APPENDICES

Appendix A: Planning Requirements for Environmental

Document Approvals Form and STIP and

TIP Funding Documents

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March 2011

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(June 2, 2011) and Public Hearing Materials

(September 15, 2016)

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Cemetery Environmental Assessment

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Criteria Consideration D

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Correspondence

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APPENDIX A PLANNING REQUIREMENTS FOR ENVIRONMENTAL DOCUMENT APPROVALS FORM AND STIP AND TIP FUNDING DOCUMENTS

Planning Requirements for Environmental Document Approvals

Project Limits: Jacksonville National Cemetery Access Road	Document Type: I Cemetery Access Road f Arnold Raod and ends at the intersection of Lannie Road and Ethel F	Doct
tect Name: Mostern Terminus of Arnold Raod and ends at the intersection of Lannie Road and Ethel Relating to the limits consistent with the plans? Yes	Jacksonville National Cemetery Access Road Western Terminus of Arnold Raod and ends at the intersection of Lannie Road and Ethel Road itent with the plans?	
he limits consistent with the plans? Hithy MPO(s) (if applicable): A North Florida Transportation Planning Organization COMME COMME Currently HASE Approved Y Y Y Y Y Y Y Y Y Y Y So.01 2018-2019 Y Y Y Y Y Y Y Y So.01 2018-2019	Western Terminus of Amold Raod and ends at the intersection of Lannie Road and Ethel Road	FM #: 428455-1
tify MPO(s) (if applicable): North Florida Transportation Planning Organization LRTP The proposed Jacksonville National Cemetery Access Road is in the City of Jacksonville 2030 Comprehensive Pig November 2014, and is included in the NFTPO Path Forward 2040 Long Range Transportation Plan's Cost Feas Currently PHASE Approved STIP Y Y Y Y \$0.01 2018-2019 Y Y Y Y \$2.96 2018-2019		ETDM #: 13064
ently Interpretation Planning Organization ENTP Interpretation Planning Organization Currently PHASE Approved Y Y Y Y Y So.01 2018-2019 Y Y Y Y Y St.96 2018-2019		
The proposed Jacksonville National Cemetery Access Road is in the City of Jacksonville 2030 Comprehensive Piz November 2014, and is included in the NFPO Path Forward 2040 Long Range Transportation Plan's Cost Feas Currently Approved Currently TIP/STIP TIP/STIP FY Y Y \$ 50.01 2018-2019 Y Y Y \$ \$2.96 2018-2019		Original PD&E FAP#: PLH2-003-P and PLH2-004-P
The proposed Jacksonville National Cemetery Access Road is in the City of Jacksonville 2030 Comprehensive Ple November 2014, and is included in the NFTPO Path Forward 2040 Long Range Transportation Plan's Cost Feas Approved Approved STIP Approved STIP \$ (millions) FY FY Y \$ \$0.01 2018-2019 Y Y Y \$ \$2.96 2018-2019	COMMENTS	
PHASE Approved Approved STIP TIP/STIP TIP/STIP TIP Approved STIP \$ (millions) FY γ γ \$ 0.01 2018-2019 γ γ \$ 52.96 2018-2019	d Jacksonville National Cemetery Access Road is in the City of Jacksonville 2030 Comprehensive Plan (2) 114, and is included in the NFTPO Path Forward 2040 Long Range Transportation Plan's Cost Feasible	the City of Jacksonville 2030 Comprehensive Plan (2011), the Capital Improvement Element for the 2030 Comprehensive Plan, which was updated in 040 Long Range Transportation Plan's Cost Feasible Plan (2014).
γ γ \$0.01 2018-2019 γ γ \$2.96 2018-2019	Currently TIP/STIP Approved STIP \$ (millions)	COMMENTS
Y \$2.96 2018-2019	Y \$0.01 2018-2019	Preliminary Engineering includes PLN, PDE, PE, and ENV. Local, State, and Federal funding. This phase was already initiated and used prior year funds of \$2,434,000.
The NFTPO included this project on their I thru FY 2019/2020. The current approved (SU) Funds for FY 2017/2019 for R/W and additional SU funds approved in the TPOs approved on September 8, 2016 and will incorporated into the TIP/STIP as appropriated into the TIP/STIP and TIP/STIP as appropriated into the TIP/STIP and	Y \$2.96 2018-2019	and Federal funding.
Construction N \$13.20 2019-2021 the amendment to be on the NF TPO Boar	N \$13.20 2019-2021	The NFTPO included this project on their list of approved projects using TMA funds for FY 2018/19 thru FY 2019/2020. The current approved plan allocates \$14,937,000 million of Surface Urbanized (SU) Funds for FY 2017/2019 for R/W and Construction. The remaining balance will be comprised of additional SU funds approved in the TPOs plan, for 2019. This additional construction funding was approved on September 8, 2016 and will be allocated during the next Work Program cycle and incorporated into the TIP/STIP as appropriate. The NFTPO will begin processing LRTP amendments in January 2017 and, based on the projected timeframe to complete the LRTP amendment, we anticipate the amendment to be on the NF TPO Board agenda April 10, 2017.

Date: 12/21/2016 Phone # (386) 961-7713

FDOT Preparer's Name: Terri Newman

Preparer's Signature: *Attach: LRTP, TIP, STIP pages

Email: Terri.Newman@dot.state.fl.us

Jacksonville National Cemetery Access Road

FPID No.: 428455-1

Federal-Aid Project No.: PLH2-003-P and PLH2-004-P

Funding and Implementation: The estimated total project cost is approximately \$19.7 million. The project is included in the North Florida TPO Long Range Transportation Plan (Path Forward 2040), adopted in 2014.

PDE (including VA mitigation) and PE (design) and ENV (mitigation) were funded in previous TIPs and STIPs (2010-2019) using local, State, and Federal funds. Right of Way is currently funded in the Tentative 5 Year Work Program, FY 18-22, and will be formally adopted as the district's Work Program during the legislative session March through May, 2017. The North Florida TPO's Draft TIP will be created and publicized simultaneously with these dates. The North Florida TPO TIP for FY 18-22 will be adopted in June, 2017 and the Departments Work Program and the state's STIP FY 18-22 will formally begin July 1, 2017.

The FDOT Fiscal year starts on July 1 and ends on June 30 the following year. The Federal FY starts October 1 and ends September 30 of the following year.

The North Florida TPO formally committed available current year (2016) SU funding (Federal) to this project to "close the gap" on construction and fund construction and CEI in 2019. (see attached action). The Department and the North Florida TPO have agreed to a one time "roll forward" of current year SU funding in the amount of \$2.05 million, to program in 2019, adding to the programmed \$12.467 currently in the Tentative Work Program. This additional \$2.05 million will not show in the work program until the roll forward process for FY 17/18 happens. The funding is in the North Florida TPO RV-reserve funding box (see attached sheet and commitment by North Florida TPO).

Please note the form: Total cost: \$19,700,000

LRTP Discussion:

North Florida TPO LRTP amendment process to begin Spring, 2017 adjusting committed projects from outer band to first five for projects in Duval and St. Johns Counties and one Transit project in Duval that can be advanced due to available funding.

STIP

Phase	Туре	Amount (\$)	Year
PDE	(federal – Earmark)	800,000	FY 10
PLN/PDE/PE/ENV	(federal/state/local)	1,634,000	< FY17 (previously expended)
ENV	(federal)	1,105,000	FY 18
ROW	(federal/local)	1,160,557	FY 18
ROW	(federal/local)	1,794,000	Tentative STIP FY19
CON	(federal/state/local)	12,467,000	Tentative STIP FY19
CON	(federal/state/local)	27,000	Tentative STIP FY 20
CON	(federal/state/local)	712,443	SU funds boxed 2019
TOTAL		19,700,000	

TIP

Phase	Туре	Amount (\$)	Year
PDE	(federal – Earmark)	800,000	FY 10
PLN/PDE/PE/ENV	(federal/state/local)	1,634,000	< FY17 (previously
			expended)
ENV	(federal)	1,105,000	FY 18
ROW	(federal/local)	1,125,000	FY 18
ROW	(federal/local)	1,794,000	Tentative TIP FY 19
CON	(federal/state/local)	12,467,000	Tentative TIP FY 19
CON	(federal/state/local)	27,000	Tentative TIP FY 20
CON	(federal/state/local)	712,443	SU funds boxed 2019
TOTAL		19,664,443	

Discussion:

The difference between the STIP and TIP is <\$35,557> (3%).



January 6, 2017

Ms. Karen Taulbee, AICP Urban Planning Manager Florida Department of Transportation Jacksonville Urban Office 2198 Edison Avenue MS 2806 Jacksonville, FL 32204-2730

Re: Amendment of the 2040 Long Range Transportation Plan

With this letter I am acknowledging the intent of the North Florida Transportation Planning Organization to amend the adopted Long Range Transportation Plan (LRTP) in the first quarter of calendar year 2017. This effort is identified in the Unified Planning Work Program for Fiscal Years 2016/17 through 2017/18. Tentatively, following a public meeting the amendment will be presented to the Board for approval at the April meeting.

The purpose of the amendment to the LRTP is to advance several projects included in the adopted LRTP due to new or replacement funding. It is the intent of the North Florida TPO to include the Jacksonville National Cemetery Access Road (LRTP Project ID #1033) in the LRTP amendment. Currently, Project Construction for the Jacksonville National Cemetery Access Road is identified in the LRTP for \$34.51M in the 2031-2040 Band (see attached).

The Jacksonville National Cemetery Access Road project has been a priority of the North Florida TPO. The North Florida TPO had previously committed SU funding toward ENV (environmental), and ROW (right-of-way) for the Jacksonville National Cemetery Access Road project.

The advancement of Jacksonville National Cemetery Access Road is possible in part due to exchanging funds from Chester Road (LRTP Project #974) which is listed on the Construction Funds Committed, Table 2 in Year 2018. The North Florida TPO committed SU funding to Chester Road based the commitment of additional Nassau County local funds. Nassau County informed the North Florida TPO in May 2016 that local funding would not be forthcoming, and so therefore, the project was dropped (see attached).

The North Florida TPO voted to withdraw the SU funding for Chester Road and move it to the Jacksonville National Cemetery Access Road with the approval of the SU Funding Matrix on September 8, 2016. This allowed the Jacksonville National Cemetery Access Road project to be advanced.

Karen Taulbee January 6, 2017 Page 2

Currently, the Florida Department of Transportation has programmed the North Florida TPO's SU funding (YOE dollars) for the Jacksonville National Cemetery Access Road as follows:

2018 - ENV \$1,105,000 ROW \$1,104,000

2019 - ROW \$ 138,000 CST \$12,467,000

*CST \$ 712,443 Boxed from 2018 for roll forward 2019

The North Florida TPO has committed Boxed SU funds that will be available in 2019 to fund CST.

2020 - ROW \$552,000 CST \$27,000

In summary, the proposed amendment for the Jacksonville National Cemetery Access Road will move the Construction funding from Band 2031-2040 to Band 2019-2020. Construction funding in the amount of \$13,206,443 will be shown as committed in FY 2020. In addition, ROW funding in the amount of \$1,104,000 will be shown as committed in FY 2018, ENV funding in the amount of \$1,105,000 will be shown as committed in FY 2018, and ROW funding in the amount of \$690,000 will be shown as committed in FY 2020.

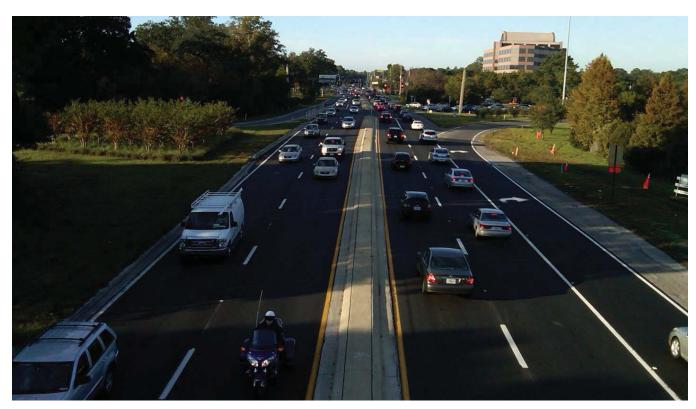
Sincerely,

Jeff A. Sheffield

Executive Director

Jeff a. Sheffield

cc: Scott Clem



OTHER FEDERALLY AND STATE FUNDED PROJECTS

THE OTHER FEDERAL AND STATE ROADWAYS PROVIDE IMPORTANT CONNECTIONS BETWEEN LAND USES, SERVE LOCAL TRIPS, CARRY BUSES, ACCOMMODATE BICYCLE AND PEDESTRIANS AND PROVIDE ACCESS TO STRATEGIC INTERMODAL SYSTEM ROADS.

The need to provide safe, convenient and effective mobility for all persons was identified throughout our region. Major projects identified for funding within this program includes constructing new roads, widening and reconstructing corridors, improving intersections and modifying interchanges. The following tables summarize the Cost Feasible Plan for road capacity projects that are not part of the Strategic Intermodal System.

Roads don't just serve automobiles. All road projects on arterials will include new sidewalks and bicycle lanes where practical. Roads provide buses with access to more persons and allow them to offer better quality of service through more reliable travel times and reduced congestion. These multimodal elements are discussed in Part Four of this report. Operational issues are discussed in Part Five.

County C	Table 3-5 Transnortation Management Areas Fund Projects	ot Areas Find Projec	+									
County Map A State County Map A State County Mort of New Berlin Road State Sta	lable 3-3. Hallsportation Managemen	it Aleas ruilu ri ojet	S.									
Accounte Extension Clay 1 St 105 Zao Paritwoy North of New Merlin Road Fourth Counted Flow Fourth Flow	Facility	County	Map Id	From	То	Improvement Type		_				22-Year Total
Averance Extension City Environmental Color Boulevarid France Extension City Cit	Alta Drive Realignment	Duval	+	SR 105 Zoo Parkway	North of New Berlin Road (south)	New 4 Lane Road	PE		\$4.32			\$4.32
A Amonue Extension Clay STATE							ROW		\$0.68			\$0.68
K Avenue Extension Clay 13 Gaster Plantation Parkway Sevamah Glen Boulevard New Lane Road DEF CTG S2.28 S1.108 S1.208 CTG							ENA		\$0.14			\$0.14
K Amenue Bitansion Clay 1 State of Plantation Parkinsy Searonach Glee Boulevard New 4 Lane Road Food 5 21.88 7 21.88							CST			\$21.85		\$24.09
k Avenue Ertension Giay 13 Oakleaf Plantation Parkway Savannah Glen Boulevard New Lane Road ROAD ROAD SCS 87 SCS 87 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Total</td> <td></td> <td></td> <td>\$21.85</td> <td></td> <td>\$29.22</td>							Total			\$21.85		\$29.22
Figure F	Cheswick Oak Avenue Extension	Clay	13		Savannah Glen Boulevard	New 4 Lane Road	PE			\$12.08		\$12.08
St. Univ. St. Other St.							ROW			\$0.80		\$0.80
St. Ohns							ENV			\$0.16		\$0.16
St. Johns St. Johns CAT CAT CAT CAT St. Johns St. Johns St. Johns CAT C							CST			\$15.71	\$55.87	\$71.57
Total							Total			\$28.75	\$55.87	\$84.61
Total Fig 18 St 16 Connector St 28 St 10 St 28 St 2	CR 2209	St. Johns	810		CR 210	New 6 Lane Road	CST	\$19.36				\$19.36
Name Regional Parkay SR 15 First Coast Expression New 6 Lane Road CT 57.26 510.80 ST ST ST ST ST ST ST S			Total				Total	\$19.36				\$19.36
Total Figure Fi			811	SR 16 Connector	SR 23 First Coast Expressway	New 6 Lane Road	CST	\$7.26	\$10.80			\$18.06
State International Golf Parkway SR 16 Connector New 6 Lane Road CsT Total S19.08 S19.			Total				Total	\$7.26	\$10.80			\$18.06
Total Tota			812		SR 16 Connector	New 6 Lane Road	CST			\$19.08		\$19.08
State Fig.			Total				Total			\$19.08		\$19.08
Purely Road Duval Duval			815	SR 16	International Golf Parkway	New 4 Lane Road	PE				\$4.87	\$4.87
netery Road Duval 1033 Lannie Road Arnold Road New Z Lane Road CST Total CST							CST				\$24.36	\$24.36
netery Road Duval 1033 Lannie Road Arnold Road New 2 Lane Road CST							Total				\$29.23	\$29.23
oad St. Johns 828 Bartram Park Boulevard Bartram Springs Widen to 4 Lanes CST For 3 540.50 PS S40.50 PS	National Cemetery Road	Duval	1033		Arnold Road	New 2 Lane Road	CST				\$34.51	\$34.51
Oad St. Johns RSB Bartram Park Boulevard Bartram Springs Widen to 4 Lanes CST CST \$40.50 P A0.50							Total				\$34.51	\$34.51
Total Duval/Nassau Total Light Light	Race Track Road	St. Johns	828	Bartram Park Boulevard	Bartram Springs	Widen to 4 Lanes	CST		\$40.50			\$40.50
Turner Road Duval/Nassau 74* ^a 1-295 US1 Kings Road / Callahan Widen to 4 Lanes PE PE \$1.00 ects Regional (Boxed Funds) Total Total \$2.18 \$6.61 \$2.22 \$23.20 \$3.30 whns Ferry** Duval 2331 Total Total \$28.00 \$21.89 \$31.80 \$31.80 \$31.89 \$31.80 \$3							Total		\$40.50			\$40.50
ects Regional (Boxed Funds) TSM&O Projects CST \$2.18 \$6.61 \$2.22 \$23.20 \$3.20 \$4.00 whns Ferry** Duval 2331 Total Total \$2.33 \$5.62 \$2.22 \$23.20 \$5.62 \$2.32 \$	SR 115 Lem Turner Road	Duval/Nassau			US 1 Kings Road / Callahan	Widen to 4 Lanes	PE				\$1.00	\$1.00
ects Regional (Boxed Funds) TSM&O Projects CST \$2.18 \$6.61 \$2.22 \$23.00 \$3.00 \$3.2							Total				\$1.00	\$1.00
Abhras Ferry 48 Duval 2331 Ferry Slip Replacement Ferry Slip Replacement CST \$6.61 \$2.22 \$23.20 \$3.20 \$6.62 \$6.	TSM&O Projects	Regional		(Boxed Funds)		TSM&O Projects	CST	\$2.18	\$6.61	\$2.22	\$23.20	\$34.21
Ohns Ferry ⁴⁸ Duval 2331 Ferry Slip Replacement CST \$6.62 Process Total Total \$56.2 \$28.02 \$13.90 \$571.89 \$143.81 \$31.80							Total	\$2.18	\$6.61	\$2.22	\$23.20	\$34.21
Total S6.62 S6.82 S43.81 S43.81 S43.82 S43.81 S43.82 S43.83 S43.	SR A1A St. Johns Ferry ⁴⁸	Duval	2331			Ferry Slip Replacement	CST		\$6.62			\$6.62
\$28.80 \$71.89 \$143.81			Total						\$6.62			\$6.62
	Grand Total							\$28.80	\$71.90	\$71.89	\$143.81	\$316.40

⁴⁷ Project is included for PE phases only so that preliminary engineering can be prepared to determine the detailed scope and costs for this project.

⁴⁸ This is the local match to the Federal Passenger Ferry Program Grant which was authorized for capacity improvements but is not obligated.

3-42

North Florida TPO - SU Funding Fiscal Years 2012/2013 thru 2021/2022 (Approved 9/8/2016)

Project					Fiscal	Year and	d Fundin	g in \$ N	lillions				
						5-Year						5-Year	10-Year
	12/13	13/14	14/15	15/16	16/17	Total	17/18	18/19	19/20	20/21	21/22	Total	Total
\$\$ To Be Programmed	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000	\$0.000	\$16.920	\$16.350	\$16.000		
Clay County													
SR-21 (Brannon Field to Old Jennings)		\$4.125	\$10.876			\$15.001						\$0.000	\$15.001
US-17 (Wells to I-295)	\$4.437					\$4.437						\$0.000	\$4.437
SR-21 (CR220 to Old Jennings Rd)	\$0.095	\$0.115				\$0.210						\$0.000	\$0.210
SR-21 (CR-218 to Black Creek)	\$0.057	\$0.290		\$0.150		\$0.497						\$0.000	\$0.497
CR-220 (CR 209 to Knight Boxx Rd)						\$0.000				\$12.000		\$12.000	\$12.000
County Total	\$4.589	\$4.530	\$10.876	\$0.150	\$0.000	\$20.145	\$0.000	\$0.000	\$0.000	\$12.000	\$0.000	\$12.000	\$32.145
Duval County													
JTA (Equipment/Buses)	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	\$10.000
I-10/US-301 Interchange			\$2.541			\$2.541						\$0.000	\$2.541
US-301 Baldwin Bypass	\$3.012		•		\$8.871	\$11.883						\$0.000	\$11.883
SR-243 JIA North Access Road				\$5.346	\$3.997	\$9.343						\$0.000	\$9.343
I-95/Airport Road Interchange						\$0.000	\$8.435					\$8.435	\$8.435
Jax National Cemetery Road						\$0.000	\$2.205	\$12.682	\$0.050			\$14.937	\$14.937
ITS	\$1.699	\$0.052	\$0.500	\$0.500	\$0.500	\$3.251						\$0.000	\$3.251
I-295 at Hecksher Drive	\$9.560					\$9.560						\$0.000	\$9.560
SR-202 (JTB) @ San Pablo						\$0.000			\$6.200			\$6.200	\$6.200
I-95 @ SR-152 (Baymeadows Rd)						\$0.000			\$1.120			\$1.120	\$1.120
SR-202 (JTB) @ Gate Pkwy						\$0.000			\$4.550	\$1.350		\$5.900	\$5.900
County Total	\$15.271	\$1.052	\$4.041	\$6.846	\$14.368	\$41.578	\$11.640	\$13.682	\$12.920	\$2.350	\$1.000	\$41.592	\$83.170
Nassau County													
SR-200 (Still Quarters Rd to Rubin Rd)	\$3.071	\$9.022	\$0.103	\$0.760	\$2.291	\$15.247						\$0.000	\$15.247
SR-200 (Rubin Road to CR-107)	\$0.084	\$1.589	•	\$0.261		\$1.934						\$0.000	\$1.934
Chester Road	\$0.514	\$0.001	\$0.001	\$0.087		\$0.603						\$0.000	\$0.603
County Total	\$3.669	\$10.612	\$0.104	\$1.108	\$2.291	\$17.784	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$17.784
St. Johns County													
BCC Vehicles and Equipment	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$1.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$1.250	\$2.500
CR-210 @ US 1	\$9.790	\$0.208	•	•	·	\$9.998	·	,		·		\$0.000	\$9.998
SR-313 (SR-207 to SR-16)	\$0.246	\$2.703	\$0.886	\$0.051	\$1.130	\$5.016						\$0.000	\$5.016
ITS			•	\$0.669		\$0.669						\$0.000	\$0.669
SR-313 (SR-207 to Holmes Blvd)						\$0.000			\$1.400		\$12.700	\$14.100	\$14.100
County Total	\$10.286	\$3.161	\$1.136	\$0.970	\$1.380	\$16.933	\$0.250	\$0.250	\$1.650	\$0.250	\$12.950	\$15.350	\$32.283
Other Region-Wide Projects													
Transportation Management Center	\$8.000	\$1.070		\$0.150		\$9.220						\$0.000	\$9.220
ITS	+ 2.300	7	\$0.100	\$1.100	\$0.100	\$1.300	\$1.600	\$1.600	\$1.600	\$1.000	\$1.000	\$6.800	\$8.100
TPO Planning Studies	\$0.250	\$0.156	\$0.831	\$0.313	\$0.187	\$1.737	\$0.500	\$0.500	\$0.750	\$0.750	\$0.750	\$3.250	\$4.987
Total Other	\$8.250	\$1.226	\$0.931	\$1.563	\$0.287	\$12.257	\$2.100	\$2.100	\$2.350	\$1.750	\$1.750	\$10.050	\$22.307
	\$42.065	\$20.581	\$17.088	\$10.637	\$18.326	\$108.697	\$13.990	\$16.032	\$16.920	\$16.350	\$15.700	\$78.992	\$187.689

PAGE 291	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 09/01/2016
AS-OF DATE: 09/01/2016	OFFICE OF WORK PROGRAM	TIME RUN: 09.52.11

AS-OF DATE: 09/01/20	16	I Bolt.	OFFICE OF WOR STIP RE	PORT		_	JN: 09.52.11 MBRSTIP-1
			HIGHWAYS				
DIH TOTAL <n a=""> TOTAL 428359 1 TOTAL Project:</n>	9,052 157,898 157,898	1,046 1,046 1,046	0 0 0	0 0 0	0 0 0	0 0 0 0	10,098 158,944 158,944
TOTAL Project:	157,898	1,046	0	0	0	0	158,944
ITEM NUMBER: 428455 1	PROJECT DESCRIP			ETERY ACCESS ROAD			*NON-SIS*
DISTRICT:02		COUNT	Y:DUVAL PROJECT LENGTH:	.100MI	TYPE OF WORK:	NEW ROAD CONSTRU	JCTION
	LESS THAN					GREATER	
FUND CODE	THAN 2017 	2017	2018	2019	2020	THAN 2020	ALL YEARS
FEDERAL PROJECT NUMB							
PHASE: RIGHT OF N	WAY / RESPONSIBLE	AGENCY: MANAG	ED BY FDOT				
LF	0	0	38,948	32,898	30,000	0	101,846
SA SU	0 0 0 0	0	0 1,121,609	0 1,570,330	623,719 49,499	0	623,719 2,741,438
PHASE: ENVIRONME	NTAL / RESPONSIBL	E AGENCY: MANA	GED BY FDOT				
SU TOTAL <n a=""></n>	0 0	0	1,105,000 2,265,557	0 1,603,228	0 703,218	0	1,105,000 4,572,003
FEDERAL PROJECT NUMB					·		
PHASE: PLANNING	/ RESPONSIBLE AGE	NCY: MANAGED B	Y FDOT				
		0	0	0	0	0	34,426
	RESPONSIBLE AGEN		FDOT 0	0	0	0	42 647
PLHD TOTAL PLH2 003 P	76,591	482	0	0	0	0	42,647 77,073
FEDERAL PROJECT NUMB	ER: PLH2 004 P						
PHASE: PRELIMINA	RY ENGINEERING /	RESPONSIBLE AG	ENCY: MANAGED BY		_		
ACSA	622,755	0	0	0	0	0	622,755
ACSA EB PLHD SA TOTAL PLH2 004 P	01,11U	0	0	0	0	0	622,755 61,110 723,409 110,391 1,517,665
							143.4402
SA	105,653	4,738	0	0	0	0	110,391

FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM

DATE RUN: 09/01/2016

TIME RUN: 09.52.11

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AS-OF DATE: 09/01/2016

AS-OF DATE: 09,	/01/2016		Oi	STIP REPOR			TIME RUN:	BRSTIP-1
				HIGHWAYS				
FEDERAL PROJECT	r number: plh2	2 005 P						
PHASE: ENV	IRONMENTAL / H	RESPONSIBLE AGEN	CY: MANAGED I	BY FDOT				
AC.	SA 173	2,500	0	0	0	0	0 0 0	172,500
TOTAL PLH2 005 TOTAL 428455 1 TOTAL Project:	P 172	2,500	0	0	0	0	0	172,500
TOTAL 428455 1	1,762	2,018	5,220	2,265,557	1,603,228	703,218	0	6,339,241
TOTAL Project:	1,/62	2,018	5,220	2,265,55/				6,339,241
ITEM NUMBER:428	 8489 1 PROJE(CT DESCRIPTION:S	 R5(US1) @ PRU	 JDENTIAL DRIVE	BRIDGE NO720087			*NON-SIS*
DISTRICT:02			COUNTY: DUV			TYPE OF WORK:B	RIDGE - PAINTING	
			PRO	JECT LENGTH:	.186MI			
		LESS					GREATER	
	ND	THAN	0015	0010	0010	0000	THAN	ALL
COI 	DE 	THAN 2017	2017		2019	2020	'I'HAN 2020 	YEARS
FEDERAL PROJECT	Γ NUMBER: <n a<="" td=""><td>A></td><td></td><td></td><td></td><td></td><td></td><td></td></n>	A>						
PHASE: PREI	LIMINARY ENGIN	NEERING / RESPON	SIBLE AGENCY	MANAGED BY FI	OOT			
BRI	RP 108	8,390 6,091	0	0	0	0 0	0 0	108,390
DIE	Η 6	6,091	8,059	0	0	0	0	14,150
PHASE: CONS	STRUCTION / RE	ESPONSIBLE AGENC	Y: MANAGED BY	7 FDOT				
BRI	RP	0 0 4,481 4,481 4,481	0	0	0	0	3,337,259 11,100 3,348,359 3,348,359 3,348,359	3,337,259
DIE	Ή	0	0	0	0	0	11,100	11,100
TOTAL <n a=""></n>	114	4,481	8,059	0	0	0	3,348,359	3,470,899
TOTAL 428489 I	114	4,481 4,481	8,059 9,050	0	0	0	3,348,359	3,470,899
TOTAL Project:	11.	4,401	0,059	U				
ITEM NUMBER:428	 3491 1 PROJEC	CT DESCRIPTION:I		ROM SR228(NORM	ANDY BLVD) TO N C	F US1(NEW KINGS	 RD)	*SIS*
DISTRICT:02			COUNTY: DUV PROJ	/AL JECT LENGTH: 9		TYPE OF WORK:BE	RIDGE - PAINTING	
		LESS					GREATER	
FUI	AID.	THAN					THAN	ALL
COI		2017	2017	2018	2019	2020	2020	YEARS
FEDERAL PROJECT	T NUMBER: <n a<="" td=""><td>A></td><td></td><td></td><td></td><td></td><td></td><td></td></n>	A>						
		NEERING / RESPON	SIBLE AGENCY	MANAGED BY FI		2	2	154 616
BRI	RP 154	4,616 2.017	SIBLE AGENCY 0 823 0	0	0 0	0 0	0	154,616 14,040
טע זות	H 13	3,41/ 458	043 N	0	0	0	0	458
טט		130	U	U	U	U	U	430



5-Year Summary of Projects by Funding Category

Project #	Project Name	2016/17	2017/18	2018/19	2019/20	2020/21	Total
LF - LOCAL	FUNDS						
4272631	NASSAU COUNTY FED SECT 5311 RURAL TRANSIT	413,604	434,283	455,998	478,798	502,737	2,285,420
4272651	ST JOHNS CO FED SECT 5311 RURAL TRANSIT	299,978	314,977	330,725	347,262	364,625	1,657,567
4284551	JACKSONVILLE NATIONAL CEMETERY ACCESS RD	0	25,000	22,898	20,000	0	67,898
4292031	ST JOHNS CO FED 5307 CAPITAL GRANT	120,138	128,548	145,093	161,639	161,639	717,057
4307191	CR 220	0	1,950,424	0	0	0	1,950,424
4313051	HERLONG AIRPORT	212,500	112,500	0	0	0	325,000
4313141	ST AUGUSTINE APT	1,042,721	0	0	0	0	1,042,721
4323081	BEAVER ST (US 90 / SR 10) FROM STOCKTON	1,102,500	0	0	0	0	1,102,500
4326481	UNIVERSITY BLVD (SR 109)	0	21,119	0	0	0	21,119
4331191	NORTHEAST FLORIDA REGIONAL APT DESIGN &	0	55,555	0	0	0	55,555
4331261	NORTHEAST FL REG APT DESIGN & CONSTRUCT	0	1,296,175	0	0	0	1,296,175
4332881	PORT OF FERNANDINA BERTH DREDGING	0	1,216,666	0	0	0	1,216,666
4337081	CECIL AIRPORT DESIGN AND CONST HANGAR	3,500,000	0	0	0	0	3,500,000
4337151	SECTION 5339 JTA BUS AND BUS FACILITIES	348,308	348,308	348,308	348,308	348,308	1,741,540
4337161	SECTION 5337 JTA STATE OF GOOD REPAIR	158,058	158,058	158,058	158,058	158,058	790,290
4337301	JIA NORTH ACCESS RD (SR 243)	11,855,912	0	0	0	0	11,855,912
4343031	DUNN AVE (SR 104) FROM I-295 TO BISCAYNE	206,025	0	0	0	0	206,025
4347471	CECIL AIRPORT DESIGN & CONST APT DRAINAGE	500,000	350,000	0	0	0	850,000
4348311	CECIL AIRPORT DESIGN & CONSTRUCTION OF	0	0	2,000,000	0	0	2,000,000
4348761	JACKSONVILLE INTL AIRPORT EXPAND AIR CARGO	0	0	1,305,000	0	0	1,305,000
4348811	PORT OF JACKSONVILLE NORTH JACKSONVILLE	0	0	2,666,667	0	0	2,666,667
4349031	NORTHEAST FL REG APT DESIGN & CONST	0	0	250,000	0	0	250,000
4349091	FERNANDINA BCH APT DESIGN & CONST	0	0	0	100,000	180,000	280,000
4349111	KEYSTONE AIRPARK DESIGN & CONST NEW W.	0	0	100,000	100,000	0	200,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2016/17	2017/18	2018/19	2019/20	2020/21	Total
NHRE - NAT	THWY PERFORM - RESURFACING						
4361681	US 1 (SR 5) FROM SR 207 TO CITY GATES	0	358,778	0	0	0	358,778
Total		1,538,815	13,701,347	0	0	0	15,240,162
PLH - PUBL	IC LANDS HIGHWAY						
4387971	PEDESTRAIN BRIDGE FROM CEDAR POINT	492,680	0	0	0	0	492,680
Total		492,680	0	0	0	0	492,680
PORT - SEA	PORTS						
4126488	BLOUNT ISLAND & TALLEYRAND MARINE	1,900,000	0	0	0	0	1,900,000
4388261	PORT OF FERNANDINA CARGO IMPROVEMENTS	187,500	0	0	0	0	187,500
Total		2,087,500	0	0	0	0	2,087,500
RHH - RAIL	HIGHWAY X-INGS - HAZARD						
4385941	NEW FLASHING LIGHTS & GATES ON KENAN DRIVE	323,610	0	0	0	0	323,610
Total		323,610	0	0	0	0	323,610
SA - STP, A	NY AREA						
2082117	BLANDING BLVD (SR 21)	518,008	0	0	0	0	518,008
2093014	I-295 (SR 9A)	0	0	0	5,316,555	0	5,316,555
2093652	I-95 (SR 9)	0	474,915	0	0	0	474,915
2093999	JIA NORTH ACCESS (SR 243) FROM AIRPORT	600,437	0	0	0	0	600,437
2095374	US 301 (SR 201) FROM SOUTH OF BALDWIN TO	914,347	2,609,187	0	0	0	3,523,534
2107112	SR A1A (SR 200) FROM I-95 TO WEST OF STILL	1,676,336	35,000	500,000	0	0	2,211,336
4188643	RR CROSSING REBUILDS	106,856	602,414	4,610,821	0	0	5,320,091
4229382	FIRST COAST EXPRESSWAY (SR 23)	0	3,633,998	201,074	55,205	8,011,383	11,901,660
4229383	FIRST COAST EXPRESSWAY (SR 23)	4,392,208	0	4,139,927	0	0	8,532,135
4260312	CHESTER ROAD	0	0	0	70,156	0	70,156
4284551	JACKSONVILLE NATIONAL CEMETERY ACCESS RD	0	0	0	500,000	0	500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2016/17	2017/18	2018/19	2019/20	2020/21	Total
SU - STP, U	RBAN AREAS > 200K						
2102302	SR 313 FROM SR 207 TO SR 16	50,871	50,000	0	0	0	100,871
2107123	SR A1A (SR 200) FROM WEST OF STILL QUARTERS	1,761,082	0	0	0	0	1,761,082
2140117	NORTH FLORIDA TPO PLANNING STUDIES ON SHS	500,000	500,000	500,000	500,000	500,000	2,500,000
2159233	JTA / STP FUNDS DUVAL COUNTY PURCHASE	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
4067899	ST.JOHNS CNTY BCC STP FUNDS PURCHASE	250,000	250,000	250,000	250,000	250,000	1,250,000
4087242	SERVICE PATROL DUVAL COUNTY ROAD RANGER	500,000	500,000	500,000	500,000	500,000	2,500,000
4260011	ITS SYSTEM MANAGER CONSULTANT	100,000	100,000	100,000	100,000	100,000	500,000
4260312	CHESTER ROAD	0	0	0	10,116,574	0	10,116,574
4284551	JACKSONVILLE NATIONAL CEMETERY ACCESS RD	0	2,205,000	1,570,330	49,499	0	3,824,829
Total		13,493,657	13,519,468	4,920,330	13,516,073	3,350,000	48,799,528
TALT - TRA	NSPORTATION ALTS- ANY AREA						
4339871	BAILEY & SIMMONS RD FROM: SPORTS COMPLEX	0	162,123	0	0	0	162,123
4356771	PALMETTO AVE MLK NATURE PRESERVE (US17) &	0	0	196,115	0	0	196,115
4373351	AMELIA ISL PKWY TRL FROM VIA DEL REY TO 14TH	0	0	0	165,000	0	165,000
Total		0	162,123	196,115	165,000	0	523,238
TALU - TRA	NSPORTATION ALTS- >200K						
4322561	HASTINGS COMMUNITY CENTER TRAILHEAD	1,181,803	0	0	0	0	1,181,803
4339871	BAILEY & SIMMONS RD FROM: SPORTS COMPLEX	0	1,346,568	0	0	0	1,346,568
4343431	SHERRY DRIVE ATLANTIC BEACH ELEMENTARY	0	0	546,628	0	0	546,628
4356771	PALMETTO AVE MLK NATURE PRESERVE (US17) &	0	0	356,385	0	0	356,385
4373341	AMELIA ISL PKWY TRL FROM SRA1A (FLETHCHER	0	0	0	166,500	0	166,500
4373351	AMELIA ISL PKWY TRL FROM VIA DEL REY TO 14TH	0	0	0	1,500	0	1,500
4373361	AMELIA ISL PKWY TRL FROM BAILEY RD TO 14TH	0	0	0	166,500	0	166,500
4373371	AMELIA ISL PKWY TRL FROM SRA1A (8TH ST) TO	0	0	0	166,500	0	166,500

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
J. TURNER	R BUTLER (SR 202) FR	OM SB SOUTHS	SIDE BLVD TO NB SOUTH	ISIDE BLVD - 4319	761	*No	n-SIS*
LANDSCAF	PING					Length: .	468 MI
		Respor	nsible Agency: FDOT				
CST	DIH	8,183	8,415	0	0	0	16,598
7	Γotal	8,183	8,415	0	0	0	16,598
_	Prior Cost < 2016/17	1,715,435	Future Cost > 2020/21	0	Total	Project Cost	1,732,033
J.TURNER	BUTLER (SR 202) FRO	OM EB JTB TO	SB S.SIDE OFF RAMP TO	WB JTB NB S.SID	E OFF RAMP - 4326591	*No	n-SIS*
INTERCHA	NGE (MODIFY)					Length: .	546 MI
		Respor	nsible Agency: FDOT				
CST	DIH	15,375	15,795	0	0	0	31,170
1	Γotal	15,375	15,795	0	0	0	31,170
_	Prior Cost < 2016/17	1,385,278	Future Cost > 2020/21	0	Total	Project Cost	1,416,448
JACKSON	VILLE NATIONAL CEME	TERY ACCESS	RD - 4284551			*No	n-SIS*
PD&E/EMO	STUDY			LRTP No:	1033	Length: ().100 mi
		Respor	nsible Agency: FDOT				
ROW	SU	0	1,100,000	1,570,330	49,499	0	2,719,829
ROW	LF	0	25,000	22,898	20,000	0	67,898
ENV	SU	0	1,105,000	0	0	0	1,105,000
ROW	SA	0	0	0	500,000	0	500,000
7	Γotal	0	2,230,000	1,593,228	569,499	0	4,392,727
	Prior Cost < 2016/17	1,594,738	Future Cost > 2020/21	0	Total	Project Cost	5,987,465



ETDM Summary Report

Project #13064 - Jacksonville National Cemetery Access Road

Finalized Programming Screen - Published on 03/28/2011

Generated by Brandi Vittur (on behalf of FDOT District 2)

Printed on: 5/02/2011

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Screening Summary Reports

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#13064 Jacksonville National Cemetery Access Road							
District	District 2	Phase	Programming Screen				
County	Duval	From	I-95				
Planning Organization	FDOT District 2	То	National Cemetery Entrance				
Plan ID		Financial Management No.	4284551				
Federal Involvement	Federal Permit Federal Action Federal	al Funding					
Contact Information	Name: Brandi Vittur Phone: (386) 96	Name: Brandi Vittur Phone: (386) 961-7468 ext. 7468 E-mail: Brandi.Vittur@dot.state.fl.us					
Snapshot Data From: Programming Screen Summary Report Re-published on 03/28/2011 by Brandi Vittur							

Overview

							E	Evalu	ıatio	n of	Dire	ct E	ffect	s									
		Natural						Cultural				Community											
Legend																							
N/A N/A / No Involvement												s									cts		
0 None (after 12/5/2005)												Sites									Effects		
1 Enhanced										ntity			gical										
2 Minimal (after 12/5/2005)		a	, (0	, 0	0					ย	Quantity			òoloe		<u> </u>							Cumulative
3 Moderate		arine	Sites					natio	and		and Habitat	cha	as	Potential									
4 Substantial		ן ס	ated	"	ဋ	nre	_	esigr			Ϊp	اط کا	n Are		,,				_		y and		
Dispute Resolution (Programming)	Quality	a a	l iii	and	plair	truct	atio	a D	ğ	spu	fe ar	ic ar	atio	n 4	etics	omic	Use	 <u>چ</u>	atio	_	ndar		
	Air Q	Coastal and Marine	Contaminated	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality	Wetlands	Wildlife	Historic and Archaeological	Recreation Areas	Section 4(f)	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary		
ETAT Review Period: 10/25/2010 - 12/06/2010. Re-Pu	-	ned:		8/20	11		_													•••			
Alternative #1 From I-95 to National Cemetery Entrance	2	3	0	0	2	2	0	3	3	4	3	2	3	3	2	2	4	1	2	2	N/A		
Alternative #2 From I-95 to National Cemetery Entrance	2	3	0	0	2	2	0	4	3	4	4	2	4	3	2	2	4	1	2	2	N/A		

Project Description Data

Description Statement

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study between I-95 and the Jacksonville National Cemetery Entrance. The eastern portion of the proposed project will utilize the existing Pecan Park Road / Arnold Road. From west of Pecan Park Road to the National Cemetery Entrance the project proposes to provide a new roadway with bike lanes. West and east alternatives are being evaluated. The United States Department of Veterans Affairs operates a National Cemetery located off of Lannie Road in northern Duval County. Lannie Road is the sole access route to the cemetery. While located three miles north of the Jacksonville International Airport and five and a half miles west of Interstate 95, a trip to the cemetery from the airport/ interstate area is a 16 mile trip. Due to this being a National Cemetery, most trips to and from the cemetery begin/end near the I-95/airport area of Jacksonville.

