

PUBLIC HEARING DRAFT REEVALUATION FORM FOR I-295 (SR 9A) EXPRESS LANES FROM SR 202 (JTB BLVD) TO SR 9B

Reevaluation #3
FM: 209301-3

Abstract

Reevaluation documentation for the Type 2
Categorical Exclusion for the I-295 express lanes
corridor from State Road 202 (JTB Boulevard) to
State Road 9B.

Terri Newman
FDOT District 2 Environmental Manager
Terri.newman@dot.state.fl.us

** Disclaimer: This packet contains only the reevaluation documentation for the type II categorical exclusion. Additional documentation (e.g. NRE, CSER, CRAS, WQIE, Air, and Noise) can be found in the master SWEPT project file. **

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**RE-EVALUATION
FORM****1. GENERAL PROJECT INFORMATION**A. Re-evaluation Type: Design ChangeB. Original approved Environmental Document:**Document Type:** Type 2 CE**Date of Approval:** 01/20/2015**Project Numbers:**

13983

209301-3-52-01

2955-314-I

209301-3-32-01

ETDM (if applicable)

Financial Management

Federal-Aid

Project Name: I-295 (SR 9A) FROM SR 202 JTB BLVD TO SR 9B (MANAGED LANES)**Project Location:** FDOT District 2 (Duval County)**Project Limits:** From SR 9B to SR 202 (J. Turner Butler Boulevard)C. Prior Re-evaluation(s):

FM Number	Type				Date District Approved	Date Lead Agency Consultation	Date Lead Agency Approved (if applicable)
	PE	DC	ROW	CON			
209301-3-32-01	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/26/2015	01/24/2015	01/26/2015
Description of Approval: A modification to interchange I-295 northbound (NB) at SR 202/JTB resulted in a design change that allowed a direct connection ramp to JTB under I-295 instead of over I-295 (as shown in the T2CE). This change was approved via consultation with FHWA on January 26, 2015.							
209301-3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	08/10/2016		08/10/2016
Description of Approval: Following approval of the project, FDOT let the project as a Design-Build project. The selected team's proposal included several Alternative Technical Concepts (ATCs) that added value to the project and improved the project's performance. These changes are listed as follows: <ul style="list-style-type: none"> Extend southbound I-295 express lanes to the north 1.8 miles; Provide a direct connection from the I-295 northbound (NB) express lanes that serves both directions of SR 202 (Butler Boulevard); Restacks the I-295/SR 9B Interchange to maintain a design speed of 70 mph in the SB express lane; Modifies I-295 southbound off-ramp to Baymeadows Road from 1-lane to 2-lanes; Enhance the SR 202 westbound dual-lane off-ramp to Gate Parkway by incorporating a choice lane. The additional lane drops 1,400 feet downstream of the off-ramp; Modify the SR 202 westbound off-ramp to Gate Parkway to include 500 feet of additional queue storage for the westbound right turn lane. <p>A final design noise impact reevaluation was completed on May 16, 2016. The design changes did not cause any substantial change regarding noise and resulted in the reduction of the overall number of traffic noise impacted receptors. The noise walls maintained the PD&E-recommended wall heights but the lengths of three of the five sets of noise barriers changed. Those modifications resulted in the increase of the overall benefited receptors.</p>							

D. Project or project segment(s) being evaluated

FAP	FM	Project/	Project/	Type	Project/	Funding
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**RE-EVALUATION
FORM**

Number	Number	Segment Name	Segment Location					Segment Letting Type	
				PE	DC	ROW	CON		
2955-314-I	209301-3-52-01	I-295 (SR 9A) FROM SR 202 JTB BLVD TO SR 9B (MANAGED LANES)	District 2 - DUVAL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Design Build	Federal

2. PROJECT DESCRIPTION

This project includes adding express lane capacity to the I-295 corridor from the State Road (SR) 202 (J.Turner Butler Boulevard) interchange to the SR 9B interchange in order to improve mobility, reduce congestion and provide travel options. Interstate I-295 is an important link in for the state interstate system and provides a major north-south traffic movement around the Jacksonville urban area. Express Lanes are new lanes added to existing Interstate routes. These new lanes work as a toll road and are a separate facility with only the new lanes being tolled. This project encompasses a portion of the I-295 southeast quadrant and is approximately 4 miles in length. Prior to the current design build construction project, there were 4 travel lanes on I-295 between the SR 9B interchange and the Baymeadows Road interchange and 6-lanes between Baymeadows Road and the SR 202 interchange. No additional right-of-way was required with the exception of two pond sites. These pond locations and minor interchange modifications were further refined and included during the design build process.

