

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation
In cooperation with the US Coast Guard

SR115(LEM TURNER ROAD) TROUT RIVER BRIDGE #720033

District: FDOT District 2

County: Duval County

ETDM Number: 14449

Financial Management Number: 437437-2-22-01

Federal-Aid Project Number: D220 015 B

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 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.

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 06/08/2020 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The proposed action will replace the existing SR 115 (Lem Turner Road) Bridge over Trout River in Jacksonville, Duval County, FL. The project's limits extend approximately 0.4 miles from Trout River Boulevard to Broward Road, as shown on the Project Location Map.

Lem Turner Road is classified as a 4-lane urban minor arterial roadway within the study area. The beginning of the project starts at Trout River Boulevard, transitioning from a two-way roadway with left turn lanes in the median to an undivided roadway north as it approaches the bridge. North of the bridge, Lem Turner Road transitions from an undivided to divided facility with a left turn lane at Dolly Drive and right turn lane at Broward Road. The posted speed limit is 45 mph. There are bicycle and pedestrian facilities along the corridor, north and south of the bridge; however, the existing bridge only has narrow sidewalks (3'-6" raised catwalks) in each direction with no bicycle lanes. Lem Turner Road is also designated as an emergency evacuation route by the City of Jacksonville Emergency Preparedness Office.

The existing bridge (No. 720033) was constructed in 1957. It consists of 20 spans and is 742'-0" long, 63'-0" wide and carries 4 lanes of traffic. The superstructure consists of a simple span reinforced concrete tee beam system. The bridge structure has undergone several renovations including a fender replacement in 2005, the installment of pile jackets as part of a cathodic protection in 2012, and the installation of cross brace struts to stabilize the bridge piers in 2021 that had been compromised due to scour.

Trout River at the existing bridge is tidally influenced and a navigable waterway with a channel depth of 22-feet under the bridge. The bridge provides a 40-foot navigational horizontal clearance and a 17.9-foot vertical clearance.

Following an evaluation of engineering and environmental factors and comments from the public, a full bridge replacement offset to the east of the existing bridge was selected as the Preferred Alternative to minimize the impacts to the surrounding community and environment. The proposed replacement bridge will maintain navigational clearances, continue to accommodate four lanes of traffic, and provide pedestrian and bicycle accommodations on the bridge.

The proposed typical section of the Lem Turner Bridge includes four 11-foot travel lanes, a 7-foot median, and a 10-foot shared use path on each side. The proposed design speed for this typical sections is 45 mph. Two permanent right-of-way takes will be required for stormwater treatment and the realignment of the new bridge. One property parcel will require a residential relocation.

To address maintenance of traffic issues construction will be completed in phases where the new bridge would be partially constructed east of the existing bridge allowing three lanes of traffic and a pedestrian walkway to be maintained on the new bridge while the existing bridge is demolished. Subsequent phases construct the remainder of the new bridge to the proposed full typical section and restore all four lanes of traffic.

The Preferred Alternative concept is shown in **Figure 1.1.1**. The bridge and approaching roadway typical sections are shown in **Figure 1.1.2**.

The project is scheduled to be constructed in fiscal year 2027.



Figure 1: Project Limits and Location
Lem Turner Road (SR 115) over Trout River
Bridge Replacement

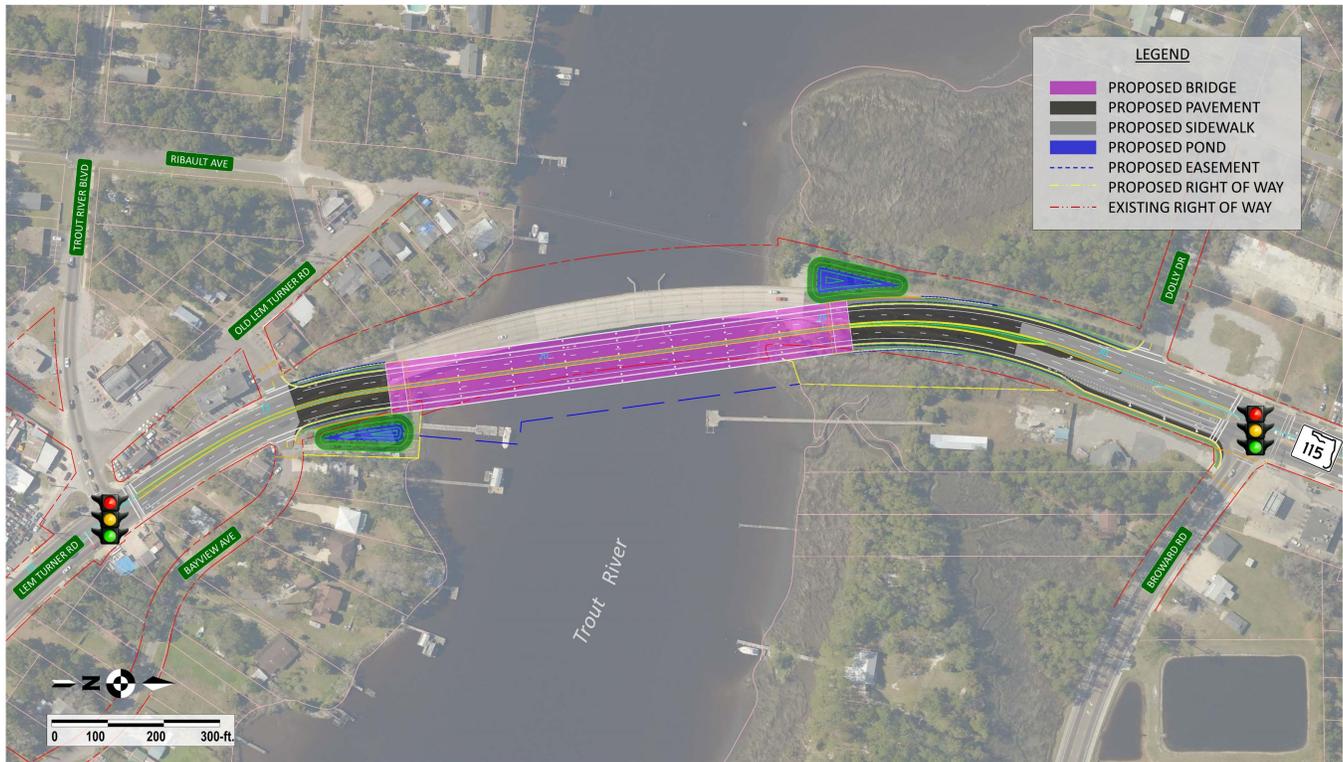
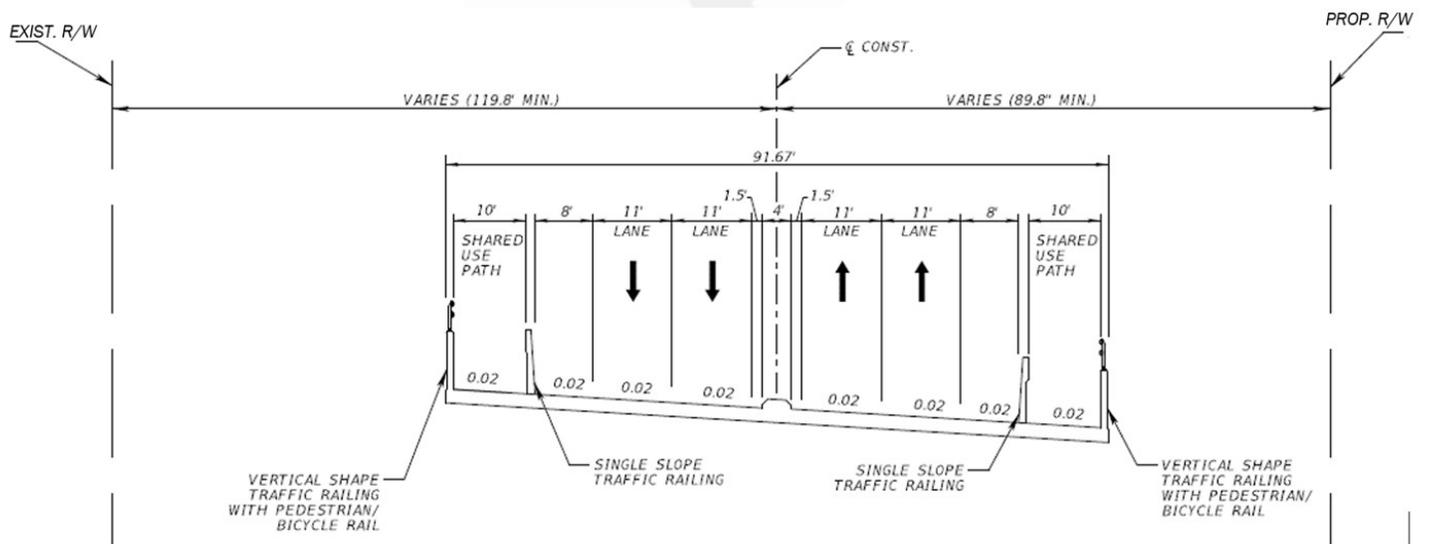


Figure 1.1.1. Preferred Alternative Concept



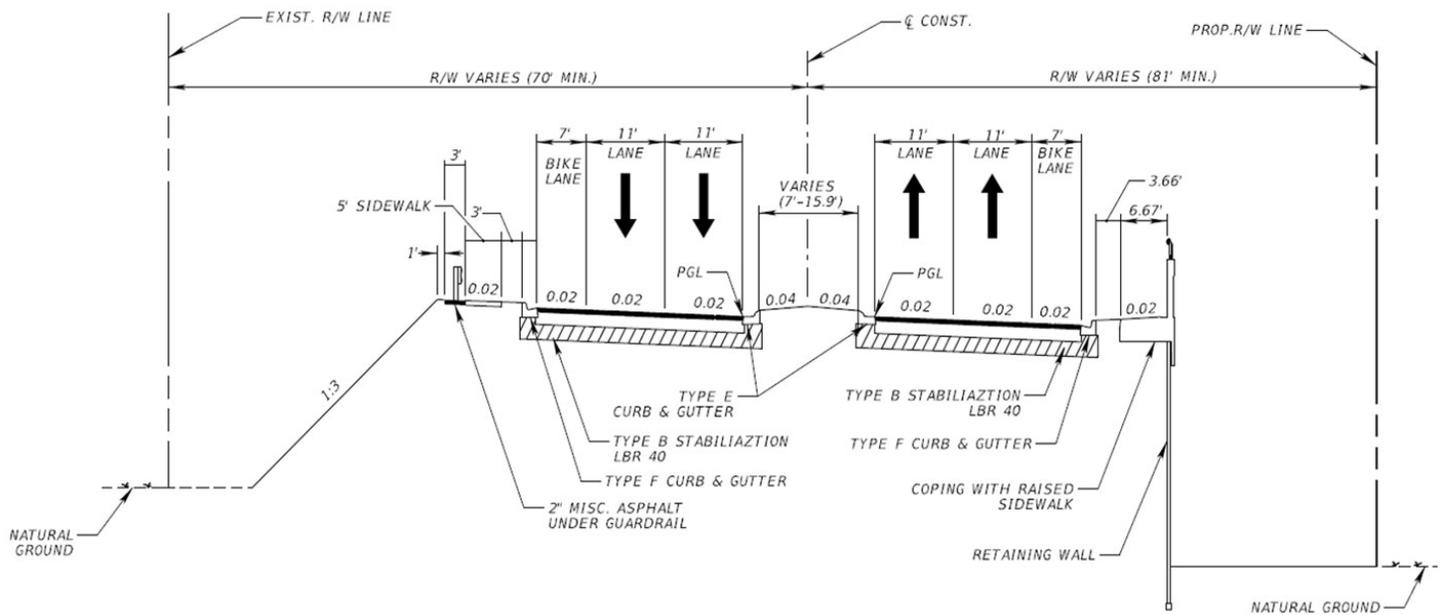


Figure 1.1.2. Bridge and Roadway Typical Sections

1.2 Purpose and Need

The purpose of this project is to address structural issues related to the existing Lem Turner Road (SR 115) Bridge (No. 720033) over the Trout River. The current bridge structure was constructed in 1957 and is considered structurally deficient by the Florida Department of Transportation (FDOT) and needs replacement due to deteriorating conditions.

