FEDERAL HIGHWAY ADMINISTRATION
FLORIDA DIVISION

ADMINISTRATIVE ACTION

FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation
Federal Highway Administration
and
Florida Department of Transportation

Financial Project ID Number: 431418-2
Federal Project Number: Not Assigned
ETDM #13881

S.R. 9B Extension
County Road 2209 to Duval County Line
St. Johns, County, Florida

The proposed project is a 2.3-mile four-lane divided limited access facility to connect County Road (CR) 2209 with State Road (SR) 9B at Interstate 95, and a 0.9-mile connector road from SR 9B to Race Track Road. The project includes bridges over Russell Sampson Road, Durbin Creek, Race Track Road Connector and Race Track Road.

Submitted pursuant to 42 U.S.C. 4332 (2)(c)

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

11-3-14
Date

for Buddy Cunill
Division Administrator
Federal Highway Administration

This Finding of No Significant Impact (FONSI) was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969. The Florida Department of Transportation (FDOT), in close coordination with the Federal Highway Administration (FHWA), is proposing a new four-lane divided limited access extension of SR 9B from the Interstate 95/SR 9B interchange to CR 2209 and a new four-lane divided urban arterial connector from the SR 9B Extension to Race Track Road. Impacts from the Preferred Alternative (Build Alternative) are not anticipated to be significant on the natural, physical, social, or cultural environments. This FONSI is based on the attached *Environmental Assessment* (EA) and documents the rationale for the decisions and findings.

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ENVIRONMENTAL ASSESSMENT

PUBLIC HEARING TRANSCRIPT

Acronyms

ADA	Americans with Disabilities Act of 1990
AN	Advance Notification
CD	Compact Disc
CFR	Code of Federal Regulations
CR	County Road
CRAS	Cultural Resource Assessment Survey
D/F	Dredge and Fill
EA	Environmental Assessment
EFH	Essential Fish Habitat
EJ	Environmental Justice
ESA	Endangered Species Act
ETDM	Efficient Transportation Decision Making
FS	Florida Statute
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
FS	Florida Statute
FY	Fiscal Year
HUC	Hydrologic Unit Code
IMR	Interchange Modification Report
LEP	Limited English Proficiency
LOS	Level of Service
LRTP	Long-Range Transportation Plan
NFTPO	North Florida Transportation Planning Organization
NMFS	National Marine Fisheries Service
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
PD&E	Project Development and Environment
PIP	Public Involvement Program
SHPO	State Historic Preservation Officer
SIP	State Improvement Plan
SJRWMD	St. Johns River Water Management District
SPUI	Single Point Urban Interchange
SR	State Road
STIP	State Transportation Improvement Plan
TIP	Transportation Improvement Program
US	United States

UMAM	Uniform Mitigation Assessment Methodology
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WMD	Water Management District
WRAP	Wetland Rapid Assessment Procedure

A. Statement of No Significant Impact

Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. The Finding of No Significant Impact (FONSI) is based on the attached *Environmental Assessment* (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the attached EA.

B. Project Description and Purpose and Need

This project is a 2.3-mile extension of State Road (SR) 9B in St. Johns County, Florida. The SR 9B Extension is envisioned as a new four-lane limited access facility. The project will extend SR 9B from the Interstate 95 (I-95)/SR 9B interchange to County Road (CR) 2209, and also provide a connection to existing Race Track Road. The connection to Race Track Road is a 0.9-mile rural collector roadway. This project includes four new bridge locations. These locations are Russell Sampson Road, Durbin Creek, Race Track Road Connection, and Race Track Road.

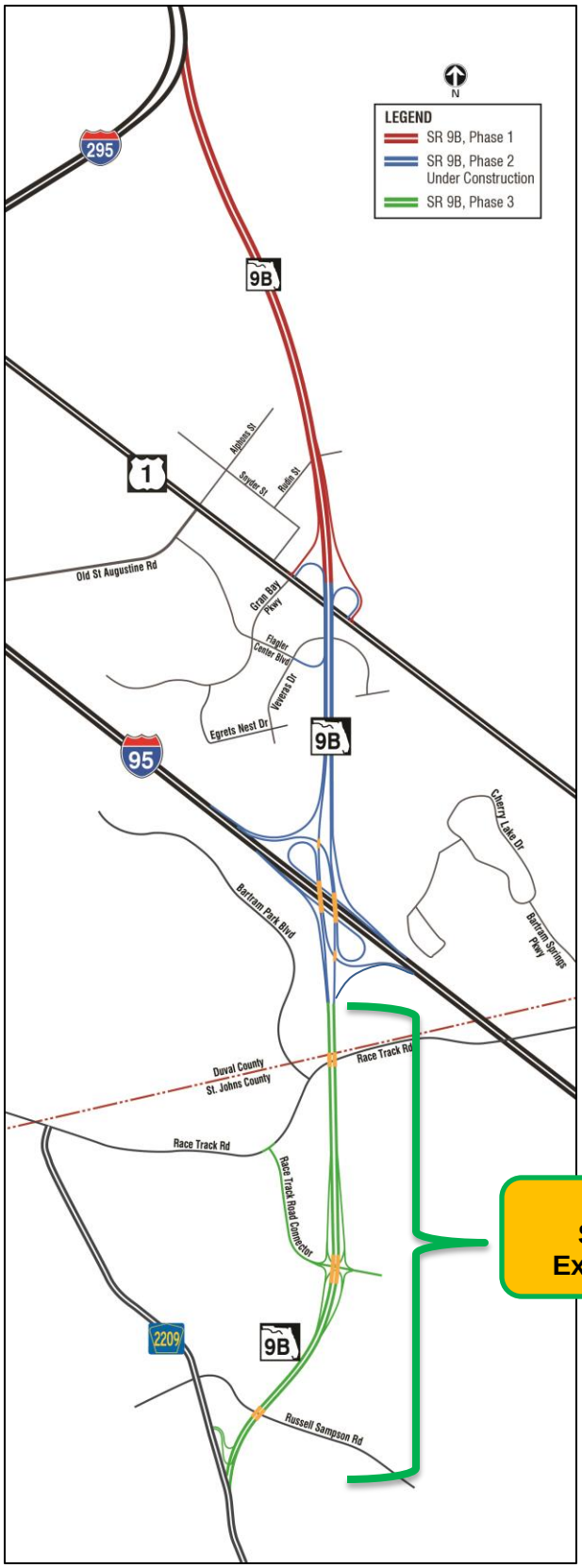
The proposed project is the third phase of SR 9B which is part of the east beltway around the City of Jacksonville which includes I-295 (SR 9A). Construction on the first phase of SR 9B from United States (US) 1 to I-295 was completed in 2013. Construction of the second phase, from I-95 to US 1, began in 2013 and is scheduled to be complete in early 2016. Figure 1 shows all of the referenced SR 9B segments.

The purpose of the proposed SR 9B Extension is to relieve traffic congestion at two heavily congested interchanges on I-95. The two interchanges, one at CR 210 and the other at Old St. Augustine Road, are located south and north of the SR 9B interchange, respectively.

In 2010, the ramp termini at the I-95/Old St. Augustine Road interchange were operating at unacceptable level of service (LOS) E and F in the AM Peak Hour, and LOS C and E in the PM Peak Hour. The I-95 ramp termini at CR 210 are forecasted to degrade to LOS F by 2025 in a No-Build situation.

An *I-95 at SR 9B Extension Interchange Modification Report* (IMR) was completed for this project in May 2014, and approved by FHWA. This IMR is included on the Compact Disk (CD) attached to the EA and available from Florida Department of Transportation (FDOT) District Two Office in Lake City, Florida. The IMR indicates that the SR 9B Extension provides improved operations compared to the No-Build Alternative. The SR 9B Extension provides a system linkage between I-95, SR 9B and CR 2209 while maintaining the integrity of the interstate system. The SR 9B Extension is anticipated to provide acceptable operations at the adjacent interchanges through the year 2035, and with the addition of auxiliary lanes on I-95 through the year 2040.

Figure 1: SR 9B Extension Project Location



C. Project Funding

This project is located within the Jacksonville Urbanized Area and it is listed as project number 134 in the approved *2035 North Florida Transportation Planning Organization (NFTPO) Long-Range Transportation Plan* (LRTP). The project is ranked fourth in the NFTPO List of Priority Projects, as adopted June 2014. Additionally, the project is listed in the *2040 Needs Plan/Cost Feasible Plan, Year 2018 Existing Plus Committed Roadway Projects*.

The project is included in the *Transportation Improvement Program* (TIP) *Fiscal Year (FY) 2014/15-2018/19*, which was adopted June 12, 2014. The TIP proposes funding for preliminary engineering through FY 2014/2015, and right-of-way beginning in FY 2014/2015. Funding for construction is included in the FDOT *State Transportation Improvement Plan* (STIP), effective date July 1, 2014. The project funding is summarized in Table 1. The FDOT FY starts on July 1 and ends on June 30 of the following year. The Federal FY starts October 1 and ends September 30 of the following year. All project funding documentation may be found in Appendix A.

Table 1: State Transportation Improvement Plan Funding

	$ Millions	**Time Frame**	**Funding Type**
Preliminary Engineering*	$ 3.8	2013-2015	State/Federal
Right-of-Way	$ 10.1	2014-2016	State/Federal
Construction	$ 111.3	2015	State/Federal
Total	$ 125.2		

Source: STIP, July 1, 2014.
**"Preliminary Engineering" includes PD&E, design, and utilities.*

D. Recommended Alternative

The Preferred Alternative is the Build Alternative. It will provide a southward extension of SR 9B directly linking CR 2209 with the I-95/SR 9B Interchange and the northern sections of SR 9B. This SR 9B Extension will be a four-lane divided limited-access freeway facility with auxiliary lanes that includes a new local access interchange at a new Race Track Road Connector. A Single Point Urban Interchange (SPUI) is the preferred interchange alternative for this local access interchange. The Preferred Alternative (Build Alternative) includes construction of the Race Track Road connector, which will be a new four-lane divided urban arterial road that connects the SR 9B Extension with Race Track Road. The Preferred Alternative is illustrated in Figure 2.

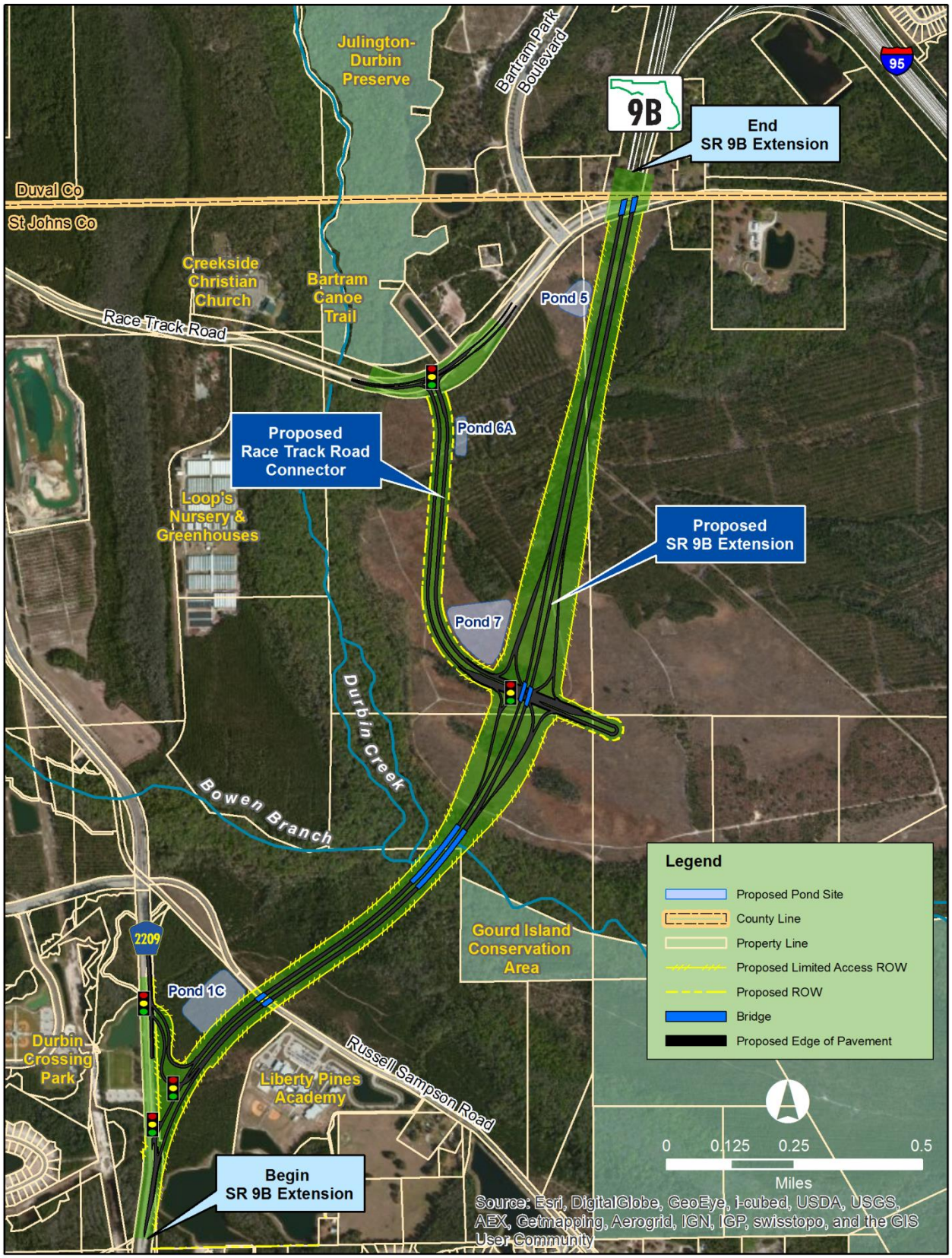
The median between CR 2209 and the Race Track Road Connector interchange is designed to minimize the road footprint at the Durbin Creek crossing, and will match the existing CR 2209 40-foot median width. The median will widen to 64 feet between the Race Track Road Connector interchange and the north project limits to match the existing SR 9B median. All travel lanes will be a standard 12-foot width, with standard inside and outside shoulder dimensions. Roadside safe recovery will be provided with recoverable side slope dimensions or guardrail protection. Surface drainage will be collected in roadside swales and conveyed to stormwater treatment facilities. The right-of-way will be 276 feet wide between CR 2209 and the Race Track Road Connector interchange and 324 feet wide north of the interchange, with additional area to accommodate interchange ramps. The proposed typical sections are illustrated in Figure 3 of the EA.

The Race Track Road Connector typical section is a four lane divided urban arterial with a 55-foot wide median to accommodate turn lanes, two 12-foot travel lanes and a 4-foot bike lane in each direction. Sidewalks, to be constructed as the adjacent property develops, will be provided inside the right-of-way on each side. Surface drainage will be collected by curb and gutter with inlets and conveyed by enclosed drainage pipes to stormwater treatment facilities. A border width of approximately 44 feet on each side will provide safe separation between the road and adjacent property, and provide for right turn lanes where needed. The right-of-way will generally be 200 feet wide.

The Preferred Alternative (Build Alternative) will include four bridge locations. These locations are Russell Sampson Road, Durbin Creek, Race Track Road Connection, and Race Track Road. A pair of bridges is proposed for each location, one for the northbound lanes and another for the southbound lanes. Bridge concept typical sections that apply to the four bridge locations are illustrated in Figure 3 of the EA. The SR 9B Extension Bridges over Durbin Creek are intended to cross the creek, floodway and associated wetlands with sufficient span and clearance to avoid floodway impact, minimize wetland impact, and provide a sufficiently high and wide opening to encourage wildlife movement. The median width on the Durbin Creek Bridge is set at 40 feet, the minimum safe rural highway width, in order to minimize wetland impact. Figure 3, in the EA, also includes a typical that shows an embankment section on approach to the Durbin Creek Bridge illustrating the use of guardrail-protected maximum side slopes in order to minimize wetland impact.

The Preferred Alternative (Build Alternative) will meet the primary objective to relieve congestion at two adjacent I-95 local access interchanges, I-95/CR 210 to the south and I-95/Old St. Augustine Road to the north. This alternative provides a direct link between CR 2209 and SR 9B, and provides better access between residential areas in northern St. Johns County and employment areas in southeastern Duval County.

Figure 2: SR 9B Extension Preferred Alternative



E. Relocation and Right-of-Way

No relocations are associated with the Preferred Alternative (Build Alternative) based on aerial photo interpretation and county property appraiser data of the conceptual right-of-way limits. The additional right-of-way area includes three parcels, one is St. Johns County owned and the other two are privately-owned parcels currently in silviculture. This estimate includes analysis of potential ponds sites and considers the acquisition of limited-access right-of-way and donated land for right-of-way. All right-of-way will be acquired for this project in a manner which is consistent with the requirements of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).* No need for remediation has been identified.

F. Environmental Justice (EJ)

The project will not cause disproportionately high and adverse effects on any minority or low income populations in accordance with the provisions of *Executive Order 12898* and *FHWA Order 6640.23*. All pedestrian facilities will be designed and constructed according to applicable *Americans with Disabilities Act of 1990* (ADA) standards. No further Environmental Justice (EJ) analysis is required.

G. Limited English Proficiency (LEP)

In accordance with *Executive Order 13166, "*Improving Access to Service for Persons with Limited English Proficiency (LEP)", the project has been assessed with regard to the number and proportion of LEP persons in the study area. The project area demographics do not trigger FDOT's LEP plan for written translation services. However, FDOT ensures verbal interpretation free of charge and regardless of language, with appropriate notice.

H. Section 4(f) Resources

There are no cultural resources determined by the State Historic Preservation Officer (SHPO) to be eligible for the *National Register of Historic Places* (NRHP) (see Section I. Cultural Resources) within the project area. Therefore, there are no Section 4(f) sites associated with any historic or archaeological resources. Three park and recreation areas are located within proximity to the project, including Durbin Crossing Park; Julington-Durbin Preserve; and Gourd Island Conservation Area (see Figure 2). The Preferred Alternative (Build Alternative) will not require property from the park or conservation areas, and will not change access to any Section 4(f) resources. The proposed action will not use any properties as defined by Section 4(f) of the Department of Transportation Act. FHWA has determined that Section 4(f) does not apply.

I. Cultural Resources

A *Cultural Resource Assessment Survey* (CRAS) was completed for the proposed project in November 2012. The CRAS is included on the CD attached to the EA and available at the FDOT District Two Office in Lake City, Florida. The survey was completed in accordance with *36 CFR, Part 800*, and *Section 106* of the *National Historic Preservation Act of 1966*, as amended by *Public Law 89-655*, the *Archaeological and Historic Preservation Act of 1966*, as amended by *Public Law 93-291*; *Executive Order 11593*; *Chapter 267, Florida Statues (FS)*, and *Part 2, Chapter 12* of the *FDOT Project Development and Environment (PD&E) Guidelines*. In addition, a CRAS for the alternative ponds sites was completed in October 2013.

Based on the results of this investigation, it has been determined that the Preferred Alternative (Build Alternative) will have no effect on cultural resources eligible for listing in the NRHP. In compliance with *Section 106* of the *National Historic Preservation Act* and in consultation with SHPO, the FHWA has determined the proposed action will have no adverse effect upon any properties protected under Section 106 (see Appendix D, of the EA).

J. Air Quality

Results of computer modeling indicate that air quality at selected receptor locations will not exceed State of Florida Ambient Air Quality Standards through the design year. This project is in an area where the *State Implementation Plan* (SIP) does not contain any transportation control measures. Therefore, the conformity procedures of *23 CFR 770* does not apply to this project. This project is in conformance with the SIP because it will not cause violations of air quality standards and will not interfere with any transportation control measures.

K. Noise

The project was evaluated according to the current *23 CFR 772, Procedures for Abatement of Highway Noise and Construction Noise* (July 13, 2010), *Part II, Chapter 17* of FDOT *PD&E Guidelines* (May 24, 2011), and *Chapter 335.17, FS*, and adheres to recent changes in the FHWA traffic noise analysis guidelines contained in *Report FHWA-HEP-10-025, "Highway Traffic Noise: Analysis and Abatement Guidance"*, (December 2011). The noise analysis for the Preferred Alternative (Build Alternative) shows noise is expected to increase in proximity to the project corridor. However, based on the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at two Activity Category B sites and one Activity Category C site, as identified in Section 5.4.1, Noise, of the EA.

Temporary noise and vibration impacts will occur from construction activities. It is anticipated that the application of the FDOT *Standard Specifications for Road and Bridge Construction* will minimize or eliminate most of the potential construction noise and vibration impacts.

L. Floodplain Finding

The project has been developed and evaluated in accordance with *Executive Order 11988,* "Floodplain Management", *USDOT Order 5650.2*, "Floodplain Management and Protection", and *Federal-Aid Policy Guide 23 CFR 650A*. Federal Emergency Management Agency (FEMA) has established a regulatory floodway on the only floodplain within the project footprint. The Preferred Alternative (Build Alternative) intersects with the regulatory floodway associated with Durbin Creek. The project has one transverse crossing of the regulatory floodway and no other encroachments into the floodway. The SR 9B Extension crossing of the regulatory floodway will be designed to cause zero-rise in the 100-year floodway water surface elevation. These changes have been reviewed by the appropriate regulatory authorities who have concurred with the determination that there will be no significant impacts. There will not be significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

M. Wetlands Finding

In accordance with *Executive Order 11990* "Protection of Wetlands", wetlands were given special considerations during the development and evaluation of alternatives to the proposed action which would avoid impacting wetlands. The Dredge/Fill (D/F) impacts of the Build Alternative are expected to total 42.88 acres of wetlands and other surface waters, and to incur a total of 30.991 Uniform Mitigation Assessment Methodology (UMAM) units of functional loss within the proposed right-of-way. The D/F impacts of the proposed ponds sites are expected to total an additional 5.42 acres of wetlands, and to incur a total of 3.557 UMAM units of functional loss. The Preferred Alternative (Build Alternative) is located to best minimize overall natural, cultural and community impacts. All practicable measures will be taken to minimize harm to wetland areas. A more detailed analysis of wetland impacts is presented in Section 5.3.1, Wetlands, of the EA.

Under current environmental regulations, the project would be permitted by Environmental Resource Permit (ERP) from the St. Johns River Water Management District (SJRWMD) and by Individual Permit from the U.S. Army Corps of Engineers (USACE). Required mitigation for wetland loss would be determined at the time of permitting, when final design plans, including storm water management structures, are evaluated.

FDOT has purchased SJRWMD and USACE credits at Tupelo Mitigation Bank for the SR 9B project. Wetland credits were purchased using state funds on Contract BDG72 (FPI Numbers 209294-4-C8-01 and 209294-7-C8-01). The credits were originally purchased for SR 9B from I-95 to SR 9A; however, the credits were not fully used and are available for use on the current SR 9B project. FDOT has 104 Wetland Rapid Assessment Procedure (WRAP) credits available for use. FDOT expects to use the previously purchased credits to offset all of the project's impacts. If additional mitigation credits are required, FDOT will accomplish mitigation in accordance with SJRWMD and USACE requirements.

Based upon the above consideration, it has been determined that there is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

N. Water Quality

No significant degradation of water quality is anticipated. The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SJRWMD in *Florida Administrative Code* (*F.A.C.) 40C-4*. During the design and permitting phase of the project, coordination with appropriate environmental agencies will be carried out. In accordance with the FDOTs *Standard Specifications for Road and Bridge Construction,* all Best Management Practices for erosion control and water quality considerations will be adhered to during the construction phase of the project.

O. Wildlife and Habitat

Pursuant to Section 7(c) of the *Endangered Species Act of 1973* (ESA), as amended, the proposed project has been evaluated for its potential to affect federally listed Threatened and Endangered species or their designated Critical Habitat. The potential for impacts to United States Fish and Wildlife Service (USFWS) defined Critical Habitats was assessed in relationship to the project, and it has been determined that no Critical Habitat will be impacted.

No federally listed species have been documented or observed in the project area. However, two federally-listed wildlife species, the indigo snake and wood stork, have moderate likelihoods of occurrence within the study area. FDOT has determined that this project may affect, but is not likely to adversely affect the Eastern indigo snake and wood stork. To assure the protection of the Eastern indigo snake during construction, FDOT will incorporate the guideline “Standard Protection Measures for the Eastern Indigo Snake” into the final project design and will require that the construction contractor abide strictly to the guidelines during construction.

The gopher tortoise, a candidate species for federal listing, was observed in the study area. Prior to construction, surveys for gopher tortoise burrows will be completed. Shall any gopher tortoise involvement be identified in future project phases; the FWC *Gopher Tortoise Permitting Guidelines* will be utilized.

To minimize secondary impacts to wetlands and wildlife resources resulting from the Preferred Alternative (Build Alternative), the bridge over Durbin Creek will be designed with sufficient length to minimize impact to wetland habitat and the floodplain area. Culverts located at existing drainage ways and sized appropriately for movement of storm water from one side of the road to the other, may provide additional opportunities for the passage reptiles and amphibians along the proposed project These efforts will follow the *FDOT Wildlife Crossing Guidelines*.

After consultation with the USFWS, the determination was made that the project is not likely to adversely affect resources protected by the *Endangered Species Act of 1973* (see Appendix E, of the EA).

P. Essential Fish Habitat (EFH)

FDOT performed an investigation to determine if Durbin Creek is tidal in the vicinity of the project corridor. The study determined that the creek was not tidal at this location. Because there is not tidal fluctuation within the project area, neither Durbin Creek nor other onsite wetland systems are considered Essential Fish Habitat (EFH) by the National Marine Fisheries Service (NMFS). The NMFS has reviewed the study and conducted a field visit on December 18, 2013, to confirm the results. NMFS concurs with the findings that Durbin Creek is not tidal in the vicinity of the proposed project (see Appendix F, of the EA).

Q. Farmlands

Through early coordination with the Natural Resource Conservation Service (NRCS) during the Efficient Transportation Decision Making (ETDM) process, NRCS has determined that although there are farmland resources within the project area, none of the soils are considered to meet the requirements of Prime or Unique Farmlands as defined in *7 CFR 658*. Therefore the provisions of the *Farmland Protection Policy Act of 1984* do not apply to this project.

R. Contamination

A Level 1 Contamination Screening Evaluation was completed for the proposed project. The FDOT will take the appropriate actions concerning four potentially contaminated sites that were identified within or adjacent to the Preferred Alternative (Build Alternative) right of way. A site assessment will be performed to the degree necessary to determine levels of contamination, if any, at the sites listed below; and if necessary, evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies, and, prior to right-of-way acquisition, appropriate action will be taken, where applicable.

Site 1: Vacant Residential Property, 5500 Race Track Road, St. Johns, FL, RE#023540-0002. This facility is rated as HIGH risk and is located within the proposed right-of-way. Areas of petroleum products storage, solid waste debris and former gardens are of concern. Further assessment is Preferred in the vicinity of the shed, the debris pile, and the former garden area to determine if the areas of proposed construction activities have been negatively impacted. A pole mounted transformer will need to be removed.

Site 2: Liberty Pines Academy, 10901 Russell Sampson Road, St. Johns, FL, RE#023630-0042. This facility is rated as NO risk, and adjoins the Preferred Alternative (Build Alternative) corridor to the south. Areas of petroleum or hazardous material storage/handling, if any, are of concern. Impacts to construction are not anticipated at this time.

Site 3: Loop's Nursery and Greenhouse, 4844 Race Track Road, St. Johns, FL, RE#023600-0020. This facility is rated as LOW risk and is located 1,300 feet west of the subject corridor beyond the intervening hydrological feature of Durbin Creek. Impacts to construction are not anticipated at this time. Areas of herbicide/pesticides storage and mixing areas and spray areas

are of concern. Further assessment may be warranted if construction activities are proposed or occur within 100 feet.

Site 4: Craven's Nursery, 5255 Race Track Road, St, Johns, FL, RE#168141-0000. This facility is rated as LOW risk and is located 450 feet northeast of the subject corridor. Areas of herbicide/pesticides storage and mixing areas and spray areas are of concern. However, only small quantities of such products are suspected to be used and impacts to construction are not anticipated at this time. If construction activities are proposed or occur within 100 feet, further assessment may be warranted.

S. Coastal Zone Consistency

The Florida Department of Environmental Protection (FDEP) has determined that the proposed project is consistent with the *Florida Coastal Zone Management Plan* (FCMP) based on the comments received at the Advance Notification (AN) stage and throughout the ETDM process (see Appendix B and C, of the EA).

T. Public Involvement

A Public Involvement Program was conducted during the course of the study as documented in Section 6, Comments and Coordination, of the EA. In addition, a Public Hearing was held on September 15, 2014. Overall response to the Preferred Alternative (Build Alternative) indicates that the Build Alternative is the locally preferred alternative. A copy of the Public Hearing Transcript is attached.

U. Statement on Public Availability

The approved Environmental Assessment addresses all of the viable alternatives that were studied during project development. The environmental effects of all alternatives under consideration were evaluated when preparing the assessment. Even though the document was made available to the public before the public hearing the Finding of No Significant Impact was made after consideration of all comments received as a result of public availability and the public hearing.

ENVIRONMENTAL ASSESSMENT

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Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
AN	Advance Notification
APE	Area of Potential Effect
BEBR	Bureau of Economic and Business Research
CAA	Clean Air Act
CD	Compact Disc
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMR	Compensatory Mitigation Rule
CO	Carbon Monoxide
CO2	Carbon Dioxide
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DRI	Development of Regional Impact
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ESBA	Endangered Species Biological Assessment
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FMS	Florida Master Site File
FNAI	Florida National Areas Inventory

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FY	Fiscal Year
GHG	Greenhouse Gases
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LHR	Location Hydraulics Report
LOS	Level of Service
LRTP	Long-Range Transportation Plan
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NFTPO	North Florida Transportation Planning Organization
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
PARA	Potentially Affected Resource Area
PD&E	Project Development and Environment
PER	Preliminary Engineering Report
PIP	Public Involvement Program
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UMAM	Uniform Mitigation Assessment Methodology
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
WER	Wetland Evaluation Report
WMD	Water Management District
WQIE	Water Quality Impact Evaluation

1.0 Project Description

The proposed project is a 2.3-mile extension of State Road (SR) 9B in St. Johns County, Florida. The project would extend SR 9B from the Interstate 95 (I-95)/SR 9B interchange to County Road (CR) 2209, and also provide a connection to existing Race Track Road. The SR 9B Extension is envisioned as a new four-lane limited access facility. The connection to Race Track Road is proposed as a 0.9 mile rural collector roadway.

The proposed project is just one segment of SR 9B which is part of the east beltway around the City of Jacksonville which includes I-295 (SR 9A). Construction on the first segment of SR 9B from United States (US) 1 to I-295 was completed in 2013. Construction of the second segment, from I-95 to US 1, began in 2013 and is scheduled to be complete in early 2016. Figure 1 shows all of the referenced SR 9B segments.

2.0 Purpose and Need

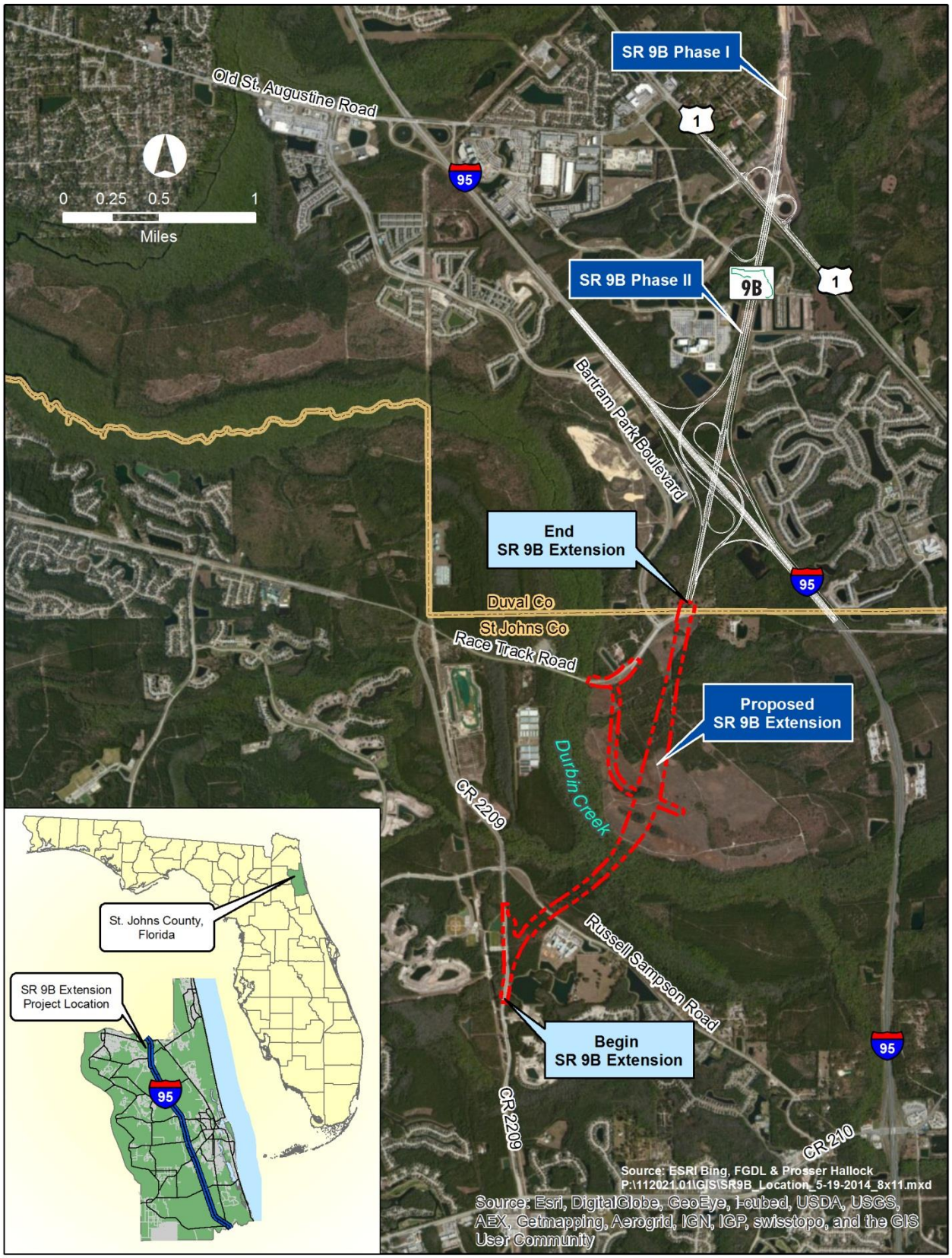
The purpose of the proposed SR 9B Extension is to relieve traffic congestion at two heavily congested interchanges on I-95. The two interchanges, one at CR 210 and the other at Old St. Augustine Road, are located south and north of the SR 9B interchange, respectively.

