DRAFT ENGINEERING ADDENDUM

US 17 (SR 5/Main Street)

From New Berlin Road to Max Leggett Parkway
FM # 209411-3, 209411-8, 209411-9

October 2025

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

1 PROJECT BACKGROUND

1.1 Project Description

US 17 is a major north-south highway originating in Punta Gorda, Florida, and terminating in Winchester, Virginia. In the City of Jacksonville, Duval County, US 17 functions as an alternate north-south corridor to I-95 and I-295.

In 2005, The Florida Department of Transportation (FDOT) initiated a Project Development & Environment (PD&E) Study to evaluate widening US 17 from New Berlin Road to Pecan Park Road, covering a distance of approximately 4.0 miles. The Type 2 Categorical Exclusion (CE) for this project (Financial Management [FM] Number: 209411-3) was approved by the Federal Highway Administration (FHWA) on November 24, 2008.

Two segments of the original PD&E study limits are currently in the design phase:

- US 17 from New Berlin to Airport Center Drive (FM Number: 209411-8)
- US 17 from Airport Center Drive to Max Leggett Parkway/Duval Station Road (FM Number: 209411-9)

See **Figure 1-1** for Project Location Map.

The purpose of this Engineering Addendum is to document changes between the PD&E and Design Concepts, and record their impact to the social, cultural, natural, and physical environment.

US 17 from New Berlin Road to Max Leggett Parkway	**Legend** US 17 from south of New Berlin Rd to Airport Center Dr (209411-8) US 17 from Airport Center Dr to Max Leggett Pkwy (209411-9)	**Figure 1** **Project Location Map**

1.2 Existing Conditions

US 17, within the project limits, is a two-lane undivided roadway running parallel to the CSX railroad with intermittent sidewalks and no designated bicycle facilities (see **Figure 1-2**). However, bicyclists can use the 5-foot paved shoulders.

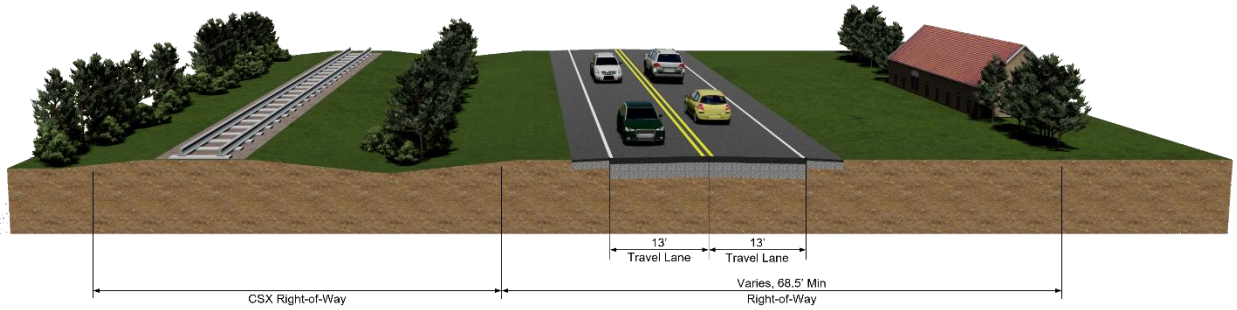


Figure 1-2: Existing Typical Section

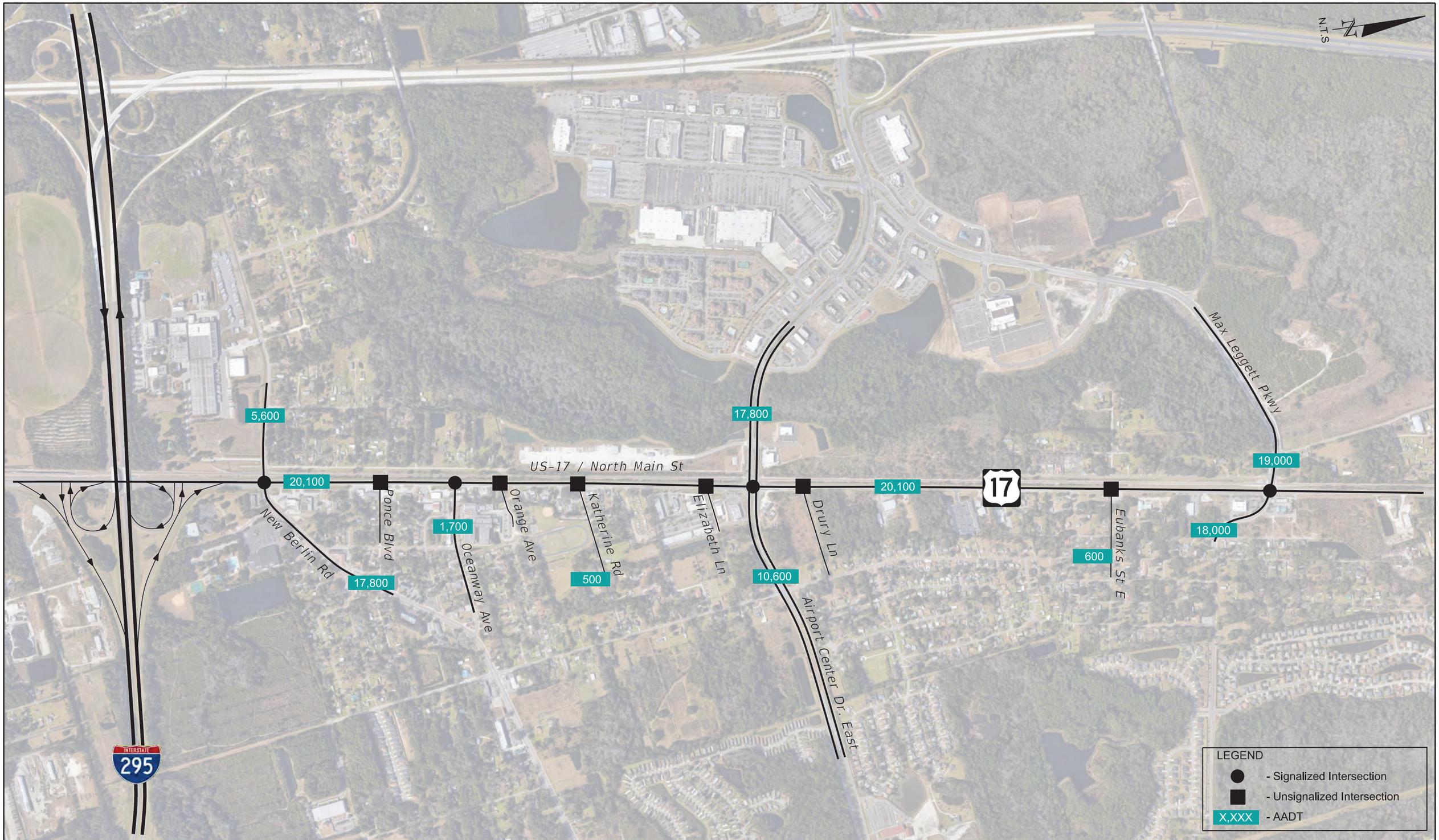
1.3 Future Traffic Volumes

The *Design Traffic Technical Memorandum* prepared for the 2008 PD&E Study documented a 2.9% annual growth rate for US 17 traffic, from 2004 to 2035. This growth rate was based on historical traffic counts and the Jacksonville Urban Area Transportation Study Model. Based on this growth rate, the four-lane typical section would not meet FDOT Level of Service (LOS) target in the design year (2035). Therefore, the PD&E Concept typical section proposed a 4-lane typical section with a 46-foot median, which would be able to accommodate additional travel lanes in the future.