Subsequent to the Type 2 Categorical Exclusion (T2CE) approval, one previous consultative reevaluation was coordinated and approved by FHWA in January 2015. A modification to interchange I-295 northbound (NB) at SR 202/JTB resulted in a design change that allowed a direct connection ramp to JTB under I-295 instead of over I-295 (shown in the approved T2CE). This change was approved via consultation with FHWA on January 26, 2015.

In August 2016, a second reevaluation was conducted following approval of the project, FDOT let the project as a Design-Build project. The selected team's proposal included several Alternative Technical Concepts (ATCs) that added value to the project and improved the project's performance. FHWA approved the reevaluation on August 10, 2016.

For this design change reevaluation (#3), this concept provides a minimum of three general purpose lanes in each direction. The project will be modified to add a third general purpose lane in each direction between 9B and Town Center Parkway. Additional northbound (NB) lane widening will begin at the Baymeadows offramp and extend to the onramp from Gate Parkway. The NB exit ramp to Gate Parkway will be converted from a one-lane exit to a two-lane exit with the inside lane being a choice lane that also continues north on I-295. An additional auxiliary lane will be constructed NB between Baymeadows and Gate. The NB express lane ending will be modified so that one lane drops at the flyover while the other lane continues north to connect to the general use lanes. The additional southbound (SB) lane widening will begin at the Baymeadows Road offramp and end north of exit to 9B.

3. CHANGES IN APPLICABLE LAW OR REGULATION

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

The Florida Imperiled Species Management Plan (ISMP) was approved by the Florida Fish and Wildlife Conservation Commission (FWC) in November 2016, with rule changes in effect as of January 2017, including changes in status for

several state-listed species. Species Conservation Measures and Permitting Guidelines have been or are being developed for all species in the ISMP.

4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

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

The original typical section had a minimum of two general use lanes in each direction. This design change will provide a minimum of three general use lanes in each direction from 9B to Town Center Parkway. The additional general purpose lane widening in the NB direction will begin at the Baymeadows Road offramp and extend to the onramp from Gate Parkway. The additional general purpose lane widening SB will begin at the Baymeadows Road offramp and end north of the exit to 9B. This will include bridge widening on both sides of the Baymeadows Road bridge and on the NB side of the Gate Parkway bridge. Outside the limits of the widening for the general purpose lanes, the limits of the travel lanes remain unchanged as these were previously identified as auxiliary lanes and analyzed during reevaluation #2, approved on August 10, 2016.

The NB exit ramp to Gate Parkway will be converted from a one-lane exit to a two-lane exit with the inside lane being a choice lane that also continues north on I-295. An additional auxiliary lane will be constructed NB between Baymeadows and Gate. The NB express lane ending will be modified so that one lane drops at the flyover while the other lane continues north to connect to the general use lanes. The additional southbound (SB) lane widening will begin at the Baymeadows Road offramp and end north of exit to 9B.

