

RE-EVALUATION FORM

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type: Design Change

B. Original approved Environmental Document:

Document Type: Type 2 CE

Date of Approval: 08/28/2023

Project Numbers:

14387

442778-1-31-01

N/A

442778-1-52-01

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST

Project Location: FDOT District 2 (Duval County)

Project Limits: I-10 to Beaver Street

C. Prior Re-evaluation(s):

There is no previous re-evaluation of this Environmental Document.

D. Project or project segment(s) being evaluated

FAP Number	FM Number	Project/ Segment Name	Project/ Segment Location	Type				Project/ Segment Letting Type	Funding
				PE	DC	ROW	CON		
	442778-1-31-01	I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST	District 2 - DUVAL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design-Bid-Build	Federal

2. PROJECT DESCRIPTION

Interstate 95 (I-95) is a limited-access facility along the east coast of the United States from Florida to Maine. The project limits include a section of I-95 from I-10 (SR 8) to Beaver St. (SR 10/US 90), an approximate distance of 1.44 miles. The entire project is located within Jacksonville, Florida in Duval County.

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Figure 1 - Project Location

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Within the project limits, I-95 is a 6-lane limited access facility with collector-distributor (CD) roadways and intermittent auxiliary lanes. As an interstate facility, no accommodations for pedestrians or bicyclists are present. The posted speed limit is 50 mph. Partial interchanges exist within the project limits with ramp connections to I-10 (SR 8), Forest St., Bay St., Forsyth St., Adams St., Monroe St., Church St., Beaver St. (SR 10/US 90), and Union St. The original I-95 mainline and Myrtle Avenue Overpass bridge was built in 1955. The Myrtle Avenue Overpass bridge is a historic landmark structure with the unique characteristic of being the only remaining steel tied arch bridge in the state of Florida.

This project includes replacement of the deteriorating I-95 Myrtle Avenue Overpass bridge deck and rehabilitation of the overhead steel arch truss structure, which is a critical need for the project. The project also includes widening of I-95, CD roadways, and ramps to facilitate the bridge deck replacement during construction. South of Myrtle Avenue, the CD roadways adjacent to I-95 will be widened from four to five lanes in each direction. North of Myrtle Avenue, the CD roadways merge into I-95 where the proposed improvements widen the roadway from one to two lanes in each direction. The number of lanes in each direction varies with the northbound direction having up to seven lanes (from Church St. to Beaver St.) and the southbound direction having up to five lanes (from Church St. to I-10). Additional operational improvements are being proposed north of Myrtle Avenue within the interchange area, and access management improvements along Forest Street, Park Street, and Beaver Street are also proposed. A Systems Interchange Modification Report (SIMR) re-evaluation was conducted to analyze the proposed interchange modifications and approval is underway. The SIMR re-evaluation addresses the Preferred Alternative design changes. The existing and proposed typical sections at the Myrtle Avenue Overpass are shown below. The proposed typical sections remain unchanged.