Lannie Road is a narrow winding two-lane roadway that lacks shoulders and adequate clear zones. The roadway was constructed to standards commensurate with a low volume and speed residential roadway; however, over time land uses along the road have evolved and the road is not adequate for the usage needed by the National Cemetery. The Federal government recognizes this deficiency and has directed funding to identify and implement a solution to this problem.

Summary of Public Comments not available at this time

Consistency

- Consistent with Air Quality Conformity.
- CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.
 - Comment: Based on the information contained in the advance notification and state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process in accordance with Section 373.428, Florida Statutes.
 - Submitted By: FL Department of Environmental Protection
 - Comment Date: 2010-12-10 17:11:56.0
- Consistent with Local Government Comp Plan.
 - Comment: The _JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD _ ETDM project lies within the City of Jacksonville and has been reviewed for consistency with the adopted comprehensive plan. PROJECT PURPOSE AND NEED The Jacksonville National Cemetery Access Road project consists of two alternatives for a proposed roadway extension connecting Pecan Park Road/Arnold Road to Lannie Road. The project is classified as a rural minor arterial. The purpose of this project is to provide access to the National Cemetery in Northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas. COMMENTS The Proposed Project is Consistent with the Comprehensive Plan of the following local government: City of Jacksonville _______ The area below is provided to explain project inconsistencies if answering "Inconsistent" and to provide statutory references as necessary. In addition, if a "Consistent" response requires explanation the area below will be for further illustration if necessary.

Alternative 1 extends west of Pecan Park/Arnold Road curving northwest connecting to Lannie Road at the Cemetery and traverses lands with the following Future Land Use Map categories: Light Industrial, Agriculture III and IV, and Recreation and Open Space. Approximately 0.75 west of the Pecan Road/Arnold Road intersection Alternative 2 runs north and connects with Lannie Road two miles east of the Cemetery, traversing lands with the following Future Land Use Map categories: Agricultural II and III, Multi Use, Rural Residential, Recreation and Open Space, and Public Buildings and Facilities Uses (the Cemetery). The proposed project is consistent with the following policy in the City of Jacksonville Comprehensive Plan Land Use Element which addresses development of regional transportation facilities in rural areas: Policy 1.2.5: Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development. However, the project traverses lands contained within the Florida Forever Board of Trustees' Northeast Florida Timberlands and Watershed Reserve Project. Each of the ETDM project alternatives includes new roadway on property designated "essential parcels remaining" for acquisition as identified on Map 1 of 4, Northeast Florida Timberlands and Watershed Reserve. These lands are included in the Florida Natural Areas Inventory and have been verified by Florida Communities Trust staff. New roadway construction within either alternative may have adverse impacts on the conservation areas proposed for acquisition. Consequently, the project does not further the following objective and policy contained in the City of Jacksonville Comprehensive Plan Recreation and Open Space Element: Objective 5.1: The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection. Policy 5.1.2: The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes. RECOMMENDATIONS While the Department's review indicates that this project is generally consistent with the Goals, Objectives and Policies of the City of Jacksonville Comprehensive Plan, the selected project alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements. Rule 9J-5.016(5)(a)1.b., F.A.C., requires the future transportation map or map series of the local comprehensive plan to identify proposed arterial roads. [The roadway is classified as a minor arterial.] Once an alternative is selected, the City of Jacksonville Future Transportation map should be updated to include the project.

- Submitted By: FL Department of Community Affairs
- Comment Date: 2011-01-20 15:58:32.0
- Not consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies		
Agency Name	Justification	Date
Federal Transit Administration	No involvement.	10/20/2010
US Forest Service	No USFS resources.	10/20/2010
National Park Service	No NPS resources.	10/20/2010

US Coast Guard	No navigable waterways.	10/20/2010
Federal Rail Administration	No involvement.	10/20/2010

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Purpose and Need

Purpose and Need Statement

The purpose of the project is to provide access to the National Cemetery in northern Duval County form I-95 that is safe, efficient and minimizes interaction with residential areas.

The project has \$800,000 of funds earmarked from the Federal Public Lands Discretionary Program. A cost estimate is not available at this time, but could be approximately \$20 million dollars. The project is not consistent with the North Florida Transportation Planning Organization's (NFTPO) 2035 Long-Range Transportation Plan (LRTP), but the Department will work with the NFTPO to have the project added to the LRTP.

Purpose and Need Reviews

Understood	10/25/2010
Understood	10/27/2010
Understood	11/03/2010
Understood	11/09/2010
Understood	11/18/2010
Understood	11/30/2010
1	Understood Understood Understood Understood

Comments: This project is in the vicinity of Four Creeks State Forest, but DACS staff review indicates it will have no resource impacts requiring our agency's involvement.

FL Department of Environmental Protection	Understood	12/01/2010
FL Fish and Wildlife Conservation Commission	Understood	12/03/2010
Federal Highway Administration	Accepted	12/05/2010

Comments: As stated in the project description, additional funding will be needed for the project to progress beyond PD&E. The purpose and need identifies that the project is not consistent with the MPO Long Range Plan or TIP. This will need to be corrected before this project can proceed beyond PD&E. Also, the first line of the purpose and need statement contains a typographical error. The word "form" should be "from".

Access limitations should be adopted for the road in order to address the stated purpose and need concerning limitations on interactions with residential development along the road. One of the items stated as a reason for pursuing this new route it the desire to avoid the residential areas which funeral processions must currently go through. Care should be taken to not allow the new route to become filled in with development; otherwise one of the primary purposes for building the new facility is taken away. Access limitations would serve this purpose.

US Environmental Protection Agency	Understood	12/17/2010
FL Department of Community Affairs	Understood	01/20/2011

Comments: The _JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD _ ETDM project lies within the City of Jacksonville and has been reviewed for consistency with the adopted comprehensive plan.

PROJECT PURPOSE AND NEED

The Jacksonville National Cemetery Access Road project consists of two alternatives for a proposed roadway extension connecting Pecan Park Road/Arnold Road to Lannie Road. The project is classified as a rural minor arterial. The purpose of this project is to provide access to the National Cemetery in Northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas.

COMMENTS

The Proposed Project is Consistent with the Comprehensive Plan of the following local government: City of Jacksonville

The area below is provided to explain project inconsistencies if answering "Inconsistent" and to provide statutory references as necessary. In addition, if a "Consistent" response requires explanation the area below will be for further illustration if necessary.

Alternative 1 extends west of Pecan Park/Arnold Road curving northwest connecting to Lannie Road at the Cemetery and traverses lands with the following Future Land Use Map categories: Light Industrial, Agriculture III and IV, and Recreation and Open Space.

Approximately 0.75 west of the Pecan Road/Arnold Road intersection Alternative 2 runs north and connects with Lannie Road two miles east of the Cemetery, traversing lands with the following Future Land Use Map categories: Agricultural II and III, Multi Use, Rural Residential, Recreation and Open Space, and Public Buildings and Facilities Uses (the Cemetery).

The proposed project is consistent with the following policy in the City of Jacksonville Comprehensive Plan Land Use Element which addresses development of regional transportation facilities in rural areas:

Policy 1.2.5: Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

However, the project traverses lands contained within the Florida Forever Board of Trustees' Northeast Florida Timberlands and Watershed Reserve Project. Each of the ETDM project alternatives includes new roadway on property designated "essential parcels remaining" for acquisition as identified on Map 1 of 4, Northeast Florida Timberlands and Watershed Reserve. These lands are included in the Florida Natural Areas Inventory and have been verified by Florida Communities Trust staff. New roadway construction within either alternative may have adverse impacts on the conservation areas proposed for acquisition. Consequently, the project does not further the following objective and policy contained in the City of Jacksonville Comprehensive Plan Recreation and Open Space Element:

Objective 5.1: The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.

Policy 5.1.2: The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

RECOMMENDATIONS

While the Department's review indicates that this project is generally consistent with the Goals, Objectives and Policies of the City of Jacksonville Comprehensive Plan, the selected project alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements.

Rule 9J-5.016(5)(a)1.b., F.A.C., requires the future transportation map or map series of the local comprehensive plan to identify proposed arterial roads. [The roadway is classified as a minor arterial.] Once an alternative is selected, the City of Jacksonville Future Transportation map should be updated to include the project.

Agencies That Did Not Comment on the Purpose and Need Statement

Alternative #1

Alternative Description								
From:	I-95	To:	National Cemetery Entrance					
Type:	New Alignment	Status:	ETAT Review Complete					
Total Length:	5.93 mi.	Cost:	\$20,000,000.00					
Modes:	Roadway Bicycle	SIS:	N					

Segment Description(s)									
Location and Length									
Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	ВМР	EMP			
Cemetery Access Road	I-95	National Cemetery Entrance	6.96						
Cemetery Access Road	I-95	National Cemetery Entrance	5.93						
	Name Cemetery Access Road Cemetery Access	Name Beginning Location Cemetery Access I-95 Road Cemetery Access I-95	Name Beginning Location Cemetery Access I-95 Road Cemetery Access I-95 Road Cemetery Entrance Cemetery Access I-95 Road Cemetery Cemetery Entrance Cemetery Access I-95 Road Cemetery	Location and Length	Name Beginning Location Ending Location Length (mi.) Roadway Id	Name Beginning Ending Location Length (mi.) Roadway Id BMP			

Jurisdiction and Class								
Segment No.	Jurisdiction	Urban Service Area	Functional Class					
Segment #1	FDOT	In	RURAL: Minor Arterial					
Segment #2	FDOT	In	RURAL: Minor Arterial					

Base Conditions							
Segment No.	Year	AADT	Lanes	Config			
Coamont #1				_			

Segment #1 Segment #2

Interim Plan					
Segment No.	Year	AADT	Lanes	Config	
Segment #1					

Segment #1 Segment #2

Needs Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1			2	Lanes Undivided
Segment #2			2	Lanes Undivided

Cost Feasible Plan				
Segment No.	Year	AADT	Lanes	Config
0 1 1/4				

Segment #1 Segment #2

Funding Sources			
Segment No.	Federal Earmark	Unknown	
Segment #1	\$800,000.00		
Segment #2	\$800,000.00		

Project Effects Overview				
Issue	Degree of Effect	Organization	Date Reviewed	
		Natural		
Air Quality	2 Minimal	US Environmental Protection Agency	12/17/2010	
Coastal and Marine	3 Moderate	National Marine Fisheries Service	11/03/2010	
Contaminated Sites	0 None	US Environmental Protection Agency	12/17/2010	
Contaminated Sites	0 None	FL Department of Environmental Protection	12/01/2010	
Farmlands	0 None	Natural Resources Conservation Service	10/25/2010	
Floodplains	2 Minimal	US Environmental Protection Agency	12/17/2010	
Infrastructure	No reviews recorded.			
Navigation	N/A N/A / No Involvement	US Coast Guard	12/06/2010	
Navigation	0 None	US Army Corps of Engineers	11/18/2010	
Special Designations	4 Substantial	US Environmental Protection Agency	12/17/2010	

Special Designations	4	Substantial	FL Department of Environmental Protection	12/01/2010
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	12/01/2010
Wetlands	4	Substantial	US Environmental Protection Agency	12/17/2010
Wetlands	4	Substantial	US Fish and Wildlife Service	12/02/2010
Wetlands	3	Moderate	FL Department of Environmental Protection	12/01/2010
Wetlands	4	Substantial	US Army Corps of Engineers	11/18/2010
Wetlands	3	Moderate	National Marine Fisheries Service	11/03/2010
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	12/03/2010
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	12/02/2010
			Cultural	
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	12/05/2010
Historic and Archaeological Sites	2	Minimal	FL Department of State	11/09/2010
Historic and Archaeological Sites	2	Minimal	Seminole Tribe of Florida	11/05/2010
Historic and Archaeological Sites	2	Minimal	Miccosukee Tribe of Indians of Florida	11/01/2010
Recreation Areas	4	Substantial	US Environmental Protection Agency	12/17/2010
Recreation Areas	3	Moderate	Federal Highway Administration	12/05/2010
Recreation Areas	4	Substantial	FL Department of Environmental Protection	12/01/2010
Section 4(f) Potential	3	Moderate	Federal Highway Administration	12/05/2010
			Community	
Aesthetics	2	Minimal	Federal Highway Administration	12/05/2010
Economic	No r	reviews recorded.		
Land Use	4	Substantial	FL Department of Community Affairs	01/20/2011
Land Use	2	Minimal	Federal Highway Administration	12/05/2010
obility No reviews recorded.				
Relocation	2	Minimal	Federal Highway Administration	12/05/2010
Social	0	None	FL Department of Community Affairs	01/20/2011
Social	2	Minimal	US Environmental Protection Agency	12/17/2010
Social	2	Minimal	Federal Highway Administration	12/05/2010
Secondary and Cumulative				
Occasion and Occasion Fifther Name in consider				

Secondary and Cumulative Effects No reviews recorded.

ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The project is located in an area which is currently designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Air Quality

Level of Importance: Air quality is of a high level of importance in urban areas and areas with anticipated growth in population, employment, and

Comments on Effects to Resources: At the time of the programming screen review, Duval County has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS).

EPA does not anticipate any negative air quality impacts relating specifically to the project. EPA is assigning a minimal degree of effect to the air quality issue for this project. As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT should be aware of this and take appropriate measures to ensure compliance with all applicable air quality standards and regulations.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coordinator Summary: Coastal and Marine Issue

Moderate assigned 02/28/2011 by FDOT District 2

Comments: NMFS DOE: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified that Coastal Assessment Framework is 100% within the 100-foot buffer distance. There are no Environmentally Sensitive Shorelines within the 500-foot buffer distance. The NMFS noted that the portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are Essential Fish Habitat (EFH) for white shrimp. The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for iuvenile white shrimp. The NMFS would prefer whichever alternative that has the least amount of impacts to EFH. Coordination with the NMFS will occur during the Project Development and Environment (PD&E) Study.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Coastal and Marine Issue: 1 found

3 Moderate assigned 11/03/2010 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Dispute Information:N/A

Identified Resources and Level of Importance: Magnuson-Stevens Act and Fish and Wildlife Coordination Act: The portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are essential fish habitat (EFH) for white shrimp (Litopenaeus setiferus). The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for juvenile white shrimp. It is unclear from the information provided which alternative would have the least amount of impacts to wetlands. The National Marine Fisheries Service (NMFS) would prefer which ever alternative had the least amount of impacts to EFH. Comments on Effects to Resources: Impacts to these wetlands should be sequentially avoided, minimized, and compensated with mitigation. FDOT should explore the expansion of existing roads to accomplish the project purpose. Using these existing roads would demonstrate that adequate avoidance measures have been taken. If the project continues to PD&E without this sequential mitigation, NMFS would likely find it necessary to issue EFH conservation recommendations.

With construction of the new rods, impervious surface area will be created, replaced and expanded. Surface and stormwater runoff into the surrounding waters may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new roads should be treated before being discharged. Additional Comments (optional): NMFS recommends that the following measures be taken as project development progresses from Programming to PD&E, design, and construction phases:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.
- 3) Information on measures to avoid and/or minimize adverse impacts to EFH (if present) within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.
- 6) A mitigation plan should be developed that includes the following items: Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

A functional assessment such as the Uniform Mitigation Assessment Method (UMAM) should be prepared for the impact and mitigation sites.

7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are addressed and resolved.

Endangered Species Act: The project site is within the known range of the shortnose sturgeon (Acipenser brevirostrum); which is listed as endangered under the Endangered Species Act (ESA). As the project progresses the lead federal action agency should make an effects determination for this species. In addition, the project is within the range of Atlantic sturgeon (Acipenser oxyrinchus oxyrinchus). On October 6, 2010, NMFS proposed new rules and solicited comments in the Federal Register (75 FR 61904) regarding the status and listing of this species. The deadline for comments is January 4, 2011. The new rules would list Atlantic sturgeon as endangered under the ESA. It is likely that the lead federal action agency will need to make a determination as to whether or not the species could be adversely affected by the proposed federal action. If the lead federal action agency determines that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. If a "no effect" determination is made, the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Contaminated Sites Issue

None assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: None

USEPA DOE: None

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of None.

The Geographical Information Systems (GIS) analysis identified seven USEPA National Pollutant Discharge Elimination Systems (NPDES) and one USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facility within the 100-foot buffer distance and two Super Act Wells within the 500-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Contaminated Sites Issue: 2 found

None assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

0 None assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Farmlands Issue

None assigned 02/28/2011 by FDOT District 2

Comments: NRCS DOE: None FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

The Geographical Information Systems (GIS) analysis identified and NRCS noted that there are no Prime or Unique farmlands within the 5,280-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Farmlands Issue: 1 found

None assigned 10/25/2010 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to possibly be considered as Unique Farmlands. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities. Comments on Effects to Resources: Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using SFWMD data and 2010 SSURGO data) has resulted in the determination that there are no Prime and Unique Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Floodplains Issue

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified Special Flood Hazard Areas Zone A 1.5 acres (1.06%) within the 100-foot buffer distance and Zone A 3.0 acres (1.04%) within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance.

USEPA noted that the majority of the project area for both alternatives is outside of the 100-year floodplain. USEPA requests that FDOT consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

No comments were received from the Florida Department of Environmental Protection (FDEP), the Federal Highway Administration (FHWA), or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Floodplains Issue: 1 found



Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Development and construction may occur within the Special Flood Hazard Area, provided that development complies with floodplain management ordinances and/or local, state, and federal requirements. EPA is assigning a minimal degree of effect to the floodplains issue for ETDM Project #13064.

Comments on Effects to Resources: A review of GIS analysis data (DFIRM and Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates that approximately 1% of the area surrounding the proposed project lies within the 100-year floodplain (primarily Zone A). The remaining area surrounding the proposed project lies outside of the 100-year floodplain (Zone X).

EPA is assigning a minimal degree of effect to the floodplain issue for this project due to the fact that the majority of the project area for both Alternatives is outside of the 100-year floodplain. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Infrastructure Issue



Minimal assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified two fire stations within the 500-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Infrastructure Issue: None found

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Coordinator Summary: Navigation Issue

0 None assigned 02/28/2011 by FDOT District 2

Comments: US Coast Guard: N/A/No Involvement

USACE DOE: None

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the US Coast Guard (USCG) and US Army Corps of Engineers (USACE) and recommends a Degree of Effect of None.

The USACE noted that the Geographical Information Systems (GIS) analysis did not reveal the presence of any navigable waterways within the project limits and additional coordination regarding navigation is not required.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Navigation Issue: 2 found

N/A N/A / No Involvement assigned 12/06/2010 by Brodie E. Rich, US Coast Guard

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

None assigned 11/18/2010 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: A review of the EST did not reveal the presence of any navigable waterways within the project limits. Additional coordination regarding navigation is not required.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Coordinator Summary: Special Designations Issue

3 Moderate assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: Substantial

USEPA DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified Thomas Creek Preserve, Northeast Florida Timberlands and Watershed Reserve Florida Forever Board of Trustees (BOT) Project, and six Planned Unit Developments (PUD) within the 100-foot buffer distance; Thomas Creek Conservation Area and one additional PUD within the 500-foot buffer distance; and Thomas Creek Fish Camp, Timucuan Ecological and Historic Preserve, Pumpkin Hill Creek Florida Forever BOT Project and seven additional PUD within the 5,280-foot buffer distance. Special Flood Hazard Areas have been addressed in the Floodplain Degree of Effects (DOE). Contamination has been addressed in the Contaminated Sites DOE.

FDEP noted that both project alternatives have the potential to impact public lands acquired by the Saint Johns River Water Management District (SJRWMD), Duval County, City of Jacksonville, and State of Florida for the purposes of conservation and preservation.

The FDOT sent an e-mail to the ETAT on October 28, 2010 and again on January 6, 2011 clarifying some misleading GIS results concerning these issues and asking for further review of DOE assignments. For reference, this e-mail read:

"Upon further review it was noted that the GIS Analysis shows the western alternative (Alternative 1) traversing a parcel identified as "Managed Conservation Land". Please see the attached map. This is also shown in the Advance Notification Package (page 7) in the cross hatched areas. While the western parcel is shown in the Saint John's River Water Management District's (SJRWMD) Thomas Creek Conservation Area Land Management Plan, 2008, the plan clearly shows that it is owned in fee simple by the City of Jacksonville. This property is not a conservation property, but is owned by the City of Jacksonville and managed by SJRWMD until the City has a designated use for it. The FDOT has coordinated with SJRWMD who confirmed that it is not a SJRWMD property and they are aware of no conservation easement on it."

Based on this information, the FDOT feels that these issues do not warrant a Substantial designation and have selected Moderate.

No comments were received from the Federal Highway Administration (FHWA), the Florida Department of Agriculture, and Consumer Services, or the SJRWMD.

ETAT Reviews: Special Designations Issue: 2 found

4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Florida Forever BOT Projects, Public Lands, Special Flood Hazard Areas

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a substantial degree of effect to this issue for the proposed project.

Comments on Effects to Resources: A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

Florida Forever BOT Projects- See Comments under Recreation Areas issue.

Public Land - See Comments under Recreation Areas issue.

Special Flood Hazard Areas - See Comments under Floodplains issue.

Coordinator Feedback: None

4 Substantial assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance: Both project alternatives have the potential to impact public lands acquired by the SJRWMD, Duval County/City of Jacksonville and State of Florida for the purposes of conservation and preservation. The EST reports approximately 6.66 acres of Thomas Creek Preserve within a 100-ft. buffer of Alternative 1. Within a 100-ft. buffer of Alternative 2, the EST reports approximately 1.5 acres of Thomas Creek Conservation Area.

Comments on Effects to Resources: These lands are part of the Northeast Florida Timberlands and Watershed Reserve Florida Forever BOT Project, which the roadway traverses. Since these lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory, the Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational opportunities.

Additional Comments (optional): Under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed roadway construction activities necessitate right-of-way expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund or St. Johns River Water Management District Governing Board determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Water Quality and Quantity Issue

3 Moderate assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified the Nassau River within the 100-foot buffer distance.

Principal Aquifers of the State of Florida Surficial Aquifer System and Recharge Areas of the Floridan Aquifer Discharge/Less Than 1 are 100% within the 100-foot buffer distance. Watershed Conditions 305(b) Unnamed is 108.6 acres (75.2%) and Good is 35.8 acres (24.8%) within the 100-foot buffer distance and Unnamed is 217.8 acres (75.05%) and Good is 72.4 acres (24.95%) within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance.

The FDEP noted that stormwater treatment be evaluated during Project Development and that stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

No comments were received from the Federal Highway Administration (FHWA), the US Environmental Protection Agency (USEPA), or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Water Quality and Quantity Issue: 1 found

3 Moderate assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: Stormwater runoff from the improved road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing

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surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources: Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District, US Environmental Protection Agency

Coordinator Summary: Wetlands Issue

Substantial assigned 02/28/2011 by FDOT District 2

Comments: USACE DOE: Substantial

FDEP DOE: Moderate **USEPA DOE: Substantial** USFWS DOE: Substantial NMFS DOE: Moderate

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS), the Florida Department of Environmental Protection (FDEP), the US Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), and US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Substantial.

The Geographical Information Systems (GIS) analysis identified National Wetlands Inventory 17.0 acres (11.75%) of Palustrine within the 100-foot buffer distance and 34.9 acres (12.04%) of Palustrine within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance in the Environmental Screening Tool (EST), but FDEP noted that there were 91.2 acres of Palustrine within the 500-foot buffer distance.

USEPA noted potential for both alternatives to impact forested palustrine wetlands directly and indirectly. USACE noted that Alternative 1 most closely follows the existing alignment (Arnold Road) and does not require an additional crossing of forested wetlands. Alternative 1 also appears to cause less habitat fragmentation by following an existing route. A Wetlands Evaluation Report (WER) and Endangered Species Biological Assessment (ESBA) will be prepared during Project Development. Coordination with the USFWS will occur through permitting. Additional wetland analysis should be conducted to determine if the overall functional loss to the watershed.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Wetlands Issue: 5 found



4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project corridor for Alternatives 1 and 2. Due to the potential for this project to impact forested palustrine wetlands, both directly and indirectly, EPA is assigning a substantial degree of effect to

Comments on Effects to Resources: Both Alternatives propose a new roadway along a currently undeveloped rural/agricultural area. The project will have direct and indirect and cumulative impacts to wetlands. Wetlands serve important functions such as water quality enhancement, flood storage capacity, drainage, and wildlife habitat. EPA recommends that FDOT evaluate other alternatives to accomplish the project purpose and need which would have less impact to natural resources, particularly wetlands.

Other issues of concern include increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the roadway and other point and nonpoint sources. Every effort should be made to maximize the treatment of stormwater. Stormwater treatment areas/ponds should be designed to protect the function of surrounding wetlands, floodplains, and surface water features.

It is recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; a review of any surface water crossings to determine their impact on wetlands and floodplains; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts

Coordinator Feedback: None



Substantial assigned 12/02/2010 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required Dispute Information: N/A

Identified Resources and Level of Importance: Wetland ecosystems and all of the vital roles these ecoystems serve in the landscape such as food and cover for numerous species of fish and wildlife including migratory birds.

Comments on Effects to Resources: The project proposes a new roadway that loops around in a very rural area. A direct route to and from the cemetary would have less impacts to wetlands and the fish and wildlife that depend on them. The new roadway would impact forested paulstrine wetlands and no measures to avoid these wetlands are evident in either alternative. The USFWS wetland policy emphasizes the avoidance of wetland impacts.

Active wood stork colonies are located within 15 miles of the proposed wetland impacts. Impacts to wetlands within the core foraging area of these active colonies needs to be considered and measures should be taken to avoid impacts to foraging habitat.

Eastern indigo snakes would also need to be addressed if this proposal moves forward. New roadways through previously undisturbed habitats would result in increased roadkill for reptiles, amphibians, birds and mammals for as long as the roadway is in existence. The use of existing roads should be examined further and a direct route, rather than a wide loop road would reduce the direct, indirect and cumulative long term impacts of the proposed route.

Additional Comments (optional): Future development that may occur as a result of a new roadway through this rural landscape should be addessed. The USFWS has determined that the negative effects to wetlands and wildlife as a result of a new roadway in this area could be reduced to minimal if other alternatives were presented and analyzed.

Coordinator Feedback: None

3 Moderate assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The National Wetlands Inventory GIS report indicates that there are Alt 1) 91.2 acres of palustrine wetlands and Alt 2) 56.8 acres of palustrine wetlands within the 500-ft, project buffer zone.

Comments on Effects to Resources: The proposed project will require an environmental resource permit (ERP) from the St. Johns River Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway/bridge construction to the greatest extent practicable.

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback: None

4 Substantial assigned 11/18/2010 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The proposed project would impact the headwater wetlands of Seaton Creek a tributary of the Nassau River. These wetland systems play a vital role as habitat for wildlife, flood storage, water quality issues, and drainage for the surrounding areas. Additionally, the review area is rural/agricultural lands with large buffers which allow for generally unrestricted wildlife movement and large wetland buffers. The subject wetlands and tributaries are considered a high importance. Remnant wetlands scattered throughout the proposed corridor vary in functions and value which may reduce their importance. A functional analysis would determine the extent of high, moderate, and low quality wetland. Comments on Effects to Resources: The project essentially involves the construction of a new roadway to improve access from the Jacksonville International Airport to the Jacksonville National Cemetery. Direct, indirect, and secondary impacts are anticipated as a result of the road construction. The effect of the roadway expansion would reach beyond the direct impact area and its immediately surroundings, including habitat fragmentation. Given the relatively rural and agricultural nature of the area, the connection of subject wetlands to tributaries of waters of the United States, and the anticipated indirect and secondary impacts a determination of substantial was given.

Of the two alternatives, Alternative 1 most closely follows the existing alignment (Arnold Road) and does not require an additional crossing of forested wetlands. Further, Alternative 1 appears to cause less habitat fragmentation by following an existing route.

Additional Comments (optional): The applicant should delineate all wetlands within the project corridor. Completion of a jurisdictional determination in accordance with the "Rapanos guidance" will be required. The USACE will require a functional analysis and mitigation for impacts to water of the United States (wetlands and surface waters). All mitigation should occur within the same drainage basin as the proposed impacts.

The applicant should become familiar with Jacksonville District, Regional General Permit SAJ-92, and follow the Quality Enhancement Strategies during project development.

Coordinator Feedback: None

3 Moderate assigned 11/03/2010 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Dispute Information:N/A

Identified Resources and Level of Importance: Magnuson-Stevens Act and Fish and Wildlife Coordination Act: The portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are essential fish habitat (EFH) for white shrimp (Litopenaeus setiferus). The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for juvenile white shrimp. It is unclear from the information provided which alternative would have the least amount of impacts to wetlands. The National Marine Fisheries Service (NMFS) would prefer which ever alternative had the least amount of impacts to EFH.

Comments on Effects to Resources: Impacts to these wetlands should be sequentially avoided, minimized, and compensated with mitigation. FDOT should explore the expansion of existing roads to accomplish the project purpose. Using these existing roads would demonstrate that adequate avoidance measures have been taken. If the project continues to PD&E without this sequential mitigation, NMFS would likely find it necessary to issue EFH conservation recommendations.

With construction of the new rods, impervious surface area will be created, replaced and expanded. Surface and stormwater runoff into the surrounding waters may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new roads should be treated before being discharged.

Additional Comments (optional): NMFS recommends that the following measures be taken as project development progresses from Programming to PD&E, design, and construction phases:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.
- 3) Information on measures to avoid and/or minimize adverse impacts to EFH (if present) within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.
- 6) A mitigation plan should be developed that includes the following items:

Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

A functional assessment such as the Uniform Mitigation Assessment Method (UMAM) should be prepared for the impact and mitigation sites.

7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are addressed and resolved.

Endangered Species Act: The project site is within the known range of the shortnose sturgeon (Acipenser brevirostrum); which is listed as endangered under the Endangered Species Act (ESA). As the project progresses the lead federal action agency should make an effects determination for this species. In addition, the project is within the range of Atlantic sturgeon (Acipenser oxyrinchus oxyrinchus). On October 6, 2010, NMFS proposed new rules and solicited comments in the Federal Register (75 FR 61904) regarding the status and listing of this species. The deadline for comments is January 4, 2011. The new rules would list Atlantic sturgeon as endangered under the ESA. It is likely that the lead federal action agency will need to make a determination as to whether or not the species could be adversely affected by the proposed federal action. If the lead federal action agency determines that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. If a "no effect" determination is made, the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Wildlife and Habitat Issue

3 Moderate assigned 02/28/2011 by FDOT District 2

Comments: FFWCC DOE: Moderate USFWS DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified St. Mary's-Nassau Ecosystem Management Area (EMA) and Red-Cockaded Woodpecker Consultation Area are 100% within the 100-foot buffer distance. Wood Stork Core Foraging Areas Cedar Point Road is 26.5%, Jacksonville Zoo is 100%, and Pumpkin Hill is 86.36% within the 100-foot buffer distance. One occurrence of Impact on Prescribed Burning is within the 100-foot buffer distance. Two additional occurrences of Impact on Prescribed Burning and Two Florida Managed Areas are within the 500-foot buffer distance, and Lower St. Johns River EMA, one FFWCC Black Bear Nuisance Report, one occurrence of Rare and Imperiled Fish, one occurrence of nonforest land, three occurrences of timberland, two additional occurrences of Impact on Prescribed Burning within the 5,280-foot buffer distance. Please refer to the GIS summary and ETAT comments for additional information on Wildlife and Habitat.

FFWCC noted that a small portion of Alternative 1 (7.8%) have been determined through modeling to represent a Strategic Habitat Conservation Area (SHCA) for the Cooper's hawk. Cogan grass and Chinese tallow have been documented within portions of the 100-foot and 200-foot buffer distances. FFWCC noted that Alternative 2 is about one mile longer in total length and has a significantly higher acreage of upland forests, agricultural lands, and urban lands, but less wetland acreage compared to Alternative 1. Alternative 1 should have fewer impacts since it is a shorter more direct route. USFWS noted that impacts to wetlands within the core foraging area of active wood stork colonies should be avoided and Eastern Indigo Snakes would also need to be addressed.

FFWCC recommended consideration of bridging high quality forested wetlands, and tributary streams, and the use of oversized box culverts to avoid habitat loss and degradation and to promote hydrological and habitat connectivity functions. Also, to consider appropriately designed exclusionary fencing along the roadway at these structures.

National Marine Fisheries Service (NMFS) noted in Coastal and Marine and Wetlands comments that the project is within the known range of the shortnose sturgeon, which is listed as endangered under the Endangered Species Act (ESA). The project is also within the range of Atlantic sturgeon which may be listed as endangered if the new rules proposed by NMFS are implemented. The lead federal agency should make an effects determination for these species and if it is determined that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. A Wetlands Evaluation Report (WER) and Endangered Species Biological Assessment (ESBA) will be prepared during Project Development. Coordination with the USFWS will occur through permitting.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Wildlife and Habitat Issue: 2 found

3 Moderate assigned 12/03/2010 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required Dispute Information: N/A

Identified Resources and Level of Importance: The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13064. Duval County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that the project's purpose is to provide improved access from I-95 to the National Cemetery in northern Duval County that is safe and efficient and minimizes interaction with residential areas. The U.S. Department of Veterans Affairs operates this Cemetery in northern Duval County; and most visitor trips to and from the cemetery begin and end near the I-95 and Airport area of Jacksonville. Although the cemetery is located 3 miles north of the Jacksonville International Airport, and 5.5 miles west of I-95, the current trip from the Airport and I-95 is a 16mile trip. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment Study (PD&E) to assess two Alternatives which are predominately on new Right-of-Way (ROW); however both will upgrade and utilize the existing Pecan Park Road and Arnold Road from I-95 as the first leg of the project.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the existing and proposed new alignments to account for both direct and indirect impacts, including construction of future Drainage Retention Areas (DRAs), equipment staging or storage areas, and potential areas for roadway fill. Our assessment reveals that the project area is in a very rural landscape, as only 4.3 percent (31.5 acres) of Alignment 1, and 9.7 percent (84.0 acres) of Alignment 2 are in High and Low Impact urban land uses. Within 500 feet of Alignment 1, upland forests represent 66.1 percent (486.2 acres), wetlands 17.1 percent (125.8 acres), and agricultural lands 11.9 percent (87.9 acres). Similarly, Alignment 2 is characterized by upland forests (64.3 percent, 618.4 acres) wetlands (8.4 percent, 71.1 acres), and agricultural lands (16.9 percent, 145.2 acres).

Our assessment also shows that plant community and land use types within 500 feet of Alignment 1 are represented by bay swamp (0.2 acres, 0.03 percent), cypress swamp (31.1 acres, 4.2 percent), freshwater marsh (2.4 acres, 0.3 percent), hardwood swamp (26.6 acres, 3.6 percent), mixed wetland forest (55.5 acres, 7.5 percent), open water (5.6 acres, 0.75 percent), and shrub swamp (4.4 acres, 0.6 percent), with uplands including hardwood forests (3.6 acres, 0.5 percent), mixed hardwood-pine forests (15.1 acres, 2.1 percent), pinelands (413.1 acres, 56.2 percent), and shrub and brushland (54.4 acres, 7.4 percent). Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act as Federally Endangered (FE)or Federally Threatened (FT), and the State of Florida as State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area and nearby regional area: Florida black bear (ST), Sherman's fox squirrel (SSC), Florida mouse (SSC), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), Florida sandhill crane (ST), wood stork (FE), burrowing owl (SSC), Southeastern American kestrel (ST), Florida scrub jay (FT), Eastern indigo snake (FT), Florida pine snake (SSC), gopher tortoise (ST), and gopher frog (SSC). Hereafter, these species are collectively referred to as "listed species," unless otherwise noted.