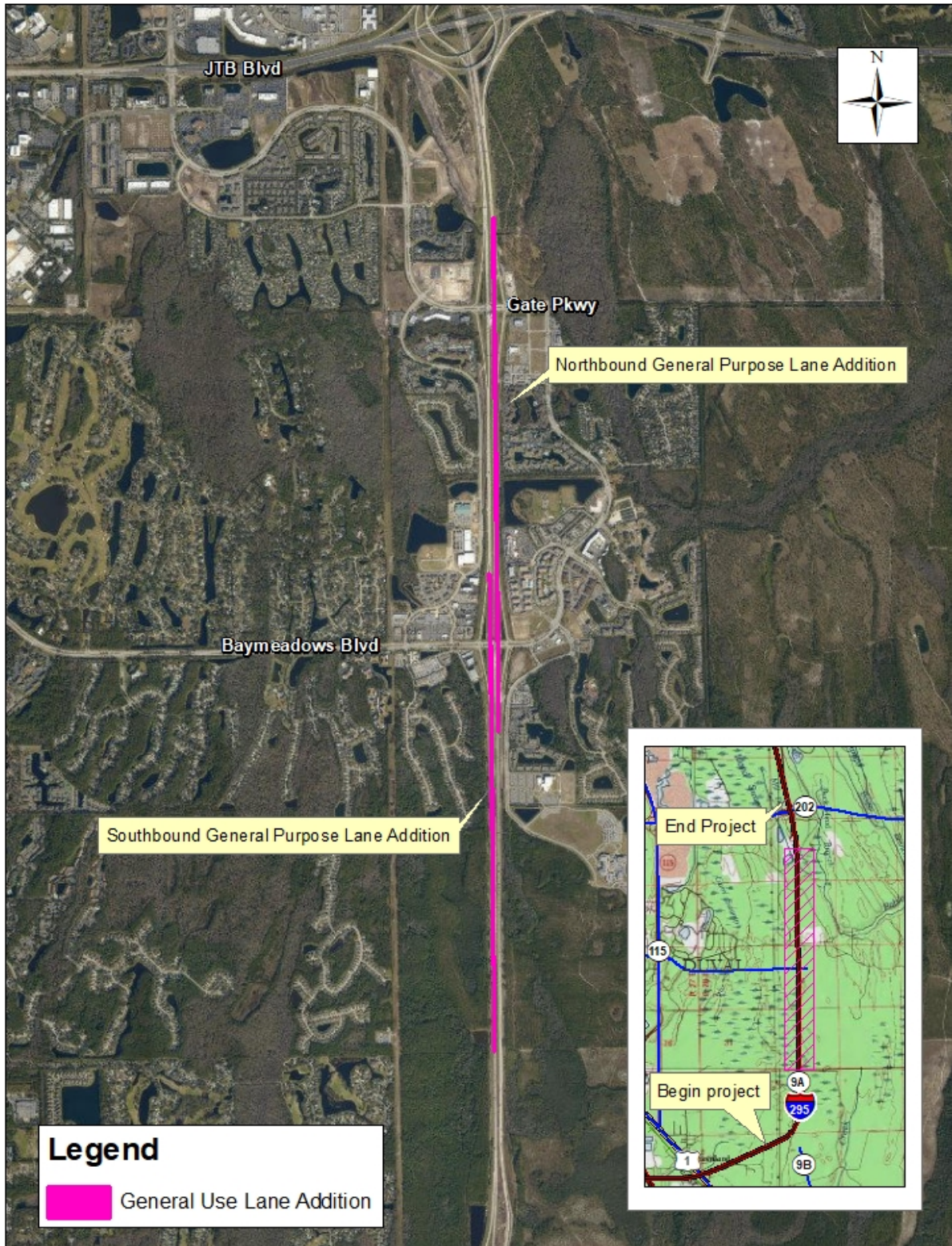


Figure 1. Limits of Lane Widening for New General Use Lanes Northbound & Southbound