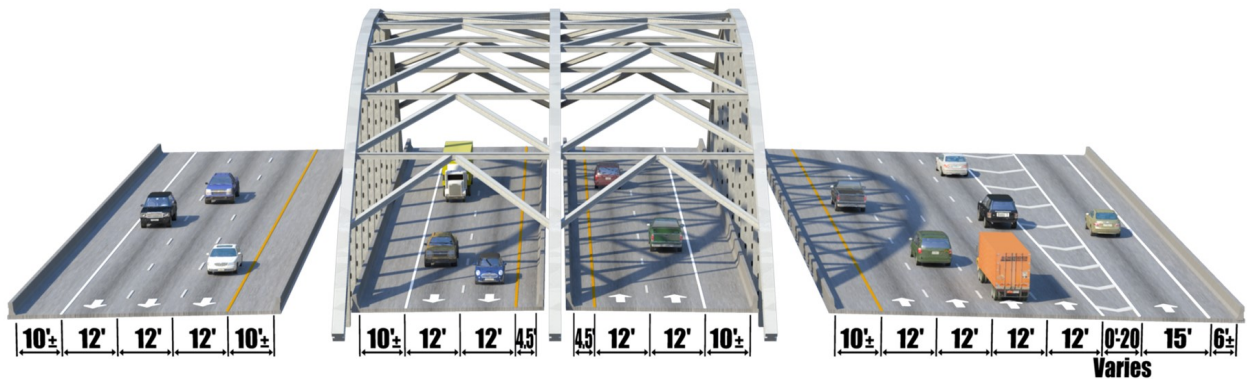


Figure 2 - Existing Typical Section at Myrtle Ave Overpass, looking north

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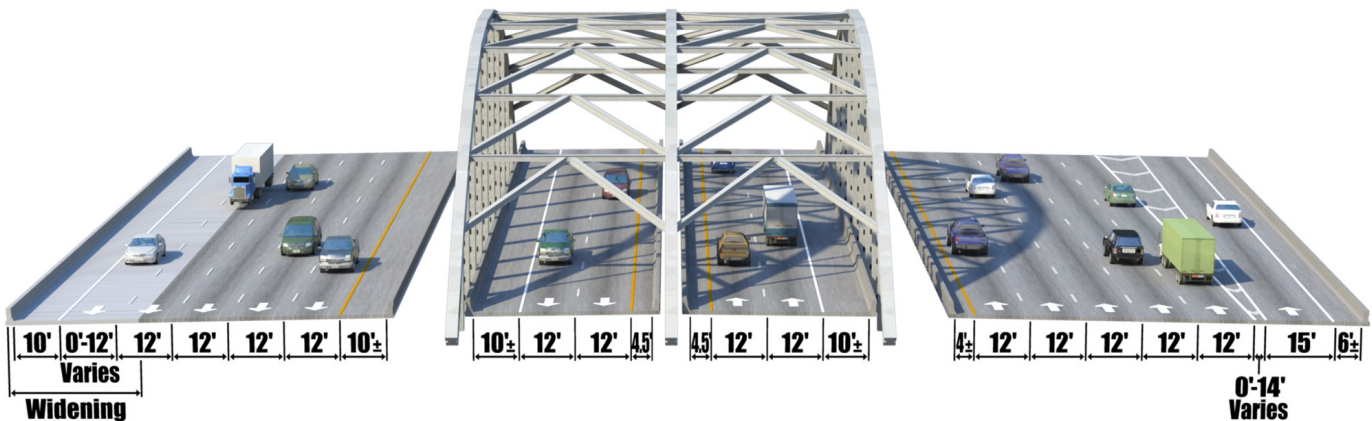


Figure 3 - Proposed Typical Section at the Myrtle Ave Overpass, looking north

By widening I-95, traffic can be diverted from the Myrtle Avenue Overpass bridge to maintain traffic during the proposed bridge rehabilitation and deck replacement. Once construction is completed on the Myrtle Avenue Overpass, the additional lanes that were needed to maintain temporary travel lanes will be utilized for capacity improvements along the corridor.

3. CHANGES IN APPLICABLE LAW OR REGULATION

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

The new State stormwater rule was signed into law on 6/28/2024. This project is exempt from the treatment requirements because the project was in the design phase at the time the rule went into effect. Other requirements such as system monitoring and inspections will apply. FDOT standard forms to address those concerns will be submitted with the permit application.

Additionally, the Suwannee Alligator Snapping Turtle has been added to the list of endangered species under the Endangered Species Act (listed 7/29/2024). There is no suitable habitat and no documented occurrences of this species within the project limits.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

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

Description of Changes

Revisions to the Preferred Alternative, as shown in the Preliminary Engineering Report (PER) dated July 2023, are being proposed to improve safety, mobility, pedestrian access, and lifespan of the corridor. Below is a summary of the changes since Location and Design Concept Acceptance (LDCA) was received on August 28, 2023.

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1. North of Forsyth Street, a section of I-95 southbound is being realigned to remedy a high crash area related to substandard superelevation and stopping sight distance. Along with the I-95 southbound realignment, the split between the I-95 SB CD Road and I-95 southbound is being moved farther north to prevent "lane diving" from the Beaver Street on-ramp to I-95 southbound.
2. Bridge replacements are being proposed for I-95 northbound over Adams Street, Church Street, Beaver Street, and Union Street; and I-95 southbound over Church Street, Beaver Street on-ramps to I-95, Beaver Street, and Union Street due to age and deteriorating conditions. The existing bridge at I-95 northbound over Ashley Street will be removed and replaced with earthen embankment. Furthermore, the structures that are being replaced will utilize innovative bridge designs to increase the existing substandard vertical clearances to at least 16' at all locations without reconstructing the I-95 profile.
3. The on-ramp from Kings Road to I-95 southbound is being widened to 2-lanes.
4. The proposed roundabout along Beaver Street has been removed, along with the access ramp from the roundabout to I-95 northbound and the bridge that spanned Union Street. Additionally, the proposed roadway connecting the roundabout and Church Street, including the intersection, has been eliminated. Access to I-95 northbound and I-95 southbound will be provided from Adams Street and Beaver Street as currently exists.
5. I-95 southbound off-ramp to Church Street is being eliminated. The Preferred Alternative provided access from I-95 southbound via the Union Street off-ramp and the proposed roundabout; however, with the proposed revisions, no direct access will be provided to Church Street and traffic will utilize the adjacent existing roadway network, which includes Beaver Street and Union Street exits within three blocks of the existing Church Street exit.
6. The gore area between I-95 northbound and the I-95 NB CD Road is being shortened to provide a greater distance for lane changes from I-95 northbound to Union Street and Kings Road.
7. The I-95 SB CD Road bridge over McCoy's Creek and Forest Street is no longer being widening, eliminating potential environmental impacts at McCoy's creek.
8. The I-95 SB CD Road off-ramp to I-95 southbound will remain a single lane as it currently exists today.
9. Park Street roadway improvements between I-95 and Edison Street have been eliminated from the project.
10. A dedicated left turn from Beaver Street westbound to I-95 is being added.

