activities. Furthermore, the impact of any viewshed concerns is diminished by existing concrete bridge support walls for I-95, which block the view of the 8DU17719 to closest ponds and to the north and south of the proposed work. It is the opinion of SEARCH that the proposed improvements will pose no adverse effect to the FEC Railroad corridor (8DU17719).

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

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

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

Sincerely,

DocuSigned by:
Ian Pawn
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 2020-0054-B. 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 23, 2020
Date

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAULT, P.E.
SECRETARY

January 30, 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: Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
Proposed Drainage Locations Along Interstate 95
From Interstate 295 to State Road 202 (JT Butler Boulevard),
Duval County, Florida
Financial Management No.: 435577-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey of Proposed Drainage Locations along Interstate 95 from Interstate 295 to State Road 202 (JT Butler Boulevard), Duval County, Florida*. This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of four proposed ponds in support of the Interstate 95 (I 95)/State Road (SR) 9 improvements project from I-295 (SR 9A) to SR 202 in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to construct four retention ponds along I-95 between I-295 (SR 9A) and SR 202. This project is state funded.

The project Area of Potential Effects (APE) was defined as the pond footprints in addition to a 30-meter (100-foot) buffer. The archaeological survey was conducted within the pond footprints. The historic structure survey was conducted within the entire APE.

This CRAS was conducted in accordance with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's Project Development & Environment (PD&E) Manual (revised January 2019), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *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 (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*).

The archaeological survey consisted of pedestrian survey and the excavation of eight shovel tests within the I-95 Ponds footprint. No artifacts were recovered, and no archaeological sites or occurrences were identified. No further archaeological survey is recommended.

No architectural resources were identified within the I-95 Ponds APE. No additional architectural survey is recommended.

Given the results of the CRAS, it is the opinion of the FDOT, District 2, that the proposed I-95 Ponds project will have no effect on cultural resources listed or eligible for listing in the National Register of Historic Places (NRHP). 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:
Ian Pawn
D23D48BCDF514AD...

Stephen Browning
District Planning and Environmental Manager

cc: Terri Newman, FDOT
Ian Pawn, FDOT

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 2020-0054. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, 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 FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

For Timothy A. Parsons, PhD, Director — Deputy SHPO

Florida Division of Historical Resources

2/3/2020
Date

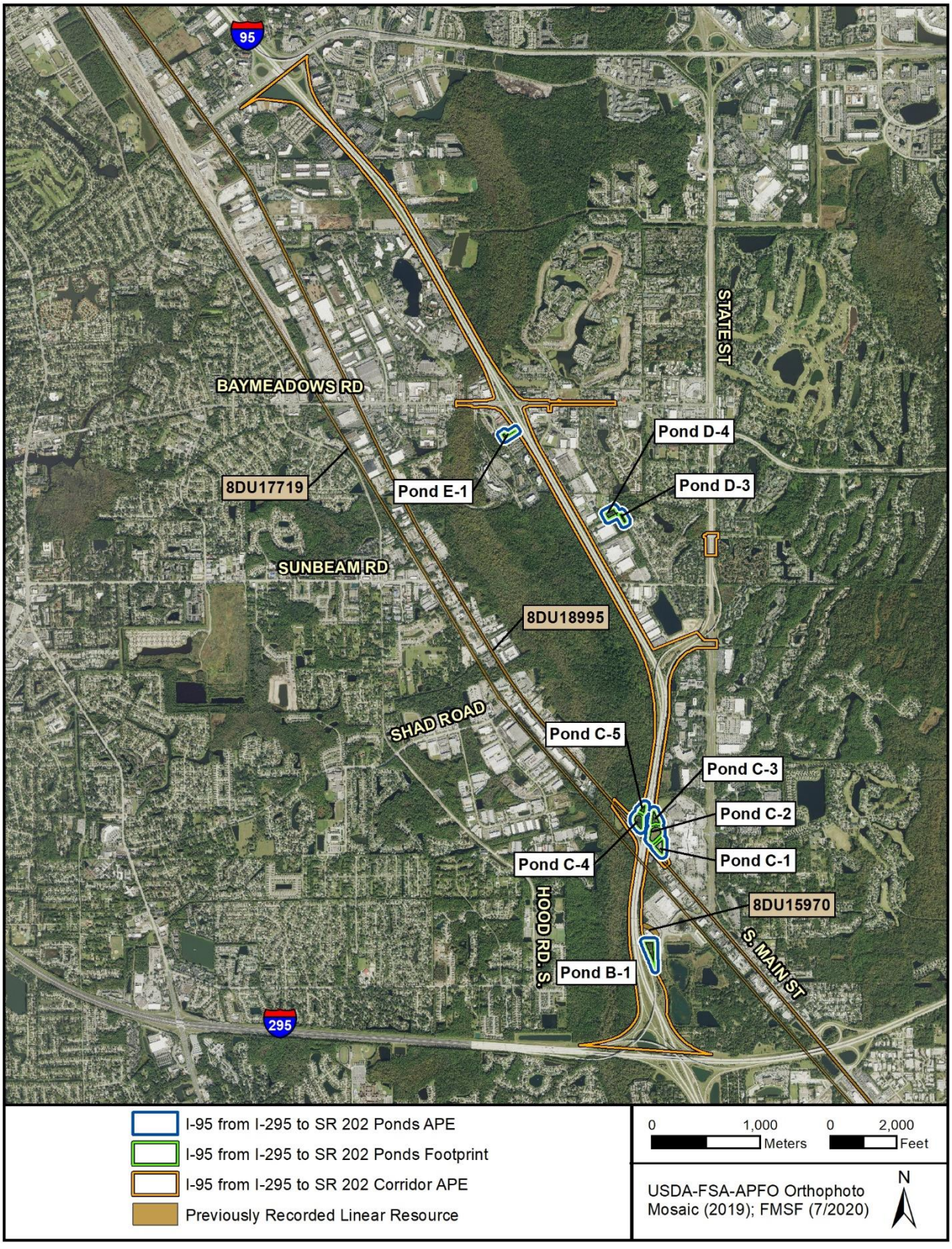


Figure 5. Previously recorded resources within the I-95 from I-295 to SR 202 APE.

Section 4(f) Resources

Florida Department of Transportation

I-95(SR9) FROM: I-295(SR9A) TO; SR202(JT BUTLER BLVD)

District: FDOT District 2

County: Duval County

ETDM Number: 14278

Financial Management Number: 435577-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Michael Anthony Brock

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. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Losco Regional Park	Regional Park - City of Jacksonville	Park/Rec Area	City of Jacksonville	No Use	Determination 02-25-2021

Losco Regional Park

Facility Type: Regional Park - City of Jacksonville

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 10931 Hood Rd S, Jacksonville, FL, 32257, USA
Latitude: 30.17794 Longitude: -81.56692

Description of Property:
Losco Regional Park is a 210-acre park located on Hood Road South, in Jacksonville, Florida (refer to map attachment). The City of Jacksonville acquired the land in 1998 with a Florida Communities Trust grant for $3.8 million. The park is open to the public and amenities include picnic tables, a playground, a soccer field and hiking trails. The existing amenities were completed in 2004 and there are future plans for a nature center and additional trails. All the amenities with the exception of the hiking trails are located on the parcel adjacent to Hood Road South. The only access to the park is from Hood Road South.

A portion of the I-95 project is located adjacent to Losco Regional Park. This project does not require any use of land from the property on either a temporary or permanent basis and the project will not cause any meaningful proximity impacts to the park property. There will be no "use" within the meaning of the Section 4(f) to Losco Regional Park.

Owner/Official with Jurisdiction: City of Jacksonville

Relationship Between the Property and the Project
Losco Regional Park is adjacent to the existing interstates of I-95/I-295 is southeast Jacksonville. Access to the park property is from Hood Road South. The I-95 project is a limited access highway and does not require any property either on a temporary or permanent basis from Losco Regional Park.

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 02-25-2021

Resource Attachments

Losco Regional Park

Losco Regional Park Map

Losco Regional Park

Contents:

I-95 PD&E Study from I-295 to J. Turner Butler Blvd Duval County, Florida

Legend

- Losco Park Boundary
- Parks and Recreation Areas
- Parcel Boundary

Figure 1
Section 4(f)

Natural Resources Appendix

Contents:

From: Anderson, Patti
To: Hetrick, Susanna; Stanley, Jason
Subject: RE: FM #435577-1 I-95 from I-295 to State Road 202 - Natural Resources Evaluation
Date: Tuesday, March 2, 2021 3:08:36 PM

EXTERNAL SENDER: Use caution with links and attachments.

Dear Ms. Hetrick,
Thank you for the opportunity to review the Natural Resources Evaluation (NRE) for your project. Since most plant species have a low probability of occurring in the area and the moderately likely species are threatened, not endangered, I see no need for special concern from DPI. I hope that in this project you can accommodate any representatives of the Florida Native Plant Society who might offer to relocate plants from the area.
Best wishes,
Patti

Patti J. Anderson, Ph.D., Botanist

Division of Plant Industry
Florida Department of Agriculture and Consumer Services
352/395-4701

Patti.Anderson@FDACS.gov

1911 SW 34th Street
Gainesville, FL 32608

PO Box 147100
Gainesville, FL 32614-7100
www.FDACS.gov

Palm Identification tool: http://idtools.org/id/palms/palmid/

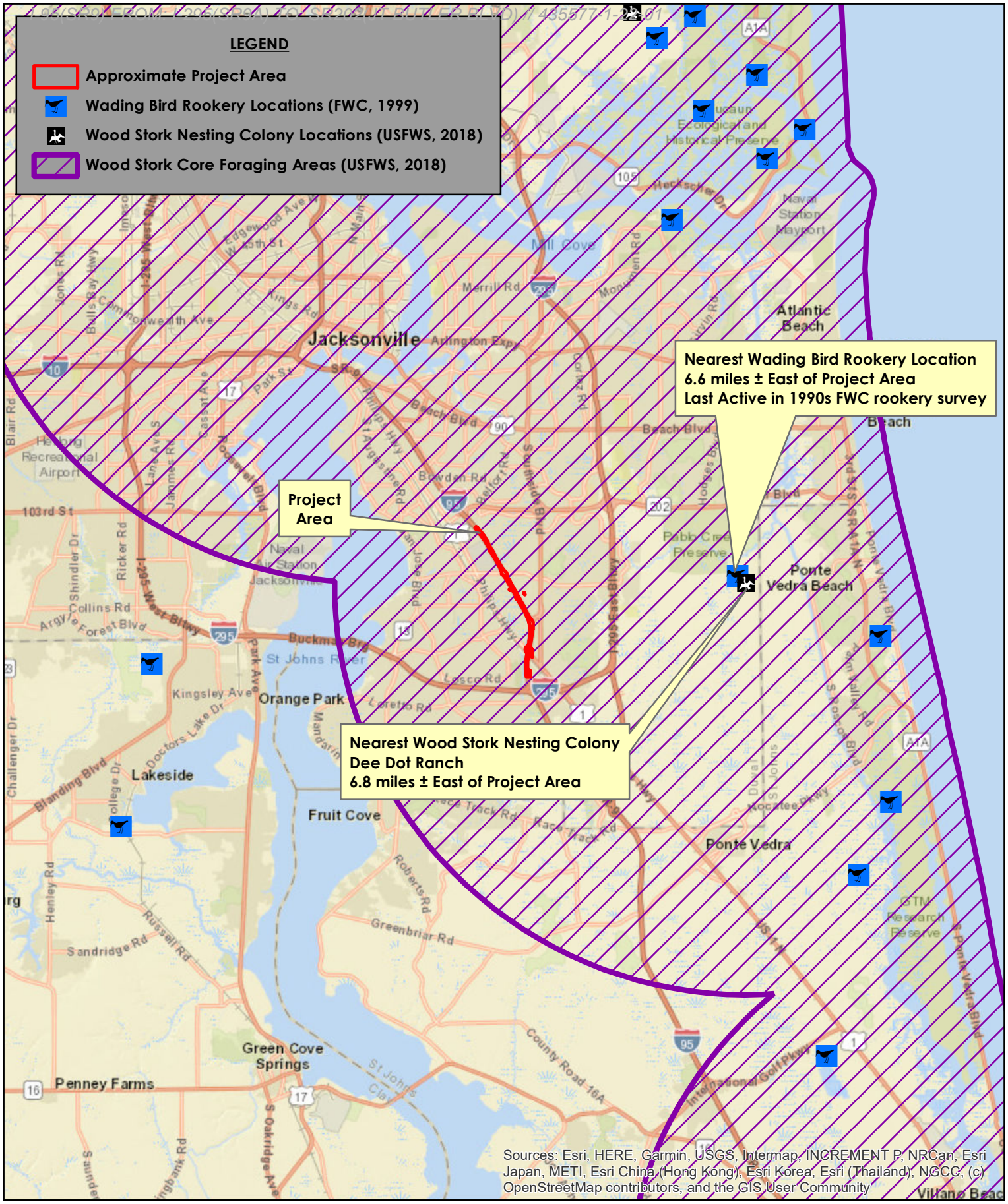
From: Hetrick, Susanna <Susanna.Hetrick@dot.state.fl.us>
Sent: Tuesday, March 2, 2021 2:10 PM
To: Anderson, Patti <Patti.Anderson@fdacs.gov>; Stanley, Jason <Jason.Stanley@fdacs.gov>
Subject: [External] FM #435577-1 I-95 from I-295 to State Road 202 - Natural Resources Evaluation

Good afternoon. Please find attached the final Natural Resources Evaluation (NRE) for the above-referenced project, for your information.