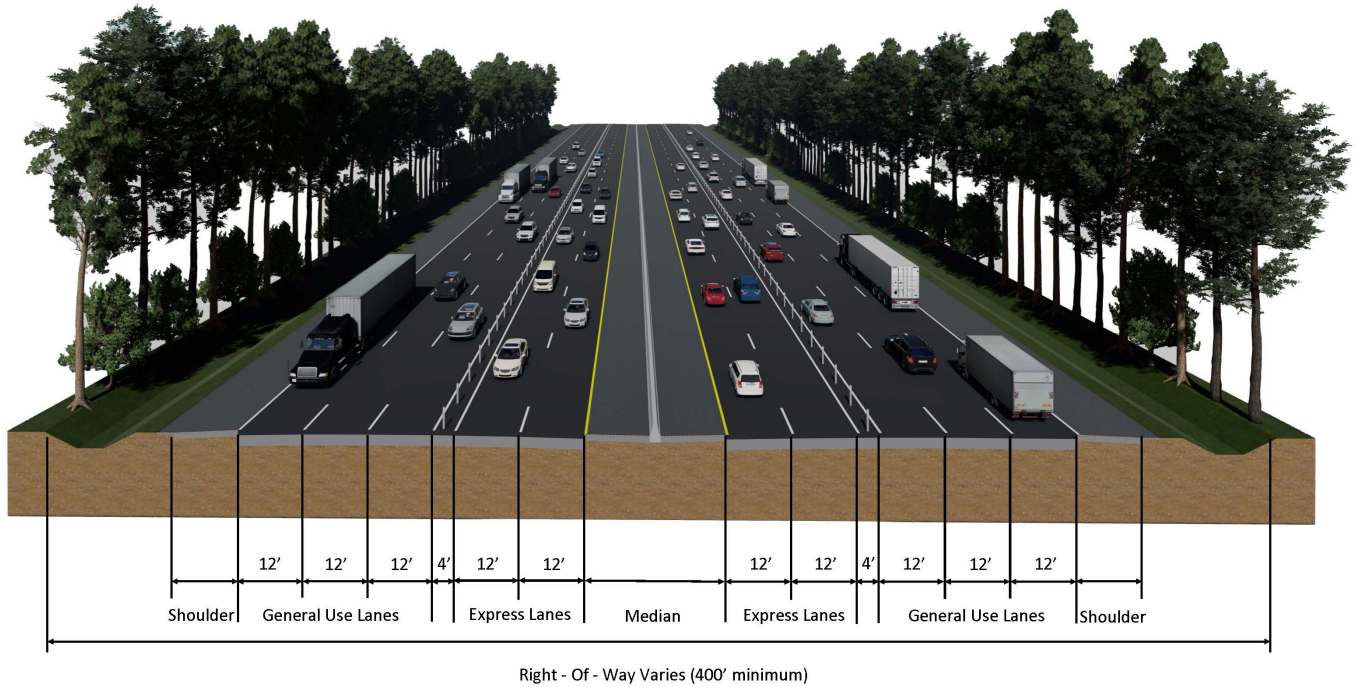


Figure 2. Lane Widening Proposed Typical Section



5. PUBLIC INVOLVEMENT

Were there additional public involvement activities? Yes

A Subsequent Public Hearing is scheduled for December 5, 2019 to present the addition of northbound and southbound general use lanes and the associated traffic noise reevaluation.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Planning Consistency is not required for this re-evaluation.

7. EVALUATION OF CHANGES IN IMPACTS

**RE-EVALUATION
FORM****a. SOCIAL & ECONOMIC**

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects? Yes

The addition of one general purpose lane in each direction provides increased mobility and reduces travel times along I-295. In addition this change offers an additional economic benefit to the traveling public by providing another non-tolled lane within the I-295 corridor for local trips. As these lanes are added within the existing corridor no social, land use or aesthetic effects are indicated. Changes in noise impacts are included in the noise section.

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

No additional right of way will be required.

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

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

b. CULTURAL

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

No additional impacts are identified. The corridor and ponds were previously evaluated in the existing Type 2 Categorical Exclusion dated January 20, 2015. Consultation with the State Historic Preservation Officer resulted in a determination of no historic properties affected dated October 12, 2014.

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? N/A

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

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

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat? No

Wetlands & Surface Waters

A modification to the SJRWMD ERP permit for the stormwater management system is underway. The modification will add widening where pavement for the third lane was not present in the original permit. With the additional pavement (impervious surface), the stormwater ponds will provide additional treatment and attenuation. This will be done by simple modifications to the pond berms and control structures. All of the existing wetland impacts within the ROW have been permitted/mitigated and have now been impacted with construction of the I-295 Express project.