Figure 5 shows the project broken out into segments A-D along the I-95 mainline and the portion along Park Street and Forest Street. Figures 6 through 13 show the specific differences between the design changes and the Preferred Alternative for each area. The teal color outline shown in each figure represents the original Preferred Alternative concept, whereas the proposed design changes are shown as an overlay using solid shapes and associated line work.

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Figure 5 - Project Description

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Segment A: Begin Project to McCoy's Creek (see Figure 6):

- The I-95 SB CD Road bridge over McCoy's Creek and Forest St. is no longer being widened, eliminating potential environmental impacts at McCoy's creek (revision 7).
- The I-95 SB CD Road off-ramp to I-95 SB will remain a single lane as it currently exists today (revision 8).

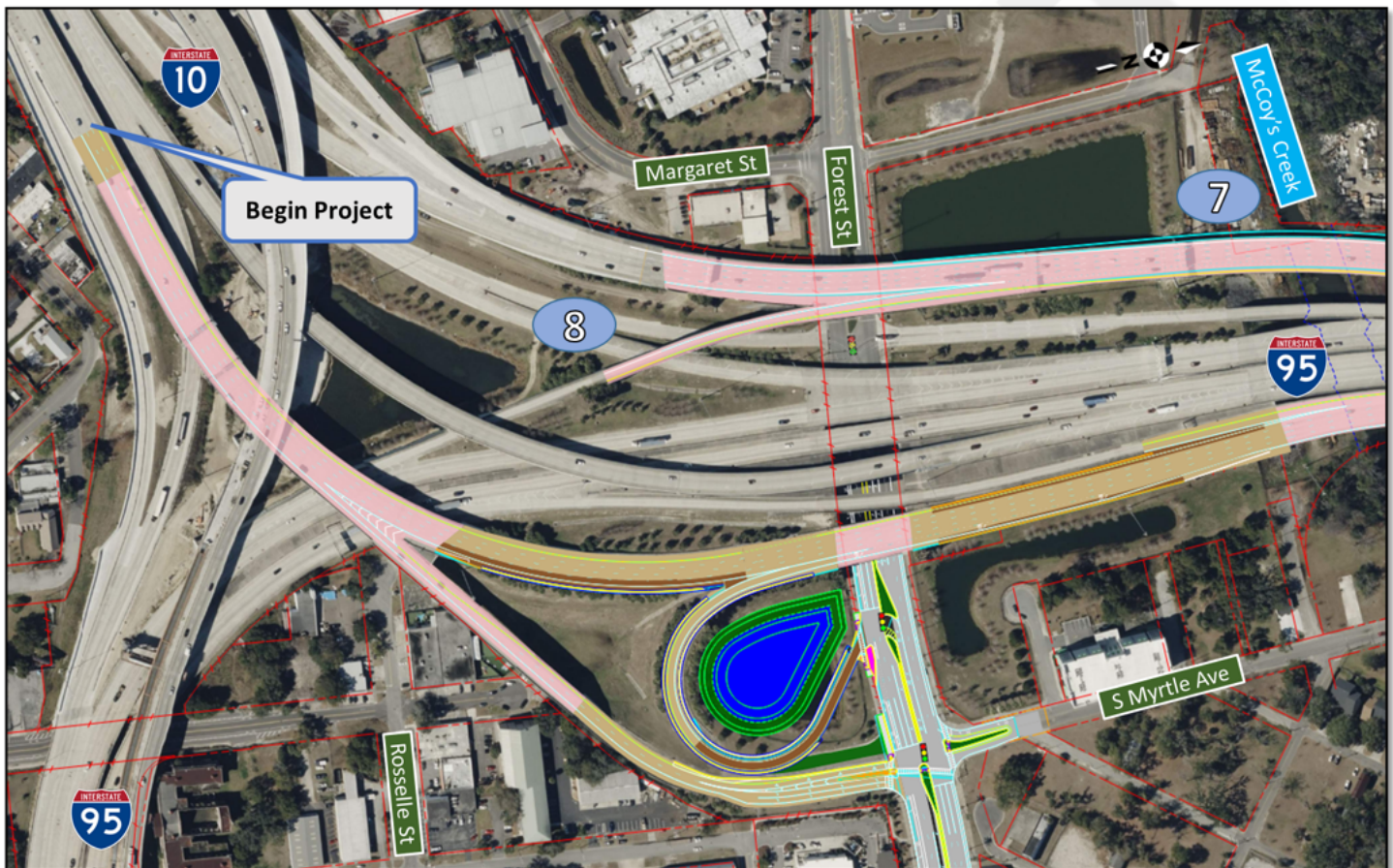


Figure 6 - I-95 Mainline Segment A

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Segment B - North of McCoy's Creek to North of Myrtle Avenue Overpass (see Figure 7):

- The I-95 SB CD Road bridge over McCoy's Creek and Forest St. is no longer being widened, eliminating potential environmental impacts at McCoy's creek (revision 7).