The need for this project stems from the fact that the existing 63-year-old Lem Turner Road (SR 115) Bridge (No. 720033), also known as the C. Ray Green Bridge, is considered structurally deficient by the FDOT. The bridge structure has undergone several renovations including a fender replacement in 2005, the installment of pile jackets as part of cathodic protection in 2012, and the installation of cross brace struts to stabilize the bridge piers in 2021 that had been compromised due to scour.

A bridge sufficiency survey conducted by FDOT in 2018 resulted in a score of 22.0 on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A sufficiency rating below 50.0 qualifies a bridge for replacement funds.

Additionally, bridge elements are rated on a scale of Satisfactory to Failed. The bridge conditions are as follows:

- Deck: Satisfactory
- Superstructure: Satisfactory
- Substructure: Serious
- Performance Rating: Poor
- Channel: Bank Protections Failed

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The project falls under the LRTP Goal 6: Preserve and Maintain Our Existing System. Objective 6.2: Maintain and update bridges to current standards (attached).			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y			
STIP	Y			
R/W				
TIP	Y	473,218	2025	
STIP	Y	473,218	2025	
Construction				
TIP	Y	162,500 80,470,844	2025 2027	Includes Mitigation \$162,500 (2025) and \$450,000 (2027), PE (D-B) \$656,468 and D-B \$79,364,376
STIP	Y	162,500 80,470,844	2025 2027	Includes Mitigation \$162,500 (2025) and \$450,000 (2027), PE (D-B) \$656,468 and D-B \$79,364,376

2. Environmental Analysis Summary

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

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 following sections.

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 potential project effects to the communities and neighborhoods were initially screened for sociocultural issues and considerations through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14449). The Programming Screen Summary Report was published on September 1, 2020.

In support of the project's Project Development and Environment (PD&E) Study, the project's potential effects were analyzed through a Sociocultural Effects (SCE) evaluation and documented in the SCE Technical Memorandum, dated 8/29/2023. The technical memorandum is included in the project file. The SCE evaluation directed particular attention to underrepresented population groups protected under environmental justice, civil rights, and other related nondiscrimination statutes and regulations.

Demographics Summary

A focused study area of a 1/4-mile area surrounding the project was defined to examine potential project-related effects. A demographic socio-economic profile of the study area was prepared and compared against Duval County. The demographic profile utilizes data from the EST Sociocultural Data Report (SDR) using the 2017 to 2021 American Community Survey (ACS) from the U.S. Census Bureau. The SDR identified the total population of the area was approximately 810 people making up 309 households. Additional results of the demographic profile reported in the SCE Technical Memorandum are shown on **Table 3.1.1**.

Table 3.1.1 Project Study Area and County Demographics			
Demographic	Study Area	Duval County	Difference
Race & Ethnicity			
White	20.12%	56.10%	-35.98%
African-American	73.33%	29.44%	+43.89%
"Other" (Race)	1.23%	3.02%	-1.79%
Hispanic (Ethnic Group)	5.19%	10.63%	-5.44%
Minority	83.21%	49.15%	+34.06%
English Proficiency			
Speaks English "Less than Very Well"	2.99%	5.92%	-2.93%
Housing & Income			
Median Household Income	\$49,198	\$59,541	-\$10,343
Households below Poverty	22.33%	13.62%	+8.71%
Households receiving Public Assistance Income	4.21%	2.97%	+1.24%
Occupied Housing with No Vehicle	9.03%	7.37%	+1.66%
Education			

High School Graduate or Higher	91.16%	90.50%	+0.66%
Bachelor's Degree or Higher	18.42%	31.51%	-13.09%
Age			
Age 65++	12.72%	14.16%	-1.44%
Median Age	42.0	36.5	+5.5
Disability			
Population (20-64 years) with a Disability	11.88%	10.99%	+0.89%

The study area population consists of a significantly higher percentage of minority residents (83.21%). Minority is defined as Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander, and individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. The African-American population makes up the majority of the population within the study area with 73.33% of the total population.

The population that speaks English "less than very well" (i.e. limited-English proficient) is reported as 2.99% of the study area. This is lower than the 5.92% of the county wide limited-English proficient population.

The median annual income within the study area is \$49,198. This is over \$10,000 less than the Duval County median income. The "population below poverty" within the study area is slightly higher than the county estimate (with a difference of 1.24%). However, the "households below poverty" is 8.71% higher in the study area compared to the county. The households within the study area receiving Public Assistance Income are 1.24% higher than Duval County estimate.

Educational attainment within the study area closely resembles the county wide data but diverges for individuals with bachelor's degree or higher. Attaining a bachelor's degree is over 13% lower within study area.

In regard to age, the median age of the study area is slightly older at 42, than the county median of 36.5. The disability rate within the 20-64 year old age populations is 11.88% and compares closely to the county estimate of 10.99%. The study area population older than 65 is 12.72% and slightly less than the county median of 14.16%.

Households with no vehicle is 1.66% higher in the project study area compared to the county.

A review of the US Environmental Protection Agency's (USEPA) EJScreen confirmed minority and low income populations are present in the project area. The EJSCREEN Mapping Tool shows minority populations south of the bridge are 83% in the areas surrounding Old Lem Turner Road and 68% in the areas surrounding Bayview Avenue. North of the bridge the minority population is 69% in the area surrounding Broward Road and 92% surrounding Dolly Drive. Low income population south of the bridge is 63% in the areas surrounding Old Lem Turner Road and 54% in the areas surrounding Bayview Avenue. North of the bridge the low income population is 36% in the area surrounding Broward Road and 44% surrounding Dolly Drive.

Community Services and Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local resident's daily lives. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. Since the project will allow for three lanes of traffic and a pedestrian walkway that meets current design standards to be maintained during construction, the project does not divide or isolate portions of the community or generate new development, change the

neighborhood character, nor impact travel patterns that could affect neighborhood quality of life.

All community focal points within a 1/4-mile study area (marked with an asterisk) and surrounding lands beyond the 1/4-mile buffer area were identified, listed and shown in **Figure 3.1.1**.

Religious Centers:

- True Believers Primitive Baptist Church*
- Northside Fellowship Church of the Nazarene*
- North Jacksonville Family Worship Center*
- Bible Baptist Church*
- Greater Beulah Missionary Baptist Church*

Community Centers:

- Moose Lodge 2134*
- Riverview Senior Center

Park:

- Riverview Park

Schools:

- Bible Baptist Academy*
- Beulahland Christian Academy
- Henry F. Kite Elementary School
- IDEA Bassett Campus



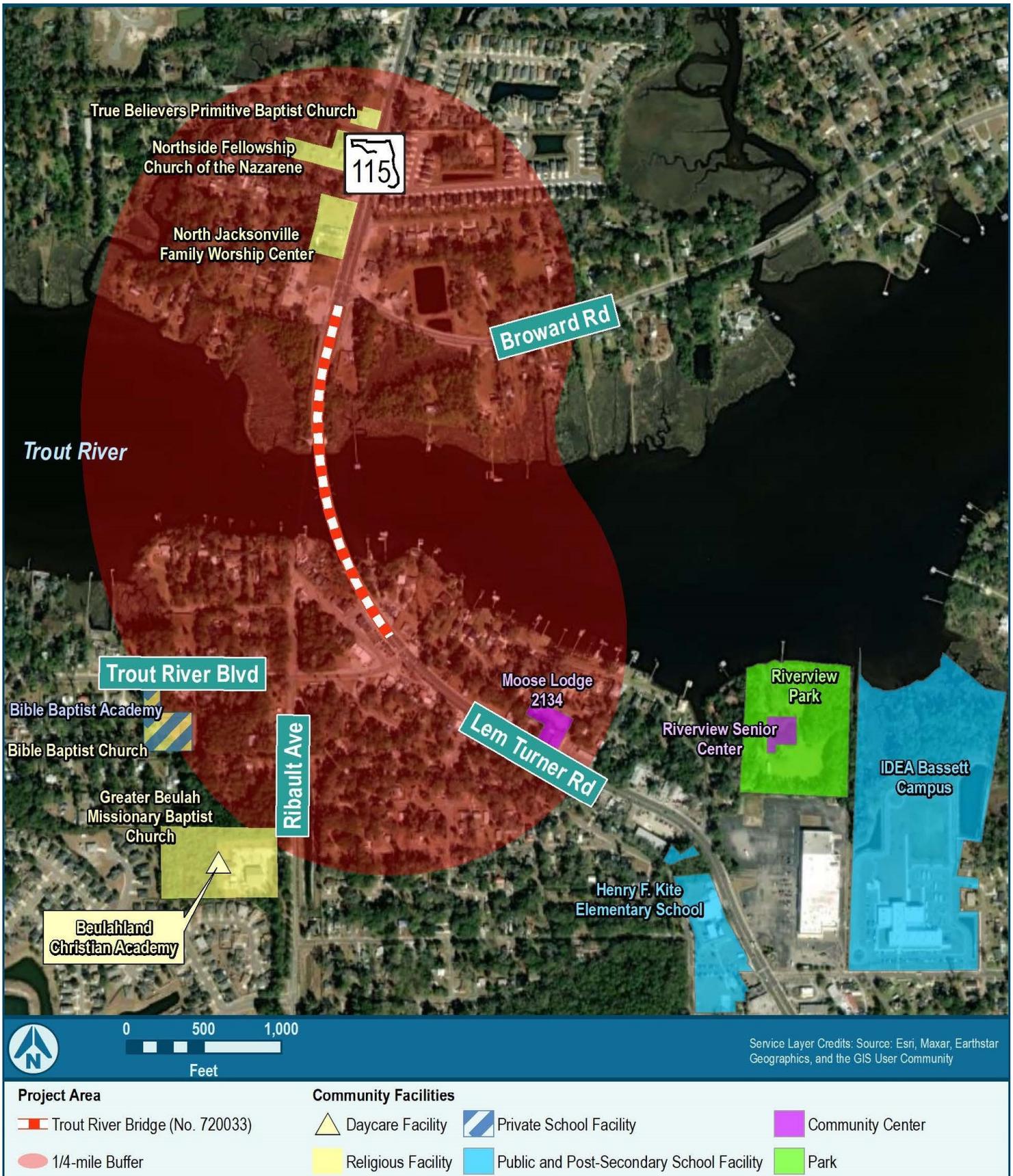


Figure 3.1.1 Community Focal Points

Social Resources Analysis Results

The higher percentage of minority and lower income residents within the project area were identified as the primary populations of concern evaluated during this study. No changes to the population or demographic characteristics of the study area are anticipated to result from the project. No information about previous impacts to minority populations by other public projects in the area has been identified during this PD&E Study.