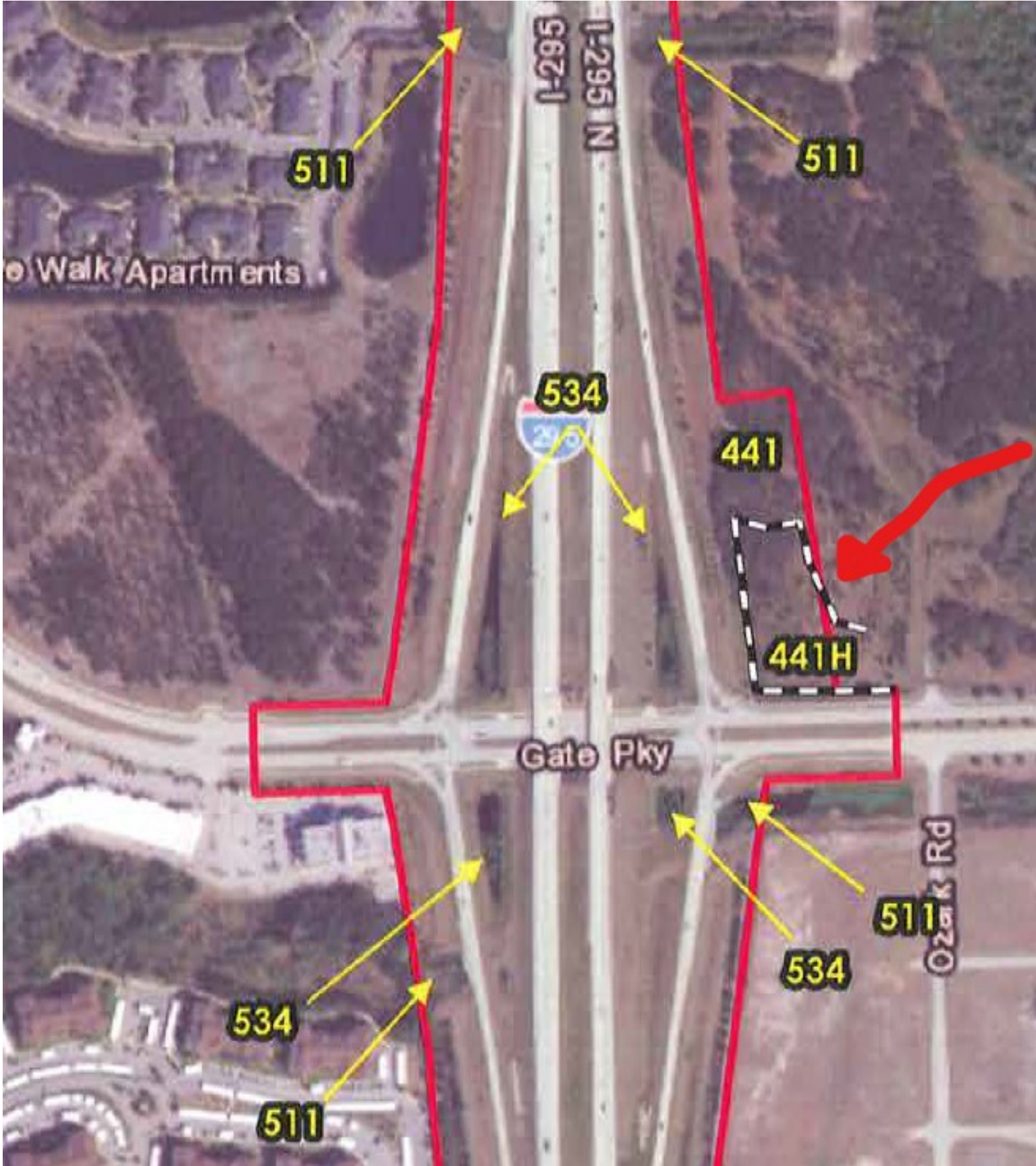
An expansion of Pond 5C (northeast corner of I-295 and Gate Parkway) to the east will impact additional wetlands (#441H shown below). These wetlands were previously mitigated under the existing permit for the SR 9A/Gate Parkway

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**RE-EVALUATION
FORM**

650-050-29
ENVIRONMENTAL MANAGEMENT
06/17

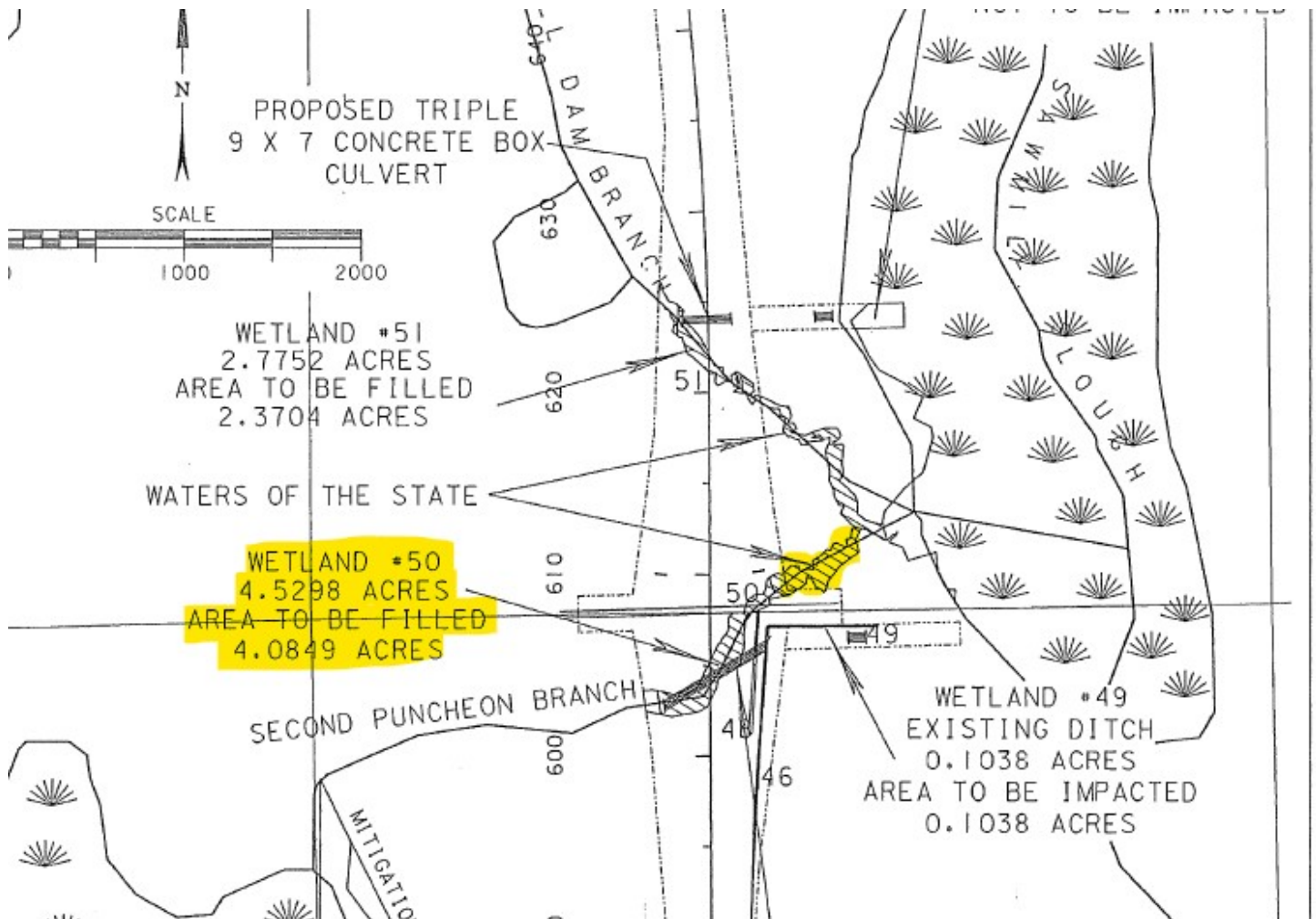
Interchange (ERP# 18092-8, August 14, 2015).