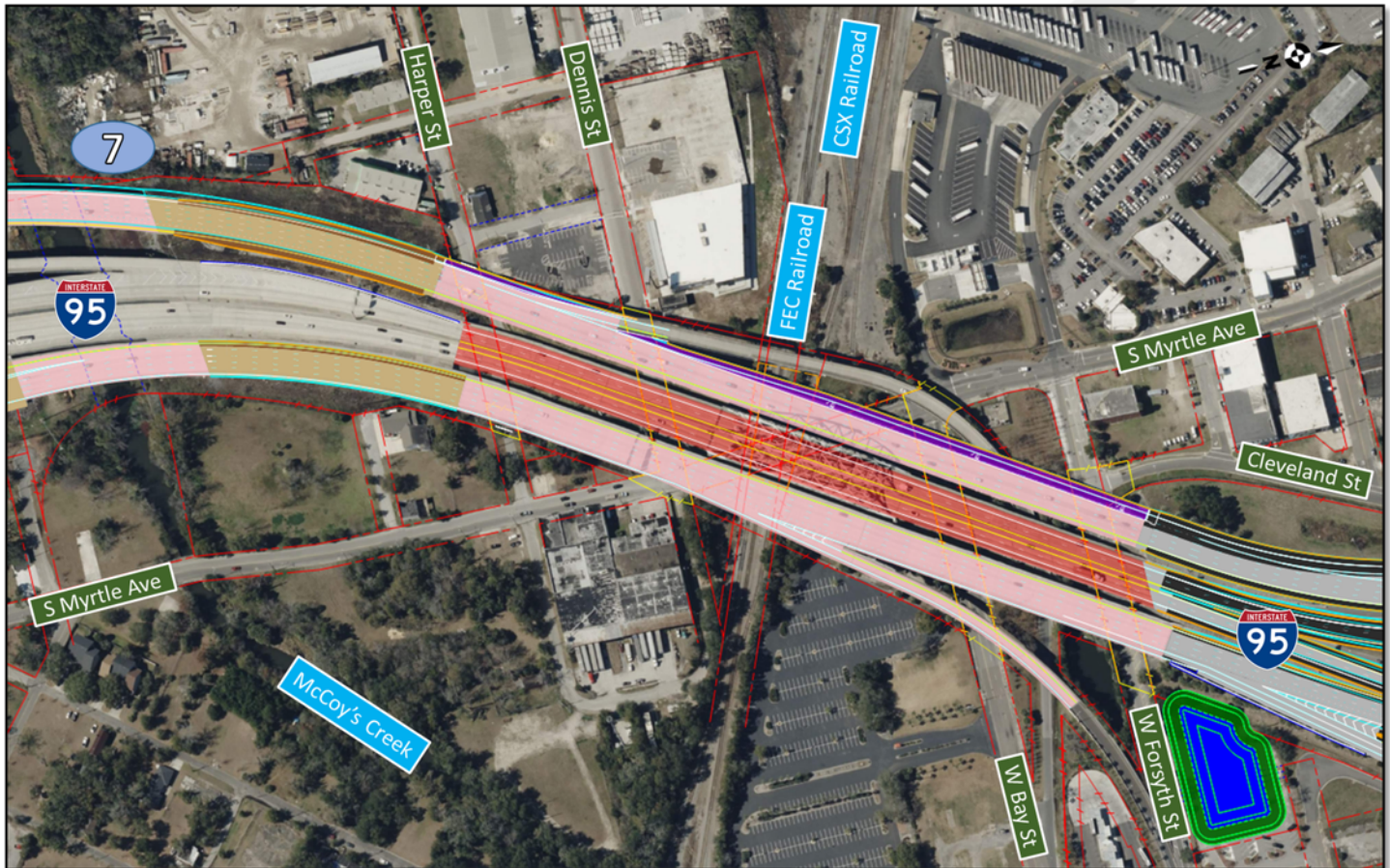


Figure 7 - I-95 Mainline Segment B

Note: Revision 7 continues from Figure 6 with the elimination of the widening over McCoy's Creek.