The Florida Department of Transportation (FDOT) Office of Environmental Management has advised that we provide a copy of the NRE to the Florida Department of Agriculture and Consumer Services (FDACS). The NRE document identifies and makes effect determinations for protected species and habitats which may occur within the project area. While no state listed plants were identified within the project limits during field work for the NRE, additional surveys will be completed, and information about the project's involvement with protected species and habitats will be refined as the project moves through design and permitting.

If you have any questions or need additional information, please contact me. Thank you for your time.

Susie Hetrick
Planning & Environmental Management Office
FDOT District 2
1109 South Marion Avenue, MS 2007
Lake City, FL 32025-5874
386.961.7524



0 4 Miles

I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Documented Occurrences of Wading Bird Rookeries and Wood Stork Nesting Colonies/CFAs

Project No.:	20103
Exhibit No.:	7
Date:	7-13-20
Rev. Date:	

By: NEE

Type 2 Categorical Exclusion

Source: USFWS, FDEP, FWC, FNAI, USGS, ArcGIS Online Data (World Street Map)

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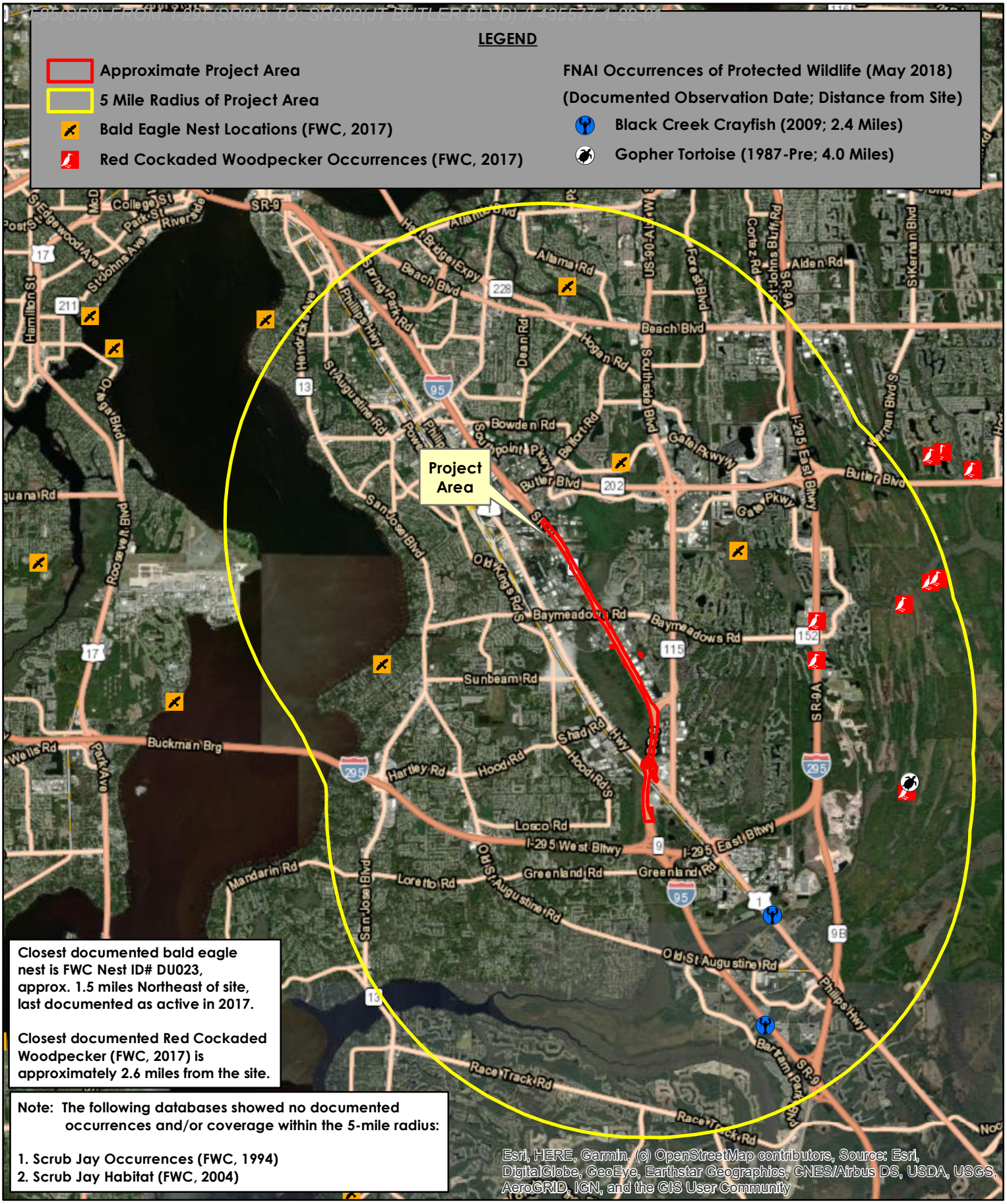

0 2 Miles

By: NEE

I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Documented Occurrences of Protected Wildlife Within 5 Miles

Project No.:	20103
Exhibit No.:	8
Date:	7-13-20
Rev. Date:	

N W E S

Source: USFWS, FDEP, FWC, FNAI, USGS, ArcGIS Online Imagery

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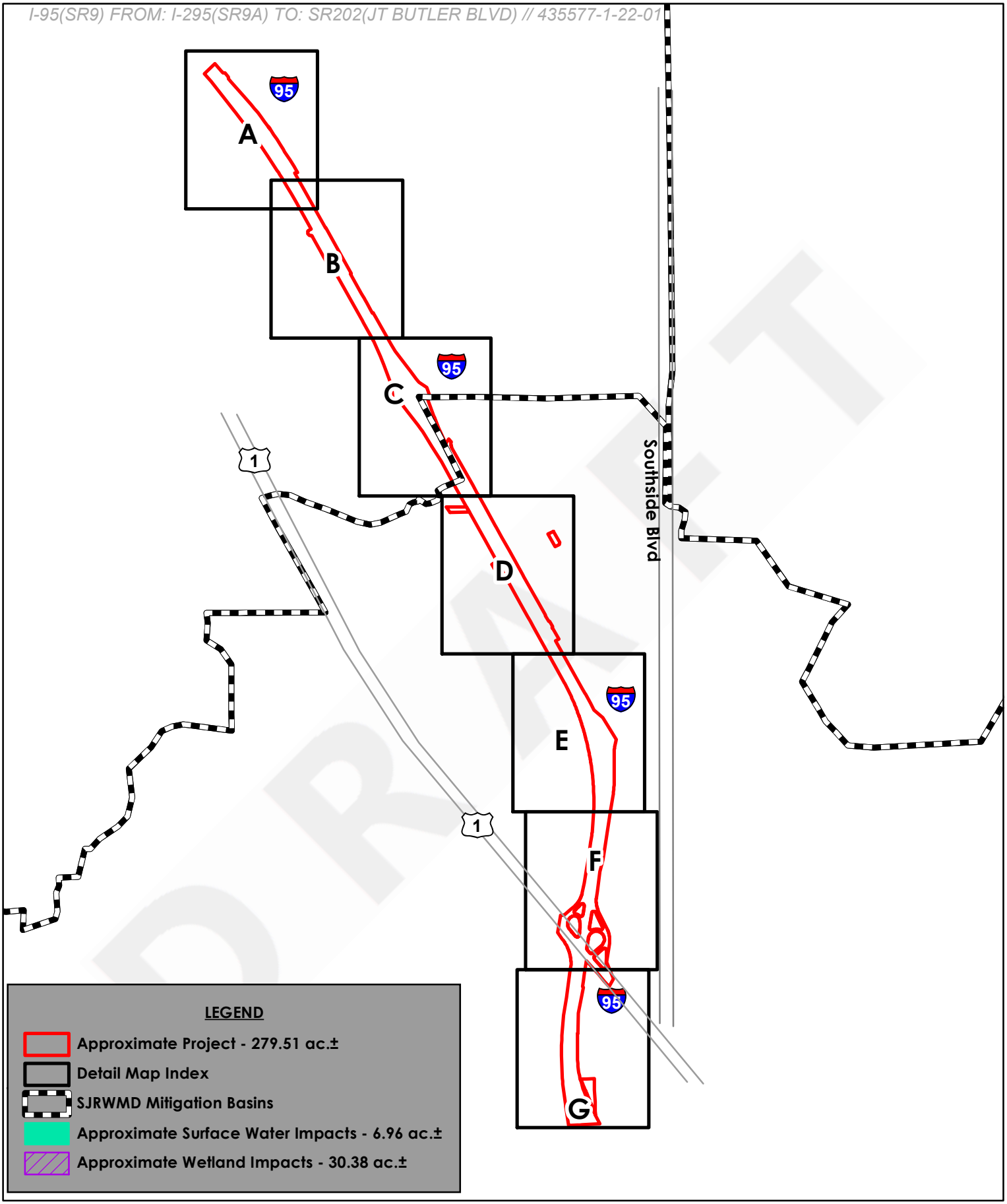

0 3,000 '

I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map

Project No.:	20103
Exhibit No.:	6-Key
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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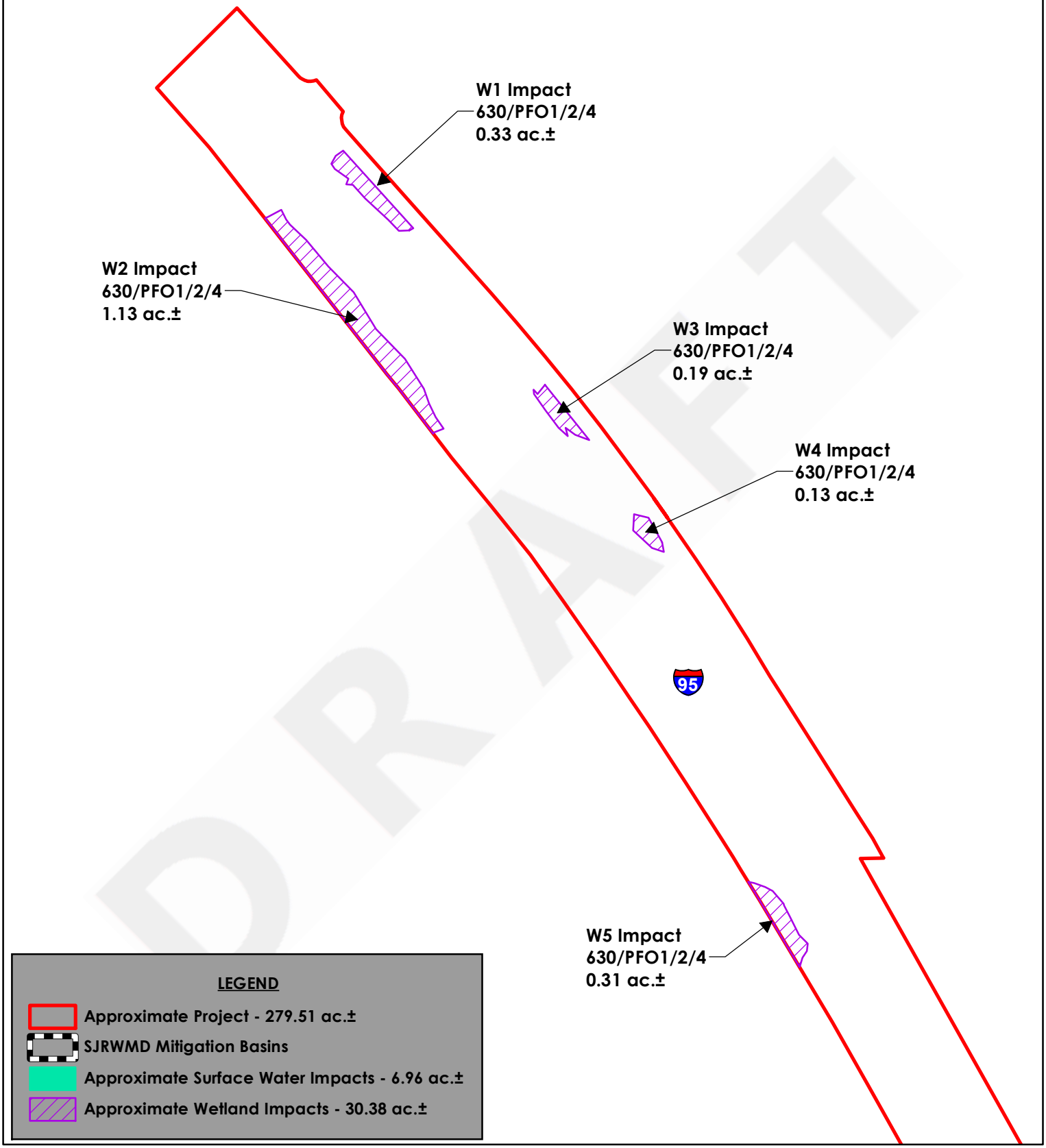