DRAFT



Pond 5C Wetland Impacts

RE-EVALUATION FORM



Previously Permitted/Mitigated Wetland Impacts I295 at Gate Parkway

No significant wetland impacts are anticipated by the addition of lane widening for the general use lanes in each direction along the corridor. As all of the wetland impacts are already permitted with the US Army Corp of Engineers no permit modification is anticipated. Further evaluation of the wetland impacts associated with construction of any additional noise barriers will be analyzed and mitigated if necessary.

Protected Species and Habitat

No Essential Fish Habitat is present within the corridor.

The previous wildlife species evaluation included documentation and evaluation of the presence of the gopher tortoise (*Gopherus polyphemus*) and suitable habitat for the wood stork (*Mycteria americana*). Both species were determined not likely to be adversely affected by the project.

During the 2013/2014 field visits, twelve gopher tortoise (GT) burrows were observed within or just outside of the existing I-295 ROW. Of these twelve burrows, about half appeared to be present within the ROW or within 25 feet of the ROW

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line. No tortoise burrows were observed in Ponds SW11 or 5C. A GT survey was conducted prior to commencement of construction in February 2016 and then again in April 2016. Coordination with the state Fish and Wildlife Conservation Commission (FWC) resulted in implementation of protective fencing at several burrows within the right of way. No GTs were relocated as they were either protected by the fencing or were outside the construction area.

On September 26, 2019, as part of the reevaluation, a site review was conducted to determine if any GTs were still present along the previously identified areas and to note any observation of wood storks. One additional gopher tortoise burrow was identified at the edge of the ROW near pond SE6, however it is in a location which will not be impacted by construction.

No wood storks were observed during the preliminary species evaluation in 2014, however, the wetland impact areas could serve as Suitable Foraging Habitat (SFH) under ideal conditions or when surface water is present. Wetlands in the project study area are located in previously identified Core Foraging Areas (CFAs) of three documented wood stork colonies (Dee Dot Ranch, Cedar Point Road, and Jacksonville Zoo). Wetland mitigation for wood stork SFH was included as part of the permitting process, and the project was determined not likely to adversely affect this species. No wood storks were observed within the project area during the September 26, 2019 site review. No additional consultation is required.

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier resources, Wild and Scenic Rivers, and/or Outstanding Florida Waters? N/A

Are there changes in impacts to Floodplains and/or Water Quality and Stormwater? No

Floodplains

There are no significant additional impacts to floodplains from the addition of general purpose lanes to the project.

Water Quality and Quantity

A modification to the SJRWMD ERP permit for the stormwater management system is underway. With the additional pavement (impervious surface), the existing stormwater ponds will provide treatment and attenuation.

d. PHYSICAL

Are there changes in Air Quality? No

What is the status of Highway Traffic Noise?