A traffic study was conducted in 2021 to review the traffic volumes and growth rates. An updated traffic memorandum was prepared based on the traffic study and documented a linear growth rate of 1.2% from 2011 to 2020. Moreover, a compound annual growth rate of 2% was used to develop future traffic volumes, which was based on historical traffic counts, population projections and the Activity-Based Northeast Regional Planning Model (NERPM-AB). Based on this growth rate, a four-lane roadway would meet FDOT target LOS for the design year (2050).

Therefore, the typical section for the proposed widening was changed during the Design phase. The Design Concept replaced the 46-feet median with a single 10 to 12-foot turn lane.

Figure 1-3 shows the Design Year (2050) Annual Average Daily Traffic (AADT) for the Design Concept and **Figure 1-4** shows the Design Year (2050) Turning Movements for the Design Concept.

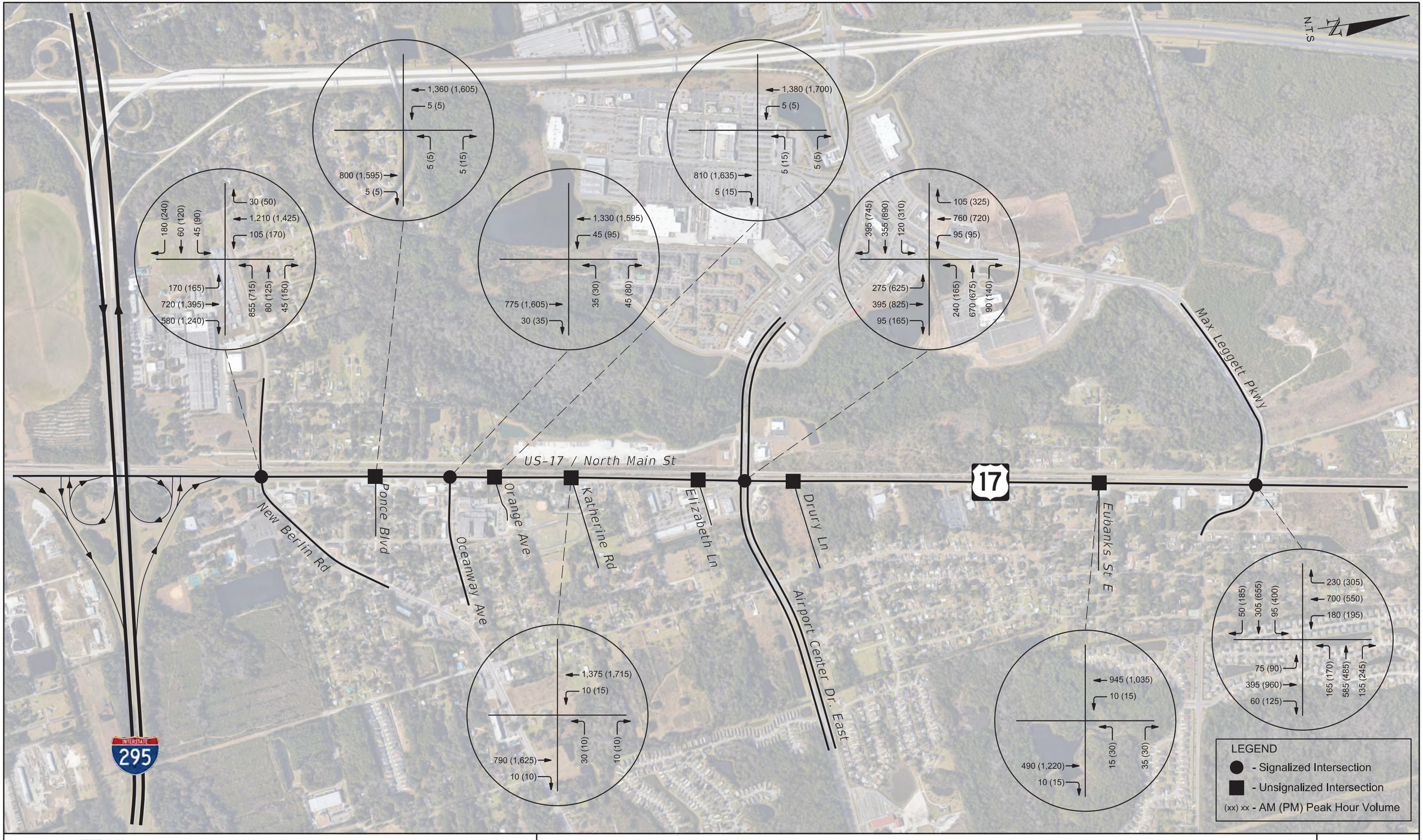


FDOT

US-17 from New Berlin Road to Max Leggett Parkway

Design Year AADT

Figure 1-2



FDOT	*US-17 from New Berlin Road to Max Leggett Parkway*	Design Year Turning Movements

Figure 1-3

2 PD&E CONCEPT

The concept plans for the PD&E study, approved in November 2008, are provided in **Appendix A**.

2.1 Typical Section

The PD&E Concept typical section consisted of four 12-foot travel lanes, 46-foot median, and four-foot bike lanes as well as a six-foot sidewalk in the northbound direction. No sidewalk was proposed on the west side due to proximity to the CSX railroad, see **Figure 2-1**.

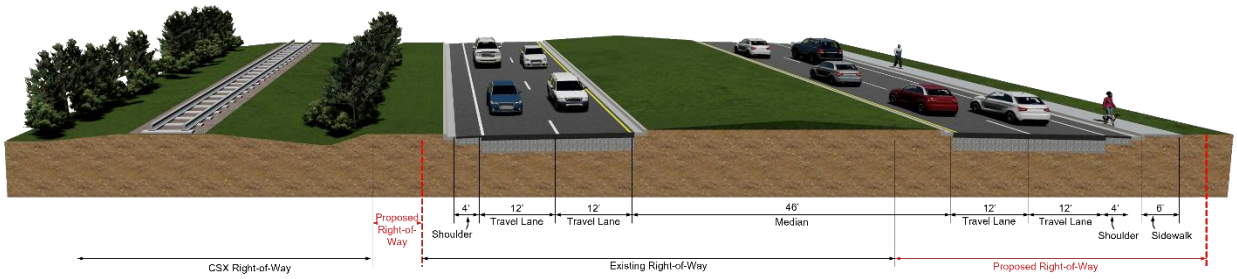


Figure 2-1: US 17 - PD&E Concept Typical Section

2.2 Intersections

Figures 2-2 through **2-6** show the configurations of the signalized intersections for the PD&E Concept.

2.2.1 US 17/New Berlin Road/Cole Road

The proposed improvements to the US 17 at New Berlin/Cole Road intersection in the PD&E Concept included:

- Addition of a through lane and conversion of the shared right-turn lane to an exclusive right-turn lane at the south leg
- Addition of a through lane at the north leg

Figure 2-2 shows the proposed intersection configuration from the PD&E Concept for US 17 at New Berlin/Cole Road.