The following wildlife species, while not officially listed, are considered by our agency as Species of Greatest Conservation Need, and have a high agency priority for habitat conservation and protection due to prior habitat loss or degradation, and may occur within this region's upland and wetland plant community types: swallow-tailed kite, short-tailed hawk, Cooper's hawk, Florida box turtle, Eastern diamondback rattlesnake, Eastern kingsnake, Northern bobwhite, red-headed woodpecker, common ground dove, bald eagle, Eastern cottontail rabbit, river otter, and the Southern hognose snake.

The GIS analysis within 500 feet of the existing and proposed ROW revealed several specific characteristics associated with lands along project Alignments 1 and 2 that provide some indication of potential habitat quality or sensitivity that may require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. The proposed regional area crossed by the two Alignments is within the Seaton Creek and Thomas Creek Drainage basins; and at their closest point. Alternative 1 is about 2.0 miles while Alternative 2 is approximately 1.0 mile south of the Nassau River. An assessment of the FWC ranking of Potential Habitat Richness shows that for Alignment 1, 33.2 percent of the area is ranked low while 56.9 percent is ranked as medium quality. For Alignment 2, the results are comparable, as 25.7 percent and 46.1 percent of the area are ranked as being of low and medium quality, respectively. Both Alignments 1 and 2 are totally within the U.S. Fish and Wildlife Service Red-cockaded Woodpecker Consultation Area and the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area. In addition, both Alignments run somewhat near or adjacent to, but avoid directly crossing the public lands of the Thomas Creek Conservation Area. A small portion of both Alignment 1 (7.8 percent) and Alignment 2 (5.0 percent) have been determined through modeling to represent a Strategic Habitat Conservation Area for the Cooper's hawk. Finally, while no exotic plants have been recorded within the assessment area for Alternative 1, Cogan grass and Chinese tallow have been documented within portions of the 100-, 200-, and 500-foot buffer zones along Alignment

Comments on Effects to Resources: Based on the project information provided, we believe that direct effects could be moderate due to the planned use of new road Right-of-Way for Alignment 1, which are totally within and bisect the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area. Both forested wetlands and a significant acreage of upland plant communities that provide habitat for a wide variety of birds, mammals, amphibians and reptiles will be adversely affected, including a moderate number of Listed Species due to habitat loss or degradation. While our analysis shows that the two proposed Alignments are somewhat similar overall in terms of plant community types and acreages, Alignment 2 is about 1.0 miles longer in total length, has a significantly higher acreage of upland forests, agricultural lands, and urban lands, but less wetland acreage compared to Alignment 1. We recommend further studies and comparisons of habitat quality and identification of potential site-specific opportunities to avoid and minimize impacts to natural plant communities be undertaken to determine the preferred Alignment. However, with the information we have at this time, Alignment 1 should result in relatively fewer fish and wildlife impacts since it is a shorter more direct route, is located further from the Nassau River and associated wetland complex which would result in less long-term impacts, and has the potential to reduce habitat fragmentation and impacts to important forested wetland systems.

Indirect effects of the project could also be moderate. Upland and wetland habitat loss, fragmentation and isolation may occur due to future residential and commercial development in this rural undeveloped area that will be facilitated by improved access to the area, in addition to the effects of the new roadway. A moderate number of Listed Species that may occur along the Right-of-way (ROW) and in the region could be adversely affected by this development. In addition, adverse effects will occur from potential water quality degradation as a result of stormwater runoff from the additional impervious roadway surface draining into area wetlands, and a significant increase in roadkills of mammals, birds, reptiles, and amphibians on the new road alignment, including Listed Species and recreationally important species.

Additional Comments (optional): We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of Listed Species should be performed, both along the ROW and within sites proposed for DRAs. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources. Avoidance, minimization, and mitigation measures should also be formulated and implemented. If gopher tortoises are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. All offsite areas identified for fill material for the roadway should also be surveyed for Listed Species.

We recommend consideration of bridging high quality forested wetlands, and tributary streams, and the use of oversized box culverts to avoid habitat loss and degradation, and to promote hydrological and habitat connectivity functions. Appropriately designed exclusionary fencing along the roadway at these structures would materially reduce roadkills of mammals, amphibians and reptiles and promote public safety. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration such as the lands within the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area, or adjacent to the Thomas Creek Conservation Area. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. We recommend land acquisition and restoration of appropriate tracts adjacent to existing public conservation lands near the project area, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas. FWC staff is available to assist in this effort by providing wildlife and habitat resource information and other related technical assistance. Please notify us immediately if the design. extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry gilbert@urscorp.com to initiate the process for further overall coordination on this project.

Coordinator Feedback: None

Moderate assigned 12/02/2010 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required Dispute Information: N/A

Identified Resources and Level of Importance: Federally listed species and the ecosystems upon which they depend. Other federal trust resources such as migratory birds, wetlands and inter-jurisdictional fish species.

Comments on Effects to Resources: The proposal involves a new loop road through a rural, undeveloped landscape. Portions of this landscape have been set aside for conservation purposes and a 4(f)analysis may be required.

Direct impacts to wetlands are proposed. Impacts to wetlands within the core foraging area of active wood stork colonies should be avoided. The indirect and cumulative impacts as a result of road runoff of contaminants such as gas, oil and grease into these wetland ecosystems should be

Threats to eastern indigo snake habitat and increased roadkill of other reptiles, amphibians, birds and mammals due to habitat fragmentation caused by new or expanded roadways should be addressed. Other alternatives could be examined that may provide a more direct route to the cemetary and result in less impacts to fish and wildlife habitats and important wildlife corridors.

Additional Comments (optional): Further information on the location of active wood stork colonies and foraging habitats in Duval County, as well as other federally listed species and special conditions can be obtained at www.northflorida.fws.gov

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: Miccosukee Tribe of Indians of Florida DOE: Minimal SHPO DOE: Minimal

FHWA DOE: Minimal Seminole Tribe of Florida DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of State (SHPO), Federal Highway Administration (FHWA), Seminole Tribe of Florida, and Miccosukee Tribe of Indians of Florida and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified no Florida Site File (FSF) Historic Standing Structures or Archaeological or Historic Sites within the 500-foot buffer distance.

The FHWA, SHPO, Seminole Tribe of Florida Tribal Historic Preservation Officer (STOF-THPO), and Miccosukee Tribe of Indians of Florida recommend that a Cultural Resource Assessment Survey (CRAS) be prepared for this project. The STOF-THPO noted that they would like to review a CRAS before commenting on direct effects to archaeological sites in the project area. The Miccosukee Tribe of Indians of Florida noted that if the CRAS shows that archaeological sites will be impacted by this project, that further consultation with the Miccosukee Tribe of Indians of Florida should be done. Coordination with the SHPO, FHWA, STOF-THPO, and Miccosukee Tribe of Indians of Florida will occur during Project Development.

ETAT Reviews: Historic and Archaeological Sites Issue: 4 found

2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: No resources have been thus far idendified in proximity to the project.

Comments on Effects to Resources: CRAS is needed to address resources that may exist at the location, but which have not been previously identified

Coordinator Feedback: None



2 Minimal assigned 11/09/2010 by Alyssa McManus, FL Department of State

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: There are no identified cultural resources within a half-mile buffer of this project's corridor. Comments on Effects to Resources: This project area has not been subjected to a cultural resource assessment survey. Since potentially significant archaeological sites may be present, it is the request of this office that the project site be subjected to a professional cultural resource survey. The purpose of this survey will be to locate and assess any cultural resources that may be present. The resultant survey shall conform to the specification set forth in Chapter 1A-46, Florida Administrative Code, and will need to be forwarded to the Division of Historical Resources in order to complete the reviewing process for this proposed project and its impacts. The results of the analysis will determine if significant cultural resources would be disturbed by this development. In addition, if significant remains are located, the data described in the report and the consultant's conclusions will assist this office in determining measures that must be taken to avoid, minimize, or mitigate adverse impacts to archaeological sites and historical properties listed, or eligible for listing in the NRHP, or otherwise significant.

Coordinator Feedback: None



2 Minimal assigned 11/05/2010 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Due to the absence of a systematic Cultural Resources Assessment Survey for the proposed project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project

Comments on Effects to Resources: The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Additional Comments (optional): The STOF-THPO would like to be informed if cultural resources that are potentially ancestral or historically relevant to the Seminole Tribe of Florida are inadvertently discovered during the construction process.

Coordinator Feedback: None



2 Minimal assigned 11/01/2010 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources: Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be

Additional Comments (optional): If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback: None

Coordinator Summary: Recreation Areas Issue



3 Moderate assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Moderate

FDEP DOE: Substantial USEPA DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified one park, one Moderate Greenways Ecological Priority Linkages, and two Ecological Greenways Critical Linkages and Prioritization Results within the 100-foot buffer distance, one school within the 1,320-foot buffer distance, and one existing recreational trail and one additional park within the 5,280-foot buffer distance. Public Lands including Parks have been addressed in the Special Designation Degree of Effects.

The FHWA and USEPA noted that if these resources are anticipated to be impacted by the project, a Section 4(f) Determination of Applicability will need to be prepared.

The FDOT sent an e-mail to the ETAT on October 28, 2010 and again on January 6, 2011 clarifying some misleading GIS results concerning these issues and asking for further review of DOE assignments. For reference, this e-mail read:

"Upon further review it was noted that the GIS Analysis shows the western alternative (Alternative 1) traversing a parcel identified as "Managed Conservation Land". Please see the attached map. This is also shown in the Advance Notification Package (page 7) in the cross hatched areas. While the western parcel is shown in the Saint John's River Water Management District's (SJRWMD) Thomas Creek Conservation Area Land Management Plan, 2008, the plan clearly shows that it is owned in fee simple by the City of Jacksonville. This property is not a conservation property, but is owned by the City of Jacksonville and managed by SJRWMD until the City has a designated use for it. The FDOT has coordinated with SJRWMD who confirmed that it is not a SJRWMD property and they are aware of no conservation easement on it."

Based on this information, the FDOT feels that these issues do not warrant a Substantial designation and have selected Moderate.

No comments were received from the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Recreation Areas Issue: 3 found

4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Recreation Areas - Florida Forever BOT Projects, Florida Managed Areas, private and public parks

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A substantial degree of effect is being assigned to this issue for the proposed project. A Section 4(f) review may be necessary for this project.

Comments on Effects to Resources: The following recreational features are listed as being located within close proximity to the proposed project:

Public and/or Private Parks:

Pecan Park RV Resort - 100 foot buffer distance

Florida Forever BOT Projects:

Northeast Florida Timberlands and Watershed Reserve - 100 foot buffer distance

Florida Managed Areas:

Thomas Creek Preserve - 100 foot buffer distance

Thomas Creek Conservation Area - 500 foot buffer distance

The Northeast Florida Timberlands and Watershed Reserve spans Duval, Nassau, and Clay counties. Acquisition of this property under the Florida Forever BOT Program will increase biodiversity, open spaces, outdoor recreation opportunities, and protect and restore the local environment. The Northeast Florida Timberlands and Watershed Reserve is home to four rare animal species and four rare plant species and includes flatwoods, cypress and hardwood swamp, and sandhills. Acquisition of the Northeast Florida Timberlands and Watershed Reserve will also increase outdoor recreation and educational opportunities including camping, picnicking, hiking and horseback riding. The property will also help meet national security needs by buffering Camp Blanding and preventing the surrounding area from development encroachment.

The Thomas Creek Preserve is part of the Timucuan Trail State and National Parks partnership and is jointly managed by the City of Jacksonville and the St. Johns River Water Management District. The park is 1,498 acres and provides recreational opportunities such as canoeing. Thomas Creek has some historical interest, as it was the site of the Battle of Thomas Creek during the American Revolution. The land was purchased in an effort to preserve the creek and the hardwood swamp and in an effort to be conjoined with the Timucuan Ecological and Historic Preserve.

The Thomas Creek Conservation Area covers approximately 5,540 acres in both Nassau and Duval counties along Thomas Creek. Within the region, which has become increasingly urbanized, the conservation area provides valuable flood and water quality protection, and provides healthy, diverse habitat for wildlife and nature-based recreational opportunities. The conservation area protects 10 miles of Thomas Creek's shoreline. Wildlife on the conservation area includes deer, turkey, wild hog, northern bobwhite and numerous species of resident and migratory songbirds. Snapping turtle, Florida cooter and otter occur along the creek. Recreational opportunities on the area include hunting, wildlife viewing, hiking, horseback riding and bicycling

EPA recommends that a survey of the area be conducted to confirm the location of current listed recreation area features, along with other recreation area features not listed in the GIS analysis data. FDOT will need to evaluate direct, indirect, and cumulative impacts to listed recreation area features and any other potential public or private parks. Opportunities to avoid and or minimize impacts and fragmentation to recreational resources should be evaluated and considered to the greatest extent practicable. A Section 4(f) review may be necessary for this project.

Coordinator Feedback: None

3 Moderate assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual Dispute Information: N/A

Identified Resources and Level of Importance: The potential for heavy impact to sensitive ecological resources in the area is high. A search in ETDM's GIS tool revealed 9538 acres of potentially impacted greenways and critical linkages within one mile of the proposed alternatives. These lands are shown to be "priority 4" and they are listed as an unknown description. The new facility will run right next to the Timucuan Preserve. The route appears to run through the Thomas Creek Conservation Area. Thomas Creek Conservation Area appears to be one named facility with two locations. The second location is close enough to the facility that it should be considered separately from the piece that the proposed roadway will run through. Within 500 feet is the Lanie Road Park.

Comments on Effects to Resources: Full consideration of negative impacts needs to be investigated and avoided or mitigated. A Section 4(f) determination of applicability may be needed if any recreation areas or areas functioning as a wildlife refuge are affected by the proposed project. Coordinator Feedback: None

4 Substantial assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required Dispute Information:N/A

Identified Resources and Level of Importance: Both project alternatives have the potential to impact public lands acquired by the SJRWMD, Duval County/City of Jacksonville and State of Florida for the purposes of conservation and preservation. The EST reports approximately 6.66 acres of Thomas Creek Preserve within a 100-ft. buffer of Alternative 1. Within a 100-ft. buffer of Alternative 2, the EST reports approximately 1.5 acres of Thomas Creek Conservation Area.

Comments on Effects to Resources: These lands are part of the Northeast Florida Timberlands and Watershed Reserve Florida Forever BOT Project, which the roadway traverses. Since these lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory, the Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational opportunities.

Additional Comments (optional): Under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed roadway construction activities necessitate right-of-way expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund or St. Johns River Water Management District Governing Board determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Saint Johns River Water Management District

Coordinator Summary: Section 4(f) Potential Issue

Moderate assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOF: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

Other topics concerning Section 4(f) potential can be referenced in the Special Designations, Historic and Archaeological, and Recreation Areas Degree of Effect. The FHWA noted that if these resources are anticipated to be impacted by the project, a Section 4(f) Determination of Applicability will need to be prepared, along with a Section 4(f) analysis as appropriate.

ETAT Reviews: Section 4(f) Potential Issue: 1 found

3 Moderate assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance: The potential for heavy impact to sensitive ecological resources in the area is high. A search in ETDM's GIS tool revealed 9538 acres of potentially impacted greenways and critical linkages within one mile of the proposed alternatives. These lands are shown to be "priority 4" and they are listed as an unknown description. The new facility will run right next to the Timucuan Preserve. The route appears to run through the Thomas Creek Conservation Area. Thomas Creek Conservation Area appears to be one named facility with two locations. The second location is close enough to the facility that it should be considered separately from the piece that the proposed roadway will run through. Within 500 feet is the Lanie Road Park.

Comments on Effects to Resources: Full consideration of negative impacts needs to be investigated and avoided or mitigated. A Section 4(f) determination of applicability may be needed if any recreation areas or areas functioning as a wildlife refuge are affected by the proposed project. Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue



Minimal assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOF: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

The FDOT will coordinate with the community for future public outreach efforts to solicit the community's opinion on potential aesthetic effects caused by the project and to gather input on desired treatments and methods to address project effects. The FDOT will consider the public's recommendations in developing a project that is in harmony with the community and/or enhances the environmental, scenic and aesthetic values of the area. Potential involvement of this issue with the proposed project will be analyzed in detail during Project Development. Coordination with the community will occur throughout the project. There are no established aesthetic features in the project area. The FHWA noted that potential negative impacts must be reviewed and avoided or minimized.

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Aesthetics Issue: 1 found



2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized. Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: City of Jacksonville, North Florida **TPO**

Coordinator Summary: Economic Issue

Minimal assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified no census blocks with a median income below \$25,000 and no census blocks with a minority population over 40% within the 100-foot buffer distance. One census block (120310103019007) with a minority population over 40% is within the 500-foot buffer distance. Two Developments of Regional Impact (DRI) are within the 100-foot buffer distance. Planned Unit Developments (PUD) are discussed in the Special Designation Degree of Effect.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). Public outreach will be conducted with residents and businesses in the area to solicit input on the project, particularly concerning access.

No comments were received from the Federal Highway Administration (FHWA), the North Florida Transportation Planning Organization (TPO), or the City of Jacksonville.

ETAT Reviews: Economic Issue: None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: City of Jacksonville, Federal Highway Administration. North Florida TPO

Coordinator Summary: Land Use Issue



Substantial assigned 02/28/2011 by FDOT District 2

Comments: DCA DOE: Substantial

FHWA DOE: Minimal

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Community Affairs (DCA) and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Substantial.

The project is not consistent with the North Florida Transportation Planning Organization's (TPO) 2035 Long Range Transportation Plan (LRTP), but the FDOT will work with the North Florida TPO to have the project added to the LRTP.

The DCA noted that this project is generally consistent with the Goals, Objectives, and Policies of the City of Jacksonville Comprehensive Plan, but the alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements. Once an alternative is selected, the City of Jacksonville Future Transportation Map should be updated that include this project.

No comments were received from the North Florida TPO or the City of Jacksonville.

ETAT Reviews: Land Use Issue: 2 found



4 Substantial assigned 01/20/2011 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: The JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD ETDM project lies within the City of Jacksonville and has been reviewed for consistency with the adopted comprehensive plan.

PROJECT PURPOSE AND NEED

The Jacksonville National Cemetery Access Road project consists of two alternatives for a proposed roadway extension connecting Pecan Park Road/Arnold Road to Lannie Road. The project is classified as a rural minor arterial. The purpose of this project is to provide access to the National Cemetery in Northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas.

COMMENTS

The Proposed Project is Consistent with the Comprehensive Plan of the following local government: City of Jacksonville

The area below is provided to explain project inconsistencies if answering "Inconsistent" and to provide statutory references as necessary. In addition, if a "Consistent" response requires explanation the area below will be for further illustration if necessary.

Alternative 1 extends west of Pecan Park/Arnold Road curving northwest connecting to Lannie Road at the Cemetery and traverses lands with the following Future Land Use Map categories: Light Industrial, Agriculture III and IV, and Recreation and Open Space.

Approximately 0.75 west of the Pecan Road/Arnold Road intersection Alternative 2 runs north and connects with Lannie Road two miles east of the Cemetery, traversing lands with the following Future Land Use Map categories: Agricultural II and III, Multi Use, Rural Residential, Recreation and Open Space, and Public Buildings and Facilities Uses (the Cemetery).

The proposed project is consistent with the following policy in the City of Jacksonville Comprehensive Plan Land Use Element which addresses development of regional transportation facilities in rural areas:

Policy 1.2.5: Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

However, the project traverses lands contained within the Florida Forever Board of Trustees' Northeast Florida Timberlands and Watershed Reserve Project. Each of the ETDM project alternatives includes new roadway on property designated "essential parcels remaining" for acquisition as identified on Map 1 of 4, Northeast Florida Timberlands and Watershed Reserve. These lands are included in the Florida Natural Areas Inventory and have been verified by Florida Communities Trust staff. New roadway construction within either alternative may have adverse impacts on the conservation areas proposed for acquisition. Consequently, the project does not further the following objective and policy contained in the City of Jacksonville Comprehensive Plan Recreation and Open Space Element:

Objective 5.1: The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.

Policy 5.1.2: The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

RECOMMENDATIONS

While the Department's review indicates that this project is generally consistent with the Goals, Objectives and Policies of the City of Jacksonville Comprehensive Plan, the selected project alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements.

Rule 9J-5.016(5)(a)1.b., F.A.C., requires the future transportation map or map series of the local comprehensive plan to identify proposed arterial roads. [The roadway is classified as a minor arterial.] Once an alternative is selected, the City of Jacksonville Future Transportation map should be updated to include the project.

Comments on Effects to Resources: see above

Coordinator Feedback: None

2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: City of Jacksonville, North Florida

Coordinator Summary: Mobility Issue



Enhanced assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Enhanced

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Enhanced.

The proposed project would provide access to the National Cemetery in northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas. The Geographical Information Systems (GIS) analysis identified one Transportation Disadvantaged Service Provider within the 500-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA), the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Mobility Issue: None found

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: City of Jacksonville, Federal Highway Administration, North Florida TPO

Coordinator Summary: Relocation Issue



2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified 2.73% of low density residential and 2.61% of commercial and services within the 100foot buffer distance. A Conceptual Stage Relocation Plan will be prepared for this project.

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Relocation Issue: 1 found



2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: City of Jacksonville, North Florida TPO

Coordinator Summary: Social Issue



2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal

FHWA DOE: Minimal DCA DOE: None

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Federal Highway Administration (FHWA), and the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified one civic center within the 100-foot buffer distance and four government buildings within the 500-foot buffer distance.

Other social resources are listed under the Infrastructure, Special Designations, Historic and Archaeological, Recreational Areas, Section 4(f), Mobility, and Economic DOEs.

The DCA noted that social impacts cannot currently be determined for this project.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Social Issue: 3 found



0 None assigned 01/20/2011 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Social impacts cannot currently be determined for this project.

Comments on Effects to Resources: see above

Coordinator Feedback: None



2 Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Residential communities and properties, commercial businesses and properties, social service facilities, religious facilities or centers, schools, healthcare facilities, public parks and recreation areas, etc. Based upon current land use cover in the project area, there are few listed social resources.

Comments on Effects to Resources: EPA offers no substantial comments regarding social features at this time. The project area is primarily rural/agricultural. Based upon land use in the project area and a review of the GIS analysis data at the programming screen review stage, direct impacts to social resources are anticipated to be minimal for the proposed project.

Coordinator Feedback: None



2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: City of Jacksonville, North Florida **TPO**

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects Issue



N/A N/A / No Involvement assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: N/A / No Involvement

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of N/A / No Involvement.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT will consider this issue further when these necessary tools and guidance are in place.

ETAT Reviews: Secondary and Cumulative Effects Issue: None found

Alternative #2

From:	I-95	To:	National Cemetery Entrance
Туре:	New Alignment	Status:	ETAT Review Complete
Total Length:	6.96 mi.	Cost:	\$20,000,000.00
Modes:	Roadway Bicycle	SIS:	N

Segment Description(s)							
Location and Length							
Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	ВМР	EMP
Segment #1	Cemetery Access Road	I-95	National Cemetery Entrance	6.96			
Segment #2	Cemetery Access Road	I-95	National Cemetery Entrance	5.93			

Jurisdiction and Class					
Segment No.	Jurisdiction	Urban Service Area	Functional Class		
Segment #1	FDOT	In	RURAL: Minor Arterial		
Segment #2	FDOT	In	RURAL: Minor Arterial		

Base Conditions					
Segment No.	Year	AADT	Lanes	Config	
Coamont #1				_	

Segment #1 Segment #2

Interim Plan					
Segment No.	Year	AADT	Lanes	Config	
Segment #1					

Segment #1 Segment #2

Needs Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1			2	Lanes Undivided
Segment #2			2	Lanes Undivided

Cost Feasible Plan					
Segment No.	Year	AADT	Lanes	Config	

Segment #1 Segment #2

Funding Sources					
Segment No.	Federal Earmark	Unknown			
Segment #1	\$800,000.00				
Segment #2	\$800,000.00				

Segment #2		\$800,000.00		
Project Effects Overview				
Issue	Degree of Effect	Organization	Date Reviewed	
		Natural		
Air Quality	2 Minimal	US Environmental Protection Agency	12/17/2010	
Coastal and Marine	3 Moderate	National Marine Fisheries Service	11/03/2010	
Contaminated Sites	0 None	US Environmental Protection Agency	12/17/2010	
Contaminated Sites	0 None	FL Department of Environmental Protection	12/01/2010	
Farmlands	0 None	Natural Resources Conservation Service	10/25/2010	
Floodplains	2 Minimal	US Environmental Protection Agency	12/17/2010	
Infrastructure	No reviews recorded.			
Navigation	N/A N/A / No Involvement	US Coast Guard	12/06/2010	
Navigation	0 None	US Army Corps of Engineers	11/18/2010	
Special Designations	4 Substantial	US Environmental Protection Agency	12/17/2010	

Special Designations	4	Substantial	FL Department of Environmental Protection	12/01/2010		
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	12/01/2010		
Wetlands	4	Substantial	US Environmental Protection Agency	12/17/2010		
Wetlands	4	Substantial	US Fish and Wildlife Service	12/02/2010		
Wetlands	3	Moderate	FL Department of Environmental Protection	12/01/2010		
Wetlands	4	Substantial	US Army Corps of Engineers	11/18/2010		
Wetlands	3	Moderate	National Marine Fisheries Service	11/03/2010		
Wildlife and Habitat	4	Substantial	FL Fish and Wildlife Conservation Commission	12/03/2010		
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	12/02/2010		
Cultural						
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	12/05/2010		
Historic and Archaeological Sites	2	Minimal	FL Department of State	11/30/2010		
Historic and Archaeological Sites	2	Minimal	Seminole Tribe of Florida	11/05/2010		
Historic and Archaeological Sites	2	Minimal	Miccosukee Tribe of Indians of Florida	11/01/2010		
Recreation Areas	4	Substantial	US Environmental Protection Agency	12/17/2010		
Recreation Areas	3	Moderate	Federal Highway Administration	12/05/2010		
Recreation Areas	4	Substantial	FL Department of Environmental Protection	12/01/2010		
Section 4(f) Potential	3	Moderate	Federal Highway Administration	12/05/2010		
			Community			
Aesthetics	2	Minimal	Federal Highway Administration	12/05/2010		
Economic	No r	eviews recorded.				
Land Use	4	Substantial	FL Department of Community Affairs	01/20/2011		
Land Use	2	Minimal	Federal Highway Administration	12/05/2010		
Mobility	No r	eviews recorded.				
Relocation	2	Minimal	Federal Highway Administration	12/05/2010		
Social	0	None	FL Department of Community Affairs	01/20/2011		
Social	2	Minimal	US Environmental Protection Agency	12/17/2010		
Social	2	Minimal	Federal Highway Administration	12/05/2010		
		Second	lary and Cumulative			
Secondary and Cumulative Effects	Nor	avious recorded				

Secondary and Cumulative Effects No reviews recorded.

ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The project is located in an area which is currently designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Air Quality

Level of Importance: Air quality is of a high level of importance in urban areas and areas with anticipated growth in population, employment, and

Comments on Effects to Resources: At the time of the programming screen review, Duval County has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS).

EPA does not anticipate any negative air quality impacts relating specifically to the project. EPA is assigning a minimal degree of effect to the air quality issue for this project. As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT should be aware of this and take appropriate measures to ensure compliance with all applicable air quality standards and regulations.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coordinator Summary: Coastal and Marine Issue

Moderate assigned 02/28/2011 by FDOT District 2

Comments: NMFS DOE: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified that Coastal Assessment Framework is 100% within the 100-foot buffer distance. There are no Environmentally Sensitive Shorelines within the 500-foot buffer distance. The NMFS noted that the portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are Essential Fish Habitat (EFH) for white shrimp. The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for iuvenile white shrimp. The NMFS would prefer whichever alternative that has the least amount of impacts to EFH. Coordination with the NMFS will occur during the Project Development and Environment (PD&E) Study.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Coastal and Marine Issue: 1 found

3 Moderate assigned 11/03/2010 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Dispute Information:N/A

Identified Resources and Level of Importance: Magnuson-Stevens Act and Fish and Wildlife Coordination Act: The portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are essential fish habitat (EFH) for white shrimp (Litopenaeus setiferus). The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for juvenile white shrimp. It is unclear from the information provided which alternative would have the least amount of impacts to wetlands. The National Marine Fisheries Service (NMFS) would prefer which ever alternative had the least amount of impacts to EFH. Comments on Effects to Resources: Impacts to these wetlands should be sequentially avoided, minimized, and compensated with mitigation. FDOT should explore the expansion of existing roads to accomplish the project purpose. Using these existing roads would demonstrate that adequate avoidance measures have been taken. If the project continues to PD&E without this sequential mitigation, NMFS would likely find it necessary to issue EFH conservation recommendations.

With construction of the new rods, impervious surface area will be created, replaced and expanded. Surface and stormwater runoff into the surrounding waters may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new roads should be treated before being discharged. Additional Comments (optional): NMFS recommends that the following measures be taken as project development progresses from Programming to PD&E, design, and construction phases:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.
- 3) Information on measures to avoid and/or minimize adverse impacts to EFH (if present) within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.
- 6) A mitigation plan should be developed that includes the following items: Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

A functional assessment such as the Uniform Mitigation Assessment Method (UMAM) should be prepared for the impact and mitigation sites.

7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are addressed and resolved.

Endangered Species Act: The project site is within the known range of the shortnose sturgeon (Acipenser brevirostrum); which is listed as endangered under the Endangered Species Act (ESA). As the project progresses the lead federal action agency should make an effects determination for this species. In addition, the project is within the range of Atlantic sturgeon (Acipenser oxyrinchus oxyrinchus). On October 6, 2010, NMFS proposed new rules and solicited comments in the Federal Register (75 FR 61904) regarding the status and listing of this species. The deadline for comments is January 4, 2011. The new rules would list Atlantic sturgeon as endangered under the ESA. It is likely that the lead federal action agency will need to make a determination as to whether or not the species could be adversely affected by the proposed federal action. If the lead federal action agency determines that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. If a "no effect" determination is made, the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Contaminated Sites Issue

None assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: None

USEPA DOE: None

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of None based on the agency comments.

The FDOT would like to note that the Geographical Information Systems (GIS) analysis identified eight USEPA National Pollutant Discharge Elimination Systems (NPDES) and one USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facility within the 100-foot buffer distance and two Super Act Wells and two solid waste facilities within the 500-foot buffer distance. The FDOT will evaluate for contamination and produce a Contamination Screening Evaluation Report (CSER) in Project Development.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Contaminated Sites Issue: 2 found

0 None assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

0 None assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Farmlands Issue

0 None assigned 02/28/2011 by FDOT District 2

Comments: NRCS DOE: None FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

The Geographical Information Systems (GIS) analysis identified and NRCS noted that there are no Prime or Unique farmlands within the 5,280-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Farmlands Issue: 1 found

None assigned 10/25/2010 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to possibly be considered as Unique Farmlands. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities. Comments on Effects to Resources: Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using SFWMD data and 2010 SSURGO data) has resulted in the determination that there are no Prime and Unique Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Floodplains Issue

Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified Special Flood Hazard Areas Zone A 1.5 acres (0.88%) and Zone AE 0.2 acres (0.12%) within the 100-foot buffer distance and Zone A 2.9 acres (0.84%) and Zone AE 0.6 acres (0.18%) within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance.

USEPA noted that the majority of the project area for both alternatives is outside of the 100-year floodplain. USEPA requests that FDOT consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions

No comments were received from the Florida Department of Environmental Protection (FDEP), the Federal Highway Administration (FHWA), or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Floodplains Issue: 1 found



Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Development and construction may occur within the Special Flood Hazard Area, provided that development complies with floodplain management ordinances and/or local, state, and federal requirements. EPA is assigning a minimal degree of effect to the floodplains issue for ETDM Project #13064.

Comments on Effects to Resources: A review of GIS analysis data (DFIRM and Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates that approximately 1% of the area surrounding the proposed project lies within the 100-year floodplain (primarily Zone A). The remaining area surrounding the proposed project lies outside of the 100-year floodplain (Zone X).

EPA is assigning a minimal degree of effect to the floodplain issue for this project due to the fact that the majority of the project area for both Alternatives is outside of the 100-year floodplain. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Infrastructure Issue



2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified two fire stations within the 500-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Infrastructure Issue: None found

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Coordinator Summary: Navigation Issue

0 None assigned 02/28/2011 by FDOT District 2

Comments: US Coast Guard: N/A/No Involvement

USACE DOE: None

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the US Coast Guard (USCG) and US Army Corps of Engineers (USACE) and recommends a Degree of Effect of None.

The USACE noted that the Geographical Information Systems (GIS) analysis did not reveal the presence of any navigable waterways within the project limits and additional coordination regarding navigation is not required.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Navigation Issue: 2 found

N/A N/A / No Involvement assigned 12/06/2010 by Brodie E. Rich, US Coast Guard

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

None assigned 11/18/2010 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: A review of the EST did not reveal the presence of any navigable waterways within the project limits.

Additional coordination regarding navigation is not required. **Comments on Effects to Resources:** None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Coordinator Summary: Special Designations Issue

4 Substantial assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: Substantial

USEPA DOE: Substantial

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Substantial.

The Geographical Information Systems (GIS) analysis identified Thomas Creek Conservation Area, Northeast Florida Timberlands and Watershed Reserve Florida Forever Board of Trustees (BOT) Project, and six Planned Unit Developments (PUD) within the 100-foot buffer distance; one additional PUD within the 500-foot buffer distance; one additional PUD within the 1,320-foot buffer distance; and Thomas Creek Preserve, Thomas Creek Fish Camp, Timucuan Ecological and Historic Preserve, Pumpkin Hill Creek Florida Forever BOT Project and six additional PUD within the 5,280-foot buffer distance. Special Flood Hazard Areas have been addressed in the Floodplain Degree of Effects (DOE). Contamination has been addressed in the Contaminated Sites DOE.

FDEP noted that both project alternatives have the potential to impact public lands acquired by the Saint Johns River Water Management District (SJRWMD), Duval County, City of Jacksonville, and State of Florida for the purposes of conservation and preservation.

The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the Federal Highway Administration (FHWA), the Florida Department of Agriculture, and Consumer Services, or the S.IRWMD

ETAT Reviews: Special Designations Issue: 2 found

4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Florida Forever BOT Projects, Public Lands, Special Flood Hazard Areas

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a substantial degree of effect to this issue for the proposed project.

Comments on Effects to Resources: A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

Florida Forever BOT Projects- See Comments under Recreation Areas issue.

Public Land - See Comments under Recreation Areas issue.

Special Flood Hazard Areas - See Comments under Floodplains issue.

Coordinator Feedback: None

4 Substantial assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required **Dispute Information:** N/A

Identified Resources and Level of Importance: Both project alternatives have the potential to impact public lands acquired by the SJRWMD, Duval County/City of Jacksonville and State of Florida for the purposes of conservation and preservation. The EST reports approximately 6.66 acres of Thomas Creek Preserve within a 100-ft. buffer of Alternative 1. Within a 100-ft. buffer of Alternative 2, the EST reports approximately 1.5 acres of Thomas Creek Conservation Area.

Comments on Effects to Resources: These lands are part of the Northeast Florida Timberlands and Watershed Reserve Florida Forever BOT Project, which the roadway traverses. Since these lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory, the Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational opportunities.

Additional Comments (optional): Under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed roadway construction activities necessitate right-of-way expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund or St. Johns River Water Management District Governing Board determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Water Quality and Quantity Issue

Moderate assigned 02/28/2011 by FDOT District 2

Comments: FDEP DOE: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Moderate.

The Geographical Information Systems (GIS) analysis identified the 303(D) Impaired Water Nassau River and two limited use drinking water wells within the 100-foot buffer distance.

Principal Aquifers of the State of Florida Surficial Aquifer System and Recharge Areas of the Floridan Aquifer Discharge/Less Than 1 are 100% within the 100-foot buffer distance. Watershed Conditions 305(b) Unnamed is 137.7 acres (81.25%) and Good is 31.8 acres (18.75%) within the 100-foot buffer distance and Unnamed is 275.9 acres (81.05%) and Good is 64.5 acres (18.95%) within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance.

The FDEP noted that stormwater treatment be evaluated during Project Development and that stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

No comments were received from the Federal Highway Administration (FHWA), the US Environmental Protection Agency (USEPA), or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Water Quality and Quantity Issue: 1 found

3 Moderate assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: Stormwater runoff from the improved road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources: Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help

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reduce impacts to water quality. Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District, US Environmental Protection Agency

Coordinator Summary: Wetlands Issue

Substantial assigned 02/28/2011 by FDOT District 2

Comments: USACE DOE: Substantial

FDEP DOE: Moderate USEPA DOE: Substantial USFWS DOE: Substantial NMFS DOE: Moderate

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS), the Florida Department of Environmental Protection (FDEP), the US Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), and US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Substantial.

The Geographical Information Systems (GIS) analysis identified National Wetlands Inventory 8.3 acres (4.87%) of Palustrine within the 100-foot buffer distance and 18.3 acres (5.37%) of Palustrine within the 200-foot buffer distance. No GIS was provided for the 500-foot buffer distance in the Environmental Screening Tool (EST), but the FDEP noted that there were 56.8 acres of Palustrine within the 500-foot buffer distance. Two Florida Department of Environmental Protection (FDEP) Mitigation Banks within the 5,280-foot buffer distance.

USEPA noted potential for both alternatives to impact forested palustrine wetlands directly and indirectly. USACE noted that Alternative 1 most closely follows the existing alignment (Arnold Road) and does not require an additional crossing of forested wetlands. Alternative 1 also appears to cause less habitat fragmentation by following an existing route. A Wetlands Evaluation Report (WER) and Endangered Species Biological Assessment (ESBA) will be prepared during Project Development. Coordination with the USFWS will occur through permitting. Additional wetland analysis should be conducted to determine if the overall functional loss to the watershed.

No comments were received from the Federal Highway Administration (FHWA) or the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Wetlands Issue: 5 found

4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project corridor for Alternatives 1 and 2. Due to the potential for this project to impact forested palustrine wetlands, both directly and indirectly, EPA is assigning a substantial degree of effect to the wetlands issue.

Comments on Effects to Resources: Both Alternatives propose a new roadway along a currently undeveloped rural/agricultural area. The project will have direct and indirect and cumulative impacts to wetlands. Wetlands serve important functions such as water quality enhancement, flood storage capacity, drainage, and wildlife habitat. EPA recommends that FDOT evaluate other alternatives to accomplish the project purpose and need which would have less impact to natural resources, particularly wetlands.

Other issues of concern include increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the roadway and other point and nonpoint sources. Every effort should be made to maximize the treatment of stormwater. Stormwater treatment areas/ponds should be designed to protect the function of surrounding wetlands, floodplains, and surface water features.

It is recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; a review of any surface water crossings to determine their impact on wetlands and floodplains; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

Coordinator Feedback: None



4 Substantial assigned 12/02/2010 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required Dispute Information: N/A

Identified Resources and Level of Importance: Wetland ecosystems and all of the vital roles these ecoystems serve in the landscape such as food and cover for numerous species of fish and wildlife including migratory birds.