In 2010, the ramp termini at the I-95/Old St. Augustine Road interchange were operating at unacceptable level of service (LOS) E and F in the AM Peak Hour, and LOS C and E in the PM Peak Hour. The I-95 ramp termini at CR 210 are forecasted to degrade to LOS F by 2025 in a No-Build situation.

Federal Highway Administration (FHWA) approved the *I-95 at Future SR 9B Interchange Justification Report* (IJR) in March 2012. The IJR documented improvements to the adjacent interchanges were not feasible and recommended that SR 9B be extended into St. Johns County for the purpose of relieving congestion at the two adjacent interchanges. Substantial residential population growth has occurred in the region, including the two counties in which the proposed SR 9B is located. Over the past decade, U.S. Census Bureau data estimates that the population of Duval and St. Johns Counties has grown by 11% and 54%, respectively. Improvements to the local road network (CR 210, CR 2209, Race Track Road and Bartram Park Boulevard) adjacent to I-95 in the project vicinity would not fulfill the identified project need to relieve the two heavily congested interchanges on I-95. Improvements to the local road network may benefit the improved links by adding capacity, but would not address the need at the congested I-95 interchange nodes because the local traffic would still access the freeway network through these two interchange nodes. The proposed SR 9B Extension, on the other hand, would meet the project purpose and need by providing additional access to the I-95/SR 9B system interchange, which 1) has sufficient capacity to operate at an acceptable LOS, and 2) offers a direct link to SR 9B without routing traffic onto I-95.

An *I-95 at SR 9B Extension Interchange Modification Report* (IMR) was completed for this project in May 2014, and approved by FHWA. This IMR is included on the attached CD and available from FDOT District Two Office in Lake City, Florida. The IMR indicates that the proposed Build Alternative provides improved operations compared to the No-Build Alternative (see Section 4.2 Build Alternative). The Build Alternative provides a system linkage between I-95, SR 9B and CR 2209 while maintaining the integrity of the interstate system. The Build Alternative is anticipated to provide acceptable operations at the adjacent interchanges through the year 2035, and with the addition of auxiliary lanes on I-95 through the year 2040.

Figure 1: SR 9B Extension Project Location



3.0 Project Planning Consistency and Funding

This project is located within the Jacksonville Urbanized Area and it is listed as project number 134 in the approved *2035 North Florida Transportation Planning Organization (NFTPO) Long-Range Transportation Plan* (LRTP). The project is ranked fourth in the NFTPO List of Priority Projects, as adopted June 2014. Additionally, the project is listed in the *2040 Needs Plan/Cost Feasible Plan, Year 2018 Existing Plus Committed Roadway Projects.*

The project is included in the *Transportation Improvement Program* (TIP) *Fiscal Year (FY) 2014/15-2018/19*, which was adopted June 12, 2014. The TIP proposes funding for preliminary engineering through FY 2014/2015, and right-of-way beginning in FY 2014/2015. Funding for construction is included in the FDOT *State Transportation Improvement Plan* (STIP), effective date July 1, 2014. The project funding is summarized in Table 1. The FDOT FY starts on July 1 and ends on June 30 of the following year. The Federal FY starts October 1 and ends September 30 of the following year. All project funding documentation may be found in Appendix A.

Table 1: State Transportation Improvement Plan Funding

	$ Millions	**Time Frame**	**Funding Type**
Preliminary Engineering*	$ 3.8	2013-2015	State/Federal
Right-of-Way	$ 10.1	2014-2016	State/Federal
Construction	$ 111.3	2015	State/Federal
Total	$ 125.2		

Source: STIP, July 1, 2014.
**"Preliminary Engineering" includes PD&E, design, and utilities.*

4.0 Alternatives Considered

There are two alternatives being considered for this project: the No-Build and the Build Alternative. The Build Alternative is a multimodal alternative with two potential interchange designs under review. Various Transportation System Management (TSM) alternatives including adding and lengthening turn lanes at the existing I-95 ramps and intersections have been previously implemented. The following is a discussion of the No-Build and Build Alternative.

4.1 No-Build Alternative

The No-Build Alternative would leave the road network in its current configuration and the SR 9B Extension would not be constructed. I-95 would be improved as defined in the *I-95 Master Plan* and the *NFTPO LRTP*. SR 9B would be completed northward from I-95 to I-295 in Duval County and the I-95/SR 9B interchange would be constructed. However, without the SR 9B Extension, there would be no connection between CR 2209 and SR 9B. Therefore there would be no direct access route between St. Johns County and either I-95 or SR 9B in this area.

The No-Build Alternative does not fulfill the need for the project as identified in the *NFTPO LRTP* and the *I-95 at Future SR 9B Interchange Justification Report*, in that: 1) there would be no connection between north St. Johns County arterial routes (CR 2209 and Race Track Road) and SR 9B serving southeast Duval County; and 2) existing and future LOS deficiencies would remain on adjacent I-95 interchanges and on the surrounding arterial road network. The No-Build Alternative is included in the evaluation matrix for comparative purposes.

4.2 Build Alternative

One Build Alternative has been developed and evaluated for the SR 9B Extension project. The proposed Build Alternative would provide a southward extension of SR 9B directly linking CR 2209 with the I-95/SR 9B Interchange and the northern sections of SR 9B. The SR 9B Extension is proposed as a limited-access freeway facility that would include a new local access interchange at a proposed Race Track Road Connector, an arterial road that would connect with Race Track Road. Two interchange configurations at Race Track Road Connector are under consideration for the new local access interchange: 1) a Single Point Urban Interchange (SPUI), or 2) a Diverging Diamond Interchange (DDI). The proposed Build Alternative is illustrated in Figure 2 with a SPUI.

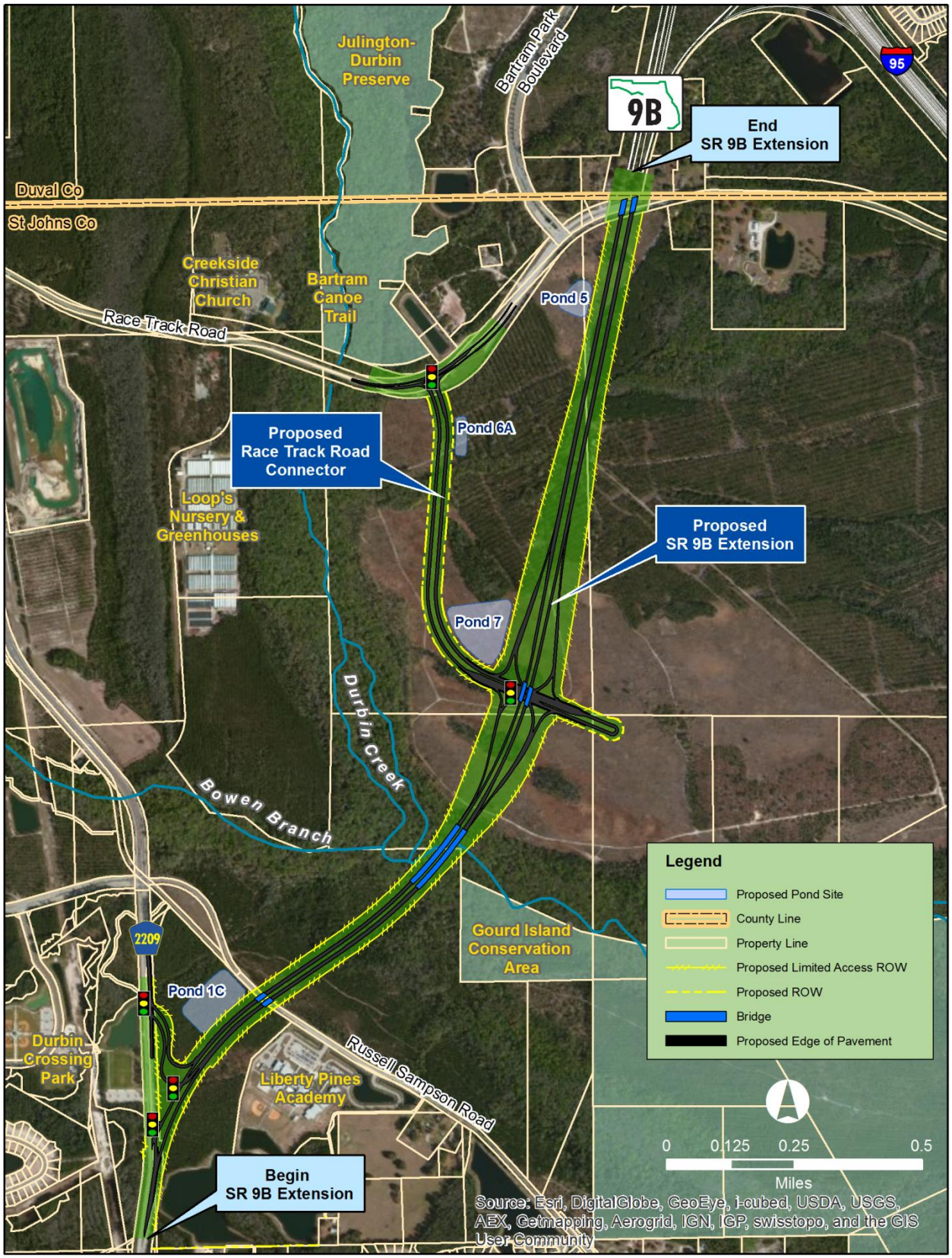
The SR 9B Extension Build Alternative fulfills the identified need for the project:

- It would relieve congestion at two adjacent I-95 local access interchanges, I-95/CR 210 to the south and I-95/Old St. Augustine Road to the north. The I-95/CR 210 SB Ramp Terminal shows a delay of 158.6 seconds/vehicle with the No-Build Alternative, reducing to 41.2 in 2040 with the Build Alternative, and the I-95 / Old St Augustine Road NB Ramp Terminal shows a delay of 287.1 seconds/vehicle with the No-Build Alternative, reducing to 164.3 in year 2040 with the Build alternative.

In addition to meeting the primary purpose of the proposed project the SR 9B Extension would meet the following needs:

- It would provide a direct link between CR 2209, which is planned as a major north-south arterial, and SR 9B, which is an alternate to the I-95/I-295 South Interchange area.
- It would provide better access between residential areas in northern St. Johns County and employment areas in southeastern Duval County, thereby improving regional mobility.

Figure 2: SR 9B Build Alternative



Typical Sections

The proposed SR 9B Extension typical section is a limited access four-lane divided freeway with auxiliary lanes. The basic roadway includes a median, two travel lanes plus an auxiliary lane in each direction with shoulders, and border areas on both sides that include side slopes and swale drainage. A 40-foot median width is proposed between CR 2209 and the Race Track Road Connector interchange to minimize the road footprint at the Durbin Creek crossing, and to match the existing CR 2209 median. The median will widen to 64 feet between the Race Track Road Connector interchange and the north project limits to match the SR 9B median. All travel lanes will be a standard 12-foot width, with standard inside and outside shoulder dimensions. Roadside safe recovery will be provided with recoverable side slope dimensions or guardrail protection where recoverable dimensions are not possible. Surface drainage will be collected in roadside swales and conveyed to stormwater treatment facilities. The right-of-way will be 276 feet wide between CR 2209 and the Race Track Road Connector interchange and 324 feet wide north of the interchange, with additional area to accommodate interchange ramps. The proposed typical sections are illustrated in Figure 3. Not shown in Figure 3 is a short transitioning typical section that will be necessary at the southern-most segment of SR 9B Extension near the connection with CR 2209.

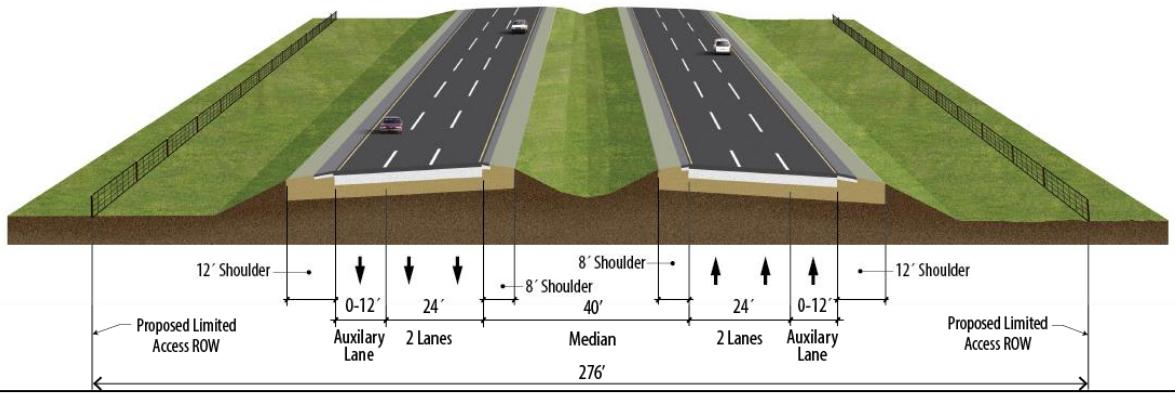
The proposed Race Track Road Connector typical section is a four lane divided urban arterial. The basic roadway includes a median, two travel lanes and a bike lane in each direction. The median will be 55 feet wide to provide ample space for left turn lanes where needed, and to provide space for additional travel lanes, if needed in the future. All travel lanes will be a standard 12-foot width, and bicycle lanes will be a standard 4-foot width. Surface drainage will be collected by curb and gutter with inlets and conveyed by enclosed drainage pipes to stormwater treatment facilities. Space for sidewalks, to be constructed as the adjacent property develops, will be provided just inside the right-of-way on each side. A border width of approximately 44 feet on each side will provide safe separation between the road and adjacent property, and provide for right turn lanes where needed. The right-of-way will generally be 200 feet wide with slight variation at specific locations to accommodate traffic control, utility, drainage and other features.

The SR 9B Extension will include four bridge locations. These locations are Russell Sampson Road, Durbin Creek, Race Track Road Connection, and Race Track Road. A pair of bridges is proposed for each location, one for the northbound lanes and another for the southbound lanes. Bridge concept typical sections that apply to the four bridge locations are included in Figure 3. The SR 9B Extension Bridges over Durbin Creek are intended to cross the creek, floodway and associated wetlands with sufficient span and clearance to avoid floodway impact, minimize wetland impact, and provide a sufficiently high and wide opening to encourage wildlife movement. The median width on the Durbin Creek Bridge is set at 40 feet, the minimum safe rural highway width, in order to minimize wetland impact. Figure 3 also includes a typical that shows an embankment section on approach to the Durbin Creek Bridge illustrating the use of guardrail protected maximum side slopes in order to minimize wetland impact.

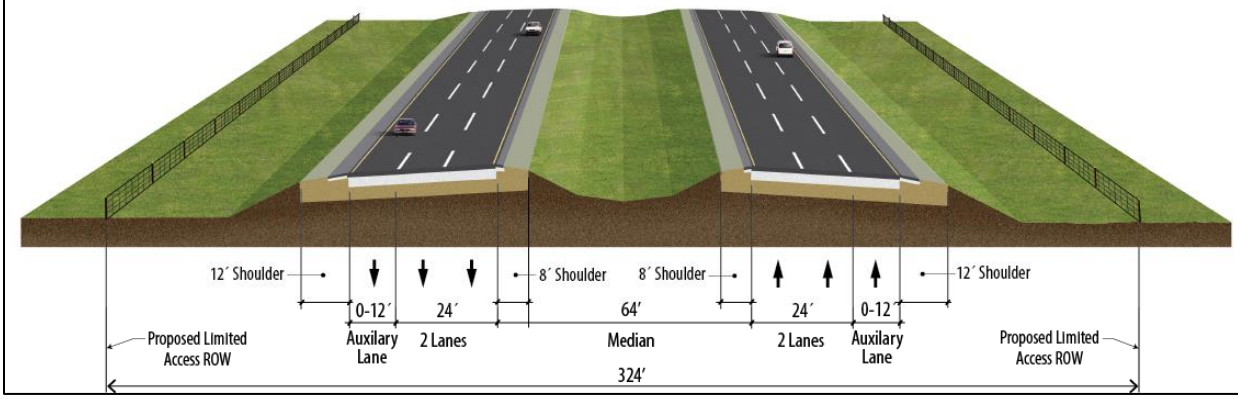
The SR 9B Extension Overpass Bridges at Russell Sampson Road, Race Track Road Connector and Race Track Road are intended to cross the roads with sufficient span and clearance to provide for existing and planned road sections. The Race Track Road Connector Overpass is indicated with the span and clearance required for the SPUI. The Race Track Road Overpass is indicated with sufficient span and clearance to accommodate an ultimate six-lane Race Track Road typical section. The Russell Sampson Road Overpass is proposed with sufficient span and clearance to accommodate an ultimate four-lane Russell Sampson Road typical section.

Figure 3: Proposed Typical Sections

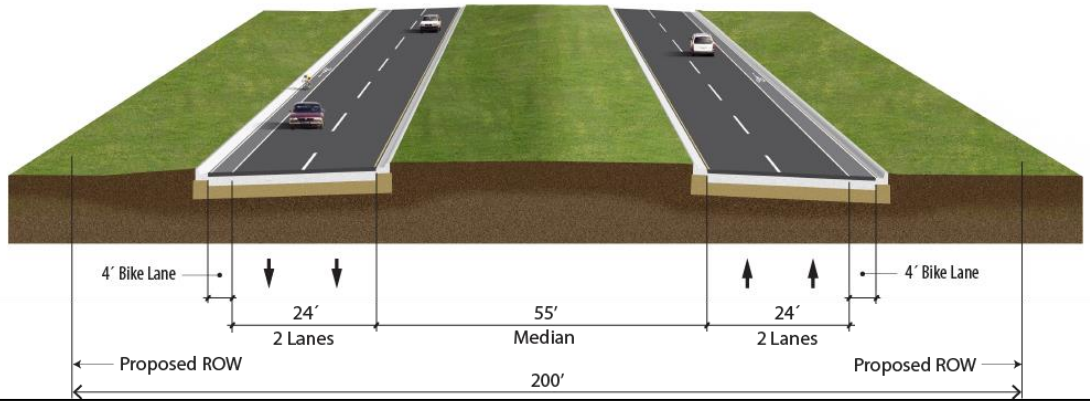
SR 9B Extension between CR 2209 and Race Track Road Connector interchange

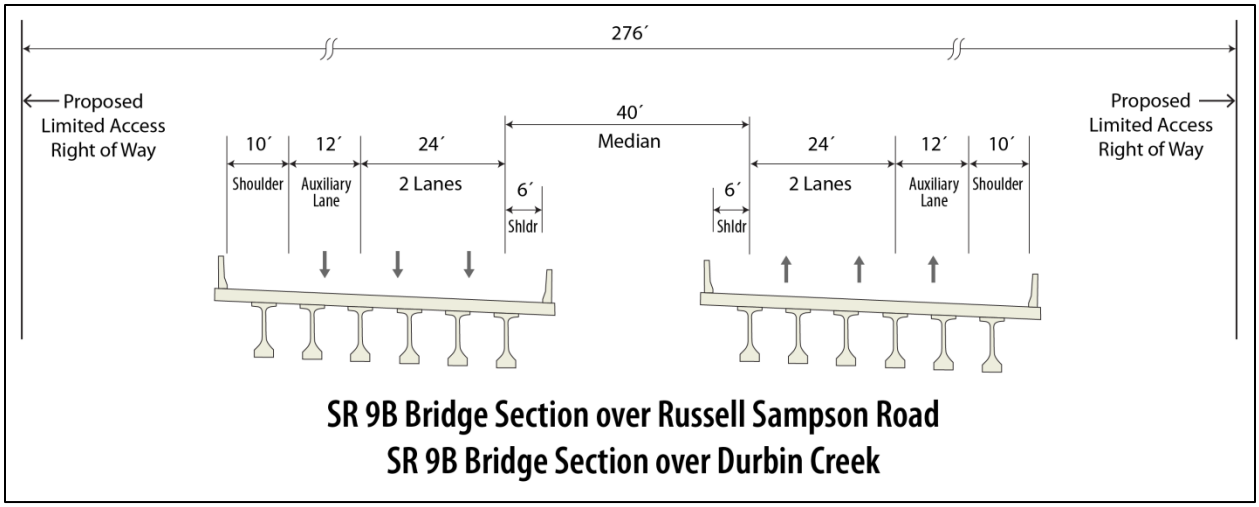


SR 9B Extension between Race Track Road Connector interchange and St Johns County line

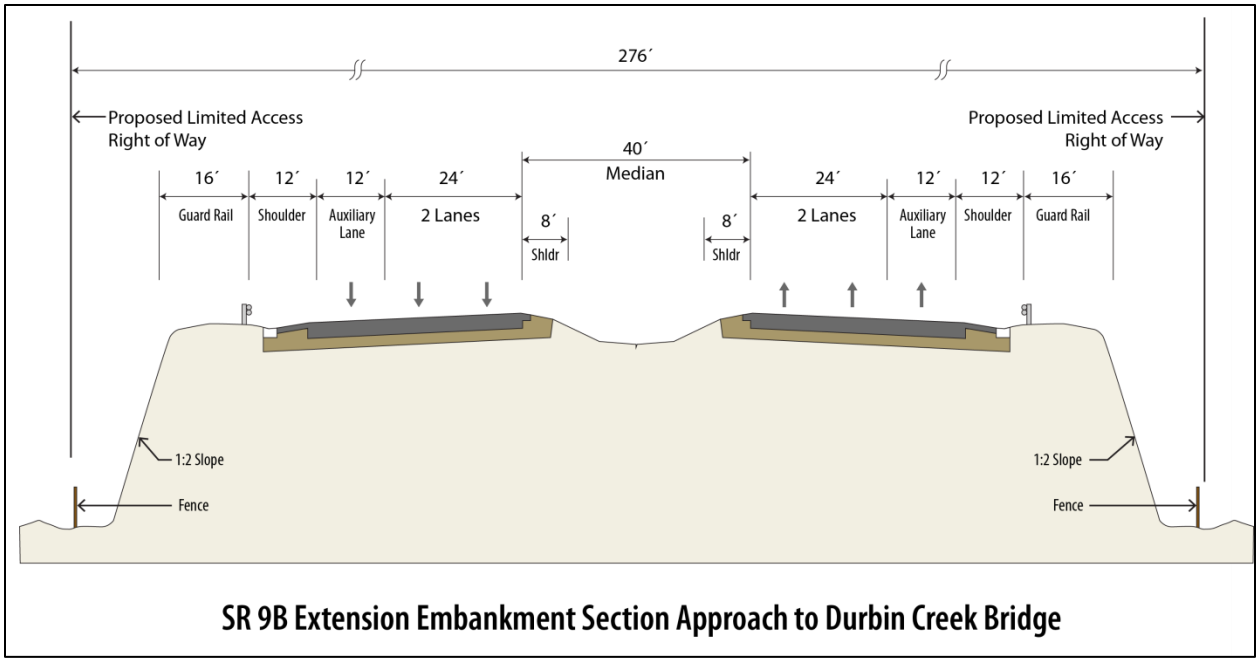


Race Track Road Connector

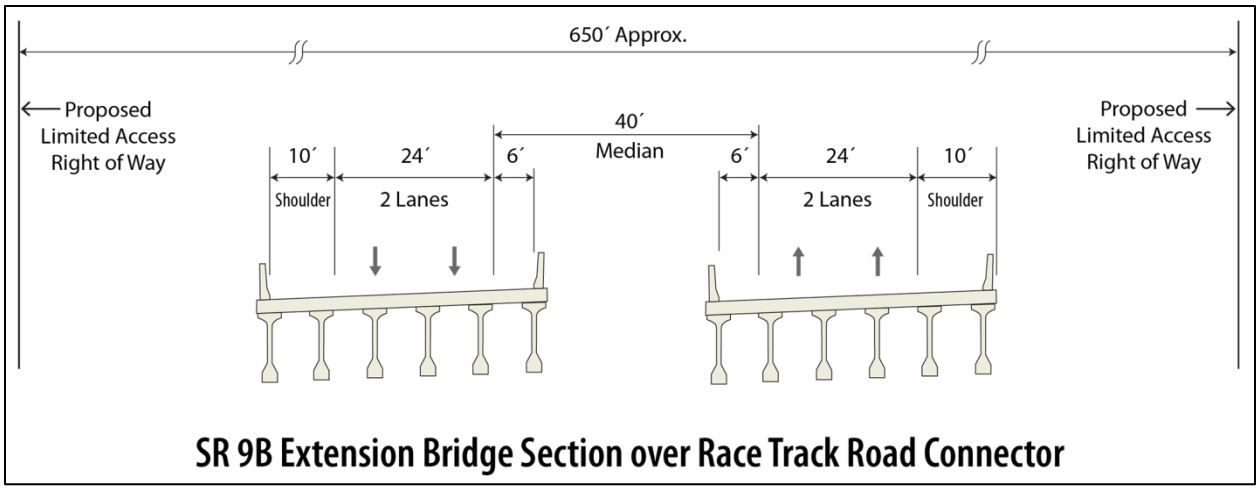




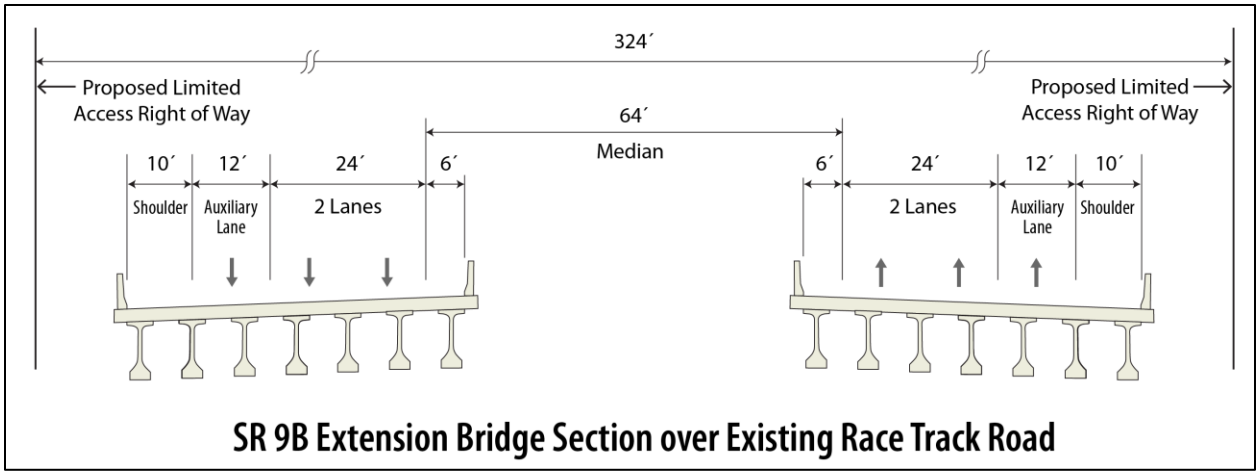
SR 9B Bridge Section over Russell Sampson Road
SR 9B Bridge Section over Durbin Creek



SR 9B Extension Embankment Section Approach to Durbin Creek Bridge



SR 9B Extension Bridge Section over Race Track Road Connector



SR 9B Extension Bridge Section over Existing Race Track Road

Horizontal and Vertical Alignment

The proposed horizontal and vertical alignment for the SR 9B Extension will provide a freeway facility which blends smoothly with the remainder of SR 9B and also provides an efficient connection with CR 2209. The horizontal layout, as illustrated in Figure 2, is a straight southward extension of the SR 9B alignment to the Race Track Road Connector Interchange, then a sweeping s-curve that crosses Durbin Creek and connects with CR 2209 at a T-intersection with displaced left turns. The local access interchange is pushed as far south as possible from the adjacent I-95 / SR 9B Interchange without unduly affecting the Durbin Creek crossing.

The SR 9B Extension will overpass Russell Sampson Road, Durbin Creek, Race Track Road Connector, and Race Track Road. The first curve to the right has a radius that will allow normal crown at the proposed design speed. The curve ends at the Russell Sampson Road overpass. Through this section, the profile will be a few feet above natural grade to allow road stormwater runoff to drain to stormwater ponds.

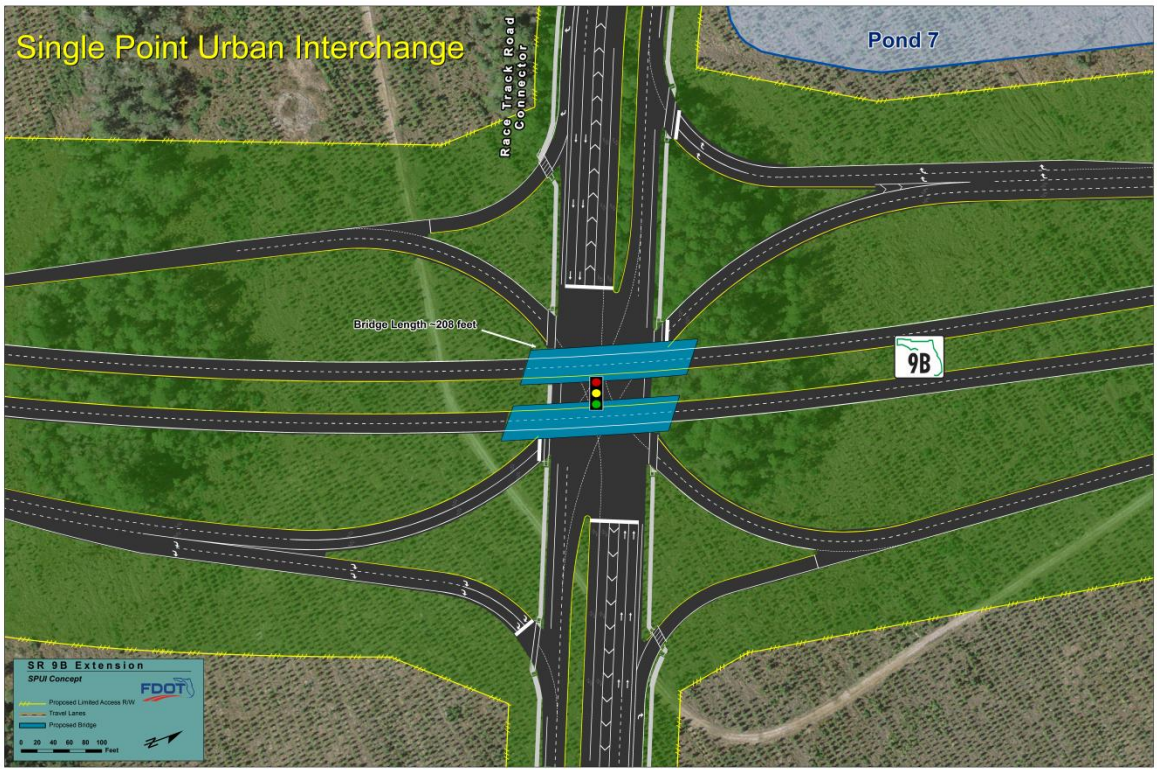
The Race Track Road Connector alignment ends at a new T-intersection on Race Track Road located about 1020 feet east of Durbin Creek. This would allow enough space to widen Race Track Road to provide dual left-turn lanes in the westbound direction and a right-turn lane in the eastbound direction without affecting the existing Durbin Creek Bridge. The Race Track Road Connector profile would be a few feet above natural grade throughout.