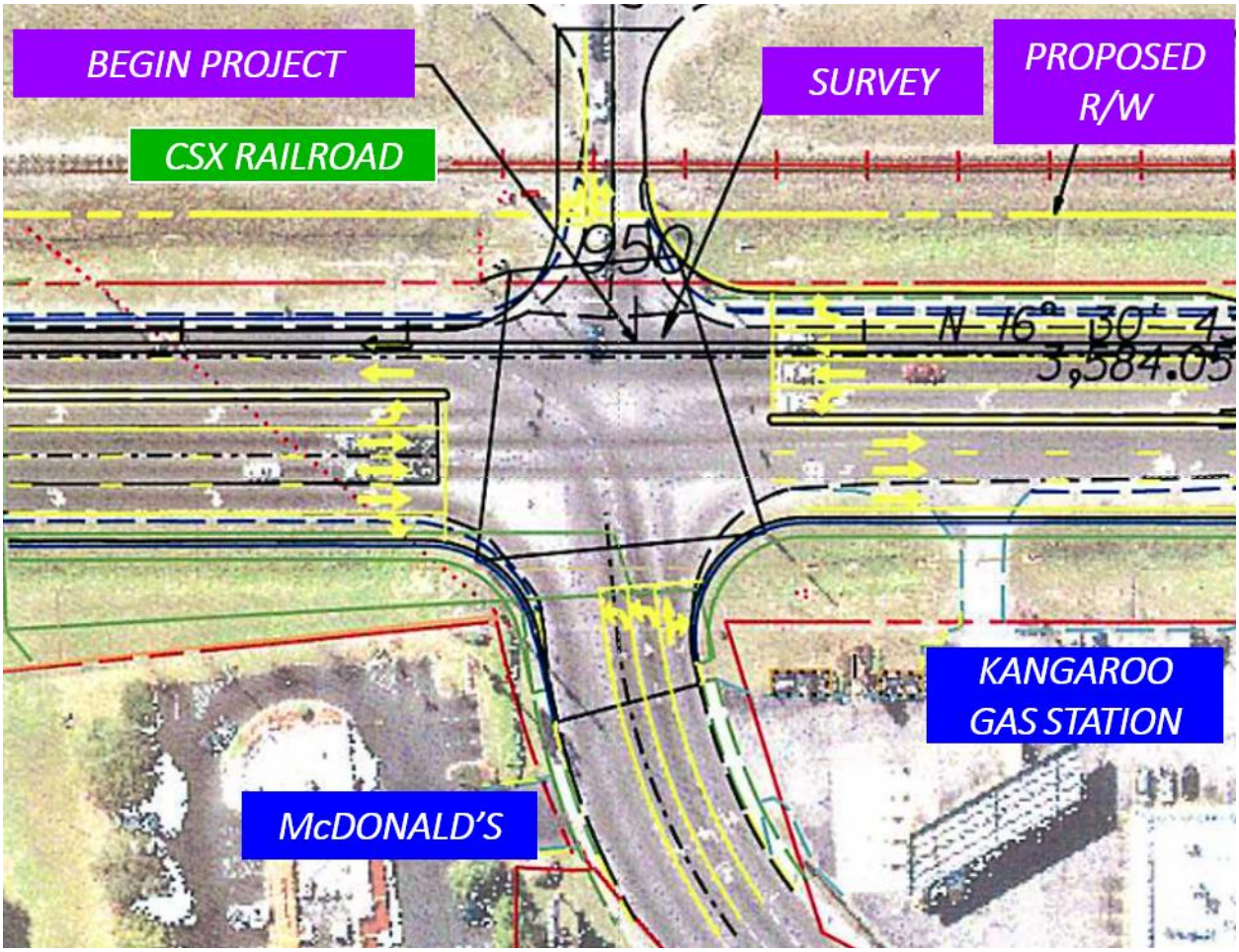


Figure 2-2: PD&E Concept at US 17/New Berlin Road/Cole Road

2.2.2 US 17/Oceanway Avenue

The proposed improvements to the US 17 at Oceanway Avenue intersection in the PD&E Concept included:

- Addition of a through lane and a left-turn lane (for U-turn movement to proceed southbound) at the south leg
- Addition of a through lane at the north leg

Figure 2-3 illustrates the proposed intersection configuration from the PD&E Concept for US 17 at Oceanway Avenue.

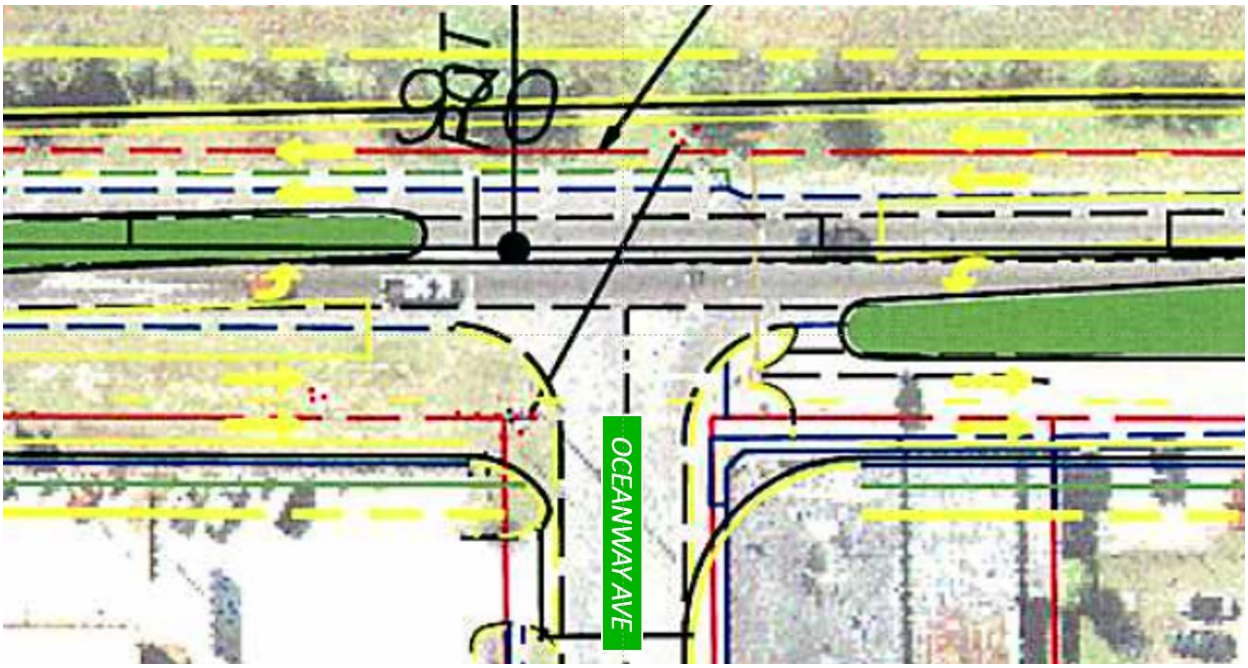


Figure 2-3: PD&E Concept at US 17/Oceanway Avenue

2.2.3 US 17/Airport Center Drive

The proposed improvements to the US 17 at Airport Center Drive intersection in the PD&E Concept included:

- Addition of a through lane in the south leg
- Addition of a through lane in the north leg
- Addition of a left-turn lane in the east leg

This configuration was designed with the expectation that there would be a significant increase in westbound traffic volume from Airport Center Drive. **Figure 2-4** shows the proposed intersection configuration from the PD&E Concept for US 17 at Oceanway Avenue.