With the exception of two parcel acquisitions and an easement over the Trout River, the project will be constructed within the existing right-of-way. There will be temporary impacts to pedestrian facilities, but pedestrian access will be maintained during construction. Transit dependent, elderly, and/or disabled populations will be able to access destinations using the proposed pedestrian walkway. Once construction is complete the new bridge will provide a 10' shared use path on each side.

The construction phase of this project is expected to minimally 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. Furthermore, the proposed project is not anticipated to negatively affect community resources important to elderly persons or disabled individuals.

Based on the discussion and analysis conducted, the recommended alternative will not cause disproportionately high and adverse effects on any minority or low-income population in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. No further Environmental Justice analysis is required.

3.2 Economic

The University of Florida's Bureau of Economic and Business Research (BEBR), forecasts that with medium population growth, Duval County's population will grow to 1,285,000 by 2050. This represents a 24.33% increase in the County's 2022 population estimate of 1,033,533. As the population increases, traffic volumes are projected to increase as well. Consequently, a long-term mobility option is needed that will provide a bridge with a 75-year long service life to accommodate existing travel needs and to meet the population growth demands anticipated between 2021 and 2050.

Lem Turner Road is a north-south urban minor arterial roadway that serves the area businesses and communities and provides direct access to I-295 to the north and Downtown Jacksonville to the south.

According to the City of Jacksonville Office of Economic Development, the project is in an Economically Distressed Area. Economically distressed areas are determined from an analysis of the percent of the labor force not employed and the median household income within each census tract in Duval County. Census tract data, and those areas deemed to be economically distressed, are reevaluated by this office on a bi-annual basis (every 2 years). One of the objectives of the City of Jacksonville Office of Economic Development is to redevelop economically distressed areas by encouraging private capital investment and higher wage job opportunities within those areas.

Since the proposed project will maintain access to the area and will not close the bridge crossing, no impacts are anticipated for any adjacent businesses. Business visibility and access will be maintained. A new bridge will continue to

provide access to area businesses and communities as well as direct access to I-295 to the north and Downtown Jacksonville to the south.

The proposed construction activities will generate a number of construction-related jobs. Construction activity will contribute to regional economic output and household incomes. However, these potential positive effects will be temporary, lasting only for the duration of construction.

Ultimately, the proposed project will provide a safe and more reliable route for businesses, workers, and transport of goods and services in the area and the business and employment impacts associated with the project will be beneficial.

3.3 Land Use Changes

The study area primarily consists of commercial land use along the corridor and residential surrounding the commercial areas. The Land Use Maps provided as attachments illustrate the existing and future land uses within the study area limits.

The Jacksonville 2030 Comprehensive Plan projects future land uses throughout the project area to be very similar to the existing land uses and primarily consists of commercial along the corridor and residential surrounding the commercial areas. The project is consistent with local land use and growth management plans. The project will maintain the existing character since the bridge is an existing facility and there will be no changes to recreation or open space.

The existing and future land uses in the project area will continue to be supported by the project. Therefore, the FDOT does not anticipate secondary development as a result of this project.

3.4 Mobility

The new bridge will maintain navigational clearances and continue to accommodate four lanes of traffic and will include a 10' shared use path on each side which is an enhancement to the two 3'-6" raised sidewalks that are currently on the existing bridge.

The bridge replacement construction is proposed to be completed in phases. First, the new bridge structure would be partially constructed east of the existing bridge. This allows for three lanes of traffic and pedestrian walkway to be maintained on the new bridge structure while the existing bridge structure is demolished. Subsequent phases would construct the remainder of the new bridge to the proposed full typical section and restore all four lanes of traffic.

Replacement of the bridge will maintain access for emergency response, public transportation, to activity centers in the area, and movement of goods and freight in the greater Jacksonville region.

The project area is located in Evacuation Zones A and C. This portion of Lem Turner Road is not designated as an evacuation route by the Florida Division of Emergency Management; however, it is a designated emergency evacuation route by the City of Jacksonville Emergency Preparedness Office (JaxReady).

This project is expected to benefit the mobility within the project area and regionally. The new bridge will provide improvements to bicycle and pedestrian facilities and support the non-driving population (e.g., elderly, young, or disabled) with a safer facility.

3.5 Aesthetic Effects

The proposed project will replace the existing bridge with a new in-kind bridge on an alignment offset to the east of the existing bridge. The project will not add lanes or additional capacity and will not have a significant change to its vertical (height) profile. Therefore, the project viewshed should be visually consistent with the current bridge and is likely to be perceived as being compatible and in character with the community's aesthetic values.

Visual impacts associated with clearing and grubbing, storage of construction materials, and establishment of temporary construction facilities are expected to be minimal and temporary in duration.

3.6 Relocation Potential

Acquisition of new right-of-way will be required as part of the preferred alternative. The ROW needs include one parcel with an occupied single-family residential dwelling on the southeast quadrant of the Lem Turner Road approach to the existing bridge. The results of the Conceptual Stage Relocation Plan (CSRP) estimated the relocation would result in relocation of 1-3 residents. This one residential relocation will not disproportionately impact the community's elderly, individuals with disabilities, large families, racial and ethnic minorities and/or other groups protected by nondiscrimination laws.

Market research determined decent, safe, and sanitary replacement homes are available for the displaced residents in the area and relocation assistance will be administered through a Right of Way and Relocation Assistance Program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Other right of way needs include acquisition of undeveloped property from two private owners on the northeast quadrant of the Lem Turner Road and bridge, a Trustees of the Internal Improvement Trust Fund (TIITF) easement from the State of Florida, and Temporary Construction Easements over three City of Jacksonville parcels.

A figure is attached illustrating the existing and proposed right of way lines, proposed pond locations, and the parcel with one relocation.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, 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 the City 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 09/13/2021. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

To encompass all potential terrestrial improvements, the terrestrial APE was defined to include the existing and proposed SR 115 right-of-way from Broward Road to Trout River Boulevard. This APE was extended to the back or side property lines of parcels adjacent to the right-of-way for a distance of no more than 330 feet [ft] from the right-of-way line. The terrestrial archaeological survey was conducted within the existing and proposed right-of-way. The historic structure survey was conducted within the entire terrestrial APE.

The terrestrial archaeological survey was limited to a pedestrian survey due to extensive disturbance throughout the APE. No artifacts were recovered, and no archaeological sites or occurrences were identified. No further archaeological survey is recommended. A submerged maritime archaeological survey was also conducted for the project. The submerged maritime archaeological APE was defined as the existing 300- ft-wide limited access right-of-way centered on the proposed bridge alignment, plus an additional 500 ft on either side of the right-of-way, for a combined total width of 1,300 ft. This APE is designed to capture any potential ground disturbing activities such as mooring or temporary anchoring which may take place outside of the current right-of-way during construction-related activities. The submerged APE extends the length of the Trout River (approximately 500ft) for an approximate submerged APE size of 88 acres. A total of 16 magnetic anomalies, 30 acoustic contacts, and no buried reflectors were identified in the marine remote-sensing record. Five of the magnetic anomalies correlate with seven acoustic contacts. None of the anomalies share magnetic characteristics with verified submerged cultural resources. No acoustic contacts appear to represent significant cultural resources. The majority of the magnetic anomalies and acoustic contacts are low gamma, short duration anomalies indicative of isolated ferrous metal objects or known manmade features such as current bridge or residential dock pilings. These anomalies and acoustic contacts likely represent single-source debris objects, such as modern debris to be expected in a heavily developed waterway such as Trout River, and not potential submerged cultural resources.

The architectural survey resulted in the identification and evaluation of 12 newly recorded historic resources (8DU22975-8DU22986) within the Trout River Bridge Terrestrial APE. These 12 resources lack the architectural distinction and significant historical associations necessary to be considered for listing in the National Register of Historic Places (NRHP) and are recommended ineligible for inclusion in the NRHP. No existing or potential historic districts were identified. No further architectural survey is recommended in support of the proposed SR 115 over Trout River bridge replacement.

Given the results of the CRAS, the proposed SR 115 improvements will have no effect to historic properties. SHPO concurred with this finding on 09/13/2021. The SHPO Concurrence Letter is included in attachments. The CRAS is included in technical materials.

An addendum to the 2021 CRAS was completed in August 2023 to account for minor alignment changes to SR 115 and the construction of two ponds. The survey addendum was limited to archaeological and architectural history survey of the two proposed pond locations and the areas of alignment change that were not included in the previous survey. Though the proposed alignment changes included a maritime component, the maritime archaeological work from the 2021 CRAS provided sufficient coverage of the proposed alignment change.

The archaeological area of potential effects (APE) for the CRAS addendum was developed to encompass all potential improvements within the current SR 115 alignment from Broward Road to Trout River Boulevard and the proposed pond footprints. The architectural history APE includes the current SR 115 alignment and proposed pond footprints and were extended to the back or side property lines of parcels adjacent to the proposed right-of-way and proposed pond footprints for a distance of no more than 328 feet from the right-of-way line.

The addendum archaeological survey consisted of excavating one shovel test and conducting a pedestrian survey within the two proposed pond footprints and any area of the proposed alignment not previously surveyed. One shovel test was excavated within the northwest corner of the Pond 1 footprint, which was negative for any artifacts. Modern conditions such as buried utilities, pavement, wetlands, and existing buildings precluded additional subsurface testing within the APE. No artifacts were recovered, and no archaeological features were observed during the pedestrian survey.

The addendum architectural survey resulted in the identification and evaluation of two newly recorded resources in the APE. Resource 8DU23534 (9917 Bayview Avenue) and 8DU23535 (9881 Bayview) are a Masonry Vernacular style building and wood dock, respectively. Both resources lack the architectural or engineering distinction and the significant historical associations necessary to be considered eligible for listing in the National Register of Historic Places and are recommended ineligible. No existing or potential historic districts were identified.

The CRAS addendum is currently under review and will be sent to SHPO for concurrence. SHPO concurrence will be included in attachments.

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

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

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

There are no other protected public lands in the project area.

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.

Assessment of project involvement with listed species began with a species database search, literature review, and GIS desktop review of all available data for the project area. Based upon these reviews, potential habitat areas for listed species were investigated on June 24 and 28, 2021 to determine the presence of listed species or suitable habitat. A Natural Resources Evaluation (NRE, August 2021) was prepared for the project to document the results. An NRE Addendum produced 8/24/2023 includes additional analysis of the Preferred Alternative not previously studied and an impact analysis for the tricolored bat. The NRE contains species and habitat maps and an analysis of protected species potentially occurring within the project area.

The species listed in **Table 5.1.1** have some probability of occurrence in the project study area or were observed during the field investigation. None of the species were encountered during field investigation. State-listed plant species are protected under Chapter 5B-40, Florida Administrative Code (F.A.C.), which is administered by the Florida Department of Agriculture and Consumer Services (FDACS). State-listed wildlife species are protected under Chapter 68A-27, F.A.C., which is administered by the Florida Fish and Wildlife Conservation Commission (FWC). Federally-listed species are afforded protection under the Endangered Species Act (ESA), which is administered by United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) to provide protection of imperiled species and their habitats. Section 7 of the ESA requires federal agencies to consult with USFWS or NMFS when a project under their review has the potential to impact a federally-listed species.