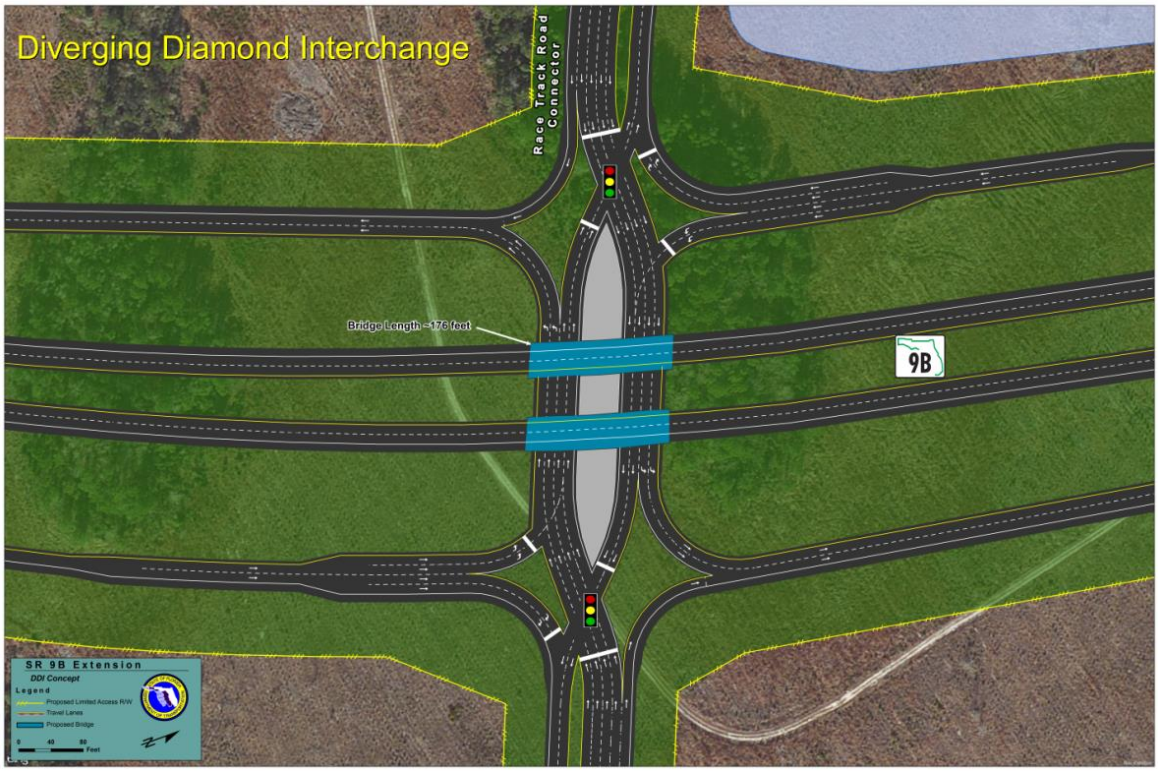
The SR 9B Extension Concept Plans illustrate the proposed horizontal alignment in more detail. The *Preliminary Engineering Report* (PER) and the Concept Plans are included on the attached CD and are available at the FDOT District Two Office in Lake City, Florida.

4.2.1 Single Point Urban Interchange Alternative (SPUI)

The SPUI configuration brings all left-turning traffic at the ramp terminals and at the cross road to a single signal-controlled intersection located directly under the overpassing freeway. This configuration has the advantage of offering good cross road through traffic flow, while still providing for large left- turn volumes. The primary disadvantage is that the overpass needs to be a long continuous span in order to provide clear space and visibility for the intersection below (see Figure 4).

Figure 4: SR-9B Extension Interchange Alternatives





4.2.2 Diverging Diamond Interchange Alternative (DDI)

The DDI configuration reverses the flow on the cross road at the ramp terminal intersections, which converts the left-turn movements into merging movements, more like right turns (see Figure 4). The result is that the two traffic signals are relatively simple and work in coordination, while all the turn movements are low-conflict merge movements. The primary advantage of this configuration is that it would handle large volumes of turning traffic. In addition, a shorter standard two-span overpass may be used. The primary disadvantage is that cross road through traffic experiences a curvilinear path and slower operating speed.

4.3 Evaluation Matrix

An Evaluation Matrix has been prepared to summarize the engineering and environmental considerations associated with the No-Build and the Build Alternative. The No-Build Alternative does not fulfill the project need, but is included in the Evaluation Matrix for comparative purposes. The evaluation of the Build Alternative, as presented in Table 2, is based on conceptual plans and environmental impact analysis as summarized in Section 5 of this report.

Comparative cost estimates, as indicated in the Evaluation Matrix, have been prepared for various components of the project, as described below:

- Construction cost estimates have been prepared using the FDOT Trns*port system which takes into consideration construction components, quantity estimates, and average unit cost data.
- Right-of-way limits do not differ for the two interchange scenarios; therefore right-of-way costs would not differ. The right-of-way cost estimates are based on the acquisition area and number of parcels, parcel use, average cost per parcel, average relocation cost and average processing cost.
- Wetland mitigation cost is estimated for each alternative based on the direct wetland impact area and the average mitigation cost of $100,000 per acre. All wetlands within the proposed right-of-way are assumed to be impacted at this stage of the study; therefore mitigation costs would not differ for the alternative interchanges.
- Total cost, as indicated in the Evaluation Matrix, is simply the total of the component cost estimates. Cost components are not adjusted for inflation.

Table 2: SR 9B Extension Evaluation Matrix

Item	No-Build Alternative	Build Alternative
Engineering		
Functional Classification	Major Collector 2-Lane Rural (Race Track Road) & 4 Lane Urban (CR 2209)	Principal Arterial (SR 9B Extension) & 4-Lane Urban Divided (Race Track Road Connector)
Access Control	Access Class 3, 5 & 6	Access Class 1, Limited Access
2040 Interchange Level of Service (LOS) (worst case)	I-95 & CR 210 = LOS F I-95 & Old St. Augustine = LOS F	I-95 & CR 210 = LOS D I-95 & Old St Augustine = LOS F
2040 Interchange Average Delay (seconds/vehicle)(worst case)	I-95 & CR 210 = 158.6 I-95 & Old St. Augustine = 287.1	I-95 & CR 210 = 41.2 I-95 & Old St Augustine = 164.3
System Continuity	Indirect connection from I-95 to CR 2209 and Race Track Road	Direct connection to CR 2209 and Race Track Road
Social & Economic Impacts		
Social	None	Enhanced Mobility
Economic	None	Enhances Job Creation
Land Use	Not Consistent	Consistent with Future Land Use
Mobility	None	Relieves Congestion
Aesthetics	None	Minimal
Relocation Potential	None	None
Environmental Justice	Not Applicable	No Disproportionate Effects
Prime or Unique Farmlands	None	None
Cultural Impacts		
Section 4(f) Resources	None	No Use of Resources
Historic Sites	None	None
Archaeological Sites	None	None
Recreation Areas	None	No Adverse Effects
Natural Impacts		
Wetlands	None	42.88 acres in right-of-way 5.42 acres in pond sites
Water Quality	None	Meets Water Quality Standards
Floodway	None	1 Floodway Crossing
Coastal Zone Consistency	Not Applicable	Consistent
Wildlife & Habitat	None	Avoidance, Minimization & Mitigation Required
Essential Fish Habitat	None	Not Applicable
Physical Considerations		
Noise	None	1 Impacted Site
Air Quality	None	Meets NAAQ[1] criteria
Contamination Sites	None	1 High Risk Site, 2 Low Risk Sites
Utility Relocations	None	Minor Adjustments
Navigation	None	No USCG Permit Required
Project Costs		
Engineering/Inspection	N/A	$10.9 million
Right-of-Way Cost	N/A	$10.1 million
Wetland Mitigation Cost	N/A	$4.8 million
Construction Cost	N/A	$81.1 million
Total Cost	N/A	$106.9 million

Notes: (1) NAAQ = National Ambient Air Quality

5.0 Environmental Impacts

The SR 9B Extension project area has been assessed for socio-economic, cultural, natural environment and physical impacts. The impact analysis is reported in separate technical documents, which are included in electronic format on the attached computer disk (CD) and summarized in the following sections. This project was screened in FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in 2012 (ETDM #13881). The *ETDM Programming Screen Summary Report* was published in June 2013, and is included on the attached CD or available at the FDOT District Two Office in Lake City, Florida Many agency comments were received on this project in the EST. Those comments received from the agencies as part of the ETDM process were resolved through the environmental analysis and agency coordination documented throughout Sections 5.0 and 6.0 of this document. The project received Substantial Degrees of Effect for Coastal and Marine, Wetlands and Wildlife and Habitat categories. This section of the *Environmental Assessment* (EA) describes the anticipated environmental impacts of the SR 9B Extension and associated agency coordination. Additional information on agency coordination is presented in Section 6.0.

5.1 Social and Economic Impacts

5.1.1 Community Impact Assessment

Social

Substantial residential population growth has occurred in the region, including the two counties in which the proposed SR 9B is located. Over the past decade, U.S. Census Bureau data estimates that the population of Duval and St. Johns Counties has grown by 11% and 54%, respectively, as indicated in Table 3. The medium population projections published by the University of Florida, Bureau of Economic and Business Research (BEBR) indicate that St. Johns County would continue to grow at a rapid rate resulting in a 99 percent increase over the next thirty years.

Table 3: Population Growth

State/County	Historical Population		Change 2000-2010		Projected Population*	Percent Increase
	2000	2010	Number	Percent	2040	2010-2040
State of Florida	15,982,378	18,801,310	2,818,932	18	26,081,800	39
Duval County	778,879	864,263	85,384	11	1,094,100	27
St. Johns County	123,135	190,039	66,904	54	377,600	99

*Source: U.S. Census Bureau, 2010 Census, and Florida Statistical Abstracts, BEBR, 2011. *Projected population represents BEBR's medium projections*

Traffic growth in the northwest section of St. Johns County would result from projected growth associated with several large-scale mixed use developments. The SR 9B Extension would help to reduce current and future congestion at the CR 210 and Old St. Augustine Road interchanges with I-95 and improve access to Race Track Road. The proposed road link would enhance hurricane evacuation, fire and emergency access, and would be supportive of community development goals for the area.

Economic

The SR 9B Extension would enhance access to proposed commercial developments and mixed use planned communities in the Northwest Sector of St. Johns County; thereby being supportive of planned increases in business and employment opportunities in the area.

Land Use

Existing land uses within the project area are primarily silviculture. At the south end of the project there is a public school, Liberty Pines Academy, on Russell Sampson Road south of the proposed project; and a county park, Durbin Crossing Park, to the west of CR 2209 within the Durbin Crossing Development of Regional Impact (DRI). At the north end of the proposed project there are some low density single family residences along Race Track Road, as well as, Creekside Christian Church and Julington Creek Cemetery. These existing land uses and community facilities are shown on Figure 5, Existing Land Use and on Figure 6, Community Facilities.

The proposed project is consistent with both St. Johns County and Duval County/Jacksonville Comprehensive Plans as a major component of the regional roadway network needed to provide an alternative in meeting the traffic demand at the adjacent I-95 interchanges at CR 210 and Old St. Augustine Road. The project is ranked as fourth in the NFTPO *List of Priority Projects*.

Future land uses that are designated in the project area, are those primarily associated with the two adjacent mixed use developments, Durbin Crossing DRI in St. Johns County, and Bartram Park DRI in Duval County. These adjacent developments include low and medium density residential and community commercial uses. Figure 7 illustrates the Future Land Use in the study area based on the St. Johns and Duval County Comprehensive Plans and shows the boundaries of approved DRIs, in addition to the proposed right-of-way for the SR 9B Extension. The SR 9B Extension is located within the area of land that is planned for intensive commercial development. Minimal impacts to existing or future land uses are anticipated with the proposed project.

Mobility

The proposed project would enhance mobility in the Northwest Sector of St. Johns County by reducing congestion and providing improved access to Race Track Road from I-95. Bicycle and pedestrian accommodations will be included in the SR 9B Extension project, although SR 9B Extension itself will not include bicycle and pedestrian facilities because it will be a limited access high-speed highway. The Race Track Road Connector and all cross road improvements will include standard width bicycle lanes adjacent to the outside travel lane on both sides of the road. Pedestrian facilities will include standard width sidewalks on both sides of the road, curb ramps and crosswalks at all intersections, and pedestrian signals at traffic signal controlled intersections. Because the proposed project will overpass Russell Sampson Road, access to the Liberty Pines Academy will not be affected. All pedestrian facilities will be designed and constructed according to applicable *Americans with Disabilities Act of 1990* (ADA) standards.

Aesthetics

The proposed project is compatible with future residential and commercial land uses designated for the project area. Disruption of the solitude within the Durbin Creek wetland system is of concern. The proposed project would intersect Durbin Creek in a currently undeveloped area The bridge would be visible from the creek but would not disrupt passage in any way. The project would have minimal effect on this environmental resource.

Figure 5: Existing Land Use

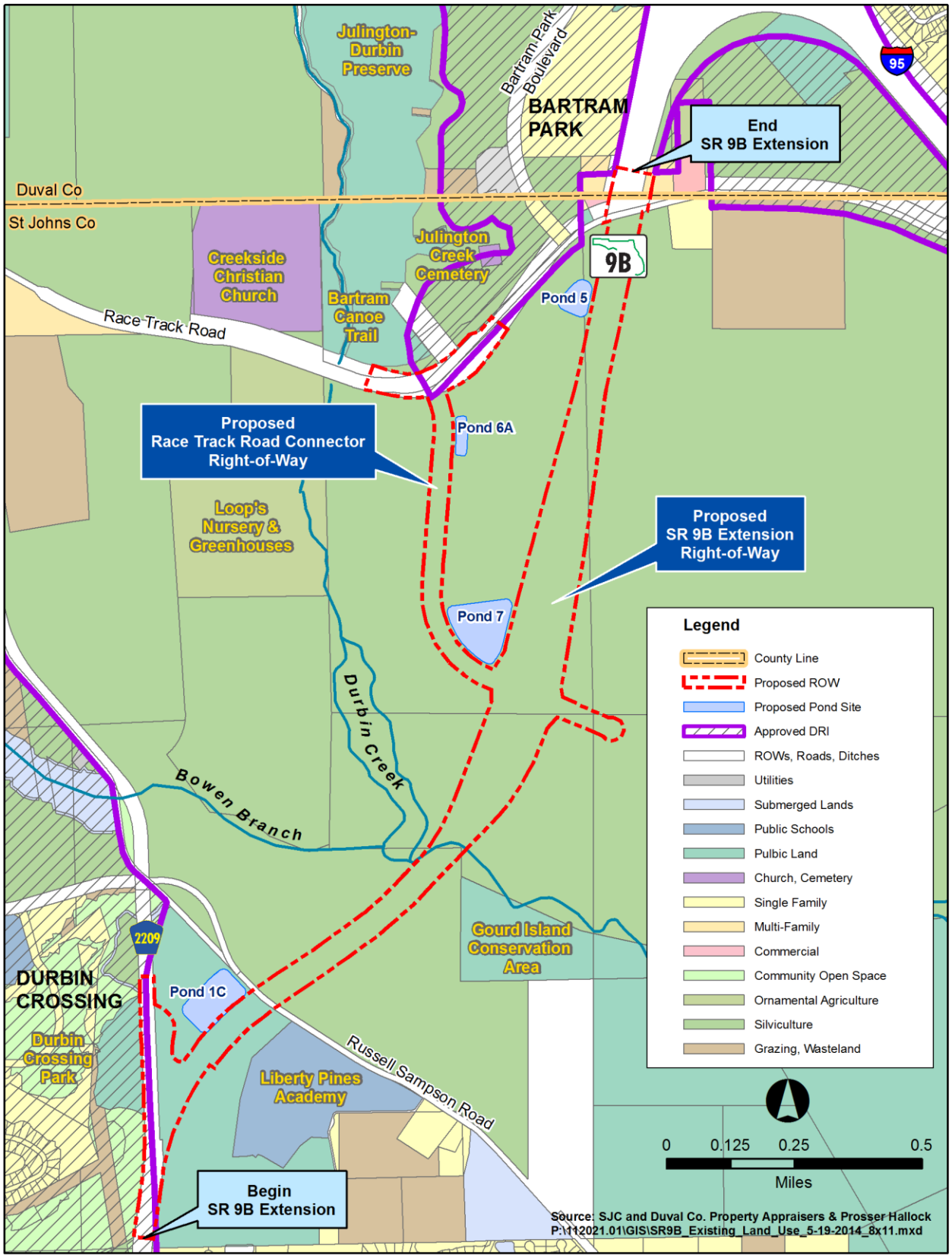


Figure 6: Community Facilities

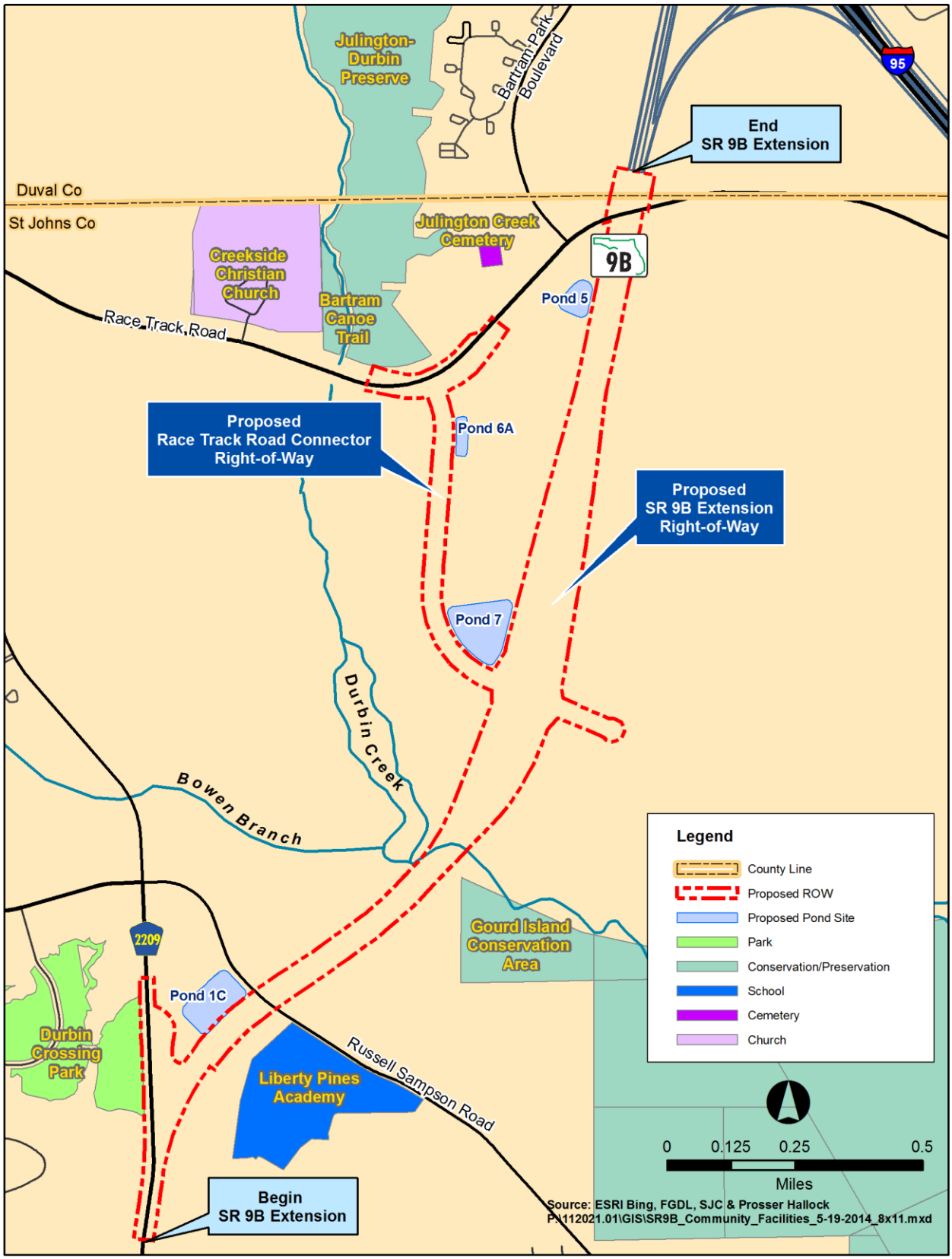
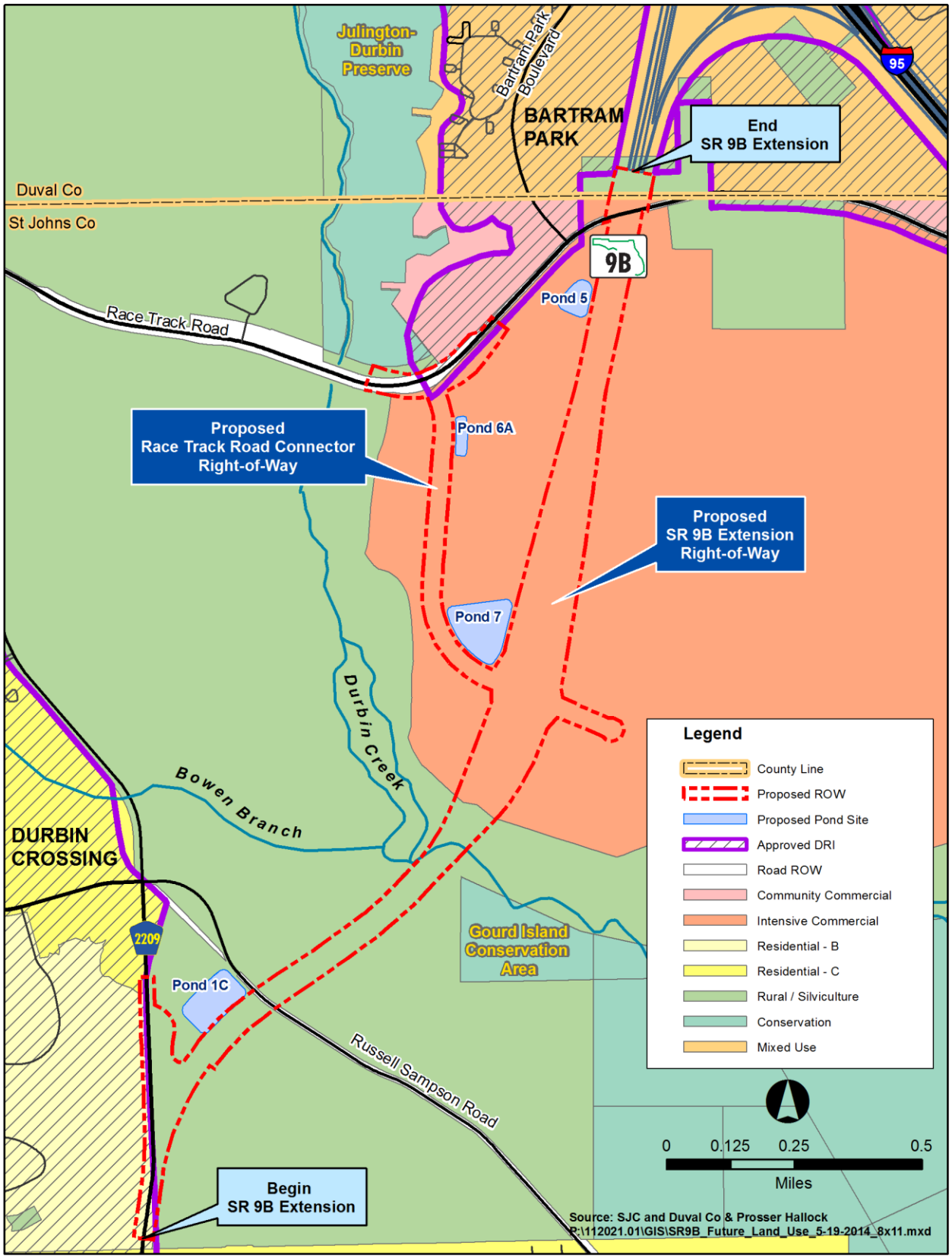


Figure 7: Future Land Use



Right-of-Way and Relocations

New right-of way and permanent easements, totaling approximately 143.4 acres, will be required for the SR 9B Extension mainline, Race Track Road Connector, interchange ramps, cross-route improvements and drainage ponds. No residential or business relocations are anticipated. Therefore, no *Conceptual Stage Relocation Plan* has been prepared for the project. The determination that no relocations are associated with the Build Alternative is based on aerial photo interpretation and county property appraiser data of the conceptual right-of-way limits. The additional right-of-way area includes three parcels, one is St. Johns County owned and the other two are privately owned parcels currently in silviculture. This estimate includes analysis of potential ponds sites and considers the acquisition of limited access right-of-way and donated land for right-of-way. All right-of-way would be acquired for this project in a manner which is consistent with the requirements of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).* No need for remediation has been identified.

5.1.2 Environmental Justice (EJ)

The proposed project has been developed in accordance with the *Civil Rights Act of 1964*, as amended. Along with *Title VI of the Civil Rights Act, Executive Order 12898* ensures that minority and low-income populations, as well as other populations of concern, are neither disproportionately adversely affected by major transportation projects, nor denied reasonable access to them by excessive cost or physical barriers. Public participation has been solicited without regard to race, color, religion, sex, age, national origin, handicap, or familial status. Special accommodations have been offered to anyone wishing to attend the public meetings or reviewing the project materials, as required under the ADA.

A disproportionately high adverse effect means an impact that is predominately borne by or will be suffered by a minority or low income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority or non-low-income population. No relocations are necessary with the proposed Build Alternative, and no adverse effects on established neighborhoods are anticipated with the proposed Build Alternative. Therefore, no adverse effects are expected on any of the protected target populations.

The 2010 U.S. Bureau of Census data was available down to the block level for population, age, race, sex, ethnicity and housing status. Income and disability data was of more limited availability from the *American Community Survey* (ACS) data. A summary of the community characteristics accumulated for the project area is shown in Table 4. There is low population and a small number of housing units within the impacted census blocks. The census tract data indicates a relatively low minority population and a higher than county and state average income levels.

5.1.3 Limited English Proficiency

In accordance with *Executive Order 13166, Improving Access to Service for Persons with Limited English Proficiency* (LEP), the project has been assessed with regard to the number and proportion of LEP persons in the study area. These populations are shown in Table 4. The project area demographics do not trigger FDOT's LEP plan for written translation services. However, FDOT ensures verbal interpretation free of charge and regardless of language, with appropriate notice.

Table 4: Population Characteristics

Characteristic	State of Florida	St. Johns County	Census Tract 208.06	Total for Blocks(4)
Total Population(1)	18,801,310	190,039	4,751	279
White(1)	75.04%	86.59%	86.89%	85.66%
Non-White(1)	24.96%	13.41%	13.11%	14.34%
Hispanic(1)	22.47%	7.09%	6.52%	6.09%
Over 65 Yrs. of Age(1)	17.34%	10.84%	7.91%	7.17%
Under 18 Yrs. of Age(1)	21.29%	23.07%	30.81%	32.97%
Male(1)	48.88%	48.63%	50.20%	49.82%
Female(1)	51.12%	51.37%	49.80%	50.18%
Housing Units(1)	8,989,580	89,830	376	20
Occupied(1)	55.61%	83.87%	90.23%	90.20%
Owner(1)	55.61%	64.41%	84.52%	85.29%
Renter(1)	27.61%	19.45%	5.72%	4.90%
Families Below Poverty Level in last 12 mos.	10.6%	6.7%	0.0%	N/A
Civilian Labor Force Unemployed	10.3%	7.1%	1.3%	N/A
Per Capita Income (3)	$26,733	$36,694	$39,808	N/A
Median Household Income (3)	$47,827	$64,153	$117,176	N/A
Median Family Income (3)	$57,592	$79,381	$118,158	N/A
Disability Status(2)	12.9%	10.9%	N/A	N/A
Population 5 years and older (2)	17,609,600	176,116	3,899	N/A
Number of LEP Persons (2)	1,624,663	451	82	N/A
Percentage of LEP Persons (2)	9.23%	1.4%	2.1%	N/A
LEP Persons who Speak Spanish (2)	1,605,736	2471	13	N/A
LEP Persons who Speak Russian (2)	15,865	97	62	N/A
LEP Persons who Speak African Languages (2)	3,062	107	7	N/A

Source: (1) U.S. Census Bureau, 2010 Census, Summary Files 3 (SF3), (2) U.S. Census Bureau, 2011 ACS, 1-year Estimates, S1810; (3) U.S. Census Bureau, 2007-2011 ACS, 5-Year Estimate, DP03;and (4) U.S. Census Bureau, Census Tract 208.06, Blocks 1001, 1004, 1005, 1006, 1008, 1009, 1010.

5.1.4 Prime or Unique Farmlands

Through early coordination with the Natural Resource Conservation Service (NRCS) during the ETDM process, NRCS has determined that although there are farmland resources within the proposed project right-of-way, none of the soils are considered to meet the requirements of "prime or unique farmlands" as defined in *7 CFR 658*. Therefore the provisions of the *Farmland Protection Policy Act of 1984* do not apply to this project.

5.2 Cultural Resources

5.2.1 Section 4(f)

There are no cultural resources determined by the State Historic Preservation Officer (SHPO) to be eligible for the *National Register of Historic Places* (NRHP) (see Section 5.2.2). Therefore, there are no Section 4(f) sites associated with any historic or archaeological resources. Three park and recreation areas are located within proximity to the project, including Durbin Crossing Park; Julington-Durbin Preserve; and Gourd Island Conservation Area (see Figure 2). The proposed project would not require property from the park or conservation areas. Access to the parking area for the multi-use fields at Durbin Crossing Park would not change. Therefore, these resources will not be affected. There is a canoe launch site at the Durbin Creek Bridge north of Race Track Road. The informal access drive to the launch site is located within the north side of the Race Track Road right-of-way. Widening for turn lanes in the area of the current access will be to the south side of existing Race Track Road and will not affect the informal access drive on the north side. Therefore no use of these properties is anticipated.

5.2.2 Historic and Archaeological Resources

A *Cultural Resource Assessment Survey* (CRAS) was completed for the proposed project in November 2012. The CRAS is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida. The survey was completed in accordance with *36 CFR, Part 800*. and *Section 106* of the *National Historic Preservation Act of 1966*, as amended by *Public Law 89-655*, the *Archaeological and Historic Preservation Act of 1966*, as amended by *Public Law 93-291*; *Executive Order 11593*; *Chapter 267, Florida Statues*, and *Part 2, Chapter 12* of the *FDOT Project Development and Environment (PD&E) Guidelines*. In addition, a CRAS for the alternative ponds sites was completed in October 2013.

An Area of Potential Effect (APE) for the project was defined to include the proposed right-of-way and pond sites for the new alignment and extending to the back or side property lines adjacent to the corridor or a distance of no more than 330 feet (100 meters) from the proposed right-of-way line. The architectural survey included the entire APE. The archaeological APE was defined as the proposed roadway right-of-way and pond sites. The purpose of the survey was to locate, identify and assess cultural resources (archaeological sites, historic structures, historic cemeteries, historic bridges, resource groups, and historic districts) within the APE and evaluate their potential for listing in the NRHP.

Sixty-five shovel tests were excavated within the proposed right-of-way and forty-four within the pond site locations. All shovel tests were negative for cultural material. No new archaeological sites or artifact occurrences were identified within the APE. Three previously recorded archaeological sites (8SJ05024, 8SJ05028, 8SJ05029) are located within the proposed roadway right-of-way; however, all of these resources have been previously evaluated by SHPO as ineligible for listing on the NRHP.

The architectural survey resulted in the evaluation of three historic resources. One historic resource group (8SF05569) and two historic structures (8DU21409 and 8SJ05031) were recorded and assessed during the current survey. All of the historic resources lack the architectural distinction or significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. No potential NRHP districts were located due to the lack of concentration of historic structures. The Florida Master Site Files (FMSF) database recorded one previously recorded bridge (8SJ03265) across Durbin Creek in the northwest portion of the current APE; however, the historic bridge was replaced in 1999; as such, 8SJ03265 is no longer extant and a demolished resource letter was submitted to the

FMSF. Based on the results of this investigation, it has been determined that the proposed project would have no effect on cultural resources eligible for listing in the NRHP. In compliance with *Section 106* of the *National Historic Preservation Act* and in consultation with SHPO, the FHWA has determined the proposed action would have no adverse effect upon any properties protected under Section 106 (Appendix C).

5.2.3 Recreation Areas

There are three local parks within proximity to the project. The parks include Durbin Crossing Park, with access to the multi-use fields on CR 2209; Julington-Durbin Preserve along Durbin Creek north of Race Track Road; and Gourd Island Conservation Area located south of the proposed project. These facilities are shown on Figure 5, Community Facilities. The project would not require right-of-way from these recreation areas. Access to the Durbin Crossing Park multi-use fields will remain unchanged (See Figure 2).

Liberty Pines Academy which is accessed from Russell Sampson Road and located south of the proposed right-of-way has typical public school recreation areas on the opposite side of the school from the road. Russell Sampson Road will be overpassed by the proposed project. Therefore, there would be no effect on the school recreation facilities.

A canoe launch site is located on the north side of the Durbin Creek Bridge within the Race Track Road right-of-way. Widening of Race Track Road to add turn lanes for access to the Race Track Road Connector will be within the south side of the right-of-way and will not affect the access drive on the north side. A canoe trail on Durbin Creek is located north of Race Track Road through the Julington-Durbin Preserve that is maintained by a local organization referred to as the Durbin Creek Wilderness Society. This canoe trail would not be affected by the project which is located south of Race Track Road.

5.3 Natural Resources

5.3.1 Wetlands

Special considerations were taken in developing and evaluating alternatives to avoid and minimize wetland impacts associated with the proposed project, in accordance with *Executive Order 11990, Protection of Wetlands,* dated May 23, 1977, and *PD&E Guidelines; Part 2: Analysis and Documentation*, *Chapter 18* (FDOT, November 2009). A *Wetland Evaluation Report* (WER) was completed in April 2013 and is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida.