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Segment C - North of Myrtle Avenue Overpass to Union Street (see Figure 8):

- North of Forsyth St., a section of I-95 SB is being realigned to remedy a high crash area related to substandard superelevation and stopping sight distance. Along with the I-95 SB realignment, the split between the I-95 SB CD Road and I-95 SB is being moved farther north to prevent "lane diving" from the Beaver St. on-ramp to I-95 SB (revision 1).
- Bridge replacements are being proposed for I-95 NB over Adams St., Church St., Beaver St., and Union St.; and I-95 SB over Church St., Beaver St. on-ramps to I-95, Beaver St., and Union St. due to age and deteriorating conditions. The existing bridge at I-95 NB over Ashley St. will be removed and replaced with earthen embankment. Furthermore, the structures that are being replaced will utilize innovative bridge designs to increase the existing substandard vertical clearances to at least 16' at all locations (revision 2).
- The proposed roundabout along Beaver St. has been removed, along with the access ramp from the roundabout to I-95 NB and the bridge that spanned Union St. Additionally, the proposed roadway connecting the roundabout and Church St., including the intersection has been eliminated. Access to I-95 NB and I-95 SB will be provided from Adams St. and Beaver St. as currently exists (revision 4).
- I-95 SB off-ramp to Church St. is being eliminated. The Preferred Alternative provided access from I-95 SB via the Union St. off-ramp and the proposed roundabout; however, with the proposed revisions, no direct access will be provided to Church St. and traffic will utilize the adjacent existing roadway network (revision 5).
- The gore area between I-95 NB and the I-95 NB CD Road is being shortened to provide a greater distance for lane changes from I-95 NB to Union St. and Beaver St. (revision 6).
- A dedicated left turn from Beaver St. westbound to I-95 is being added (revision 10).

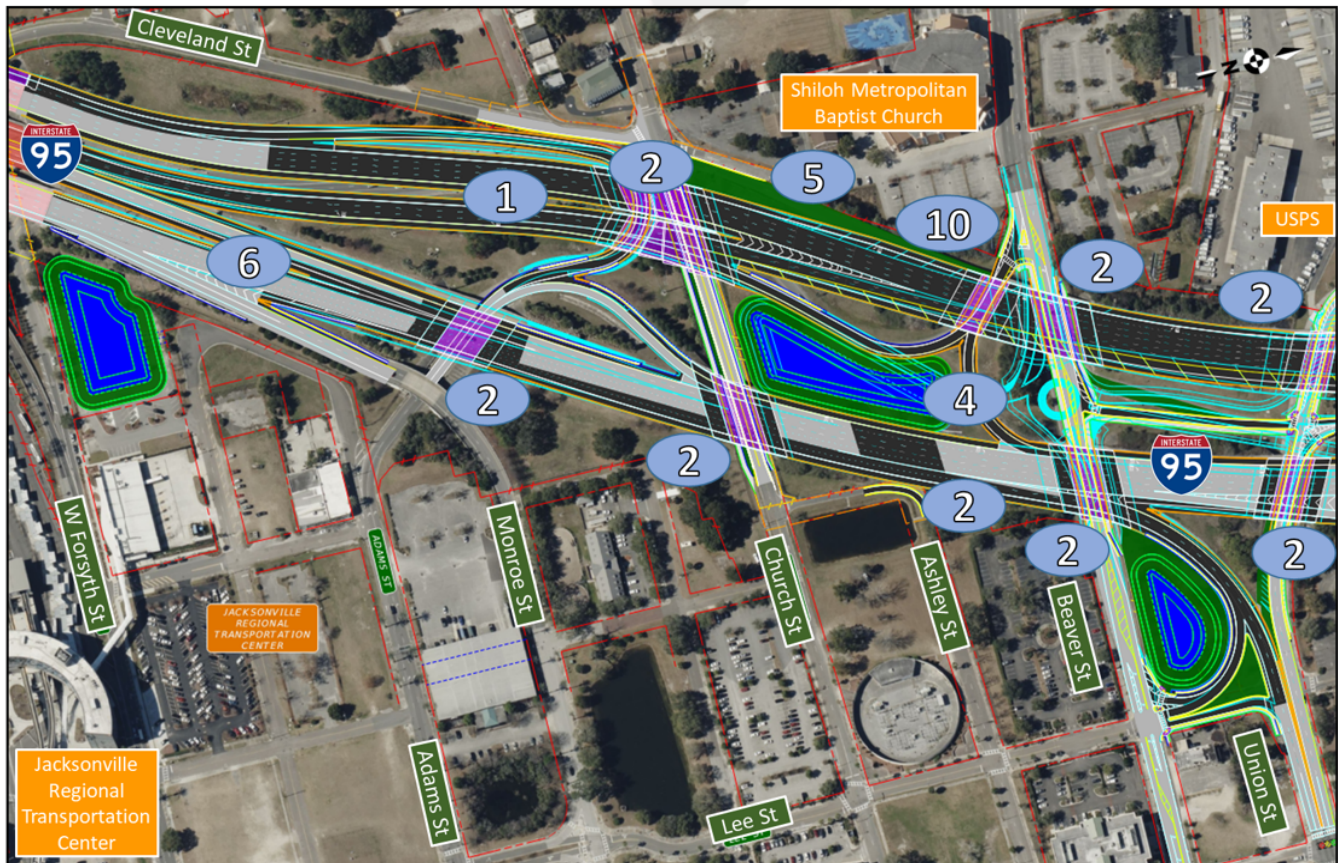


Figure 8 - I-95 Mainline Segment C

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Segment D - Union Street to End Project (see Figure 9):