Table 5.1.1 Federal and State Listed Species That May Occur in the Project Area					
Scientific Name	Common Name	Federal Status	State Status	Probability of Occurrence	Effects Determination
Plants and Lichens					
<i>Gonolobus suberosus</i> (= <i>Matelea gonocarpus</i>)	Anglepod Milkvine	N	ST	Low	No adverse effect anticipated
<i>Opuntia stricta</i>	Erect Pricklypear	N	ST	Low	No adverse effect anticipated
<i>Zephyranthes atamasca</i> var.	Rainlily	N	ST	Low	No adverse effect anticipated
<i>Zephyranthes atamasca</i> var.	Treat's Rainlily	N	ST	Low	No adverse effect anticipated
Insects					
<i>Danaus plexippus</i>	Monarch Butterfly	C	N	Low	
Fish					

<i>Acipenser brevirostrum</i> **	Shortnose Sturgeon	E	FE	Low	May affect, not likely to adversely affect
<i>Acipenser oxyrinchus oxyrinchus</i> *	Atlantic Sturgeon	E	FE	Low	May affect, not likely to adversely affect
<i>Pristis pectinata</i>	Smalltooth Sawfish	E	FE	Low	May affect, not likely to adversely affect
Reptiles					
<i>Caretta caretta</i>	Loggerhead Sea Turtle	T	FT	Moderate	May affect, not likely to adversely affect
<i>Chelonia mydas</i>	Green Sea Turtle	T	FT	Moderate	May affect, not likely to adversely affect
<i>Drymarchon corais couperi</i> *	Eastern Indigo Snake	T	FT	Low	May affect, not likely to adversely affect
<i>Gopherus polyphemus</i> *	Gopher Tortoise	N	ST	Low	No adverse effect anticipated
<i>Lepidochelys kempi</i> *	Kemp's Ridley	E	FE	Low	May affect, not likely to adversely affect
Birds					
<i>Cistothorus palustris griseus</i> **	Worthington's Marsh Wren	N	ST	Low	No adverse effect anticipated
<i>Egretta caerulea</i> **	Little Blue Heron	N	ST	High	No adverse effect anticipated
<i>Egretta tricolor</i> **	Tricolored Heron	N	ST	High	No adverse effect anticipated
<i>Laterallus jamaicensis jamaicensis</i>	Eastern Black Rail	T	FT	Low	May affect, not likely to adversely affect
<i>Mycteria americana</i>	Wood Stork	T	FT	High	May affect, not likely to adversely affect
<i>Platalea ajaja</i> **	Roseate Spoonbill	N	ST	High	No adverse effect anticipated
Mammals					
<i>Perimyotis subflavus</i>	Tricolored Bat	PE	N	Low	
<i>Trichechus manatus</i> **	West Indian Manatee	T/CH	FT	High	May affect, not likely to adversely affect
<p>C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as endangered or threatened.</p> <p>CH = Critical Habitat has been designated in the county in which the project is located.</p> <p>E = Endangered.</p> <p>T = Threatened.</p> <p>PE = Proposed endangered.</p> <p>PT = Proposed threatened.</p> <p>N = Not federally-listed.</p> <p>SE = State endangered.</p> <p>ST = State threatened.</p>					

State-Listed Species

The NRE identifies four state-listed plant species with a low probability of occurrence within the project area, and none were observed during site inspections. If these species do occur within the project area, potential impacts to individual species will not affect the species as a whole. Therefore, no adverse effect is anticipated for any state-listed plant species.

The Florida Department of Agriculture and Consumer Services, Division of Plant Industry is currently reviewing the NRE and NRE Addendum for effects to plant species and their correspondence will be attached.

Five state-listed animal species are identified with a probability of occurrence within the project area. The threatened Worthington's marsh wren has a low probability of occurrence due to marginally suitable saltmarsh habitat present within the project area. The little blue heron, tricolored heron, and roseate spoonbill all have a high probability of occurrence, but none of these listed wading birds were observed during the site inspection. Therefore, no adverse effect is anticipated for any of these state-listed bird species. The state-threatened gopher tortoise has been given a low probability of occurrence based on the poor quality habitat at the project site. No gopher tortoise burrows were observed during field review, and no adverse effect is anticipated for this species. If any are observed during the design and permitting phases of this project, a formal survey and relocation will be carried out in accordance with FWC regulations. Since the completion of the NRE in September 2021, the federal listing status (candidate) for the eastern population (Florida) of the gopher tortoise was determined to be not warranted. This decision was finalized in October 2022. Therefore, **Table 5.1.1** shows the current, correct federal status for the gopher tortoise. The NRE, completed before this decision, shows information accurate as of the date it was published. The FWC has reviewed the NRE (on 10/9/2021) and the NRE Addendum (on X/X/XXX) and provided correspondence documenting their concurrence with the determination of effects. The concurrence document is attached.

Federally-Listed Species

The NRE and NRE Addendum identify no federally-listed plant species within the project area.

There are 10 federally-listed animal species identified in the NRE and NRE Addendum with a probability of occurrence within the project area. The threatened eastern black rail has a low probability of occurrence and the project may affect but is unlikely to adversely affect this species. The saltmarshes in the project study area are disturbed, located in a developed area, and do not provide the secluded habitat that the rail prefers. In addition, the project site has a high tidal amplitude which is avoided by black rails. The eastern indigo snake, also threatened, has a low probability of occurrence within the project area due to lack of suitable habitat present at the project site. The area contains no xeric habitats and no potentially occupied gopher tortoise burrows were observed. However, the project study area contains marginally suitable foraging habitats, and may contain other refugia that the snakes may temporarily inhabit. Therefore, the indigo snake has been given a low probability of occurrence. Using the most recent version of the USFWS *Eastern Indigo Snake Programmatic Effect Determination Key* (key pathway: A>B>C>D>E> "NLAA") the FDOT has determined the project is not likely to adversely affect the eastern indigo snake. The methodology used to make this determination is detailed in the NRE and NRE Addendum. Additionally, the USFWS Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction of the project.

The wood stork, listed as threatened, has a high probability of occurrence within the project area but none were observed during the field investigation. The entire project area is located within the core foraging area of a documented active wood stork colony which is about 3 miles southeast of the project study area. The saltmarshes in the project area are likely to be considered Suitable Foraging Habitat (SFH), but the open water of the Trout River is too deep to serve as SFH. Alternative 3 is expected to impact a total of 0.746 acre of saltmarsh and wetland mitigation will be provided that will offset this loss. Therefore, using the most recent USACE/FWS *Effect Determination Key for the Wood Stork in Central and North Peninsular Florida* (key pathway: A>B>C>D>E> "NLAA") it was determined that if mitigation is provided the project is not likely to adversely affect the wood stork. The methodology used to make this determination is detailed in the NRE and NRE Addendum.

The West Indian manatee, listed as threatened, has a high probability of occurrence in the Trout River and the project area but no manatees were observed during the field review. The project site is accessible to manatees and contains emergent saltmarsh vegetation they may feed on. In addition, manatee mortality locations are documented close to the project study area. To evaluate the potential effect of the project on manatees, *The Corps of Engineers Effects Determination Key for the Manatee in Florida* (key pathway: A>B>C>G>N>O>P> "MANLAA") was employed. It resulted in a determination that shows the project may affect, but is not likely to adversely affect the West Indian manatee. The key pathway requires The USFWS' *Standard Manatee Conditions for In-water Work* for any work in the Trout River and wetland edges to be implemented during project construction.

Critical habitat has been established for the West Indian manatee within the project area, but the avoidance/minimization/mitigation of saltmarsh impacts will result in the project having insignificant or discountable effects on saltmarsh and designated manatee critical habitat.

Three species of sea turtles may occur in or near the Trout River bridge crossing. The threatened loggerhead and green sea turtles both have a moderate probability of occurrence, while the endangered Kemp's Ridley has a low probability. The closest documented sea turtle stranding was a loggerhead turtle about 2.6 miles downstream from the project study area. Sea turtles may occur in Trout River, but no nesting habitat exists in the project study area so only in-water work could potentially impact free-swimming individual sea turtles. Given this, the project will adhere to NOAA's Measures for Reducing Entrapment Risk to Protected Species and NOAA's Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office (2021) and implement the most current agency protection measures should this species be present at the time of project construction. Therefore, the project may affect, but is not likely to adversely affect, these three sea turtles.

The state- and federally-endangered Shortnose and Atlantic sturgeons were both determined to have a low probability of occurrence in the project area. These species are known to occur in the St. Johns River and its larger tributaries. Both species spawn in freshwater streams and live as adults closer to or in coastal habitats. After spawning, adults and juveniles of this species move back downstream into brackish systems, where they feed on invertebrates such as insects, crustaceans, worms, and mollusks. While highly unlikely due to the species' rarity in Northeast Florida, individuals might be found in the area. During in-water work, the project will adhere to NOAA's *Measures for Reducing Entrapment Risk to Protected Species* and NOAA's *Protected Species Construction Conditions*. Therefore, this project may affect, but is not likely to adversely affect this species. Additionally, the endangered smalltooth sawfish has a low probability of occurrence in the project area. Known occurrences and the preferred habitat of this species are located more than five miles from the Trout River bridge crossing, so this project may affect, but is not likely to adversely affect this species. The project will adhere to the most current protection measures at the time of construction for any in-water work.

The USFWS concurred with these findings on October 5, 2021, and the NMFS provided technical advice in developing these determinations. No additional species were identified by NMFS and an informal consultation for both ESA species and essential fish habitat will be conducted during the permitting phase of the project. This correspondence is attached.

Non-Listed, Protected Species

The monarch butterfly has a low probability of occurrence in the project area. No milkweeds or monarchs were observed in the project study area, and few on-site habitats would support the growth of significant numbers of any *Asclepias* species. Therefore, no portion of the project study area is expected to contain significant potential breeding areas for monarchs. The construction of the project is not expected to permanently eliminate all of the open areas where wildflowers may grow. Therefore, the monarch is unlikely to be affected. An effects determination will be made for this species if it becomes listed by the time the project is proposed for construction.

No bald eagles or bald eagle nests were observed within the project study area during field investigations. The nearest documented bald eagle nest is located approximately 0.7 miles southeast of the project site, last documented active in 2016.

On September 13, 2022, U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat as endangered under the Endangered Species Act. The NRE Addendum (2023) includes an updated impact assessment for this proposed endangered species which was not included in the original 2021 NRE. The tricolored bat is rare in Florida and has been given a low probability of occurrence in the project study area, making the project unlikely to affect the species. No other federal- or state-listed species of bats are known to occur in Duval County. Portions of the underside of the SR 115 bridge that were visible from the ends of the bridge approaches on the southern and northern edges of the river were visibly inspected on June 28, 2021. A moderate amount of staining was observed in some places, but it was not evident that this was positive indications of bat occupation. Water was observed leaking through from the bridge deck, and pigeons were observed roosting on horizontal surfaces. Both of these factors could cause or contribute to the observed staining. No direct observations of bats were made. The bridge will be fully inspected for the presence of bats immediately prior to construction. If bats are present, current agency protection measures will be followed and exclusion measures employed as necessary prior to beginning work.

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.

The project was evaluated for impacts to wetlands and other surface waters during field investigation conducted on June 24th and 28th, 2021, and was re-evaluated for the Preferred Alternative in July, 2023. These findings are documented in the NRE (2021) and NRE Addendum (2023) which contain the associated habitat and wetland maps. The boundaries of jurisdictional wetlands within the project study area were delineated in accordance with Chapter 62-340, F.A.C., and the USACE 1987 Manual and its subsequent addendums. Jurisdictional wetlands within the project study area are confined to the crossing over Trout River and its associated marshland. The boundaries used to represent the approximate boundaries for the current study of jurisdictional wetlands and waters within the project study area were delineated for a previously-proposed bridge repair project.