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map A

Project No.:	20103
Exhibit No.:	6-A
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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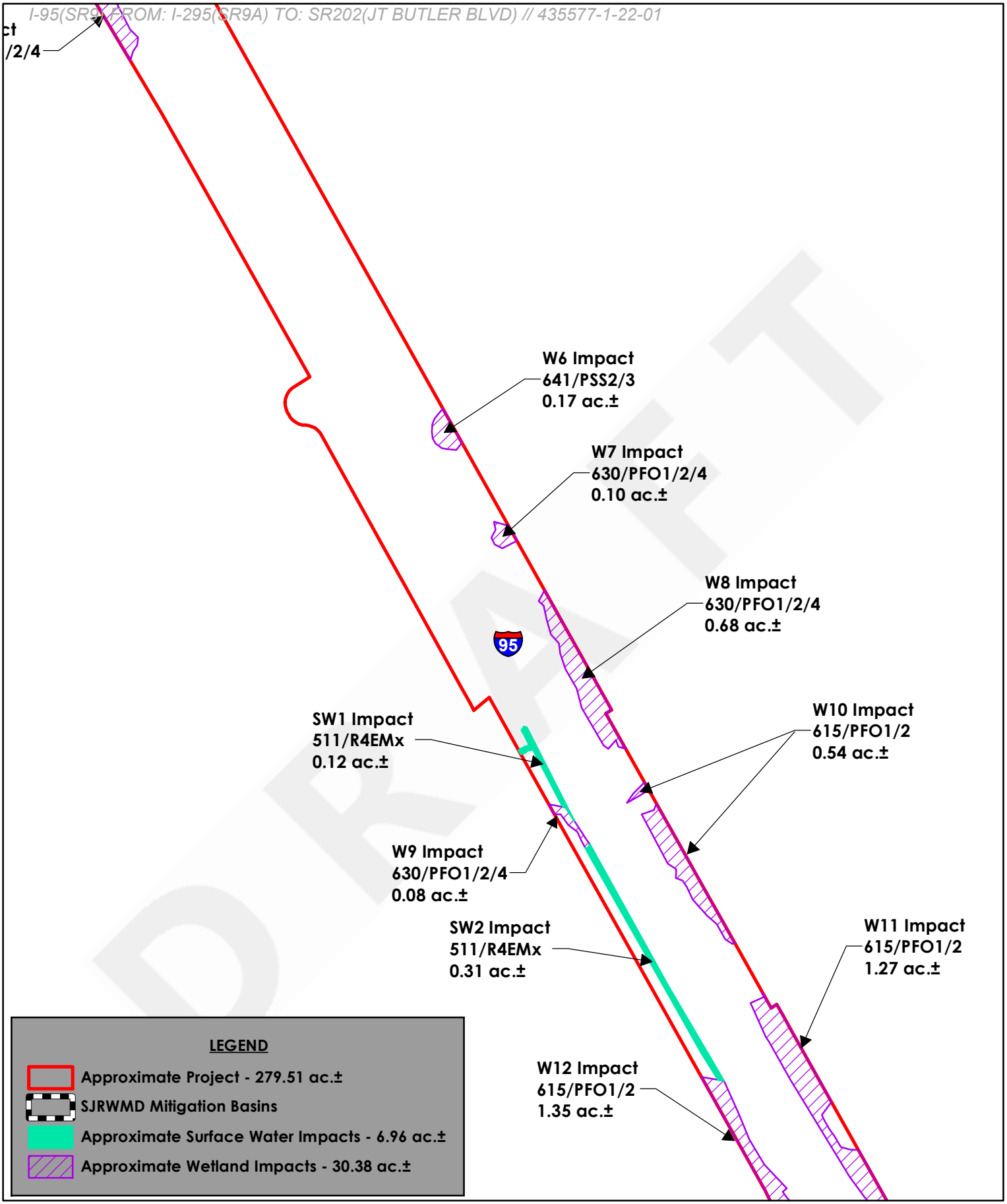

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map B

Project No.:	20103
Exhibit No.:	6-B
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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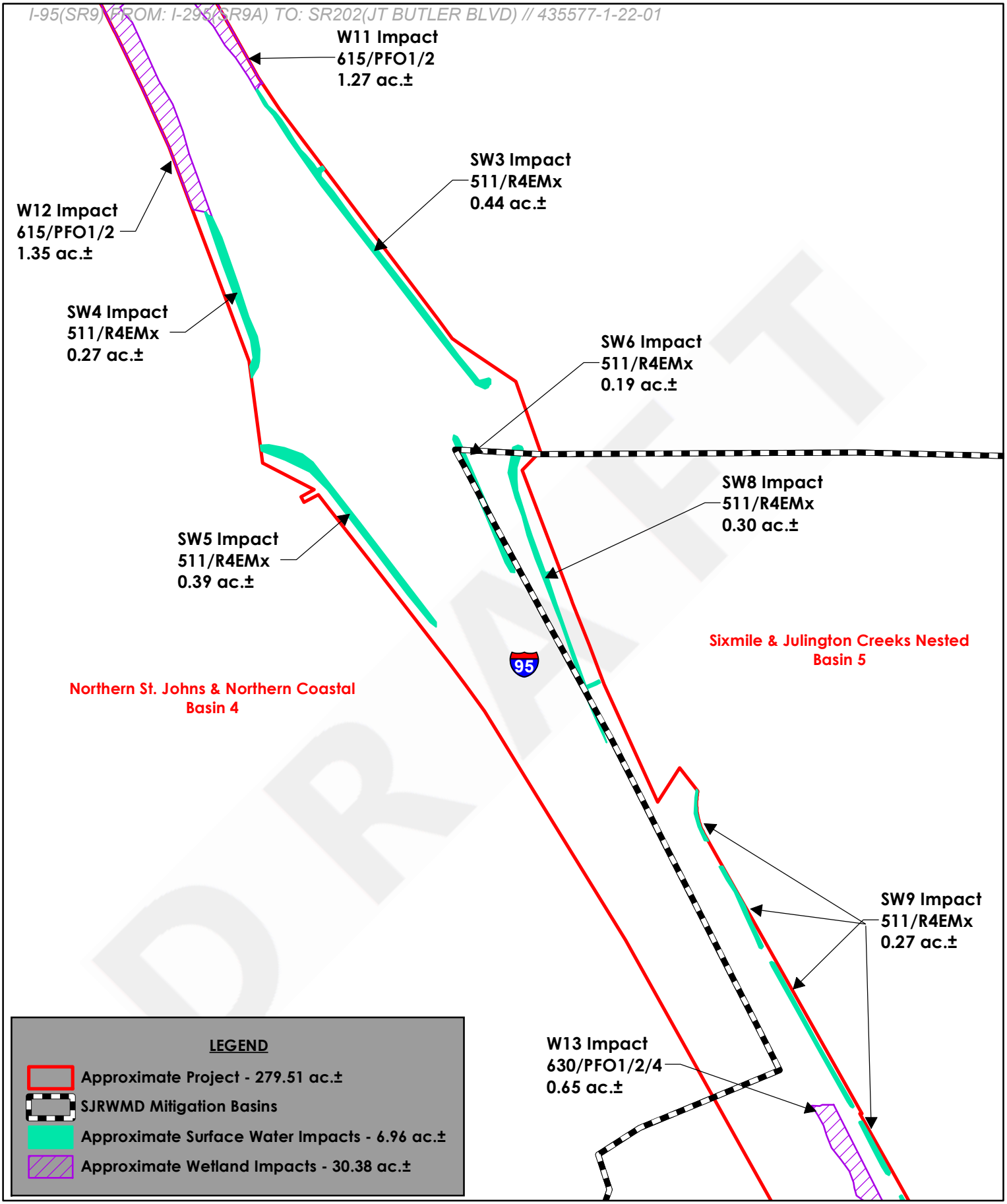

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map C

Project No.:	20103
Exhibit No.:	6-C
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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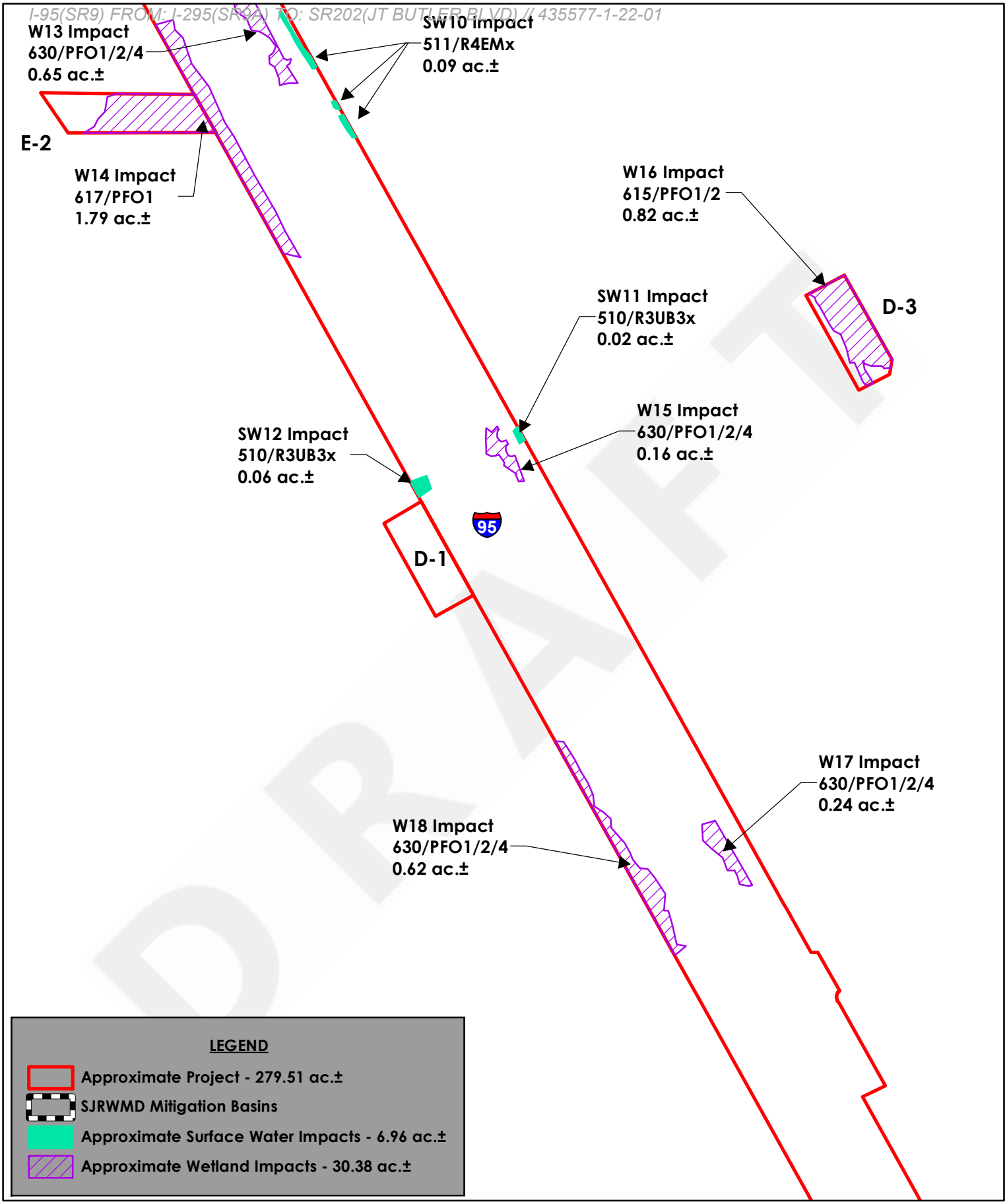