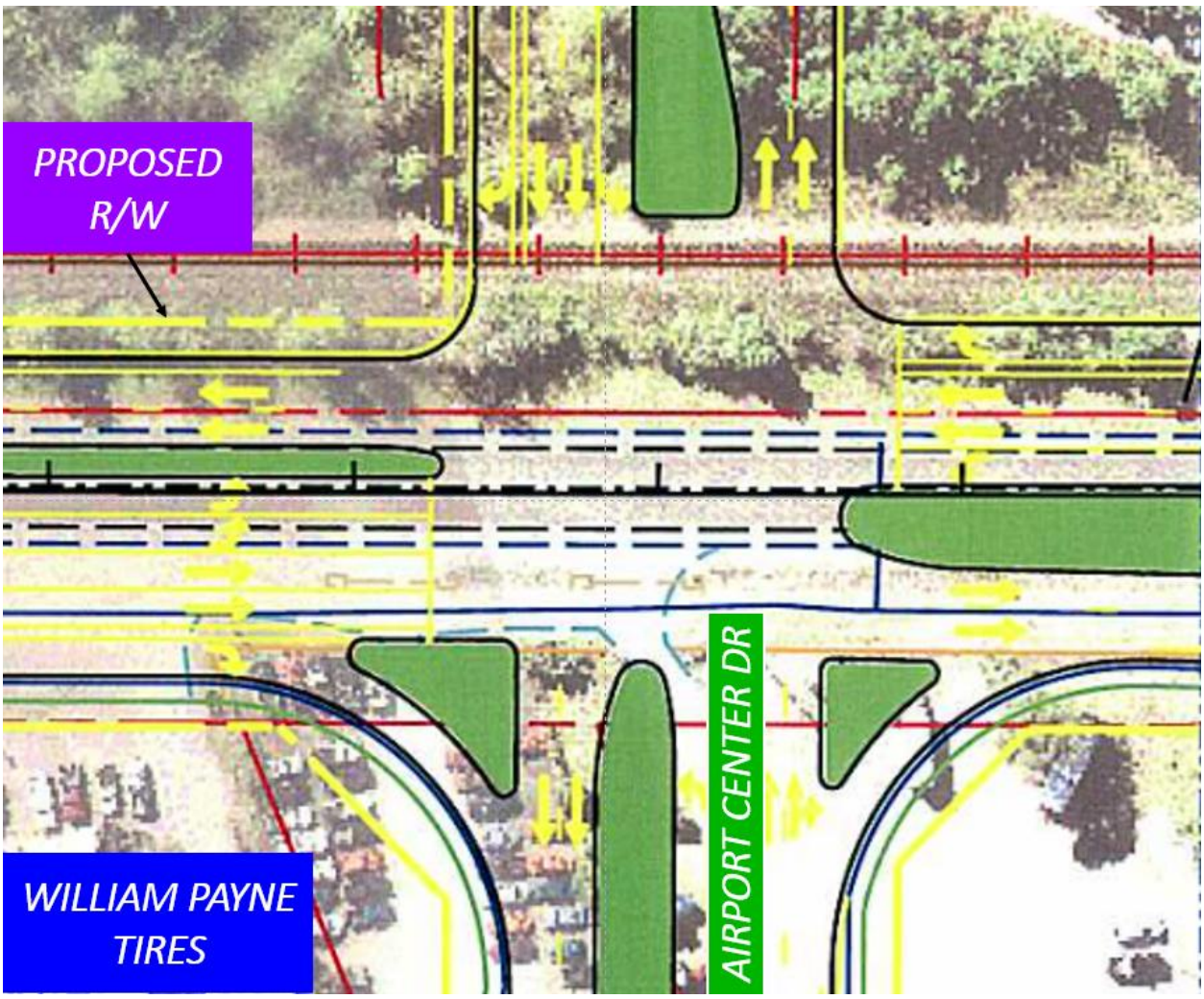


Figure 2-4: PD&E Concept at US 17/Airport Center Drive

2.2.4 US 17/Max Leggett Parkway/Duval Station Road

The proposed improvements to the US 17 at Max Leggett Parkway/Duval Station Road intersection in the PD&E Concept included:

- Conversion of the exclusive right-turn lane to a shared right-turn lane at the south leg
- Conversion of the exclusive right-turn lane to a shared right-turn lane at the north leg
- Addition of a shared right-turn lane on the west leg

Figure 2-5 shows the proposed intersection configuration for the PD&E Concept for US 17 at Max Leggett Parkway/Duval Station Road.