Comments on Effects to Resources: The project proposes a new roadway that loops around in a very rural area. A direct route to and from the cemetary would have less impacts to wetlands and the fish and wildlife that depend on them. The new roadway would impact forested paulstrine wetlands and no measures to avoid these wetlands are evident in either alternative. The USFWS wetland policy emphasizes the avoidance of wetland impacts.

Active wood stork colonies are located within 15 miles of the proposed wetland impacts. Impacts to wetlands within the core foraging area of these active colonies needs to be considered and measures should be taken to avoid impacts to foraging habitat.

Eastern indigo snakes would also need to be addressed if this proposal moves forward. New roadways through previously undisturbed habitats would result in increased roadkill for reptiles, amphibians, birds and mammals for as long as the roadway is in existence. The use of existing roads should be

examined further and a direct route, rather than a wide loop road would reduce the direct, indirect and cumulative long term impacts of the proposed route

Additional Comments (optional): Future development that may occur as a result of a new roadway through this rural landscape should be addessed. The USFWS has determined that the negative effects to wetlands and wildlife as a result of a new roadway in this area could be reduced to minimal if other alternatives were presented and analyzed.

Coordinator Feedback: None

3 Moderate assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The National Wetlands Inventory GIS report indicates that there are Alt 1) 91.2 acres of palustrine wetlands and Alt 2) 56.8 acres of palustrine wetlands within the 500-ft. project buffer zone.

Comments on Effects to Resources: The proposed project will require an environmental resource permit (ERP) from the St. Johns River Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway/bridge construction to the greatest extent practicable.

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed. Coordinator Feedback: None

4 Substantial assigned 11/18/2010 by Andrew Phillips, US Army Corps of Engineers

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The proposed project would impact the headwater wetlands of Seaton Creek a tributary of the Nassau River. These wetland systems play a vital role as habitat for wildlife, flood storage, water quality issues, and drainage for the surrounding areas. Additionally, the review area is rural/agricultural lands with large buffers which allow for generally unrestricted wildlife movement and large wetland buffers. The subject wetlands and tributaries are considered a high importance. Remnant wetlands scattered throughout the proposed corridor vary in functions and value which may reduce their importance. A functional analysis would determine the extent of high, moderate, and low quality wetland. Comments on Effects to Resources: The project essentially involves the construction of a new roadway to improve access from the Jacksonville International Airport to the Jacksonville National Cemetery. Direct, indirect, and secondary impacts are anticipated as a result of the road construction. The effect of the roadway expansion would reach beyond the direct impact area and its immediately surroundings, including habitat fragmentation. Given the relatively rural and agricultural nature of the area, the connection of subject wetlands to tributaries of waters of the United States, and the anticipated indirect and secondary impacts a determination of substantial was given.

Of the two alternatives, Alternative 1 most closely follows the existing alignment (Arnold Road) and does not require an additional crossing of forested wetlands. Further, Alternative 1 appears to cause less habitat fragmentation by following an existing route.

Additional Comments (optional): The applicant should delineate all wetlands within the project corridor. Completion of a jurisdictional determination in accordance with the "Rapanos guidance" will be required. The USACE will require a functional analysis and mitigation for impacts to water of the United States (wetlands and surface waters). All mitigation should occur within the same drainage basin as the proposed impacts.

The applicant should become familiar with Jacksonville District, Regional General Permit SAJ-92, and follow the Quality Enhancement Strategies during project development.

Coordinator Feedback: None



3 Moderate assigned 11/03/2010 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Identified Resources and Level of Importance: Magnuson-Stevens Act and Fish and Wildlife Coordination Act: The portion of the project east of Arnold Road would impact high quality forested palustrine wetlands. These wetlands are associated with a tributary to the St. Mary's River and are essential fish habitat (EFH) for white shrimp (Litopenaeus setiferus). The South Atlantic Fishery Management Council (SAFMC) designates forested palustrine wetlands as EFH for juvenile white shrimp. It is unclear from the information provided which alternative would have the least amount of impacts to wetlands. The National Marine Fisheries Service (NMFS) would prefer which ever alternative had the least amount of impacts to EFH. Comments on Effects to Resources: Impacts to these wetlands should be sequentially avoided, minimized, and compensated with mitigation. FDOT should explore the expansion of existing roads to accomplish the project purpose. Using these existing roads would demonstrate that adequate avoidance measures have been taken. If the project continues to PD&E without this sequential mitigation, NMFS would likely find it necessary to issue EFH conservation recommendations.

With construction of the new rods, impervious surface area will be created, replaced and expanded. Surface and stormwater runoff into the surrounding waters may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new roads should be treated before being discharged. Additional Comments (optional): NMFS recommends that the following measures be taken as project development progresses from Programming to PD&E, design, and construction phases:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.

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- 3) Information on measures to avoid and/or minimize adverse impacts to EFH (if present) within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.
- 6) A mitigation plan should be developed that includes the following items:

Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

A functional assessment such as the Uniform Mitigation Assessment Method (UMAM) should be prepared for the impact and mitigation sites.

7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are addressed and resolved.

Endangered Species Act: The project site is within the known range of the shortnose sturgeon (Acipenser brevirostrum); which is listed as endangered under the Endangered Species Act (ESA). As the project progresses the lead federal action agency should make an effects determination for this species. In addition, the project is within the range of Atlantic sturgeon (Acipenser oxyrinchus oxyrinchus). On October 6, 2010, NMFS proposed new rules and solicited comments in the Federal Register (75 FR 61904) regarding the status and listing of this species. The deadline for comments is January 4, 2011. The new rules would list Atlantic sturgeon as endangered under the ESA. It is likely that the lead federal action agency will need to make a determination as to whether or not the species could be adversely affected by the proposed federal action. If the lead federal action agency determines that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. If a "no effect" determination is made, the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration, Saint Johns River Water Management District

Coordinator Summary: Wildlife and Habitat Issue

4

Substantial assigned 02/28/2011 by FDOT District 2

Comments: FFWCC DOE: Substantial

USFWS DOE: Moderate

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) and recommends a Degree of Effect of Substantial.

The Geographical Information Systems (GIS) analysis identified St. Mary's-Nassau Ecosystem Management Area (EMA) and Red-Cockaded Woodpecker Consultation Area are 100% within the 100-foot buffer distance. Wood Stork Core Foraging Areas Cedar Point Road is 22.58%, Jacksonville Zoo is 100%, and Pumpkin Hill is 86.12% within the 100-foot buffer distance. One occurrence of Impact on Prescribed Burning is within the 100-foot buffer distance and Lower St. Johns River EMA, one FFWCC Black Bear Nuisance Report, one occurrence of Rare and Imperiled Fish, one occurrence of nonforest land, four occurrences of timberland, four additional occurrences of Impact on Prescribed Burning, and Manatee Consultation Area are within the 5,280-foot buffer distance. Please refer to the GIS summary and ETAT comments for additional information on Wildlife and Habitat.

FFWCC noted that a small portion of Alternative 2 (5.0%) have been determined through modeling to represent a Strategic Habitat Conservation Area (SHCA) for the Cooper's hawk. Cogan grass and Chinese tallow have been documented within portions of the 500-foot buffer distance. FFWCC noted that Alternative 2 is about one mile longer in total length and has a significantly higher acreage of upland forests, agricultural lands, and urban lands, but less wetland acreage compared to Alternative 1. Alternative 1 should have fewer impacts since it is a shorter more direct route. USFWS noted that impacts to wetlands within the core foraging area of active wood stork colonies should be avoided and Eastern Indigo Snakes would also need to be addressed.

FFWCC recommended consideration of bridging high quality forested wetlands, and tributary streams, and the use of oversized box culverts to avoid habitat loss and degradation and to promote hydrological and habitat connectivity functions. Also, to consider appropriately designed exclusionary fencing along the roadway at these structures.

National Marine Fisheries Service (NMFS) noted in Coastal and Marine and Wetlands comments that the project is within the known range of the shortnose sturgeon, which is listed as endangered under the Endangered Species Act (ESA). The project is also within the range of Atlantic sturgeon which may be listed as endangered if the new rules proposed by NMFS are implemented. The lead federal agency should make an effects determination for these species and if it is determined that the project has the potential to adversely affect either of these species, consultation under Section 7 of the ESA should be initiated. A Wetlands Evaluation Report (WER) and Endangered Species Biological Assessment (ESBA) will be prepared during Project Development. Coordination with the USFWS will occur through permitting.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Wildlife and Habitat Issue: 2 found

4 Substantial assigned 12/03/2010 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required **Dispute Information:** N/A

Identified Resources and Level of Importance: The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13064, Duval County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that the project's purpose is to provide improved access from I-95 to the National Cemetery in northern Duval County that is safe and efficient and minimizes interaction with residential areas. The U.S. Department of Veterans Affairs operates this Cemetery in northern Duval County; and most visitor trips to and from the cemetery begin and end near the I-95 and Airport area of Jacksonville. Although the cemetery is located 3 miles north of the Jacksonville International Airport, and 5.5 miles west of I-95, the current trip from the Airport and I-95 is a 16-mile trip. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment Study (PD&E) to assess two Alternatives which are predominately on new Right-of-Way (ROW); however both will upgrade and utilize the existing Pecan Park Road and Arnold Road from I-95 as the first leg of the project.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the existing and proposed new alignments to account for both direct and indirect impacts, including construction of future Drainage Retention Areas (DRAs), equipment staging or storage areas, and potential areas for roadway fill. Our assessment reveals that the project area is in a very rural landscape, as only 4.3 percent (31.5 acres) of Alignment 1, and 9.7 percent (84.0 acres) of Alignment 2 are in High and Low Impact urban land uses. Within 500 feet of Alignment 1, upland forests represent 66.1 percent (486.2 acres), wetlands 17.1 percent (125.8 acres), and agricultural lands 11.9 percent (87.9 acres). Similarly, Alignment 2 is characterized by upland forests (64.3 percent, 618.4 acres) wetlands (8.4 percent, 71.1 acres), and agricultural lands (16.9 percent, 145.2 acres).

Our assessment also shows that plant community and land use types within 500 feet of Alternative 2 supports wetlands, including bay swamp (0.4 acres, 0.1 percent), cypress swamp (9.6 acres, 1.1 percent), freshwater marsh (1.1 acres, 0.1 percent), hardwood swamp (18.0 acres, 2.1 percent), mixed wetland forest (34.2 acres, 4.0 percent), open water (6.9 acres, 0.8 percent), shrub swamp (2.0 acres, 0.2 percent), and uplands consisting of hardwood forests (3.3 acres, 0.4 percent), mixed hardwood -pine forests (21.1 acres, 2.5 percent), pinelands (461.0 acres, 53.5 percent), and shrub and brushland (68.8 acres, 8.0 percent).

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act as Federally Endangered (FE) or Federally Threatened (FT), and the State of Florida as State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area and nearby regional area: Florida black bear (ST), Sherman's fox squirrel (SSC), Florida mouse (SSC), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), Florida sandhill crane (ST), wood stork (FE), burrowing owl (SSC), Southeastern American kestrel (ST), Florida scrub jay (FT), Eastern indigo snake (FT), Florida pine snake (SSC), gopher tortoise (ST), and gopher frog (SSC). Hereafter, these species are collectively referred to as "listed species." unless otherwise noted.

The following wildlife species, while not officially listed, are considered by the FWC as Species of Greatest Conservation Need, and have a high agency priority for habitat conservation and protection due to prior habitat loss or degradation, and may occur within this region's upland and wetland plant community types: swallow-tailed kite, short-tailed hawk, Cooper's hawk, Florida box turtle, Eastern diamondback rattlesnake, Eastern kingsnake, Northern bobwhite, red-headed woodpecker, common ground dove, bald eagle, Eastern cottontail rabbit, river otter, and the Southern hognose snake.

The GIS analysis within 500 feet of the existing and proposed ROW revealed several specific characteristics associated with lands along project Alignments 1 and 2 that provide some indication of potential habitat quality or sensitivity that may require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. The proposed regional area crossed by the two Alignments is within the Seaton Creek and Thomas Creek Drainage basins; and at their closest point, Alternative 1 is about 2.0 miles while Alternative 2 is approximately 1.0 mile south of the Nassau River. An assessment of the FWC ranking of Potential Habitat Richness shows that for Alignment 1, 33.2 percent of the area is ranked low while 56.9 percent is ranked as medium quality. For Alignment 2, the results are comparable, as 25.7 percent and 46.1 percent of the area are ranked as being of low and medium quality, respectively. Both Alignments 1 and 2 are totally within the U.S. Fish and Wildlife Service Red-cockaded Woodpecker Consultation Area and the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area. In addition, both Alignments run somewhat near or adjacent to, but avoid directly crossing the public lands of the Thomas Creek Conservation Area. A small portion of both Alignment 1 (7.8 percent) and Alignment 2 (5.0 percent) have been determined through modeling to represent a Strategic Habitat Conservation Area for the Cooper's hawk. Finally, while no exotic plants have been recorded within the assessment area for Alternative 1, Cogan grass and Chinese tallow have been documented within portions of the 100-, 200-, and 500-foot buffer zones along Alignment 2.

Comments on Effects to Resources: Based on the project information provided, we believe that direct effects could be substantial due to the planned use of new roadway Right-of-Way for Alignment 2, which are totally within and bisect the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area. Both forested wetlands and a significant acreage of upland plant communities that provide habitat for a wide variety of birds, mammals, amphibians and reptiles will be adversely affected, including a moderate number of Listed Species due to habitat loss or degradation. While our analysis shows that the two proposed Alignments are somewhat similar overall in terms of plant community types and acreages, Alignment 2 is about 1.0 miles longer in total length, has a significantly higher acreage of upland forests, agricultural lands, and urban lands, but less wetland acreage compared to Alignment 1. We recommend further studies and comparisons of habitat quality and identification of potential site-specific opportunities to avoid and minimize impacts to natural plant communities be undertaken to determine the preferred Alignment.

Indirect effects of the project could also be substantial. Upland and wetland habitat loss, fragmentation and isolation may occur due to future residential and commercial development in this rural undeveloped area that will be facilitated by improved access to the area, in addition to the effects of the new roadway. A moderate number of Listed Species that may occur along the Right-of-way (ROW) and in the region could be adversely affected by this development. In addition, adverse effects will occur from potential water quality degradation as a result of stormwater runoff from the additional impervious roadway surface draining into area wetlands, and a significant increase in roadkills of mammals, birds, reptiles, and amphibians on the new road alignment, including Listed Species and recreationally important species.

Additional Comments (optional): We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of Listed Species should be performed, both along the ROW and within sites proposed for DRAs. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources. Avoidance, minimization, and mitigation measures should also be formulated and implemented. If gopher tortoises are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should

be located in previously disturbed sites to avoid habitat destruction or degradation. All offsite areas identified for fill material for the roadway should also be surveyed for Listed Species.

We recommend consideration of bridging high quality forested wetlands, and tributary streams, and the use of oversized box culverts to avoid habitat loss and degradation, and to promote hydrological and habitat connectivity functions. Appropriately designed exclusionary fencing along the roadway at these structures would materially reduce roadkills of mammals, amphibians and reptiles and promote public safety. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration such as the lands within the Florida Forever Board of Trustees Northeast Florida Timberlands and Watershed Reserve land acquisition project area, or adjacent to the Thomas Creek Conservation Area. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. We recommend land acquisition and restoration of appropriate tracts adjacent to existing public lands near the project area, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas. FWC staff is available to assist in this effort by providing wildlife and habitat resource information and other related technical assistance. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the process for further overall coordination on this project.

Coordinator Feedback: None

2 Madarata assigned 1

3 Moderate assigned 12/02/2010 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required **Dispute Information:**N/A

Identified Resources and **Level of Importance:** Federally listed species and the ecosystems upon which they depend. Other federal trust resources such as migratory birds, wetlands and inter-jurisdictional fish species.

Comments on Effects to Resources: The proposal involves a new loop road through a rural, undeveloped landscape. Portions of this landscape have been set aside for conservation purposes and a 4(f)analysis may be required.

Direct impacts to wetlands are proposed. Impacts to wetlands within the core foraging area of active wood stork colonies should be avoided. The indirect and cumulative impacts as a result of road runoff of contaminants such as gas, oil and grease into these wetland ecosystems should be avoided.

Threats to eastern indigo snake habitat and increased roadkill of other reptiles, amphibians, birds and mammals due to habitat fragmentation caused by new or expanded roadways should be addressed. Other alternatives could be examined that may provide a more direct route to the cemetary and result in less impacts to fish and wildlife habitats and important wildlife corridors.

Additional Comments (optional): Further information on the location of active wood stork colonies and foraging habitats in Duval County, as well as other federally listed species and special conditions can be obtained at www.northflorida.fws.gov

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

Willimar assigned 02/2

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: Miccosukee Tribe of Indians of Florida DOE: Minimal

SHPO DOE: Minimal FHWA DOE: Minimal

Seminole Tribe of Florida DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of State (SHPO), Federal Highway Administration (FHWA), Seminole Tribe of Florida, and Miccosukee Tribe of Indians of Florida and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified no Florida Site File (FSF) Historic Standing Structures or Archaeological or Historic Sites within the 500-foot buffer distance.

The FHWA, SHPO, Seminole Tribe of Florida Tribal Historic Preservation Officer (STOF-THPO), and Miccosukee Tribe of Indians of Florida recommend that a Cultural Resource Assessment Survey (CRAS) be prepared for this project. The STOF-THPO noted that they would like to review a CRAS before commenting on direct effects to archaeological sites in the project area. The Miccosukee Tribe of Indians of Florida noted that if the CRAS shows that archaeological sites will be impacted by this project, that further consultation with the Miccosukee Tribe of Indians of Florida should be done. Coordination with the SHPO, FHWA, STOF-THPO, and Miccosukee Tribe of Indians of Florida will occur during Project Development.

ETAT Reviews: Historic and Archaeological Sites Issue: 4 found

2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: No resources have been thus far idendtified in proximity to the project.

Comments on Effects to Resources: CRAS is needed to address resources that may exist at the location, but which have not been previously identified.

Coordinator Feedback: None

Minimal assistant 44/20/2044

2 Minimal assigned 11/30/2010 by Alyssa McManus, FL Department of State

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: There are no cultural resources within a half-mile of the project corridor.

Comments on Effects to Resources: This project area has not been subjected to a cultural resource assessment survey. Since potentially significant archaeological sites may be present, it is the request of this office that the project site be subjected to a professional cultural resource survey. The purpose of this survey will be to locate and assess any cultural resources that may be present. The resultant survey shall conform to the specification set forth in Chapter 1A-46, Florida Administrative Code, and will need to be forwarded to the Division of Historical Resources in order to complete the reviewing process for this proposed project and its impacts. The results of the analysis will determine if significant cultural resources would be disturbed by this development. In addition, if significant remains are located, the data described in the report and the consultant's conclusions will assist this office in determining measures that must be taken to avoid, minimize, or mitigate adverse impacts to archaeological sites and historical properties listed, or eligible for listing in the NRHP, or otherwise significant.

Coordinator Feedback: None

2 Minimal assigned 11/05/2010 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Due to the absence of a systematic Cultural Resources Assessment Survey for the proposed project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project

Comments on Effects to Resources: The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Additional Comments (optional): The STOF-THPO would like to be informed if cultural resources that are potentially ancestral or historically relevant to the Seminole Tribe of Florida are inadvertently discovered during the construction process.

Coordinator Feedback: None

2 Minimal assigned 11/01/2010 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources: Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be

Additional Comments (optional): If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback: None

Coordinator Summary: Recreation Areas Issue

Substantial assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Moderate

FDEP DOE: Substantial USEPA DOE: Substantial

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Substantial.

The Geographical Information Systems (GIS) analysis identified one park, one Moderate Greenways Ecological Priority Linkages, and two Ecological Greenways Critical Linkages and Prioritization Results within the 100-foot buffer distance, one additional park within the 500-foot buffer distance, one school within the 1,320-foot buffer distance, and one existing recreational trail and one additional park within the 5,280-foot buffer distance. Public Lands including Parks have been addressed in the Special Designation Degree of Effects.

The FHWA and USEPA noted that if these resources are anticipated to be impacted by the project, a Section 4(f) Determination of Applicability will need to be prepared.

The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the Saint Johns River Water Management District (SJRWMD).

ETAT Reviews: Recreation Areas Issue: 3 found

4 Substantial assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Recreation Areas - Florida Forever BOT Projects, Florida Managed Areas, private and public parks

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A substantial degree of effect is being assigned to this issue for the proposed project. A Section 4(f) review may be necessary for this project.

Comments on Effects to Resources: The following recreational features are listed as being located within close proximity to the proposed project:

Public and/or Private Parks: Lannie Road Park - 500 foot buffer distance Pecan Park RV Resort - 100 foot buffer distance

Florida Forever BOT Projects:

Northeast Florida Timberlands and Watershed Reserve - 100 foot buffer distance

Florida Managed Areas:

Thomas Creek Conservation Area - 100 foot buffer distance

The Northeast Florida Timberlands and Watershed Reserve spans Duval, Nassau, and Clay counties. Acquisition of this property under the Florida Forever BOT Program will increase biodiversity, open spaces, outdoor recreation opportunities, and protect and restore the local environment. The Northeast Florida Timberlands and Watershed Reserve is home to four rare animal species and four rare plant species and includes flatwoods, cypress and hardwood swamp, and sandhills. Acquisition of the Northeast Florida Timberlands and Watershed Reserve will also increase outdoor recreation and educational opportunities including camping, picnicking, hiking and horseback riding. The property will also help meet national security needs by buffering Camp Blanding and preventing the surrounding area from development encroachment.

The Thomas Creek Conservation Area covers approximately 5,540 acres in both Nassau and Duval counties along Thomas Creek. Within the region, which has become increasingly urbanized, the conservation area provides valuable flood and water quality protection, and provides healthy, diverse habitat for wildlife and nature-based recreational opportunities. The conservation area protects 10 miles of Thomas Creek's shoreline. Wildlife on the conservation area includes deer, turkey, wild hog, northern bobwhite and numerous species of resident and migratory songbirds. Snapping turtle, Florida cooter and otter occur along the creek. Recreational opportunities on the area include hunting, wildlife viewing, hiking, horseback riding and bicycling.

EPA recommends that a survey of the area be conducted to confirm the location of current listed recreation area features, along with other recreation area features not listed in the GIS analysis data. FDOT will need to evaluate direct, indirect, and cumulative impacts to listed recreation area features and any other potential public or private parks. Opportunities to avoid and or minimize impacts and fragmentation to recreational resources should be evaluated and considered to the greatest extent practicable. A Section 4(f) review may be necessary for this project.

Coordinator Feedback: None

3 Moderate assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual **Dispute Information:**N/A

Identified Resources and Level of Importance: The potential for heavy impact to sensitive ecological resources in the area is high. A search in ETDM's GIS tool revealed 9538 acres of potentially impacted greenways and critical linkages within one mile of the proposed alternatives. These lands are shown to be "priority 4" and they are listed as an unknown description. The new facility will run right next to the Timucuan Preserve. The route appears to run through the Thomas Creek Conservation Area. Thomas Creek Conservation Area appears to be one named facility with two locations. The second location is close enough to the facility that it should be considered separately from the piece that the proposed roadway will run through. Within 500 feet is the Lanie Road Park.

Comments on Effects to Resources: Full consideration of negative impacts needs to be investigated and avoided or mitigated. A Section 4(f) determination of applicability may be needed if any recreation areas or areas functioning as a wildlife refuge are affected by the proposed project.

Substantial assigned 12/01/2010 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required **Dispute Information:** N/A

Identified Resources and Level of Importance: Both project alternatives have the potential to impact public lands acquired by the SJRWMD, Duval County/City of Jacksonville and State of Florida for the purposes of conservation and preservation. The EST reports approximately 6.66 acres of Thomas Creek Preserve within a 100-ft. buffer of Alternative 1. Within a 100-ft. buffer of Alternative 2, the EST reports approximately 1.5 acres of Thomas Creek Conservation Area.

Comments on Effects to Resources: These lands are part of the Northeast Florida Timberlands and Watershed Reserve Florida Forever BOT Project, which the roadway traverses. Since these lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory, the Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aguifer recharge potential, and recreational opportunities.

Additional Comments (optional): Under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed roadway construction activities necessitate right-of-way expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund or St. Johns River Water Management District Governing Board determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Saint Johns River Water Management District

Coordinator Summary: Section 4(f) Potential Issue

3 Moderate assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Moderate FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

Other topics concerning Section 4(f) potential can be referenced in the Special Designations, Historic and Archaeological, and Recreation Areas Degree of Effect. The FHWA noted that if these resources are anticipated to be impacted by the project, a Section 4(f) Determination of Applicability will need to be prepared, along with a Section 4(f) analysis as appropriate.

ETAT Reviews: Section 4(f) Potential Issue: 1 found

Moderate assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: The potential for heavy impact to sensitive ecological resources in the area is high. A search in ETDM's GIS tool revealed 9538 acres of potentially impacted greenways and critical linkages within one mile of the proposed alternatives. These lands are shown to be "priority 4" and they are listed as an unknown description. The new facility will run right next to the Timucuan Preserve. The route appears to run through the Thomas Creek Conservation Area. Thomas Creek Conservation Area appears to be one named facility with two locations. The second location is close enough to the facility that it should be considered separately from the piece that the proposed roadway will run through. Within 500 feet is the Lanie Road Park.

Comments on Effects to Resources: Full consideration of negative impacts needs to be investigated and avoided or mitigated. A Section 4(f) determination of applicability may be needed if any recreation areas or areas functioning as a wildlife refuge are affected by the proposed project. Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue

Minimal assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

The FDOT will coordinate with the community for future public outreach efforts to solicit the community's opinion on potential aesthetic effects caused by the project and to gather input on desired treatments and methods to address project effects. The FDOT will consider the public's recommendations in developing a project that is in harmony with the community and/or enhances the environmental, scenic and aesthetic values of the area. Potential involvement of this issue with the proposed project will be analyzed in detail during Project Development. Coordination with the community will occur throughout the project. There are no established aesthetic features in the project area. The FHWA noted that potential negative impacts must be reviewed and avoided or minimized.

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Aesthetics Issue: 1 found

2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: City of Jacksonville, North Florida TPO

Coordinator Summary: Economic Issue



2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified no census blocks with a median income below \$25,000 and no census blocks with a minority population over 40% within the 100-foot buffer distance. One census block (120310103019007) with a minority population over 40% is within the 500-foot buffer distance. Two Developments of Regional Impact (DRI) are within the 100-foot buffer distance. Planned Unit Developments (PUD) are discussed in the Special Designation Degree of Effect.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers

(Environmental Protection Agency [EPA], 1994). Public outreach will be conducted with residents and businesses in the area to solicit input on the project, particularly concerning access.

No comments were received from the Federal Highway Administration (FHWA), the North Florida Transportation Planning Organization (TPO), or the City of Jacksonville.

ETAT Reviews: Economic Issue: None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: City of Jacksonville, Federal Highway Administration, North Florida TPO

Coordinator Summary: Land Use Issue

4 Substantial assigned 02/28/2011 by FDOT District 2

Comments: DCA DOE: Substantial

FHWA DOE: Minimal

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Community Affairs (DCA) and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Substantial.

The project is not consistent with the North Florida Transportation Planning Organization's (TPO) 2035 Long Range Transportation Plan (LRTP), but the FDOT will work with the North Florida TPO to have the project added to the LRTP.

The DCA noted that this project is generally consistent with the Goals, Objectives, and Policies of the City of Jacksonville Comprehensive Plan, but the alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements. Once an alternative is selected, the City of Jacksonville Future Transportation Map should be updated that include this project.

No comments were received from the North Florida TPO or the City of Jacksonville.

ETAT Reviews: Land Use Issue: 2 found



4 Substantial assigned 01/20/2011 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: The JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD ETDM project lies within the City of Jacksonville and has been reviewed for consistency with the adopted comprehensive plan.

PROJECT PURPOSE AND NEED

The Jacksonville National Cemetery Access Road project consists of two alternatives for a proposed roadway extension connecting Pecan Park Road/Arnold Road to Lannie Road. The project is classified as a rural minor arterial. The purpose of this project is to provide access to the National Cemetery in Northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas.

COMMENTS

The Proposed Project is Consistent with the Comprehensive Plan of the following local government: City of Jacksonville

The area below is provided to explain project inconsistencies if answering "Inconsistent" and to provide statutory references as necessary. In addition, if a "Consistent" response requires explanation the area below will be for further illustration if necessary.

Alternative 1 extends west of Pecan Park/Arnold Road curving northwest connecting to Lannie Road at the Cemetery and traverses lands with the following Future Land Use Map categories: Light Industrial, Agriculture III and IV, and Recreation and Open Space.

Approximately 0.75 west of the Pecan Road/Arnold Road intersection Alternative 2 runs north and connects with Lannie Road two miles east of the Cemetery, traversing lands with the following Future Land Use Map categories: Agricultural II and III, Multi Use, Rural Residential, Recreation and Open Space, and Public Buildings and Facilities Uses (the Cemetery).

The proposed project is consistent with the following policy in the City of Jacksonville Comprehensive Plan Land Use Element which addresses development of regional transportation facilities in rural areas:

Policy 1.2.5: Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

However, the project traverses lands contained within the Florida Forever Board of Trustees' Northeast Florida Timberlands and Watershed Reserve Project. Each of the ETDM project alternatives includes new roadway on property designated "essential parcels remaining" for acquisition as identified on Map 1 of 4, Northeast Florida Timberlands and Watershed Reserve. These lands are included in the Florida Natural Areas Inventory and have been verified by Florida Communities Trust staff. New roadway construction within either alternative may have adverse impacts on the conservation areas proposed for acquisition. Consequently, the project does not further the following objective and policy contained in the City of Jacksonville

Comprehensive Plan Recreation and Open Space Element:

Objective 5.1: The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.

Policy 5.1.2: The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

RECOMMENDATIONS

While the Department's review indicates that this project is generally consistent with the Goals, Objectives and Policies of the City of Jacksonville Comprehensive Plan, the selected project alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements.

Rule 9J-5.016(5)(a)1.b., F.A.C., requires the future transportation map or map series of the local comprehensive plan to identify proposed arterial roads. [The roadway is classified as a minor arterial.] Once an alternative is selected, the City of Jacksonville Future Transportation map should be updated to include the project.

Comments on Effects to Resources: see above

Coordinator Feedback: None

2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: City of Jacksonville, North Florida TPO

Coordinator Summary: Mobility Issue

Enhanced assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: Enhanced

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Enhanced.

The Geographical Information Systems (GIS) analysis identified one Transportation Disadvantaged Service Provider within the 500-foot buffer distance.

No comments were received from the Federal Highway Administration (FHWA), the North Florida Transportation Planning Organization (TPO), or the City of Jacksonville.

ETAT Reviews: Mobility Issue: None found

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: City of Jacksonville, Federal Highway Administration. North Florida TPO

Coordinator Summary: Relocation Issue



2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: FHWA DOE: Minimal FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified 14.36% of low density residential, 2.18% of rural residential, and 2.23% of commercial and services within the 100-foot buffer distance. A Conceptual Stage Relocation Plan will be prepared for this project.

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Relocation Issue: 1 found



2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: City of Jacksonville, North Florida TPO

Coordinator Summary: Social Issue

2 Minimal assigned 02/28/2011 by FDOT District 2

Comments: USEPA DOE: Minimal

FHWA DOF: Minimal DCA DOE: None

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Federal Highway Administration (FHWA), and the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Minimal.

The Geographical Information Systems (GIS) analysis identified one civic center within the 100-foot buffer distance and four government buildings within the 500-foot buffer distance.

Other social resources are listed under the Infrastructure, Special Designations, Historic and Archaeological, Recreational Areas, Section 4(f), Mobility, and Economic DOEs.

The DCA noted that social impacts cannot currently be determined for this project.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

No comments were received from the North Florida Transportation Planning Organization (TPO) or the City of Jacksonville.

ETAT Reviews: Social Issue: 3 found

0 None assigned 01/20/2011 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Social impacts cannot currently be determined for this project.

Comments on Effects to Resources: see above

Coordinator Feedback: None



2 Minimal assigned 12/17/2010 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Residential communities and properties, commercial businesses and properties, social service facilities, religious facilities or centers, schools, healthcare facilities, public parks and recreation areas, etc. Based upon current land use cover in the project area, there are few listed social resources.

Comments on Effects to Resources: EPA offers no substantial comments regarding social features at this time. The project area is primarily rural/agricultural. Based upon land use in the project area and a review of the GIS analysis data at the programming screen review stage, direct impacts to social resources are anticipated to be minimal for the proposed project.

Coordinator Feedback: None



2 Minimal assigned 12/05/2010 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance: There are some human impacts; within one mile of the proposed facility are some residents. The age of the surrounding population does not seem to reveal any one particular dominating age group. One block group is revealed to have a minority population of 57% (649 persons) within 500 feet.

Comments on Effects to Resources: Careful consideration of potential negative impacts must be reviewed and avoided or minimized. Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: City of Jacksonville, North Florida TPO

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects Issue

N/A N/A / No Involvement assigned 02/28/2011 by FDOT District 2

Comments: FDOT Recommended DOE: N/A / No Involvement

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of N/A / No Involvement.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT will consider this issue further when these necessary tools and guidance are in place.

ETAT Reviews: Secondary and Cumulative Effects Issue: None found

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No eliminated alternatives present.

Project Scope

General Project Commitments

No General Project Commitments Found

Required Permits					
Permit Name	Туре	Review Date			
Department of the Army Corps of Engineers Nationwide Permit	USACE	10/21/10			
FDEP NPDES General Permit	Other	10/21/10			
Environmental Resource Permit	State	10/21/10			

Required Technical Studies		
Technical Study Name	Туре	Review Date
Geotechnical Report	ENGINEERING	10/21/10
Typical Section Package	ENGINEERING	10/21/10
Advance Notification/ICAR Package	ENVIRONMENTAL	10/21/10
Public Involvement Plan	ENVIRONMENTAL	10/21/10
Class of Action Determination	ENVIRONMENTAL	10/21/10
Draft Environmental Assessment	ENVIRONMENTAL	10/21/10
Environmental Assessment	ENVIRONMENTAL	10/21/10
Noise Study Report	ENVIRONMENTAL	10/21/10
Air Quality Report	ENVIRONMENTAL	10/21/10
Contamination Screening Evaluation Report	ENVIRONMENTAL	10/21/10
Public Hearing Transcript	ENVIRONMENTAL	10/21/10
Endangered Species Biological Assessment	ENVIRONMENTAL	10/21/10
Wetlands Evaluation Report	ENVIRONMENTAL	10/21/10
Cultural Resource Assessment	ENVIRONMENTAL	10/21/10
Alternatives Evaluation Report	ENGINEERING	10/21/10
Contamination Screening Evaluation Technical Memorandum	Other	10/21/10
Project Development Summary Report (PDSR)	ENGINEERING	10/21/10
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL	10/21/10

Class of Action

Class of Action Determination

Class of Action: Environmental Assessment with Lead Agency Federal Highway Administration

Other Actions: None

Class of Action Signatures

NOT REVIEWED by Brandi Vittur, FDOT ETDM Coordinator for FDOT District 2 on 02/28/2011

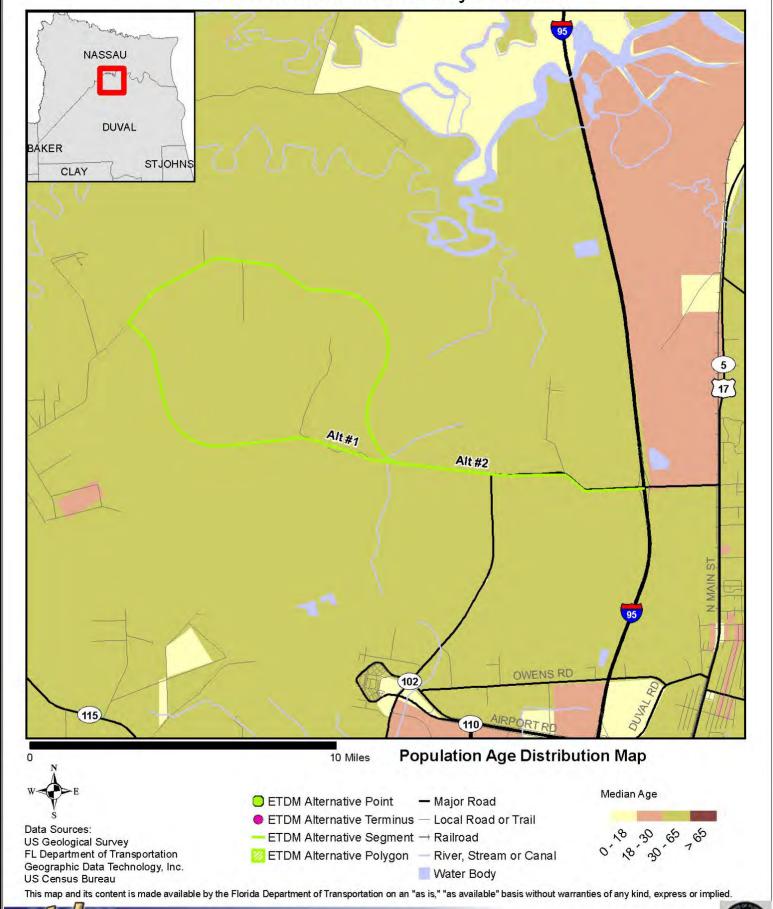
ACCEPTED by Cathy Kendall, Lead Agency ETAT Member for Federal Highway Administration on 03/28/2011

Comments: FHWA finds the proposed class of action of "Environmental Assessment" (EA) for the project appropriate. This finding is based on the proposed project scope and the ETDM screening results that identify substantial impacts for some resources that do not, at this time, appear to be significant, but will require extensive avoidance, minimization, and mitigation. The class of action can be changed and the project elevated to an EIS if significant impacts or controversy become apparent. Please note that this project will require extensive corodination with state and federal agencies regarding the public conservation areas, and will also require that inconsistencies regarding local plans and funding issues be resolved before the FHWA can complete an environmental approval process. Additionally, the environmental document must ensure that the selected alternative satisfy the purpose and need, including that which is related to avoiding residential land use conflicts.

Dispute Resolution Activity Log

No Dispute Actions Found.