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map D

Project No.:	20103
Exhibit No.:	6-D
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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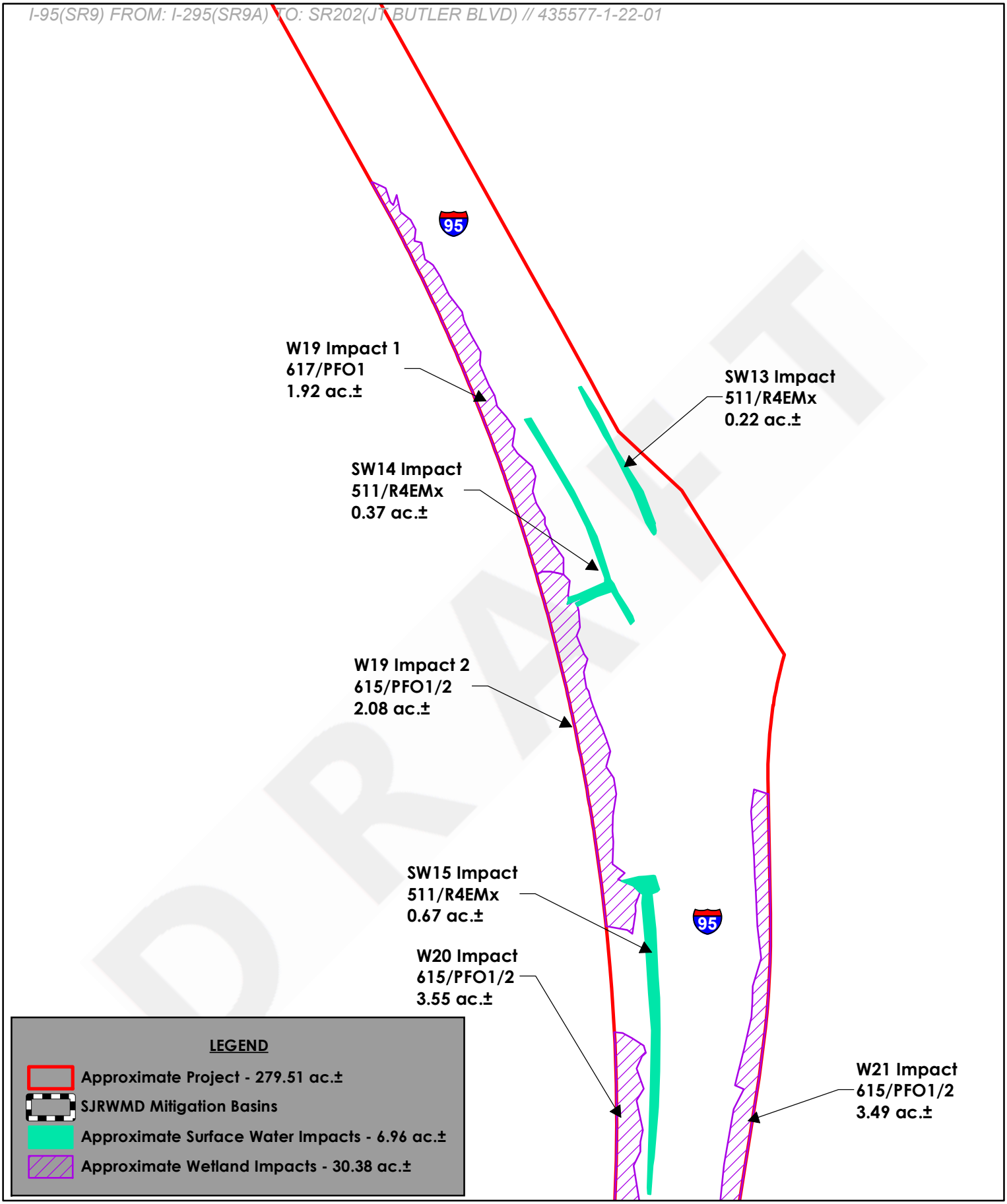

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map E

Project No.:	20103
Exhibit No.:	6-E
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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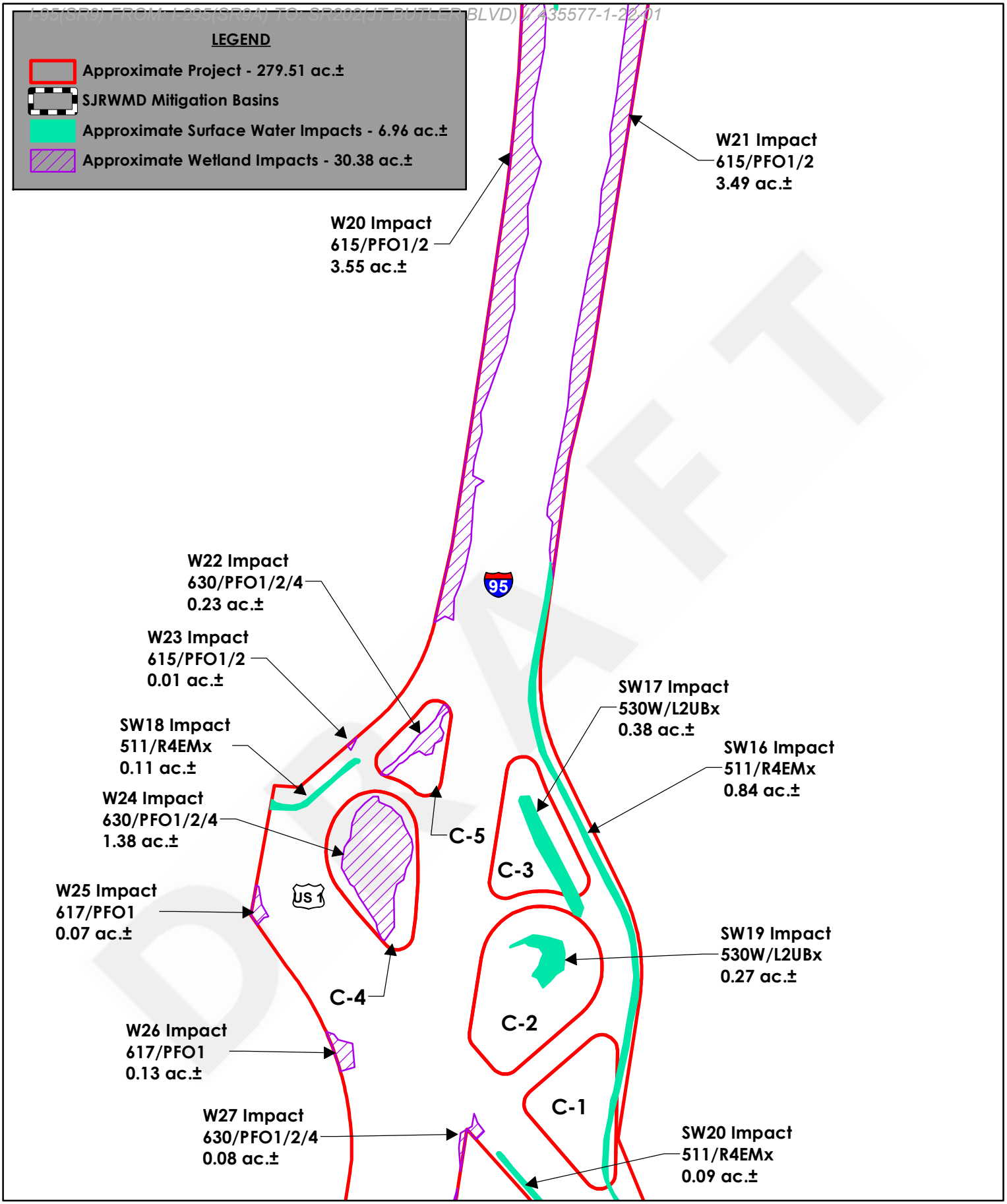

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I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map F

Project No.:	20103
Exhibit No.:	6-F
Date:	7-13-20
Rev. Date:	

By: NEE

Source: ArcGIS Online Imagery

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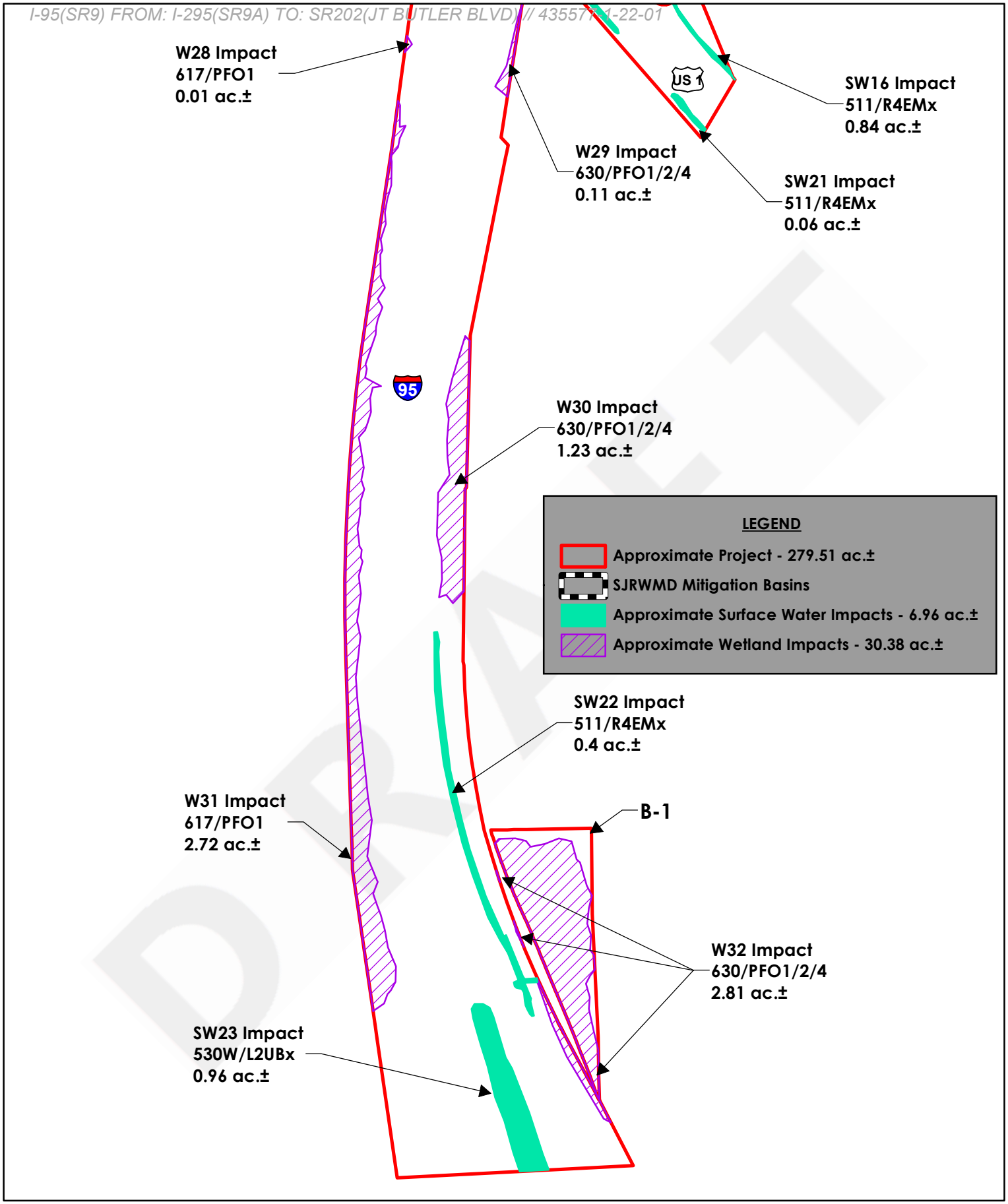

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By: NEE

Source: ArcGIS Online Imagery

I-95 From I-295 to SR 202 (Butler)
FIN 435577-1
Wetland/Surface Waters Impact Map G

Project No.:	20103
Exhibit No.:	6-G
Date:	7-13-20
Rev. Date:	

N W E S

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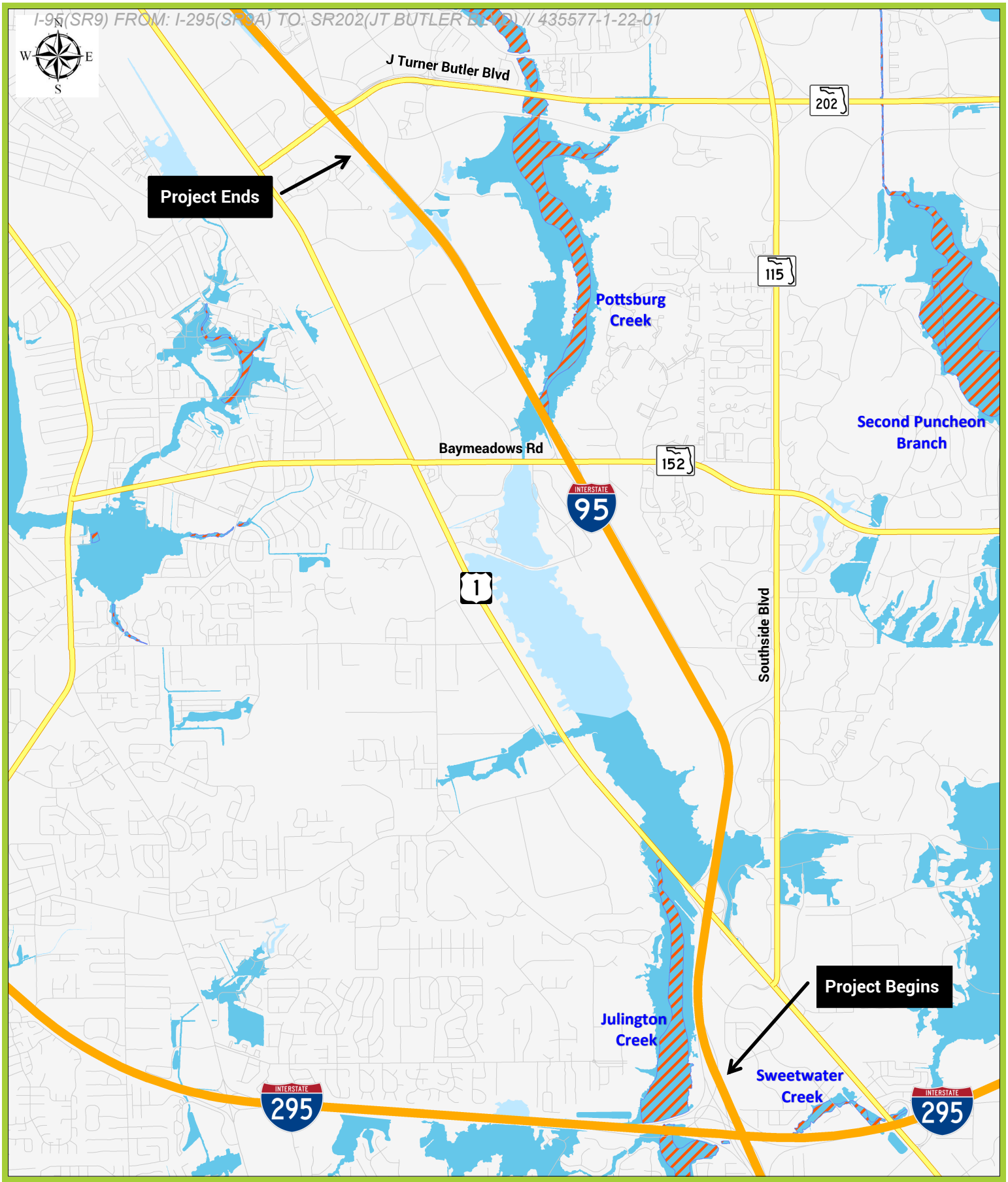


I-95 PD&E Study from I-295 to J. Turner Butler Boulevard (SR 202)

Legend

- Interstates
- State Roads
- Local Roads
- Zone X
- Zone A
- Zone AE
- Regulated Floodway

FEMA Floodplain Map

March 19, 2021

Susanna Hetrick
District 2 Environmental Manager
Florida Department of Transportation
1074 Highway 90
Chipley, FL 32428
Susanna.Hetrick@dot.state.fl.us

Re: Interstate 95 from Interstate 295 to State Road 202 – Natural Resources Evaluation, Duval County

Dear Ms. Hetrick:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the above-referenced Natural Resource Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code.