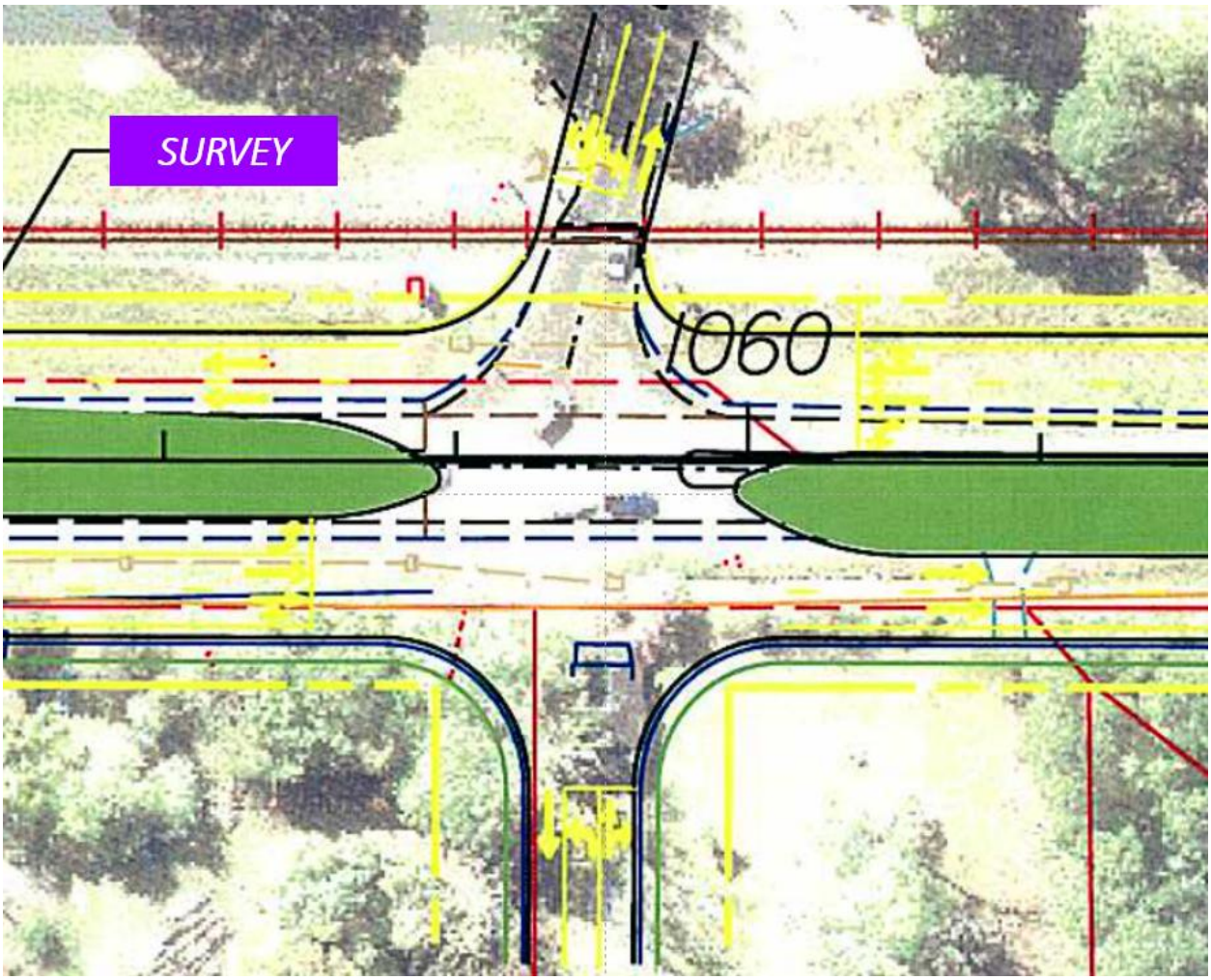


Figure 2-5: PD&E Concept at US 17/Max Leggett Parkway/Duval Station Road

2.3 Right of Way

The 2008 PD&E Study proposed improvements on US 17 from New Berlin Road to Pecan Park Road. The proposed roadway improvements required approximately 8.17 acres of additional right-of-way

from 95 parcels. In addition, the proposed stormwater ponds required approximately 29.03 acres of additional right-of-way from five parcels.

2.4 Access management

Table 2-1 lists the access changes proposed by the PD&E Concept. Since a raised median was proposed with the PD&E Concept, access was restricted to streets, businesses, and establishments along US 17.

Table 2-1: PD&E Concept Access Changes

From Roadway	To Roadway	Median Opening
Alabama Avenue		Closed
Houston's H&W Meats		Closed
Ponce Boulevard	Advance Auto Parts	Closed
Oceanway Avenue	Terry Tires	Closed
Orange Avenue	G & T Auto Sales	Closed
Jacksonville Fire Station #35		Closed
Katherine Road	Green Tree Cuisine	Closed
BooMoo Storage	Main Street Place N. entrance	Closed
Elizabeth Lane		Closed
Drury Lane		Closed
Gerber Collision & Glass	Liberty Landscape Supply	Closed
Duval Station Office Park	Bold City Church office	Closed
Bold City Church office	Kim's Storage Sheds	Closed
Eubanks Street	Sovereign Grace Family Church	Closed
Broad Street	Max Leggett Parkway	Closed

2.5 Environment

The PD&E Study limits began at New Berlin Road/Cole Road and ended at Pecan Park Road. The environmental impacts listed below cover the full study limits.

2.5.1 Contamination

The *US 17 PD&E Study Contamination Screening Evaluation Report* (CSER) identified 25 potential "High" risk (9) and "Medium" risk (16) contamination sites along the project corridor. However, three sites were determined to not be within the footprint of the proposed improvements. The remaining 22 potential high or medium risk contamination sites located within the limits of the proposed improvements are listed in **Table 2-2.**.

Table 2-2: Potential High and Medium Risk Contaminated Sites

Site #	Site Name	Activity	Rating
6	Oceanway Food Store	Possible former service station, UST	High
8	Rainbow Food store	Former service station-documented fuel oil contamination site, remediation incomplete	High
9	Ty's Detailing/ Oceanway Auto	Former service station, possible UST	High
12	Oceanway Hardware	Potential hazardous waste deposition	Medium
13	Hairy's Pet Grooming	Possible former service station, UST	High
15	Terry's Tires	Former auto repair shop, potential hazardous waste deposition	Medium
16	McDaniel's Auto Sales	Hazardous waste	Medium
17	Marvin's Car Wash	Former service station, 2002 evaluation of UST incomplete	Medium
18	Animal Clinic	Former service station, 2002 evaluation of UST incomplete	Medium
20	George's Auto	Potential hazardous waste deposition; UST's were removed	High
23	Gasson's Northside Napa Auto Parts	Potential former service station, UST	High
24	William Payne Tires	Potential hazardous waste deposition	Medium
25	Betty Wood Auto Parts	Potential hazardous waste deposition	Medium
27	Leonard Setzer, Vacant Wooded Lot	Potential dump site	Medium
29	Deberry's Electric	Former paint and body shop; potential hazardous waste deposition	Medium
37	Lil Champ #1125	Two separate documented fuel contamination sites, assessment underway, site evaluation incomplete	Medium
40	Main Street Auto Parts	Potential hazardous waste deposition	High
43	Baines Truck Shop	Former service station; tanks probably removed but documentation incomplete and no assessment available	High
46	Off Road Unlimited	Auto repair, potential hazardous waste deposition	Medium

Table 2-2: Potential High and Medium Risk Contaminated Sites			
Site #	**Site Name**	**Activity**	**Rating**
48	Northside Marine	Boat repair, potential hazardous waste deposition	Medium
51	Quick Stop (Sprint #1058)	Service Station-UST's at the site have been remediated to acceptable levels	Medium
52	Noah's Ark	Formerly part of Sprint #1058-see above	Medium

Note:
UST – Underground Storage Tank

2.5.2 Cultural Resources

A Cultural Resource Assessment Survey (CRAS) was conducted as part of the PD&E Study in 2005. The CRAS identified 57 historic resources and 5 resource groups within the Area of Potential Effect (APE). However, none were considered potentially eligible for listing in the National Register of Historic Places (NRHP).

2.5.3 Natural Resources

2.5.3.1 Wetland Impacts

The *Wetland Evaluation Report* prepared for the 2008 PD&E Study proposed improvements on US 17 from New Berlin Road to Pecan Park Road. The wetland evaluation determined that the proposed improvements would impact approximately 0.79 acres of natural wetlands and an additional 14.58 acres of other surface waters. The majority of the wetland impacts were located in the excavated ditch between US 17 and CSX railroad.

2.5.3.2 Threatened and Endangered Species

An Endangered Species Biological Assessment (ESBA) was prepared for the 2008 PD&E Study. The ESBA lists three species that potentially inhabit or have been documented to occur within or adjacent to project limits for the PD&E Concept. The species identified were the bald eagle (*Haliaeetus leucocephalus*), wood stork (*Mycteria americana*), and Eastern indigo snake (*Drymarchon couperi*). None of these species were reported to occur within 1 mile of the project limits, however, all could potentially be present. Overall, no significant impacts to threatened, endangered, or state listed species were anticipated due to the PD&E Concept.

2.5.4 Noise

A Noise Study Report (NSR) was prepared in October 2006 to document the predicted noise levels for the PD&E Concept. Two potential noise barrier sites were evaluated to determine feasible locations for noise walls.. Barriers were analyzed at Forest Christian Church and Hidden Lakes Estates at heights ranging from 6 to 14 ft and at various lengths. Both barriers were found to achieve minimum insertion loss. However, neither site met the requirements for the addition of a noise barrier. Furthermore, an existing aesthetic wall located at Hidden Lakes Estate, which does provide adequate noise protection, will be retained.

3 DESIGN CONCEPT

The Design Phase for the project was started in 2023 and was able to significantly reduce project cost by reducing the needed right-of-way. The segment of US 17 from New Berlin to Airport Center Drive will require minor right-of-way acquisition. The segment from Airport Center Drive to Max Leggett will require additional right-of-way acquisition for stormwater ponds.