Wetland Identification

Project wetlands were identified and classified using definitions and guidelines contained in the *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) (FDOT, 1999). Also, the *Wetland Delineation Manual* (USACE, 1987) and its recent supplements, the *Florida Wetlands Delineation Manual* (Gilbert, et al., 1995), and several field guides aided in the identification of project wetlands. Wetlands and other surface waters, as defined and regulated by the St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (USACE), exist throughout the project area (see Figure 8). Durbin Creek flows through the south-central portion of the study area, dividing the study area into northern and southern sections.

Wetlands north of the creek, including the northern boundary of the Durbin Creek floodplain, were delineated and surveyed as part of previous development projects in the study area, and available data was used in this report. Wetlands south of Durbin Creek were not previously determined in the field and were delineated using aerial photo interpretation and limited ground-

truthing. Wetland boundaries are subject to change pending field delineation, agency verification, and survey.

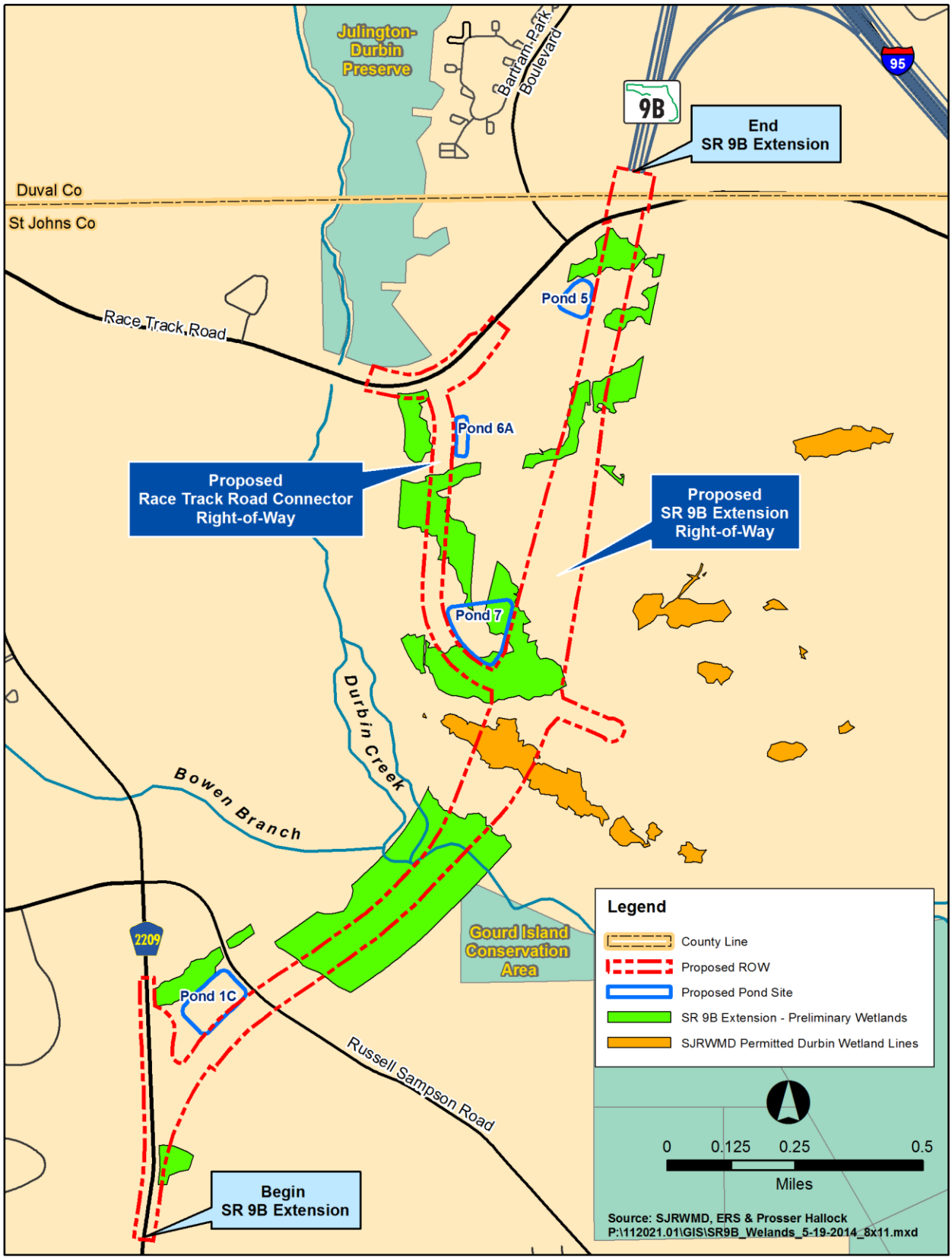
Wetland Functions

The following paragraphs provide brief descriptions of the wetland vegetative communities found within the project corridor.

- Reservoirs (534): A portion of a large shallow storm water management pond is located at the southern end of the project on the east side of CR 2209.
- Bottomland (615): The portion of Durbin Creek that bisects the project consists of Bottomland habitat, and is the highest quality wetland type within the study area. Dominant species include bald cypress (*Taxodium distichum*), sweetbay magnolia (*Magnolia virginiana*), loblolly bay (*Gordonia lasianthus*), royal fern (*Somunda regalis*), musclewood (*Carpinus caroliniana*), laurel oak, ash (*Fraxinus caroliniana*), red maple (*Acer rubrum*), bluestem palm (*Sabal minor*), and tupelo (*Nyssa sylvatica* var. *biflora*). Because of frequent flooding, hydrological adaptations such as pneumatophores and buttressing are common in this habitat.
- Mixed Wetland Hardwoods (617): Narrow unnamed flow ways and sloughs that flow into Durbin Creek consist of this habitat type. Dominant species in this habitat type include red maple, cinnamon fern (*Osmunda cinnamonmea*), tupelo, slash pine, loblolly bay, and sweetbay magnolia.
- Hydric Coniferous Plantation (625): This habitat consists predominately of wetland pine plantation, and to a lesser extent, areas of natural wetland with a dominant pine canopy. Dominant species include slash pine, gallberry, St. Johns wort (*Hypericum spp*.), dahoon holly (*Ilex cassine*), xyris (*Xyris spp*.), and broomgrass (*Andropogon spp*.). These wetlands often form the transitional areas between deeper Wetland Forested Mixed (630) habitats and upland Coniferous Plantations (441). This habitat is typically highly disturbed by multiple cycles of ground preparation, planting and timber harvesting.
- Wetland Forested Mixed (630): Dominant species include slash pine, loblolly bay, bald cypress, wild grape (*Vitis rotundifolia*), saw blackberry (*Rubus pensilvanicus*), sweetbay magnolia, cinnamon fern, poison ivy, (*Toxicoldendron radicans*), tupelo, dahoon holly, myrtle holly (*Ilex cassine var. myrtifolia*), and chain fern (*Woodwardia virginica*). This habitat occurs in broad forested areas, and because of their typical close adjacency to pine plantations, these areas usually exhibit moderate to severe disturbances caused by tree harvesting.

In February 2004, the Florida Legislature [*373.414(18) Florida Statutes* (FS)] adopted a statewide Uniform Mitigation Assessment Methodology (UMAM) to determine the amount of mitigation required to offset impacts to wetlands and other surface waters. UMAM provides a standardized procedure for assessing functions provided by wetlands and other surface waters, and the amount (expressed as a ratio) that those functions are reduced by a proposed impact. The analysis considers three variables: location and landscape, water environment, and vegetative community structure. Once it is determined that mitigation is necessary, the UMAM methodology is also used to quantify the amount of mitigation necessary to offset the impact. This can be expressed in acres or as credits from a mitigation bank or regional mitigation provider.

Figure 8: Wetlands



Wetland Impacts

The proposed roadway crosses Durbin Creek, a large wetland system. While the proposed bridge would significantly reduce the amount and severity of the impact, for this preliminary phase analysis all the wetlands through this area are counted as direct impact. The Dredge and Fill (D/F) wetland impacts were measured within the proposed right-of-way boundaries. The Non-Dredge and Fill (No D/F) impacts include effects occurring within an additional 300-foot area on either side of the right-of-way. Table 5 summarizes the D/F impacts and the No D/F wetland impacts associated with the Build Alternative.

Table 5: Summary of Estimated Wetland Impacts

Build Alternative Right-of-way					
Wetland		UMAM* Score	Impact		
FLUCFCS Code*	Description		Possible No D/F* Impact (Acres)	D/F* Impact (Acres)	D/F* Impact Functional Loss
615	Bottomland	0.90	16.22	8.50	7.650
617	Mixed Wetland Hardwood	0.80	5.70	3.79	3.032
625	Hydric Pine Flatwoods	0.57	15.61	8.49	4.839
630	Wetland Forested Mixed	0.70	30.07	22.10	15.470
Totals			67.60	42.88	30.991
Ponds and Drainage Easements					
Wetland		UMAM* Score	Impact		
FLUCFCS Code*	Description		Possible No D/F* Impact (Acres)	D/F* Impact (Acres)	D/F* Impact Functional Loss
615	Bottomland	0.90	N/A	0.00	0.000
617	Mixed Wetland Hardwood	0.80	N/A	0.24	0.192
625	Hydric Pine Flatwoods	0.57	N/a	1.24	0.707
630	Wetland Forested Mixed	0.70	N/A	3.94	2.758
Totals			N/A	5.42	3.557

** FLUCFCS= Florida Land Use, Cover, Forms Classification System; UMAM=Uniform Mitigation Assessment Methodology; D/F=Dredge & Fill; No D/F=Non-Dredge and Fill*
Source: WER, FDOT, April 2013; Pond Site Alternatives Analysis-Technical Memo, FDOT, October 29, 2013.

The Build Alternative would unavoidably remove wetlands, based on the findings of this study. The D/F impacts of the Build Alternative are expected to total approximately 42.88 acres of wetlands and other surface waters, and to incur a total of approximately 30.991 UMAM units of functional loss within the proposed right-of-way. The D/F impacts of the proposed ponds sites are expected to total an additional 5.42 acres of wetlands, and to incur a total of approximately 3.557 UMAM units of functional loss. Functional losses due to No D/F impacts are not calculated, because they are variable and are based on the final design and site conditions at the time of permitting. As per current SJRWMD policy, cumulative impacts are presumed not to occur if mitigation is accomplished in the same regulatory drainage basin. The project is located in the Sixmile & Julington Creek Nested Basin. Additional discussion of secondary and cumulative wetland impacts is included in the WER.

Wetland Minimization and Mitigation

The Build Alternative includes all practicable measures to minimize harm and available options to mitigate unavoidable wetland impacts; therefore, the project would not have significant impact to regional wetland resources. The total direct D/F impact is expected to be minimized with the bridge over Durbin Creek. During the design and permitting phase of the project, further minimization techniques such as median widths and bridge characteristics would be considered in wetland areas. Culverts would maintain natural flow ways and ensure flood flow capacity, and may be designed to accommodate wildlife crossing. Construction impacts would also be minimized by implementing all appropriate erosion and sedimentation control procedures. Specific methods to avoid and minimize wetland impacts would be determined during the final design and permitting process in consultation with SJRWMD and USACE. Avoidance and minimization of wetland impacts was further considered in the analysis of potential pond sites. Alternative pond sites analyzed are described in a technical memorandum included on the attached CD and available from FDOT District Two Office in Lake City, Florida. After analysis of alternative pond sites, the recommended ponds resulted in 2.1 fewer acres of wetland impacts.

Under current environmental regulations, the project would be permitted by Environmental Resource Permit (ERP) from the SJRWMD and by Individual Permit from the USACE. Required mitigation for wetland loss would be determined at the time of permitting, when final design plans, including storm water management structures, are evaluated.

FDOT has purchased SJRWMD and USACE credits at Tupelo Mitigation Bank for the project, as described in the WER (see also Appendix C of the WER). Wetland credits were purchased using state funds on Contract BDG72 (FPI Numbers 209294-4-C8-01 and 209294-7-C8-01). The credits were originally purchased for SR-9B from I-95 to SR-9A; however, the credits were not fully used and are available for use on the current SR-9B project. FDOT has 104 WRAP credits available for use. FDOT expects to use the previously purchased credits to offset all of the project's impacts. If additional mitigation credits are required, FDOT would accomplish mitigation in accordance with SJRWMD and USACE requirements.

5.3.2 Special Designations

There are no Scenic Highways, Aquatic Preserves, Outstanding Florida Waters, Wild and Scenic Rivers, or Coastal Barrier Resources within the project study area. Therefore, there is no involvement with these resources. The Julington-Durbin Preserve is located adjacent Durbin Creek north of Race Track Road and the Gourd Island Conservation Area is located south of the project on the south side of Durbin Creek. There is no involvement with these two resources.

5.3.3 Water Quality

A *Water Quality Impact Evaluation* (WQIE) checklist has been completed for the Build Alternative and is available from the FDOT District 2 Office in Lake City, Florida. No significant degradation of water quality is anticipated. During the design and permitting phase of the project, coordination with appropriate environmental agencies would be carried out. The following water quality regulatory requirements would be adhered to during the planning and construction of the project:

- USEPA: *Clean Water Act [303(d) USC]*
- Florida Department of Environmental Protection (FDEP): Water Resources Implementation Rule (*Chapter 62-40, FAC*)
- SJRWMD: Surface Water Management Basin Criteria (*Chapter 40C-41, FAC*)

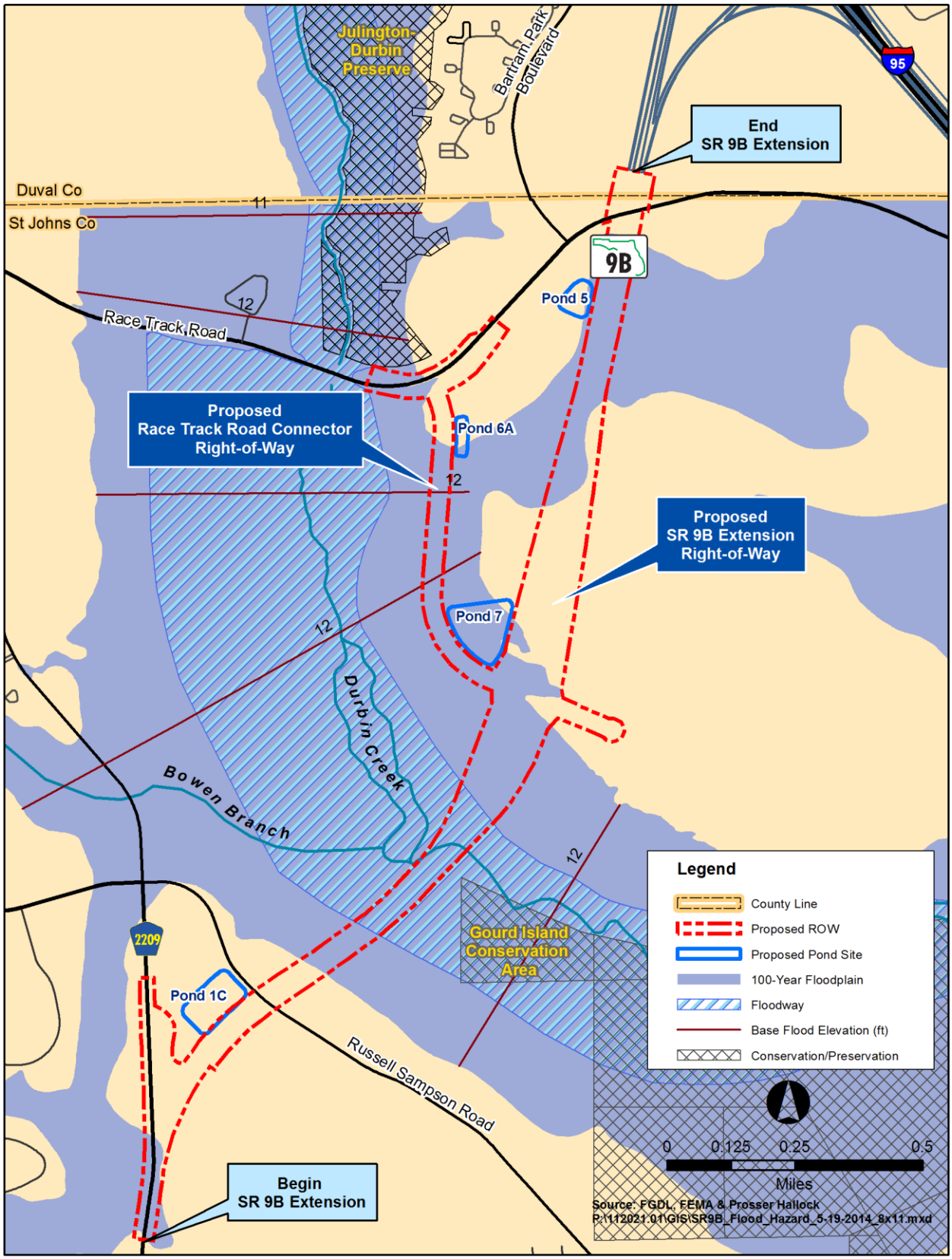
5.3.4 Floodplains and Regulatory Floodways

The project has been developed and evaluated in accordance with *Executive Order 11988,* "Floodplain Management", *USDOT Order 5650.2*, "Floodplain Management and Protection", and *Federal-Aid Policy Guide 23 CFR 650A*. The limits of the flood hazard areas have been delineated by the Federal Emergency Management Agency (FEMA) as found on Flood Insurance Rate Maps (FIRM) panels 12109C0160H (2004), 12109C01590H (2006) and 12109C0157 (2004) for St. Johns County, Florida. FEMA has established a regulatory floodway on the only floodplain within the project footprint. Figure 9 illustrates the relationship of the Build Alternative to the flood hazard areas. The project intersects with the regulatory floodway associated with Durbin Creek. The project has one transverse crossing of the regulatory floodway and no other encroachments into the floodway.

The SR 9B Extension crossing of the regulatory floodway will be designed to cause zero-rise in the 100-year floodway water surface elevation. A *Location Hydraulics Report* (LHR), dated October 2013, was prepared to document any potential significant impacts to floodplains and the floodway caused by the proposed project. The project's drainage design would follow FDOT, SJRWMD, and local FEMA design standards. The following items have been addressed to document that the floodplain encroachments would be minimal.

- History of Flooding: The Build Alternative is a proposed new alignment that would be elevated above the 100-year floodplain.
- Longitudinal or Transverse Encroachments: The Build Alternative has one transverse floodway encroachment. Although the Build Alternative would have floodway encroachment; the impacts would be avoided by designing the bridge crossing to have zero-rise in the floodway.
- Avoidance Alternatives: While waterway crossings are not possible to avoid, the Build Alternative has been developed to minimize the number of wetland and floodplain encroachments by placing transverse crossings at the narrowest possible locations.
- Emergency Services and Evacuation: The Build Alternative improves mobility for emergency services and reduces congestion during emergency evacuation.
- Base Flood Impacts: The project would be designed consistent with local FEMA, FDOT and SJRWMD design guidelines. Therefore, no significant changes in base flood elevation or limits would occur. Drainage structures conveying the regulatory floodway would be sized to generate zero back-water during a 100-year flood event.
- Regulatory Floodways: There is one FEMA regulatory floodway within the project area that cannot be avoided with the Build Alternative; therefore there is one floodway encroachment with the Build Alternative.

Figure 9: Flood Hazard Areas



- Natural and Beneficial Floodplain Values: The Build Alternative would include appropriately sized cross drains and structures to maintain the natural and beneficial floodplain and floodway values.
- Floodplain Consistency and Development: The proposed project is consistent with the local comprehensive plan. The proposed project would not encourage floodplain development due to the local FEMA floodplain regulations and water management regulations.
- Floodplain/FIRM: Figure 9 shows the proposed Build Alternative in relation to flood hazard areas based on the FIRM.
- Risk Assessments: The project is being designed with zero-rise in the floodway; therefore, the risk of increase flooding is minimal.

These changes have been reviewed by the appropriate regulatory authorities who have concurred with the determination that there would be no significant impacts. There would not be significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.3.5 Coastal Zone Consistency

The FDEP, the Florida State Clearinghouse, coordinated a review of the proposed project during the Advance Notification (AN) stage under the authority of *Presidential Executive Order 12372*; *Section 403.061(42), FS*; the *Coastal Zone Management Act, 16 U.S.C., Sections 1451-1464*, as amended; and the *National Environmental Policy Act* (*NEPA), 42 U.S.C, Sections 4321-4347*, as amended. Based on the comments received at the AN stage the State has determined that this project is consistent with the *Florida Coastal Management Program* (FCMP).

5.3.6 Wildlife and Habitat

Pursuant to Section 7(c) of the *Endangered Species Act of 1973* (ESA), as amended, the proposed project has been evaluated for its potential to affect federally listed Threatened and Endangered species or their designated Critical Habitat. Literature reviews, field reviews and evaluation of agency responses were conducted to determine whether threatened or endangered species inhabit the project area. The AN package elicited responses from both federal and state agencies potentially involved with the proposed project.

All habitats which occur within or adjacent the proposed road were approximated using the Florida Land Use, Cover and Forms Classification System (FLUCFCS, FDOT 1999). The three most common land uses within the study area are Coniferous Plantations (441), Wetland Forested Mixed (630), and Bottomland (615). Most of the wetlands in the project area are associated with the Durbin Creek or tributaries. An *Endangered Species Biological Assessment* (ESBA) and a *Wildlife and Habitat Report* (WHR) were completed in April 2013 for the proposed project. A supplemental assessment of pond site alternatives was completed in October 2013. These documents are included on the attached CD and available at the FDOT District 2 Office in Lake City, Florida.

A compilation of federal and state listed species, potential habitat availability, and probability of occurrence within Duval and St. Johns Counties was developed for the proposed project. A number of listed species have no chance of occurrence in the study area because required habitat is not present. These species are not discussed in this EA. After field investigations, each species with a probability of occurrence within the project boundaries is given a low, moderate or high rating. The species with a probability of occurrence within the project area are identified in Table 6. Species given a low likelihood of occurrence within or adjacent to the

project corridor are defined as those species that are known to occur in St. Johns and Duval Counties but preferred habitat is limited or nonexistent within the project corridor. Species with moderate probability for occurrence are those species known to occur in the two counties and for which suitable habitat is well represented within or adjacent the project corridor, but no observations or positive indications exist to verify their presence. Species with a high likelihood for occurrence are suspected within the project corridor based on known ranges and existence of sufficient preferred habitat on the project corridor, are known to occur adjacent to the study area, or have been previously observed or documented within the project corridor. Species that were observed within the study area during the field investigations are marked as observed.

The gopher tortoise was the only species observed in the study area. Based on habitat suitability, the American alligator was determined to have a high likelihood of occurrence. Nine other wildlife species were determined to be moderately likely to occur. The remaining four wildlife species were given low likelihoods of occurrence. All thirteen of the plant species have a low likelihood of occurrence within the study area. Details on the likelihood of the occurrence of each species are given below.

Table 6: Listed Species with a Probability of Occurrence

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Occurred within Project Corridor	Documented in County	Probability of Occurrence
PLANTS							
Asclepieas viridula	Southern Milkweed		LT	Flatwoods	Yes, but most is converted to silviculture	St. Johns	Low
Baptisia calycosa var. calycosa	Canby's Wild Indigo		LE	Sandhills and flatwoods	Yes, but most is converted to silviculture	St. Johns	Low
Calydorea coelestina	Bartram's Ixia		LE	Wet to mesic flatwoods	Yes	St. Johns and Duval	Low
Coreopsis integrifolia	Ciliate-leaf Tickseed		LE	Floodplain forests and riverbanks	Yes	St. Johns	Low
Ctenium floridanum	Florida Toothache Grass		LE	Wet flatwoods	Yes, but most is converted to silviculture	St. Johns and Duval	Low
Helianthus carnosus	Lakeside Sunflower		LE	Wet prairies and hydric flatwoods	Yes, but most is converted to silviculture	St. Johns	Low
Litsea aestivalis	Pondspice		LE	Pond edges, maidencane marshes, cypress wetlands	Yes	St. Johns and Duval	Low
Lythrum curtissii	Curtis Loosestrife		LE	Swamps and river flooplains	Yes	St. Johns	Low
Monotropsis reynoldsiae	Pygmy Pipes		LE	Mesic hammocks	Yes	St. Johns	Low
Nemastylis floridana	Celestial Lily		LT	Wet pinelands	Yes, but most is converted to silviculture	St. Johns	Low
Nolina atopocarpa	Florida Beargrass		LE	Wet flatwoods	Yes, but most is converted to silviculture	St. Johns	Low

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Occurred within Project Corridor	Documented in County	Probability of Occurrence
Pycnanthemum floridanum	Florida Mountainmint		LT	Sandhills, flatwoods, and disturbed areas	Yes, but most is converted to silviculture	St. Johns	Low
Rudbeckia nitida	St. Johns Blackeyed Susan		LE	Savannahs, bogs, and seepage slopes	Yes, but most is converted to silviculture	St. Johns	Low
AMPIBIANS							
Rana capito	Gopher Frog		SSC	Xeric habitats (sandhills and scrub); breeds in isolated wetlands; a gopher tortoise commensal	Yes	St. Johns and Duval	Moderate
REPTILES							
Alligator mississippiensis	American alligator	***SAT	FT(SA)	Freshwater lakes, rivers, and marshes	Yes	St. Johns and Duval	High
Drymarchon corais couperi	Eastern Indigo Snake	LT	FT	Various natural habitats; linked to xeric habitats and gopher tortoise burrows	Yes, dry (but not xeric) habitat present, and some tortoise burrows observed	St. Johns and Duval	**Moderate
Gopherus polyphemus	Gopher Tortoise	C	ST	Sandhill scrub, dry flatwoods, dry ruderal areas	Yes	St. Johns and Duval	Observed
Pituophis melanoleucus mugitus	Florida Pine Snake		SSC	Sandhill, scrub, dry flatwoods, dry ruderal areas; often linked to gopher tortoise or pocket gopher burrows	Yes	St. Johns and Duval	Moderate
BIRDS							
Aramus guarauna	Limpkin		SSC	Secluded flooded swamps	Yes	St. Johns and Duval	Moderate
Athene cunicularia floridana	Florida Burrowing Owl		SSC	Open dry fields and banks	Marginally suitable habitat may be present	Duval	Low
Egretta caerulea	Little Blue Heron		SSC	Coastal and freshwater waterways and wetlands	Yes	St. Johns and Duval	Moderate
Egretta thula	Snowy Egret		SSC	Coastal and freshwater waterways and wetlands	Yes	St. Johns and Duval	Moderate
Egretta tricolor	Tricolor Heron		SSC	Coastal and freshwaters and wetlands	Yes	St. Johns and Duval	Moderate
Eudocimus albus	White Ibis		SSC	Coastal and freshwaters waterways and wetlands	Yes	St. Johns and Duval	Moderate

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Occurred within Project Corridor	Documented in County	Probability of Occurrence
Falco sparverius paulus	Southeastern American Kestrel		ST	Open upland fields with mature pines or oaks for nesting cavities	Marginally suitable habitat may be present, but most areas have been converted to silviculture	St. Johns and Duval	Low
Mycteria americana	Wood Stork	LE	LE	Freshwater waterbodies and wetlands, and estuarine	Yes	St. Johns and Duval	**Moderate
Pandion haliaetus	Osprey		SSC	Nests near and feeds in coastal, intracoastal, and freshwater waterways	Yes	St. Johns and Duval	Low
MAMMALS							
Sciurus niger shermani	Sherman's Fox Squirrel		SSC	Sandhill, scrub, mature pine and oak uplands	Yes, but most areas have been converted to silviculture	St. Johns and Duval	Low

Federal Legal Status:
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.
CH = Critical habitat designated.
LT = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
LE = Endangered: species in danger of extinction throughout all or a significant portion of its range.
SAT = Treated as Threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
State Legal Status:
FE = Federally Endangered.
FT = Federally Threatened.
FT(SA) = Federally Threatened due to similar appearance to another federally listed species.
ST = State Threatened.
SSC = State Species of Special Concern.
LE = Listed by the state as Endangered (plants).
LT = Listed by the state as Threatened (plants).
***Notes:** **The proposed project's possible effects on these species were determined using the species' respective effect determination keys. ***These federally listed species are listed as occurring in St. Johns/Duval Counties by Florida Natural Areas Inventory (FNAI), but are not included on the FWS's official list of federally listed species in St. Johns or Duval Counties. Consequently they are not included in the ESBA Report, which only discusses federally listed species from the FWS lists.*
Source: WHR, FDOT, August 2012, and ESBA, FDOT, August 2012.

Federally-Listed Species

Two federally-listed wildlife species, the indigo snake and wood stork, have moderate likelihoods of occurrence within the study area. The gopher tortoise, a candidate species for federal listing, was observed in the study area. FDOT has determined that this project may affect, but is not likely to adversely affect the Eastern indigo snake and wood stork.

- Eastern Indigo Snake: While preferred habitat does exist in the study area, no indigo snakes were observed in the study area. It is anticipated at this time that the project may affect, but is not likely to adversely affect the Eastern indigo snake. Effects to this species may be loss of habitat, being temporarily unable to use the site for forage and shelter due to potential avoidance of construction activities. However, these effects would be discountable or insignificant because of species mobility, the project impacts less than 25 acres of xeric habitat, and the FDOT is committed to utilization of the *USFWS Standard Protection Measures for the Eastern Indigo Snake*.

- Wood Stork: The project falls within the Core Foraging Area of the Dee Dot Ranch wood stork colony. While no wood storks were observed in the study area wetlands, this species has been given a moderate likelihood of occurrence. Wetland impact avoidance, minimization and mitigation would be sequentially implemented as described in Section 5.3.1, Wetlands. It has been determined that the project may affect, but is not likely to adversely affect the wood stork. Effects to this species may be loss of habitat, being temporarily unable to use the site for forage and shelter due to potential avoidance of construction activities. However, these effects would be discountable or insignificant because of species mobility and all wetland impacts would be mitigated, as described in Section 5.3.1.
- Gopher Tortoise: Active and inactive gopher tortoise burrows were observed in the project corridor, including at pond site locations. The gopher tortoise is listed as a Candidate species and therefore, is not currently afforded protection under the ESA. However, compliance with all applicable regulations, guidelines, and survey protocol would be adhered to. A complete survey for gopher tortoises will have to be conducted within the corridor and at selected ponds sites within 90 days of construction to determine how many tortoises (if any) require relocation permitting. Due to these measures, the project is not likely to adversely affect the gopher tortoise.

A copy of the ESBA was submitted to the U.S. Fish and Wildlife Service (USFWS) for their review. The USFWS concurred with the FDOT, on August 27, 2013, that the proposed action is not likely to adversely affect resources protected by the ESA*, as amended (16 U.S.C. 1531 et seq.).* This finding fulfills the requirement of the ESA (Appendix D).

Other State-listed Species

In addition to the Federally-listed species discussed above the following species are on the State list.

- Gopher Frog: This species is not documented as occurring within five miles of the site, and it was not observed. However, due to the presence of gopher tortoise burrows and possibly suitable habitat, it has been given a moderate likelihood of occurrence. Because gopher frogs are typically relocated along with gopher tortoise, this species may be affected, but is not likely to be adversely affected by the proposed project.
- American Alligator: No documented occurrences of alligators are recorded within the five miles of the project area and none were observed. However, Durbin Creek is highly suitable habitat for this species. Therefore, it is given a high likelihood of occurrence. Because the alligator is highly mobile, and can self-relocate during construction if present, it may be affected, but is not likely to be adversely affected.
- Florida Pine Snake: No pine snakes are documented within five miles of the site. However, due to the presence of possibly suitable habitat and gopher tortoise burrows, this species has been given a moderate likelihood of occurrence. The project is not likely to adversely affect pine snakes, as any that are found are typically relocated in conjunction with the gopher tortoise in accordance with state regulations.
- Florida Burrowing Owl: No burrowing owls are documented as occurring within five miles of the study area. Because they are not know to occur in St. Johns County, and only a small portion of the Duval County is present in the project area it is unlikely that they occur anywhere in the study area. Neither owls nor their burrows were observed, and this species was given a low likelihood of occurrence and is not likely to be adversely affected.
- Wading Birds: Listed wading birds (limpkin, little blue heron, tricolored heron, snowy egret, white ibis, and wood stork) share similar habitat requirements, and may use many of the corridor's wetlands as foraging habitat. Several wading bird rookeries and one wood stork

colony are within thirteen miles of the project area. All wetlands in the corridor were surveyed for wading birds using visual and aural means. No listed wading birds were observed, but all have been given moderate likelihoods of occurrence based on the presence of suitable foraging habitat in onsite wetlands. Because many such wetlands would remain in the area after the project is constructed, these birds are not likely to be adversely affected. More discussion on the wood stork is under Federally-Listed Species.