13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance



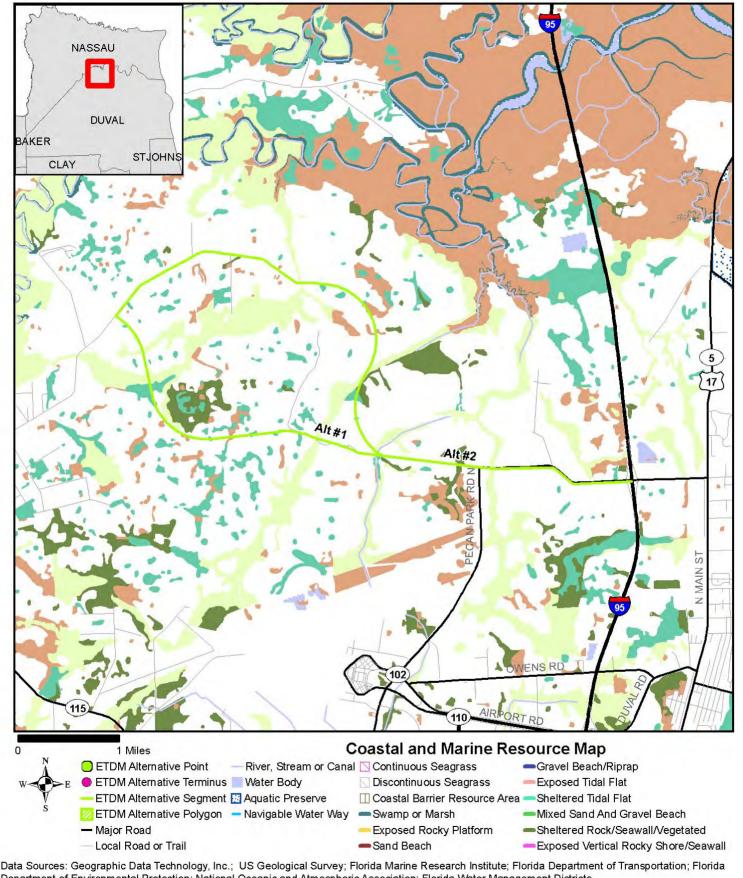
Efficient Transportation Decision Making

Environmental Screening Tool

Map Generated on: 10/22/2010

13064 Jacksonville National Cemetery Access Road

I-95 to National Cemetery Entrance



Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance NASSAU DUVAL BAKER STJOHN CLAY Alt#1 Alt#2 OWENS RD 115 Community Facilities and Services Map ETDM Alternative Point Cemetery Major Road Fire Station ETDM Alternative Terminus A Social Service Local Road or Trail Health Care ETDM Alternative Segment Community Center - Railroad School ETDM Alternative Polygon 🖈 Law Enforcement Community Boundary @ Government Water Body



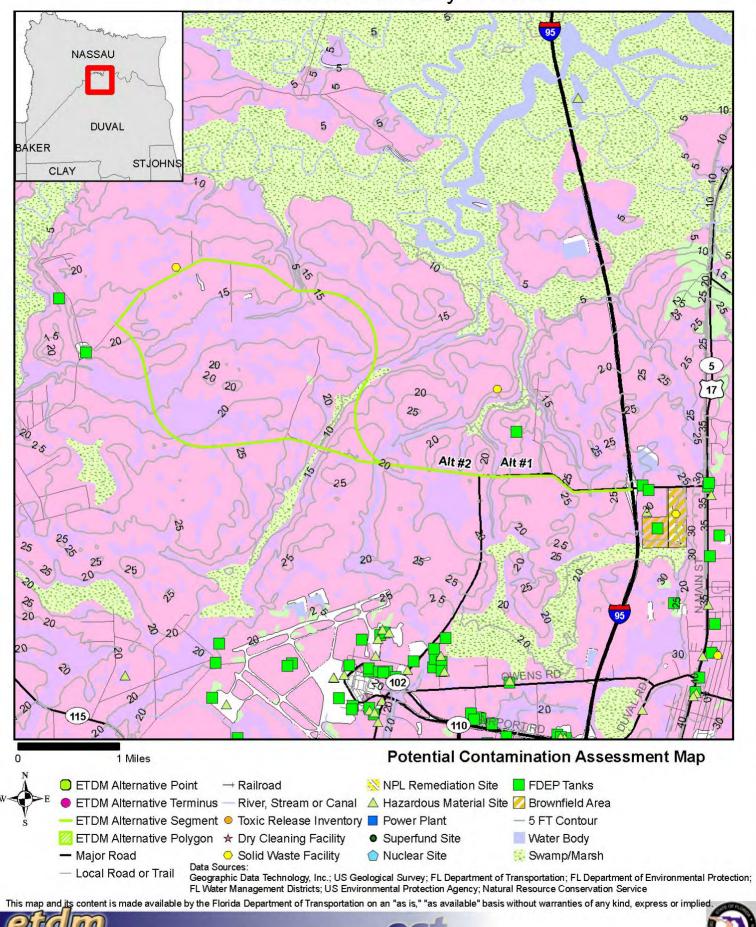


Environmental Screening Tool

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13064 Jacksonville National Cemetery Access Road

I-95 to National Cemetery Entrance

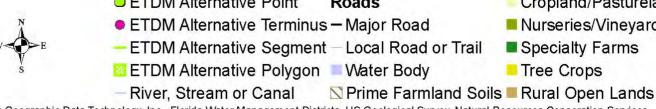


Efficient Transportation Decision Making

Environmental Screening Tool

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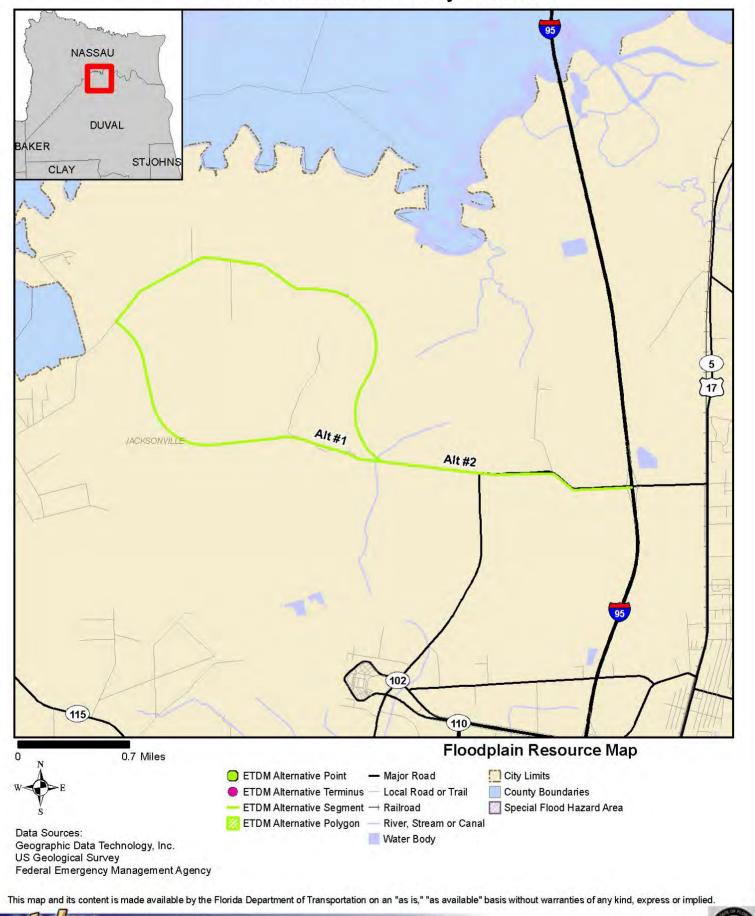
13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance NASSAU DUVAL STJOHN CLAY Alt#1 Alt #2 OWENS RD Farmlands Resource Map 6 Miles ETDM Alternative Point Cropland/Pastureland Roads ETDM Alternative Terminus – Major Road Nurseries/Vineyards ETDM Alternative Segment — Local Road or Trail ■ Specialty Farms



Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conseration Services This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied



13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance



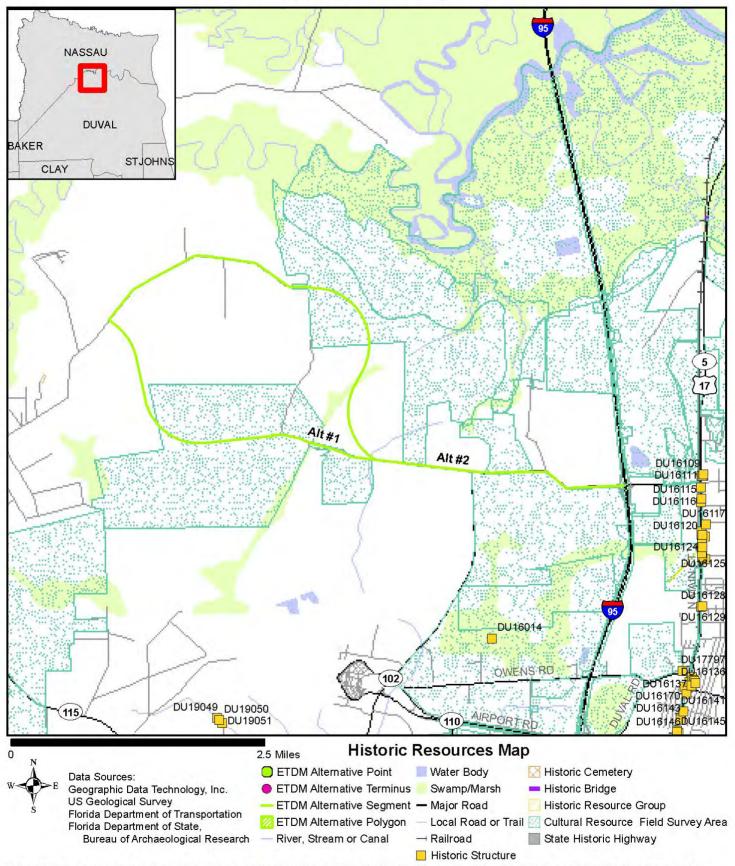
ortation Decision Making

Environmental Screening Too

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13064 Jacksonville National Cemetery Access Road

I-95 to National Cemetery Entrance

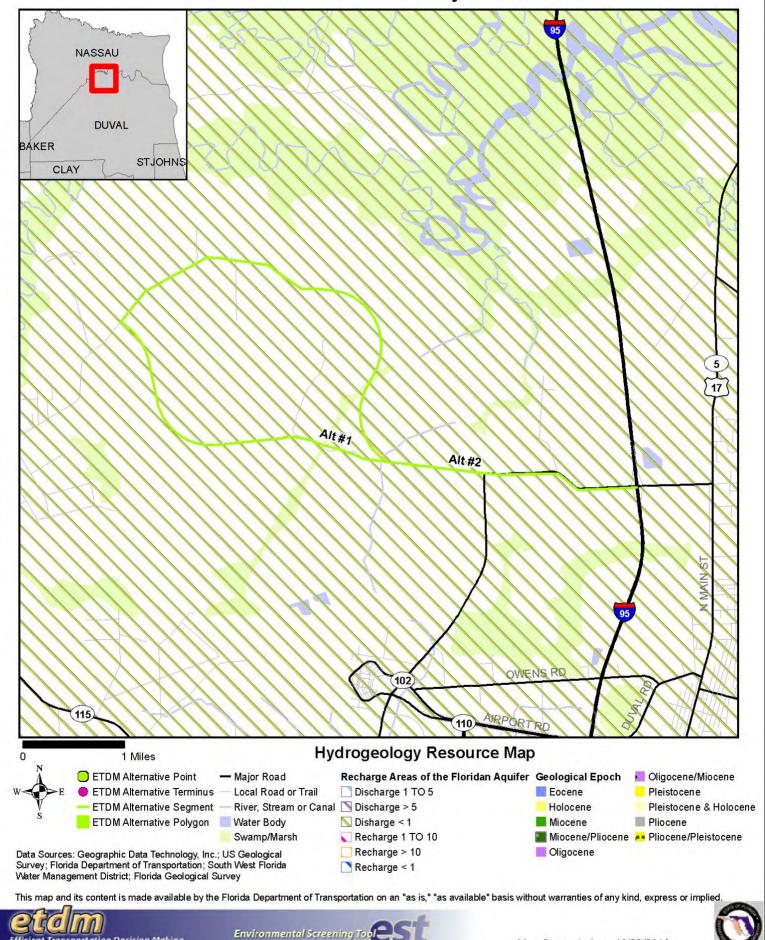


Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.



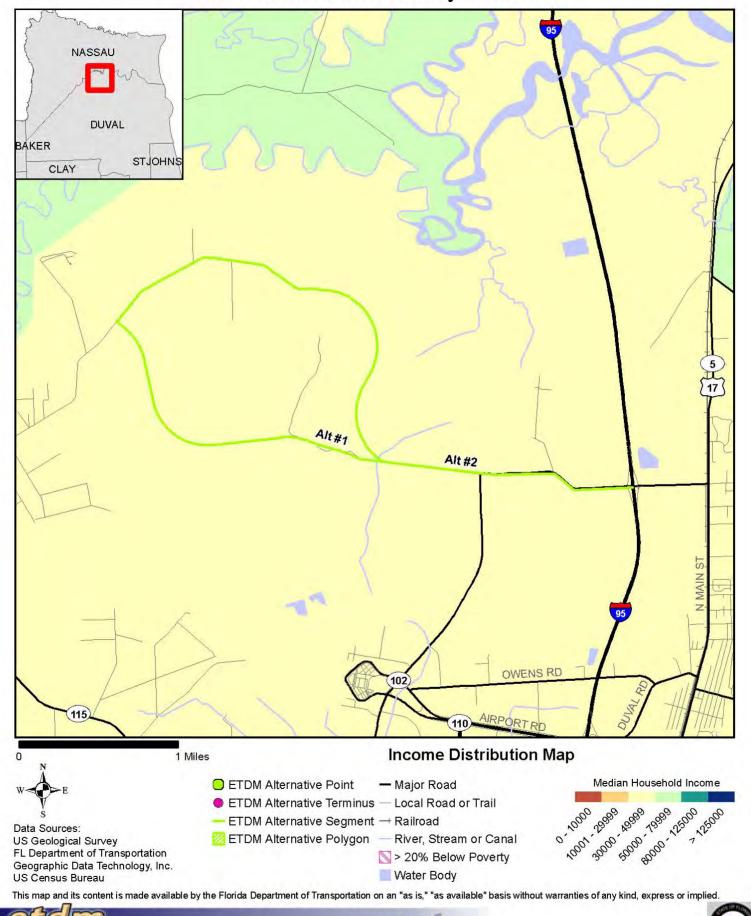
Environmental Screening To

I-95 to National Cemetery Entrance



Efficient Transportation Decision Making

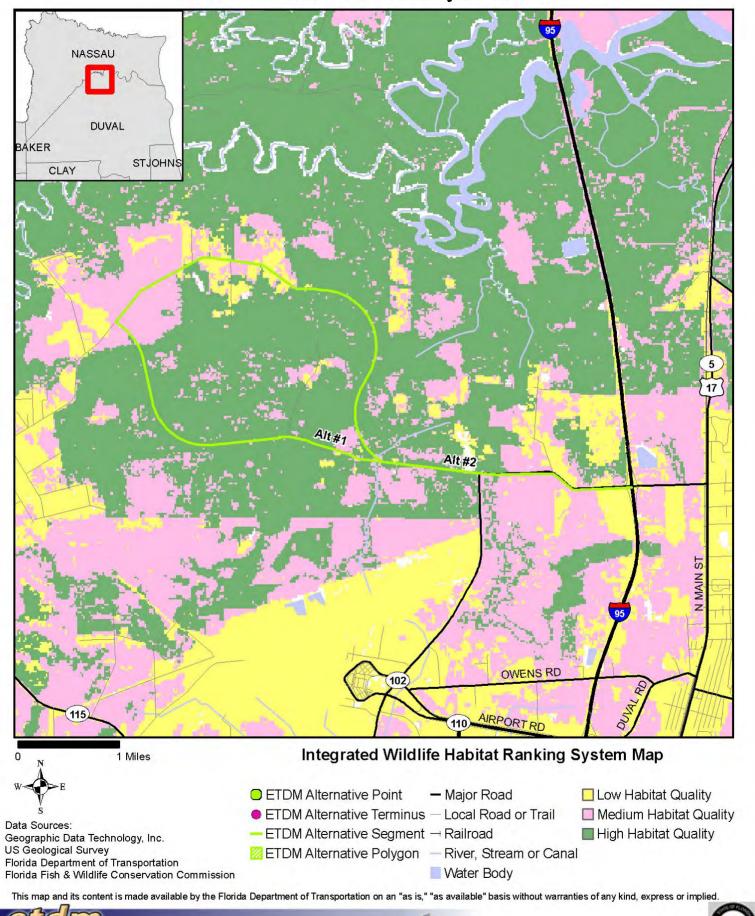
I-95 to National Cemetery Entrance



Efficient Transportation Decision Making

Environmental Screening Tool

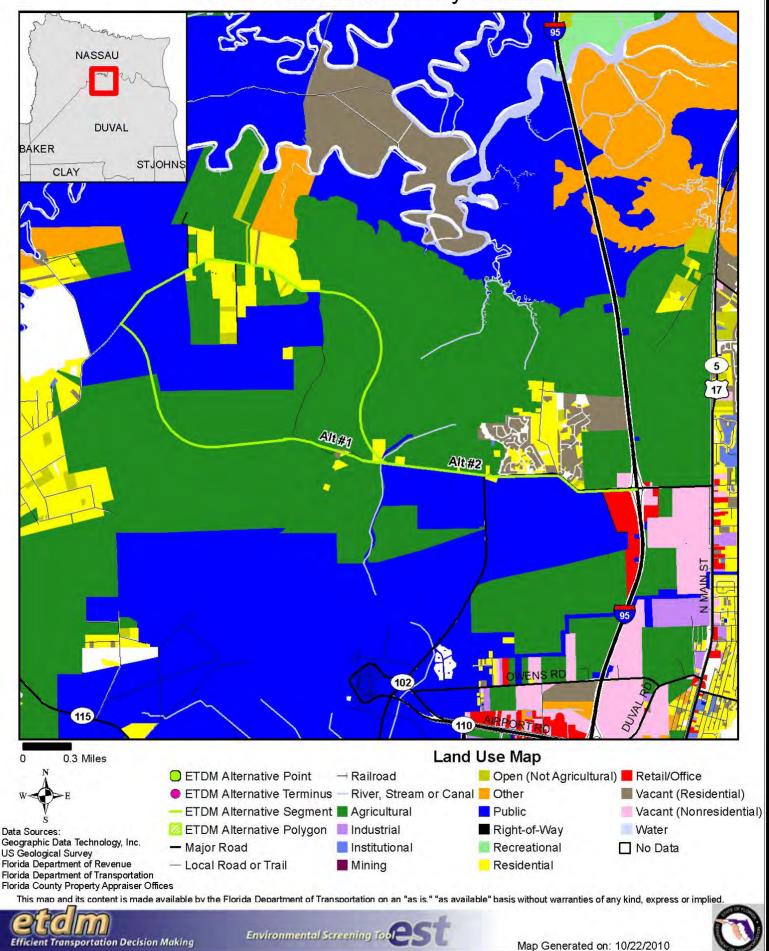
I-95 to National Cemetery Entrance



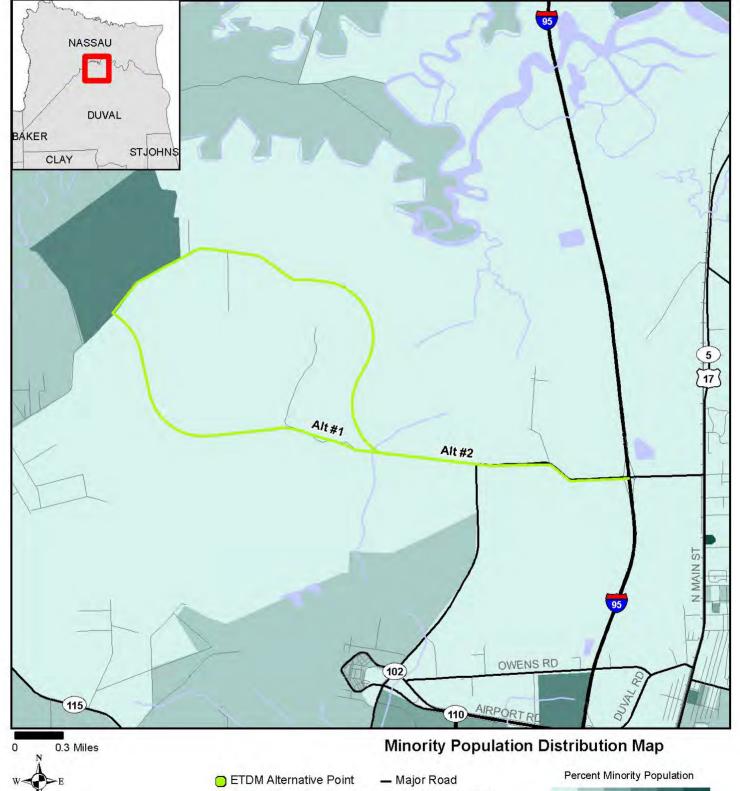
Efficient Transportation Decision Making

Environmental Screening Tool

I-95 to National Cemetery Entrance



I-95 to National Cemetery Entrance



ETDM Alternative Terminus — Local Road or Trail

ETDM Alternative Segment -- Railroad ETDM Alternative Polygon

River, Stream or Canal

Water Body



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Geographic Data Technology, Inc.

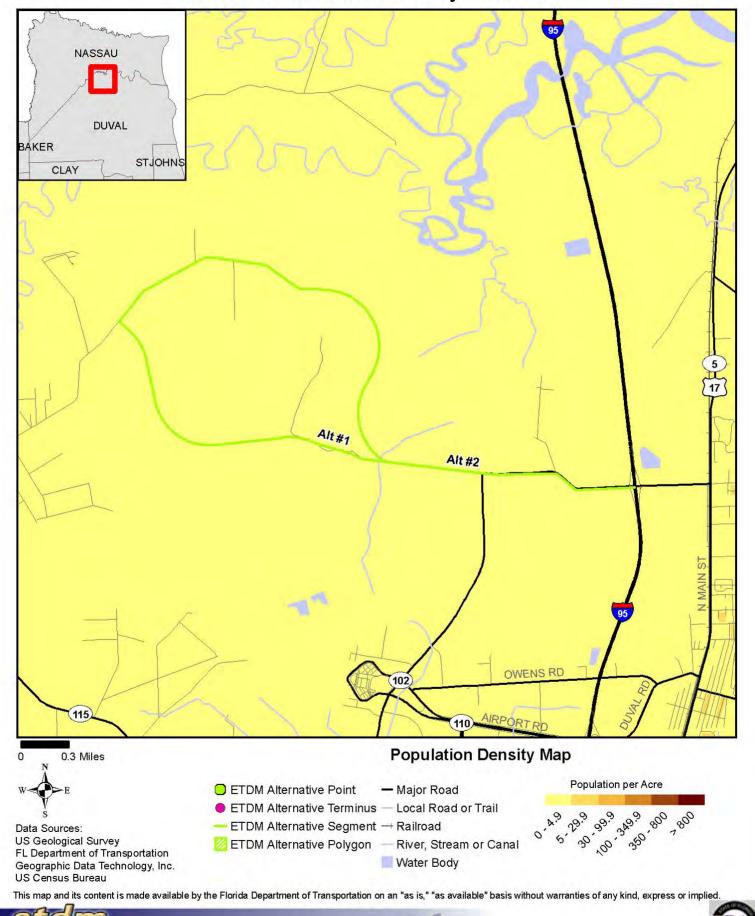
Environmental Screening Tool

Map Generated on: 10/22/2010

Data Sources: US Geological Survey

US Census Bureau

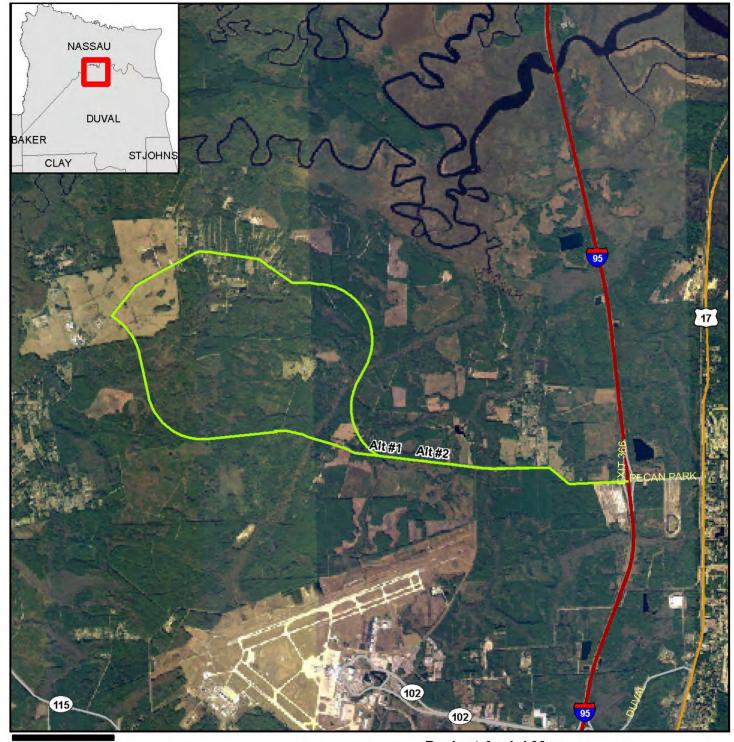
I-95 to National Cemetery Entrance



Efficient Transportation Decision Making

Environmental Screening Tool

I-95 to National Cemetery Entrance



1 Miles Project Aerial Map



Data Sources:

Highways - Geographic Data Technology, Inc. Digital Orthophotograph - US Geological Survey

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

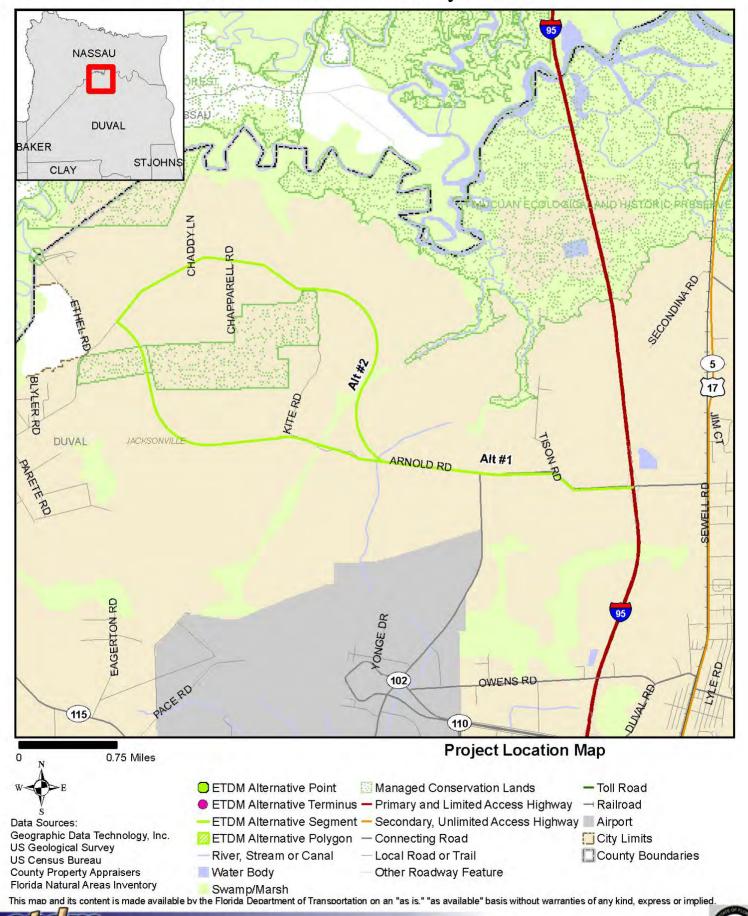
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Environmental Screening To



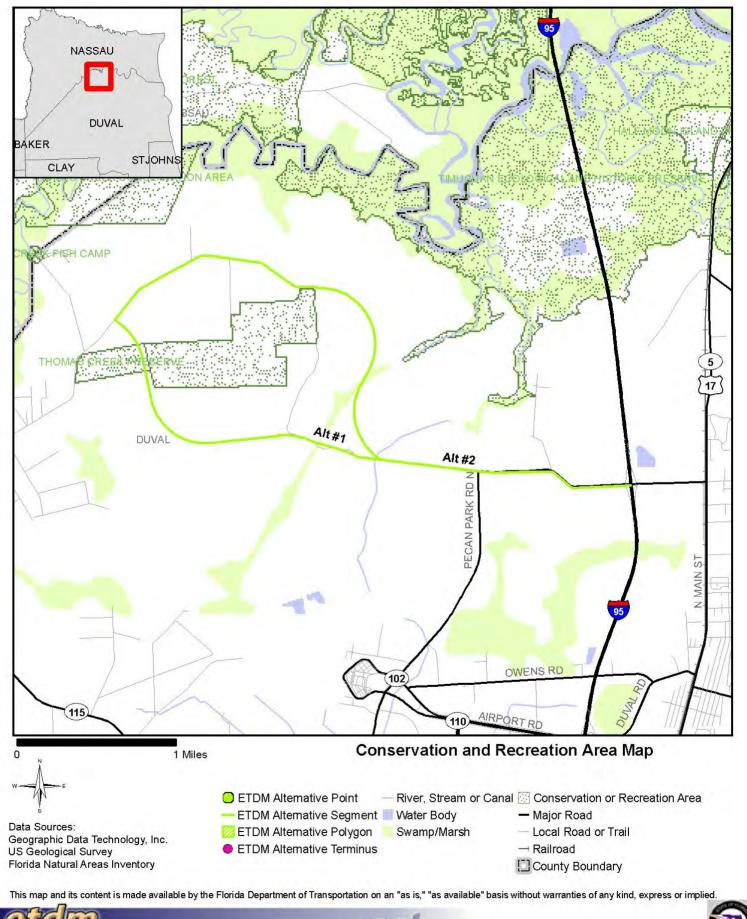
13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance



Efficient Transportation Decision Making

Environmental Screening Tool

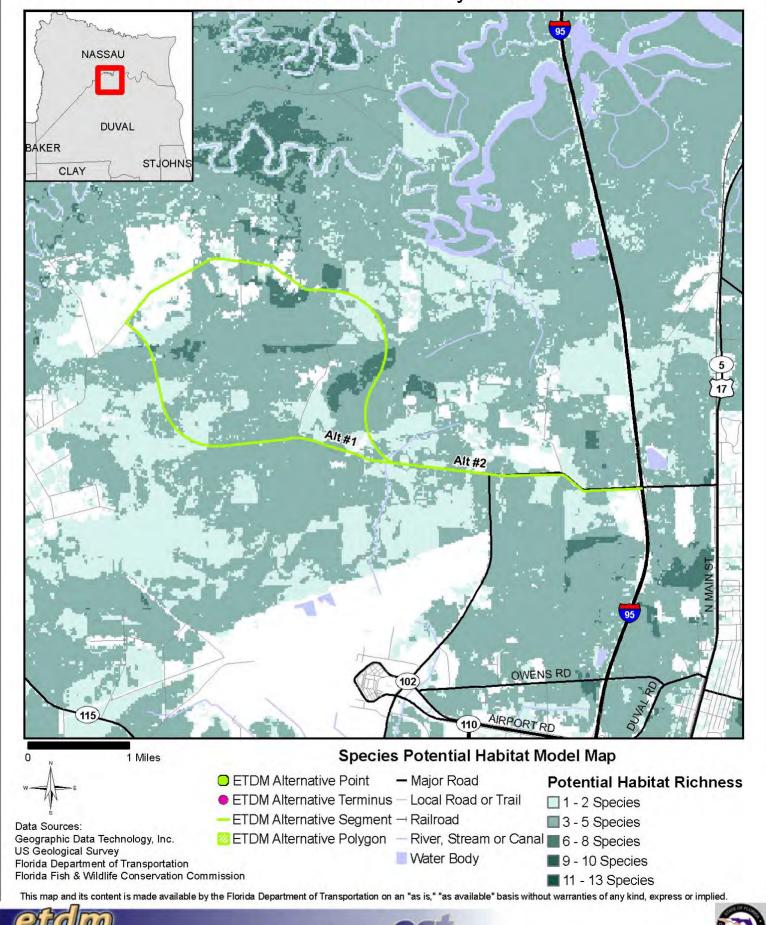
13064 Jacksonville National Cemetery Access Road I-95 to National Cemetery Entrance



Environmental Screening Tool

Efficient Transportation Decision Making

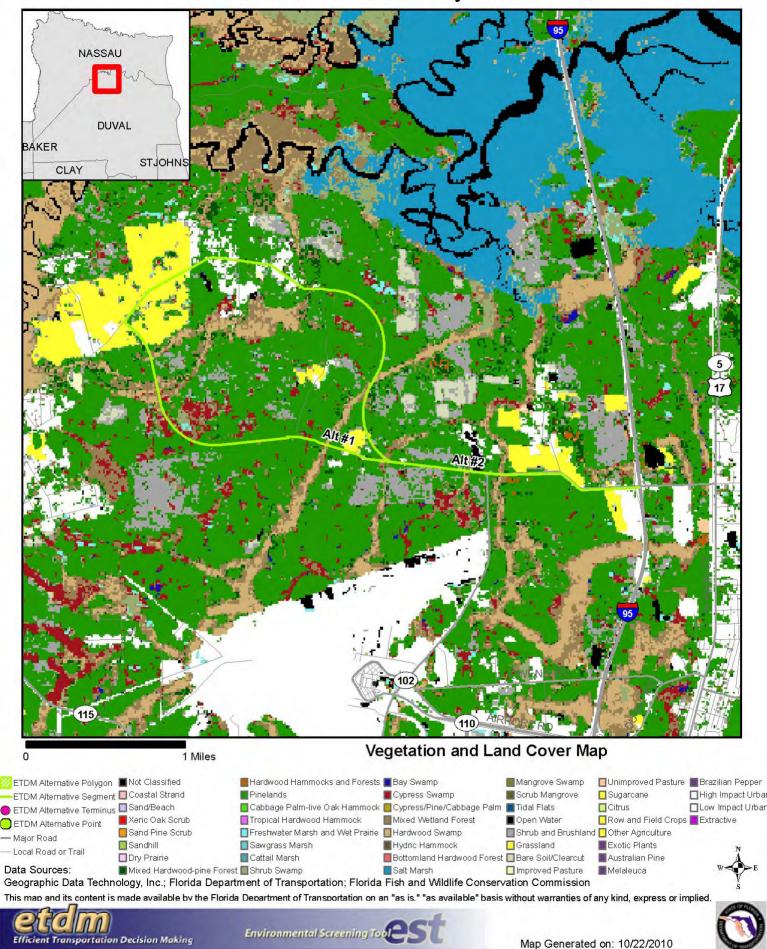
I-95 to National Cemetery Entrance



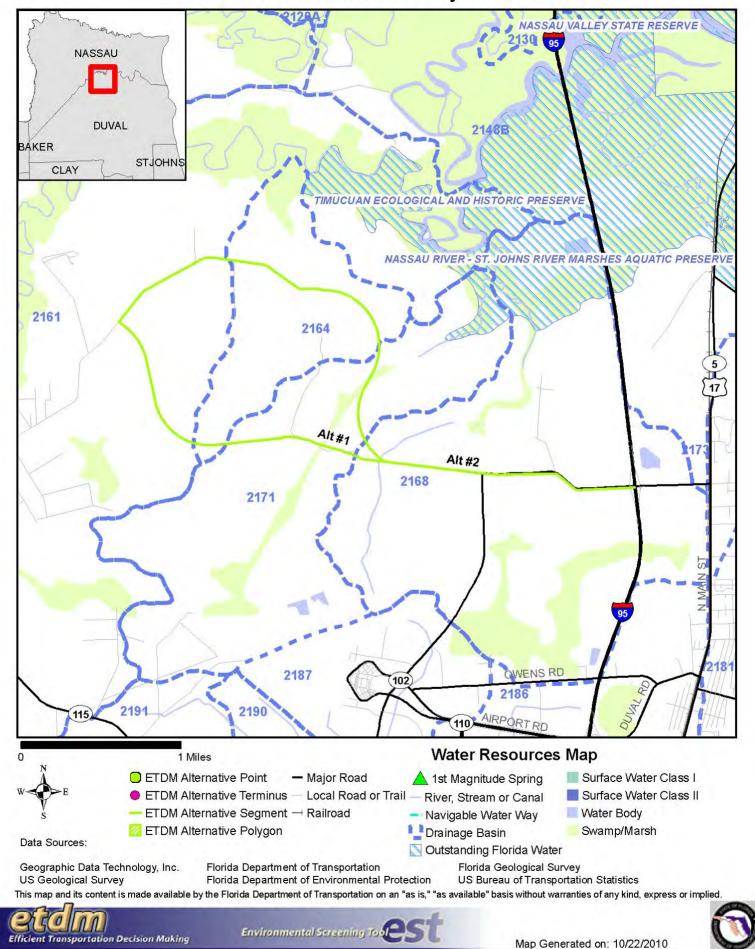
Efficient Transportation Decision Making

Environmental Screening Tool

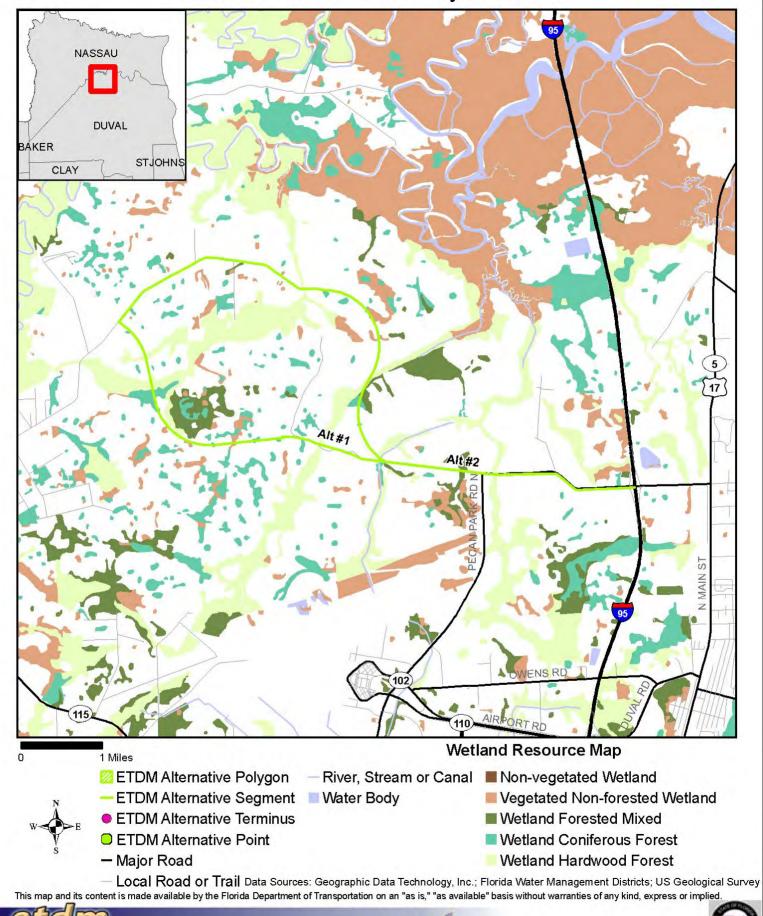
I-95 to National Cemetery Entrance



I-95 to National Cemetery Entrance



I-95 to National Cemetery Entrance



Efficient Transportation Decision Making

Environmental Screening Tool

Appendices

Degree of	Effect	Legend
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		Legend					
Color Code	Meaning	ETAT	Public Involvement				
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the projethe proposed transportation action.	,				
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned ; project. No adverse effect on the community				
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.				
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.					
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.					
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.				
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.				
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.				
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.				
	No ETAT Consensus	ETAT members from different agencies assigned a different ETDM coordinator has not assigned a summary degree of e					
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue has not assigned a summary degree of effect.					