The proposed work by the Florida Department of Transportation (FDOT) consists of adding travel lanes, along with new stormwater ponds, culvert extensions, bridge extensions, and interchange alterations along 7.2 miles on I-95 from I-295 to SR-202. This project was originally reviewed as ETDM 14728 by FWC staff in September 2016, and assigned a degree of effect as minimal. Previous comments are included in the NRE and on the FDOT ETDM Environmental Screening Tool. FWC staff have no additional comments regarding the subject NRE and agree with the determinations of effect and project commitments for protected species.

If you have specific technical questions regarding this information, please contact Terry Gilbert at (850) 728-1103 or terry.gilbert@MyFWC.com. For all other inquiries, please contact our office by e-mail at ConservationPlanningServices@MyFWC.com.

Sincerely

Jason Hight
Land Use Planning Administrator
Office of Conservation Planning Services

Jh/tg
I-95 from I-295 to SR-202 NRE_43787_03192021

United States Department of the Interior
U. S. FISH AND WILDLIFE SERVICE
7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:
August 13, 2013

Colonel Alan M. Dodd, District Engineer
Department of the Army
Jacksonville District Corps of Engineers
P.O Box 4970
Jacksonville, Florida 32232-0019
(Attn: Mr. David S. Hobbie)

RE: Update Addendum to USFWS Concurrence Letter to U.S. Army Corps of Engineers Regarding Use of the Attached Eastern Indigo Snake Programmatic Effect Determination Key

Dear Colonel Dodd:

This letter is to amend the January 25, 2010, letter to the U.S. Army Corps of Engineers regarding the use of the attached eastern indigo snake programmatic effect determination key (key). It supersedes the update addendum issued January 5, 2012.

We have evaluated the original programmatic concurrence and find it suitable and appropriate to extend its use to the remainder of Florida covered by the Panama City Ecological Services Office.

On Page 2

The following replaces the last paragraph above the signatures:

"Thank you for your continued cooperation in the effort to conserve fish and wildlife resources. Any questions or comments should be directed to Annie Dziergowski (North Florida ESO) at 904-731-3089, Harold Mitchell (Panama City ESO) at 850-769-0552, or Victoria Foster (South Florida ESO) at 772-469-4269."

On Page 3

The following replaces both paragraphs under "Scope of the key":

"This key should be used only in the review of permit applications for effects determinations for the eastern indigo snake within the State of Florida, and not for other listed species or for aquatic resources such as Essential Fish Habitat (EFH)."

On Page 4

The following replaces the first paragraph under Conservation Measures:

"The Service routinely concurs with the Corps' "not likely to adversely affect" (NLAA) determination for individual project effects to the eastern indigo snake when assurances are given that

our *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013) located at: http://www.fws.gov/northflorida/IndigoSnakes/indigo-snakes.htm will be used during project site preparation and project construction. There is no designated critical habitat for the eastern indigo snake."

On Page 4 and Page 5 (Couplet D)

The following replaces D. under Conservation Measures:

D. The project will impact less than 25 acres of xeric habitat (scrub, sandhill, or scrubby flatwoods) or less than 25 active and inactive gopher tortoise burrows……*go to* E

The project will impact more than 25 acres of xeric habitat (scrub, sandhill, or scrubby flatwoods) or more than 25 active and inactive gopher tortoise burrows and consultation with the Service is requested[2]…… *"may affect"*

On Page 5

The following replaces footnote #3:

"[3]If excavating potentially occupied burrows, active or inactive, individuals must first obtain state authorization via a FWC Authorized Gopher Tortoise Agent permit. The excavation method selected should also minimize the potential for injury of an indigo snake. Applicants should follow the excavation guidance provided within the most current Gopher Tortoise Permitting Guidelines found at http://myfwc.com/gophertortoise ."

Thank you for making these amendments concerning the Eastern Indigo Snake Key. If you have any questions, please contact Jodie Smithem of my staff at the address on the letterhead, by email at jodie_smithem@fws.gov, or by calling (904)731-3134.

Sincerely,

Dawn Jennings
Acting Field Supervisor

cc:
Panama City Ecological Services Field Office, Panama City, FL
South Florida Ecological Services Field Office, Vero Beach, FL

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

January 25, 2010

David S. Hobbie
Chief, Regulatory Division
U.S. Army Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

Service Federal Activity Code: 41420-2009-FA-0642
Service Consultation Code: 41420-2009-I-0467
41910-2010-I-0045
Subject: North and South Florida Ecological Services Field Offices Programmatic Concurrence for Use of Original Eastern Indigo Snake Key(s) Until Further Notice

Dear Mr. Hobbie:

The U.S. Fish and Wildlife Service's (Service) South and North Florida Ecological Services Field Offices (FO), through consultation with the U.S. Army Corps of Engineers Jacksonville District (Corps), propose revision to both Programmatic concurrence letters/keys for the federally threatened Eastern Indigo Snake (*Drymarchon corais couperi*), (indigo snake), and now provide one key for both FO's. The original programmatic key was issued by the South Florida FO on November 9, 2007. The North Florida FO issued a revised version of the original key on September 18, 2008. Both keys were similar in content, but reflected differences in geographic work areas between the two Field Offices. The enclosed key satisfies each office's responsibilities under the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C.1531 *et seq.*).

Footnote number 3 in the original keys indicated "A member of the excavation team should be authorized for Incidental Take during excavation through either a section 10(a)(1)(A) permit issued by the Service or an incidental take permit issued by the Florida Fish and Wildlife Conservation Commission (FWC)." We have removed this reference to a Service issued Section 10(a)(1)(A) permit, as one is not necessary for this activity. We also referenced the FWC's revised April 2009 Gopher Tortoise Permitting Guidelines with a link to their website for updated excavation guidance, and have provided a website link to our Standard Protection Measures. All other conditions and criteria apply.

We believe the implementation of the attached key achieves our mutual goal for all users to make consistent effect determinations regarding this species. The use of this key for review of projects

located in all referenced counties in our respective geographic work areas leads the Service to concur with the Corps' determination of "may affect, not likely to adversely affect" (MANLAA) for the Eastern indigo snake. The biological rationale for the determinations is contained within the referenced documents and is submitted in accordance with section 7 of the Act.

Should circumstances change or new information become available regarding the eastern indigo snake or implementation of the key, the determinations may be reconsidered as deemed necessary.

Thank you for your continued cooperation in the effort to conserve fish and wildlife resources. Any questions or comments should be directed to either Allen Webb (Vero Beach) at 772-562-3909, extension 246, or Jay Herrington (Jacksonville) at 904-731-3326.

Sincerely,

Paul Souza
Field Supervisor
South Florida Ecological Services Office

David L. Hankla
Field Supervisor
North Florida Ecological Services Office

Enclosure

cc: electronic only
FWC, Tallahassee, Florida (Dr. Elsa Haubold)
Service, Jacksonville, Florida (Jay Herrington)
Service, Vero Beach, Florida (Sandra Sneckenberger)

Eastern Indigo Snake Programmatic Effect Determination Key

Scope of the key

This key should be used only in the review of permit applications for effects determinations within the North and South Florida Ecological Services Field Offices Geographic Areas of Responsibility (GAR), and not for other listed species or for aquatic resources such as Essential Fish Habitat (EFH). Counties within the **North** Florida GAR include Alachua, Baker, Bradford, Brevard, Citrus, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Hamilton, Hernando, Hillsborough, Lafayette, Lake, Levy, Madison, Manatee, Marion, Nassau, Orange, Pasco, Pinellas, Putnam, St. Johns, Seminole, Sumter, Suwannee, Taylor, Union, and Volusia.

Counties in the **South** Florida GAR include Broward, Charlotte, Collier, De Soto, Glades, Hardee, Hendry, Highlands, Lee, Indian River, Martin, Miami-Dade, Monroe, Okeechobee, Osceola, Palm Beach, Polk, Sarasota, St. Lucie.

Habitat

Over most of its range, the eastern indigo snake frequents several habitat types, including pine flatwoods, scrubby flatwoods, high pine, dry prairie, tropical hardwood hammocks, edges of freshwater marshes, agricultural fields, coastal dunes, and human-altered habitats (Service 1999). Eastern indigo snakes appear to need a mosaic of habitats to complete their life cycle. Wherever the eastern indigo snake occurs in xeric habitats, it is closely associated with the gopher tortoise *(Gopherus polyphemus),* the burrows of which provide shelter from winter cold and summer desiccation (Speake et al. 1978; Layne and Steiner 1996). Interspersion of tortoise-inhabited uplands and wetlands improves habitat quality for this species (Landers and Speake 1980; Auffenberg and Franz 1982).

In south Florida, agricultural sites, such as sugar cane fields, created in former wetland areas are occupied by eastern indigo snakes (Enge pers. comm. 2007). Formerly, indigo snakes would have only occupied higher elevation sites within the wetlands. The introduction of agriculture and its associated canal systems has resulted in an increase in rodents and other species of snakes that are prey for eastern indigo snakes. The result is that indigos occur at higher densities in these areas than they did historically.

Even though thermal stress may not be a limiting factor throughout the year in south Florida, indigo snakes still seek and use underground refugia. On the sandy central ridge of central Florida, eastern indigos use gopher tortoise burrows more (62 percent) than other underground refugia (Layne and Steiner 1996). Other underground refugia used include armadillo (*Dasypus novemcinctus*) burrows near citrus groves, cotton rat (*Sigmodon hispidus*) burrows, and land crab (*Cardisoma guanhumi*) burrows in coastal areas (Service 2006). Natural ground holes, hollows at the base of trees or shrubs, ground litter, trash piles, and crevices of rock-lined ditch walls are also used (Layne and Steiner 1996). These refugia are used most frequently where tortoise burrows are not available, principally in low-lying areas off the central and coastal ridges. In extreme south Florida (the Everglades and Florida Keys), indigo snakes are found in tropical

hardwood hammocks, pine rocklands, freshwater marshes, abandoned agricultural land, coastal prairie, mangrove swamps, and human-altered habitats (Steiner et al. 1983). It is suspected that they prefer hammocks and pine forests, because most observations occur in these habitats disproportionately to their presence in the landscape (Steiner et al. 1983). Hammocks may be important breeding areas as juveniles are typically found there. The eastern indigo snake is a snake-eater so the presence of other snake species may be a good indicator of habitat quality.

Conservation Measures

The Service routinely concurs with the Corps' "not likely to adversely affect" (NLAA) determination for individual project effects to the eastern indigo snake when assurances are given that our *Standard Protection Measures for the Eastern Indigo Snake* (Service 2004) located at: http://www.fws.gov/northflorida/IndigoSnakes/indigo-snakes will be used during project site preparation and project construction. There is no designated critical habitat for the eastern indigo snake.

In an effort to reduce correspondence in effect determinations and responses, the Service is providing an Eastern Indigo Snake Effect Determination Key, similar in utility to the West Indian Manatee Effect Determination Key and the Wood Stork Effect Determination Keys presently being utilized by the Corps. If the use of this key results in a Corps' determination of "no effect" for a particular project, the Service supports this determination. If the use of this Key results in a determination of NLAA, the Service concurs with this determination and no additional correspondence will be necessary[1]. This key is subject to revisitation as the Corps and Service deem necessary.