- Southeastern American Kestrel: No kestrels are documented within five miles of the project. The study area contains large amounts of planted pine forests, and larger and older pines are present along wetland edges and in a few small natural upland habitats. Openings in and around the silviculture areas may provide foraging habitat. Representative areas of possibly suitable habitat were visually surveyed for kestrels. No individuals or signs of the southeastern American kestrel were observed during field surveys. This species is given a low likelihood of occurrence. Because any kestrels that may be present would be able to continue to utilize large amounts of adjacent suitable habitats, the project is not likely to adversely affect this species.
- Osprey: Onsite or nearby portions of Durbin Creek or storm water management ponds may provide suitable foraging habitat for osprey. It is also possible that deep swamps in the area may provide nesting habitat. No ospreys or their nests were observed during the current survey, and none are documented within five miles of the site. This species is given a low likelihood of occurrence and is not likely to be adversely affected.
- Sherman's Fox Squirrel: This species is not documented as occurring within five miles of the site, and was not observed during the site inspection. Because habitats on the site may be marginally suitable, this species has been given a low likely of occurrence. Due to the presence of large amounts of adjacent habitat, this species is unlikely to be adversely affected by the project.
- Vascular Plants: Many state-listed plants may occur on the site, but none were observed. The suitability of the site for most species is greatly reduced by silvicultural practices. No listed plants are likely to be affected by the project.

A number of state listed species are moderately likely to occur (gopher frog, Florida pine snake, limpkin, little blue heron, snowy egret, tricolored heron, and white ibis); however, these species are not likely to be adversely affected. A copy of the WHR was provided to the Florida Fish and Wildlife Conservation Commission (FFWCC) for review and comment. The FFWCC has concurred with the FDOT determination that the project "may affect, but not likely to adversely affect" the wood stork and the Eastern Indigo Snake, and "not likely to adversely affect" all state listed species (Appendix D).

5.3.7 Essential Fish Habitat (EFH)

A portion of the project crosses Durbin Creek and associated high quality palustrine forested wetlands. The National Marine Fisheries Service (NMFS) recommended impacts to these wetlands be sequentially avoided, minimized and compensated with mitigation and that to the greatest extent practicable, runoff from the proposed project should be treated before being discharged.

Durbin Creek flows north and west into Julington Creek and then the St. Johns River. The portion within the study area is approximately 9.4 miles from the St Johns River, and approximately 50 miles upstream of the mouth of the St. Johns. Within the study area, Durbin Creek has several ill-defined perennial flowing channels, but due to shallow depth and obstructions these channels are not navigable except during periods of high water.

FDOT performed an investigation to determine if Durbin Creek is tidal in the vicinity of the project corridor. The study determined that the creek was not tidal at this location. Because

there is not tidal fluctuation within the project area, neither Durbin Creek nor other onsite wetland systems are considered EFH by the NMFS. The NMFS has reviewed the study and conducted a field visit on December 18, 2013, to confirm the results. The study is included with the technical documents on the attached CD. NMFS concurs with the findings that Durbin Creek is not tidal in the vicinity of the proposed project (Appendix E).

5.4 Physical Impacts

5.4.1 Noise

An assessment of noise impacts was conducted for this project according to *Title 23, Code of Federal Regulations (CFR), Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010), *Part II, Chapter 17 of PD&E Guidelines* (FDOT, May 24, 2011) and *Chapter 335.17, FS.* This assessment also adheres to current FHWA traffic noise analysis guidelines contained in *Report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance* (December 2011).

All measured and predicted noise levels are expressed in decibels (dB) using an A-scale [dB(A)] weighting. All noise levels are reported as hourly equivalent noise levels (LAeq1h). The LAeq1h is defined as the steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound for the same hourly period.

The existing Traffic Noise Model (TNM) predicted noise levels fall below the FHWA Noise Abatement Criteria (NAC) at all analyzed receptors, indicating that traffic noise from existing roads is not impacting any noise sensitive sites in the study area. When LOS C traffic volumes were applied to the existing road network to represent worst-case traffic noise conditions with the 2040 No-Build Alternative, there was little change in predicted noise levels over existing conditions. None of the analyzed receptors are predicted to experience noise levels that approach or exceed the FHWA NAC.

TNM predicted noise levels for the proposed Build Alternative do little to change the noise environment at most of the analyzed receptors in the study area. The most noticeable traffic noise increases will be experienced south of Russell Sampson Road where noise levels are predicted to substantially increase [15^{+} dB(A)] at two locations: in the St. Johns Forest neighborhood and at the Liberty Pines Academy. Despite this increase, noise levels for these receptors will remain below the FHWA noise abatement criterion. However, the negligible increase [2.6 dB(A)] predicted at residential receptor R1 is enough to trip the 66.0 dB(A) noise abatement consideration threshold.

In areas where only a single-impacted receptor is located, the FDOT requirement that a minimum of *two* impacted sites must benefit from an analyzed noise barrier is not possible. Since both receptor R1 and receptor SJ3 are single-impacted receptors, they inherently cannot achieve the FHWA feasibility requirement. Consequently, noise abatement is not feasible and further evaluation is not justified at either of these two locations.

To abate for the noise impact at the impacted Liberty Pines Academy basketball courts, a combination of noise barrier systems were analyzed to determine the most effective system. However, none of the analyzed barrier system combinations (right of way barrier only; right of way/structure barrier combo; or shoulder-mount/structure barrier combo) achieve the FHWA required 5.0 dB(A) minimum noise requirement. Consequently, the barrier analysis concluded that abatement at this location is not feasible and further abatement consideration at this location is not warranted.

Statement of Likelihood: The noise analysis for the Build Alternative shows noise is expected to increase in proximity to the project corridor. However, based on the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at two impacted Activity Category B sites represented in this report by residential receptors R1 and SJ3, nor can impacts be mitigated for the Activity Category C land use, Liberty Pines Academy basketball courts.

To aid local government officials in promoting compatibility between land development and the proposed project, potential impact noise contours were developed as part of this noise impact analysis and are included in the *Noise Study Report (NSR)*. These contours represent the approximate distance at which the FHWA noise abatement threshold would be approached with implementation of the proposed project. These unshielded contours do not consider the noise reduction effects of buildings, elevation changes, or adjacent vegetation. On the mainline of the SR 9B Extension and along the proposed Race Track Road Connector the NAC [66 dB(A)] for Activity Category B (residential) and C (i.e. schools, parks, cemeteries, hospitals, daycare centers, places of worship, Section 4(f) sites) is at 130 feet from the edge for the nearest travel lane. For Activity Category E (i.e. hotels, restaurants, offices) the NAC [71 dB(A)] is at <25 feet. Along the mainline of SR 9B Extension the short segment between Russell Sampson Road and the CR 2209 connector the NAC [66 dB(A)] for Activity Category B/C is 150 feet; and for Activity Category E the NAC [71 db(A)] is at <25 feet. FDOT is committed to working with local governments, developers and residents by providing them access to the *NSR*. The NSR is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida.

5.4.2 Air Quality

Project Level Air Quality Analysis

The proposed project is located in St. Johns County, Florida, an area which is currently designated attainment for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the *Clean Air Act* (CAA). Therefore, the CAA conformity requirements do not apply to the project. The No-Build and Build Alternatives have been subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels are not predicted to meet or exceed the one-hour or eight-hour NAAQS for this pollutant with either the No-Build or Build Alternative in the opening year and the design year. The results of this screening analysis are summarized in an *Air Quality Technical Memorandum*, which is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida.

Mobile Source Air Toxics (MSAT)

A qualitative analysis of potential mobile source air toxics (MSAT) is appropriate because the design year traffic volumes for the propose SR 9B Extension is in the range for projects with low potential for MSAT effects, as defined in *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA (FHWA, December 6,2012).* A qualitative analysis provides a basis for identifying the potential MSAT emissions, if any, from the project. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives.*

The amount of MSAT emitted would be proportional to the vehicle miles traveled (VMT) for Build and No Build alternative assuming that other variables such as fleet mix are the same for each alternative. The VMT estimate is 14.7 million VMT in year 2040 for the No Build Alternative and 25.8 million VMT in year 2040 for the Build Alternative. The VMT estimate of 25.8 million VMT in year 2040 for the Build Alternative is higher because the Build Alternative provides better

connectivity to CR 2209, increases the efficiency of the roadway network and attracts rerouted trips from elsewhere in the transportation network. Please refer to the PER, Sections 2.10 and 5.2.6 for a discussion of the existing and future traffic estimates, respectively.

The MSAT emissions for the Build Alternative should be slightly lower than emissions for the No Build Alternative due to lower MSAT emission rates associated with increased speeds. According to EPA's MOVES model, emissions of all of the priority MSAT decrease as speed increases, except for diesel particulate matter. The extent to which these speed-related emissions decreases would offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

The slightly lower total VMT estimate for the Build Alternative must be viewed in the context that the lower MSAT emissions on the existing arterial network in the project vicinity. Therefore, the proposed Build Alternative would provide a dual benefit with respect to MSAT emissions:

- Lower emissions rates, due to higher average operating speed, and
- Lower emissions rates on the surrounding arterial network due to reduced congestion and delay.

The VMT estimates under each of the Alternatives are nearly the same, and therefore it is expected there would be no appreciable difference in overall MSAT emissions among the alternatives. Also, regardless of the alternative, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 83% between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in all cases.

There is an overall lack of available technical tools to enable prediction of project-specific health impacts related to MSAT emission changes associated with the alternatives under evaluation. Therefore, the MSAT evaluation of project alternatives is limited to the basic analysis presented above. Due to these limitations, the following discussion is included in accordance with Council on Environmental Quality (CEQ) Regulations (40 CFR 1502.22(b)) regarding incomplete and unavailable information.

The EPA is in the process of assessing the risks of various kinds of exposures to MSAT pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSAT was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from the EPA IRIS database and represents the EPA's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.

- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures.

Evaluating the environmental and health impacts from MSAT on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of the project.

Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. The amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. As noted above, the current emissions models are not capable of serving as a meaningful emissions analysis tool for smaller projects. Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment".

Global Climate Change

The issue of global climate change is an important national and global concern that is being addressed in several ways by Federal and State government. The transportation sector is the second largest source of total Green House Gases (GHG) in the United States., and the greatest source of carbon dioxide (CO2) emissions – the predominant GHG. In 2004, the transportation sector was responsible for approximately 31 percent of all CO2 emissions in the United States. The principal anthropogenic (human-made) source of carbon emissions is the combustion of fossil fuels, which account for approximately 80 percent of anthropogenic emissions of carbon worldwide. Almost all (98 percent) transportation-sector emissions result from the consumption of petroleum products such as gasoline, diesel fuel, and aviation fuel.

The transportation sector is a substantial contributor to GHG emissions in Florida, accounting for about 46 percent of CO2 emissions in Florida. The transportations sector's GHG emissions in Florida are dominated by personal vehicle travel in cars and light trucks, which account for almost two-thirds of these emissions. Other trucks account for an additional 4 percent of CO2 emissions.

Strategies are being developed and/or implemented at the Federal and State level to address transportation GHG. Former Governor Crist established the Action Team on Energy and Climate Change by signing Executive Order 07-128, "Florida Governor's Action Team on Energy and Climate Change," on July 13, 2007. A Florida climate change Action Plan is being developed that would include strategies to reduce emissions, including recommendations for proposed legislation for consideration by the Florida Legislature.

Key Florida strategies for reducing transportation's contribution to GHG emissions include:

- Reducing the rate of fuel consumption by enhancing vehicle efficiency;
- Reducing congestion and delay on the transportation system;
- Reducing the carbon content of fuel, so that fewer emissions are generated for each gallon of fuel consumed;

- Reducing the growth rate in travel by managing travel demand; and
- Expanding options for travel by means other than single-occupant vehicles, and changing land use patterns.

Because climate change is a global issue, and the emissions changes due to project alternatives (including the No Build Alternative) are not different or very small compared to global totals, the GHG emissions associated with the alternatives were not calculated.

5.4.3 Construction

Construction activities for the proposed project would have air, noise, vibration, water quality, traffic flow and visual impacts for those residents and travelers within the immediate vicinity of the proposed Build Alternative. These impacts would be controlled by FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction would be planned and scheduled to minimize traffic delays throughout the project. Signs would be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media would be notified in advance of road closings and other construction-related activities, which could excessively inconvenience the community so that motorists, residents and businesspersons can plan travel routes.

5.4.4 Contamination Sites

A *Level 1 Contamination Screening Evaluation Report* (CSER) was completed in September 2012 and updated in October 2013, for the proposed project. The screening was conducted using aerial photography, regulatory databases, regulatory personnel interviews and visual site investigations from public right-of-ways. All properties within or adjacent the proposed right-of-way were evaluated to determine whether any of the properties posed a significant contamination risk to the proposed project. The results of this screening analysis are summarized here. More detailed information concerning each site may be found in the CSER, which is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida. In addition, a supplemental CSER was completed in October 2013 to assess whether any of the alternative ponds sites posed a significant risk. No potential contamination was found at any of the alternative ponds sites.

Each identified potential contamination site has been classified with a rating of either "No," "Low," "Medium" or "High" for its potential to impact the project corridor as described in *PD&E Guidelines; Part 2: Analysis and Documentation*, *Chapter 22, Section 2.2.3 (FDOT, 2008).* A total of four potential contamination sites are documented within the project study area. These locations are illustrated on Figure 10 and the sites are described on Table 7. The "No" classification is assigned to one of the sites (Site 2), and a "Low" classification is assigned to two of the sites (Sites 3 and 4). There are no sites assigned with a "Medium" classification. A "High" classification is assigned to one site (Site 1) for having potential for petroleum and/or hazardous substance contamination and the Build Alternative would require right-of-way from this site.

Figure 10: Potential Contamination Sites

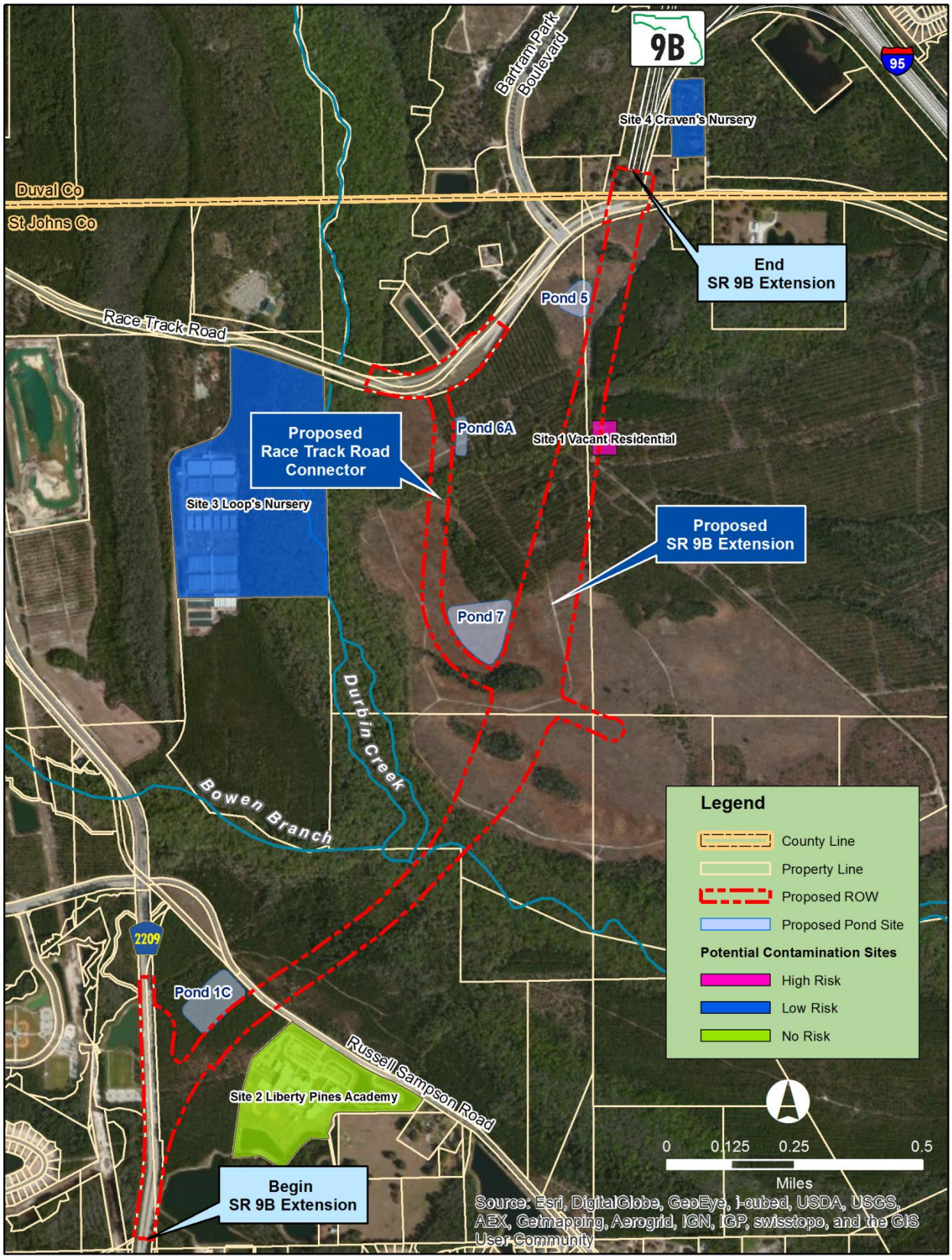


Table 7: Potential Contamination Risk Evaluation Summary

Site	Potential Type of Contamination Concern	FDOT Rating System Results
Site 1: Vacant Residential Property 5500 Race Track Road RE#023540-0002	Areas of petroleum products storage, solid waste debris and former garden area.	**HIGH** – This facility is located within the proposed right-of-way. Further assessment is recommended in the vicinity of the shed, the debris pile, and the former garden area to determine if the areas of proposed construction activities have been negatively impacted. A pole mounted transformer would need to be removed.
Site 2: Liberty Pines Academy -10901 Russell Sampson Road RE#023630-0042	Areas of petroleum or hazardous material storage/handling, if any.	**NO –** Impacts to construction are not anticipated at this time. The facility adjoins the subject corridor to the south.
Site 3: Loop's Nursery and Greenhouse 4844 Race Track Road RE#023600-0020	Herbicide/pesticides storage and mixing areas; spray areas.	**LOW –** Impacts to construction not anticipated at this time. Site is located 1,300 feet west of the subject corridor beyond the intervening hydrological feature of Durbin Creek. If construction activities are proposed or occur within 100 feet, further assessment may be warranted.
Site 4: Craven's Nursery 5255 Race Track Road RE#168141-0000	Herbicide/pesticides storage and mixing areas; spray areas.	**LOW** – Impacts to construction not anticipated at this time. Site is located 450 feet northeast of the subject corridor, and only small quantities of such products suspected to be used. If construction activities are proposed or occur within 100 feet, further assessment may be warranted.

Source: Level 1 Contamination Screening Evaluation (CSER), SR 9B Extension, October 2013.

When a specific design alternative is selected for implementation, a site assessment would be performed to the degree necessary to determine levels of contamination, if any, and if necessary, evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination would be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action would be taken, where applicable.

5.4.5 Utility Relocations

Utility relocation would be a part of the SR 9B Extension project, but the amount of utility work would be relatively minor. All three existing roads that intersect the project, CR 2209, Russell Sampson Road, and Race Track Road, contain utilities. Therefore minor utility relocations would be included in cross-road improvements associated with this project. The SR 9B Extension is a new limited access highway and therefore would not include any new utilities within the right-of-way. The Race Track Road Connector would not include utilities in the initial construction. Once constructed, it is expected that Race Track Road Connector would be dedicated to St. Johns County. Future utility construction in the Race Track Road Connector right-of-way would then be coordinated through the county. Standard FDOT and county design and construction procedures include a thorough utility coordination program and allowances for existing utility relocations as part of the construction project.

5.4.6 Navigation

Through early coordination with the U.S. Coast Guard (USCG) during the ETDM process, USCG has determined that there is no involvement with navigable waterway crossings within the proposed project corridor that require a permit from the USCG. The FDEP commented that Durbin Creek is navigable by small motorized vessels and canoes, and that navigation should be maintained in the post construction condition. The proposed project would overpass Durbin Creek on structure and would not impede the waterway for small boats or canoes.

5.5 Indirect and Cumulative Effects

5.5.1 Indirect Effects

The CEQ defines indirect effects as:

> *"Indirect effects … are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR 1508.8).*

Indirect effects are caused by other actions that have an established relationship or connection to the proposed project and are reasonably foreseeable. The indirect effects associated with the SR 9B Extension are assumed to be related to land development activity that may occur outside the project right-of-way as a result of the Build Alternative.

As a basis for the analysis of the potential for development as a result of the proposed project, Figure 5, Existing Land Use, is compared to Figure 7, Future Land Use. As can be seen on the existing land use map, much of the current development is occurring within the areas identified as approved DRIs, Bartram Park and Durbin Crossing. These large multi-use DRI areas are not currently built out but will be in the future, with or without the proposed project. Other lower density development has occurred throughout the area, such as a plant nursery, school and church. There are also two large conservation areas that will not be developed in the future.

On the Future Land Use Map, the more intense land uses are planned within the already approved DRIs of Bartram Park and Durbin Crossing and will develop independent of the proposed SR 9B Extension. In addition, intense commercial development is planned within the area surrounding the proposed SR 9B Extension. This area has long been targeted for future development, and is associated with development rights that were promised in exchange for conservation areas dedicated to the SJRWMD as part of the large Cummer Trust land holdings. While this project will provide access to this area and may affect it to develop faster than it may without the Race Track Road Connector, the primary purpose of the SR 9B Extension is to provide relief for the two Interchanges on I-95 at Old St. Augustine Road and CR 210. This area is targeted to develop sometime in the future with or without the proposed project. Additional low density development may also occur in this fast-growing sector of St. Johns County in the areas designated rural/silviculture of the Future Land Use Map with or without the project as is currently occurring. A qualitative analysis of potential indirect effects is summarized in Table 8.

Table 8: Summary of Indirect Effects within the Project Area

Resources Evaluated in EA	Potential Indirect Effects with the Build Alternative
Social & Economic	
Economic	Future development of already approved DRI's and land planned for residential, commercial and industrial development will be better served by the proposed project, as shown on Figure 7, having a beneficial economic effect.
Land Use	Planned development patterns as shown on the Future Land Use Map, Figure 7, are anticipated to have beneficial effects on the local economy, but are not dependent of the proposed project.
Social	Improved access and decreased congestion will have beneficial indirect effects on people's lives by providing a more efficient journey to work, school, shopping and play.

Resources Evaluated in EA	Potential Indirect Effects with the Build Alternative
Environmental Justice	No disproportionately high or adverse impacts are anticipated.
Children's Environmental Health & Safety	Existing Federal and State regulations are expected to minimize and mitigate impacts from land development activities, including mobility, noise, air quality, flood hazards, water quality and construction.
Farmlands (Prime or Unique)	No prime or unique farmlands have been identified in the project area. Therefore, no indirect effects are anticipated.
Cultural	
Historic & Archaeological Sites	Major development projects are required by the State Historic Preservation Office to be surveyed for historic and archaeological resources. No indirect effects are anticipated.
Recreation Areas	It is anticipated that additional recreational resources will be developed along with any residential development. Therefore, beneficial effects are anticipated.
Section 4(f) Potential	Section 4(f) applies to Federally funded projects, which if programmed will require avoidance of impacts to such resources. Therefore, no indirect effects are anticipated.
Natural	
Wetlands	Additional indirect loss of wetlands will be compensated for under existing Federal and State regulations. Therefore effects are expected to be minimized and mitigated.
Special Designations	Areas that are special designations are protected. Therefore, no indirect effects are anticipated.
Water Quality & Quantity	Existing Federal and State regulations are expected to minimize and mitigate impacts from land development activities. Therefore, no indirect effects are anticipated.
Floodplains	Based on stringent floodplain development regulations, no substantial indirect effects to floodplains are expected.
Wildlife & Habitat	Additional loss of habitat may occur through continued development in the area. Existing Federal and State regulations are expected to minimize and mitigate impacts from land development activities.
Essential Fish Habitat	Essential fish habitat in the project area is located primarily within the Julington-Durbin Preserve, which is a protected area. Therefore, no indirect effects are anticipated.
Physical	
Noise	No indirect effects are anticipated.
Air Quality and Climate Change	No change in attainment status is anticipated. Therefore, no indirect effects are anticipated.
Contamination	Future development could encounter sites contaminated with hazardous materials. To minimize the risk of discovering these sites through land disturbing activities, a Level 1 contamination screening evaluation to identify potential hazardous materials could be conducted prior to property acquisition and development.
Navigation	Federal regulations require permits for activities in waters of the state. Navigable waterways are controlled through U.S. Coast Guard permitting process designed to maintain navigation access. Therefore, no adverse indirect effects are anticipated.

There does not appear to be any substantial indirect adverse effects anticipated as a result of the proposed project. Future development outside of the proposed project right-of-way is likely to occur with or without the project in this fast-growing part of St. Johns County. In any case, all development is controlled through the development approval process, and requires permitting by county, state, and federal agencies.

5.5.2 Cumulative Effects

The cumulative effects analysis was conducted to comply with the CEQ regulations (40 CFR 1500-1508), FHWA Technical Advisory T 6640.8A (FHWA, 1987), FHWA Position Paper: *Secondary and Cumulative Impact Assessment in the Highway Project Development Process* (FHWA, 1992). It follows the approach presented in the *Cumulative Effects Evaluation Handbook* (FDOT, 2012) and *Guidance on Preparing Cumulative Impact Analyses* (Texas Department of Transportation, 2006).

The CEQ regulations for implementing NEPA define Cumulative Impact as follows:

> *"Cumulative impact is the impact on the environment which results from the incremental impact of the action (project) when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." (40 CFR 1508.7)*

Cumulative effects include both direct and indirect effects that would result from the project, as well as the effects from other projects (past, present, and reasonably foreseeable future actions) not related to or caused by the project. The cumulative effects analysis considers the magnitude of the cumulative effect on the resource health. Health refers to the general overall condition, stability, or vitality of the resource and the trend of that condition. Therefore, the resource health and trend are key components of the cumulative effects analysis. Laws, regulations, policies, or other factors that may change or sustain the resource trend will be considered to determine if more or less stress on the resource is likely in the foreseeable future. Opportunities to mitigate adverse cumulative effects on a stressed resource, or a resource that will continue to be stressed, will be presented. These are not intended to be mitigation measures that FDOT or the project lead or cooperating agencies would, or have the authority to, implement. Rather, they are intended to disclose steps or actions that could be undertaken by local, state and federal agencies and organizations to minimize the potential cumulative effects on the health of each resource. In many cases these actions are already taken by regulatory agencies.

Evaluation of cumulative effects should be completed for any resource found to be adversely affected by the project, either directly or indirectly. Resources found to not be directly or indirectly affected by the project are not considered in the cumulative effects analysis. Specific resources and environmental effects categories evaluated in the EA are listed in Table 9. The table also summarizes each resource impact, presents a determination of which resources would be carried forward and evaluated in the cumulative effects analysis, and identifies why certain resources are eliminated from the cumulative effects evaluation.

Table 9: Determination of Resources and Other Topics Included in the Cumulative Effects Analysis

Resources Evaluated in EA	Included in the Cumulative Effects Analysis	Reason Eliminated from Cumulative Effects Analysis
Social & Economic		
Economic	No	Only beneficial direct and indirect effects
Land Use	No	Only beneficial direct and indirect effects
Social	No	No cumulatively significant effects.
Environmental Justice	No	No cumulatively significant effects.
Children's Environmental Health & Safety	No	No cumulatively significant effects
Farmlands (Prime or Unique)	No	No cumulatively significant effects
Cultural		
Historic & Archaeological Sites	No	No cumulatively significant effects.
Recreation Areas	No	No cumulatively significant effects
Section 4(f) Potential	No	No cumulatively significant effects.
Natural		
Wetlands	Yes	See discussion below
Special Designations	No	No cumulatively significant effects
Water Quality & Quantity	No	No cumulatively significant effects
Floodplains	No	No cumulatively significant effects
Wildlife & Habitat	Yes	See discussion below
Essential Fish Habitat	No	No cumulatively significant effects
Physical		
Noise	No	No cumulatively significant effects
Air Quality and Climate Change	No	No cumulatively significant effects
Contamination	No	No cumulatively significant effects.
Navigation	No	No cumulatively significant effects

This cumulative impact analysis addresses the potential for cumulative effects with regard to wetlands and wildlife habitat. During the ETDM process these two issues received a "substantial" degree of effect designation for the potential for direct impacts and following further analysis in the EA were found to have the potential for having a cumulative effect.

A cumulative impact evaluation with regards to wetlands and wildlife habitat was completed for the SR 9B Extension by adapting the study previously done for the SR 9B/I-95 Interchange. The *SR 9B Extension Cumulative Impact Evaluation* is included with the technical documents on the attached CD, as Appendix D to the WER. This study identified a Potentially Affected Resource Area (PARA) based on Hydrologic Unit Codes (HUC) which spans approximately 863,500 upland and wetland acres on the east side of the St. Johns River, from Volusia County on the south to Duval County on the north.

Wetland and Wildlife Resources

Within the identified PARA, the majority of all past, present and future wetland impacts and mitigation have consisted of forested palustrine wetlands. Herbaceous and other wetland types

represent an extreme minority of wetland classification within the PARA. Utilizing existing SJRWMD database information, FDOT calculated the approximate acreage of palustrine forested wetlands within the PARA to be approximately 175,623 acres.

Major identified water bodies associated with the palustrine wetland systems within the PARA include, but are not limited to, Durbin Creek, Julington Creek, Cunningham Creek, Bulow Creek, Six Mile Creek, Trout Creek, Deep Creek, Haw Creek, Jones Creek, Big Davis Creek, Cabbage Creek, Pottsburg Creek, Strawberry Creek, Hopkins, Creek, Crescent Lake, Lake Dexter, Lake Dias and Lake Daughtery. Significant conservation lands east of the St. Johns River include the following: Julington/Durbin Preserve, Twelve Mile Swamp Conservation Area, Deep Creek Conservation Area, Dunns Creek State Park, Haw Creek, Nine Mile Point, Relay Tract Conservation Easements, Bryant Skinner Conservation Easements, Tiger Bay State Forest, Plum Creek/Volusia Pineland Conservation Easement, Heart Island Conservation Area, Clark Bay Conservation Area, Crescent Lake Conservation Area, Murphy Creek Conservation Area, Tupelo Mitigation Bank, Brick Road Mitigation Bank, Fish Tail Swamp Mitigation Bank and numerous others. Utilizing database information available from the SJRWMD and Florida Natural Areas Inventory (FNAI), in 2012 approximately 146,000 acres of land were under some form of conservation and or management with the PARA. This represents approximately 17% of the PARA.

Nearly all of these identified wetland resources provide functional value to wetland-dependent wildlife, including forage and denning opportunities, reproductive functions and often act as corridors promoting unimpeded wildlife movement within the PARA.

Impacts to Wetland and Wildlife Resources

The estimated direct D/F wetland impact associated with the proposed project represents approximately 0.024% of the total estimated wetlands within the PARA. The addition of direct No D/F (secondary) impacts incurred by the project yields a total of approximately 0.063% of the total estimated wetlands within the PARA.

The route for the SR 9A and 9B corridor has been in the planning stages, for the most part, since the mid-1980s. Since the residential development boom began, in and around the mid-1990s, developments have been constructed within the subject PARA, some right up to the future right-of-way line for the subject corridor. This includes the area that surrounds the northern third of the SR 9B Extension and that has already been permitted by SJRWMD and the USACE for intensive commercial development. These past and future developments related to the corridor, additional secondary transportation projects, and the subject corridor itself, have resulted in direct impact to palustrine wetlands, resulting in losses to functional value of these areas. Roadways and similar linear developments have resulted in localized habitat fragmentation as well. Additionally, indirect impacts resulting from these developments have reduced functional value of adjacent wetlands and waterways through noise, runoff, human disturbances and other factors.

To minimize secondary impacts to wetlands and wildlife resources resulting from the proposed project, the bridge over Durbin Creek will be designed with sufficient length to minimize impact to wetland habitat and the floodplain area. This expansive bridge opening, with a minimum length of 780 feet, and minimum vertical clearance of 8 feet, will facilitate wildlife habitat and movement along the Durbin Creek corridor, and would not preclude the connection of any future conservation easements along the creek between the nearby Julington-Durbin Preserve and the Gourd Island Conservation Area. While no large mammals have been identified within the project area (see 5.3.6), a bridge spanning Durbin Creek would facilitate the movement of squirrels, wading birds, snakes, tortoises, and alligators. In addition, culverts located at existing drainage ways and sized appropriately for movement of storm water from one side of the road

to the other, may provide additional opportunities for the passage reptiles and amphibians along the proposed project. All of these efforts will follow the FDOT *Wildlife Crossing Guidelines*.

Strict regulation by state and federal agencies have necessitated compensatory mitigation for each direct and secondary wetland impact that has occurred in the PARA during the subject time period. In fact, more recent developments, and those in the future, were or would be, subject to the federal *Compensatory Mitigation Rule* (CMR 2008), which mandates a watershed approach to mitigation in order to offset unavoidable impacts to wetlands and wetland functions. Even though the mitigation is determined at a localized project-by-project level, it has acted to decrease cumulative effects of these impacts. FDOT has already purchased SJRWMD credits and USACE credits at Tupelo Mitigation Bank in compliance with the CMR for the SR 9B project. If this amount is not sufficient for the project's needs, additional appropriate mitigation would be secured (see the 5.3.1, Wetlands). Banks often provide wetland functions and values far in excess of the associated impacts. Tupelo Mitigation Bank is an important component of the preservation and enhancement of the St. Johns River and its tributaries. It is significant to the regional ecosystem because of its strategic location within a sensitive sub-basin (i.e., Six Mile/Julington Creek Nested Basin), its large size and its opportunities for restoration. Management of habitat for protected and other wildlife species is a high priority of this mitigation bank. The SR 9B Extension project, as proposed, would not result in the taking of any federally listed threatened or endangered species.