GIS Analyses

Since there are so many GIS Analyses available for Project #13064 - Jacksonville National Cemetery Access Road, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=13064&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 03/28/2011 by Brandi Vittur Milestone** is selected. GIS Analyses snapshots have been taken for Project #13064 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Printed on: 5/02/2011



□ Public Information Meeting – June 2, 2011
□ Public Meeting Notice
□ Public Officials and Interested Citizens E-mail List
□ Property Owners Mailing List
□ Sign-in Sheets
\Box Agenda
□ Evaluation Matrix Board
□ Project Alternatives Board
□ Segment B Typical Section Board
☐ U.S. Representative Ander Crenshaw Letter dated June 2, 2011
□ Public Hearing – September 15, 2016
☐ Public Hearing Notice and Newspaper Display Advertisement
□ Public Officials and Interested Citizens E-mail List
□ Property Owners Mailing List

□ Sign-in Sheets
□ <i>Handout</i>
□ Display Boards
□ Public Hearing Roll Plot - Full Scale
\square Public Hearing Roll Plot - 11x17
□ Video Presentation Script and Slides
□ Public Comments Received
□ FDOT Responses to Comments
□ Official Public Hearing Transcript

Public Information Meeting June 2, 2011



DATE:

Thursday, June 2, 2011

DOORS OPEN

4:30 P.M.

PUBLIC COMMENT PERIOD:

6:30 P.M.

LOCATION

Hampton Inn & Suites 13551 Airport Court Jacksonville, FL 32218

Florida Department of Transportation Public Information Meeting Jacksonville National Cemetery Access Road Financial Project ID: 428455-1



The Florida Department of Transportation invites you to a Public Information Meeting to discuss the proposed Jacksonville National Cemetery Access Road.

The Florida Department of Transportation (FDOT) has received discretionary funding through the Federal Highway Administration to study constructing a road to connect the Jacksonville National Cemetery to Interstate 95 (I-95). This discretionary funding has been



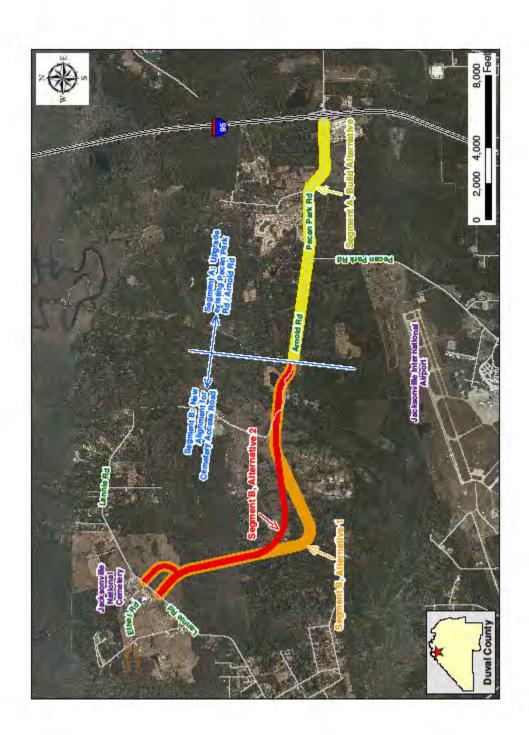
Jacksonville National
Cemetery

granted to provide improved access to the cemetery and to provide relief for traffic congestion caused by funeral processions on Lannie Road. Alternatives are being studied that connect the existing I-95/Pecan Park Road

Interchange to the Lannie Road/Ethel Road Intersection (near the entrance to the Jacksonville National Cemetery).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Jim Knight, at the number below at least 7 days prior to the meeting.

Jim Knight, P.E.
Florida Department of Transportation
Mail Station 2007
1109 S. Marion Avenue
Lake City, Florida 32025
Phone: (386) 961-7707 or (800) 749-2967 ext. 7707
Email: james.knight@dot.state.fl.us





Official's / Interested Persons Email List

Andrew W. Phillips, Cocoa Regulatory Office, Army Corps of Engineers – <u>Andrew.w.phillips@usace.army.mil</u> Ed Lehman, Director of Planning & Development, Northeast Florida Regional Council – elehman@nefrc.org The Honorable Charles McBurney, Florida State Representative – Charles mcburney@myfloridahouse.gov Wendy Morrow, Public Information Manager, Jacksonville Transportation Authority – <u>wmorrow@itafla.com</u> The Honorable Reggie Fullwood, Florida State Representative – <u>reggie fullwood@myfloridahouse.gov</u> The Honorable Mike Weinstein, Florida State Representative – mike.weinstein@myfloridahouse.gov The Honorable Janet Adkins, Florida State Representative – <u>janet adkins@myfloridahouse.gov</u> The Honorable Daniel Davis, Florida State Representative – <u>Daniel davis@myfloridahouse.gov</u> Guy Parola, Senior Regional Planner, Northeast Florida Regional Council – <u>gparola@nefrc.org</u> Michelle Schlueter, Florida Transportation Commission – michelle schlueter@regions.com The Honorable Mia Jones, Florida State Representative – <u>mia.jones@myfloridahouse.gov</u> The Honorable John Thrasher, Florida State Senate - thrasher john.web@flsenate.gov William Killingsworth, Director, Jax Planning & Development Department – <u>bill@coj.net</u> The Honorable Lake Ray, Florida State Representative – <u>Iake ray@myfloridahouse.gov</u> The Honorable Stephen Wise, Florida State Senate – wise.stephen.web@flsenate.gov Brian Teeple, Chief Director, Northeast Florida Regional Council – bteeple@nefrc.org Marty Lanahan, Florida Transportation Commission – <u>marty lanahan@regions.com</u> Gregory L. Hall, Federal Highway Administration – <u>gregoryL.Hall@dot.gov</u> Joey Duncan,P.E., Jacksonville Public Works Director – <u>jduncan@coj.net</u> Ronnie Fussell, Jacksonville City Council, At Large – <u>ronnief@coj.net</u> Denise Lee, Jacksonville City Council, D-8 – edlee@coj.net John Peyton, Mayor, City of Jacksonville – <u>ipeyton@coj.net</u> Ray Holt, Jacksonville City Council, D-11 – <u>holt@coj.net</u>

The Honorable Melvin Ursery, Ocean, Highway & Port Authority, Commissioner / TPO – musery@comcast.net The Honorable Travis Cummings, Clay County Commission / TPO - travis.cummings@co.clay.fl.us The Honorable Danny Leeper, Nassau County Commission / TPO – <u>dleeper@nassaucountyfl.com</u> The Honorable Doug Conkey, Clay County Commission / TPO - doug.conkey@co.clay.fl.us The Honorable Mike Borno, City of Atlantic Beach, Mayor / TPO – mborno@coab.us Jeff Sheffield, Director, North Florida TPO - isheffield@northfloridatpo.com

The Honorable Michael Corrigan, Jacksonville City Council / TPO – Corrigan@coj.net

Mr. Buck Fowler, JAXPORT Board Member / TPO – <u>fowl3</u>495@bellsouth.net

The Honorable Jay Morris, St. Johns County Commission / TPO- bccd4@sicfl.us The Honorable Bill Bishop, Jacksonville City Council / TPO - wbishop@coj.net

Mr. Michael Cavendish, Gunster, Yoakley & Steward, P.A. / TPO – mcavendish@gunster.com

Deborah Pass Durham, Potentiae / TPO - Deborah@potentiae.com

Carolyn Chatman, Assistant to US Representative Corrine Brown - Carolyn.chatman@mail.house.gov The Honorable Nancy Sikes-Kline, St. Augustine City Commission / TPO – <u>nancysikeskline@aol.com</u> Carl Youman, St. Augustine/St. Johns Airport Authority / TPO – <u>cyouman@staugustineairport.com</u>

Jackie Smith, Assistant to US Representative Ander Crenshaw – <u>Jackie smith@mail.house.gov</u> Ashley Cook, Assistant to US Senator Marco Rubio – <u>Ashley_cook@rubio.senate.gov</u>

Lisa Marshall, Assistant to US Senator Bill Nelson – <u>lisa_marshall@billnelson.senate.gov</u> Mitchell Montgomery – <u>Mitchell@montgomerylandco.com</u>

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Bill Joyce, Jacksonville City Engineer – joyce.coj.net

David Hahn, City of Jacksonville - Hahn@coj.net

Mike Sands, City of Jacksonville – msands@coj.net

Laurie Kattreh, Jacksonville Planning & Development Dept – 1kattreh@coj.net

Sue Hughes, Jax National Cemetery Advisory – jamiedhughes@msn.com

Doug Register, Rotary of N. Jax - dbrassc1@bellsouth.net

Steven Richardson, Assistant to Florida State Senator Wise – Richardson steven <u>s05@flsenate.gov</u> <u> Mike Herzberg, Sleiman Enterprises – <u>mherzberg@sleiman.com</u></u>

William R. Bossuot, St. Johns River Water Management – wbossuot@sirwmd.com

Susan C. Grandin, The Trust for Public Land, Director – <u>susan grandin@tpl.org</u>

Gregory J. Whitney, Jacksonville National Cemetery, Director – <u>Gregory.whitney@va.gov</u>

Glenn Dasher, Dasher Hurst Architects – gdasher@dasherhurst.com

Kelly Boree, Deputy Director, Jax Recreation & Community Services Dept – kboree@coi.net

Sherrie Porter, Assistant to Congressman Stearns – sherrie porter@mail.house.gov

Patrick Kelly, Assistant to Congressman Mica – Patrick kelly@mail.house.gov

Glo Scurry-Smith, Assistant to Lt. Gov. Jennifer Carroll – glo.scurry-smith@eog.myflorida.com

Pat Mulvhill, Director, Rotary Club of North Jacksonville – pem@axisp.com Eli Sleiman, Jr. – <u>esleimanjr@sleiman.com</u>

Rob Heekin – <u>rob@heekinlaw.com</u>

Bob White - bwhite@sleiman.com



300 LA+R+. OF All 3 Alternatives

Thomas W IV & Linda Baine ET AL 15849 Dallas Creek Ct. Jacksonville, FL 32218-1611

Baron Land Investments LLC 1 Sleman Parkway, Suite 270 Jacksonville, FL 32216

Oscar L. Basye 10626 Craig Dr. Jacksonville, FL 32225

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United States of America Dept of Veterans Affairs 810 Vermont Ave. NW Washington, DC 20420

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Spring Witt 3110 Lannie Rd. Jacksonville, FL 32218-1232

Kenneth L. Zuniga ET AL 3394 Lannie Rd. Jacksonville, FL 32218-1240

KONTHU KITE @ DOLL SOUSH, LET StevensAndy millere yelros, com Borry Browet Odoh. state, H.a. MITCHELL @ KONTGOMERYLM. C. dbiassc1@bellsouthind EMATE ADDRESS billphy/ @comcast. net Whosewoto STRUMD DEM @ AXISP. COM Tom Horada Hol, Com FA1994 @ bellsoom. Net Jacksonville National Cemetery Access Road Public Information Meeting CITY, STATE, ZIP Co 50 18 - 22224 3221 E じしょんな JAX PC 33215 FIRE 32218 322/8 32218 3221 Jax Pr 322(8 322/8 3)888 32216 JUPITER A. 33458 32218 3756 32210 32177 ATTERNOANCE ROSTER \ \ \ Jaz Fl Jax Pr MALATICA tc 色 June 2, 2011 そり 13400 SULTONIARK DR. 921 Pecan ACBO Lax Sim an Nor 650/ 426/NGTON B-243 3726 Mano Dales Da 4600 Whilmed are 14960 Graddoch El 921 Heren Park Rd 3100 Lawrie Rd. 4083 CANDIC AD 14676 CAPSON DA 3193 LANNIE RO 8687 SE MEUNIT WAY MODULAN MODULAN MODULAN 444 DOUAL USS Cannie Rd 10 Sox 1429 2731 Pernold Rd 397 ARNOIS Rd ADDRESS 12 MENE HORZEUNG 10 Soun Reg 15 Top 17 Minnis Bennett Steve+ Sordy Niller 18 MILLYCH MONTGOMEPY 15 Allex RAY Cook 16 William Brad lich A. FRANK HOGINBOTHEM Inan Harris In Eredduck 14 Berry Bennett left MARQUEIR Mayor TANG VIXT 11.14 Lader lite NAME

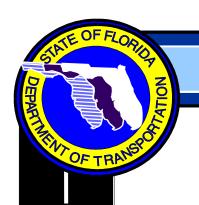


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Jacksonville National Cemetery Access Road Public Information Meeting June 2, 2011 June 2, 2011 ATTENDANCE ROSTER ADDRESS CITY, STATE, ZIP ENIAIL,	6718 OAKWOOD DR SAX FL 32211	1 Windwood PL Palm Gast FL. 32164	Tace Palm Coast	, , , ,	4085 Lannie Red Jackson, Me F1 32218	13165 Mt. Pleasant Rd. Jackson, Ill. F 32225	Ba	1 Sleima Parkuy Jak Fr. 32216	117 W. Durant St 32202	14444 Durul 12d 32218	114 North (from St. 2207	10060 SKIMMER LAIKE DEND JAY 72256	14715 OH S. Dungthre Rd. JAX FL 32258	Cong. ander Translaw 1061 Rivingle 33304	c CARROLL	annie d			
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PUBLIC MEETING AGENDA

Jacksonville National Cemetery
Access Road
Financial Project ID: 428455-1
Duval County, Florida
THURSDAY, JUNE 2, 2011

4:30 P.M. TO 6:30 P.M. OPEN FORUM

6:30 P.M. PUBLIC COMMENT FDOT personnel are available this evening to discuss the project and answer your questions. Project Information is on display for your review.

The Public Information Meeting is a Open House format from 4:30 p.m. until 6:30 p.m., at which time the meeting will be formally opened to allow an opportunity for public comments and questions.

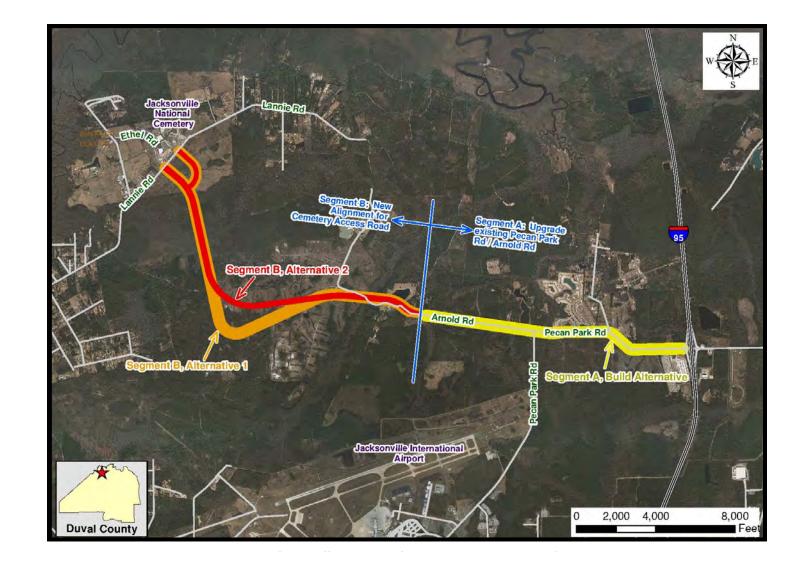
PROJECT OVERVIEW

The Florida Department of Transportation (FDOT) has received discretionary funding through the Federal Highway Administration to study constructing a road to connect the Jacksonville National Cemetery to Interstate 95 (I-95). This discretionary funding has been granted to provide improved access to the cemetery and to provide relief for traffic congestion caused by funeral processions on Lannie Road. Alternatives are being studied that connect the existing I-95/Pecan Park Road Interchange to the Lannie Road/Ethel Road Intersection (near the entrance to the Jacksonville National Cemetery).

For Information Contact:

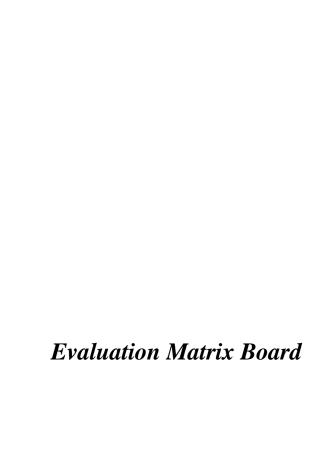
James Knight, P.E
Florida Department of Transportation
Mail Station 2007
1109 S. Marion Avenue
Lake City, FL 32025-5874
Phone: (386) 961-7707

Email: james.knight@dot.state.fl.us



Evaluation Matrix

	Segment A - Pecan Pa	rk Road / Arnold Road	Segment B - New Alignment						
	No Build	Build	No Build	Alternative 1	Alternative 2				
		Engineering							
Alignment Length (miles)	2.66	2.65	N/A	3.69	3.34				
Construction Costs	\$0	\$5,109,000	\$0	\$16,920,000	\$15,849,000				
Engineering Costs (estimated at 10% of Construction Costs)	\$0	\$511,000	\$0	\$1,692,000	\$1,585,000				
Construction Engineering Inspection Costs (estimated at 10% of Construction Costs)	\$0	\$511,000	\$0	\$1,692,000	\$1,585,000				
		Right-of-Way							
Parcels Impacted	0	1	0	9	8				
Residential Relocations	0	0	0	0	0				
Business Relocations	0	0	0	0	0				
Right-of-Way Costs	\$0	\$128,000	\$0	\$2,930,000	\$2,623,000				
		Wetlands							
Acres of Impacted Wetlands	0	5.7	0	11.7	7.4				
Wetland Mitigation Costs (estimated at \$110,000 per acre)	\$0.00	\$627,000	\$0	\$1,287,000	\$814,000				
Total Costs	\$0	\$6,886,000	\$0	\$24,521,000	\$22,456,000				

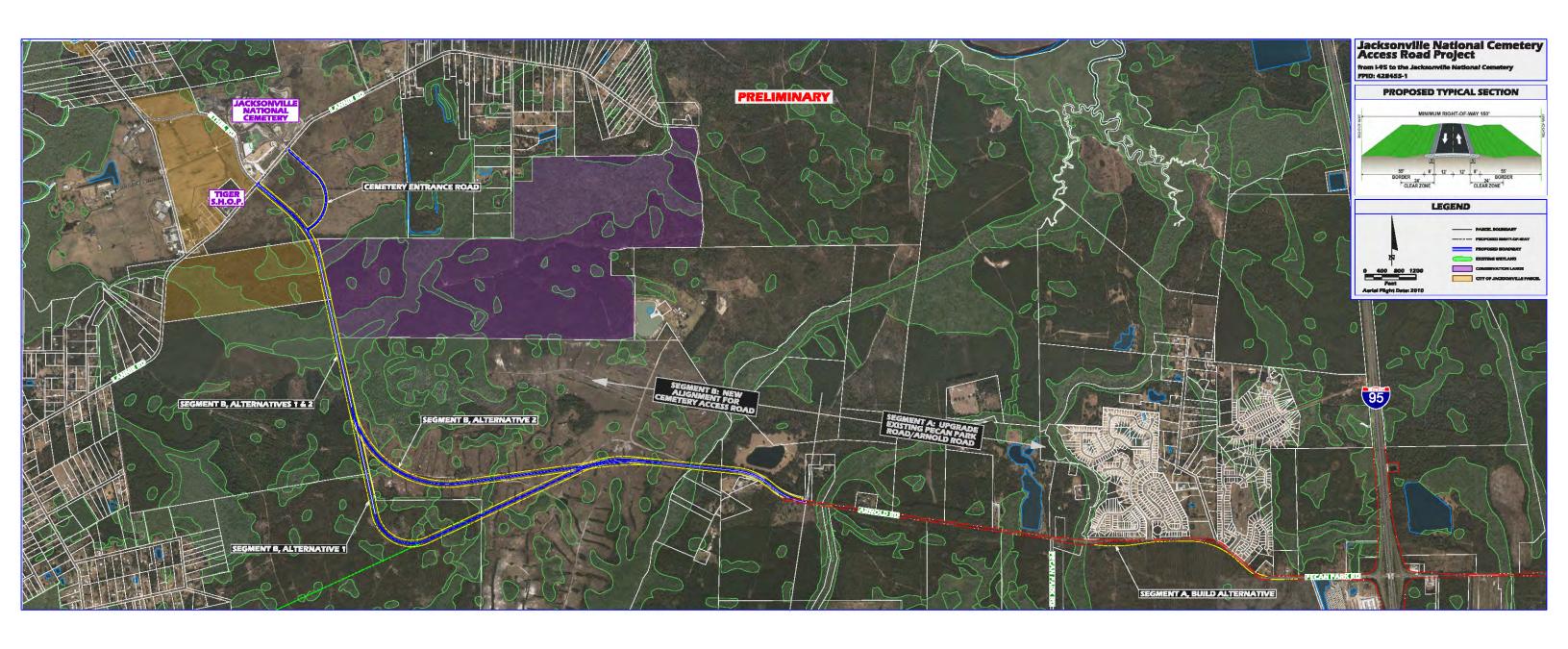


Jacksonville National Cemetry Access Road FM #428455-1

Evaluation Matrix

	Segment A - Pecan Park Road / Arnold Road		Segment B - New Alignment		
	No Build	Build	No Build	Alternative 1	Alternative 2
		Engineering			
Alignment Length (miles)	2.66	2.65	N/A	3.69	3.34
Construction Costs	\$0	\$5,109,000	\$0	\$16,920,000	\$15,849,000
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		Right-of-Way			
Parcels Impacted	0	1	0	9	8
Residential Relocations	0	0	0	0	0
Business Relocations	0	0	0	0	0
Right-of-Way Costs	\$0	\$128,000	\$0	\$2,930,000	\$2,623,000
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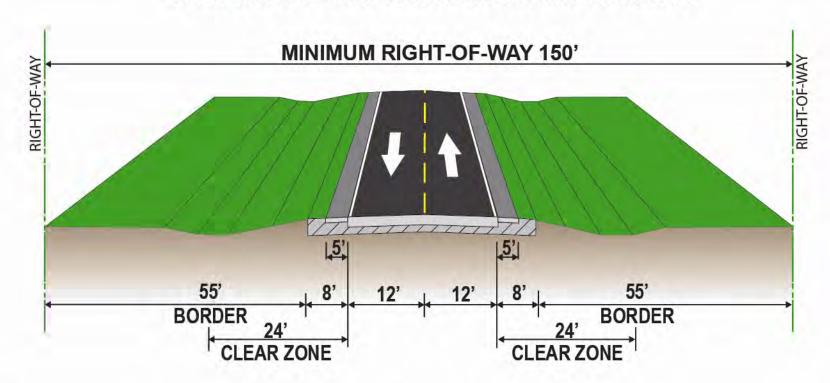






SEGEMENT B, ALTERNATIVES 1 AND 2 TYPICAL SECTION

PROPOSED 2-LANE UNDIVIDED RURAL ROADWAY



Evaluation Criteria

Design Speed: 55 mph
Outside Shoulder Width: 8' (5' paved)
Bicycle Accommodations: On Outside Shoulder

Assumptions

· Normal crown roadway.

Note: Intended for planning purposes only. Actual right-of-way and traffic conditions may vary.





COMMITTEE ON APPROPRIATIONS
CHAIRMAN, SUBCOMMITTEE ON
LEGISLATIVE BRANCH
SUBCOMMITTEE ON DEFENSE
SUBCOMMITTEE ON HOMELAND SECURITY

UNITED STATES HOUSE OF REPRESENTATIVES

June 2, 2011

Mr. Jim Knight, P.E. Florida Department of Transportation 1109 South Marion Avenue Lake City, FL 32025

Dear Mr. Knight:

After several years of hard and dedicated work by Florida's Congressional Delegation, Northeast Florida Veterans and the Veterans Administration, our Jacksonville National Cemetery is a reality. We are pleased with the 526-acre site, and I know it will serve veterans' burial needs for at least the next 100 years. Our Northeast Florida and Southeast Georgia communities now have a place where our veterans can be honored and their legacies memorialized locally. It is only fitting our area, home to premier military installations and thousands of veterans, should have the beautiful grounds that are this national cemetery. It was their honor to serve; it is our honor to remember them.

As you know the cemetery is located north of the Jacksonville International Airport and approximately five miles from Interstate 295. The initial construction, consisting of a 20-acre burial area with temporary facilities, is finished and now the second stage of the construction project has begun. When completed, the 52-acre Phase 1 development will provide 8,145 full-casket gravesites, including 7,300 pre-placed crypts, 5,100 in-ground cremation sites and 4,992 columbarium niches. Already, over 2000 burials have taken place which illustrates the need for this wonderful cemetery.

I have supported the Jacksonville National Cemetery from its inception and my support continues today. When the site for the cemetery was chosen, the one issue that was raised was the lack of easy accessibility to the Jacksonville International Airport and to I-95. The only access is off of Lannie Road, which is basically a country road that passes the Montgomery Correctional Center just prior to reaching the cemetery. It was always a hope for those of us who worked hard on securing the cemetery site that a proper road, befitting the honor we want to pay to our veterans would be found.

Besides providing a more dignified and beautiful access to the cemetery, a new road would shorten the route from I-95 and the airport. The Jacksonville National Cemetery Advisory Committee, the City of Jacksonville, and the Florida Department of Transportation have worked together to propose a new access road to the cemetery. Congress provided the discretionary funding to study the construction of this new road.

440 CANNON HOUSE OFFICE BUILDING WASHINGTON, DC 20515 (202) 225–2501 FAX: (202) 225–2504 4TH CONGRESSIONAL DISTRICT MOBILE OFFICE (386) 365-3316 TOLL FREE: (888) 755-5607 1061 RIVERSIDE AVENUE SUITE 100 JACKSONVILLE, FL 32204 (904) 598-0481 FAX: (904) 598-0486 Mr. Jim Knight P.E. Page 2

As with other aspects of the cemetery, I want to go on record as giving my complete support to the proposed new access road and, as always, to the veterans who so justly deserve a final resting place here in Jacksonville close to their loved ones. Recently at our Memorial Day ceremony, the parents of one of our young soldiers who lost his life in Afghanistan thanked me for working to bring this cemetery to fruition. They said it provided them the ability to truly bring Jonathan home. Today, we want to give voice to the men and women who have given their service and often their lives for our nation. They stood the watch. They answered the call.

As a Member of Florida's congressional delegation, I join with others in our united desire to make the road to the Jacksonville National Cemetery a beautiful and fitting tribute for our veterans as they complete their final journeys.

Sincerely,

ANDER CRENSHAW Member of Congress

AC: js

Public Hearing September 15, 2016





Thursday, Sept. 15, 2016

Lannie Road
Baptist Church
5998 Lannie Road
Jacksonville, FL
32218

Open House: 4:30-6:30 PM

Presentation/
Public Comment
Period:
6:30 PM

Public participation is sought without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Terri Newman at the number provided at least 7 days prior to the hearing.



Public Hearing

Jacksonville National Cemetery Access Road

The Florida Department of Transportation invites you to a Public Hearing to discuss the proposed Jacksonville National Cemetery Access Road in Duval County, Florida.

The Department is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport, Interstate 95 area and the Jacksonville National Cemetery. The purpose of the project is to improve access to the cemetery and to provide relief for traffic congestion caused by funeral processions on Lannie Road. The proposed recommended alternative will connect the existing I-95/Pecan Park Road Interchange to the Lannie Road/Ethel Road Intersection (near the entrance to the Jacksonville National Cemetery).

As of August 25, 2016, the Draft Environmental Assessment (EA) will be available for review at the Highlands Regional Library, 1826 Dunn Ave., Jacksonville, FL 32218 or the FDOT Urban Office, 2198 Edison Ave., Jacksonville, FL 32204. Persons wishing to submit written statements may do so at the hearing or mail/email them to the address provided no later than September 26, 2016.

Si prefiere recibir esta carta en español, por favor contacte a Esther Murray al (800) 207) 8236 extension 4348. Referencia FM 428455-1

For Additional Information Contact:

Terri Newman, Project Manager
Florida Department of Transportation
1109 S. Marion Avenue, MS—2007
Lake City, FL 32025

(386) 961-7713 or (800) 749-2967

Email: <u>terri.newman@dot.state.fl.us</u>







Florida Department of Transportation PUBLIC HEARING

Jacksonville National Cemetery Access Road

From Arnold Road to Lannie Road Financial Project ID: 428455-1 Jacksonville, Duval County, Florida

Please join the Florida Department of Transportation for a public hearing to discuss the proposed Jacksonville National Cemetery Access Road in Duval County, Florida. This hearing is scheduled for September 15, 2016, at the Lannie Road Baptist Church, 5998 Lannie Road, Jacksonville, Florida 32218. Doors will open at 4:30 p.m. with a "Open House" format, for visitors to come by and review project displays and talk with Department Staff, then at 6:30 p.m. the Department will give a brief presentation, followed by a public comment period.

The Department is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport, Interstate 95 area and the Jacksonville National Cemetery. The purpose of the project is to improve access to the cemetery and to provide relief for traffic congestion caused by funeral processions on Lannie Road. The proposed recommended alternative will connect the existing I-95/Pecan Park Road Interchange to the Lannie Road/Ethel Road Intersection (near the entrance to the Jacksonville National Cemetery).

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Lake City, Florida 32025-5874
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Email: terri.newman@dot.state.fl.us



Official's / Interested Persons Email List

Marty Lanahan, Florida Transportation Commission - marty.lanahan@regions.com Michelle Schlueter, Florida Transportation Commission – michelle.schlueter@regions.com Wendy Morrow, Public Information Manager, Jacksonville Transportation Authority – wmorrow@jtafla.com Gregory L. Hall, Federal Highway Administration – gregory L. Hall@dot.gov Andrew W. Phillips, Cocoa Regulatory Office, Army Corps of Engineers - Andrew.w.phillips@usace.army.mil John Peyton, Mayor, City of Jacksonville - jpeyton@coj.net Denise Lee, Jacksonville City Council, D-8 - edlee@coj.net Ray Holt, Jacksonville City Council, D-11 - holt@coj.net Ronnie Fussell, Jacksonville City Council, At Large - ronnief@coj.net Joey Duncan, P.E., Jacksonville Public Works Director – jduncan@coj.net William Killingsworth, Director, Jax Planning & Development Department – bill@coj.net Brian Teeple, Chief Director, Northeast Florida Regional Council - bteeple@nefrc.org Ed Lehman, Director of Planning & Development, Northeast Florida Regional Council - elehman@nefrc.org Guy Parola, Senior Regional Planner, Northeast Florida Regional Council - gparola@nefrc.org The Honorable Janet Adkins, Florida State Representative - janet.adkins@myfloridahouse.gov The Honorable Daniel Davis, Florida State Representative – Daniel.davis@myfloridahouse.gov The Honorable Mia Jones, Florida State Representative – mia.jones@myfloridahouse.gov The Honorable Reggie Fullwood, Florida State Representative – reggie.fullwood@myfloridahouse.gov The Honorable Charles McBurney, Florida State Representative – Charles mcburney@myfloridahouse.gov The Honorable Lake Ray, Florida State Representative – lake.ray@myfloridahouse.gov The Honorable Mike Weinstein, Florida State Representative – mike.weinstein@myfloridahouse.gov The Honorable Tony Hill, Florida State Senate – hill.tony.web@flsenate.gov The Honorable Stephen Wise, Florida State Senate - wise.stephen.web@flsenate.gov The Honorable John Thrasher, Florida State Senate – thrasher.john.web@flsenate.gov

Jeff Sheffield, Director, North Florida TPO – <u>jsheffield@northfloridatpo.com</u>

The Honorable Doug Conkey, Clay County Commission / TPO - doug.conkey@co.clay.fl.us

The Honorable Danny Leeper, Nassau County Commission / TPO – dleeper@nassaucountyfl.com

The Honorable Mike Borno, City of Atlantic Beach, Mayor / TPO - mborno@coab.us

The Honorable Melvin Ursery, Ocean, Highway & Port Authority, Commissioner / TPO - musery@comcast.net

The Honorable Travis Cummings, Clay County Commission / TPO – travis.cummings@co.clay.fl.us

The Honorable Michael Corrigan, Jacksonville City Council / TPO - Corrigan@coj.net

Mr. Buck Fowler, JAXPORT Board Member / TPO - fowl3495@bellsouth.net

The Honorable Bill Bishop, Jacksonville City Council / TPO - wbishop@coj.net

The Honorable Jay Morris, St. Johns County Commission / TPO- bccd4@sjcfl.us

Mr. Michael Cavendish, Gunster, Yoakley & Steward, P.A. / TPO – mcavendish@gunster.com

Deborah Pass Durham, Potentiae / TPO - Deborah@potentiae.com

The Honorable Nancy Sikes-Kline, St. Augustine City Commission / TPO – nancysikeskline@aol.com

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David Hahn, City of Jacksonville - Hahn@coj.net

Mike Sands, City of Jacksonville – msands@coj.net

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William R. Bossuot, St. Johns River Water Management — wbossuot@sjrwmd.com

Susan C. Grandin, The Trust for Public Land, Director — susan.grandin@tpl.org

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Patrick Kelly, Assistant to Congressman Mica — Patrick.kelly@mail.house.gov

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Rob Heekin — rob@heekinlaw.com

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300 LA+R+. OF All 3 Alternatives

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Russell Aldon Swartzel 3504 Lannie Rd. Jacksonville, FL 32218-7906

Shaun C. Thomas 8842 McKenna Drive Jacksonville, FL 32226-2433

Paul W. Thomas 18244 Deep Forest Baton rouge, LA 70817 Timucuan South LLC 13400 Sutton Park Dr. S. Suite 1402 Jacksonville, FL 32224-0237

United States of America Dept of Veterans Affairs 810 Vermont Ave. NW Washington, DC 20420

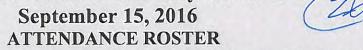
Roger W. Witt 3100 Lannie Rd. Jacksonville, FL 32218-1232

Spring Witt 3110 Lannie Rd. Jacksonville, FL 32218-1232

Kenneth L. Zuniga ET AL 3394 Lannie Rd. Jacksonville, FL 32218-1240



Jacksonville National Cemetery Access Road September 15, 2016



PLEASE PRINT

NA	ME	ADDRESS	CITY, STATE, ZIP
1	DRNIEL Va Hughes	ONE UILLAWOOD PL	Palm Coast FL 32164
2	Jame Hughes &	1 Wildwood Place Pain Coast FL	
3	ROBERT MIZELL	14775 OH St. Augustine Read.	
4	Carl 1 & Steph Shifflett	4819 Lannie Road Do	ex Fl 32218
5	Sisan Bracham	11626 Chapparell no	L JaxFC 32218
6	Juanell wright	11555 Chapparell Rd	Jax 66 3,2218
7	Sandra Sheelin	111012 Chapparell R	D Jax + 32218
8	Alicia Harrett	17180 Ethel Pd.	11 32218
9	Richard Wimborly		4x FC 32218
10	Richard + MARGIARE GIHEE	16927 Ethel 2d. Jac. Pl	32218
11	bh Harrille	35394 Ovni la Escalad	
12	Gregitim Elliott	5321 Ressie Dr. Jax, FL 3	
13	Aug Comment	4736 INTS ROTH 3	32018
14	· David Anderson	3184 Lannie Rd 32218	
15	MICHAEL CRANFORD	15622 LEXINGTON PARKBLUD 32218	
16	Tom BRANDOCK	1628 S Fletcher Ave, Fernandin	na Bch 32034
17	YOSEPH D. McDERNOTT	3135 MELKELLE COURT GREEN E	LOVE SPRINGS, FL 32043
18		4960 PARZTE RD S. JACKSONVILLE,	FL 32218
19	Son + Charlotte BROATO	16035 Rossie Drw JAY, Fl 3	2218
20	Thomas HATCHEL	3226 LANNIE ROAD JAF. FL	32218



Jacksonville National Cemetery Access Road September 15, 2016 ATTENDANCE ROSTER



NA	ME	ADDRESS . C	CITY, STATE, ZIP
1	Sharan Bernied SHARANB450	1319 Bee St N, Orangelont, FL Support Counte	
2	Brinda minn Michite Sandar	17106 Ethel Rd Jaxulle	
3	DONALD SCHINEND	544/2 FOURACHE CR CAUAMON)	th 32011
4	Jode Now 128	171103-1 (Ladd 10) STY. 41.3	2518
5	VON ZiMMenman	15740 SEANS PRI	TAX, F1 32218
6	JOHN MAIR	16845 ETHEL RD JAX FL. 32	2218
)7	HELEN TUCKI	16845 ETHEL RD JAX FL. 3	32218
8	James H. Arias	4724 Iris Ruth Ln. JAX FL. 32	218
9	Christma Arias	4724 Itis buth la Jacksonville f132218	
10		Same as above	
11	Mr.+Mrs. Ressie Waters	5412 Ressie Dr. Jay. Fla. 32218	
12	Thelma Dulford	5260 Parete Rd.S. 32218	
13	MAY A. CANINA	1047 WINTERHANDE DR. ST. AUGUSTANE FC 32086 (lim Sur	
14		1072 ALCALA DR. STI AUGUSTINE, FL 32086 1	INCSC)
15	11	3098 Lannix Rd 32218	
16		11450 Chappanent Rd VAX. A. 32218	- 0
17	DUNIALA SAULS	15644 SOARS RD JAX 322	2/0
18	THE TOTAL TOTAL	15798 Parete Pd	
19		15728 Parete Rd	
ZU	Travid a MARY CARLISTE	SON PARETE Rd SO TAX FI 32210	7



Jacksonville National Cemetery Access Road September 15, 2016 ATTENDANCE ROSTER

24)

PLEASE PRINT

NA	ME	ADDRESS	CITY, STATE, ZIP
1	Crais SAUS	15666 SEARS RP JAY, FL	32218
2	FRANK FENDOR	15350 DEWIS WIN RO Jun A	Jezc g
3	RANDI SIMMONS	15731 Lexington Park Bluch JAK, EC 32218	
4	KIM Black	17325 Black Cow Trt. Joy Pl 32	
5	Jim & Glenda Dutley	95050 Sanflower of. Fernandina	Beach 32034
6	Dan Tardona	NPS 13165 Mt. Pleasant Rd. Jax. FL 3	2225
7	Allison Haga	3390 Langie Rd Jay PC 3228	
8	STEVEN SPICKELMIER	9088 SOUTHWARK DR. JAK, FL. 3225	7
9	Level Aproleur	17185 Chaddy lone 32218	
10	Steve Arrington	12036 Royal Fern La. 32223	
11	Jackie Smith	Cone. Crenshaws Office	
12	Ton PORNOVETS	16037 KESSIE DR W 10 32218	
13	out Mulyihill	14600 Whielwird Clar gax 32218	
14	JAN JOYNSON	4083 CANNIO LA. 32218	
15	Michael Hall	4875 Lannie Rd 32218	
16	Maxine Griffin,	4083 Lannie Rd 32218	
17	DOUGLA A WEBB	13056 OLD KINGS RD 322	.19
18	1 11010	11 11	
19	The second second	3100 Lawie Ad- 32218	
20	Tre Tullia	\$ 3500 timered Plaza Callaharrea	



Jacksonville National Cemetery Access Road September 15, 2016 ATTENDANCE ROSTER

23)

PLEASE PRINT

NAME	ADDRESS	CITY, STATE, ZIP
1 BRAD Houthey	8202 BATEAU Del S	JAX FC 32216
2 BETTY L HUNT	5230 LANNIE RU	JAY FL 32218
3 BETTY R. KERREMANS	3397 LANNE R.	JAX. FL. 32218
4 Laurie Santana	214 N Hogan-City of Jax	Just, 32002
5 PROBERT MASCOLINE	4781 LANNIE Rd	Jx FL 32218
6 MARK TOKEY	1478 OLDENBURG DRIVE	JA FL 32218
7 DANNIE THERENTON	15504 Parete Rd	JAX FL 72218
8 David Ramseyv	3733 RIVER HZII Dr	TaxFL 32217
9 Teresa Williams- Elam	State Senator Andrey Gibson o	Africe
10 Joe Darashevich	3504 Francoed Dr.	Jex FC 32216
11 Monton Quens	5557 Lannie Kel	Jul. 71. 32218
12 Quei Mung	908321-11	Jy +1 322/8"
13 Vame Hann	Cong. Crenshaw Office	(ag L
14 HERR D. BARNERS JE	15822 DEWANNAR	18 3278
15 LAVER LACE	4875 LANNIERO.	JAK FL 32218
16 ANDER OFF	16520 Ressie Dr. W.	Jet. FL. 32218
17 Linda of Garnett Wooten	15631 Parote Rd	JAX71 32218
18 RONNIE Jewell	Itelli HARgett Rd.	JAX FL 32218
19 / PORENT PEEPLESJA	10000 BELLESHORE CR. W.	JAFFL 32218
20 Bill Meyer	14444 Doval Rd	VXXX1. 32218



Jacksonville National Cemetery Access Road September 15, 2016 ATTENDANCE ROSTER



PLEASE PRINT

NA	ME	ADDRESS	CITY, STATE, ZIP
1	Barbara-Frank Meyer	14444 Soval Road	JAX
2	CARONW Bergaron	16215 Blyler Road	JA 322/8
3	Rita Rose	5470 Lannie Rd	5740 3 =215
4	MATTHEW GARMAN	400 E. BAY ST.	JAX 32202
5	GEORGE A. SMITH	15770 PARETE	JAX 32218
6	Berry Bennett	921 Pecan Part Rd	SAX 32218
17	Curtis + Marilyn Ossman	1660 Pecan Part Rd	Jax FL 32218
8	FRANK HIGGINBOTHAM	8687 SE MERRITT WAY	JUPITER FL. 33458
9			
10			
11			
12			
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14			
15			
16			
17			
18			
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20			



Jacksonville National Cemetery Access Road
September 15, 2016
ATTENDANCE ROSTER



PLEASE PRINT

NA	ME	ADDRESS	CITY, STATE, ZIP
1 ;	Jim Banki	15643 youries RD West	JAX A.A 32218
2	Jin Hissam	1548 The Greens Was Sute 6	TAR FL 32250
3	Linda Thiasen & AsynHaddock	16847 Ethel Rd	Jax 32218
4	Margnut Johnson	16105 Blyler Rd.	33218
5	DANCY Coppen	4009 Lanne Rd	JAX PE 32218
6	BRIAN ALLEN		
7	Melisse Manier	116.24 Chapparell Rd	Jax Fl. 52218
8	Deborah Kenjiedn	1503 Chapparell Rd	32217
9	Lurise Barrister	COT - Planning Gransportation	
10	Existine à Mile Thomates	5108 Young Posel	322/8
11	JACK pot Waters	5652 GANNIE ROAD	JAX. 369 32218
12	Steve matthews	5/23 Camellia Cirs	Jux Fl 32207
13		11525 Chappavell Rd	Jax FL 32218
14	Tracey Arpen	8338 Daffin LN	Jay F2 32217
15	, /		
16			
17			
18			
19	The state of the s		
20		Ac.	