A. Project is not located in open water or salt marsh.....*go to* B

   Project is located solely in open water or salt marsh.....*"no effect"*

B. Permit will be conditioned for use of the Service's *Standard Protection Measures For The Eastern Indigo Snake* during site preparation and project construction.....*go to* C

   Permit will not be conditioned as above for the eastern indigo snake, or it is not known whether an applicant intends to use these measures and consultation with the Service is requested[2] .....*"may affect"*

C. There are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities .....*go to* D

   There are no gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities .....*"NLAA"*

D. The project will impact less than 25 acres of xeric habitat supporting less than 25 active and inactive gopher tortoise burrows.....*go to* E

The project will impact more than 25 acres of xeric habitat or more than 25 active and inactive gopher tortoise burrows and consultation with the Service is requested[2]..... *"may affect"*

E. Any permit will be conditioned such that all gopher tortoise burrows, active or inactive, will be evacuated prior to site manipulation in the vicinity of the burrow[3]. If an indigo snake is encountered, the snake must be allowed to vacate the area prior to additional site manipulation in the vicinity. Any permit will also be conditioned such that holes, cavities, and snake refugia other than gopher tortoise burrows will be inspected each morning before planned site manipulation of a particular area, and, if occupied by an indigo snake, no work will commence until the snake has vacated the vicinity of proposed work..... *"NLAA"*

Permit will not be conditioned as outlined above and consultation with the Service is requested[2] ..... *"may affect"*

---

[1]With an outcome of "no effect" or "NLAA" as outlined in this key, the requirements of section 7 of the Act are fulfilled for the eastern indigo snake and no further action is required.

[2]Consultation may be concluded informally or formally depending on project impacts.

[3] If burrow excavation is utilized, it should be performed by experienced personnel. The method used should minimize the potential for injury of an indigo snake. Applicants should follow the excavation guidance provided within the Florida Fish and Wildlife Conservation Commission's revised April 2009 Gopher Tortoise Permitting Guidelines located at **http://myfwc.com/License/Permits_ProtectedWildlife.htm#gophertortoise**. A member of the excavation team should be authorized for Incidental Take during excavation through an incidental take permit issued by the Florida Fish and Wildlife Conservation Commission.

THE CORPS OF ENGINEERS, JACKSONVILLE DISTRICT, U. S. FISH AND WILDLIFE SERVICE, JACKSONVILLE ECOLOGICAL SERVICES FIELD OFFICE AND STATE OF FLORIDA EFFECT DETERMINATION KEY FOR THE WOOD STORK IN CENTRAL AND NORTH PENINSULAR FLORIDA
September 2008

Purpose and Background

The purpose of this document is to provide a tool to improve the timing and consistency of review of Federal and State permit applications and Federal civil works projects, for potential effects of these projects on the endangered wood stork (*Mycteria americana*) within the Jacksonville Ecological Services Field Office (JAFL) geographic area of responsibility (GAR see below). The key is designed primarily for Corps Project Managers in the Regulatory and Planning Divisions and the Florida Department of Environmental Protection or its authorized designee, or Water Management Districts. The tool consists of the following dichotomous key and reference material. The key is intended to be used to evaluate permit applications and Corps' civil works projects for impacts potentially affecting wood storks or their wetland habitats. At certain steps in the key, the user is referred to graphics depicting known wood stork nesting colonies and their core foraging areas (CFA), footnotes, and other support documents. The graphics and supporting documents may be downloaded from the Corps' web page at http://www.saj.usace.army.mil/permit or at the JAFL web site at http://www.fws.gov/northflorida/WoodStorks. We intend to utilize the most recent information for both the graphics and supporting information; so should this information be updated, we will modify it accordingly. **Note: This information is provided as an aid to project review and analysis, and is not intended to substitute for a comprehensive biological assessment of potential project impacts. Such assessments are site-specific and usually generated by the project applicant or, in the case of civil works projects, by the Corps or project co-sponsor.**

Explanatory footnotes provided in the key must be closely followed whenever encountered.

Scope of the key

This key should only be used in the review of permit applications for effects determinations on wood storks within the JAFL GAR, and not for other listed species. Counties within the JAFL GAR include Alachua, Baker, Bradford, Brevard, Citrus, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Hamilton, Hernando, Hillsborough, Lafayette, Lake, Levy, Madison, Manatee, Marion, Nassau, Orange, Pasco, Pinellas, Putnam, St. Johns, Seminole, Sumter, Suwannee, Taylor, Union, and Volusia.

The final effect determination will be based on project location and description, the potential effects to wood storks, and any measures (for example project components, special permit conditions) that avoid or minimize direct, indirect, and/or cumulative

impacts to wood storks and/or suitable wood stork foraging habitat. Projects that key to a "no effect" determination do not require additional consultation or coordination with the JAFL. Projects that key to "NLAA" also do not need further consultation; however, the JAFL staff will assist the Corps if requested, to answer questions regarding the appropriateness of mitigation options. Projects that key to a "may affect" determination equate to "likely to adversely affect" situations, and those projects should not be processed under the SPGP or any other programmatic general permit. For all "may affect" determinations, Corps Project Managers should request the JAFL to initiate formal consultation on the Wood stork.

Summary of General Wood Stork Nesting and Foraging Habitat Information

The wood stork is primarily associated with freshwater and estuarine habitats that are used for nesting, roosting, and foraging. Wood storks typically nest colonially in medium to tall trees that occur in stands located either in swamps or on islands surrounded by relatively broad expanses of open water (Ogden 1991; Rodgers et al. 1996). Successful breeding sites are those that have limited human disturbance and low exposure to land based predators. Nesting sites protected from land-based predators are characterized as those surrounded by large expanses of open water or where the nest trees are inundated at the onset of nesting and remain inundated throughout most of the breeding cycle. These colonies have water depths between 0.9 and 1.5 meters (3 and 5 feet) during the breeding season.

In addition to limited human disturbance and land-based predation, successful nesting depends on the availability of suitable foraging habitat. Such habitat generally results from a combination of average or above-average rainfall during the summer rainy season, and an absence of unusually rainy or cold weather during the winter-spring breeding season (Kahl 1964; Rodgers et al. 1987). This pattern produces widespread and prolonged flooding of summer marshes that tends to maximize production of freshwater fishes, followed by steady drying that concentrate fish during the season when storks nest (Kahl 1964). Successful nesting colonies are those that have a large number of foraging sites. To maintain a wide range of foraging opportunities, a variety of wetland habitats exhibiting short and long hydroperiods should be present. In terms of wood stork foraging, the Service (1999) describes a short hydroperiod as one where a wetland fluctuates between wet and dry in 1 to 5-month cycles, and a long hydroperiod where the wet period is greater than five consecutive months. Wood storks during the wet season generally feed in the shallow water of short-hydroperiod wetlands and in coastal habitats during low tide. During the dry season, foraging shifts to longer hydroperiod interior wetlands as they progressively dry down (though usually retaining some surface water throughout the dry season).

Because of their specialized feeding behavior, wood storks forage most effectively in shallow-water areas with highly concentrated prey. Typical foraging sites for the wood stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow-seasonally flooded roadside or agricultural ditches, and narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between 5 and 15 inches (5 and 38 cm). Preferred foraging habitat includes wetlands exhibiting a mosaic of submerged and/or emergent aquatic vegetation, and shallow, open-water areas subject to hydrologic

regimes ranging from dry to wet. The vegetative component provides nursery habitat for small fish, frogs, and other aquatic prey, and the shallow, open-water areas provide sites for concentration of the prey during daily or seasonal low water periods.

WOOD STORK KEY

Although designed primarily for use by Corps Project Managers in the Regulatory and Planning Divisions, and State Regulatory agencies or their designees, project permit applicants and co-sponsors of civil works projects may find this key and its supporting documents useful in identifying potential project impacts to wood storks, and planning how best to avoid, minimize, or compensate for any identified adverse effects.

A. Project within 2,500 feet of an active colony site[1]……*May affect*

Project more than 2,500 feet from a colony site……go to B

B. Project does not affect suitable foraging habitat[2] (SFH)…….*no effect*

Project impacts SFH[2]……go to C

C. Project impacts to SFH are less than or equal to 0.5 acre[3]…….....*NLAA*[4]

Project impacts to SFH are greater than or equal to 0.5 acre..……..go to D

D. Project impacts to SFH not within a Core Foraging Area[5] (see attached map) of a colony site, and no wood storks have been documented foraging on site…….....NLAA[4]

Project impacts to SFH are within the CFA of a colony site, or wood storks have been documented foraging on a project site outside the CFA ……..….go to E

E. Project provides SFH compensation within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank preferably within the CFA, or consists of SFH compensation within the CFA consisting of enhancement, restoration or creation in a project phased approach that provides an amount of habitat and foraging function equivalent to that of impacted SFH (see *Wood Stork Foraging Habitat Assessment Procedure*[6] for guidance), is not contrary to the Service's *Habitat Management Guidelines For The Wood Stork In The Southeast Region* and in accordance with the CWA section 404(b)(1) guidelines……*NLAA*[4]

Project does not satisfy these elements.…….....……...*May affect*

[1] An active nesting site is defined as a site currently supporting breeding pairs of wood storks, or has supported breeding wood storks at least once during the preceding 10-year period.

[2] Suitable foraging habitat (SFH) is described as any area containing patches of relatively open (< 25% aquatic vegetation), calm water, and having a permanent or seasonal water depth between 2 and 15 inches (5 to 38 cm). SFH supports and concentrates, or is capable of supporting and concentrating small fish, frogs, and other aquatic prey. Examples of SFH include, but are not limited to, freshwater marshes and stock ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs. See above *Summary of General Wood Stork Nesting and Foraging Habitat Information*.

[3] On an individual basis, projects that impact less than 0.5 acre of SFH generally will not have a measurable effect on wood storks, although we request the Corps to require mitigation for these losses when appropriate. Wood Storks are a wide ranging species, and individually, habitat change from impacts to less than 0.5 acre of SFH is not likely to adversely affect wood storks. However, collectively they may have an effect and therefore regular monitoring and reporting of these effects are important.

[4] Upon Corps receipt of a general concurrence issued by the JAFL through the Programmatic Concurrence on this key, "NLAA" determinations for projects made pursuant to this key require no further consultation with the JAFL.

[5] The U.S. Fish and Wildlife Service (Service) has identified core foraging area (CFA) around all known wood stork nesting colonies that is important for reproductive success. In Central Florida, CFAs include suitable foraging habitat (SFH) within a 15-mile radius of the nest colony; CFAs in North Florida include SFH within a 13-mile radius of a colony. The referenced map provides locations of known colonies and their CFAs throughout Florida documented as active within the last 10 years. The Service believes loss of suitable foraging wetlands within these CFAs may reduce foraging opportunities for the wood stork.

[6]This draft document, *Wood Stork Foraging Habitat Assessment Procedure*, by Passarella and Associates, Incorporated, may serve as further guidance in ascertaining wetland foraging value to wood storks and compensating for impacts to wood stork foraging habitat.

Monitoring and Reporting Effects

For the Service to monitor cumulative effects, it is important for the Corps to monitor the number of permits and provide information to the Service regarding the number of permits issued that were determined "may affect, not likely to adversely affect." It is requested that information on date, Corps identification number, project acreage, project wetland acreage, and latitude and longitude in decimal degrees be sent to the Service quarterly.

Literature Cited

Kahl, M.P., Jr. 1964. Food ecology of the wood stork (*Mycteria americana*) in Florida. Ecological Monographs 34:97-117.

Ogden, J.C. 1991. Nesting by wood storks in natural, altered, and artificial wetlands in central and northern Florida. Colonial Waterbirds 14:39-45.