- Bridge replacements are being proposed for I-95 NB over Adams St., Church St., Beaver St., and Union St.; and I-95 SB over Church St., Beaver St. on-ramps to I-95, Beaver St., and Union St. due to age and deteriorating conditions. The existing bridge at I-95 NB over Ashley St. will be removed and replaced with earthen embankment. Furthermore, the structures that are being replaced will utilize innovative bridge designs to increase the existing substandard vertical clearances to at least 16' at all locations (revision 2).
- The on-ramp from Kings Rd. to I-95 SB is being widened to 2-lanes (revision 3).
- The proposed roundabout along Beaver St. has been removed, along with the access ramp from the roundabout to I-95 NB and the bridge that spanned Union St. Additionally, the proposed roadway connecting the roundabout and Church St., including the intersection has been eliminated. Access to I-95 NB and I-95 SB will be provided from Adams St. and Beaver St. as currently exists (revision 4).
- A dedicated left turn from Beaver St. westbound to I-95 is being added (revision 10).

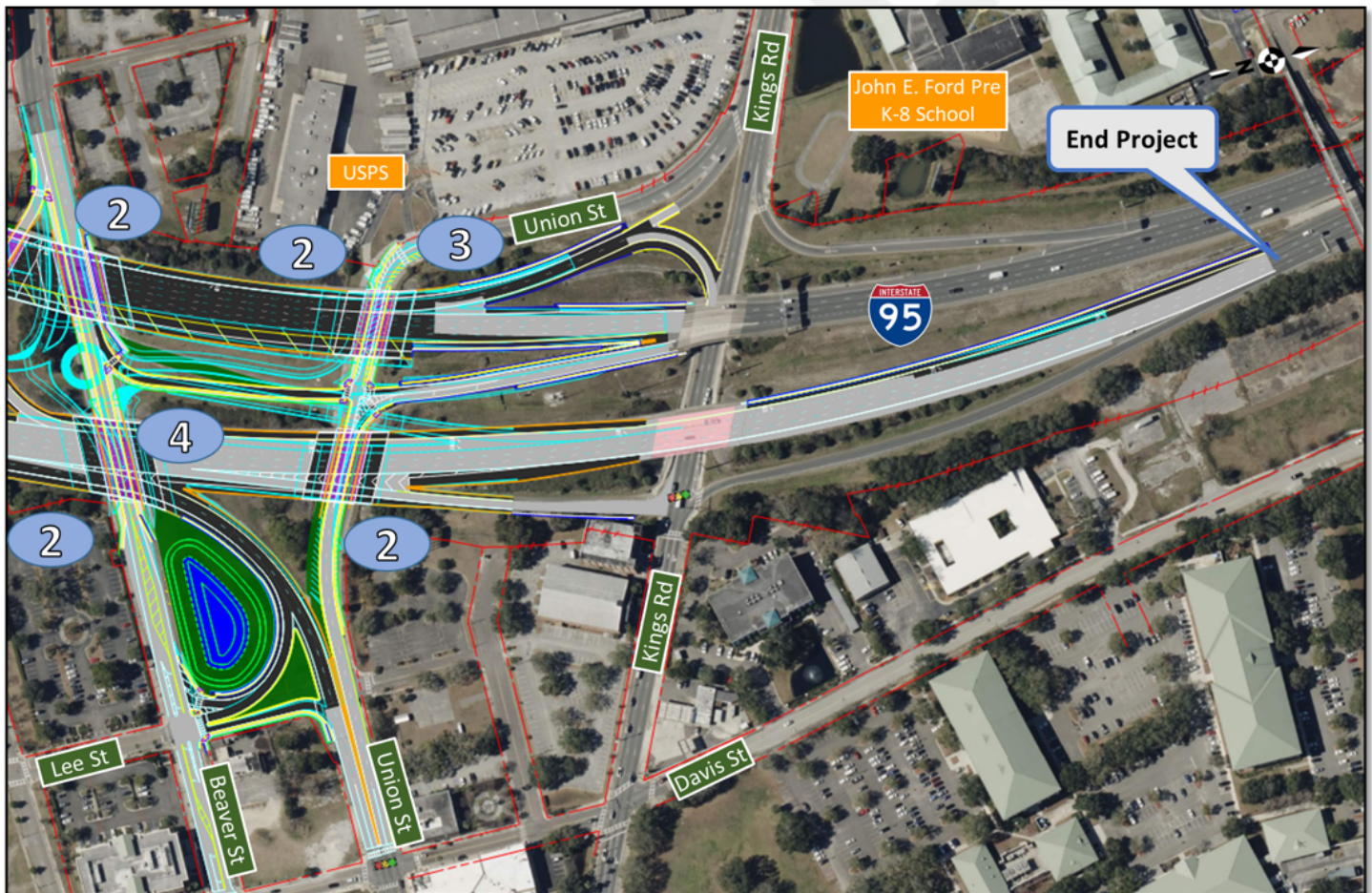


Figure 9 - I-95 Mainline Segment D

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Park Street & Forest Street Area (see Figure 10):

- The I-95 SB CD Road bridge over McCoy's Creek and Forest St. is no longer being widened, eliminating potential environmental impacts at the creek (revision 7).
- The I-95 SB CD Road off-ramp to I-95 SB will remain a single lane as it currently exists today (revision 8).
- Park St. roadway improvements and access changes between I-95 and Edison St. have been eliminated from the project (revision 9).