Total Project Cost \$ 19.7 Million

Construction Schedule 2018/2019

GET INVOLVED

- Complete a comment form and drop it in the comment box provided at tonight's hearing.
- Giving an oral statement during tonight's comment period.
- Mail or email your comments to the Project Manager at the address provided here no later than <u>September 26, 2016</u>.

Follow Us On







/FDOTNEFL

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For Additional Information, Contact:

Terri Newman, Project Manager
Florida Department of Transportation
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025
(386) 961-7713 or (800) 749-2967
Terri.newman@dot.state.fl.us

To View Tonight's Materials Online Visit Our Website:
http://nflroads.com/Cemetery



Thursday, September 15, 2016

Open House: 4:30—6:30 PM

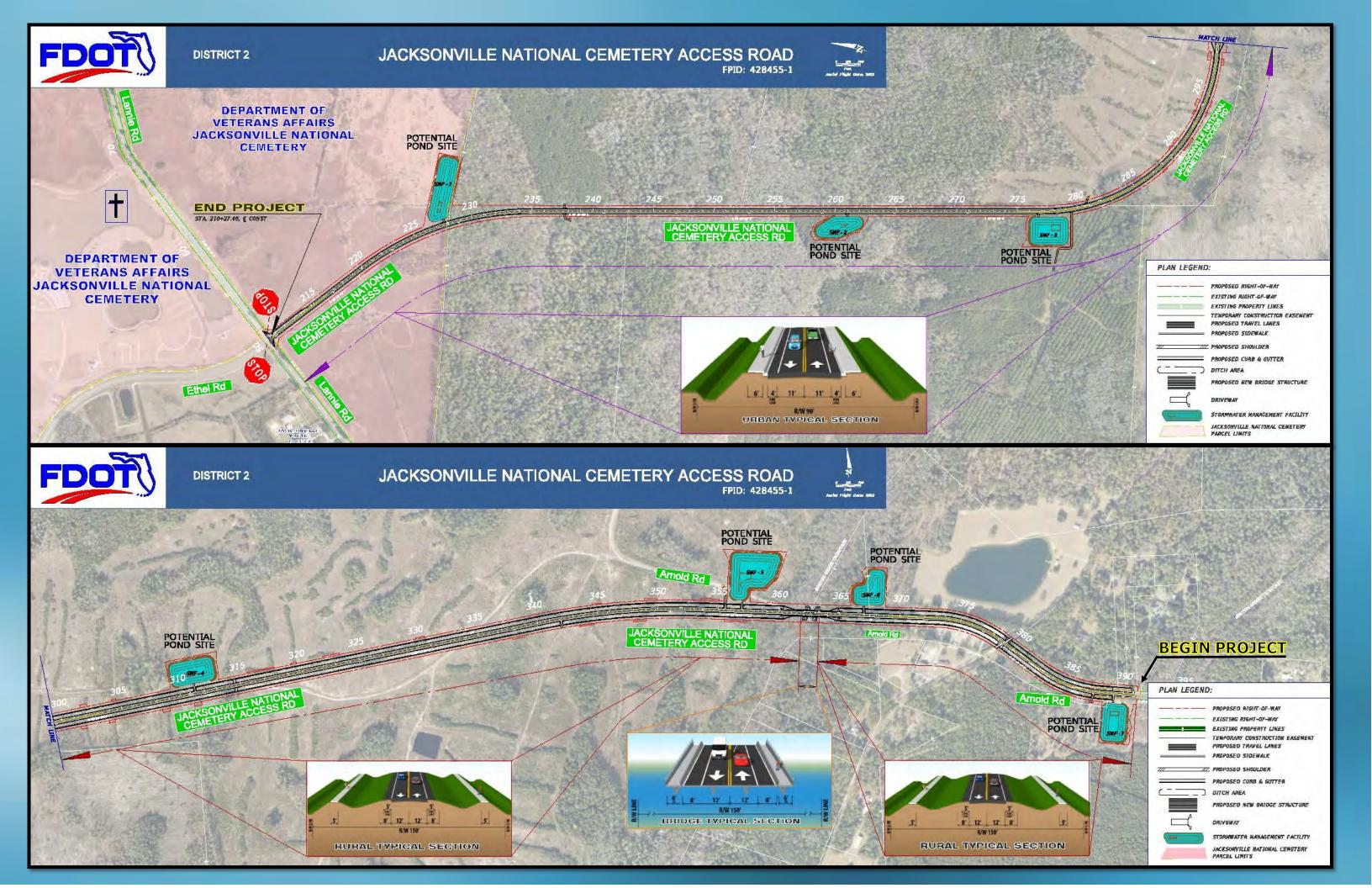
Presentation / Public Comment Period: 6:30 PM

Welcome to the Florida Department of Transportation's (FDOT) public hearing to discuss the proposed Jacksonville National Cemetery Access Road.

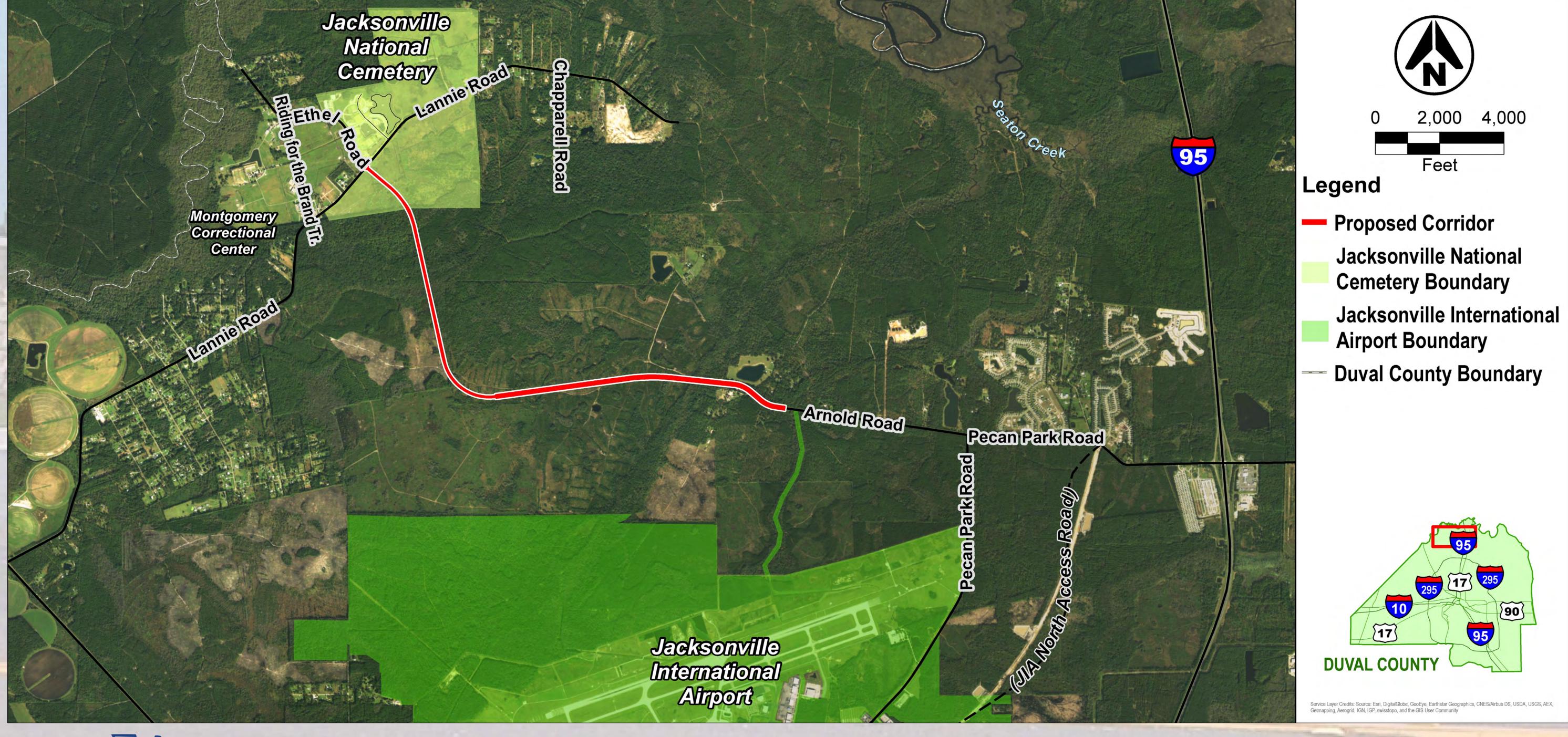
A public meeting was held in June 2011 to seek comments regarding two alignment alternatives locations and a no-build alternative. The recommended alternative tonight is based on feedback from the meeting.

FDOT's goal is to construct a new roadway that will improve access to the cemetery, reduce traffic congestion on Lannie Road, and provide a more direct route to the cemetery from the Jacksonville International Airport and I-95.

Public participation is sought without regard to race, color, religion, sex, age, national origin, disability or family status.

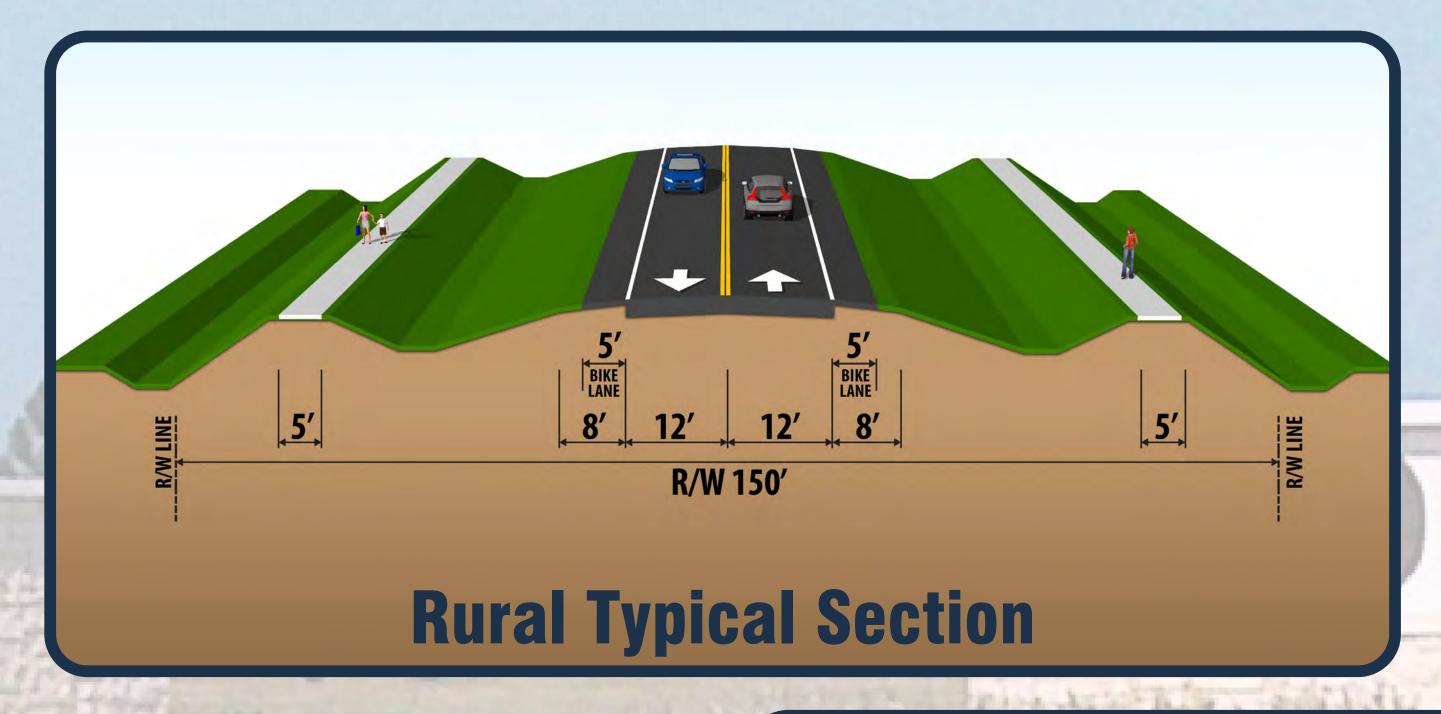


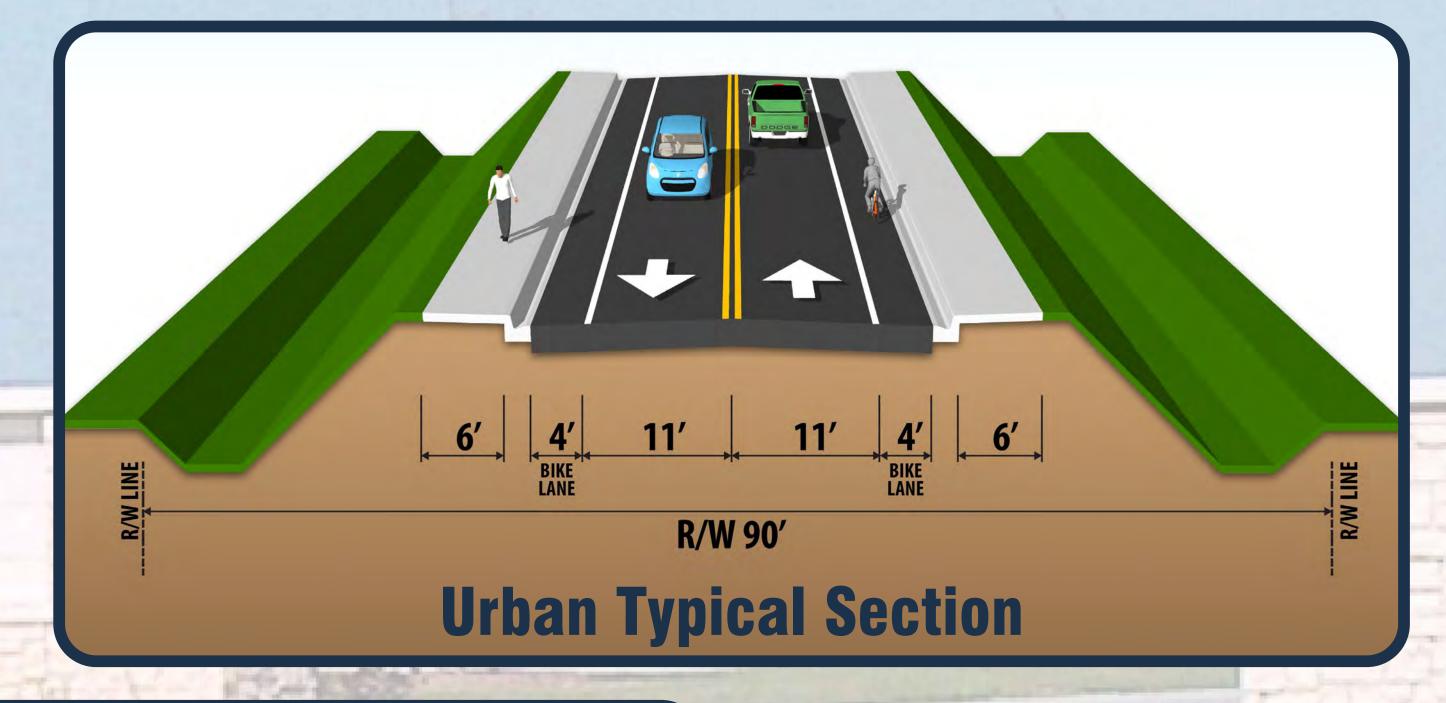
PROJECT LOCATION

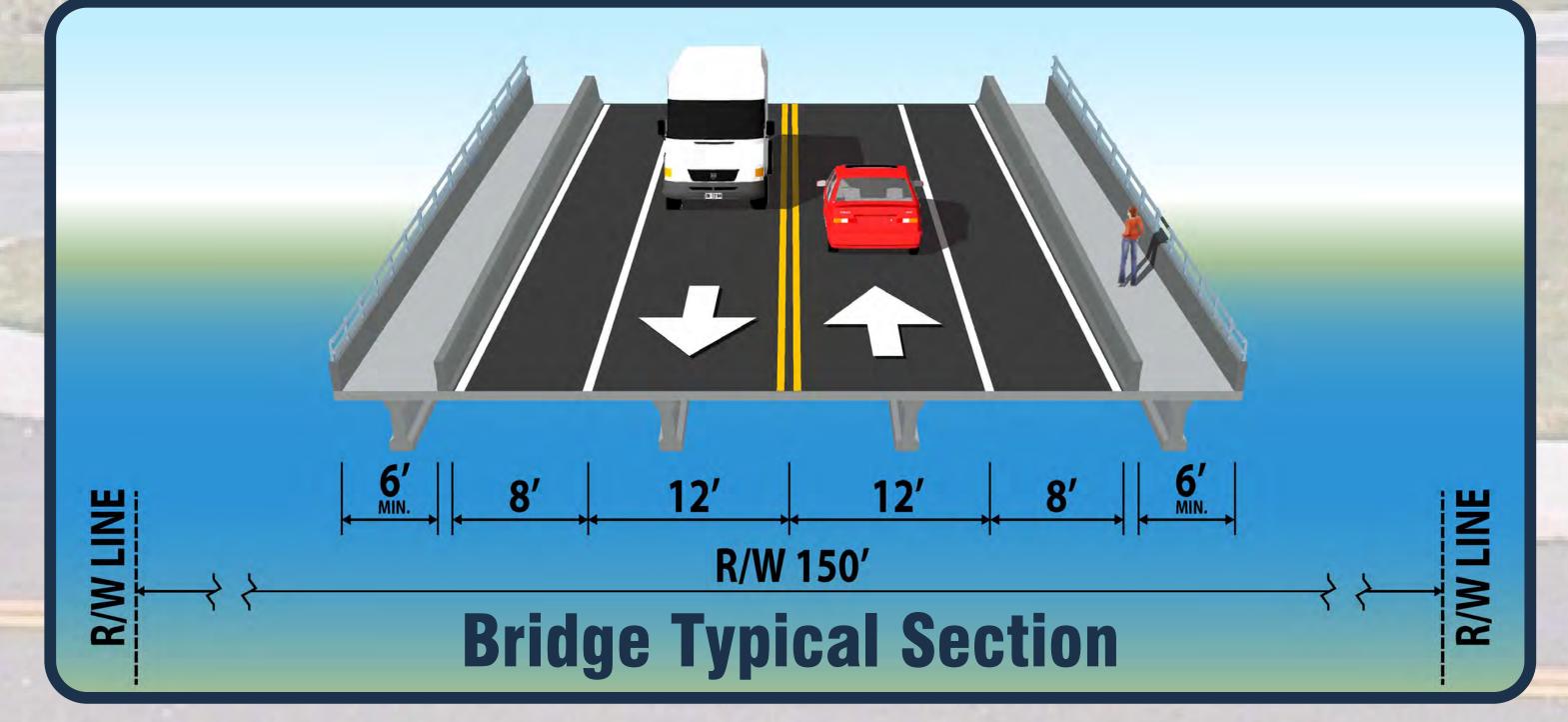




PROPOSED TYPICAL SECTIONS









PROJECT GOSTS

Engineering Right-of-Way Mitigation Construction TOTAL

\$1.22 million \$2.86 million \$13.42 million \$19.70 million



SCHEDULE

Preliminary Engineering

2016/2017

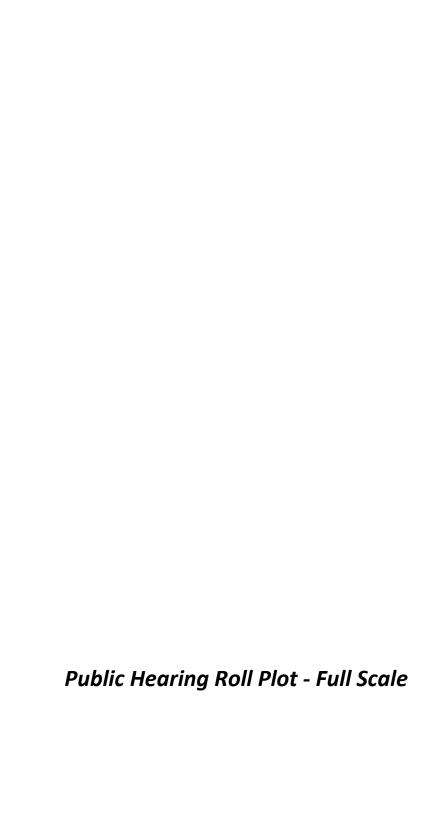
Right-of-Way Acquisition

2017/2018

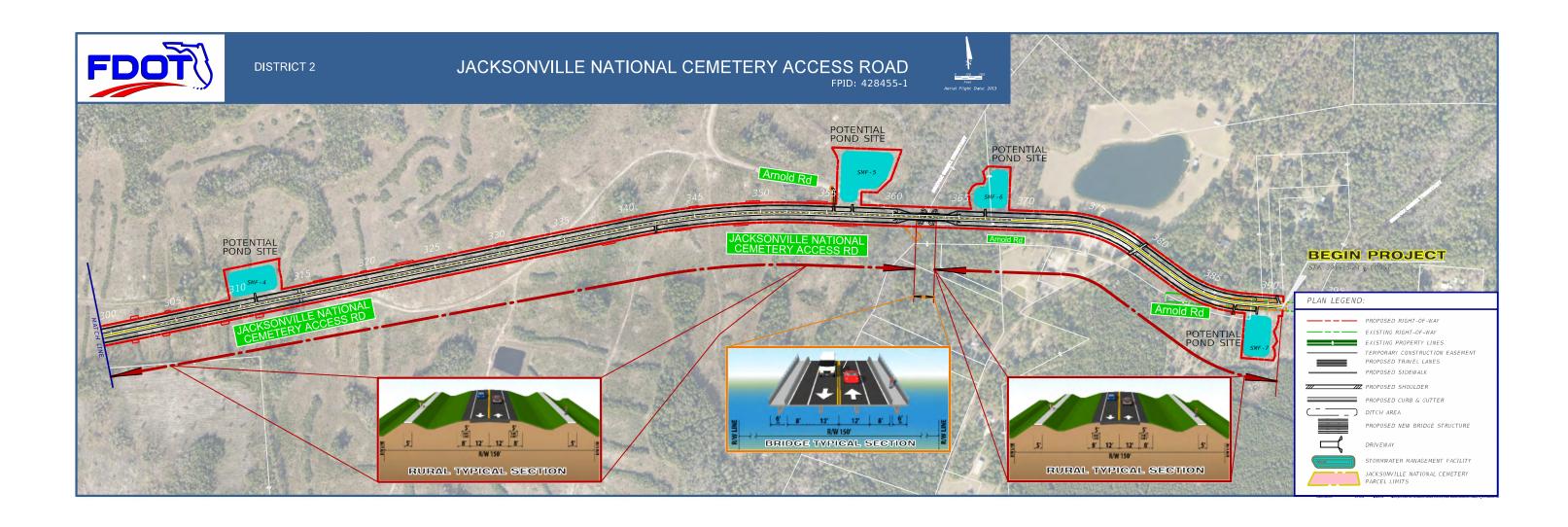
Construction

2018/2019

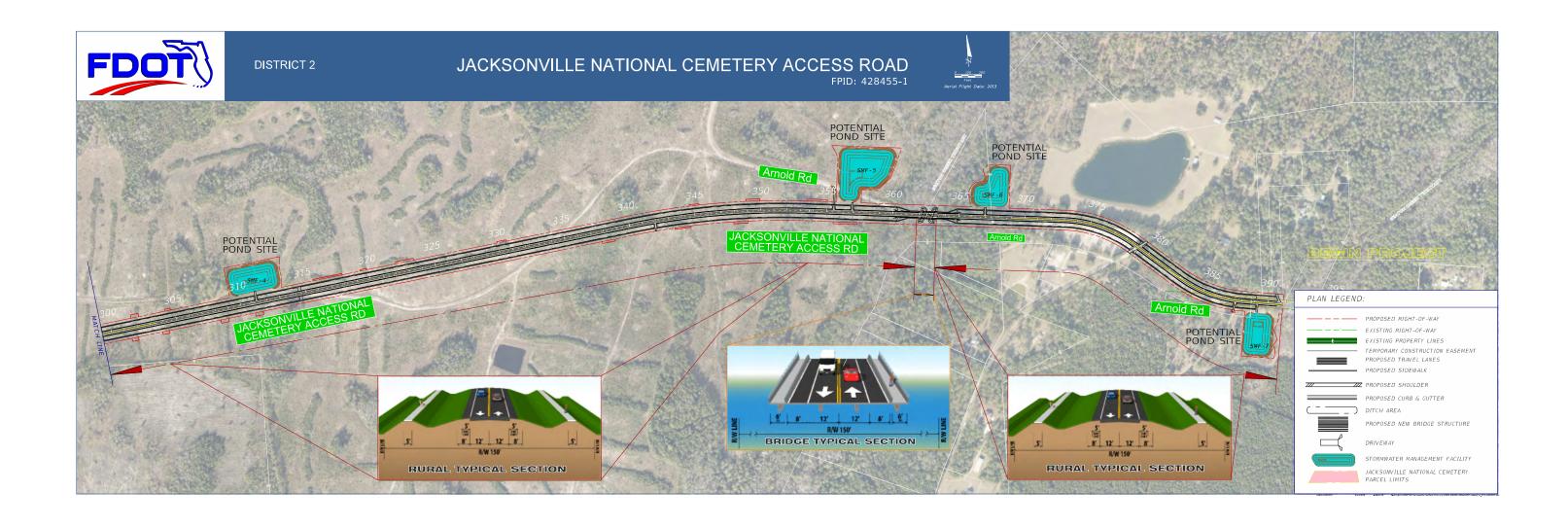


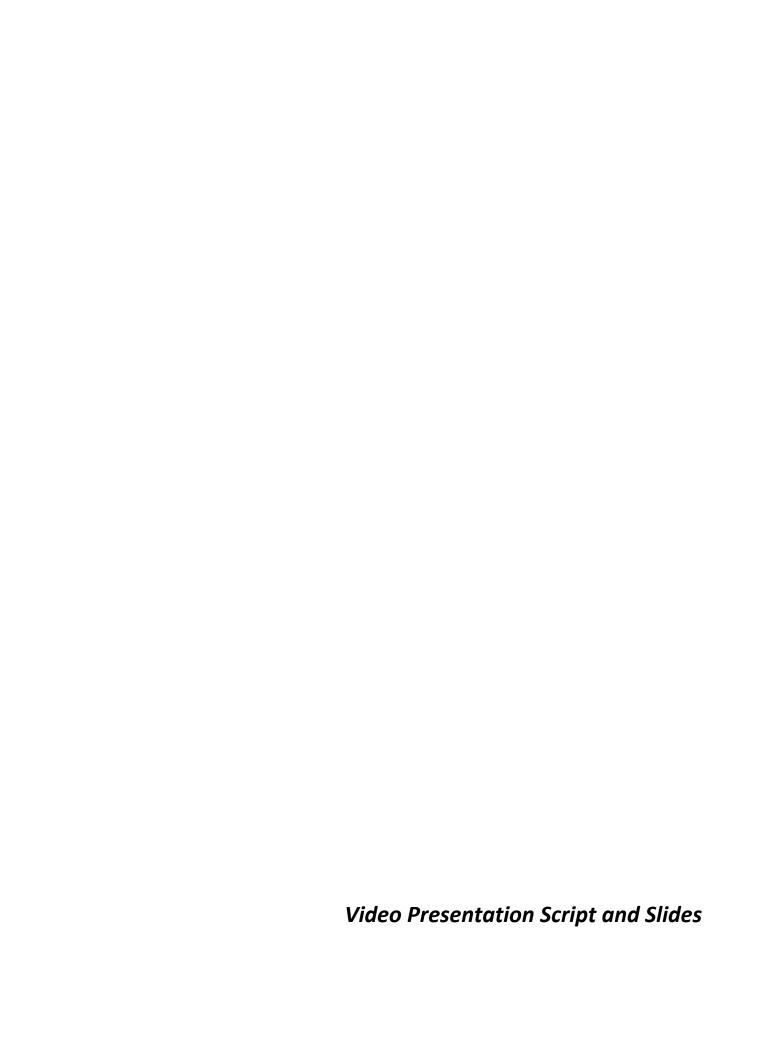














DISTRICT 2

JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD Project Development & Environment Study

Duval County, Florida
Financial Project No. 428455-1
Federal Project No. PLH2-003-P and PLH2-004-P

Public Hearing

Previous Public Information Meeting

- A Public Information Meeting was held on June 11, 2011
- Two Alternative Alignments were presented along with the No Build Alternative
- Recommended Alternative tonight is based on feedback from the meeting





2011 Public Information Meeting Graphic



Purpose of a Public Hearing

- I. Inform you of the study findings
- II. Discuss the recommended alternative
- III. Receive public input





Project Information Location

- Florida Times Union
 - August 25th and September 8th, 2016
- Florida Star
 - August 27th and September 3rd, 2016

Florida Department of Transportation PUBLIC HEARING

Jacksonville National Cemetery Access Road

From Arnold Road to Lannie Road Financial Project ID: 428455-1 Jacksonville, Duval County, Florida

Please join the Florida Department of Transportation for a public hearing to discuss the proposed Jacksonville National Cemetery Access Road in Duval County, Florida. This hearing is scheduled for September 15, 2016, at the Lannie Road Baptist Church, 5998 Lannie Road, Jacksonville, Florida 32218. Doors will open at 4:30 p.m. with a "Open House" format, for visitors to come by and review project displays and talk with Department Staff, then at 6:30 p.m. the Department will give a brief presentation, followed by a public comment period.

The Department is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport, Interstate 95 area and the Jacksonville National Cemetery. The purpose of the project is to improve access to the cemetery and to provide relief for traffic congestion caused by funeral processions on Lannie Road. The proposed recommended alternative will connect the existing I-95/Pecan Park Road Interchange to the Lannie Road/Ethel Road Intersection (near the entrance to the Jacksonville National Cemetery).

As of August 25, 2016, the Draft Environmental Assessment (EA) will be available for your review during normal business hours at the Highlands Regional Library, 1826 Dunn Ave, Jacksonville, FL 32218 and the FDOT Urban Office, 2198 Edison Avenue, Jacksonville, FL 32204. Persons who wish to submit written statements may do so at the hearing or send them to the address below no later than September 26, 2016. Public participation is solicited without regard to race, color, sex, age, religion, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Terri Newman at the number provided at least 7 days before the hearing.

For Additional Information Contact: Terri Newman, Project Manager Florida Department of Transportation 1109 S. Marion Avenue, MS 2007 Lake City, Florida 32025-5874 (386) 961-7713 or (800) 749-2967 Email: terri.newman@dot.state.fl.us



Project Information Location

- > Highlands Regional Library
- FDOT Jacksonville Urban Office Available since August 25, 2016



SECTION 4(f) *De Minimi*s USE OF THE JACKSONVILLE NATIONAL CEMETERY PROPERTY

Jacksonville National Cemetery Access Road

Financial Project No.: 428455-1 Federal Aid Project No.: PLH2-003-P and PLH2-004-P ETDM No.: 13064 Duval County, Florida



Florida Department of Transportation District Two 1109 South Marion Avenue Lake City, Florida 32025-5874

June 2016





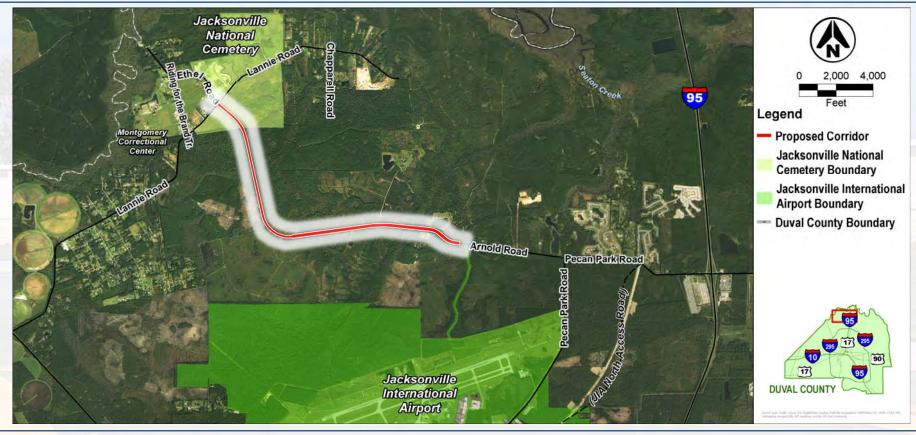
What are we trying to accomplish?