The *2025 Florida Transportation Plan* (FTP) addresses how Florida's transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build communities, and help preserve our natural environment. The Plan includes several goals: safety improvements, cost effective maintenance of transportation assets, increased mobility, sustainable investments and responsible environmental stewardship. Each goal is related and mutually supportive. Transportation planning and decision making, including project selection, should also be integrated and coordinated with land use, water and natural resource planning and management. The identification and resolution of a full range of environmental concerns should occur early in the transportation planning and project development process. Long range objectives of the Plan include optimizing the efficiency of Florida's transportation system by implementing operational, management, access, and land use strategies that support the intended use of each element of the system identified as part of evolving statewide, regional or community visions. Projects would be planned, designed and constructed in a manner that preserves and, where feasible, restores the function and character of the natural environment and that avoids or minimizes and mitigates adverse impacts.

While some habitat fragmentation is unavoidable with development (including transportation), significant, large-scale fragmentation has been mitigated through wildlife crossings, bridge spans, responsible PD&E efforts and conservation efforts that focus on the maintenance of habitat contiguity. Additionally, the CMR-mandated preference for mitigation banks as a mitigation measure ensures that compensatory mitigation would often represent large segments of wetlands that can provide for large-ranging wildlife motility and preserve existing wildlife corridors in the landscape.

Responsible applications of state and federal regulation and future development planning have resulted in responsible development that has had an insignificant impact to wildlife habitat and wetland functions and values. The sheer magnitude of remaining wetland resources and regulatory policies ensuring large-scale restorative mitigation is evidence that past, present and future impacts within the PARA would not lead to unacceptable cumulative impacts.

6.0 Comments and Coordination

A Public Involvement Program (PIP) has been developed and is being carried out as an integral part of this project. The purpose of this program is to establish and maintain communication with the public and agencies concerned with the project and its potential impacts. To ensure open communication and agency and public input, FDOT has provided an early notification package to State and Federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts.

In addition, in order to expedite the project development processes, eliminate unnecessary work, and provide a substantial issue identification/problem solving effort, FDOT has carried out the scoping process as required by the CEQ Guidelines.

Finally, in an effort to resolve all issues identified, FDOT conducted an extensive interagency coordination and consultation effort, and public participation process. These efforts began during project planning through the ETDM process. This section of the document details the FDOTs program to fully identify, address, and resolve all project related issues identified through the PIP.

6.1 Efficient Transportation Decision Making Process (ETDM)

The FDOT initiated early agency involvement through the ETDM process. The ETDM process affords agencies and the public the opportunity to provide early input on a major project's potential impacts to the natural, cultural and sociocultural environments through a series of "screening" events. These screening events occur at the development stage and just prior to a project entering the FDOT Five Year Work Program. For this project, the Programming Screen, including the AN, was initiated on September 20, 2012 (Appendix B). Any written comments are included in Appendix B. Environmental Technical Advisory Team (ETAT) comments were published in the *Final Programming Screen Summary Report* on May 7, 2013. The *Final Programming Screen Summary Report* includes a list of all agencies and organizations that provided comments during these screening events. This report also includes all agency comments submitted electronically through the EST and responses from the ETDM Coordinator. This information is available to the public through the public access website, on the attached CD, or from the FDOT District Office in Lake City, Florida.. Agency comments are summarized by issue in Table 10, which also provides a reference to technical documents and the section of the EA providing FDOT's current responses to comments for which further analysis was completed following publication of the *Final Programming Screen Summary Report*. No additional comments were received through the EST after a subsequent notification was emailed to the ETAT on August 7, 2014, regarding the availability of the EA approved by FHWA on July 16, 2014.

Table 10: ETDM Comment and Response Summary

Issue/ Organization	Comment	Response/Reference
Air Quality		
EPA	Air quality modeling using current standards should be done.	Air quality screening analysis was completed for the project as described in Section 5.4.2, Air Quality.
Coastal and Marine		
NMFS	An EFH Assessment should be completed. Impacts to wetlands should be sequentially avoided, minimized and mitigated. A Storm Water Management Plan in accordance with NPDES standards should be completed. A Wetland Mitigation Plan should be developed, and impacts should be offset in a manner that precludes a net loss of wetlands.	FDOT has determined though field analysis that Durbin Creek within the project limits is not tidal therefore an EFH Assessment was not completed. The results of this analysis are included within the ESBA, and summarized in Section 5.3.7. NMFS has concurred with this finding (Appendix E). A WER and a WHR were also completed for the project (see summaries in Sections 5.3.1 and 5.3.6, respectively). All permits with be obtained in accordance with state and federal permitting guidelines. See Section 5.3.3 and the WQIE.
Contaminated Sites		
USEPA	Complete a Contamination Screening Evaluation Report (CSER). If contamination is detected during construction appropriate actions will be necessary.	A CSER has been completed for the project. See Section 5.4.4 for a summary of the CSER. FDOT would perform a site assessment to determine levels of contamination and, if necessary, evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination would be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action would be taken, where applicable.
FDEP	None found	See above.
Farmlands		
NRCS	There are no Prime Farmlands or Locally Important Soils within the project area. There are soils of Unique Importance; however, none of these soils are in agricultural production.	See Section 5.1.4.
Floodplains		
USEPA	A flood impact evaluation should be included. FDOT should consider alternatives to avoid adverse effect and incompatible development in the floodplains. Coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and mitigation strategies.	See Section 5.3.4 and the LHR completed for the project. Coordination would be ongoing.
Navigation		
USACE	Navigation by small motorized vessels or canoes should be maintained.	A bridge over Durbin Creek is proposed, therefore there would be no disruption to small vessel navigation. See Section 5.3.6.
USCG	No navigable waterway crossings within proposed corridor.	See above. See Section 5.3.6.

Issue/ Organization	Comment	Response/Reference
Special Designations		
USEPA	Determine if prime or unique farmland is in the affected area.	See Farmlands above, and Section 5.1.3. No prime or unique farmlands would be affected by the project.
Water Quality & Quantity		
USEPA	Water quality standards for Durbin Creek, potential sources of water quality impairment, and TMDL requirements should be reviewed for effects on permitting. Consultation with FDEP is recommended.	The following water quality regulatory requirements would be adhered to during the planning and construction of the project • USEPA: Clean Water Act 303(d) USC • FDEP: Water Resources Implementation (Rule Chapter 62-40, FAC) • SJRWMD: Surface Water Management Basin Criteria (Chapter 40C-41, FAC) Best management practices would be incorporated during construction to minimize wetland and water quality impacts. See Section 5.3.3 and the WQIE.
FDEP	Storm water treatment should be designed to maintain the natural predevelopment hydro-period and water quality, as well as protect the natural functions of adjacent wetlands.	See above.
Wetlands		
NMFS	Impacts to wetlands should be sequentially avoided, minimized and mitigated. Wetland habitat impacted should be identified by size and location. If EFH is present measures to avoid and minimize adverse impacts should be identified. Runoff should be treated before being discharged. BMP for water quality and erosion control should be included in design and implemented during construction. A SMP should be completed for the project. A mitigation plan should be developed. In kind mitigation will be required. Coordination with NMFS should continue until all issues are addressed.	See Sections 5.3.1, 5.3.3 and 5.3.5, regarding wetlands, water quality, and wildlife. Section 5.3.7 specifically addressed EFH. An investigation was done to determine if Durbin Creek is tidal within the project area. It was determined that the creek was not tidal within the project limits. See water quality discussion above commitments regarding meeting water quality regulatory requirements.
USACE	Quality Enhancement Strategies for Wetland Impact Minimization developed by FDOT District 5 should be incorporated into this project.	A WER has been completed for the project to address wetland identification, functional analysis, and discussion regarding avoidance, minimization and mitigation. Section 5.3.1 summarizes the WER. Specific design techniques to minimize wetland impact would be considered during the design and permitting phase of the project. A Limited Quality Enhancement Strategies has been conducted and a full Quality Enhancement Strategies will be conducted during design/permits.

Issue/ Organization	Comment	Response/Reference
USEPA	The project should identify wetlands potentially impacted, determine value and function of the wetlands, and evaluate pond sites with regards to wetland impacts. Avoidance and minimization strategies for wetlands and mitigation plans to compensate for adverse impacts. Indirect and cumulative wetland impacts should be evaluated.	A WER has been completed for the project to address wetland identification, functional analysis, and discussion regarding avoidance, minimization and mitigation. Section 5.3.1 summarizes the WER. Secondary and Cumulative Impact Analysis has been completed and included in the WER.
USFWS	Large wetland areas should be avoided. If avoidance is not possible these areas should be bridged. Design of the bridge should capture storm water runoff. Cumulative effects analysis for wetland impacts should be examined.	See discussion above. See the WER and Section 5.3.1.
FDEP	Reduce impacts to wetlands to the greatest extent practicable, through alignment, bridge design, steep side slopes, and placement of storm water conveyance & treatment swales. Mitigation to offset adverse impacts. Address cumulative impacts.	See discussion above. See the WER and Section 5.3.1.
Wildlife and Habitat		
USFWS	Minimize impacts to suitable foraging area for the wood stork. Demonstrate avoidance of wetland impacts, and where impacts are unavoidable employ minimization measures to the extent possible. Coordinate with USFWS. Mitigation for wetland impacts should be discussed with USFWS. Follow protection measures for the eastern indigo snake during construction for protection of the Eastern indigo snake and conduct surveys for gopher tortoise burrows.	An ESBA and a WER has been completed for the project, see also discussion in Section 5.3.6 for a summary of species likely to occur in the project areas based on habitat identification and Section 5.3.1 for discussion on wetland impacts, minimization and mitigation. To assure the protection of the Eastern indigo snake during construction, FDOT would incorporate the guideline *Standard Protection Measures for the Eastern Indigo Snake* into the final project design and would require that the construction contractor abide strictly to the guidelines during construction. Should any gopher tortoise involvement be identified in future phases of the project, the FWC *Gopher Tortoise Permitting Guidelines* would be utilized.

Issue/ Organization	Comment	Response/Reference
FFWCC	Conduct wildlife surveys for federal and state-listed species; conduct specific surveys for gopher tortoises; and site drainage retention and equipment staging areas in previously disturbed/ cleared upland sites.	See wildlife discussion above, ESBA, WER, and WHR in Sections 5.3.6 and 5.3.1. To minimize secondary impacts to wetlands and wildlife resources resulting from the proposed project, the bridge over Durbin Creek will be designed with sufficient length to minimize impact to wetland habitat and the floodplain area. This expansive bridge opening, with a minimum length of 780 feet, and minimum vertical clearance of 8 feet, will facilitate wildlife habitat and movement along the Durbin Creek corridor, and would not preclude the connection of any future conservation easements along the creek between the nearby Julington-Durbin Preserve and the Gourd Island Conservation Area. While no large mammals have been identified within the project area (see 5.3.6), a bridge spanning Durbin Creek would facilitate the movement of squirrels, wading birds, snakes, tortoises, and alligators. In addition, culverts located at existing drainage ways and sized appropriately for movement of storm water from one side of the road to the other, may provide additional opportunities for the passage reptiles and amphibians along the proposed project. All of these efforts will follow the FDOT Wildlife Crossing Guidelines. Efforts to sequentially avoid, minimize and mitigation wetland impacts would be made throughout the PD&E, design, right-of-way, permitting, and construction phases.
Historical and Archaeological		
FDOS	The project area should be subjected to a CRAS.	A CRAS was completed for the proposed project. No resources eligible for the NRHP were identified. See Section 5.2.2 and CRAS.
Recreation Areas		
FDEP	Future environmental documentation should evaluate the primary, secondary, and cumulative impacts of the project on the Julington-Creek Preserve.	No adverse effects to recreational resources are anticipated, as described in Section 5.2.3. Potential direct, secondary and cumulative effects on wetlands and wildlife are addressed in Sections 5.3.1 and 5.3.6, respectively, as well as the WER and ESBA.
NPS	No Involvement	
USEPA	Direct and indirect impact to recreational resources should be evaluated.	No adverse effects to recreational resources are anticipated, as described in Section 5.2.3.
Section 4(f) Potential		
FHWA	Impacts to the Julington-Durbin and Gourd Island Conservation Areas should be assessed for Section 4(f) applicability.	The proposed project, including the storm water ponds, would not require use of these Section 4(f) resources. See Sections 5.2.1 and 5.2.3.
Economic		
FDOE	The proposed project will benefit the approved DRIs in the project area, having the potential to create new jobs.	See Section 5.1.1.for discussion on enhancement of the local economy.

Issue/ Organization	Comment	Response/Reference
Land Use		
FDOE	The proposed roadway is compatible with the St. Johns and City of Jacksonville (Duval County) Comprehensive Plans and Future Transportation Maps. Impacts to nearby parks should be avoided and potential Section 4(f) impacts should be analyzed.	See Section 3.0 with regards to Planning Consistency and Funding. No adverse effects to or use of recreational and Section 4(f) resources are anticipated, as described in Section 5.2.1 and 5.2.3.
Social		
USEPA	Issues such as noise, disruption to traffic patterns, increased traffic, and impacts to recreational resources and sensitive populations should be addressed. Public involvement activities should be conducted throughout the project.	A NSR was completed and a single residential unit would experience noise levels above NAC criteria, however there are no apparent solutions available to mitigate this impact as summarized in Section 5.4.1. Traffic studies have been completed and reported in the Project Traffic Forecast Report and summarized in the PER. No adverse effects to recreational resources are anticipated, as described in Section 5.2.3. A community characteristics inventory has been completed for the project and no potential environmental justice issues have been identified. (See Sections 5.1.1 and 5.2.) Public involvement activities are summarized in Section 7, and would continue throughout the project.
FHWA	A Socio-cultural Effects (SCE) evaluation should be completed for the project.	A community characteristics inventory has been completed for the project and no potential environmental justice issues have been identified (see Sections 5.1.1 and 5.2).

6.2 Interagency Coordination and Consultation

No additional comments have been received from review agencies outside of the ETDM process which have been summarized in Table 8. In response to the comments and concerns, technical studies have been completed as referenced and formal consultation has been implemented with SHPO, USFWS and NMFS following completion of technical studies as follows:

- A copy of the CRAS was provided to SHPO for their review. SHPO has concurred with the FHWA findings regarding archaeological and historic resource in the project area. (Appendix C).
- A copy of the ESBA was submitted to the USFWS for their review. The USFWS concurred with the FDOT, on August 27, 2013, that the proposed action is not likely to adversely affect resources protected by the *ESA* (Appendix D).
- A portion of the project crosses Durbin Creek and associated high quality forest palustrine wetlands. The NMFS recommended impacts to these wetlands be sequentially avoided, minimized and compensated with mitigation and that to the greatest extent practicable, runoff from the proposed project should be treated before being discharged. FDOT performed an investigation to determine if Durbin Creek is tidal in the vicinity of the project corridor. The study determined that the creek was not tidal at this location. Because there is not tidal fluctuation within the project area, neither Durbin Creek nor other onsite wetland

systems are considered EFH by the NMFS. The NMFS has reviewed the study and conducted a field visit on December 18, 2013, to confirm the results. NMFS concurs with the findings that Durbin Creek is not tidal in the vicinity of the proposed project. (Appendix E).

6.3 Public Information Meeting

A Public Information Meeting was held to provide the public with information about the project, the alternatives under consideration, the project schedule, and the status of the study; and to solicit comments from the public. The meeting was held on April 9, 2013, at the Courtyard by Marriott on Old St. Augustine Road, from 4:30 PM to 6:30 PM. All property owners within 300 feet of the project centerline were mailed meeting notices. In addition, the public information workshop was noticed in the *Florida Times Union* and *St. Augustine Record* on April 2, 2013, the *Florida Administrative Register* (FAR) on April 2, 2013, and on the FDOT Public Information website for 25 days prior to the meeting. Approximately, 61 persons attended the workshop and three written comments were received

There was a general consensus from the attendees that the project would improve mobility in the project area. Public comments received at the Public Information Meeting primarily dealt with access management, traffic operational issues, noise and the project schedule. The project schedule was included on the handout. Comments and questions received, both in writing and orally, are summarized below:

Comment: How would the project affect access to Liberty Pines Academy, Creekside Christian Church, and the proposed Bass Pro Shops?

Response: Liberty Pines Academy and Creekside Christian Church access points would remain as they currently exist. Access to the proposed Bass Pro Shop would be determined in the future and is not dependent on the proposed project. Access to the entire project area would be enhanced with the project by providing a more direct link to I-95 and SR 9B.

Comment: There were several comments regarding congestion on Race Track Road, suggesting widening it to four lanes and whether SR 9B would intersect with it.

Response: Race Track Road is a county road and plans to widen the facility are included in the St. Johns County Comprehensive Plan. Connection to Race Track Road would be via the proposed Race Track Road Connector. Interchange spacing limitations and safety considerations do not allow direct connection.

Comment: There were questions regarding how the DDI alternative worked and if there were any similar interchanges in the area.

Response: The DDI configuration reverses the flow on the cross road at the ramp terminal intersections, which converts the left-turn movements into merging movements, more like right turns. The result is that the two traffic signals are relatively simple and work in coordination, while all the turn movements are low-conflict merge movements. There are currently no similar interchanges in the area; although, similar interchanges are in operation in other locations.

Comment: There was a questions regarding whether the project would increase traffic on Russell Sampson Road and would it be closed during construction of the project.

Response: Local traffic patterns would change as a result of the proposed project; however, traffic volumes on Russell Sampson Road are not expected to increase more than normal growth. Russell Sampson Road would be overpassed and would remain open during construction.

Comment: There was interest in whether a noise barrier would be constructed.

Response: Based on the noise analysis performed to date only a single receptor would experience noise levels that approach or exceed NAC and there appears to be no apparent solutions available to mitigate the noise impacts at this one residential site. Further discussion regarding the noise analysis is included in Section 5.4.1, Noise. A NSR was completed and is included on the attached CD and available at the FDOT District Two Office in Lake City, Florida.

6.4 Public Hearing

A public hearing was held on September 15, 2014 at the Courtyard by Marriott, 14402 Old St. Augustine Road, Jacksonville, Florida, at 6:30 p.m., to provide the public with information about the project, the results of the environmental assessment of alternatives under consideration, project scheduling, the status of the study, and to solicit comments from the public. Notices of the public hearing were mailed to all property owners within 300 feet of the project centerline. In addition, the public hearing was noticed through publication in the *Florida Times Union* and the *St. Augustine Record* on August 25, 2014 and September 8, 2014, and on the Florida Administrative Register website on September 8, 2014.

Approximately 143 persons attended the public hearing. At the public hearing, FDOT provided displays showing the preferred alternative, gave a short presentation, addressed questions and solicited comments. A transcript of the public hearing, a list of those in attendance, and written comments received, are included with the Technical Discipline Reports on the attached DVD. Comments received during the public hearing process are summarized below:

Comment: This has to do with Phase 2 and Phase 3. As I'm looking at this, going north on 9B where it connects with 95, is it possible to go south on 95 at that interchange? And going north on 95, is it possible to go south on 9B?

Response: Yes, it is possible to go from northbound SR 9B onto southbound I-95 and also from northbound I-95 to southbound SR 9B. The graphic in the handout accidentally omitted part of the northbound SR 9B to southbound I-95 ramp, but it will be included in the project.

Comment: What are the plans to widen Race Track Road from CR 2209 to Bartram Springs – timeframe?

Response: In the *Long Range Transportation Plan 'Path Forward 2040'*, Race Track Road is identified for 'Widening to 4 Lanes' on the *2040 Needs Plan Road Projects List* (as two segments, Map ID 827 and 828). However, Race Track Road is not identified for improvement in the current First Coast TPO Transportation Improvement Program (FY 2014/15 to FY 2018/19), because the widening of Race Track Road from CR 2209 to SR 9B is to be constructed by the Bartram Park DRI Developer at such a time that St. Johns County obtains sufficient right-of-way for the widening project.

Comment: What is proposed for land clearing at Race Track Road and CR 2209?

Response: This is private site development unrelated to the State Road 9B project.

Comment: There is significant bicycle use on CR 2209/Longleaf Pine, both northbound & southbound. The new interchanges between SR 9B & CR 2209 should take into account both individual and group riders.

Response: The two proposed intersections on CR 2209 will be signal controlled with those signals being coordinated to allow for better traffic flow – both for vehicles and bicyclists. While bike lanes will continue to be provided on CR 2209, continuing development and growing traffic will transform this stretch of roadway into a more urbanized area where riders will need to take greater caution.

Comment: Bicycle lanes as currently marked on 2209 are already inadequate for safety, and any additional conflicts created by the interchanges will compound that issue.

Response: The bicycle lanes on CR 2209 meet applicable standards and will remain after construction. As noted in the previous comment, continuing traffic growth will require greater caution from cyclist on the roadway.

Comment: If continued to across the St. Johns River, what is the path? Does the proposed route go through any subdivisions?

Response: The State Road 9B Extension will end at CR 2209 near Durbin Crossing Park as shown on the display boards at the Public Hearing. The proposed route does not go through any subdivisions. No further extension of State Road 9B is planned.

Comment: Our concern is the removal of trees from the right-of-way as has been done at SR 9B and I-95. Many more existing trees need to be saved!

Response: While tree clearing for the project construction is certain, all reasonable efforts will be made to minimize tree removal where possible.

Comment: Our major concern is the intersection design at SR 9B and CR 2209. Within ¼ miles there will be 3 signalized intersections between Russell Sampson Road and SR 9B. These will not be coordinated and will cause traffic to stop three times. This not only wastes time but also gas. There must be a better solution!

Response: The two signals at SR 9B and CR 2209 will be coordinated to provide for continuing movement either northbound or southbound on CR 2209. The signal at Russell Sampson Road and CR 2209 is beyond the limits of this project.

Comment: (Regarding) the exit on to CR 2209 North: Most people using this exit will turn left onto Long Leaf Pine Parkway. There are two exit lanes off SR 9B and only one left turn lane onto Long Leaf Pine. This will result in traffic backing up on CR 2209 trying to turn left on to Long Leaf Pine. The traffic lights must be sequenced in order to prevent backup. Also, you will probably need two left turn lanes on to Long Leaf Pine. There are a lot of homes down Long Leaf Pine and many more planned in the next two years.

Response: The two lanes from southbound SR 9B to northbound CR 2209 are to allow for stacking of vehicles at that signal awaiting a green light. If the left turns from northbound CR 2209 onto Long Leaf Pine do get congested, the county will look into that to see if signal timing or an additional lane would be needed.

7.0 Commitments and Recommendations

7.1 Commitments

During construction, all provisions of the FDOT's most recent version of the *Standard Specifications for Road and Bridge Construction* will be followed and all State and Federal requirements related to ADA, right-of-way acquisition, erosion control, and water quality will be adhered to. In addition FDOT is committed to the following measures for the SR 9B Extension project.

- Should additional wetland mitigation credits be required, FDOT would accomplish mitigation in accordance with SJRWMD and USACE.
- To assure the protection of the Eastern indigo snake during construction, FDOT will incorporate the guideline *Standard Protection Measures for the Eastern Indigo Snake* into the final project design and will require that the construction contractor abide strictly to the guidelines during construction.
- Prior to construction surveys for gopher tortoise burrows will be completed. Should any gopher tortoise involvement be identified in future phases of the project, the FWC *Gopher Tortoise Permitting Guidelines* will be utilized.
- To minimize secondary impacts to wetlands and wildlife resources resulting from the proposed project, the Durbin Creek crossing will be designed with sufficient length and a median width of 40 feet.
- FDOT will perform a site assessment to determine levels of contamination and, if necessary, evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action will be taken, where applicable.
- FDOT will address the projected deficiencies, identified in the Interchange Modification Report, on I-95 between SR9B and Old St. Augustine Road as part of future I-95 improvement considerations.

7.2 Recommendations

The Preferred Alternative is the Build Alternative. It will provide a southward extension of SR 9B directly linking CR 2209 with the I-95/SR 9B Interchange and the northern sections of SR 9B. This SR 9B Extension will be a four-lane divided limited-access freeway facility with auxiliary lanes that includes a new local access interchange at a new Race Track Road Connector. A Single Point Urban Interchange (SPUI) is the preferred interchange alternative for this local access interchange. The Preferred Alternative (Build Alternative) includes construction of the Race Track Road connector, which will be a new four-lane divided urban arterial road that connects the SR 9B Extension with Race Track Road. The Preferred Alternative is illustrated in Figure 2.

The median between CR 2209 and the Race Track Road Connector interchange is designed to minimize the road footprint at the Durbin Creek crossing, and will match the existing CR 2209 40-foot median width. The median will widen to 64 feet between the Race Track Road

Connector interchange and the north project limits to match the existing SR 9B median. All travel lanes will be a standard 12-foot width, with standard inside and outside shoulder dimensions. Roadside safe recovery will be provided with recoverable side slope dimensions or guardrail protection. Surface drainage will be collected in roadside swales and conveyed to stormwater treatment facilities. The right-of-way will be 276 feet wide between CR 2209 and the Race Track Road Connector interchange and 324 feet wide north of the interchange, with additional area to accommodate interchange ramps. The proposed typical sections are illustrated in Figure 3.

The Race Track Road Connector typical section is a four lane divided urban arterial with a 55-foot wide median to accommodate turn lanes, two 12-foot travel lanes and a 4-foot bike lane in each direction. Sidewalks, to be constructed as the adjacent property develops, will be provided inside the right-of-way on each side. Surface drainage will be collected by curb and gutter with inlets and conveyed by enclosed drainage pipes to stormwater treatment facilities. A border width of approximately 44 feet on each side will provide safe separation between the road and adjacent property, and provide for right turn lanes where needed. The right-of-way will generally be 200 feet wide.

The Preferred Alternative (Build Alternative) will include four bridge locations. These locations are Russell Sampson Road, Durbin Creek, Race Track Road Connection, and Race Track Road. A pair of bridges is proposed for each location, one for the northbound lanes and another for the southbound lanes. Bridge concept typical sections that apply to the four bridge locations are illustrated in Figure 3. The SR 9B Extension Bridges over Durbin Creek are intended to cross the creek, floodway and associated wetlands with sufficient span and clearance to avoid floodway impact, minimize wetland impact, and provide a sufficiently high and wide opening to encourage wildlife movement. The median width on the Durbin Creek Bridge is set at 40 feet, the minimum safe rural highway width, in order to minimize wetland impact. Figure 3 also includes a typical that shows an embankment section on approach to the Durbin Creek Bridge illustrating the use of guardrail-protected maximum side slopes in order to minimize wetland impact.

The Preferred Alternative (Build Alternative) will meet the primary objective to relieve congestion at two adjacent I-95 local access interchanges, I-95/CR 210 to the south and I-95/Old St. Augustine Road to the north. This alternative provides a direct link between CR 2209 and SR 9B, and provides better access between residential areas in northern St. Johns County and employment areas in southeastern Duval County.

Appendix A

STIP and TIP Funding Documents

Effective Date: 07/01/2014

Florida Department of Transportation

Run: 10/01/2014 09.14.49

Approved STIP

View Approved STIP Phase Grouping Crosswalk

Item Segment: 431418 2

Fund	<2014	2014	2015	2016	2017	>2017	All Years
HIGHWAYS							
Item Number: 431418 2 Project Description: SR 9B FROM CR 2209 TO DUVAL C/L *NON-SIS*							
District: 02 County: ST. JOHNS Type of Work: NEW ROAD CONSTRUCTION Project Length: 1.500							
P D & E / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	754,972	254,754	0	0	0	0	1,009,726
DIH -STATE IN-HOUSE PRODUCT SUPPORT	55,949	98,480	12,085	0	0	0	166,514
DS -STATE PRIMARY HIGHWAYS & PTO	8,602	0	0	0	0	0	8,602
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	1,307,738	0	0	0	0	1,307,738
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	26,395	8,605	0	0	0	35,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	111,549	0	0	0	0	111,549
RIGHT OF WAY / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	2,265,093	665,496	0	0	2,930,589
DI -ST. - S/W INTER/INTRASTATE HWY	0	10	6,424,990	575,000	0	0	7,000,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	15,740	55,411	50,000	0	0	121,151
DS -STATE PRIMARY HIGHWAYS & PTO	0	33,500	36,500	0	0	0	70,000
RAILROAD & UTILITES / MANAGED BY FDOT							
SAAN -STP, ANY AREA - NOT ON NHS	0	0	500,000	0	0	0	500,000
ENVIRONMENTAL / MANAGED BY FDOT							
SA -STP, ANY AREA	0	0	1,200,000	0	0	0	1,200,000
DESIGN BUILD / MANAGED BY FDOT							
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	233,810	0	0	0	233,810
SAAN -STP, ANY AREA - NOT ON NHS	0	0	111,133,230	0	0	0	111,133,230
Item 431418 2 Totals:	**819,523**	**1,848,166**	**121,869,724**	**1,290,496**	**0**	**0**	**125,827,909**
Project Total:	**819,523**	**1,848,166**	**121,869,724**	**1,290,496**	**0**	**0**	**125,827,909**
District 02 Totals:	**819,523**	**1,848,166**	**121,869,724**	**1,290,496**	**0**	**0**	**125,827,909**
Grand Total	**819,523**	**1,848,166**	**121,869,724**	**1,290,496**	**0**	**0**	**125,827,909**

Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
SR 9B FROM CR 2209 TO DUVAL C/L - 4314182*							***Non-SIS***
NEW ROAD CONSTRUCTION					**Amendment No: 52**		
			Responsible Agency: FDOT		**Amendment Approval Date: 10/9/2014**		
ENV	SA	1,200,000	0	0	0	0	**1,200,000**
DSB	DIH	233,810	0	0	0	0	**233,810**
PE	DIH	8,605	0	0	0	0	**8,605**
ROW	DI	6,424,990	575,000	0	0	0	**6,999,990**
ROW	DDR	2,265,093	665,496	0	0	0	**2,930,589**
DSB	LF	31,584	0	0	0	0	**31,584**
PDE	DDR	21,133	0	0	0	0	**21,133**
RRU	LF	726,423	0	0	0	0	**726,423**
PDE	SAAN	575,000	0	0	0	0	**575,000**
PE	DS	12,185	0	0	0	0	**12,185**
ROW	DS	36,500	0	0	0	0	**36,500**
ROW	DIH	55,411	50,000	0	0	0	**105,411**
DSB	SAAN	110,925,000	0	0	0	0	**110,925,000**
PDE	DIH	12,085	0	0	0	0	**12,085**
Total		**122,527,819**	**1,290,496**	**0**	**0**	**0**	**123,818,315**
Prior Cost < 2014/15		*0*	*Future Cost > 2018/19*	*0*		*Total Project Cost*	*123,818,315*

NORTH FL TPO/JEA REGIONAL ELECTRIC CHARGING STATION DEPLOYMENT - 4364271*							***Non-SIS***
MISCELLANEOUS CONSTRUCTION					**Amendment No: 53**		
			Responsible Agency: TPO		**Amendment Approval Date: 10/9/2014**		
GR&M	CM	300,000	0	0	0	0	**300,000**
Total		**300,000**	**0**	**0**	**0**	**0**	**300,000**
Prior Cost < 2014/15		*0*	*Future Cost > 2018/19*	*0*		*Total Project Cost*	*300,000*

Envision 2035 Long Range Transportation Plan
Master Project List
2005-2035

ID	Corridor	From	To	Project Description	County	Year of [1] Completion
126	SR 313 (SR 312 Extension)	SR 207	CR 214 (King St)	New 4 Lane Road	St Johns	2020
127	SR 313 (SR 312 Extension)	CR 214 (King St)	SR 16	New 6 Lane Road	St Johns	2020
128	SR 313 (SR 312 Extension)	SR 16	US 1	New 6 Lane Road	St Johns	2025
129	SR 9A (I-295)	Heckscher Dr (SR 105)	I-95 (North)	Managed Express Toll Lanes (Widen to 6 Lanes - includes interchange at Heckscher Dr and merge / diverge to Dames Pt. Bridge)	Duval	2020
130	SR 9A (I-295)	SR 9B	J. Turner Butler Blvd (SR 202)	Managed Express Toll Lanes (Widen to 6 Lanes)	Duval	2020
131	SR 9A (I-295)	@ J. Turner Butler Blvd		Major interchange	Duval	2013
132	SR 9B	I-95	US1	New 4 Lane Expressway includes interchanges at I-95	Duval	2013
133	SR 9B	US 1	SR 9A (I-295)	New 4 Lane Expressway	Duval	2013
134	SR 9B Extension	CR 2209	I-95	New 4 Lane Expressway	Duval/St Johns	2020
135	SR A1A	Mickler Rd	South of CR 210	Widen to 4 Lanes	St Johns	2035
136	SR A1A (200)	Stratton Rd	Griffin Rd	Widen to 4 Lanes	Nassau	2013
137	SR A1A (200)	I-95	East of CR 107	Widen to 6 Lanes	Nassau	2025
138	St. Johns Bluff Rd	Atlantic Blvd	Monument Rd	Construct 5-lane urban section	Duval	2013
139	Starratt Rd	New Berlin Rd	Duval Station Rd	Construct 3-lane urban section	Duval	2013
140	Streetcar East	Downtown Jacksonville	Jacksonville Municipal Stadium	Construction of High Frequency Service	Duval	2030
141	Streetcar North	Downtown Jacksonville	Springfield (Shands)	Construction of High Frequency Service	Duval	2035
142	Streetcar West	Downtown Jacksonville	Five Points	Construction of High Frequency Service	Duval	2030
143	Streetcar West Phase 2	Five Points	Riverside (King Street)	Construction of High Frequency Service	Duval	2030
144	Tallulah Ave (SR 111)	68th St	Main St	Reduce from 4 to 2 lanes	Duval	2013
145	Touchton Rd	Belfort Rd	Southside Blvd	Construct a 2-lane urban section	Duval	2013
146	Transportation Center			Construction of Intermodal Facility	Duval	2025
147	US 17 (SR 15)	Creighton Rd	Milwaukee Ave	Widen from 4 to 6 lanes	Clay	2013
148	US 301 / SR 200	US 301 (south of Baldwin)	US 301 (north of Baldwin)	New 4-Lane Road (Bypass)	Duval	2035
149	US 301 / SR 200	North of Baldwin	South of Callahan	Widen to 4 Lanes	Nassau/Duval	2035
150	Wonderwood Connector (SR 116)	Wompi Dr	Monument Rd	Widen from 2 to 4	Duval	2013

Notes:

[1]Existing-Plus-Committed Projects are shown as complete in 2013.