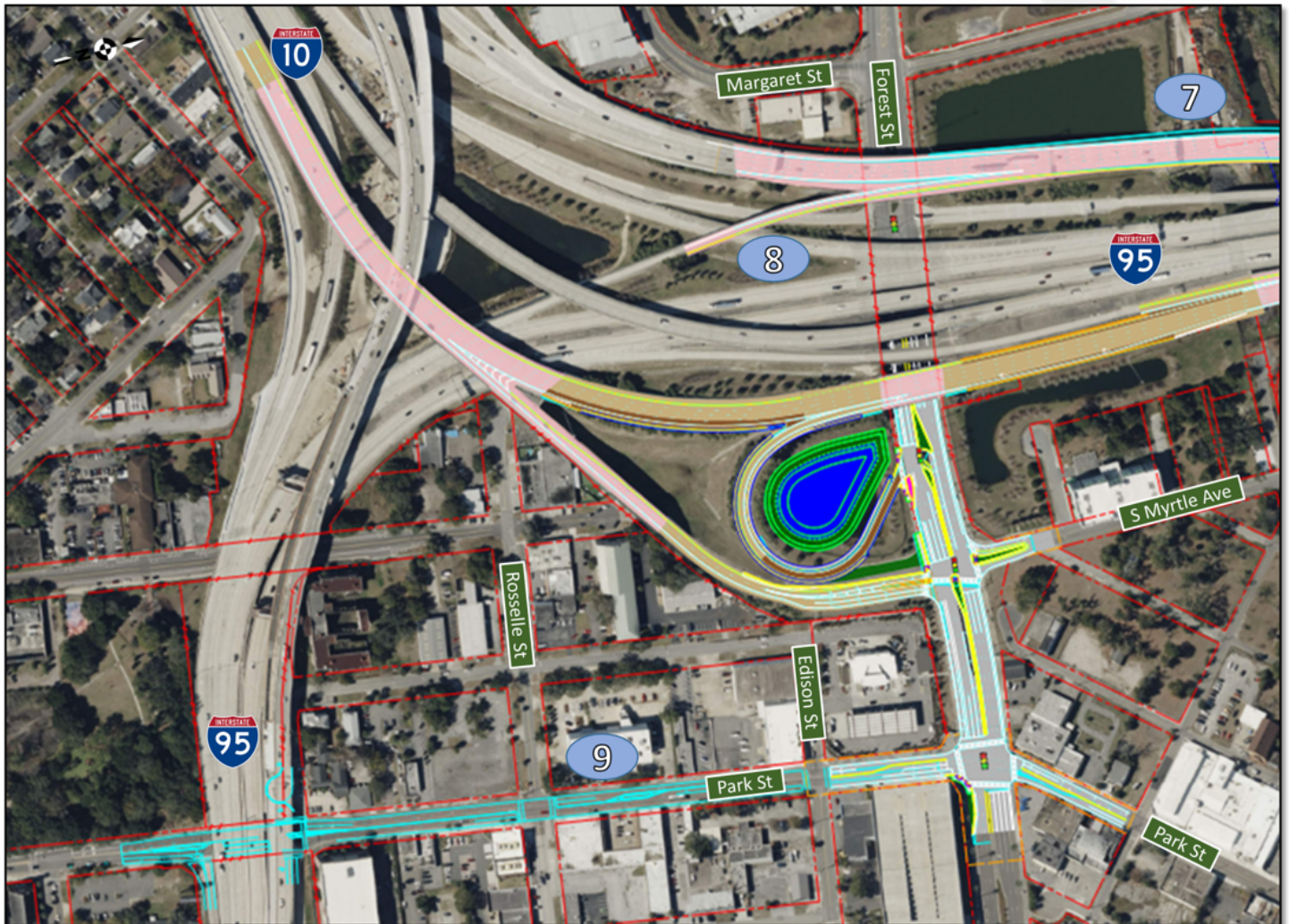


Figure 10 - Park Street & Forest Street Area

Design Change Alternatives Analysis Summary

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The proposed design changes were evaluated as part of the I-95 PD&E Re-evaluation. Revisions to the Preferred Alternative are being proposed to improve safety, mobility, pedestrian access, and lifespan of the corridor.