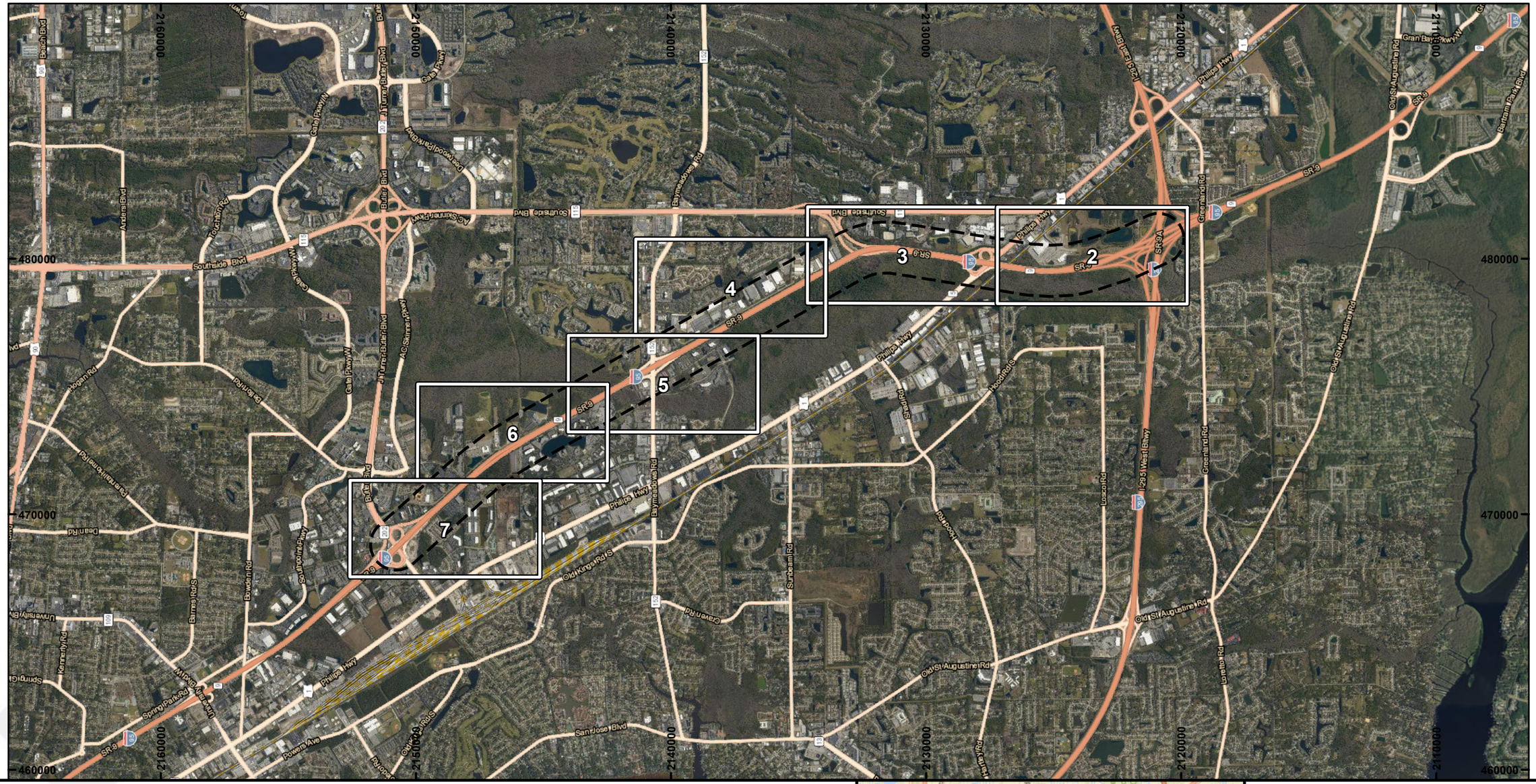
Rodgers, J.A. Jr., A.S. Wenner, and S.T. Schwikert. 1987. Population dynamics of wood storks in northern and central Florida, USA. Colonial Waterbirds 10:151-156.

Rodgers, J.A., Jr., S.T. Schwikert, and A. Shapiro-Wenner. 1996. Nesting habitat of wood storks in north and central Florida, USA. Colonial Waterbirds 19:1-21.

U.S. Fish and Wildlife Service. 1999. South Florida multi-species recovery plan. Fish and Wildlife Service; Atlanta, Georgia. Available from: http://verobeach.fws.gov/Programs/Recovery/vbms5.html.

Physical Resources Appendix

Contents:



Notes:

1. Background imagery from the state of Florida, flown on February 10, 2017.

Legend:

1,000 ft. Corridor Limit

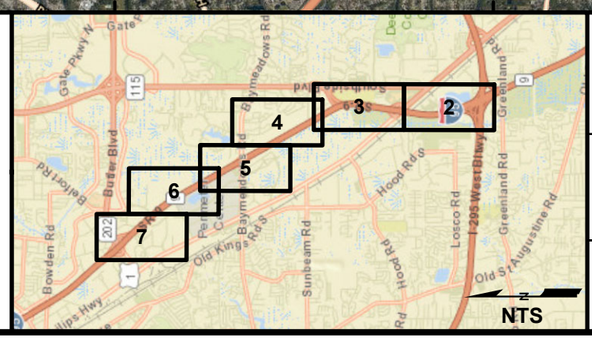
Figure Layout

N

Feet

0 2,000 4,000

1 inch = 4,000 feet

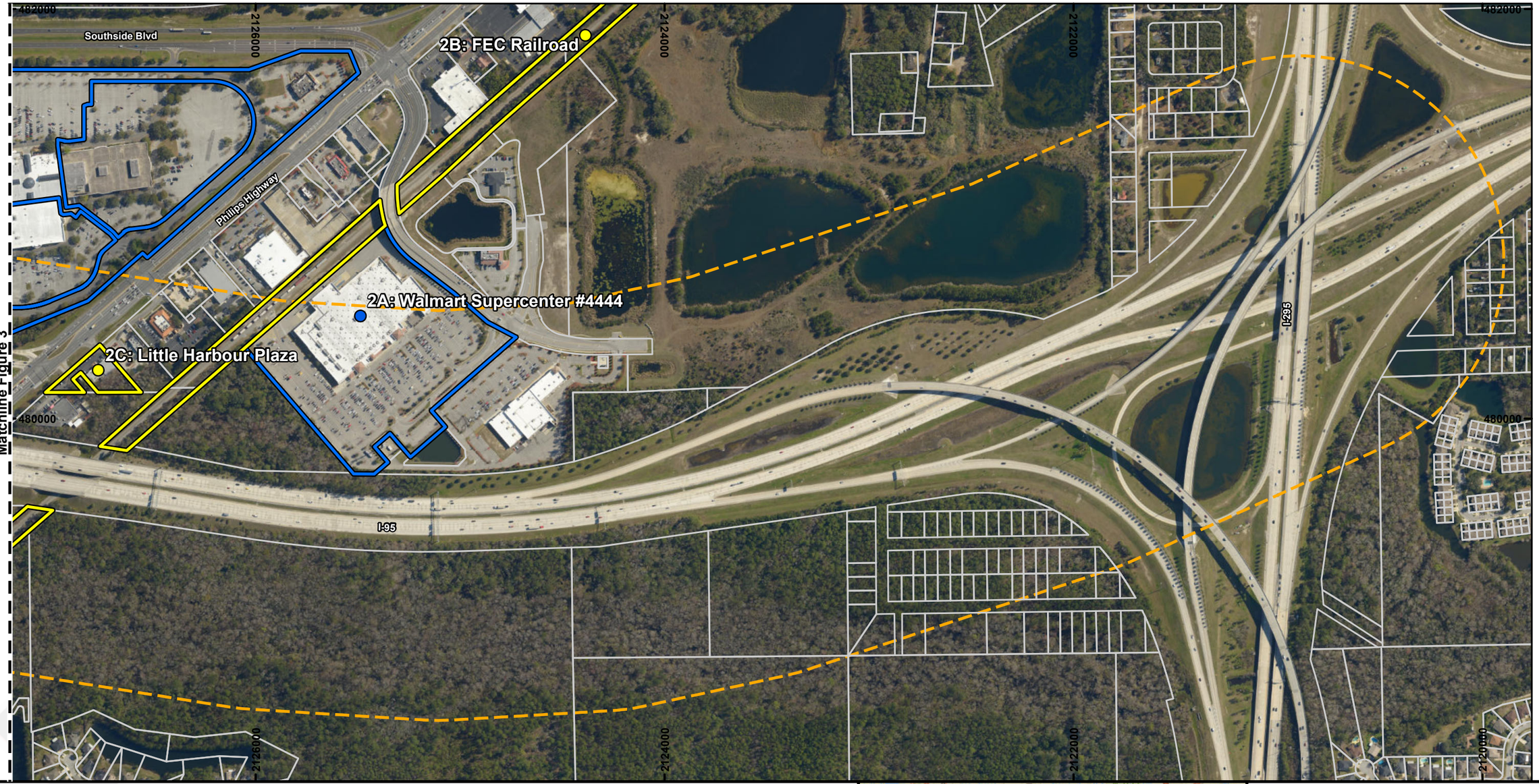


FLORIDA DEPARTMENT OF TRANSPORTATION

FIGURE NUMBER	
1	**Level 1 Assessment** **I-95 Corridor from I-295 to SR 202** **Jacksonville, Duval County, FL**

APTIM
9143 Philips Highway, Suite 400
Jacksonville, FL 32256
www.APTIM.com

G:\Enterprise\SHAW\Jacksonville\967200251 2\Level I Assessment Map 1.mxd



Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

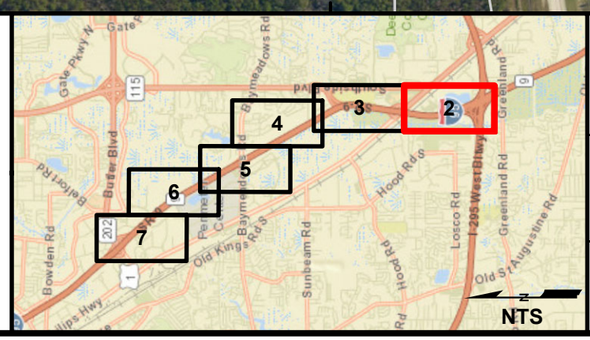
Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- AST

Site Rankings

- None
- Low
- Medium
- High

Feet
0 250 500
1 inch = 500 feet

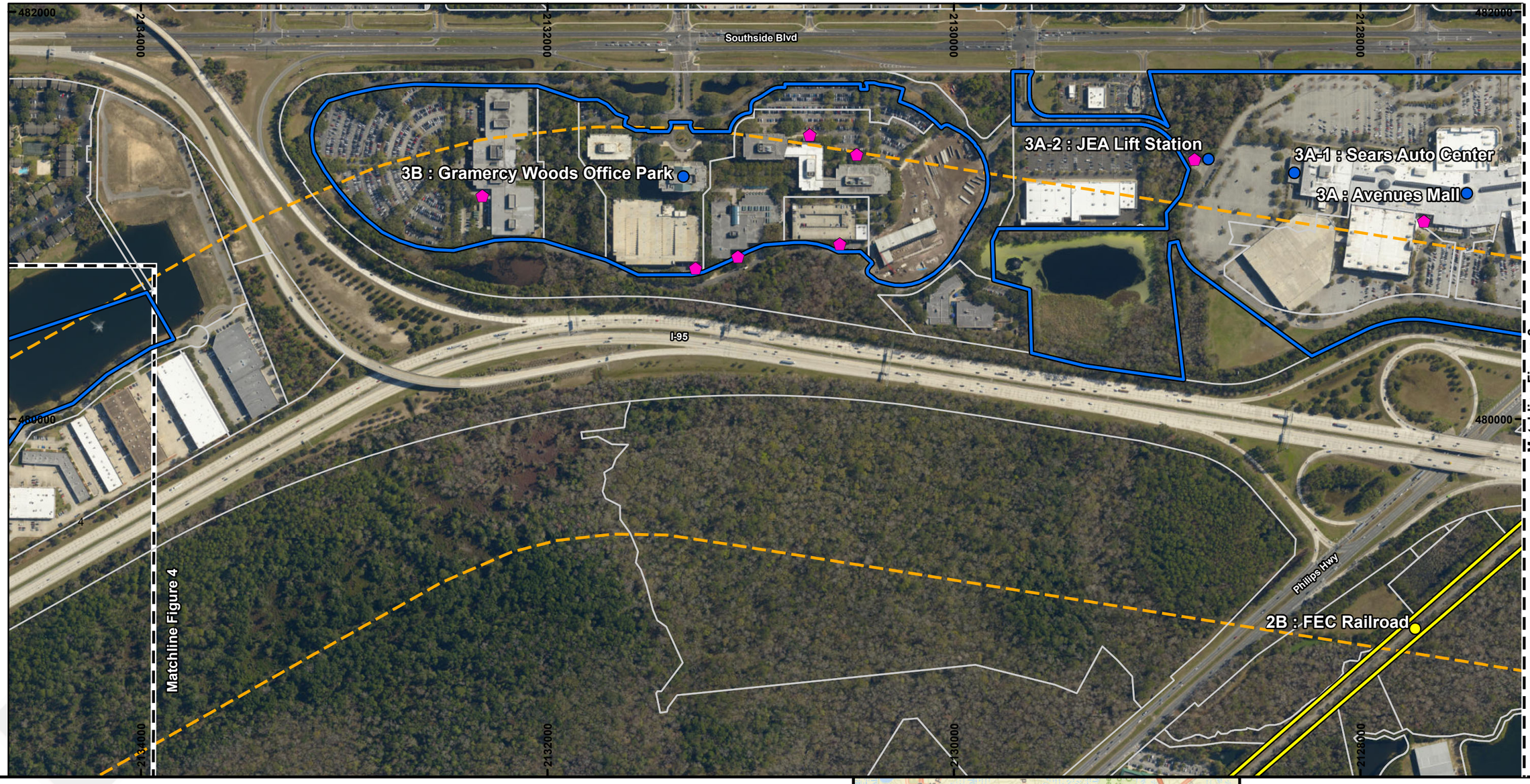


FLORIDA DEPARTMENT OF TRANSPORTATION

FIGURE NUMBER 2	Level 1 Assessment I-95 Corridor from I-295 to SR 202 Jacksonville, Duval County, FL

APTIM
9143 Philips Highway, Suite 400
Jacksonville, FL 32256
www.APTIM.com

G:\Enterprise\SHAW\Jacksonville\967200512\Level I Assessment Map 2.mxd



Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

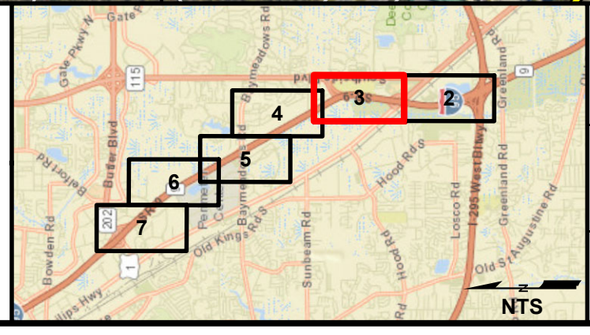
Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- AST