Revised: November 10, 2011 - 2035 LRTP Amendment approved by the TPO Board 11/10/11

Revised: March 14, 2013 (Resolution 2012-10)

Revised: September 12, 2013 - 2035 LRTP Modification approved by the TPO Board 9/12/13

Revised: March 13, 2014 - 2035 LRTP Modification approved by the TPO Board 3/13/14

Final Year 2018 Existing Plus Committed Roadway Projects (Capacity Projects in Operation by 2018)

County	Map ID	Route	From	To	Improvement Type
Baker	56	CR 125	CR 127	CR 250	Widen to 4 Lanes
Baker	57	CR 229	North of I-10	US 90	Widen to 4 Lanes
Clay	32	Blanding Boulevard (SR 21)	CR 218	Long Bay Road (CR 220A)	Widen to 6 Lanes
Clay	33	Blanding Boulevard (SR 21)	Allie Murray Road	Old Jennings Road	Widen to 6 Lanes
Clay	34	Blanding Boulevard (SR 21)	Black Creek	Allie Murray Road	Widen to 6 Lanes
Clay	58	Blanding Boulevard (SR 21)	Henley Road (CR 209)	Knight Boxx Road	Widen to 6 Lanes
Clay	50	Doctors Inlet Road (CR 220)	Russell Road (CR 209)	Knight Boxx Road	Widen to 4 Lanes
Clay	36	First Coast Expressway (SR 23)	Blanding Boulevard (SR 21)	Duval County Line	New 4 Lane Limited Access Toll Road
Clay	51	Henley Road/ Russell Road (CR 739)	CR 218	Doctors Inlet Road (CR 220)	Widen to 4 Lanes
Clay	52	Short Branan Field	Blanding Boulevard (SR 21)	Old Jennings Road	Widen to 4 Lanes
Duval	26	Beach Boulevard (SR 212)	at University Boulevard (SR 109)		Intersection Modification
Duval		City of Jacksonville	Areawide		Bike Share Program
Duval	68	Clark Road Extension	Clark Road	Broward Road	New 2 Lane Roadway
Duval	961	Davis / 9B Parcel	at 9B Extension		New Interchange and Road
Duval	Transit	East First Coast Flyer	Downtown Jacksonville (Duval County)	3rd Street (Jacksonville Beach)	Bus Rapid Transit
Duval	17	First Coast Expressway (SR 23)	Clay County Line	Argyle Forest Boulevard	New 4 Lane Limited Access Toll Road
Duval	18	First Coast Expressway (SR 23)	Argyle Forest Boulevard	I-10	New 4 Lane Limited Access Toll Road
Duval		Hogan's Creek Greenway	8th Street	Market Street	Multi-use Path
Duval	9	I-10	at US 90/SR 23		Interchange Modification
Duval	12	I-10	at Hammond Boulevard (Marietta)		New Interchange
Duval	16	I-10	at US 301 (SR 200)		Interchange Modification
Duval	19	I-10	at I-295	Cassat Avenue (SR 111)	Interchange Modification and Widen to 6 Lanes (Add Auxiliary Lanes)
Duval	N/A	I-10	at Marietta		Remove Existing Interchange
Duval	27	I-10 @ I-95	Roosevelt Boulevard (US 17)	San Marco Avenue	Operational Improvements
Duval	5	I-295	SR 9B	J.T. Butler Boulevard (SR 202)	Add 4 Express Lanes
Duval	11	I-295	I-10	Commonwealth Avenue	Widen to 6 Lanes (Add Auxiliary Lanes)
Duval	14	I-295	Buckman Bridge	I-95	Add 4 Express Lanes
Duval	59	I-295	at Heckscher Drive		Interchange Modification
Duval	60	I-295	at Pritchard Road		Interchange Modification
Duval	61	I-295	at Dunn Avenue (SR 104)		Interchange Modification
Duval	62	I-295	at Wilson Boulevard (SR 208)		Interchange Modification
Duval	63	I-295	at Commontwealth		Interchange Modification
Duval	13	I-95	at I-295/SR 9A North		Interchange Modification
Duval	15	I-95	at J.T. Butler Boulevard (SR 202)		Interchange Modification
Duval	64	I-95	at Airport Road (SR 102)		Interchange Modification
Duval	65	I-95	at I-10		Interchange Modification
Duval	66	I-95	at Old St. Augustine Road		Interchange Modification
Duval	6	JIA North Access Road (SR 243)	Airport Road	Pecan Park Road	New 2 Lane Roadway
Duval	7	Martin Luther King Jr. Parkway	at 21st Street /Talleyrand Avenue		New Interchange
Duval	35	Max Leggit Parkway	Owens Road	Main Street (US 17)	Widen to 4 Lanes
Duval	69	McDuff Avenue	at 5th Street		Widen to 3 Lanes
Duval	67	Normandy Boulevard (SR 228)	at I-295		Interchange Modification
Duval	Transit	North First Coast Flyer	Downtown Jacksonville (Duval County)	I-295	Bus Rapid Transit
Duval	53	Old St Augustine Road	Greenland / Loretto Road	I-295	Widen to 6 Lanes
Duval	20	Pecan Park Road (SR 243)	JIA North Access Road (SR 243)	I-95	Widen to 4 Lanes
Duval	918	Shindler Drive	Argyle Forest Boulevard	Collins Road	Widen to 3 Lanes
Duval	Transit	Southeast First Coast Flyer	Downtown Jacksonville (Duval County)	Avenues Mall	Bus Rapid Transit
Duval	1	SR 9B	at I-295		Interchange Modification
Duval	2	SR 9B	Philips Highway (US 1)	I-295	New 4 Lane Limited Access Roadway
Duval	3	SR 9B	CR 2209	Duval County Line	New 4 Lane Roadway
Duval	4	SR 9B	I-95	Philips Highway (US 1)	New 4 Lane Limited Access Roadway
Duval	25	University Boulevard (SR 109)	at Atlantic Boulevard (SR 10)		Intersection Modification
Duval	23	US 301 (SR 200)	South of Baldwin	North of Balwin	New 4 Lane Roadway - Baldwin Bypass
Duval/Clay	Transit	Southwest First Coast Flyer	Downtown Jacksonville (Duval County)	Wells Road	Bus Rapid Transit
Nassau	711	Concourse Loop	Gene Lassere Boulevard	Nassau Center Court	New 2 Lane Roadway
Nassau	42	Crawford Road	CR 121	Old Alabama Trail	New 2 Lane Roadway
Nassau	43	Crawford Road	Old Alabama Trail	US 301 (SR 200)	New 2 Lane Roadway
Nassau	40	Radio Avenue	Radio Avenue	Miner Road	New 2 Lane Roadway
Nassau	37	SR A1A (SR 200)	I-95	Still Quarters Road	Widen to 6 Lanes

FINAL DRAFT

2040 Needs Plan Road Projects

County	Map ID	Facility	From	To	Improvement Type	CSS Corridors
St John's	115	SR 312	Dixie Highway (US 1/SR 5)	SR A1A	Widen to 6 Lanes	
St John's	831	SR 313	SR 207	SR 16	New 6 Lane Road	
St John's	832	SR 313	SR 16	Dixie Highway (US 1)	New 4 Lane Road	
St John's	839	SR 313	at Dixie Highway (US 1/SR 5)		New Interchange	
St John's	833	SR 9B Extension	Racetrack Road	St. Johns Parkway	Widen to 6 Lanes	
St John's	842	SR 9B Extension	at Durbin Parkway		New Interchange	
St John's	128	SR A1A	Solana Road	J. T. Butler Boulevard (SR 202)	Widen to 6 Lanes	Context Sensitivity Solutions
St John's	1008	SR A1A	at Red Cox/Coquina Rd		Intersection Improvements	
St John's	800	SR A1A	Mickler Road	Palm Valley Road	Widen to 4 Lanes	
St John's	848	St. Johns Parkway	CR 2209	9B Extension	Widen to 6 Lanes	
St John's	834	Veterans Parkway	Greenbriar Road	Longleaf Pine Parkway	New 4 Lane Road	

Private Funded Projects

County	Map ID	Route	From	To	Improvement Type	CSS Corridors
Baker	500	Northern Cross Town Corridor	CR 125	SR 121	New 2 Lane Road	
Clay	41	First Coast Expressway (SR 23)	at CR 218		New Interchange	
Clay	820	First Coast Expressway (SR 23)	Blanding Boulevard (SR 21)	US 17	New 4 Lane Road	
Clay	1011	First Coast Expressway (SR 23)	at Blanding Boulevard (SR 21)		New Interchange	
Clay	1012	First Coast Expressway (SR 23)	at CR 739		New Interchange	
Clay	1013	First Coast Expressway (SR 23)	at SR 16		New Interchange	
Clay/Duval	820	First Coast Expressway (SR 23)	I-10	Blanding Boulevard (SR 21)	Widen to 6 Lanes	
Clay/St. John's	820	First Coast Expressway (SR 23)	US 17	I-95	New 6 Lane Road	
Putnam	502	Connector Road	US 17	Distribution Center	New 2 Lane Road	
St John's	840	First Coast Expressway (SR 23)	at I-95		New Interchange	
St John's	841	First Coast Expressway (SR 23)	at CR 16 A		New Interchange	
St John's	847	First Coast Expressway (SR 23)	at CR 2209		New Interchange	

*Projects must be done together to provide logical termini

Appendix B

Advance Notification

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 SOUTH MARION AVENUE
LAKE CITY, FLORIDA 32025-5874

OFFICE OF THE
SECRETARY

September 20, 2012

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

RE: Advance Notification
SR 9B PD&E Study
From CR 2209 to I-95
Financial Project ID Number: 431418-1 and 431418-2
ETDM Number: 13881
Duval and St. Johns Counties, Florida

Dear Ms. Milligan:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. We are also distributing the AN Package to local and Federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

This is a Federal-aid action and the Florida Department of Transportation (FDOT) District 2, in consultation with the Federal Highway Administration, will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments from other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review the project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

FDOT District Two is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as #13881 **– SR 9B from CR 2209 to I-95.** Environmental Technical Advisory Team (ETAT) members should

review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: http://etdmpub.fla-etat.org/.

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 days comment period.

Your comments should be addressed to:

William R. Henderson
District Planning and Environmental Manager
Florida Department of Transportation
1109 South Marion Avenue
Lake City, Florida 32025

Your expeditious handling of this notice will be appreciated.

Sincerely,

William R. Henderson
District Planning and Environmental Manager

WL/BV/wh
Attachments

ADVANCE NOTIFICATION MAILING LIST

cc:
Federal Highway Administration, Division Administrator
Federal Highway Administration – **ETAT Representative**
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration
Federal Transit Administrator – **ETAT Representative**
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - **ETAT Representative**
U.S. Department of Interior-U.S. Fish and Wildlife Service - **ETAT Representative**
U.S. Army Corps of Engineers-Regulatory Branch - **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service- Southeast
U.S. Department of Commerce-National Marine Fisheries Service - Southeast Regional Superintendent Conservation Division - **ETAT Representative**
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – **ETAT Representative**
Federal Aviation Administration, Airports District Office
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Seventh District – Commander (oan) – **ETAT Representative**
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Florida Department of Environmental Protection - **ETAT Representative**
Florida Department of Environmental Protection **– State Clearinghouse**
Florida Department of State - **ETAT Representative**
Florida Department of Economic Opportunity - **ETAT Representative**
Florida Department of Agriculture and Consumer Services - **ETAT Representative**
Federal Transit Administrator - **ETAT Representative**
Northeast Florida Regional Planning Council
North Florida Transportation Planning Organization
St. Johns River Water Management District - **ETAT Representative**
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials

Advance Notification Package

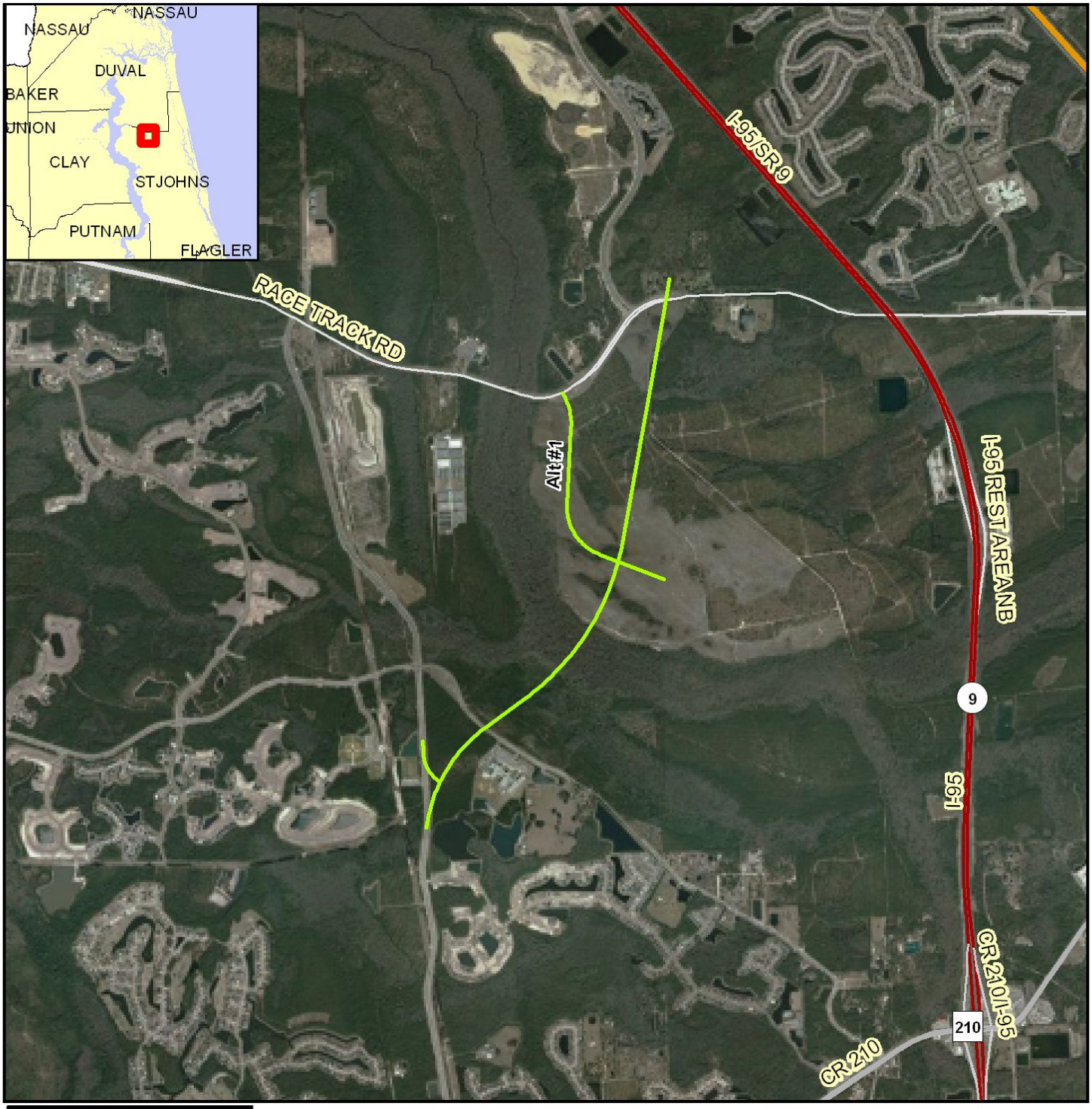
Project #13881 - SR 9B from CR 2209 to I-95
Programming Screen - Published on 09/20/2012
Printed on: 9/20/2012

Table of Contents

Location Maps

13881 SR 9B from CR 2209 to I-95

CR 2209 to I-95



0 0.9 Miles

Project Aerial Map

N
W E
S

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

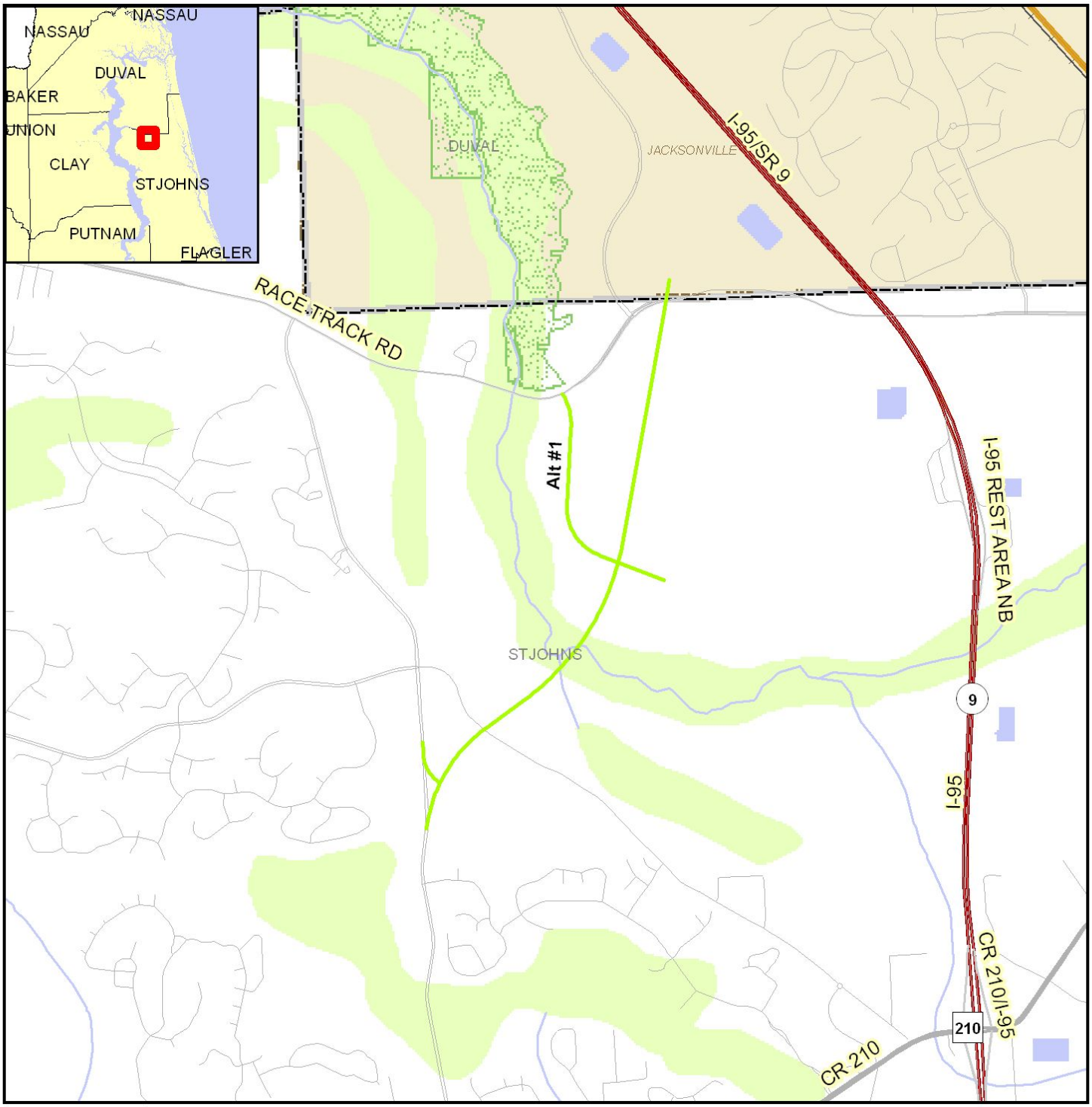
Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 9/19/2012

13881 SR 9B from CR 2209 to I-95

CR 2209 to I-95



0 0.5 Miles

Project Location Map

N W E S

Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at http://etdmpub.fla-etat.org

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #13881 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Project Description

#13881 SR 9B from CR 2209 to I-95

District	District 2	**Phase**	Programming Screen
County	Duval, St. Johns	**From**	CR 2209
Planning Organization	FDOT District 2	**To**	I-95
Plan ID		**Financial Management No.**	43141822201
Federal Involvement	Maintain Federal Eligibility Federal Permit Federal Action		
Contact Information	Name: Brandi Vittur Phone: (386) 961-7468 ext. 7468 E-mail: Brandi.Vittur@dot.state.fl.us		

Purpose of and Need for

Purpose and Need Statement

Background - The State Road (SR) 9B facility has been in development since the mid 1970's and is ultimately planned to provide a connection between CR 2209 in St. Johns County to I-295 (SR 9A) in Duval County. The segment of SR 9B from US 1 to I-295 is currently under construction and is scheduled for completion in late 2012. A bid opening for the segment of SR 9B from I-95 to US 1 was held in July 2012 and construction is scheduled to be complete in early 2016. The planned segment of SR 9B under consideration is proposed to extend from CR 2209 to I-95. A map of all of the 9B projects referenced is attached.

Purpose - The purpose of this project is to relieve the heavily congested I-95/CR 210 and I-95/Old St. Augustine Road interchanges and local roadways as vehicles travel to/from the developments in northern St. Johns County and southern Duval County.

Need - The extension of the SR 9B facility into St. Johns County to CR 2209 will provide an important link to the state's interstate system and aid in the movement of traffic into the Jacksonville urban area. The SR 9B extension would relieve the heavily congested I-95/CR 210 and I-95/Old St. Augustine Road interchanges and would also relieve congestion on local roadways as vehicles travel to/from the developments in northern St. Johns County and southern Duval County.

Capacity - The SR 9B extension would relieve the heavily congested I-95/CR 210 and I-95/Old St. Augustine Road interchanges and would also relieve congestion on local roadways as vehicles travel from the developments in northern St. Johns County and southern Duval County. This new roadway will provide the needed additional capacity in this area.

Transportation Demand - Substantial residential population growth has occurred in the region, including the two counties in which the proposed SR 9B is located. Over the past decade, the population of Duval and St. Johns Counties has grown by about 10% and 52% (based on US Census Bureau information).

This project is listed as project number 134 in the approved North Florida Transportation Planning Organization (NFTPO) 2035 Long Range Transportation Plan (LRTP). However, the project limits are listed as being from I-95 to Relocated Race Track Road. During the development of the 2035 LRTP, St. Johns County had planned to relocate existing Race Track Road as part of the construction of a new four-lane facility known as CR 2209. The relocation of Race Track Road has not occurred. Therefore, the terminus for the SR 9B Extension is CR 2209 as ultimately intended. The LRTP is currently in the process of being updated for 2040. The 2040 LRTP will be approved in November 2014.

The project is ranked as fourth in the NFTPO List of Priority Projects, as adopted
August 9, 2012.

Project Description

This project proposes to extend the SR 9B facility from CR 2209 to the SR 9B/I-95 Interchange (soon to be under construction). A connection to existing Race Track Road is also proposed. The total project distance is 3.4 miles. The SR 9B extension is envisioned as a new four-lane limited access facility.

Summary of Public Comments not available at this time

Justification:
There are currently no public comments. A Public Involvement Program will be conducted as part of the PD&E Study which will include a Public Workshop and a Public Hearing.

Planning Consistency Status

Are the limits consistent with the plans?	Yes
Currently Adopted CFP-LRTP?	Yes
Attachments	LRTP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=13252

Potential Lead Agencies

- Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
National Park Service	There are no NPS resources.	09/19/2012
US Coast Guard	There are no navigable waterways.	09/19/2012
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	09/19/2012
US Forest Service	There are no USFS resources.	09/19/2012
Federal Rail Administration	There are no railroads.	09/19/2012

Project Attachments

Date	Type	Size	Link / Description
09/20/2012	Form SF-424: Application for Federal Assistance	31 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13257 Form SF-424: Application for Federal Assistance
09/19/2012	Ancillary Project Documentation	686 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13254 SR 9B Projects Map: Map of all of the SR 9B project to show connections
09/19/2012	Ancillary Project Documentation	123 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13252 LRTP Pages

Alternative #1

Alternative Description

From:	CR 2209	**To:**	I-95
Type:	New Alignment	**Status:**	ETDM QA/QC
Total Length:	3.4 mi.	**Cost:**	$107,000,000.00
Modes:	Roadway	**SIS:**	N

Segment Description(s)

Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	SR 9B	CR 2209	I-95	3.4			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
S-001	FDOT	In	URBAN: Principal Arterial - Other

Base Conditions

Segment No.	Year	AADT	Lanes	Config
S-001				

Interim Plan

Segment No.	Year	AADT	Lanes	Config
S-001				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
S-001	2040	59000	4	Lanes Divided

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
S-001	2040			

Funding Sources

Segment No.	FDOT	Unknown
S-001	$7,350,576.00	

Eliminated Alternatives

No eliminated alternatives present.

Community-Desired Features

No Data Available

Purpose and Need Reviews

Not Applicable

Environmental Information

The following tables show results of standard data analyses that compare the locations of the project alternatives with locations of various environmental resources, as recorded in the ETDM Geographic Information System database. This report provides results for various resources within 500 feet from the center of the planned corridor. Results for additional types of resources and buffer distances may be viewed on the ETDM Environmental Screening Tool web site, or may be requested from the project contact as indicated on the Advance Notification cover letter. Public access to the ETDM Environmental Screening Tool is provided by the Florida Department of Transportation at the following web address: http://etdmpub.fla-etat.org

Coastal Zone Consistency Review Is Required?

YES

Potential Navigable Waterway Crossing Features Found?

NO

Alternative #1 Summary

		0 ft.	*500 ft.*		*1320 ft.*	
Analysis Type	**Date Run**	**Count**	**Count**	**Acres**	**Count**	**Acres**
Land Uses						
District 2 Generalized Landuse	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Wetlands						
National Wetlands Inventory	09/19/2012	Not Analyzed	15	86.22	Not Analyzed	
SJRWMD Wetlands 2004	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
SJRWMD Wetlands 2009	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Floodplains						
DFIRM Flood Hazard Zones	09/19/2012	Not Analyzed	11	400.3	Not Analyzed	
FEMA Flood Insurance Rate Maps 1996	09/19/2012	Not Analyzed	8	415.3	Not Analyzed	
Wildlife and Habitat						
2003 FFWCC Habitat and Landcover GRID	09/19/2012	Not Analyzed	N/A	415.3	Not Analyzed	
2004 SJRWMD FL Land Use and Land Cover	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
2009 SJRWMD FL Land Use and Land Cover	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Florida Managed Areas	09/19/2012	Not Analyzed	1	2.38	Not Analyzed	
Florida Natural Areas Inventory Managed Lands	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Strategic Habitat and Conservation Areas 2000	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Outstanding Florida Waters						
Other Outstanding Florida Waters	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	
Aquatic Preserves						
List of Aquatic Preserves	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	
Cultural Resources						
Field Survey Project Boundaries	09/19/2012	Not Analyzed	9	882.62	Not Analyzed	
Florida Site File Cemeteries	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Bridges	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Standing Structures	09/19/2012	Not Analyzed	2	0.0	Not Analyzed	
Resource Groups	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	
Coastal Barrier Resources						
Coastal Barrier Resource System	09/19/2012	Not Analyzed	0	0.0	Not Analyzed	

Contamination					
Brownfield Location Boundaries	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
FDEP Off Site Contamination Notices	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
National Priority List Sites	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Solid Waste Facilities	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Superfund Hazardous Waste Sites	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Toxic Release Inventory Sites	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Sole Source Aquifer					
Sole Source Aquifers	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Noise Sensitive Facilities					
Geocoded Health Care Facilities	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Laser Facilities	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Schools	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Essential Fish Habitat Potential					
Environmentally Sensitive Shorelines	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Florida Artificial Reefs	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Florida Reef Locations and Names	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Florida Sea Grass Bed Scar Damage	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Mangroves	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Seagrass Beds (Showing Continuous/Discontinuous)	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Submerged Lands Act	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Farmlands					
Generalized Agricultural Land Use	09/19/2012	Not Analyzed	7	306.21	Not Analyzed
Prime Farm Land	09/19/2012	Not Analyzed	2	61.84	Not Analyzed
Communities					
2000 Census Block Data	09/19/2012	Not Analyzed	5	415.3	Not Analyzed
2000 Census data Block Groups - Indicators	09/19/2012	Not Analyzed	2	415.3	Not Analyzed
2010 American Community Survey Block Group Data - Income	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed
2010 American Community Survey Block Group Data - Language	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed
2010 American Community Survey Block Group Data - Vehicles	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed
2010 US Census Block Data	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed
County Demographics - 2000 Census	09/19/2012	Not Analyzed	2	415.3	Not Analyzed
Future Land Use for District 2	09/19/2012	Not Analyzed	7	414.22	Not Analyzed
Recreation Areas					
District 2 Parks	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed
Existing Recreational Trails 2005	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Florida State Parks	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Parks	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Parcel Derived Parks	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Wild and Scenic Rivers					

Wild and Scenic Rivers	09/19/2012	Not Analyzed	Not Analyzed	0	0.0
Navigable Waterway Crossing?					
Potential Navigable Waterway Crossings	09/19/2012	0	Not Analyzed	Not Analyzed	

National Wetlands Inventory metadata
Wetland areas from the National Wetlands Inventory summarized by wetland system type.
Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.	
System	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
PALUSTRINE	18.2	22.3%	35.2	21.4%	86.2	20.76%

DFIRM Flood Hazard Zones metadata
Flood Hazard Zones Of The Digital Flood Insurance Rate Map (DFIRM).
Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Flood Zone	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
0.2 PCT ANNUAL CHANCE FLOOD HAZARD	5.9	7.17%	10.3	6.27%	19.7	4.75%	146.4	2.75%
A	13.8	16.93%	26.6	16.18%	66.8	16.07%	1052.3	19.78%
AE	32.4	39.69%	64.5	39.25%	154.4	37.19%	1242.1	23.35%
X	28.0	34.3%	59.1	35.95%	159.4	38.37%	1737.7	32.66%

FEMA Flood Insurance Rate Maps 1996 metadata
FEMA Flood Insurance Rate Maps 1996 summarized by zone. See metadata for descriptions of zones.
Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Zone	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
A	44.9	54.87%	88.1	53.59%	211.9	51.01%	2202.1	41.39%
AE	0	0	0.2	0.15%	3.8	0.92%	284.0	5.34%
X	36.4	44.47%	74.7	45.45%	197.1	47.46%	2793.7	52.51%
X500	0.5	0.66%	1.3	0.81%	2.5	0.6%	40.2	0.75%

2003 FFWCC Habitat and Landcover GRID metadata

2003 Habitat and Landcover Grid from the Florida Fish and Wildlife Conservation Commission summarized by type. Data is currently not displayed in maps.

Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Description	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
BARE SOIL - CLEARCUT	6.2	7.63%	10.9	6.60%	24.2	5.84%	248.2	4.67%
BAY SWAMP	0	0	0.4	0.27%	1.1	0.27%	40.0	0.75%
CITRUS	0.7	0.82%	2.4	1.48%	3.3	0.80%	6.7	0.13%
CYPRESS SWAMP	2.2	2.72%	3.1	1.89%	7.6	1.82%	496.2	9.33%
FRESHWATER MARSH AND WET PRAIRIE	0	0	0	0	0.2	0.05%	11.3	0.21%
HARDWOOD HAMMOCKS AND FORESTS	1.1	1.36%	2.0	1.21%	6.7	1.61%	79.9	1.50%
HARDWOOD SWAMP	3.6	4.36%	8.6	5.26%	23.6	5.67%	466.0	8.76%
HIGH IMPACT URBAN	4.5	5.45%	9.5	5.80%	18.5	4.44%	302.1	5.68%
LOW IMPACT URBAN	1.3	1.63%	2.4	1.48%	4.0	0.96%	50.3	0.94%
MIXED HARDWOOD-PINE FORESTS	0.7	0.82%	1.3	0.81%	6.0	1.45%	109.4	2.06%
MIXED WETLAND FOREST	1.8	2.18%	3.8	2.29%	16.0	3.85%	435.1	8.18%
OPEN WATER	0.2	0.27%	0.2	0.13%	0.2	0.05%	66.1	1.24%
OTHER AGRICULTURE	0	0	0	0	0.9	0.21%	1.3	0.03%
PINELANDS	56.1	68.66%	113.4	69.00%	281.5	67.77%	2553.7	48.00%
SANDHILL	0.7	0.82%	1.1	0.67%	5.6	1.34%	77.0	1.45%
SHRUB AND BRUSHLAND	2.7	3.27%	4.7	2.83%	15.1	3.64%	313.4	5.89%
SHRUB SWAMP	0	0	0.4	0.27%	0.9	0.21%	32.3	0.61%

Florida Managed Areas metadata

Alternative #1, analyzed on 9/19/2012. summary

Name	**100 Ft.**	**200 Ft.**	**500 Ft.**	**5280 Ft.**
JULINGTON-DURBIN PRESERVE			✔	✔

Field Survey Project Boundaries metadata

Alternative #1, analyzed on 9/19/2012. summary

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
AN ARCHAEOLOGICAL/HISTORICAL RESOURCE SURVEY OF FOUR BRIDGE SITES ON US 1/SR 5 AND RACE TRACK ROAD, ST. JOHNS COUNTY, FLORIDA	1993	3738	✔	✔	✔	✔	✔
AN ARCHAEOLOGICAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 9A, I-95/I-295 CONNECTOR FROM I-95 AND I-295 TO BAYMEADOWS ROAD, IN DUVAL COUNTY, FLORIDA.	1990	2473		✔	✔	✔	✔
AN INTENSIVE CULTURAL RESOURCE ASSESSMENT SURVEY OF THE BARTRAM PARK TRACT DUVAL AND ST. JOHNS COUNTIES, FLORIDA	1999	5871	✔	✔	✔	✔	✔
AN INTENSIVE CULTURAL RESOURCE ASSESSMENT SURVEY OF THE EASTBOURNE TRACT, ST. JOHNS COUNTY, FLORIDA	1999	5587	✔	✔	✔	✔	✔
HISTORIC PROPERTIES SURVEY, ST. JOHNS COUNTY, FLORIDA	2001	6612	✔	✔	✔	✔	✔
A CULTURAL RESOURCE RECONNAISSANCE SURVEY OF THE NORTH RIDGE PROPERTIES TRACT, ST. JOHNS COUNTY, FLORIDA	2006	12454	✔	✔	✔	✔	✔
TECHNICAL MEMORANDUM: CULTURAL RESOURCE OVERVIEW SURVEY FOR THE BLACK, BROWN 1 & 2, GREEN 1 & 2, ORANGE 1 & 2, PINK 1 & 2, AND PURPLE ALTERNATIVES, CLAY AND ST. JOHNS COUNTIES, FLORIDA	2008	16092	✔	✔	✔	✔	✔
AN INTENSIVE CULTURAL RESOURCE ASSESSMENT SURVEY OF THE DURBIN CREEK PROPERTY, ST. JOHNS COUNTY, FLORIDA	2006	13225	✔	✔	✔	✔	✔

Field Survey Project Boundaries metadata

Alternative #1, analyzed on 9/19/2012. summary

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE PROPOSED SEACOAST PIPELINE AND PEOPLES GAS GREENLAND LATERAL PIPELINE, CLAY, ST. JOHNS, AND DUVAL COUNTIES, FLORIDA	2009	16584			✔	✔	✔

Florida Site File Historic Standing Structures metadata

Historic Standing Structures recorded in the Florida State Historic Preservation Office Master Site File.

Alternative #1, analyzed on 9/19/2012. summary

Site ID	Structure Name	Survey Evaluation	Site Evaluation	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
SJ03960	5332 RACE TRACK ROAD	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP			✔	✔	✔
SJ05031	DURBIN STRUCTURE #2	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP		✔	✔	✔	✔

Prime Farm Land metadata

Subset of SSOILS data designated as prime farm land.

Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Farmland Classification	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
FARMLAND OF UNIQUE IMPORTANCE	13.4	16.36%	26.4	16.08%	61.8	14.89%	317.4	5.97%

2000 Census Block Data metadata

2000 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Alternative #1, analyzed on 9/19/2012. summary

	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Males	Females	Native Hawaiian and Other Pacific Islander Alone
Totals	1153	417	1093	23	0	18	43	10	583	570	0

2000 Census data Block Groups - Indicators metadata

Alternative #1, analyzed on 9/19/2012. summary

	Speak English "Not At All"	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 vehicles Available	Housing Units With 5 or More Vehicles Available
Totals	0	30	618	2498	751	209	51

County Demographics - 2000 Census metadata

2000 Census General Demographic Profile by County.

Alternative #1, analyzed on 9/19/2012. summary

County	Total Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	Total Number of Households	Average Household Size	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
DUVAL	778879	377781	401098	34.1	512469	216780	2598	21137	466	10170	31946	303747	2.51	✔	✔	✔	✔	✔
STJOHNS	123135	59814	63321	40.6	111955	7744	326	1172	67	675	3244	49614	2.44	✔	✔	✔	✔	✔

Future Land Use for District 2 metadata

Alternative #1, analyzed on 9/19/2012. summary

	100 Ft.		200 Ft.		500 Ft.		1320 Ft.	
Description	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
AGRICULTURAL	30.9	37.79%	61.6	37.49%	156.0	37.55%	457.5	42.64%
COMMERCIAL	47.6	58.2%	94.3	57.42%	224.8	54.13%	424.1	39.52%
LOW DENSITY RESIDENTIAL	3.1	3.75%	7.7	4.71%	26.8	6.46%	87.3	8.13%
MEDIUM DENSITY RESIDENTIAL	0	0	0	0	1.0	0.25%	41.9	3.91%
MIXED USE	0	0	0.2	0.12%	5.6	1.35%	59.6	5.55%

Permits Required

Permit Name	Type	Review Date
FDEP NPDES General Permit	Other	09/19/12
Dredge and Fill Permit	USACE	09/19/12
Environmental Resource Permit	State	09/19/12

Technical Studies Required

Technical Study Name	Type	Review Date
Advance Notification/ICAR Package	ENVIRONMENTAL	09/19/12
Noise Study Report	ENVIRONMENTAL	09/19/12
Air Quality Report	ENVIRONMENTAL	09/19/12
Contamination Screening Evaluation Report	ENVIRONMENTAL	09/19/12
Conceptual Stage Relocation Plan	ENVIRONMENTAL	09/19/12
Endangered Species Biological Assessment	ENVIRONMENTAL	09/19/12
Wetlands Evaluation Report	ENVIRONMENTAL	09/19/12
Wildlife and Habitat Report	Other	09/19/12
Essential Fish Habitat Assessment	ENVIRONMENTAL	09/19/12
Preliminary Engineering Report	ENGINEERING	09/19/12
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL	09/19/12
Cultural Resource Assessment Survey	ENVIRONMENTAL	09/19/12

General Project Commitments

No Data Available

Screening Summary Overview

Not Applicable

Agency Comments and Summary Degrees of Effect

Not Applicable

Resource Maps

A hardcopy map series for this project is available on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view a listing of the hardcopy maps available for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=13881&startPageName=Hardcopy%20Maps

Special Note: Please be sure that when the Hardcopy Maps page loads, the **Project Milestone Date** corresponding to this Advance Notification is selected. Hardcopy map snapshots have been taken for Project #13881 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Class of Action

No Data Available

Dispute Resolution Activity Log

No Data Available

Ancillary Documentation

No Data Available

Transmittal List

Official Transmittal List

	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	FDOT District 2	Southall, Peter D.
3.	Federal Aviation Administration	* Airports District Office
4.	Federal Highway Administration	Anderson, Linda
5.	Federal Highway Administration	Cunill, Buddy
6.	Federal Highway Administration	Hall, Greg L.
7.	Federal Highway Administration	Kendall, Cathy
8.	Federal Highway Administration	Sullivan, Joseph
9.	Federal Transit Administration	Ramirez, Andres
10.	FIHS Central Office	Hatim, Khaleda
11.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
12.	FL Department of Agriculture and Consumer Services	Pedersen, Charlie
13.	FL Department of Economic Opportunity	Hallock-Solomon, Jeannette
14.	FL Department of Economic Opportunity	Wiglesworth, Chris
15.	FL Department of Environmental Protection	Milligan, Lauren P.
16.	FL Department of Environmental Protection	Stahl, Chris
17.	FL Department of State	Jones, Ginny L.
18.	FL Department of State	Kammerer, Laura
19.	FL Department of State	McClarnon, Daniel
20.	FL Department of State	McManus, Alyssa
21.	FL Department of Transportation	Bixby, Marjorie
22.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
23.	FL Fish and Wildlife Conservation Commission	Gorham, Bonita
24.	FL Fish and Wildlife Conservation Commission	Poole, MaryAnn
25.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
26.	Florida Inland Navigation District	* Mr. David Roach
27.	Florida's Turnpike Enterprise	Post, John
28.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Colley Billie, Chairman
29.	Muscogee (Creek) Nation	* The Honorable Mr. George Tiger, Principal Chief
30.	National Marine Fisheries Service	Howard, Brandon
31.	National Marine Fisheries Service	Thompson, Mark
32.	National Park Service	Barnett, Anita
33.	Natural Resources Conservation Service	Robbins, Rick A.
34.	North Florida TPO	Bunnewith, Denise
35.	Northeast Florida Regional Planning Council	Lehman, Ed
36.	Northeast Florida Regional Planning Council	Sayeed, Ameera
37.	Northeast Florida Regional Planning Council	Sayeed, Ameera
38.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
39.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
40.	Seminole Tribe of Florida	Backhouse, Paul N.
41.	Seminole Tribe of Florida	Swing, Alison
42.	Seminole Tribe of Florida	* The Honorable Mr. James E. Billie, Chairman
43.	Seminole Tribe of Florida	York, Elliott
44.	US Army Corps of Engineers	Barron, Robert B.

45.	US Army Corps of Engineers	Lips, Garett
46.	US Army Corps of Engineers	Phillips, Andrew
47.	US Army Corps of Engineers	Turner, Randy
48.	US Coast Guard	Rich, Brodie E.
49.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
50.	US Department of Housing and Urban Development	* Regional Environmental Officer
51.	US Department of Interior	* Bureau of Land Management, Eastern States Office
52.	US Department of Interior	Director, USGS-FISC
53.	US Environmental Protection Agency	Dominy, Madolyn
54.	US Fish and Wildlife Service	Monaghan, Jane

* Hardcopy recipient

Application for Federal Assistance SF-424 Version 02

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s)
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	*Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

3. Date Received:	4. Applicant Identifier:
#####	431418-2-22-01

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: Florida Department of Transportation

*b. Employer/Taxpayer Identification Number (EIN/TIN):	*c. Organizational DUNS:
59–6001874	

d. Address:

*Street 1: 605 Suwannee Street
Street 2:
*City: Tallahassee
County: Leon
*State: Florida
Province:
*Country: USA
*Zip / Postal Code 32399–0450

e. Organizational Unit:

Department Name:	Division Name:
FDOT Environmental Management Department	District 2 Environmental Management Office

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: William
Middle Name: R
*Last Name: Henderson
Suffix:

Title: District Planning and Environmental Manager

Organizational Affiliation:
2

*Telephone Number: 386- 961-7873 Fax Number:

*Email: bill.henderson@dot.state.fl.us

OMB Number: 4040-0004
Expiration Date: 01/31/2009

Application for Federal Assistance SF-424 Version 02

***9. Type of Applicant 1: Select Applicant Type:**

A.State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**

U.S. Department of Transportation -Federal Highway Administration

11. Catalog of Federal Domestic Assistance Number:

20–205

CFDA Title:

Highway Planning and Construction

***12 Funding Opportunity Number**:

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

St. Johns and Duval Counties, Florida

***15. Descriptive Title of Applicant's Project**:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to extend the SR 9B facility from CR 2209 to the SR 9B/I-95 Interchange, a distance of 2.3 miles. A connection to existing Race Track Road is also proposed, which is 0.9 miles in length. The SR 9B extension is envisioned as a new four-lane limited access facility.

OMB Number: 4040-0004
Expiration Date: 01/31/2009

Application for Federal Assistance SF-424 Version 02

16. Congressional Districts Of:

*a. Applicant: FL-4 *b. Program/Project: FL-2 and FL-4

17. Proposed Project:

*a. Start Date: underway *b. End Date: TBD

18. Estimated Funding ($):

*a. Federal	
*b. Applicant	
*c. State	7,350,576
*d. Local	
*e. Other	
*f. Program Income	
*g. TOTAL	7,350,576

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on September 20, 2012

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E. O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. *First Name: William

Middle Name: R.

*Last Name: Henderson

Suffix:

*Title: District Planning and Environmental Manager

*Telephone Number: 386-961-7873 Fax Number:

* Email: bill.henderson@dot.state.fl.us

*Signature of Authorized Representative: 

*Date Signed: 9-20-12

Authorized for Local Reproduction Standard Form 424 (Revised 10/2005)

Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424 Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

Appendix C

SHPO Consultation

Florida Department of Transportation

RICK SCOTT
GOVERNOR

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

ANANTH PRASAD, P.E.
SECRETARY

November 20, 2012

Mr. Martin C. Knopp
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: **Cultural Resource Assessment Survey for the State Road 9B Extension from County Road 2209 to the Duval County Line (Race Track Road), St. Johns County, Florida**
Financial Management # 431418-2

Dear Mr. Knopp:

Enclosed please find a copy of the final report titled *Cultural Resource Assessment Survey for the State Road 9B Extension from County Road 2209 to the Duval County Line (Race Track Road), St. Johns County, Florida.* The following documents have also been included:

- One compact disk containing a .pdf of the final report.
- One SHPO package containing one unbound copy of the final report, one completed Survey Log Sheet, and accompanying documentation.

The enclosed report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the proposed extension of State Road (SR) 9B in St. Johns County from County Road (CR) 2209/St. Johns Parkway to Race Track Road at the Duval County line, a distance of approximately 2.3 miles. The Florida Department of Transportation (FDOT), District 2, is conducting a Project Development and Environment (PD&E) Study for a new road alignment proposed to ultimately connect Interstate 95 (I-95) and CR 2209/St. Johns Parkway. A previous CRAS was conducted by Southeastern Archaeological Research, Inc. (SEARCH) in support of this project in 2005; however, this CRAS report was not submitted to the Florida Division of Historical Resources (FDHR). Further, the proposed alignment for the roadway has shifted since the time of the previous survey. The present study serves to update the previous work.

The archaeological survey included the excavation of 65 shovel tests within the proposed right-of-way for the SR 9B Extension alignment. All shovel tests were negative for cultural material. No archaeological sites or artifact occurrences were identified within the APE. Three previously

recorded archaeological sites (8SJ05024, 8SJ05028, and 8SJ05029) are located within the proposed roadway right-of-way; however, all three of these resources have been previously evaluated by the Florida State Historic Preservation Office (SHPO) as ineligible for listing on the NRHP.

The architectural survey resulted in the evaluation of three historic resources. One historic resource group (8SJ05569) and two historic structures (8DU21409 and 8SJ05031) were recorded and assessed during the current survey. All of the historic resources lack the architectural distinction or significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. No potential NRHP districts were located due to the lack of concentration of historic structures.

Based on the results of this investigation, it is the opinion of the District that the proposed undertaking will have no effect on cultural resources eligible for listing in the NRHP. I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and submit the unbound copy of this document along with the accompanying Survey Log Sheet and electronic Florida Master Site File forms to the Florida State Historic Preservation Officer, for review and comment.

If you have any questions or need further assistance, please contact Terri B. Newman (386) 961-7713.

Sincerely,

William R. Henderson
District Planning and Environmental Manager

Pc: Terri Newman, FDOT Cultural Resources Coordinator
Brandi Vittur, FDOT

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and ✓ approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS/OPINION TO LINDA ANDERSON, FHWA.
P: 850-553-2226. E: linda.anderson@dot.gov.

PLEASE CC: TORRI VENEMAN, FDOT D2; GREG HALL, FHWA;
AND ROY JACKSON, FDOT CEMO.

/s/ [signature]
For: Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

12/14/12
Date

The Florida State Historic Preservation Officer:

✓ finds the attached report complete and sufficient and ✓ concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ [signature] DSHPO
Robert Bendus
Florida State Historic Preservation Officer

1/3/13
Date

for

20120568 9
DHR No.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

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

ANANTH PRASAD, P.E.
SECRETARY

October 16, 2013

Mr. David Hawk, Acting Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: ***Cultural Resource Assessment Survey of Six Proposed Ponds Along State Road 9B Extension From County Road 2209 to the Duval County Line (Race Track Road), St. Johns County, Florida***
Financial Management # 431418-2

Dear Mr. Hawk:

Enclosed please find a copy of the final report titled *Cultural Resource Assessment Survey of Six Proposed Ponds Along State Road 9B Extension From County Road 2209 to the Duval County Line (Race Track Road), St. Johns County, Florida*. The following documents have also been included:

- One compact disk containing a .pdf of the final report.
- One SHPO package containing one unbound copy of the final report, one completed Survey Log Sheet, and accompanying documentation.

The enclosed report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted for six proposed ponds in support of the proposed extension of State Road (SR) 9B in St. Johns County from County Road (CR) 2209/St. Johns Parkway to Race Track Road at the Duval County line, a distance of approximately 2.3 miles. The Florida Department of Transportation (FDOT), District 2, is conducting a Project Development and Environment (PD&E) Study for a new road alignment proposed to ultimately connect Interstate 95 (I-95) and CR 2209/St. Johns Parkway. This technical memorandum serves as an addendum to the 2012 Southeastern Archaeological Research, Inc. (SEARCH) report titled *Cultural Resource Assessment Survey for the State Road 9B Extension from County Road 2209 to the Duval County Line (Race Track Road), St. Johns County, Florida* (Florida Master Site File [FMSF] Survey No. 19692).

The archaeological survey included the excavation of 55 shovel tests within the proposed ponds. All shovel tests were negative for cultural material. No archaeological sites or artifact occurrences were identified within the Areas of Potential Effect (APE). No additional archaeological survey is recommended.

The architectural survey resulted in the evaluation of no historic resources. No historic standing structures were identified in the SR 9B Ponds APE. The southern end of the Pond 5 easement intersects the boundary of Resource Group 8SJ05569, which was recorded during the November 2012 CRAS for the SR 9B corridor (SEARCH 2012). 8SJ05569 represents a farmstead and agricultural complex that was determined to have lost its historic integrity. In January 2013, the Florida State Historic Preservation Officer (SHPO) concurred that 8SJ05569 is not eligible for NRHP listing. No further architectural survey is recommended.

Based on the results of this investigation, it is the opinion of the District that the proposed undertaking will have no effect on cultural resources eligible for listing in the NRHP. I respectfully request your concurrence with the findings of the enclosed report. Should you concur, please indicate such in the signature box below and submit the unbound copy of this document along with the accompanying Survey Log Sheet and electronic Florida Master Site File forms to the Florida SHPO, for review and comment.

If you have any questions or need further assistance, please contact Terri B. Newman at (386) 961-7713 or email at terri.newman@dot.state/fl.us.

Sincerely,

Peter D. Southall -for-

William R. Henderson
District Planning and Environmental Manager

Enclosures – Report, cd, SHPO file

Pc: Terri Newman, FDOT Cultural Resources Coordinator

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and ✓ approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS/OPINION TO: LINDA ANDERSON, FHWA.
P: 850-553-2226 . E: linda.anderson@dot.gov.

PLEASE CC: TERRI NEWMAN, FDOT D2; GREG HALL, FHWA;
AND ROY JACKSON, FDOT CENTRAL OFFICE.

/s/ Linda Anderson
For: David Hawk
Acting Division Administrator
Florida Division
Federal Highway Administration

11/5/13
Date

The Florida State Historic Preservation Officer:

✓ finds the attached report complete and sufficient and ✓ concurs/ ___ does not concur with the findings and recommendations contained in this cover letter.

___ does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/
Robert Bendus
Florida State Historic Preservation Officer

11/13/13
Date

2013 5009
DHR No.

Appendix D

USFWS Consultation & FFWCC Coordination

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1100 S. Mo... Ave.
Lake ...
M...

ANANTH PRASAD, P.E.

FWS Log No. 13-I-0251

The Proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) This finding fulfills the requirements of the Act.

Annie Dziergowski 8/27/13
Dawn Jennings Date
Acting Field Supervisor

July 31, 2013

Ms. Jane Monaghan
U.S. Fish and Wildlife Service
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256

RE: Endangered Species Biological Assessment (ESBA)
SR9B Extension
FDOT Work Program No.: 431418-2
ETDM No.: 13881
Duval and St. Johns Counties, Florida

Dear Ms. Monaghan:

Please find enclosed the Endangered Species Biological Assessment (ESBA) and Wetlands Evaluation Report (WER) for the above referenced project. These documents detail the potential involvement this project may have with federally listed threatened and endangered species and is submitted for your review and concurrence.

Project Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the construction of the State Road (SR) 9B extension from the Interstate 95/SR 9B interchange (under construction) in Duval County to County Road (CR) 2209 in St. Johns County. The project location map illustrates the location and limits of the study.

Project Need

Background: The SR 9B facility is part of the east beltway around Jacksonville. The segment of SR 9B from US 1 to I-295 is currently under construction and is scheduled for completion in late 2012. A bid opening for the segment of SR 9B from I-95 to US 1 was held in July 2012 and construction is scheduled to be complete in early 2016. The planned segment of SR 9B under consideration is proposed to extend from CR 2209 to I-95. The Federal Highways Administration (FHWA) has approved an Interchange Justification Report (IJR) allowing SR 9B to be extended into St. Johns County for the purpose of relieving the adjacent interchanges. The

IJR documented that improvements to the adjacent interchanges were not feasible and that the construction of a new interchange serving St. Johns County is needed.

Purpose: The purpose of this project is to relieve the heavily congested I-95/CR 210 and I-95/Old St. Augustine Road interchanges.

Need: To relieve the heavily congested I-95/CR 210 and I-95/Old St. Augustine Road interchanges. As detailed in the I-95 at Future SR 9B IJR, the ramp termini at the Old St. Augustine Road/I-95 interchanges were operating in 2010 at an unacceptable level of service (LOS) of E and F in the A.M. Peak Hour, and LOS C and E in the P.M. Peak Hour. The I-95/SR 9B IJR also shows the I-95 ramp termini at CR 210 degrading to a LOS of F by 2025 in a no-build situation.

Transportation Demand: Substantial residential population growth has occurred in the region, including the two counties in which the proposed SR 9B is located. Over the past decade, the population of Duval and St. Johns Counties has grown by about 10% and 52% (based on US Census Bureau information). This anticipated project is listed as project number 134 in the approved North Florida Transportation Planning Organization (NFTPO) 2035 Long Range Transportation Plan (LRTP) and is ranked as fourth in the NFTPO List of Priority Projects, as adopted August 9, 2012.

The purpose and need for this project was recorded as 'Understood' by the U.S. Fish and Wildlife Service (FWS) on October 25, 2012 with no comments provided. FHWA approved the purpose and need on March 8, 2013.

The Department is proceeding with the development of an Environmental Assessment for this project.

Threatened/Endangered Species

As a result of detailed literature research, data collection and field reviews, the Department has identified the potential effects to the threatened Eastern indigo snake (*Dymarchon corais couperi*) and the endangered wood stork (*Mycteria americana).* Effects to these species may be: loss of habitat, being temporarily unable to use the site for forage/shelter due to potential avoidance of construction activities. However, these effects will be discountable and/or insignificant for the following reasons: Eastern Indigo Snake – species mobility, the project impacts less than 25 acres of xeric habitat, and the Department will incorporate the FWS *Standard Protection Measures for the Eastern Indigo Snake*; Wood Stork: species mobility and all wetland impacts will be mitigated. The Department has purchased St. Johns River Water Management District and U.S. Army Corps of Engineers wetland mitigation credits from the Tupelo Mitigation Bank for the SR9B project. While the exact amount of credits required for the project cannot be finalized at this time, the Department expects to use the previously purchased credits to offset all, or nearly all of the project's impacts. If additional mitigation is required, it will be accomplished in accordance with regulatory agency requirements.

The gopher tortoise (Gopherus polyphemus) is currently listed as a candidate species and therefore, is not currently afforded protection under the Endangered Species Act (ESA). Should the gopher

tortoise be listed prior to when construction commences, an effects determination will be made in coordination with FWS. Compliance will all applicable regulations, guidelines, survey protocol, etc. will be adhered to.

Conclusion

In closing, the Department has determined that this project may affect but not likely to adversely affect the Eastern indigo snake and wood stork. Pursuant to Section 7 of the ESA, we request your concurrence with this determination within 30 days. Additionally, should you deem it necessary; the Department will conduct a project field review at your convenience. If you have questions regarding this request or reports please contact me at 386-961-7524.

Sincerely,

Jason Cornell
Environmental Supervisor

Enclosure(s): ESBA
WER
Standard Protection Measures for the Eastern Indigo Snake

STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE

1. An eastern indigo snake protection/education plan shall be developed by the applicant or requestor for all construction personnel to follow. The plan shall be provided to the Service for review and approval at least 30 days prior to any clearing activities. The educational materials for the plan may consist of a combination of posters, videos, pamphlets, and lectures (*e.g.*, an observer trained to identify eastern indigo snakes could use the protection/education plan to instruct construction personnel before any clearing activities occur). Informational signs should be posted throughout the construction site and along any proposed access road to contain the following information:

    a. a description of the eastern indigo snake, its habits, and protection under Federal Law;
    b. instructions not to injure, harm, harass or kill this species;
    c. directions to cease clearing activities and allow the eastern indigo snake sufficient time to move away from the site on its own before resuming clearing; and,
    d. telephone numbers of pertinent agencies to be contacted if a dead eastern indigo snake is encountered. The dead specimen should be thoroughly soaked in water and then frozen.

2. If not currently authorized through an Incidental Take Statement in association with a Biological Opinion, only individuals who have been either authorized by a section 10(a)(1)(A) permit issued by the Service, or by the State of Florida through the Florida Fish Wildlife Conservation Commission (FWC) for such activities, are permitted to come in contact with an eastern indigo snake.

3. An eastern indigo snake monitoring report must be submitted to the appropriate Florida Field Office within 60 days of the conclusion of clearing phases. The report should be submitted whether or not eastern indigo snakes are observed. The report should contain the following information:

    a. any sightings of eastern indigo snakes and
    b. other obligations required by the Florida Fish and Wildlife Conservation Commission, as stipulated in the permit.

Revised February 12, 2004

Florida Fish and Wildlife Conservation Commission

Commissioners
Richard A. Corbett
Chairman
Tampa

Brian S. Yablonski
Vice Chairman
Tallahassee

Ronald M. Bergeron
Fort Lauderdale

Aliese P. "Liesa" Priddy
Immokalee

Bo Rivard
Panama City

Charles W. Roberts III
Tallahassee

Executive Staff
Nick Wiley
Executive Director

Eric Sutton
Assistant Executive Director

Karen Ventimiglia
Chief of Staff

Office of the Executive Director
Nick Wiley
Executive Director

(850) 487-3796
(850) 921-5786 FAX

Managing fish and wildlife resources for their long-term well-being and the benefit of people.

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

December 12, 2013

Mr. Jason Cornell
Environmental Supervisor
Florida Department of Transportation (FDOT) District Two
1109 South Marion Avenue
Lake City, FL 32025-5874
Jason.cornell@DOT.state.fl.us

Re: SR-9B Extension – Duval and St. Johns Counties, Wildlife and Habitat Report

Dear Mr. Cornell:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Wildlife and Habitat Report (W&HR) for the above-referenced project, prepared as part of the Project Development and Environment Study. The FWC reviewed this project in October 2012 as ETDM 13881. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F. A. C.).

The project involves construction of a new 2.3 mile-long four-lane SR-9B Extension from Race Track Road to the St. Johns Parkway in St. Johns and Duval Counties. The purpose and need statement for the project is to relieve traffic congestion on I-95 Interchanges located at CR-210 and Old St. Augustine Road. Information provided in the W&HR shows that the project area is predominately undeveloped and consists of coniferous plantations (60.0 percent – 218.1 acres), wetland mixed hardwoods (14.3 percent – 52.2 acres), bottomland hardwoods (6.8 percent – 24.7 percent), hydric coniferous plantations (6.6 – 24.0 acres), mixed wetland forests (2.6 percent – 9.5 acres), and disturbed areas including roads and highways (4.4 percent – 16.0 acres), and residential (2.0 percent – 7.3 acres), along with several smaller vegetation or land use categories. Most natural wetlands are associated with Durbin Creek and associated tributaries.

Overall, 35 protected wildlife species known to occur in the project area were evaluated for potential impacts from the project. Based on site surveys and the presence of appropriate habitat types, it was determined that the following 13 wildlife species which are classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC) have the potential to occur in the project area: wood stork (FE), Eastern indigo snake (FT), gopher tortoise (ST), Southeastern American kestrel (ST), Florida pine snake (SSC), gopher frog (SSC), limpkin (SSC), Florida burrowing owl (SSC), little blue heron (SSC), snowy egret (SSC), tricolored heron (SSC), white ibis (SSC), and Sherman's fox squirrel (SSC). Other species which have the potential to occur onsite include the bald eagle, which was delisted by state and federal agencies, but remains protected under state rule in Section 68A-16.002, F.A.C. and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) and the Florida black bear, which was delisted by the FWC in June 2012. A conservation plan has been developed and approved by the FWC as guidance for further improvement of the conservation status of the bear.

FDOT has made the following project commitments:

- FDOT will purchase all required wetland mitigation credits at the Tupelo Mitigation Bank.
- Best Management Practices will be incorporated during construction to minimize wetland impacts.
- If stormwater ponds or management facilities are proposed outside of the study area, FDOT will perform additional wildlife surveys and re-initiate Section 7 coordination with the USFWS during the design and permitting phases.
- The Standard Protection Measures for the Eastern Indigo Snake (FWS 2004) will be used during project site preparation and construction.
- FDOT will comply with all applicable state and federal regulations regarding the gopher tortoise.

For the gopher tortoise, please reference the FWC's Gopher Tortoise Permitting Guidelines (Revised April 2013 http://www.myfwc.com/media/1410274/GTPermittingGuidelines.pdf) for survey methodology and permitting guidance prior to any construction activity. Specific guidance in the permitting guidelines includes methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. Any commensal species observed during the burrow excavations should be relocated in accordance with Appendix 9 of the Gopher Tortoise Permitting Guidelines. To the maximum extent possible, the FWC also recommends that all staging and storage areas be sited to avoid impacts to gopher tortoise burrows and their habitat.

In addition, while no roadway or bridge design plans were discussed for the Durbin Creek and floodplain crossing in the project area, our previous comments on ETDM 13881 in October 2012 discussed the importance of this wetland system as a tributary of the St. Johns River. FDOT's commitment to reduce wetland impacts could be achieved by a bridge spanning the stream and adjoining floodplain. This would reduce wetland habitat loss, protect and promote important floodplain functions, and provide long-term water quality and habitat connectivity benefits. Furthermore, properly designed fencing along the Right-of-Way can reduce wildlife roadkills and enhance public safety. We support a wildlife survey of the project area prior to construction, and respectfully request the opportunity to review the upcoming Environmental Assessment.

FDOT has made a determination of "may affect, but not likely to adversely affect" the wood stork and the Eastern Indigo snake, and "not likely to adversely affect" all state-listed species. The U.S. Fish and Wildlife Service concurred with FDOT's impact determination for federally listed species on August 27, 2013. We expect the project commitments provided above will adequately address anticipated impacts to state protected species.

Thank you for the opportunity to review the Wildlife and Habitat Report for the SR-9B Extension project in Duval and St. Johns Counties. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at

FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, contact Terry Gilbert at (850) 728-1103 or email terry.gilbert@Myfwc.com.

Sincerely,

Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jdg/tg
ENV 1-13-2
SR 9B Extension from CR 2209 to I-95_18356_121213
cc: Pete Southall – FDOT District 2, Lake City, peter.southall@dot.state.fl.us

Appendix E

NMFS Coordination

Millie Lindner

From: Cornell, Jason <Jason.Cornell@dot.state.fl.us>
Sent: Thursday, December 19, 2013 3:49 PM
To: Millie Lindner
Cc: Henderson, Bill; Southall, Peter; Delhomme, Chloe; Kim Allerton
Subject: FW: FW: SR9B Extension Non-Tidal data collection

Millie –

Please incorporate into the EA as appropriate.

Thanks,
Jason

Jason Cornell
Environmental Supervisor
Planning and Environmental Management Office
District Two - Florida Department of Transportation
1109 S. Marion Ave.
Mail Station 2007
Lake City, FL 32025
Ph: 386-961-7524
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From: Brandon Howard - NOAA Federal [mailto:brandon.howard@noaa.gov]
Sent: Thursday, December 19, 2013 3:12 PM
To: Cornell, Jason
Subject: Re: FW: SR9B Extension Non-Tidal data collection

Hi Jason.

Thanks for meeting me in the field yesterday. After reviewing the data that you've collected over the last several months, and the site inspection, NMFS agrees with your determination that the area is not tidal. Should future information come available that's contrary to this conclusion, we will revisit the subject.

Brandon