The Preferred Alternative will widen I-95 and/or CD roads by one lane in each direction plus auxiliary lane(s) at varying locations in each direction. The additional lanes will facilitate the Myrtle Avenue Overpass deck replacement without having to reduce the number of travel lanes along I-95 during construction. The revised enhancements will improve safety, mobility, pedestrian access, and improve corridor lifespan. This includes:

- Addressing vertical Stopping Sight Distance and superelevation within a high crash area on I-95 SB.
- Eliminating the weave from the I-95 SB entrance from Kings Road and the exit the Church Street.
- Extending the barrier to prevent "lane diving" from the Beaver Street to I-95 SB on-ramp.
- Replacing multiple deteriorating structures over Adams Street, Church Street, Beaver Street, and Union Street, while increasing the existing substandard vertical clearances to at least 16' at those locations.
- Increasing pedestrian access with new and/or wider sidewalks at Church Street, Beaver Street, and Union Street.
- Additional lane capacity for the Kings Road on-ramp to I-95 SB.
- Eliminating potential environmental impacts are McCoy's Creek.

The above improvements are in addition to improvements from the Preferred Alternative that are still proposed, such as the realignment of the Forest Street on-ramp to I-95 NB; widening of the Union Street off-ramp from I-95 NB; and stormwater treatment.

The design change capacity analysis documented in the I-95 (SR 9) from North of I-10 to South of Martin Luther King Jr. Parkway (SR 115/US 1) SIMR Re-evaluation shows an improvement in total delay, average speed, total travel time, and vehicles delivered. Furthermore, these design changes result in improved performance as compared to the Preferred Alternative. The predictive safety analysis shows a reduction in the number of crashes and provides numerous safety, operational, and long-term improvements over the Preferred Alternative that will extend the useful life of the corridor.

A copy of the PER Addendum and SIMR Re-Evaluation documents are contained in the project file.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A subsequent Public Hearing will be conducted in December 2024 to present these design changes and receive additional comments on this project.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? No
No change.

Are there changes in right-of-way needs? No
No change.

Is there a change in anticipated relocation(s)? No

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Are there changes in impacts to Prime or Unique Farmlands? No

b. CULTURAL

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

No change.

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

No Section 4F impacts occur related to the design changes for this re-evaluation. The Myrtle Avenue bridge itself is a Section 4F resource and previous coordination with the State Historic Preservation Officer (SHPO) resulted in no adverse effect to this historic resource.

Are there changes in impacts to lands purchased under Section 6(f) of the Land and Water Conservation Fund Act? No

No change.

Are there changes in impacts to recreational areas or protected lands? No

No change.

c. NATURAL

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

Since widening of I-95 over McCoy's Creek is no longer proposed as part of the project, wetlands and EFH are no longer impacted. The Preferred Alternative would have impacted up to approximately 0.79 acres of freshwater tidal stream habitat and 0.37 acres of freshwater wetland habitats and would have needed 0.29 units of saltmarsh functional gain to offset the loss in EFH. The design changes, as proposed, will have no impact to EFH.

As these impacts have been eliminated, commitments made for in-water work and continued coordination with National Marine Fisheries Service (NMFS) will no longer be needed in the Project Commitment Record (PCR).

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

Are there changes in impacts to Floodplains or Water Resources? No

No change.

d. PHYSICAL

Are there changes in Air Quality? No

No change.

What is the status of Highway Traffic Noise?

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The Design Noise Report (DNR) analyzed the proposed design changes for this project and satisfies the commitments made in the PD&E phase of this project. The DNR results show that noise abatement is not feasible or reasonable and no further evaluation of project noise impacts is required. A copy of the DNR is contained in the project file.

What is the status of Contamination?

No change.

Are there changes in impacts to Utilities and Railroads? No

No change.

Are there changes in impacts to Navigation? No

No change.

8. COMMITMENT STATUS

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

Are there new environmental commitments? Yes

Commitments were updated and modified to:

1. Removed commitments related to in-water work since it is no longer needed (implementation of manatee standard protection measures and additional coordination with the National Marine Fisheries Service regarding impacts to EFH).
2. Added specific reference to the tricolored bat to the bat survey commitment.

[\[1 - ProjectCommitmentRecordReport\]](#)

9. STATUS OF PERMITS

Federal

Segment	Name	Descriptor	Status	Date
442778-1-31-01	USACE Section 10 or Section 404 Permit		Needed	

State

Segment	Name	Descriptor	Status	Date
442778-1-31-01	DEP or WMD Environmental Resource Permit (ERP)		Needed	
442778-1-31-01	DEP National Pollutant Discharge Elimination System Permit		Needed	
442778-1-31-01	State 404 Permit		Needed	

Local

None anticipated.

Other

None anticipated.

10. CONCLUSION

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

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Name and title of FDOT Preparer: Terri Newman, Environmental Manager

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 the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

District approving authority or designee

Date

12. OEM CONCURRENCE

Print Name

Date

Director of the Office of Environmental Management or Designee

13. Links to Supporting Documentation

1 - [44277813101-CE2-D2-ProjectCommitmentRecordReport-2024-1001.pdf](#)