The project study area contains an estimated total of 0.746 acre of wetlands and 3.252 acres of surface waters. The 0.746 acre of wetlands are along the northern and southern edges of the river and are classified as saltmarsh. Dominant vegetation consists of cordgrasses, sawgrass, marsh elder, and false indigo. The 3.252 acres of surface waters are the open water of the Trout River. The Trout River, a tributary of the St. Johns River, is tidally influenced and brackish. The wetland habitat within the project area is highly disturbed and contained large amounts of trash. Based on preliminary design and estimated jurisdictional wetland boundaries, it is assumed that the Preferred Alternative will impact all wetlands (0.746 acre) and a portion of the surface waters (0.497 acre) within the project study area.

The Uniform Mitigation Assessment Methodology (UMAM) was used to estimate the amount of mitigation required to offset impacts to wetlands. Summary sheets are included in the NRE Addendum. UMAM scores will be re-evaluated at the time of permitting based on the final design plans. Depending on the source of wetland mitigation credits that are available during project permitting, FDOT may utilize credits scored using the Wetland Rapid Assessment Procedure (WRAP) rather than UMAM. In that event, wetland impacts would be scored using WRAP. Functional losses and credit

requirements calculated using WRAP are expected to be similar to those calculated using UMAM.

The project study area does not currently contain stormwater management facilities. The Preferred Alternative includes development of two stormwater ponds in the southeastern (Pond 1) and northwestern (Pond 2) quadrants of the existing bridge. Resultant impacts to upland-cut ditches and stormwater ponds are not likely to require mitigation. A detailed evaluation of potential impacts to these surface waters is not included in the NRE (2021) or NRE Addendum (2023).

It is estimated that up to 1.02 units of saltmarsh functional gain would be required to offset wetland and surface water impacts through mitigation. Wetland impact acreages and mitigation requirements will be finalized during the permitting process. Secondary impacts may include increased noise, light penetration, and wildlife mortality beyond the limits of construction of a project. If secondary impacts are determined to be incurred, additional mitigation may be required. The size, extent, and loss of function to adjacent wetlands will be determined during permitting, and will vary based on surrounding land use, proposed work, and other factors. Cumulative impacts are not assessed if mitigation is performed in the same basin in which the impacts are incurred. FDOT intends to provide mitigation, if required, for unavoidable permanent impacts within the basin in which the impacts are incurred. Therefore, cumulative impacts are not expected.

Wetland avoidance and mitigation has been a priority throughout the study. 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 mitigation credits from approved mitigation banks serving the area in which the project is located. At the time the NRE Addendum (2023) was prepared, the North Florida Saltwater Marsh Mitigation Bank was the only commercially available source of tidal saltmarsh credits serving the project area. Alternatively, FDOT may elect to propose the use of saltmarsh credits from their own San Sebastian saltmarsh creation area. Credit availability will vary based on when credit purchase is required. Alternatively, mitigation may be accomplished by the restoration, enhancement, preservation, and/or creation of wetlands, either on- or off-site.

Impacts to wetlands and waters within the project study area would require an Individual Environmental Resource Permit from SJRWMD. In addition, impacts to wetlands and waterways will either be regulated by USACE at the federal level or FDEP at the state level. All wetlands and waters within the project study area are considered "retained waters" and USACE will retain permitting authority under Section 404 of the CWA. Permit coverage for USACE is anticipated to be under Nationwide Permit (NWP) 3 (Maintenance Activities), NWP 15 (U.S. Coast Guard Approved Bridges), or an Individual Permit.

Wetlands Finding

Wetland impacts are expected to be minor and will be finalized during the permitting process. The proposed action will include all practicable measures to minimize harm to wetlands. Wetland impacts which could result from the construction of this project would be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Therefore, the proposed project is expected to have no significant impacts to wetlands and other surface waters.

5.3 Essential Fish Habitat (EFH)

Based on coordination with the National Marine Fisheries Service to comply with Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), FDOT commits to reinitiate consultation and provide information necessary to complete consultation on the Essential Fish Habitat prior to advancing the project to construction. The letter from National Marine Fisheries Service is intended to provide reasonable assurance, per 23 CFR § 771.133, that

requirements of the MSFCMA are able to and will be met prior to construction. The status of this commitment will be updated in any subsequent project re-evaluations.

The project study area was evaluated for EFH using field observations and by inspection of available aerial photographs and soil survey data. In inland areas, it is generally understood that EFH is limited to portions of waterways that are subject to the ebb and flow of the tide, regardless of their salinity, and that in such tidal waters EFH extends up to the mean high water line, so all wetlands and tidal waters within the project study area are considered EFH.

A request for EFH technical assistance was provided to the NMFS discussing the amount of anticipated impacts. NMFS responded to this request on November 16, 2021 and the correspondence is attached. The NMFS recommends the avoidance and minimization of these impacts to the extent practicable by selecting construction methods, including staging, causing the least disruption to tidal wetlands and surrounding habitats, and an appropriate mitigation strategy will be developed. The FDOT will continue to work with the NMFS and other regulatory agencies as the project progresses into permitting to better refine the expected impacts.

It is anticipated that mitigation will be required for all permanent impacts to EFH on the project. Mitigation for the permanent loss of saline or brackish EFH is achieved through saltmarsh functional gain. The 1.243 acres of wetlands and waters expected to be impacted count as EFH value loss, which may be offset by the purchase of 1.02 saltmarsh credits from a saltmarsh mitigation bank serving the project area. During the permitting phase of the project, coordination will occur with NMFS to determine the preferred method of offsetting the loss of EFH values.

5.4 Floodplains

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

The project is located within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 12031C0187J. Lem Turner Bridge is not in a regulatory FEMA floodway. The majority of this project is located within the floodplain as shown in **Figure 5.4.1** below.

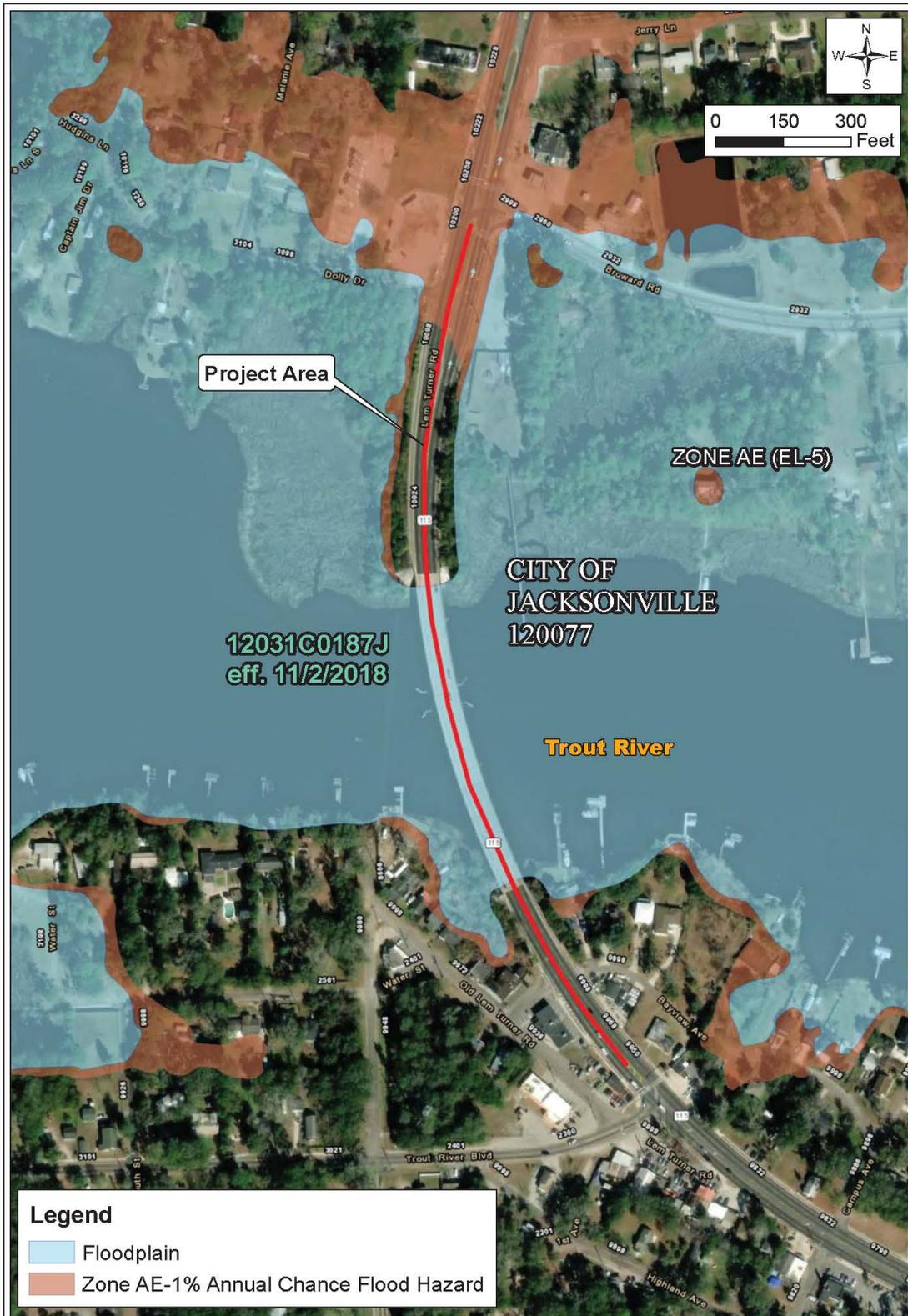


Figure 5.4.1 Floodplain

Zone AE has a Base Flood Elevation (BFE) of +5' NAVD and is subject to inundation by the 1% chance flood event and wave heights less than 1.5', if any. FEMA maps show that the 100-year Still Water Elevation (SWE) is between 4.5' and 5.5' NAVD.

The closest coastal transect which provides still water elevations for different return periods is Transect 52. This transect is at the confluence of St. Johns River and Trout River and is not very close to the bridge but has similar 100-year still water elevations to the bridge location. The SWEs for Transect 52 are summarized in the Bridge Hydraulics Report (June 2023) and the Location Hydraulics Report (August 2023).

Based on the Preferred Alternative, it is anticipated that 0.746 acres of floodplains will be impacted along the south and north banks of Trout River, with an additional 0.497 acres of impacts to the surface waters. The impacts along the banks will be longitudinal impacts due to the wider proposed typical section, new pond in the northwest quadrant, and realignment of the proposed structure. The surface water impacts will be transverse impacts due to the pilings and slope protection at the bridge end bents.

Floodplains Finding

The project is expected to have minimal encroachments to the existing floodplains. Approximately 1.243 acres of floodplains are anticipated for the Build Alternative. However, based on the hydraulic modeling found in the BHR, the estimated elevation (not including sea level rise) would fall within the FEMA SWE range that currently exists today. Based on the information above, no floodplain compensation would be required. Furthermore, the inclusion of stormwater ponds for the project will help control discharge rates to Trout River.

The proposed bridge structure will be longer than the existing and require less pilings within the river, reducing impacts. Additionally, the anticipated temporary traffic control will allow emergency transportation facilities and evacuation routes to remain functional.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

This project is located within the jurisdiction of the St. Johns River Water Management District (SJRWMD) and is located within watersheds with positive outlets directly discharging into tidally-influenced waters.