The concept plans for the Design Concept are included in **Appendix B.**

3.1 Typical Section

The Design Concept's new typical section introduces multiple key adjustments and provides four lanes including two 12-foot outer lanes and two 11-foot inner lanes, a 12-foot median (accommodating intermittent left turn lanes) and a sidewalk ranging from 7 to 10 feet in width. This new alternative is designed to accommodate both pedestrians and cyclists on the east side of the road. The wider sidewalk will connect US 17 to Woodland Drive, along Cole Road, and funding is structured such that this connection may be constructed separately from the US 17 improvements. The Design Concept Typical Section is shown in **Figure 3-1**.

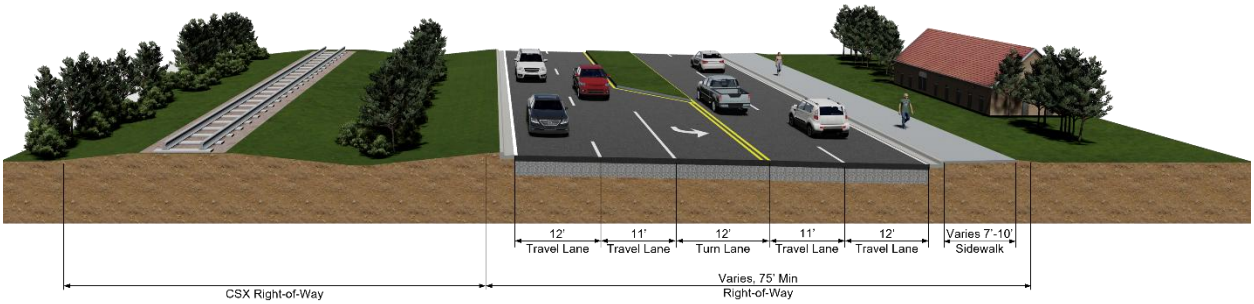


Figure 3-1: Typical Section for Design Concept

3.2 Intersections

Figure 3-2 through **Figure 3-6** show the intersection configurations for the Design Concept.

3.2.1 US 17/New Berlin Road/Cole Road

The Design Concept consists of two new signalized intersections approximately 500 feet downstream in either direction, which will be used for U-turn movements to replace the direct left-turns. These new intersections will also be used to process through traffic on New Berlin Road/Cole Road. **Figure 3-2** illustrates the concept presented at the Public Hearing. However, based on public feedback, the design was changed to allow northbound left turn movements at the intersection. The updated concept is shown in **Figure 3-3**.

Figure 3-2: Design Concept at US 17/New Berlin Road/Cole Road

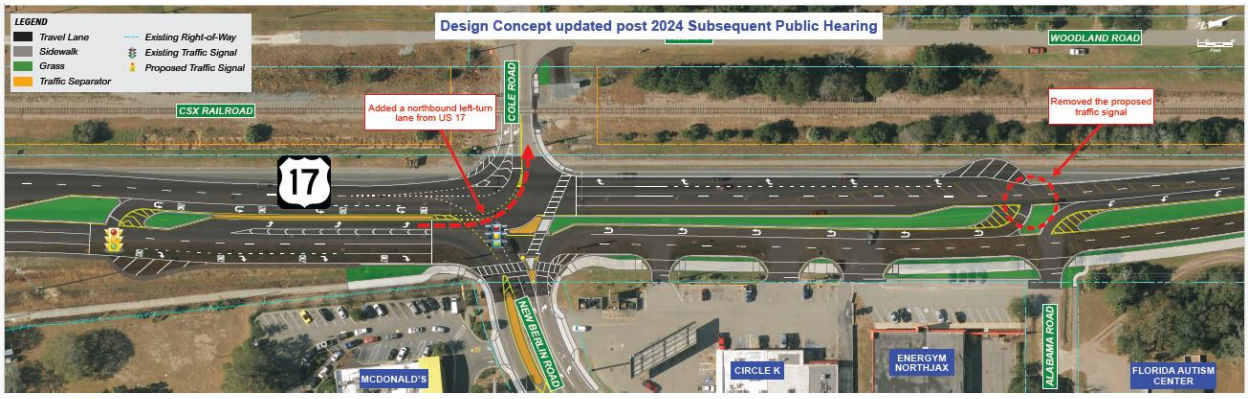


Figure 3-3: Design Concept at US 17/New Berlin Road/Cole Road (after Public Hearing)

3.2.2 US 17/Oceanway Avenue

The Design concept provides two through lanes for the northbound traffic and no left-turn lanes, as well as two through lanes and one left-turn lane for the southbound traffic. **Figure 3-4** shows the configuration at the US 17/Oceanway Avenue intersection.

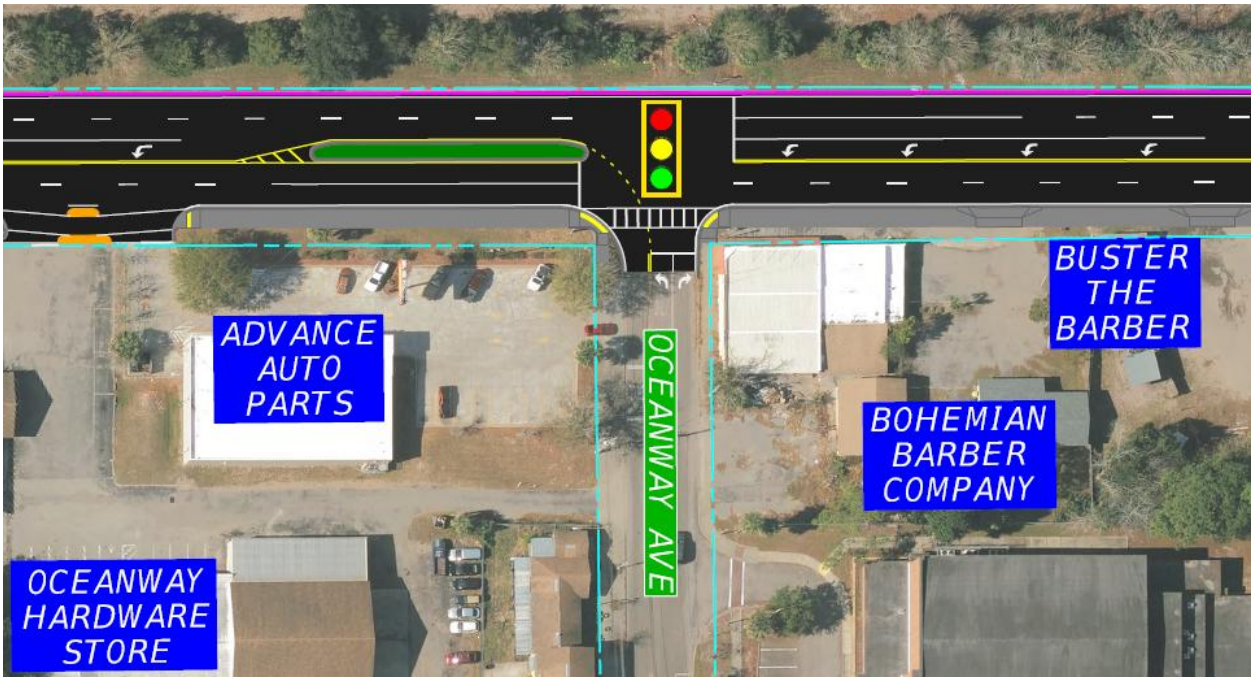


Figure 3-4: Design Concept at US 17/Oceanway Avenue

3.2.3 US 17/Airport Center Drive

Two left-turn lanes along with two through lanes and an exclusive right-turn lane were proposed for the northbound US 17 traffic. One left-turn lane along with two through lanes and an exclusive right-turn lane were proposed for the southbound US 17 traffic. **Figure 3-5** shows the configuration at the US 17/Airport Center Drive intersection.