Site Rankings

- None
- Low
- Medium
- High

N
Feet
0 250 500
1 inch = 500 feet



FLORIDA DEPARTMENT OF TRANSPORTATION

FIGURE NUMBER 3	Level 1 Assessment I-95 Corridor from I-295 to SR 202 Jacksonville, Duval County, FL

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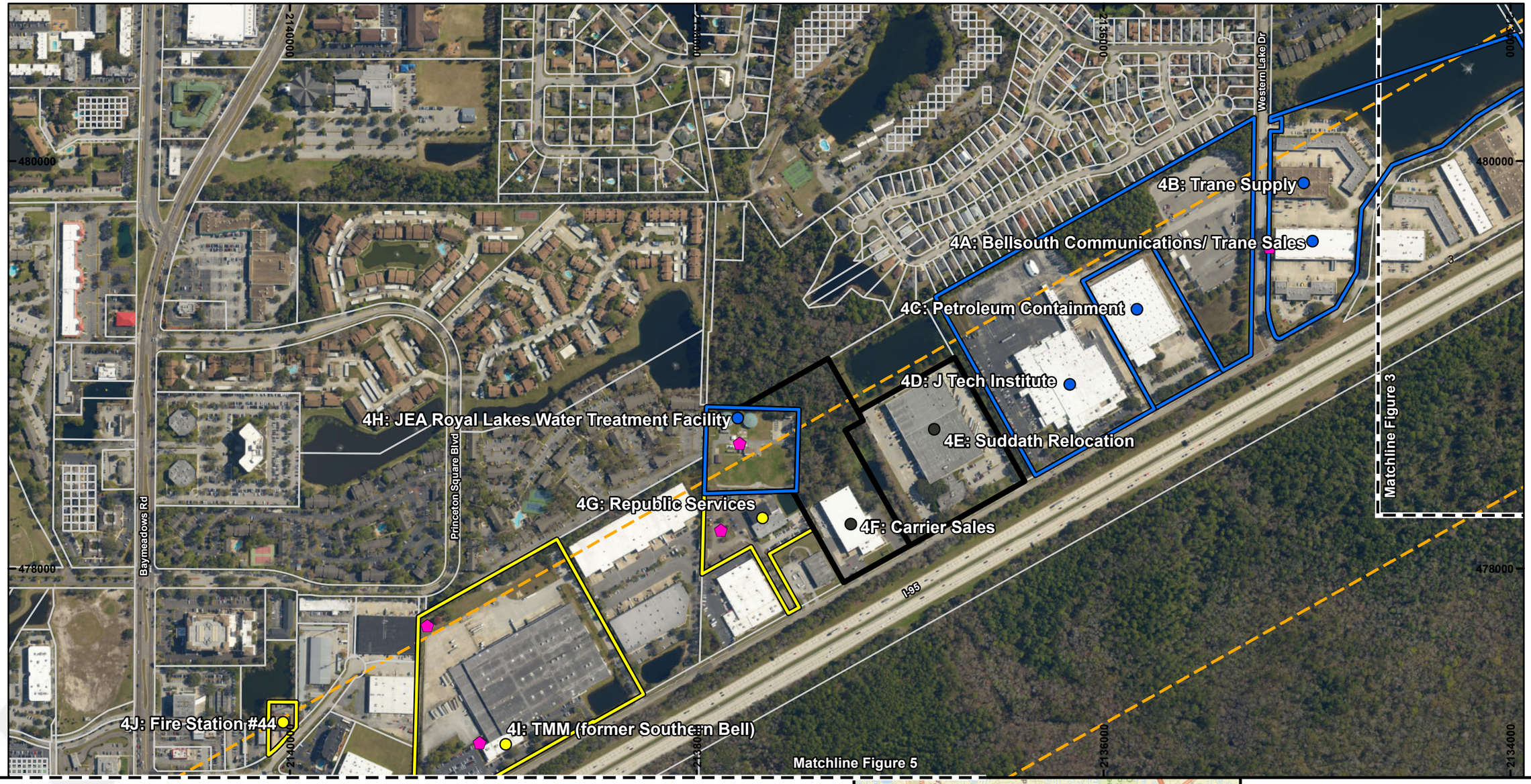


Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

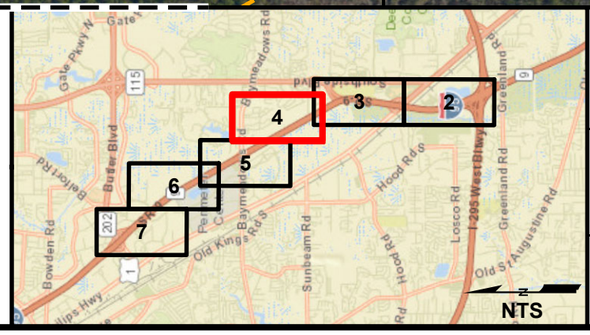
Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- Well
- AST

Site Rankings

- None
- Low
- Medium
- High

Feet
0 250 500
1 inch = 500 feet



FLORIDA DEPARTMENT OF TRANSPORTATION

FIGURE NUMBER 4	Level 1 Assessment I-95 Corridor from I-295 to SR 202 Jacksonville, Duval County, FL

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Matchline Figure 4

5D: Empty Lot (fmr Shell Gas Station #3011)

5C: GATE Gas Station #132

5E: Shell First Coast Energy #1084

5F: Shell First Coast Energy #1071

5A: Incomm

Matchline Figure 6

5G: Shell First Coast Energy #2002

5B: Shell Gas Station #1070

5H: State Farm Insurance Co

2144000

2142000

2140000

2138000

476000

474000

I-95

Baymeadows Rd

Freedom Crossing Trl

G:\Enterprise\SHAW\Jacksonville\967200251 2\Level I Assessment Map 5.mxd

Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- AST

Site Rankings

- None
- Low
- Medium
- High

Feet
0 250 500
1 inch = 500 feet

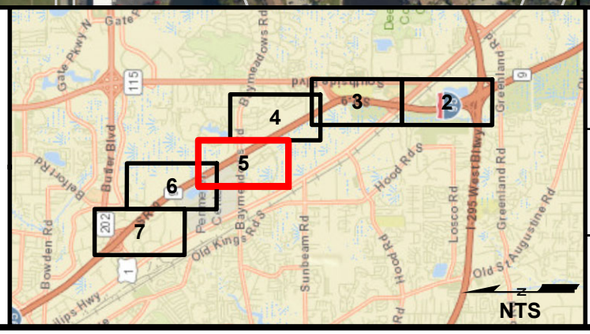

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FIGURE NUMBER 5	Level 1 Assessment I-95 Corridor from I-295 to SR 202 Jacksonville, Duval County, FL

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Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- AST
- UST

Site Rankings

- None
- Low
- Medium
- High

N

Feet

0 250 500

1 inch = 500 feet

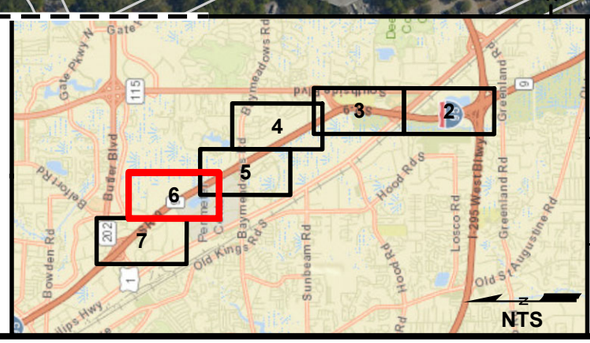

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FIGURE NUMBER 6	**Level 1 Assessment** **I-95 Corridor from I-295 to SR 202** **Jacksonville, Duval County, FL**

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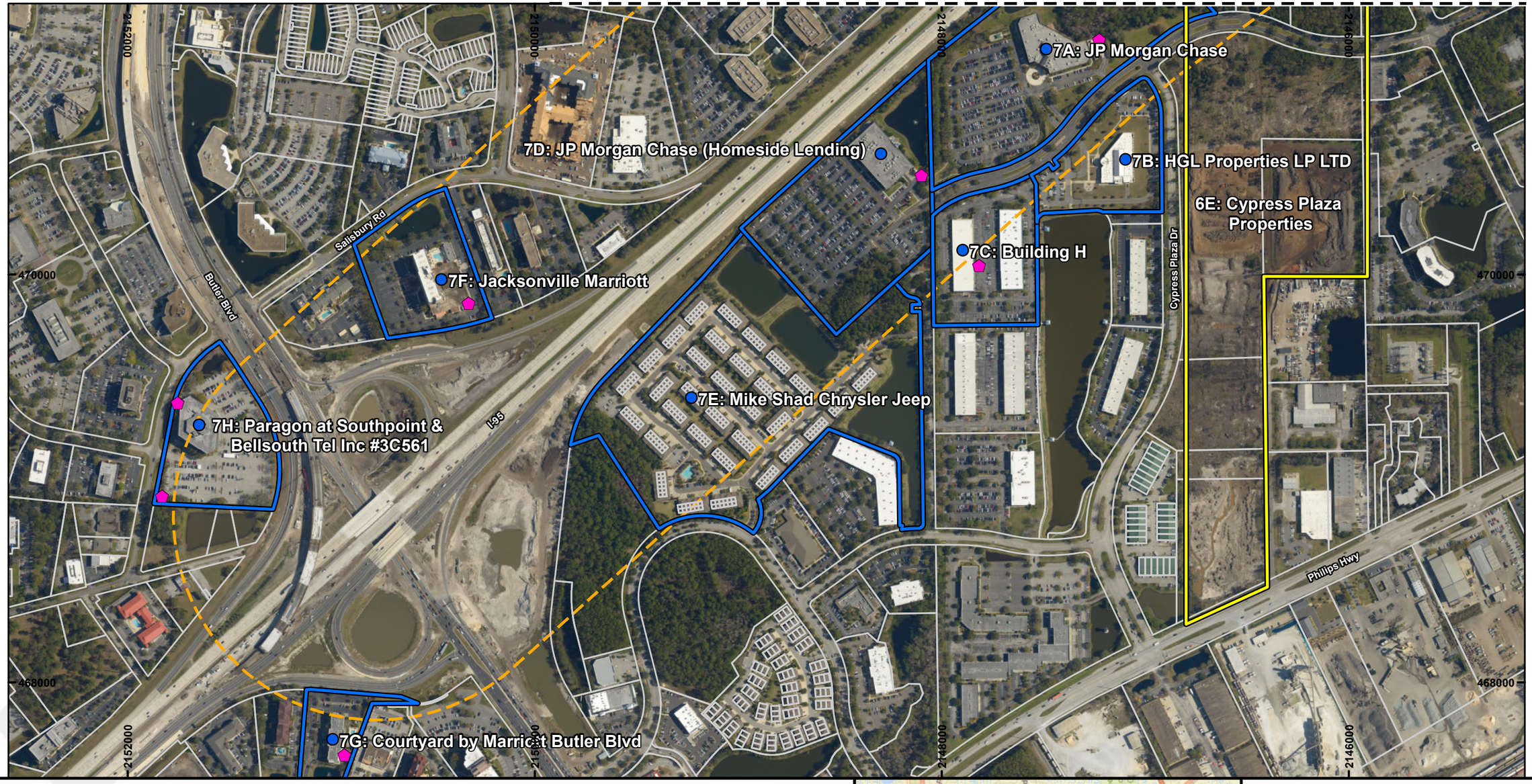


Notes:

1. Coordinates are in feet based on the Florida State Plane Coordinate System, East Zone, North American Datum of 1983 (NAD 83).
2. Background imagery from the state of Florida, flown on February 10, 2017.

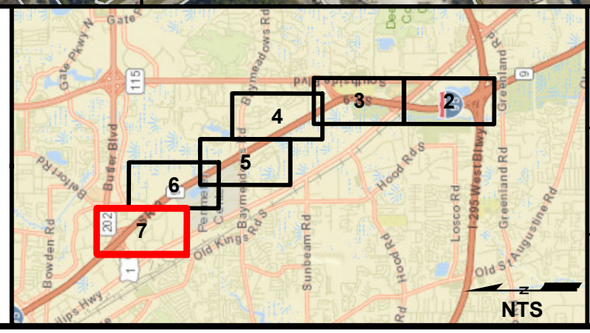
Legend:

- 1,000 ft. Corridor Limit
- 2018 Parcels (Florida Department of Revenue)
- AST

Site Rankings

- None
- Low
- Medium
- High

Feet
0 250 500
1 inch = 500 feet



FLORIDA DEPARTMENT OF TRANSPORTATION

FIGURE NUMBER	
7	**Level 1 Assessment** **I-95 Corridor from I-295 to SR 202** **Jacksonville, Duval County, FL**

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I-95 PD&E Study from I-295 to J. Turner Butler Boulevard (SR 202)

Legend

- Existing Noise Wall
- Proposed Noise Wall

Noise Wall Location Map