A Water Quality Impact Evaluation (WQIE) (April 2023) has been prepared for this study to assist in the documentation of potential impacts to water resources. Increased stormwater runoff and discharge due to the increased impervious areas is anticipated and will require increased stormwater management capacity, which will be designed in accordance with applicable regulations. This will be achieved in the Preferred Alternative by the addition of two new ponds, one to the southeast and one to the northwest of the bridge. An Individual Environmental Resource Permit (ERP) will be required for this project, along with a USACE Nationwide Permit (NWP) or Individual Permit, and an FDEP permit.

Two waterbodies were identified in proximity to the project area: The Trout River (Lower Reach) (WBID 2203A) and a Tributary to Trout River (Marine Segment) (WBID 2203E). Only the Trout River (Lower Reach) is identified as Verified Impaired. Though WBID 2203E is a new WBID and has not been assessed yet, based on preliminary data being used in current draft assessments, Enterococci exceeds the applicable criterion.

Per the Preferred Alternative, two ponds will be constructed in the southeastern (Pond 1) and the northwestern (Pond 2) quadrants of the existing bridge as stormwater treatment that discharges into the St. Johns River. This information has been provided to the district drainage engineer and the design team and will be incorporated into the pond design. In addition, FDEP Basin Management Action Plan (BMAP) and Total Maximum Daily Load Correspondence with FDEP is attached to the WQIE document.

It is anticipated that the project will require a National Pollutant Discharge Elimination System (NPDES) permit from the FDEP. In association with this permit, a Stormwater Pollution Prevention Plan (SWPPP), implemented during the construction of the project, will also be required. The primary functions of the NPDES requirements are to ensure that sediment and erosion are controlled during construction of the project and that offsite resources are not impacted. These permits require adherence to best management practices (BMPs) to ensure compliance. The FDOT will implement erosion and sediment control BMPs as detailed in Section 104 (Prevention, Control, and Abatement of Erosion and Water Pollution) of FDOT's Standard Specifications for Road and Bridge Construction which require erosion control best management practices during project construction.

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 in the Stormwater Runoff Control Concept (SRCC) and the Sediment and Erosion Control Plan as approved between the St. Johns River Water Management District and FDOT. Water quality and stormwater issues will be mitigated through compliance with the design measurements of authorized regulatory agencies.

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

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, F.S., therefore noise analysis or consideration of abatement measures is not required.

The evaluation of traffic noise is documented in the traffic noise technical memorandum attached to the project file. Based on the Type I Project Matrix listed under Chapter 18, Part 2 of the PD&E Manual, these activities fall under #7 and #21, which do not require a traffic noise analysis to be conducted.

Construction noise and vibration impacts will be minimized by adherence to the controls in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

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 not change the Level of Service (LOS) and not change 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

Level 1 contamination screening and evaluations of the subject corridor and stormwater locations were conducted to identify potentially contaminated sites located within and along the corridor that may adversely impact proposed right of way and construction activities. The site reconnaissance of the project corridor and pond locations were visually inspected for undocumented concerns in June 2021 and August 2023, respectively. The findings were documented in a Contamination Screening Evaluation Report (CSER), dated 8/2/2021, and a CSER addendum dated 8/25/2023. The CSERs are included in the project file.

The screening identified ten sites to be evaluated for the potential to impact the subject corridor from hazardous substance and/or petroleum contamination. There were no identified sites within or adjacent to the bridge structure. The nearest sites with potential to impact the demolition of the existing bridge and construction of the replacement bridge are more than 500 ft from the bridge structure. The sites of concern identified within the vicinity of the subject corridor include former fuel oil service facilities, former service stations, current and former gas stations, current and former auto repair facilities, former dry cleaner facilities, a former printing facility, and a former carpet cleaning facility. Petroleum and solvent

related contaminants are associated with these facilities.

Three of the sites of concern were rated as having "No" potential to impact the project. One site was rated "Low." Five sites were rated "Medium", and one site was rated "High" for having a greater potential to impact the project from petroleum and/or hazardous substance contamination. The ten sites and their corresponding risk ratings are provided in **Table 6.3.1**.

Site No.	Site of Concern Name	Risk Rating
Site 1	Don's Fuel Oil Service/Hunt's Motors	Medium
Site 2	Former Strip Mall	Low
Site 3	Chevron #46863-George's	High
Site 4	Trout River Food Mart	Medium
Site 5	Alpha & Omega Dry Cleaners/Ed Stalvey's Fuel Oil Service	Medium
Site 6	Bells Affordable Auto Sales	No
Site 7	TNT Automotive Solutions	No
Site 8	Franko's Upholstery	Medium
Site 9	Allied Auto & Truck Repair, Inc.	Medium
Site 10	Norman Auto	No

Two proposed stormwater pond locations were screened and evaluated for the potential of contamination to impact right of way acquisition and construction. The pond locations were rated as having "No" potential for contamination impacts. A residential structure is present within the limits of Pond 1. An asbestos and metals based paint survey will be conducted by the Department's ROW Office in support of structure demolition during the project's design phase.

The corridor and ponds will be reviewed for changes in potential risks and Medium and High risk sites will be reevaluated based on the proposed construction activities as the project develops through the design progress. Any additional right-of-way (ROW) acquisition will be screened and evaluated. Additional evaluation, sampling and analysis may be warranted at the sites with potential to impact the project. Level 2 soil and/or groundwater assessment and remediation needs will depend on the location and type of subsurface work proposed during design. Coordination through the design phase will focus on avoiding and minimizing contamination impacts to construction.

An Asbestos Survey Report, dated 2/10/2021, documented the survey of the existing bridge for the presence of asbestos-containing materials (ACMs) survey. ACMs were identified in 57 deck drain scuppers and in small amounts of the end cap mastic. The identified ACM will be abated by a licensed abatement contractor prior to the demolition of the existing bridge. The ACM Survey Report is included in the project file.

The Preferred Alternative will result in no significant contamination impacts.

6.4 Utilities and Railroads

The proposed project will require the relocation of some existing utilities. Potentially impacted utilities identified using Sunshine 811 are listed on **Table 6.3.2**. The existing utilities present within the project limits include telephone, cable, fiber optics, electric, and sewer and water lines. Two conduit lines are attached to the existing Lem Turner bridge, they are

thought to contain fiber optic and bridge lighting cables. Coordination with the Utility Agency/Owner's will occur during the design phase to avoid and minimize impacts to existing utilities.

Table 6.3.2 Existing Utilities	
Utility Agency/Owner	Utility Type
AT&T Distribution	Telephone
City of Jacksonville	Traffic Conduit, Traffic Signals
Comcast Cable Communications	CATV
Crown Castle NG	Fiber
Jacksonville Electric Authority	Electric, Sewer, Water
Uniti Fiber LLC	Fiber

There are no active or inactive railroad crossings within or adjacent to the project limits. Based on the above considerations, the Preferred Alternative is anticipated to have no significant impacts to utilities or railroads.

6.5 Construction

Construction activities for the proposed project may cause minor short-term impacts to air quality, noise, water quality, and traffic flow impacts for residents, business, and traveling public in and near the of the project.

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.

Minor noise and/or vibration impacts may occur from operation of heavy equipment and other construction activities. These impacts will be minimized by application of the FDOT's Standard Specifications for Road and Bridge Construction. Noise and vibration issues that may develop during construction of the project will be addressed by the Project Construction Engineer and the appropriate Environmental Specialist.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, best management practices (BMPs) and adherence to FDOT's Standard Specifications for Road and Bridge Construction. In addition, a Stormwater Runoff Control Concept will be developed in design and a Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit will be obtained.

Temporary impacts to traffic flow will be minimized by using a proposed phase approach to bridge demolition and reconstruction. Vehicular, bicycle, and pedestrian traffic will be maintained on SR 115 throughout construction. A Transportation Management Plan developed in the design phase and implementation of FDOT's Standard Specifications for Road and Bridge Construction will minimize the work zone impacts of a project on the traveling public and maintain access to local properties, businesses and residences.

Therefore, the Preferred Alternative is expected to have no significant impacts resulting from construction.

DRAFT

7. Engineering Analysis Support

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

DRAFT

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired
To be acquired

DRAFT

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

The project's public involvement activities were initiated on 4/23/2020 with the distribution of the Advance Notification (AN) and the start of the Efficient Transportation Decision Making (ETDM) Programming Screen (ETDM #14449). These processes provide opportunity for stakeholder review and to provide input on potential project effects. The AN Package and ETDM Programming Screen were distributed to numerous federal, state, and local agencies, to the public (through the ETDM Public Access Site). The AN Package was also sent to appropriate non-state agencies and tribal nations and the Florida State Clearinghouse for review.

A comprehensive Public Involvement Plan (PIP) was prepared and initiated as part of the PD&E study. The plan summarizes a framework to identify the potentially affected community and define outreach methods to gain their input over the course of the study.

Public Involvement strategies include a detailed project information newsletter distributed on 8/18/2023 to elected and appointed officials, property owners/tenants, business owners/operators, and dock owners. A total of 274 newsletters were mailed out to the public. The newsletter discussed the project concept and schedule details, showed the right of way needs, and encouraged public comment. The mailings included a self-addressed and stamped vessel survey.

Public Hearing notices were published in the Florida Times Union and The Florida Star prior to the public hearing, on September 16th and September 23rd. The Florida Times Union is an area newspaper with the largest circulation in Duval County. The Florida Star is a weekly newspaper serving the African American communities in Jacksonville since 1951.

The project information has been included on the FDOT North Florida Roads public website (<https://nflroads.com/ProjectDetails.aspx?p=5575>).

[Describe any comments or changes to the plan following the newsletter and PH notices]

Date of Public Hearing:

Summary of Public Hearing

Update following Public Hearing:

FDOT held a Hybrid Public Hearing, both virtually and in-person, to provide interested persons more opportunities to express their views concerning the proposed improvements. The virtual meeting was held from **[insert time]** on October 3, 2023. The in-person meeting was held from **[insert time]** on October 5, 2023 at the Florida State College (FSCJ) North Campus, located at 4501 Capper Road, Jacksonville, FL, approximately 2 miles from the project.

The proposed project was described through the use of **[handouts, aerial exhibits, and a recorded PowerPoint presentation]**. During the hearing, approximately **[insert #]** people were physically in attendance and **[insert #]** people attended on-line. All meeting attendees were given an opportunity to review the material and display maps, which were available in-person and on the project website. Department personnel were on hand to answer specific questions.

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10. Commitments Summary

1. 1. The FDOT is committed to implement the *Standard Protection Measures for the Eastern Indigo Snake* during project construction by inclusion of FDOT Special Provision 0070104-7 to prevent take and minimize the potential for injury.
2. The FDOT is committed to implement the *Standard Manatee Conditions for In-water Work* during project construction by inclusion of FDOT Special Provision 0070104-4 to protect manatees from direct project effects.
3. The FDOT is committed to implement NOAA SERO's *Protected Species Construction Conditions and Measures for Reducing Entrapment Risk to Protected Species* during in-water work to protect Shortnose and Atlantic sturgeon, smalltooth sawfish and marine turtles during in-water work associated with the project.
4. The FDOT is committed to completing consultation with NMFS prior to construction once the final impacts to EFH are determined and that any mitigation will be completed in compliance with, and to the satisfaction of all state and federal regulatory requirements.
5. The bridge will be fully inspected for the presence of bats immediately prior to construction. If bats are present, FDOT will follow current agency protection measures and will employ exclusion measures as necessary to prevent negative impacts to roosting bats.