Figure 3-5: Design Concept at US 17/Airport Center Drive

3.2.4 US 17/Max Leggett Parkway/Duval Station Road

Due to the change in project limit, the 4-lane widening ends at this intersection for the Design Concept. The outside northbound through lane will be dropped as a right-turn lane past this intersection. The southbound through lane will be added south of this intersection. One left-turn lane, one through lane, and one shared through/right-turn lane will be proposed for the northbound direction. One left-turn lane, one through lane, and one right-turn lane will be proposed for the southbound direction. **Figure 3-6** shows the configuration at the US 17/Max Leggett Parkway/Duval Station Road intersection.

Figure 3-6: Design Concept at US 17/Max Leggett Parkway/Duval Station Road

3.3 Right of Way

The changes in the typical section from the PD&E Concept to the Design Concept have significantly lowered the right-of-way impacts.

US 17 from New Berlin Road to Airport Center Drive (209411-8) will be require minor right-of-way acquisition. Stormwater management requirements will be met by enlarging the existing stormwater pond at the I-295/US 17 interchange.

US 17 from Airport Center Drive to Max Leggett Parkway (209411-9) will require additional right-of-way. The preferred stormwater ponds will require the acquisition of 2.7 acres from two parcels.

3.4 Access Management

Table 3-1 lists the access changes proposed by the Design Concept. The median accommodates intermittent left-turn lanes to maintain seamless access to adjacent streets, businesses, and establishments along US 17.

Table 3-1: Design Concept Access Changes

From Roadway	To Roadway	Median Opening
Alabama Avenue		Open
Houston's H&W Meats		Open
Ponce Boulevard	Advance Auto Parts	Open
Oceanway Avenue	Terry Tires	Open
Orange Avenue	G & T Auto Sales	Open
Jacksonville Fire Station #35		Open
Katherine Road	Green Tree Cuisine	Open
BooMoo Storage	Main Street Place N. entrance	Open
Elizabeth Lane		Open
Drury Lane		Open
Gerber Collision & Glass	Liberty Landscape Supply	Open
Duval Station Office Park	Bold City Church office	Open
Bold City Church office	Kim's Storage Sheds	Open
Eubanks Street	Sovereign Grace Family Church	Open
Broad Street	Max Leggett Parkway	Open

3.5 Environment

3.5.1 Contamination

An updated *Contamination Screening Evaluation Report* (CSER) was prepared in 2024 during the Design Phase and is included in the project file. The previously identified "High" and "Medium" risk sites were reviewed for their updated contamination status. Out of the nine previously identified "High" risk sites, one site maintained the "High" risk rating, six sites downgraded to "Medium" risk rating, and two sites downgraded to "No" risk rating. Out of the 19 previously identified "Medium" risk sites, seven sites maintained the "Medium" risk rating, while 12 sites downgraded to "No" risk rating. Additionally, 12 new sites were identified with a "Medium" risk rating. The two proposed pond sites have "Medium" risk rating. **Table 3-2** summarizes potential "High" and "Medium" risk contamination impacts for the Design Concept.

Overall, the Design Concept has lesser impacts to the contaminated sites than the PD&E Concept. "Medium" or "High" risk sites that will be impacted during construction will require a Level II assessment.

Table 3-2: Potentially Contaminated Sites		
Site (#)	**Activity**	**Rating**
FDOT right-of-way SE of US 17/New Berlin Road (2)	USTs/piping, auto repair	HIGH
North Point Center (4)	Hazardous waste, underground storage tanks (USTs)/piping, auto repair, drycleaning	MEDIUM
Batman Auto Repair (5)	Auto repair	MEDIUM
Harry's Paint and Body Shop and Speed Queen Laundry (6)	Hazardous waste, auto repair, drycleaning	MEDIUM
Rainbow Food Store (8)	Hazardous waste, USTs/piping, auto repair	MEDIUM
12635 North Main Street (9)	Hazardous waste, USTs/piping, auto repair	MEDIUM
Advance Auto Parts (10)	Hazardous waste, USTs/piping, auto repair, drycleaning	MEDIUM
Tire Depot and Repair (11)	Hazardous waste, auto repair	MEDIUM
Oceanway Ice and Fuel Service (14)	USTs/Piping, ASTs/piping	MEDIUM
Dehn's Garage (16)	Auto repair	MEDIUM
George's Auto Repair (19)	Hazardous waste, USTs/piping, auto repair	MEDIUM
AutoZone, Walgreens (23)	Hazardous waste, auto repair	MEDIUM
Gate Station 1227 (24)	USTs/Piping	MEDIUM
Tim's Tech Master (25)	Hazardous waste, auto repair	MEDIUM
RPM Automotive and Hertz (26)	Hazardous waste, auto repair	MEDIUM
Gerber Collision and Glass (28)	Hazardous waste, auto repair	MEDIUM
Strickland's Motors Auto Shop (29)	ASTs/Piping, auto repair	MEDIUM
Davis Auto Service (32)	Auto repair	MEDIUM
Regis Trucking (33)	Hazardous waste, auto repair	MEDIUM
Kim's Storage Sheds (34)	Auto repair	MEDIUM
Circle K Station 1430 (40)	Hazardous waste, USTs/piping	MEDIUM
Bennetts Paint Body Garage (41)	Auto repair, industrial	MEDIUM
Peeples Family Funeral Homes (42)	Hazardous waste, ASTs/piping, auto repair	MEDIUM
14230 Gossett Street (43)	Junk yard	MEDIUM
14353 N Main Street (44)	Hazardous waste, auto salvage	MEDIUM
Proposed Pond Site Alternate 1A	Sparsely wooded land	MEDIUM
Proposed Pond Site Alternate 1B	Wooded Land	MEDIUM

3.5.2 Cultural Resources

A CRAS was prepared for the two segments of the Design Concept, one in April 2024 (FPID 209411-8-32-1) and one in June 2024 (FPID 209411-9-32-1).

209411-8 US 17 from New Berlin Road to Airport Center Drive

Given the timeframe between the PD&E and the Design Phase, an updated CRAS focused on architecture history was conducted in 2024 and is included in the project file. The architecture history APE included the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way or no more than 328 feet from the right-of-way line. The architectural history survey resulted in the identification and evaluation of two newly recorded historic buildings (8DU23630 and 8DU23631) and 12 previously recorded resources within the APE. Of the 12 previously recorded resources, two are linear resources (8DU21308 and 8DU21309) and the remaining 10 are buildings. None of the 10 previously recorded buildings and neither of the 2 newly recorded buildings in the APE have architectural distinction or significant historical associations necessary to be considered for NRHP-listing and are recommended ineligible. The two linear resources, US 17 and CSX railroad corridor, lack sufficient information to make an eligibility evaluation. No archaeological survey was conducted, as the corridor was previously surveyed in 2005 to Model 3 standards. As such, no artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. The proposed undertaking of this project will result in effects to historical properties and no further cultural resource work is required.