A Noise Study Report (NSR) was completed in December 2014. Two Noise Study Report Addenda, NSRA #1 and NSRA #2, were completed in February 2015 and August 2016, respectively. These studies document four noise barrier segments (or sets of barriers) which were advanced to Final Design (Figure A). Three of the four Final Design noise barrier segments have been constructed. The Town Center Parkway noise barrier is currently under construction.

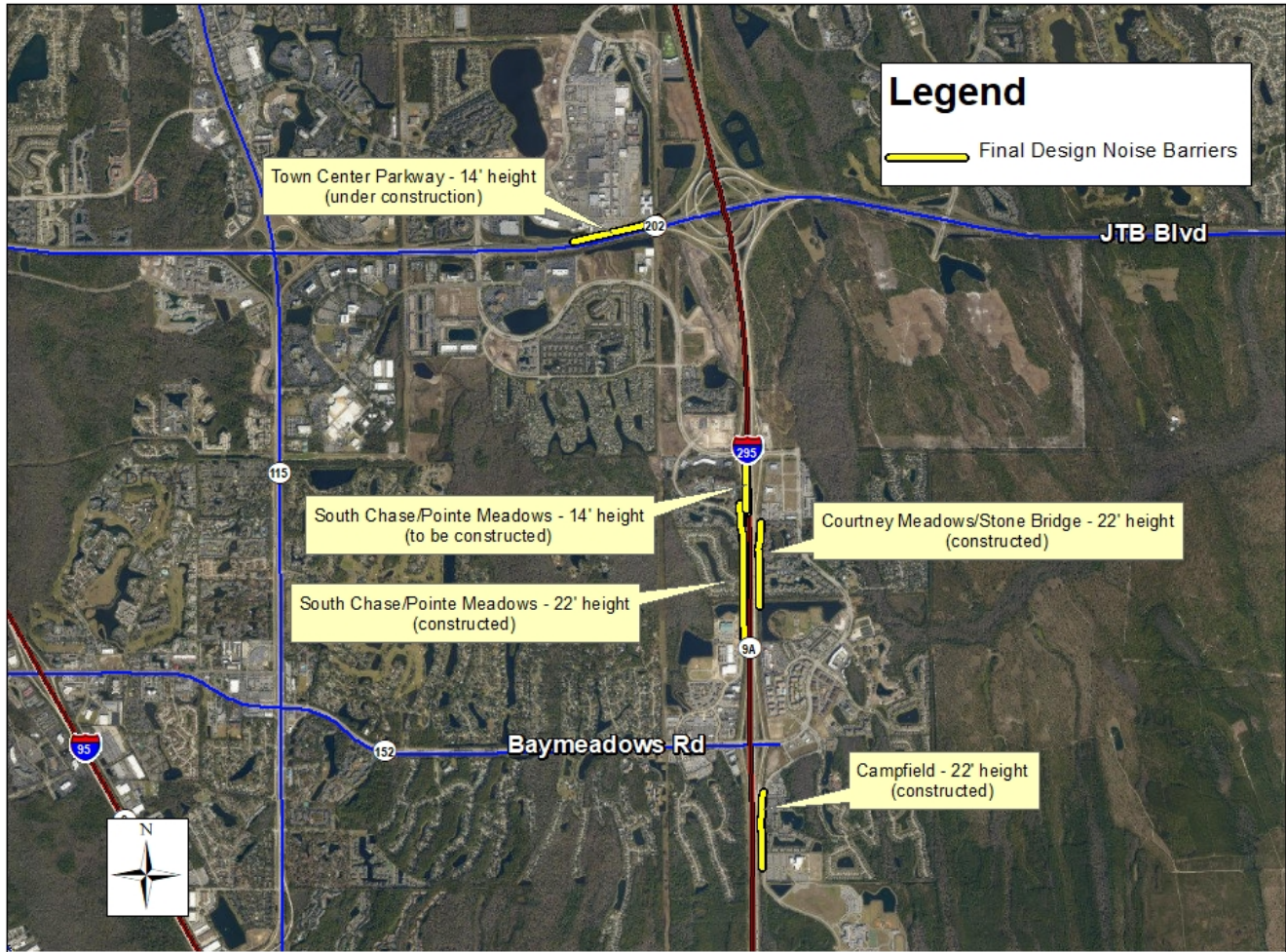


Figure A. Final Design Noise Barriers

A third noise study (NSRA #3) was completed for this reevaluation to analyze and evaluate changes in noise impacts from the proposed design changes. Three of the four Final Design noise barrier segments, impacted by the design change, were reevaluated in NSRA #3 and continue to meet the criteria to provide abatement for noise impacts. Three special-use barriers were also reevaluated in NSRA #3 and do not meet the FDOT Special Use Matrix cost criteria, therefore do not require further consideration. In addition to the four Final Design noise barrier segments advanced from the previous studies, five new noise barrier segments (sets of barriers) were identified in NSRA #3 which meet FDOT's feasibility and reasonableness criteria to mitigate for traffic noise impacts from the project (Figure B). This information is detailed in NSRA #3 which is included in the project file and shown in the figure below.



Figure B. Design Change Evaluation - New Noise Barriers

The Public Outreach for the communities associated with the four Final Design segment barriers was previously completed. Additional public outreach is being conducted for the five new barrier segments (eight total barriers, shown above) as a result of the design changes from the addition of the general purpose lane widening to solicit the viewpoints of the benefited property owners and residents regarding the proposed barriers. A public notice will be sent out prior to the I-295 Express Lane Subsequent Public Hearing scheduled for December 5th, 2019 to solicit responses via mail, email, or in-person at the hearing.

Further constructability review, funding availability and public input will be evaluated to determine the location/length and construction of any additional noise barriers that meet the reasonable and cost feasible criteria.

What is the status of Contamination?

There is no change in the status of the contamination assessment for sites evaluated in support of the initial Type 2 Categorical Exclusion dated January 20, 2015. The Type 2 CE evaluation included a Level 1 Contamination Screening

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Evaluation Report, asbestos surveys of four bridges, and contamination assessments of pond locations. There were no Medium or High Risk rated sites identified in the Level 1 CSER, no asbestos identified on any of the surveyed bridge structures and no soil or groundwater contamination detected in samples collected from the pond locations.

No new sites of concern were identified following a desktop screening of the corridor and ponds.