11. Technical Materials

The following technical materials have been prepared to support this environmental document and are included in the Project File.

Conceptual Stage Relocation Plan
Sociocultural Effects Evaluation Technical Memorandum
Cultural Resources Assessment Survey Addendum
Cultural Resources Assessment Survey
Natural Resources Evaluation Addendum
Natural Resources Evaluation
Bridge Hydraulic Report
Water Quality Impact Evaluation
Noise Tech Memo
Level 1 Contamination Screening Evaluation Report
Bridge 720033 Asbestos Survey

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Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Existing and Future Land Use Maps

ROW and Relocation Figure

Cultural Resources

SHPO Concurrence Letter

Natural Resources

NMFS Technical Assistance

USFWS Concurrence

DRAFT

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

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Planning Consistency Documents

Lem Turner Road (SR 115)
Over Trout River Bridge Replacement
Bridge No. 720033
Duval County

FM #437437-2-22-01

PD&E Study

[August 24, 2023](#)

DRAFT

Planning Consistency #437437-2-22-01

Lem Turner Road (SR 115) over Trout River Bridge Replacement
Bridge No. 720033

Currently Adopted CFP-LRTP			Comments		
Y			The project falls under the LRTP Goal 6: Preserve and Maintain Our Existing System. Objective 6.2: Maintain and update bridges to current standards (attached).		
Phase	TIP/STIP	Currently Approved	\$	FY	Comments
PE (Final Design)	TIP	Y			
	STIP	Y			
R/W	TIP*	Y	473,218	2025	
	STIP**	Y	473,218	2025	
Construction	TIP*	Y	162,500 80,470,844	2025 2027	<i>Includes Mitigation \$162,500 (2025) and \$450,000 (2027), PE (D-B) \$656,468 and D-B \$79,364,376</i>
	STIP**	Y	162,500 80,470,844	2025 2027	<i>Includes Mitigation \$162,500 (2025) and \$450,000 (2027), PE (D-B) \$656,468 and D-B \$79,364,376</i>

* TIP information based on Approved TIP to be adopted by FHWA in November 2023.

** STIP information based on Approved STIP that will be published on October 1, 2023.

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
JACKSONVILLE URBAN OFFICE - CARPET REPLACEMENT - 4239898							*Non-SIS*
FIXED CAPITAL OUTLAY							Length: .000
Responsible Agency: FDOT							
MNT	D	0	0	0	325,000	0	325,000
Total		0	0	0	325,000	0	325,000
<i>Prior Cost < 2023/24</i>		<i>0</i>	<i>Future Cost > 2027/28</i>		<i>0</i>	<i>Total Project Cost</i>	<i>325,000</i>
JACKSONVILLE URBAN OFFICE - RENOVATIONS - 4239899							*Non-SIS*
FIXED CAPITAL OUTLAY							Length: .000
Responsible Agency: FDOT							
CST	FCO	0	0	0	100,000	100,000	200,000
Total		0	0	0	100,000	100,000	200,000
<i>Prior Cost < 2023/24</i>		<i>0</i>	<i>Future Cost > 2027/28</i>		<i>0</i>	<i>Total Project Cost</i>	<i>200,000</i>
LEM TURNER RD (SR 115) TROUT RIVER BRIDGE #720033 - 4374372							*Non-SIS*
BRIDGE REPLACEMENT							Length: .160
Responsible Agency: FDOT							
ROW	ACBR	0	473,218	0	0	0	473,218
ENV	DEM	0	162,500	0	0	0	162,500
DSB	ACBR	0	0	0	79,364,376	0	79,364,376
PE	ACBR	0	0	0	656,468	0	656,468
ENV	ACBR	0	0	0	450,000	0	450,000
Total		0	635,718	0	80,470,844	0	81,106,562
<i>Prior Cost < 2023/24</i>		<i>5,193,387</i>	<i>Future Cost > 2027/28</i>		<i>0</i>	<i>Total Project Cost</i>	<i>86,299,949</i>

=====
HIGHWAYS
=====

ITEM NUMBER:437437 2 PROJECT DESCRIPTION:SR115(LEM TURNER ROAD) TROUT RIVER BRIDGE #720033 *NON-SIS*
DISTRICT:02 COUNTY:DUVAL PROJECT LENGTH: .160MI TYPE OF WORK:BRIDGE REPLACEMENT

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	79,825	0	0	0	0	0	79,825
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	0	0	0	0	656,468	0	656,468
DS	4,636	0	0	0	0	0	4,636
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	0	0	473,218	0	0	0	473,218
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	0	0	0	0	450,000	0	450,000
DEM	0	0	162,500	0	0	0	162,500
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	0	0	0	0	79,364,376	0	79,364,376
TOTAL <N/A>	84,461	0	635,718	0	80,470,844	0	81,191,023
FEDERAL PROJECT NUMBER: D220 015 B							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	1,061,935	88,233	0	0	0	0	1,150,168
DIH	7,432	1,693	0	0	0	0	9,125
TOTAL D220 015 B	1,069,367	89,926	0	0	0	0	1,159,293
FEDERAL PROJECT NUMBER: D220 131 B							
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	3,400	0	0	0	0	0	3,400
TOTAL D220 131 B	3,400	0	0	0	0	0	3,400

- **OBJECTIVE 5.4: Provide Ladders of Opportunity.**

Performance Measure		Benchmark
5.4.1	Number of projects in low income and minority census tracts	Evaluation of projects/scenario
5.4.2	Jobs within a half-mile of a state road	Maintain or improve access to jobs Existing value is reported in the Congestion Management Process.
5.4.3	Projects that enhance access to jobs through transit	Evaluation of projects/scenarios

GOAL 6: PRESERVE AND MAINTAIN OUR EXISTING SYSTEM

Preserving and maintaining the existing system is integral to the optimization of mobility. The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) established formal goals and objectives for systems preservation that are proposed for adoption as part of this LRTP. They include:

1. Have 95 percent of the Strategic Intermodal System in good or better condition.
2. Have 85 percent of other arterials in good or better condition.
3. Strengthen bridges that are either (1) structurally deficient or (2) posted for weight restriction within six years on FDOT facilities.
4. Replace bridges that require structural repair and are more cost-effective to replace within nine years on FDOT facilities.
5. Satisfy FDOT's off-system bridge replacement goals.
6. Maintain signing and pavement markings to accommodate all users including automated vehicles.
7. Maintain technology/infrastructure introduced to accommodate connected vehicles.

In addition, the objective of the systems preservation and maintenance goal is to provide a transit fleet that meets Federal Transit Administration's (FTA's) requirements for system preservation, vehicle age and maintenance.

The objectives for preserving and maintaining the existing system are listed below.

- **OBJECTIVE 6.1:** Maintain and update roadways to current standards.

Performance Measure		Benchmark
6.1.1	Percent of Interstate Pavement in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.1.2	Percent of Interstate Pavement in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.1.3	Percent of Non-Interstate Pavement in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.1.4	Percent of Non-Interstate Pavement in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.

- **OBJECTIVE 6.2:** Maintain and update bridges to current standards

Performance Measure		Benchmark
6.2.1	Percent of National Highway System Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.2	Percent of National Highway System Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.2.3	Percent of State Highway Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.4	Percent of State Highway Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.2.5	Percent of Non-State Highway Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.6	Percent of Non-State Highway Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.

- **OBJECTIVE 6.3:** Maintain and update transit systems to current standards

Performance Measure		Benchmark
6.3.1	Average Age of Vehicles	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.3.2	Average Rating of Facilities on TERM Scale	Maintain or improve Fall below 3.0

GOAL 7: CREATE RELIABLE AND RESILIENT MULTIMODAL INFRASTRUCTURE

A reliable and resilient multimodal transportation infrastructure provides accessible and diverse transportation options that ensure mobility, system preservation, supports evacuation needs, and addresses social equity.

The objectives for reliable and resilient multimodal infrastructure are listed below.

- **OBJECTIVE 7.1:** Incorporate climate risk in project planning, system preservation and maintenance and determine appropriate measures to mitigate risk or repurpose threatened facilities.

Performance Measure		Benchmark
7.1.1	Consideration for vulnerable, at-risk facilities	Evaluation of projects/scenarios

- **OBJECTIVE 7.2:** Provide reliable mobility access and minimize impact of disruptions to regional mobility.

The performance of this objective is qualitative.

- **OBJECTIVE 7.3:** Support regional evacuation needs as reflected in municipal Emergency Management Plans.

Performance Measure		Benchmark
7.3.1	Number of projects on an evacuation route	Evaluation of projects/scenarios

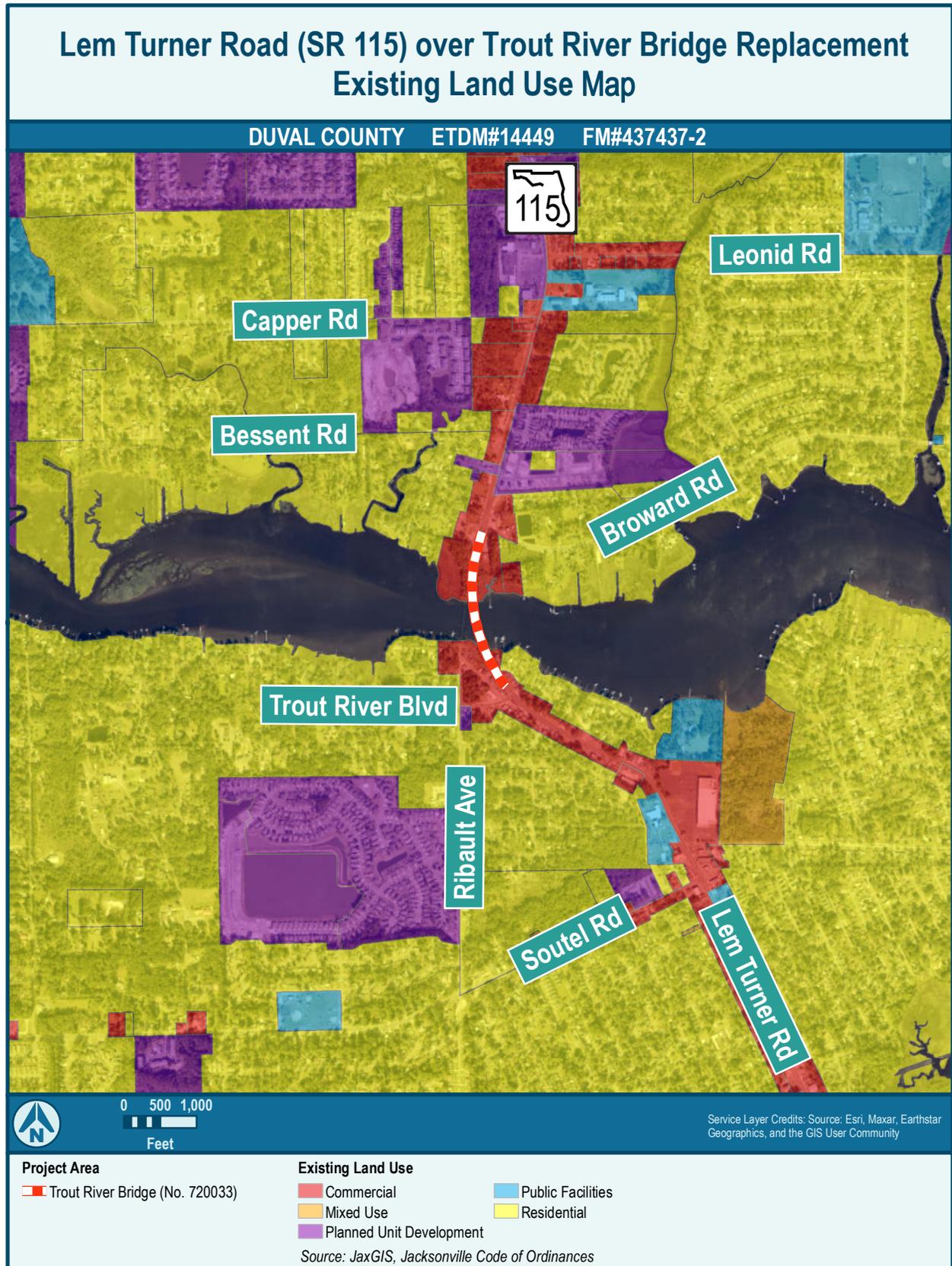
Social and Economic Appendix

Contents:

Existing and Future Land Use Maps

ROW and Relocation Figure

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Lem Turner Road (SR 115) over Trout River Bridge Replacement ROW and Relocation Figure

DUVAL COUNTY ETDM#14449 FM#437437-2



Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Project Features

- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel Line
- Proposed Bridge
- Proposed Roadway
- Proposed Pond
- Relocation Parcel

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

August 26, 2021

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
SR 115 (Lem Turner Road) Bridge Replacement
Duval County, Florida
Financial Management No.: 437437-2

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the Lem Turner Road (SR 115) over Trout River Bridge Replacement, Duval County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed replacement of the Lem Turner Road (State Road [SR] 115) Bridge (Bridge No. 720033) in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to replace Bridge No. 720033, which carries Lem Turner Road (SR 115) over Trout River. Total project length is approximately 0.40 miles (0.65 kilometers). This project is federally funded.

The terrestrial Area of Potential Effects (APE) was defined to include a composite footprint of two bridge replacement alignments. The ultimate bridge replacement alignment will occur within the combined APE, which accounts for the existing and proposed right-of-way. To encompass all potential terrestrial improvements, the terrestrial APE was defined to include the existing and proposed SR 115 right-of-way from Broward Road to Trout River Boulevard. This APE was extended to the back or side property lines of parcels adjacent to the right-of-way for a distance of no more than 100 meters (m) (330 feet [ft]) from the right-of-way line. The terrestrial archaeological survey was conducted within the existing and proposed right-of-way. The historic structure survey was conducted within the entire terrestrial APE.

The submerged maritime archaeological APE was defined as the existing 91-m (300- ft)-wide limited access right-of-way centered on the proposed bridge alignment, plus an additional 152 m (500 ft) on either side of the right-of-way, for a combined total width of 396 m (1,300 ft). This

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www.fdot.gov

Dr. Parsons, SHPO
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APE is designed to capture any potential ground disturbing activities such as mooring or temporary anchoring which may take place outside of the current right-of-way during construction-related activities. The submerged APE extends the length of the Trout River (approximately 152 m [500 ft]) for an approximate submerged APE size of 88 acres (36 hectares).

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 studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's 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 terrestrial archaeological survey was limited to a pedestrian survey due to extensive disturbance throughout the APE. No artifacts were recovered, and no archaeological sites or occurrences were identified. No further archaeological survey is recommended.

The archaeological survey consisted of pedestrian survey within the project right-of-way, as field conditions precluded the excavation of subsurface tests. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. No further archaeological survey is recommended in support of the proposed SR 115 over Trout River bridge replacement.

The architectural survey resulted in the identification and evaluation of 12 newly recorded historic resources (8DU22975-8DU22986) within the Trout River Bridge Terrestrial APE. These 12 resources lack the architectural distinction and significant historical associations necessary to be considered for listing in the National Register of Historic Places (NRHP) and are recommended ineligible for inclusion in the NRHP. No existing or potential historic districts were identified. No further architectural survey is recommended in support of the proposed SR 115 over Trout River bridge replacement.

The maritime archaeological investigation, including archival research and remote-sensing data analysis, was completed to identify potential submerged cultural resources within the submerged APE. A total of 16 magnetic anomalies, 30 acoustic contacts, and no buried reflectors were identified in the marine remote-sensing record. Five of the magnetic anomalies correlate with seven acoustic contacts. None of the anomalies share magnetic characteristics with verified submerged cultural resources. No acoustic contacts appear to represent significant cultural resources. The majority of the magnetic anomalies and acoustic contacts are low gamma, short duration anomalies indicative of isolated ferrous metal objects or known manmade features such

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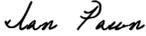
as current bridge or residential dock pilings. These anomalies and acoustic contacts likely represent single-source debris objects, such as modern debris to be expected in a heavily developed waterway such as Trout River, and not potential submerged cultural resources.

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

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

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

Sincerely,

DocuSigned by:

D23D48BCDF514AD...

Stephen Browning
District Planning and Environmental Manager

cc: Terri Newman, Environmental Administrator, FDOT
Ian Pawn, Cultural Resources Coordinator, FDOT
Lindsay Rothrock, Cultural and Historic Resource Specialist

Dr. Parsons, SHPO

FM # 437437-2

August 26, 2021

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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 2020-2189. 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 DSHAPO
Timothy A. Parsons, PhD, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

September 13, 2021
Date

Natural Resources Appendix

Contents:

NMFS Technical Assistance

USFWS Concurrence

DRAFT



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
<https://www.fisheries.noaa.gov/region/southeast>

November 16, 2021

F/SER47:KG/pw

(Sent via Electronic Mail)

Ms. Terri Newman, Environmental Manager
Florida Department of Transportation, District 2
1109 South Marion Street
Lake City, Florida 32025

Dear Ms. Newman:

NOAA's National Marine Fisheries Service (NMFS) reviewed the letter dated October 5, 2021, from the Florida Department of Transportation District 2 (FDOT) regarding a Project Development and Environment study for replacing the State Road 115 bridge over the Trout River (FPN-437437-2), City of Jacksonville, Duval County. The 0.6-mile-long project includes construction of a temporary bridge, demolition of the existing bridge, and construction of a new bridge. The letter included a Natural Resource Evaluation (NRE) examining potential impacts to surface waters, wetlands, essential fish habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), and species and habitats protected under the Endangered Species Act (ESA). FDOT requests the NMFS provide a general review of the project and the NRE.

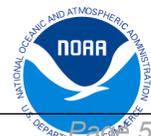
Essential Fish Habitat within the Project Area

The project area is a tidal river, with open water and salt marsh habitats, that is a tributary to the St. Johns River. The NRE considers two alternatives. Alternative 1 includes impacts to 0.414 acres of salt marsh while Alternative 2 proposes 0.501 acres of impacts to salt marsh. The South Atlantic Fishery Management Council (SAFMC) designates salt marsh and shallow tidal waters as EFH for penaeid shrimp and estuarine-dependent species of the snapper/grouper complex because larvae and juveniles may concentrate and feed within these habitats. Consequently, growth rates may be high and predation rates low, making salt marsh and shallow waters an effective nursery area. The SAFMC provides additional information on EFH and its support of federally managed fishery species in the *Fishery Ecosystem Plan of the South Atlantic Region*, which is available at www.safmc.net.

The project area connects to the Atlantic Ocean via the St. Johns River. The river's estuarine ecosystems serve as nursery and forage habitat for state-managed species such as red drum, black drum, Atlantic menhaden, southern flounder, spotted seatrout, and blue crab. Many of these species are prey for other fish managed under the Magnuson-Stevens Act, such as mackerels, snappers, groupers, billfish, and sharks. Red drum is important as a recreationally caught species, and estuarine wetlands within the project area provide habitat necessary for development and survival throughout all life stages of red drum.

Recommendations for Essential Fish Habitat

If FDOT anticipates the project will impact salt marsh or other EFH within the Trout River, FDOT should avoid and minimize these impacts to the extent practicable by selecting



construction methods, including staging, causing the least disruption to tidal wetlands and surrounding habitats. FDOT should employ best management practices to control turbidity and prevent sediments disturbed by this project from affecting areas outside the project site. As mentioned in the NRE, FDOT anticipates refining estimates of project impacts to EFH and proposing mitigation for those impacts during permitting. NMFS recommends FDOT work with the NMFS to develop an appropriate mitigation strategy, ideally within the same watershed as the project.

Recommendations for the Endangered Species Act

The NRE includes preliminary determinations of effects to ESA-listed species under the purview of the NMFS, including Atlantic sturgeon, shortnose sturgeon, and loggerhead, green and Kemp's ridley sea turtles. The information provided appears consistent with FDOT's preliminary determination of not likely to adversely affect for these species. The NMFS recommends FDOT reassess this determination once final project designs are available. Ultimately, as the Federal Highway Administration's non-federal designee, it is incumbent upon FDOT to make effects determinations regarding ESA-listed species. If necessary, an Endangered Species Biological Assessment should be prepared and submitted to the NMFS for review.

Conclusion

The NMFS will continue to work with FDOT and other regulatory agencies as the project progresses into permitting. We appreciate the opportunity to provide these comments and look forward to reviewing the project as FDOT refines the design. Please direct related correspondence to the attention of Kurtis Gregg in the West Palm Beach Field Office, located at 400 North Congress Avenue, Suite 270, West Palm Beach, FL 33401. Kurtis Gregg can be reached by telephone at (561) 440-3167 or by email at Kurtis.Gregg@noaa.gov.

Sincerely,

Pace Wilber
Acting Assistant Regional Administrator
Habitat Conservation Division

cc: COE, Randy.L.Turner@usace.army.mil
FDOT, District 2, Terri.Newman@dot.state.fl.us
F/SER47, Kurtis.Gregg@noaa.gov



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 S. Marion Ave., MS 2007
Lake City, FL 32025-5874

KEVIN J. THIBAUT, P.E.
SECRETARY

October 5, 2021

Attn: Zakia Williams
U.S. Fish and Wildlife Service
North Florida Ecological Services Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

RE: State Road 115 (Lem Turner Road) over Trout River Bridge #720033, Duval County
FDOT Financial Project Number: 437437-2

Ms. Williams,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the replacement of the Trout River (Bridge No. 720033) at State Road 115 (Lem Turner Road) in Duval County. The approximate 0.6-mile project corridor includes the replacement of the existing bridge with a new bridge consisting of four 11-foot travel lanes, a 7-foot median, and a 10-foot shared use trail. Please find attached the Natural Resources Evaluation (NRE) that discusses potential surface water and wetland impacts associated with the project, as well as potential involvement with Endangered Species Act (ESA) listed species.

Several species protected under the ESA are documented to occur within the project study area. Based upon the findings of the NRE, FDOT has determined the project may affect but is not likely to adversely affect: the eastern indigo snake, eastern black rail, wood stork and West Indian manatee. Furthermore, FDOT has determined the project may affect but is not likely to adversely affect Critical Habitat for West Indian manatee. Any impacts to above listed species' habitat will be offset by a wetland mitigation plan, as applicable. Continued agency coordination will occur during design and permitting to address final determination of impacts, implementation of protection measures, and mitigation if necessary.

FDOT requests your review and concurrence with these findings at your earliest convenience. If you have questions regarding the project or FDOT's findings, please contact me at 386-961-7713.

Sincerely,

DocuSigned by:

Terri Newman

Terri Newman

D2 Environmental Manager

Attachment: *Natural Resources Evaluation – Trout River Bridge Replacement at Lem Turner Road (SR 115)*