The State Historical Preservation Officer (SHPO) concurred with these findings on June 3, 2024.

209411-9 US 17 from Airport Center Drive to Max Leggett Parkway

Given the timeframe between the PD&E and the Design Phase, an updated CRAS focused on architecture history and two new proposed stormwater ponds was conducted and is included in the project file.

The architectural history APE includes the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way or no more than 100 meters (328 feet) from the right-of-way line.

The archaeological survey consisted of a pedestrian survey along the SR 5 (US 17/N. Main Street) corridor and within the two proposed pond footprints. Field conditions precluded the excavation of subsurface tests along most of the corridor, although subsurface testing was conducted at the pond locations. No artifacts were recovered and no archaeological sites or occurrences were identified within the APE.

Four historic resources were recorded in the APE. Two buildings, Resources 8DU16142 and 8DU14163, lack the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP. Two linear resources, Resources 8DU21308 and 8DU21309, have segments within the APE. While the segments are recommended ineligible for listing in the NHRP, there is insufficient information to make an evaluation of eligibility for the resources as a whole. Therefore, they were presumed eligible for listing in the NRHP for the purposes of this project only. No existing or potential historic districts were identified.

The project will result in No Adverse Effect to historic properties. The SHPO concurred with these findings on August 9, 2024.

3.5.3 Natural Resources

3.5.3.1 Wetland Impacts

A Natural Resources Evaluation (NRE) Technical Memorandum was prepared for the Design Concept in May 2024 and is available under separate cover. The Design Concept changed the typical section dramatically by decreasing the right-of-way which resulted in a major reduction of wetland impacts.

Two wetlands have been identified within the project study area. Wetland 1 (approximately 0.05 acre) is a low-quality freshwater marsh that occurs within Pond Site Alternate 1A. This wetland is less than one half acre in size and is not connected to offsite wetlands or surface waters. Therefore, it should not require state wetland mitigation to impact, and it should not be federally jurisdictional. Wetland 2 (approximately 0.01 acre) is a small moderate quality cypress dominated wetland within Pond Site Alternate 1B. It is less than one half acre in size but should be considered by the state to be connected to downstream wetland systems.

Overall, the Design Concept offers an alternative that leads to less impacted wetlands throughout the project limits, with a change from a previous 0.79 acres of wetlands impacted to 0.06 acres.

3.5.3.2 Threatened and Endangered Species

A NRE update prepared for the Design Concept identified a total of 14 species that were either federally listed, a candidate for listing, proposed for federal listing, and/or state-listed. These species were determined to have some probability of occurrence in the project study area based on the presence of suitable habitat. All were determined to have a low probability of occurrence. The project **may affect, but is not likely to adversely affect**, the federally-listed Eastern indigo snake (*Drymarchon couperi*) and wood stork (*Mycteria americana*). The Eastern Indigo Snake is afforded protection through a project commitment to follow the USFWS Standard Protection Measures for the Eastern Indigo Snake by implementing FDOT SP0070104-7 during project construction. **No adverse effect is anticipated** for the state-listed species (the blueflower butterwort [*Pinguicula caerulea*], yellow butterwort [*Pinguicula lutea*], Florida mountainmint [*Pycnanthemum floridanum*], hooded pitcherplant [*Sarracenia minor*], rainlily [*Zephyranthes atamasca* var. *atamasca*], Treat's rainlily [*Zephyranthes atamasca* var. *treatiae*], gopher tortoise [*Gopherus polyphemus*], little blue heron [*Egretta caerulea*], tricolored heron [*Egretta tricolor*], and roseate spoonbill [*Platalea ajaja*]). No further consultation regarding listed species is required. The monarch butterfly (*Danaus plexippus*) and tricolored bat (*Perimyotis subflavus*) are unlikely to occur in the project study area. A federal effect determination will be made for these species should they become federally listed prior to construction. No active bald eagle nests are located in close enough proximity to necessitate work restrictions on the project. FDOT will adhere to several implementation measures and project commitments regarding plant and wildlife species.

No concurrence is needed from USFWS since there are no new effects to the species. However, FDOT is coordinating with USFWS to acknowledge receipt of updated NRE. Similar to the PD&E Concept, endangered and threatened species would not be significantly impacted by the Design Concept.

3.5.4 Noise

The *Noise Study Report (NSR) Addendum* was prepared for the Design Concept in September 2023 and is available under a separate cover. Four Noise Study Areas (NSA) were analyzed as part of the Design Concept which included 29 receptors representing 68 residences (Noise Abatement Criteria [NAC] B), three Special Land Use (SLU) (NAC C) receptors and one SLU (NAC E) receptor. In Florida, noise levels that meet or exceed 66.0 dB(A) at NAC B and C land uses and 71.0 dB(A) for NAC E land uses require noise abatement considerations. According to the NSR Addendum, the noise levels associated with the Design Concept are not predicted to meet or exceed 66.0 dB(A) NAC at 67 residential, three NAC C, and on the NAC E site. One NAC B site (receptor NB1-04b), predicted to be impacted under the Build conditions, is considered an isolated residence which inherently cannot meet the minimum noise reduction requirement of 5.0 dB(A) at a minimum of two impacted receptors. As a result, no noise abatement measures will be needed for the Design Concept.

Table 3-3: Noise Impact Comparison Matrix

Receptor ID	Impact Criterion (dB(A))	Predicted Noise Levels (dB(A))	Consider Abatement
NSA SB1: West of SR 5 (US 17) from New Berlin Road to Airport Center Drive			
SB1-01	66.0	57.2	-
NSA SB2: West of SR 5 (US 17) from Airport Center Drive to Max Leggett Parkway			
SB2-01	66.0	59.5	-
NSA NB1: East of SR 5 (US 17) from New Berlin Road to Airport Center Drive			
NB1-01	66.0	57.8	-
NB1-02	66.0	55.7	-
NB1-03	66.0	57.8	-
NB1-04b	66.0	68.1	YES
NB1-SLU1-1 NAC C	66.0	56.5	-
NB1-SLU1-2 NAC E	71.0	65.8	-
NSA NB2: East of SR 5 (US 17) from Airport Center Drive to Max Leggett Parwkay			
NB2-01.1a	66.0	61.2	-
NB2-01.1b	66.0	64.9	-
NB2-01.1c	66.0	65.1	-
NB2-01.1d	66.0	65.0	-
NB2-01.2a	66.0	59.9	-
NB2-01.2b	66.0	63.7	-

Table 3-3: Noise Impact Comparison Matrix			
Receptor ID	**Impact Criterion (dB(A))**	**Predicted Noise Levels (dB(A))**	**Consider Abatement**
NB2-01.2c	66.0	64.4	-
NB2-01.2d	66.0	64.4	-
NB2-01.3a	66.0	58.5	-
NB2-01.3b	66.0	62.1	-
NB2-01.3c	66.0	63.5	-
NB2-01.3d	66.0	63.6	-
NB2-01.4a	66.0	57.7	-
NB2-01.4b	66.0	61.1	-
NB2-01.4c	66.0	62.9	-
NB2-01.4d	66.0	63.0	-
NB2-02	66.0	59.3	-
NB2-03	66.0	54.9	-
NB2-SLU2-1 NAC C	66.0	55.7	-
NB2-SLU2-2 NAC C	66.0	63.3	-