Are there changes in impacts to Utilities and Railroads? No

Are there changes in impacts to Navigation? N/A

8. COMMITMENT STATUS

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

Are there new environmental commitments? No

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

9. STATUS OF PERMITS**Federal**

Segment	Name	Descriptor	Status	Date
209301-3-52-01	USACE Section 408	Regional General	Obtained	06/08/2015

State

Segment	Name	Descriptor	Status	Date
209301-3-52-01	DEP or WMD Environmental Resource Permit (ERP)	Individual	Obtained	08/14/2015
209301-3-52-01	DEP or WMD Environmental Resource Permit (ERP)	Individual	Modified	11/30/2018
209301-3-52-01	DEP or WMD Environmental Resource Permit (ERP)	Modification	Needed	

Local

None anticipated.

Other

None anticipated.

Comment/explanation if permit listed in original Environmental Document is no longer required.

Mitigation of impacts was achieved by obtaining credits (0.39) from the St. Marks Pond Mitigation Bank.

10. CONCLUSION

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

**RE-EVALUATION
FORM****11. DISTRICT REVIEW AND APPROVAL****Name and title of FDOT Preparer:**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

OEM approval required?

District approving authority or designee

Date

12. OEM APPROVAL

Not Applicable

13. Links to Supporting Documentation

- 1 - [20930135201-CE2-D2-COMMITMENTS-2019-1113.pdf](#)

COMMITMENTS – I295 East Express – 209301-3

As a result of the public hearing, environmental and engineering studies, and interagency coordination, the preferred alternative for Location and Concept Acceptance is the Build Alternative (Ultimate Phase).

The Florida Department of Transportation (FDOT) committed to the following measures:

Noise – Statement of Likelihood

FDOT is committed to the construction of feasible and reasonable noise abatement measures contingent upon the following:

1. Detailed noise analyses during the final design process supports the need, feasibility and reasonableness of providing abatement;
2. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
3. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
4. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
5. Any other mitigating circumstances revealed during the final design have been analyzed and resolved.

Status Update:

11/13/2019

FDOT has completed construction of three of the four noise barrier segments during construction of this design build project. A fourth at Town Center Parkway is under construction. Based on the design change that adds additional widening for general use lanes both northbound and southbound further noise impacts were analyzed. Results of the analysis indicate five new segments of noise barriers meet the cost feasible and reasonable abatement criteria.

Further constructability review, funding availability and public input will be evaluated to determine the location/length and proposed construction of any additional noise barriers that meet the reasonable and cost feasible abatement criteria.