- ✓ Improve access to the Jacksonville National Cemetery
- Reduce traffic congestion on Lannie Road
- ✓ Provide a more direct route to Jacksonville National Cemetery from Jacksonville International Airport and I-95

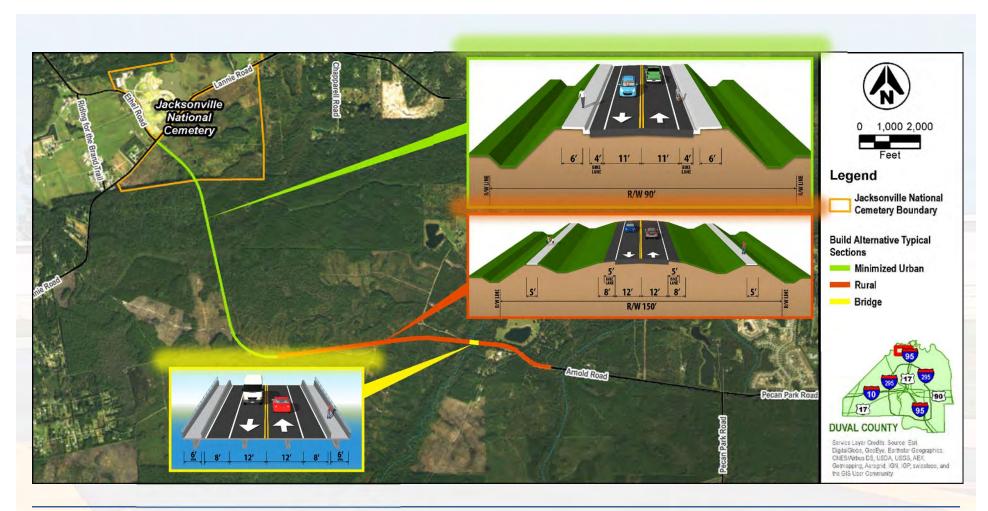




Project Area

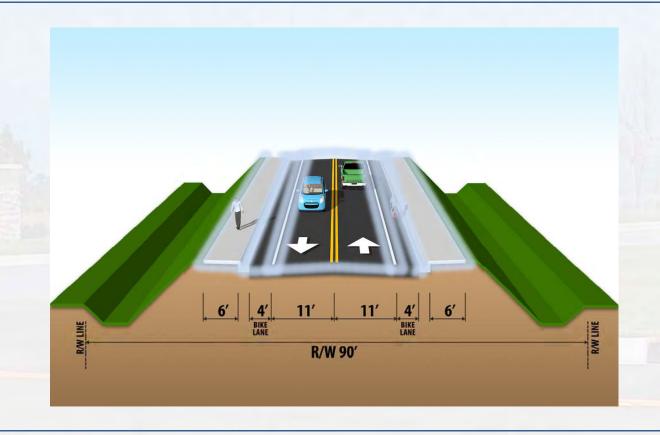




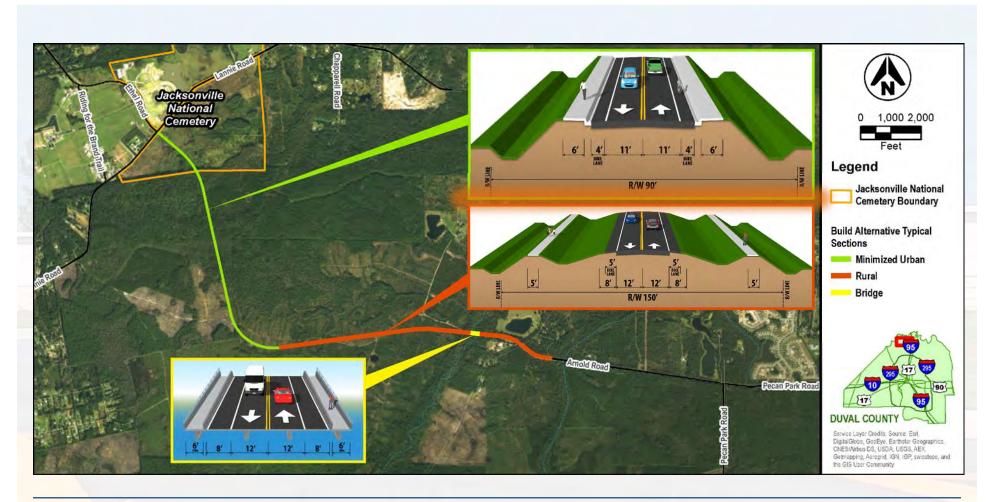




Urban Typical Section

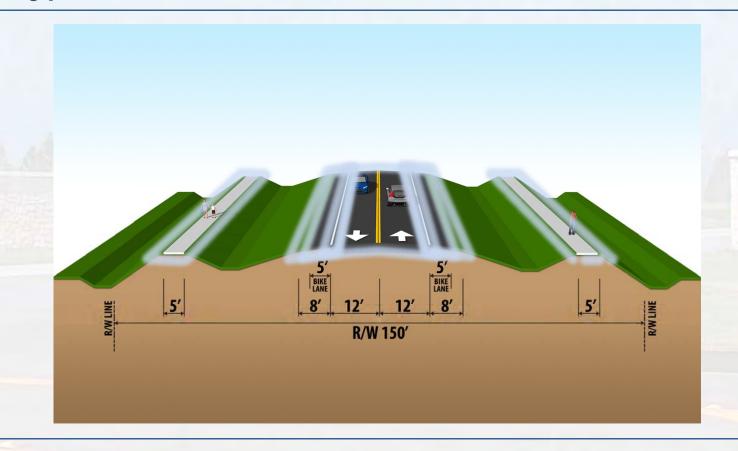




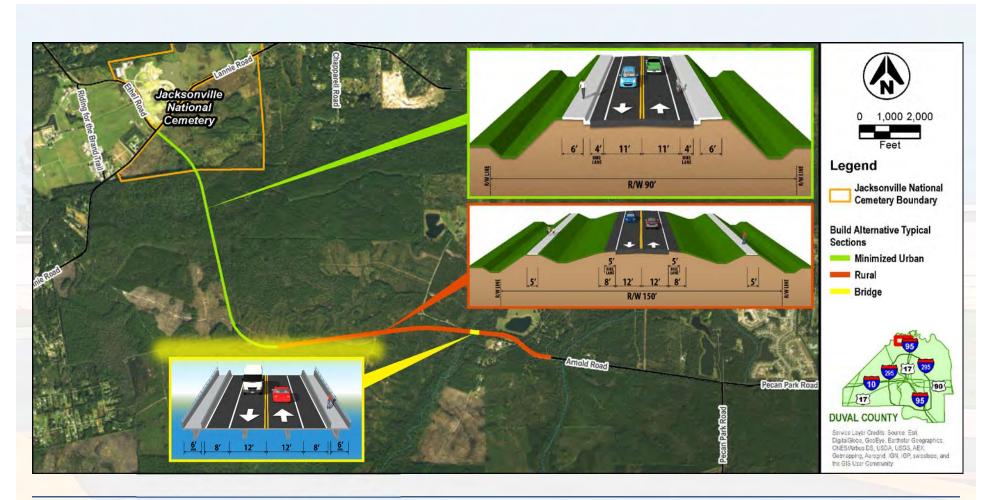




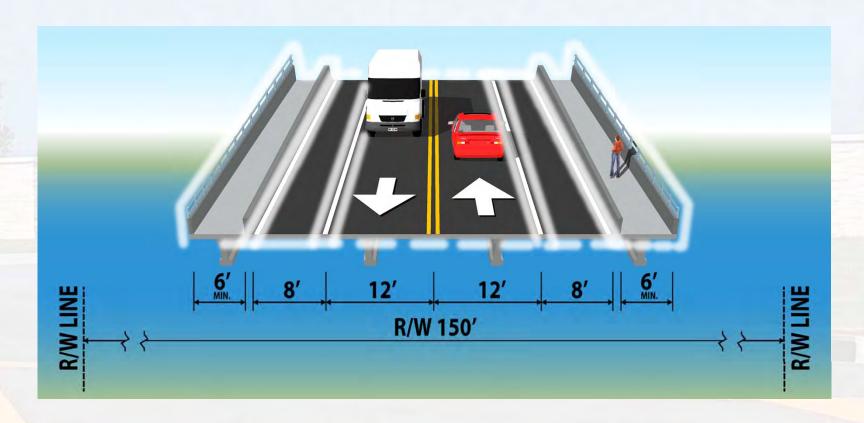
Rural Typical Section



FDOT



Bridge Typical Section









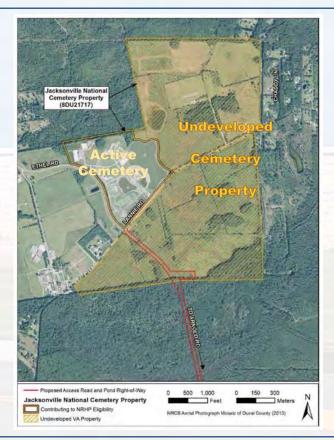
Environmental Considerations





Proposed Roadway Use of Jacksonville National Cemetery

- The proposed access road will cross undeveloped portions of the cemetery and will not encroach upon contributing elements of this resource.
- The FDOT would like to provide the opportunity for public comment on this use.





Project Costs (IN MILLIONS)

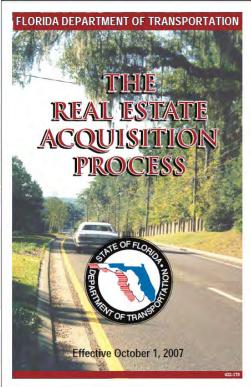
	Jacksonville National Cemetery Access Road
Engineering	\$1.22 million
Right-of-Way	\$2.86 million
Mitigation	\$2.20 million
Construction	\$13.42 million
TOTAL	\$19.7 million



FDOT Relocation Assistance Program

The project will not displace any residences or businesses within the community.







Comments

We welcome your comments



Terri Newman
FDOT Mail Station 2007
1109 South Marion Avenue
Lake City, FL 32025
386-961-7713
800-749-2967

terri.newman@dot.state.fl.us



Comments

All comments postmarked on or before

September 26, 2016

will be included in the Public Hearing Record



Civil Rights Act of 1964

Public participation at this hearing is encouraged and sought without regard to race, color, national origin, age, sex, religion, disability, or family status.



Title VI – Non-Discrimination Program

Persons may file a formal complaint(s) by writing to:

Florida Department of Transportation
Mrs. Dorothy Neal
Administrative Compliance Monitor
1109 S. Marion Ave., MS 2013
Lake City, Florida 32025-5874

or

Florida Department of Transportation Equal Opportunity Office 605 Suwannee Street, MS 65 Tallahassee, Florida 32399-0450



Questions

Personnel are available to answer your questions



JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD



Thank You



JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD



Thank You

PUBLIC COMMENT PERIOD



PRODUCED BY: Atkins

CLIENT: Florida Department of Transportation

JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD

Date:

3rd Draft

Approved by:

VIDEO	AUDIO
SLIDE 1	GOOD EVENING LADIES AND GENTLEMEN AND
V/O coordinated with slide presentation	WELCOME TO THE PUBLIC HEARING FOR THE
	JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD
	PROJECT DEVELOPMENT AND ENVIRONMENT OR P-
	D- AND E STUDY. THE STUDY LIMITS ARE BETWEEN
	THE WESTERN TERMINUS OF ARNOLD ROAD AND
	THE JACKSONVILLE NATIONAL CEMETERY AT THE
	INTERSECTION OF LANNIE ROAD AND ETHEL ROAD
	IN DUVAL COUNTY. THE FINANCIAL MANAGEMENT
	NUMBER IS 428455 DASH 1.
SLIDE 2	A PUBLIC INFORMATION MEETING WAS HELD ON
	JUNE ELEVENTH TWO THOUSAND ELEVEN TO SEEK
	COMMENTS ON THE TWO ALIGNMENT ALTERNATIVE
	LOCATIONS PRESENTED AND THE NO-BUILD
	ALTERNATIVE. THE RECOMMENDED ALTERNATIVE
	TONIGHT IS BASED ON FEEDBACK FROM THE
	MEETING.
SLIDE 3	THE PURPOSE OF TONIGHT'S HEARING IS TO
	PRESENT THE FINDINGS OF THIS STUDY, DISCUSS
	THE RECOMMENDED ALTERNATIVE AND RECEIVE
	YOUR INPUT.
SLIDE 4	THE PUBLIC HEARING WAS ADVERTISED IN THE
	FLORIDA TIMES UNION AUGUST TWENTY-FIFTH AND
	SEPTEMBER EIGHTH, 2016, THE FLORIDA STAR
	AUGUST TWENTY-SEVENTH AND SEPTEMBER
	THIRD, 2016, AND IN THE FLORIDA ADMINISTRATIVE
	· · · · · · · · · · · · · · · · · · ·

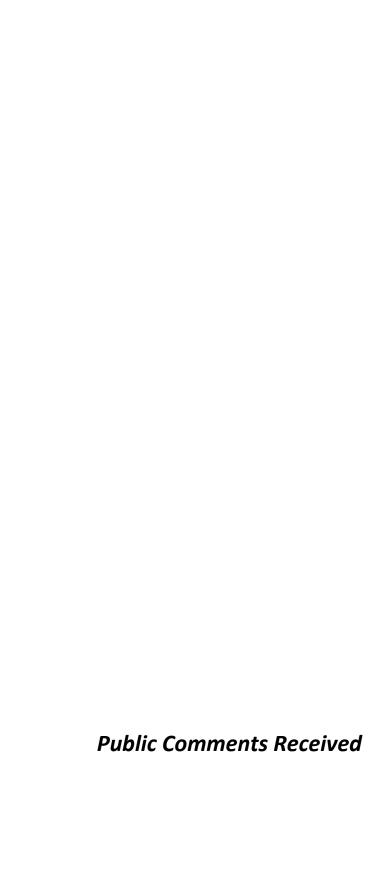
	DECICIED CEDIEMBED FIGURE 2040
	REGISTER SEPTEMBER EIGHTH, 2016.
	ADDITIONALLY, PROPERTY OWNERS, INTERESTED
	CITIZENS, AND ELECTED AND APPOINTED OFFICIALS
	WERE NOTIFIED BY LETTER OF TONIGHT'S
	PROCEEDINGS. THE ENVIRONMENTAL ASSESSMENT
	STUDY PROJECT INFORMATION HAS ALSO BEEN
	AVAILABLE FOR REVIEW SINCE AUGUST TWENTY-
	FIFTH AT THE HIGHLANDS REGIONAL LIBRARY IN
	JACKSONVILLE AND THE F-D-O-T JACKSONVILLE
	URBAN OFFICE.
SLIDE 5	F-D-O-T'S GOAL IS TO CONSTRUCT A NEW ROADWAY
	THAT WILL IMPROVE ACCESS TO THE CEMETERY,
	REDUCE TRAFFIC CONGESTION ON LANNIE ROAD,
	AND PROVIDE A MORE DIRECT ROUTE TO THE
	CEMETERY FROM THE JACKSONVILLE
	INTERNATIONAL AIRPORT AND I-95. THIS PROJECT IS
	CONSISTENT WITH LOCAL AND REGIONAL PLANS.
SLIDE 6	BASED ON STUDY FINDINGS, F-D-O-T IS
	RECOMMENDING CONSTRUCTION OF A NEW TWO
	LANE ROADWAY THAT BEGINS AT THE WESTERN
	TERMINUS OF ARNOLD ROAD, HEADS WEST, THEN
	NORTH, AND INTERSECTS LANNIE ROAD AT THE
	ETHEL ROAD INTERSECTION.
SLIDE 7	THE BUILD ALTERNATIVE WOULD UTILIZE THREE
	TYPICAL SECTIONS: AN URBAN, RURAL, AND
	BRIDGE TYPICAL SECTION AT THESE LOCATIONS
	SHOWN.
SLIDES 7 AND 8	TO MINIMIZE WETLAND AND FUTURE RECREATIONAL
	RESOURCE IMPACTS, APPROXIMATELY ONE POINT
	SEVEN MILES OF THE PROPOSED ROADWAY,
	BEGINNING AT LANNIE ROAD AND TRAVELING
	SOUTHEAST OF THE LANNIE ROAD INTERSECTION,
	<u> </u>

	WILL UTILIZE AN URBAN TYPICAL SECTION. THIS TYPICAL SECTION CONSISTS OF TWO ELEVEN-FOOT TRAVEL LANES, FOUR-FOOT BIKE LANES, CURB AND GUTTER, AND SIX-FOOT SIDEWALKS. THE PROPOSED URBAN TYPICAL SECTION FOR THE BUILD ALTERNATIVE WILL REQUIRE A RIGHT-OF-
	WAY WIDTH OF NINETY FEET.
SLIDES 9 AND 10	THE ROADWAY WILL THEN TRANSITION INTO A RURAL TYPICAL SECTION CONSISTING OF TWO TWELVE-FOOT TRAVEL LANES, TWO EIGHT-FOOT SHOULDERS, FIVE-FOOT BIKE LANES, AND FIVE- FOOT SIDEWALKS WITHIN A RIGHT-OF-WAY WIDTH OF ONE HUNDRED FIFTY FEET.
SLIDES 11 AND 12	A NEW BRIDGE WILL BE UTILIZED OVER THE PROPOSED CROSSING OF SEATON CREEK TRIBUTARY. THE TYPICAL SECTION WILL CONSIST OF TWO TWELVE-FOOT TRAVEL LANES, WITH EIGHT-FOOT SHOULDERS AND SIX FOOT SIDEWALKS SEPARATED FROM THE SHOULDERS WITH A BARRIER WALL, ALLWITHIN A RIGHT-OF-WAY WIDTH OF ONE HUNDRED FIFTY FEET.
SLIDE 13	THE LANNIE AND ETHEL ROAD INTERSECTION WILL BE RECONFIGURED TO A FOUR-WAY INTERSECTION WITH THE ADDITION OF THE JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD. STOP SIGNS WILL CONTINUE TO CONTROL TRAFFIC AT THIS INTERSECTION.
SLIDE 14	THERE ARE NO SIGNIFICANT IMPACTS TO ENVIRONMENTAL RESOURCES SUCH AS AIR QUALITY, NOISE, CONTAMINATION, FLOODPLAINS, WETLANDS, THREATENED AND ENDANGERED

	SPECIES, AND ARCHEOLOGICAL AND HISTORIC
	RESOURCES. ANY IMPACTS WILL BE MITIGATED
	FOR AS APPROPRIATE.
OLIDE 45	
SLIDE 15	THE JACKSONVILLE NATIONAL CEMETERY IS
	ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER
	OF HISTORIC PLACES DUE TO ITS SIGNIFICANCE AS
	A FINAL RESTING PLACE FOR OUR NATIONS
	VETERANS. THE PROPOSED JACKSONVILLE
	NATIONAL CEMETERY ACCESS ROAD WILL CROSS
	UNDEVELOPED PORTIONS OF THE CEMETERY AND
	WILL NOT ENCROACH UPON ANY OF THE
	CURRENTLY DEVELOPED PORTIONS OF THE
	PROPERTY. THE F-D-O-T IS PROVIDING THE
	OPPORTUNITY FOR PUBLIC COMMENT ON THE USE
	OF CEMETERY PROPERTY FOR THIS PROJECT.
SLIDE 16	THE JACKSONVILLE NATIONAL CEMETERY ACCESS
	ROAD PROJECT COSTS INCLUDING ENGINEERING,
	RIGHT-OF-WAY, MITIGATION, AND CONSTRUCTION
	ARE APPROXIMATELY NINETEEN POINT SEVEN
	MILLION DOLLARS.
SLIDE 17	RIGHT-OF-WAY WILL BE REQUIRED FOR THE
	PROJECT. THERE IS STAFF HERE TONIGHT TO HELP
	ANSWER ANY QUESTIONS YOU MAY HAVE. THE
	BUILD ALTERNATIVE, INCLUDING STORMWATER
	RETENTION PONDS, WILL IMPACT TEN PARCELS;
	TWO RESIDENTIAL AND EIGHT VACANT
	PARCELS. THE PROJECT WILL NOT DISPLACE ANY
	RESIDENCES OR BUSINESSES WITHIN THE
	COMMUNITY. F-D-O-T'S REAL ESTATE ACQUISITION
	PROCESS WILL BE FOLLOWED.
SLIDE 18	BEFORE ANY FINAL DECISIONS ARE MADE,
	F-D-O-T WOULD LIKE TO HEAR YOUR COMMENTS,

	MULICITYOTTAMILE DE ONTENIANI ODDODTUNITY TO
	WHICH YOU WILL BE GIVEN AN OPPORTUNITY TO
	PROVIDE MOMENTARILY. SHOULD YOU DESIRE TO
	PROVIDE WRITTEN COMMENTS IN LEIU OF, OR IN
	ADDITION TO ORAL COMMENTS PROVIDED AT
	TONIGHT'S HEARING, YOU MAY EMAIL OR SEND
	YOUR COMMENTS TO TERRI NEWMAN AT THE
	F-D-O-T DISTRICT TWO OFFICE IN LAKE CITY. HER
	CONTACT INFORMATION IS SHOWN ON THE SLIDE
	AND IS ALSO INCLUDED IN TONIGHT'S HANDOUT.
SLIDE 19	ALL COMMENTS POSTMARKED ON OF BEFORE
	SEPTEMBER TWENTY-SIXTH, 2016 WILL BE
	DOCUMENTED AS PART OF THIS HEARING, AND WILL
	BE INCLUDED IN THE TRANSCRIPT OF THESE
	PROCEEDINGS.
SLIDE 20	PUBLIC PARTICIPATION AT THIS HEARING IS
	ENCOURAGED AND SOUGHT WITHOUT REGARD TO
	RACE, COLOR, NATIONAL ORIGIN, AGE, SEX,
	RELIGION, DISABILITY OR FAMILY STATUS.
SLIDE 21	ANY PERSON OR BENEFICIARY, WHO BELIEVES
	THEY HAVE BEEN SUBJECTED TO DISCRIMINATION
	BASED ON THE CIVIL RIGHTS ACT OF 1964 AND/OR
	OTHER NON-DISCRIMINATION AUTHORITIES, MAY
	FILE A WRITTEN COMPLAINT TO MRS. DOROTHY
	NEAL, THE DISTRICT'S ADMINISTRATIVE
	COMPLIANCE MONITOR IN LAKE CITY, OR CONTACT
	THE DEPARTMENT'S EQUAL OPPORTUNITY OFFICE
	IN TALLAHASSEE. CONTACT INFORMATION IS ON
	THIS SLIDE.
SLIDE 22	FOR MORE DETAILED INFORMATION AND
	DESCRIPTION OF THE RECOMMENDED
	TRANSPORTATION IMPROVEMENTS, YOU MAY
	REVIEW THE MAPS, DRAWINGS, AND OTHER

	INFORMATION ON DISPLAY IMMEDIATELY
	FOLLOWING THE HEARING.
	F-D-O-T PERSONNEL ARE AVAILABLE TO DISCUSS
	THE RECOMMENDED IMPROVEMENTS WITH YOU
	AND ANSWER YOUR QUESTIONS.
SLIDE 23	THIS CONCLUDES OUR PRESENTATION. THANK YOU
	FOR ATTENDING THIS EVENING.



COMMENT SHEET



We Really Want Your Input!!

Project Name: CEMETARY PARKYDAY DRIVE
VMr OMrs OMs OMr & Mrs Tom Beaddock
Mailing Address 1628 S. Fletcher Ave, Franculina Bon, Fla
Phone Number 904-261-4632
Email Address Tomhbrade Aol. Com.
Comments DURN PROPERTY IN VICINITY OF WEMTURNER
Email Address Tomhbrade Aol. Com. Comments Deput Property in Visionty of Wem TURNER AND BRADDOCK ROAD
PRESENT AligNMENT looks good. DISSAPPOINTED PROVISIONS (PLANS) NOT THOWN FOR THE EXTENSION OF BEADDOCK Rd to INTERSECT. CEMETARY PARKWAY WHERE IT CURVES North to
DISSAPPOINTED PROVISIONS (PLANS) NOT THOOM FOR
THE EXTENSION OF BRADDOCK RY TO INTERSECT.
CEMETARY MARKYAY WHERE IT CURDES NORTH TO
HECOMMODITE TONERDI FOR HAND PRIVATE IRALLIC
Coming from the WEST Jouth GEORGIA AND INLEST
part of Southern AREA (Goile, Palatka etc)
Would like very much to get a copy of RENDERING ENITHED;
Project location
FPID: 428455-1
Thank Jon Braddard
AddRESS & Empil About PROJECT LOCATION
KIRDJECT LOCATION

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

Lasher, Wendy G

From: Peggy Bryan <treemomma@aol.com>
Sent: Wednesday, September 21, 2016 1:55 PM

To: Newman, Terri

Subject: Access Road to National Cemetery

Follow Up Flag: Follow up Flag Status: Flagged

What a wonderful idea for FDOT to create a beautiful road leading to our National Cemetery! Rather than one more ugly, strictly utilitarian straight shot, the chance to create a lovely tree lined, curing road would be such a triumph to our senses and pragmatically, would deter drivers from racing down the road creating havoc for those living nearby. It would also help mitigate the painful destruction of trees we see every time a new road is built. What a great opportunity for FDOT to make a significant and positive difference! Thank you! Peggy Bryan

Lasher, Wendy G

From: Byres, Laura C. <Laura.Byres@fscj.edu>
Sent: Thursday, September 22, 2016 6:49 AM

To: Newman, Terri Cc: Anna Dooley

Subject: Jacksonville National Cemetery Roadway

Hi Terri, As a member of the Greenscape Executive Board I am writing to advocate for a thoughtful design for the entrance to the JNC. Our veterans are deserving of a beautiful, restful, tree lined entrance that encourages reflection, provides shade and is a world class design that represents Jacksonville's heritage of being a beautiful tree lined city. This is a chance for us to create beauty with our sense of design and purpose by adding curves, trees and excellent design to the entrance. I know the DOT wants to create great roads and this is a perfect chance to not only do this, but honor Jacksonville, its veterans and their families and friends.

Laura Byres Lab Manager, Florida State College, South Campus, 11901 Beach Boulevard Jacksonville, FL. 904-646-2044 lbyres@fscj.edu From: Susan Caven [mailto:susancaven@hotmail.com]

Sent: Monday, September 26, 2016 9:34 PM

To: Newman, Terri

Cc: Susan Caven; aligrant@bellsouth.net

Subject: Scenic Jacksonville proposal for a tree-lined parkway to Jacksonville National Cemetery

susancaven@hotmail.com has shared a OneDrive file with you. To view it, click the link below.



Proposal for a tree-lined road to the Jacksonville National Cemetery.docx

Susan C. Caven 2775 White Oak Lane Jacksonville, FL 32207 904-398-7945 susancaven@hotmail.com



WHEREAS, the Florida Department of Transportation (FDOT) has proposed an access road connecting the Jacksonville National Cemetery with Interstate 95 (Project 428455-1), and

WHEREAS the project presents FDOT with its first opportunity to design the entrance road to a national cemetery, since other military cemeteries in Florida were built along existing roadways requiring no additional road access, and

WHEREAS, FDOT should take advantage of this unique opportunity to design and construct an entrance road befitting its location and appropriately honoring those veterans who served their country and whose remains are interred in Jacksonville National Cemetery, and

WHEREAS, an appropriate entrance road should be a beautiful, tree-lined parkway, rather than a generic roadway designed solely to move vehicles and people from one point to another, and

WHEREAS, the access road should be designed to incorporate curved roadways, reduced speed limits and the opportunity for a continuous planting of canopy trees along the entire length of the roadway, and

WHEREAS, residents of Lannie Road have expressed the legitimate concern that the access road will become a cut-through between Lem Turner Road and I-95, increasing, not reducing, traffic on Lannie Road,

WHEREAS, a curving, tree-lined parkway would not only serve to place arriving visitors in a proper frame of mind for their visits, but also act as a traffic calming device which would influence drivers to reduce their speed and dissuade them from using the access road as a short cut to and from I-95, and

WHEREAS, a parkway of this type should include trees and landscaping substantially in excess of what FDOT would normally include as a part of road construction projects, and

WHEREAS, unlike other public and private entities, FDOT will not be contributing to the City's Tree Protection Trust Fund to mitigate for the removal of protected trees, and

WHEREAS, the parkway as suggested would be consistent with FDOT's Highway Beautification Guidelines,

WHEREAS, organizations such as Scenic Jacksonville, City Beautiful Jax and Greenscape of Jacksonville, among others, can provide valuable input into the



design process, and such organizations should be actively included in the design process

NOW THEREFORE, Scenic Jacksonville urges the Florida Department of Transportation to:

- Design and build the Jacksonville National Cemetery Access Road as treelined parkway incorporating a curving roadway, reduced speed limits and a continuous tree canopy and
- Actively and continuously include Scenic Jacksonville, City Beautiful Jax, Greenscape of Jacksonville and other interested organizations in the design process.

Dated this 26th day of September, 2016, at Jacksonville, Florida

Ill Callen

SCENIC JACKSONVILLE

By: Susan Caven

President

From: Bob Chabot [mailto:chabotb@jacksonvillezoo.org] Sent: Saturday, September 24, 2016 5:22 PM To: Newman, Terri Subject: National Cemetary Please consider a true parkway roadway to this site to properly honor those buried there. Thank you, **Bob Chabot** Director of Horticulture & Facilities Jacksonville Zoo and Gardens 370 Zoo Parkway Jacksonville, FL 32218 Phone: 904-757-4463 x159 Fax: 904-757-4315 Email: chabotb@jacksonvillezoo.org Website: www.JacksonvilleZoo.org Every time you visit the Jacksonville Zoo and Gardens, you help save plants and animals in the wild!

COMMENT SHEET



We Really Want Your Input!!

Project Name: PECAN PARK TO LANNIE RD
Mr OMrs OMs OMr & Mrs MICHAEL CRAWFORD
Mailing Address 15622 LEXINGTON PARK BLVD 32218
Phone Number 904-619-0695
Email Address clemsontigerinfl& aol.com
Comments
CONCERNED BOUT INCREDSED TRAFFIC ON PECAN
PARK BETWEEN 95 + ARNOLD RD. ANY PLANS TO
IMPROVE/WIPEN PECAN PACK

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

p. 1

1-386-961-1588

FAX

1 of 3

September 26, 2016

To: Terri Newman -

FDOT

Hello Terri - Just wanted to be certain we had our Resolution passed and sent to you by today's deadline.

If you have any problems with this transmission, please feel free to contact me.

Anna Dooley

GREENSCAPE OF JACKSONVILLE, INC.

1468 Hendricks Avenue

Jacksonville, FL 32207

(office) 904 - 398-5757

(fax) 904 - 396-6767



Officers

Mike Robinson President

Michael Schmidt Vice President

Laura Byres Secretary

Jason Worley Treasurer

Peggy Bryan Bob Chabot Joan Pattison Carol Worsham Members At-Large

Brad Nestor Post President

Anna M. Dooley Executive Director

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Meg Gaffney
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Jenuifer King
Michelle King
Caroline Marris
Suzanne Perritt

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Jeffrey D. Dunn
Sally B. Lee
Robb Mitchell
William H. Morris
Ted Pappas
The Honorable John S. Peyton
Mary Pietan
Lisa O. Taylor
Lane Taylor Welch

protecting, and promoting trees since 1975.

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WHEREAS, a parkway of this type should include trees and landscaping substantially in excess of what FDOT would normally include as a part of road construction projects, and

Greenscape of Jacksonville, Inc. 1468 Hendricks Avenue, Jacksonville, FL 32207 (904) 398-5757 Email: Greenscape@bellsouth.net www.greenscapeafjacksonville.org A member of the Florida Urban Forestry Council September 26, 2016

Page Two

WHEREAS, unlike other public and private entities, FDOT will not be contributing to the City's Tree Protection Trust Fund to mitigate for the removal of protected trees, and

WHEREAS, the parkway as suggested would be consistent with FDOT's Highway Beautification Guidelines.

WHEREAS, organizations such as Scenic Jacksonville, City Beautiful Jax and Greenscape of Jacksonville, among others, can provide valuable input into the design process, and such organizations should be actively included in the design process

NOW THEREFORE, Greenscape of Jacksonville urges the Florida Department of Transportation to:

- 1. Design and build the Jacksonville National Cemetery Access Road as tree-lined parkway incorporating a curving roadway, reduced speed limits and a continuous tree canopy and
- Actively and continuously include Greenscape of Jacksonville, Scenic Jacksonville, City Beautiful Jax, other interested organizations in the design process.

Dated this 26th day of September, 2016, at Jacksonville, Florida

Anna M. Dooley

Executive Director

From: Meg Gaffney [mailto:meg@bashamlucas.com]

Sent: Monday, September 26, 2016 7:07 AM

To: Newman, Terri

Subject: Access Road from Jax national Cemetary

Good Morning Terri,

Please consider a curved, tree-lined road as an alternate to the planned rather straight throughway. A drive laid out with more intention would appropriately honors veterans, tends to slow traffic, helps mitigate for removal of existing trees, etc.

Thank you for your consideration.

Sincerely, Meg

Meg Gaffney

Vice President -Director of Landscape Architecture

Basham & Lucas Design Group, Inc. 7645 Gate Parkway, Suite 201 Jacksonville, Florida 32256 904.731.2323 meg@bashamlucas.com

www.bashamlucas.com

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COMMENT SHEET



We Really Want Your Input!!

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

COMMENT SHEET



We Really Want Your Input!!

Project Name: cemetery access rd.
♦ Mr ♦ Mrs ♦ Ms ♦ Mr & Mrs wate - glase.
Mailing Address 16929 Ethel Rd. Jan Pl 32218
Phone Number
Email Address glos home & gmain. com
Comments _ = we like on Ethel Rd and are Dearly of the
Haffic and Liaffic speeds bought by a direct line into
_ our " Dead end" Perch boxtrood. There are already
mas lette son + lette no oborgoon hath charge super
intersection.
"cut through" troffic.
nonder, loggie gaffrey-unsteht in adendance.
considerations were not thought thrus Poor Lining.

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

Lasher, Wendy G

From: Leslie A. Goller <lgoller@terrellhogan.com>
Sent: Thursday, September 22, 2016 7:43 AM

To: Newman, Terri

Subject: Comments To Access Road to National Cemetery DOT Project.

I write to suggest that the access road (Lannie Road) to the National Cemetary be a **tree-lined parkway as the roadway design.** This would appropriately honors veterans, tends to slow traffic, and helps mitigate for removal of existing trees.

Residents of Lannie Road expressed concern that the road will become shortcut from Lem Turner Road to I-95 and will significantly increase traffic on Lannie Road, a two-lane rural roadway. A tree-lined parkway with more curves would act as a psychological and actual deterrent to its use as a cut-through.

This is an opportunity to make a difference and to do it right

Thank you, Leslie A. Goller 2247 Smullian Trail South JAcksonville, FL 32217 Board Member of City Beautiful Jax, Inc.

Sent from my iPad

From: Alicia Grant [mailto:aligrant@bellsouth.net]
Sent: Monday, September 26, 2016 11:15 AM

To: Newman, Terri

Subject: Fw: Resolution re: National Cemetery Access Road, Jacksonville, FL

Forgot Attachment. Sorry.

Alicia Grant

"Unless someone like you cares a whole awful lot, nothing is going to get better. It's not."Dr. Seuss, "Signs of Civilization"

On Monday, September 26, 2016 11:12 AM, Alicia Grant aligrant@bellsouth.net wrote:

Dear Terri -

Please see the attached resolution passed by City Beautiful Jax as comment on the design of the Access Road to the National Cemetery.

If you have any questions, please contact me.

Alicia Grant
President,
City Beautiful Jax
h 904.388.1063
c 904.318.1617
3575 Riverside Ave.
Jacksonville, FL 32205

"Unless someone like you cares a whole awful lot, nothing is going to get better. It's not."Dr. Seuss, "Signs of Civilization"



WHEREAS, the Florida Department of Transportation (FDOT) has proposed an access road connecting the Jacksonville National Cemetery with Interstate 95 (Project 428455-1), and

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Dated this 26th day of September, 2016, at Jacksonville, Florida

Ill Callen

SCENIC JACKSONVILLE

By: Susan Caven

President

COMMENT SHEET



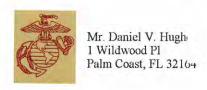
We Really Want Your Input!!

Project Name: Cemetery Road - Ethel Rd
Project Name: Cemetery Road - Effect Rd Mrs Mrs Mrs Mrs Mrs Amy Haddock (Van Sickle)
Mailing Address 16847 Ethel Rd Jacksonville FL 32218
Phone Number 904 483-0818
Email Address amyt03@ain.com
Comments I live on Ethol. I am so excited
about this access road. I have small
Children and it gives me direct access to
Publix, pediatricians Office, stores, etc. I am glad
to pull over p show respect gos the military
on a super sour. Many you.

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

Hi Bill Thank you for sending me the D.O.T. Droft I work with a lot of Communications, along with many meetings to show the need This NCAR will serve tere dance etall to Chairman emeritue TYNIC



26 AUG 2016 FH 4 1



William R. (Bill) Henclesson Destrict Ponning and Environmental Manager 1109 South Marion ave-Mail Spation 2007 Sobe City, JL. 32025-5874

Daniel V. Hughes

1 Wildwood Place

Palm Coast, FL 32164

Florida Department of Transportation

c/o Terri Newman, Project Manager

Subject: Jacksonville National Cemetery Access Road (JNCAR)

Access Road background facts that I would like to ensure is added to the official record:

- Nine years ago the Jacksonville site on Lannie Road was selected for the present day Jacksonville National Cemetery
- Colonel Ed Taylor and I, Daniel V. Hughes traveled to Jacksonville to assess the selected site, the surrounding area and existing roadways for a sense of what would be needed to make the Jacksonville National Cemetery a success for our veteran community. Here is what we determined:
 - Safety Issue Lannie Road is a narrow two lane road that would now have to accommodate an increased traffic pattern
 - Safety Issue Distance from I95 There currently is no straight shot from I95 and the families have to travel 18 miles in the country to get to the cemetery.
 There no access to restaurants, accommodations or the airport on the current route.
- Colonel Ed Taylor and I both communicated with property owners such as Bill Wright
 and Tony Sleiman, Florida Department of Transportation, City of Jacksonville Engineers,
 Congressman Ander Crenshaw and Congressman John Mica's office personnel to come
 up with a workable plan for everyone. As a result the Congressmen arranged for funds
 (\$800,000.00) to complete the initial Environmental Assessment (Available to the Public
 July 2016). See Florida Department of Transportation Assessment for further specifics.

This new road will serve our veterans and their families well in the coming years and I would like to thank everyone involved for their hard work and dedication to this project.

Yours through veterans,

Daniel V. Hughes

U.S.M.C. Retired

Chairman Emeritus J.N.C.C.

Lasher, Wendy G

From: Wendy John <wendyjohn904@gmail.com>
Sent: Wednesday, September 21, 2016 10:44 AM

To: Newman, Terri

Subject: Jacksonville National Cemetery Access Road

Follow Up Flag: Follow up Flag Status: Flagged

Ms. Newman,

The purpose of this email is to express my concerns and disdain about the Jacksonville National Cemetery Access Road Project. I am a resident in the Lannie Road community and feel that the impact on our community has not been taken into consideration. Lannie Road is presently in ill repair and when the need for repairs is brought to the attention of the Department of Transportation the action taken is to merely patch pot holes and the patches do not last more than 3-6 months. In addition, the road is very dangerous and sustains traffic not only from the National Cemetery but also the Montgomery Correctional Institution. My most prevalent concern is that this access road is going to be a main artery and pass through for not only cemetery/funeral traffic but for residents of Nassau County that currently use Lem Turner Road to navigate to I-295 then to I-95. Early in the mornings traffic is horrendous on Lem Turner due to the Nassau County residents traveling south. This access road will give the residents of Nassau County a quicker direct route to I-95 which will increase the traffic on Lannie Road exponentially; which will in turn cause more damage to Lannie Road, increase the danger of Lannie Road to drivers and pedestrians; and cause the residents of the Lannie Road community to deal with these issues. Added traffic will cause time stress, more accidents, and the ill repair of the road will also cause repair costs to vehicles of the residents.

We, as a community, live in a rural area for the purpose of peace and quiet. We also do not have complaints about the funeral traffic caused by the National Cemetery. In fact, when a funeral procession travels on Lannie Road we stop until it has passed even if we are driving in the opposite direction out of pure respect and patriotism. I don't feel that it is fair to put these undo burdens on our community to save funeral attendees 5 miles travel and 10 minutes. In my opinion the negative impact on the community far exceeds any positive impact from this project.

Another major concern is raised concerning future projects that will be a result of the access road. What will stop residential and commercial development on the access road? The development of subdivisions and retail businesses on the access road will most assuredly be forthcoming increasing the impact of the added traffic on our community.

I would also like to express the fact that I am disturbed that the community was not informed of these plans through an outlet that would inform everyone in the community. The only publicity that has been made of this project is through the Florida Times Union. I found out about the project through a co-worker of a friend that read about it in the paper. Many residents do not subscribe or read the paper in today's age of technology. I feel that a letter to each resident would have been appropriate, especially informing us of the community meeting held last week. I feel that even with the residents expressing concerns that we are basically "treading water" and the Department of Transportation has no intention of allowing the concerns of the residents to effect the progress of the project.

I would greatly appreciate a response addressing my concerns.

A concerned resident.

Wendy John 11525 Chapparell Road Jacksonville, FL 32218 Phone: 904-226-1993 From: Kennedy, Deborah L [mailto:Deborah.Kennedy@fcso.com]

Sent: Friday, September 23, 2016 12:31 PM

To: Newman, Terri

Subject: Jacksonville National Cemetery Access Road

I am a very concerned resident of the Lannie Road area. I first heard of the 'Public Hearing' that was held on Sept. 15th, a month or so ago when a friend said she saw the notice in the Times Union. I would have never known about this new 'proposed' access road. So I shared it with my friends & neighbors.

Then I went to the library and looked at the rather large proposal book. I then took some pictures of the map for the new road. I did some measurements of that map and saw that the road will be less than one mile from my property, through the woods.

When I moved to this side of town 14 years ago, I was amazed how quiet it was. My road is a dead end road so we <u>never</u> hear traffic or sirens or loud car stereos. All that will change if the new road is built. And yes, we will be able to hear the traffic noise thru the trees.

But that is not my most concerning issue. I work downtown and travel down Lem Turner to I-95 every day. I leave at 6:15AM and for about the past two years I have seen so much more traffic coming from Callahan and other towns in Nassau, coming down Lem Turner that early every day. The only way for them to get to I-295 or I-95 is from Lem Turner. With this new access road I see it as a new shortcut for all this traffic from Lem Turner to get to I-95. FDOT should have someone sit at Lannie & Lem Turner for an hour to watch the amount of traffic that early in the day! Not that it would make a difference.

Lannie road is a rural 2- lane road. There are three sharp curves on the way to the National Cemetery and just about every day, on at least on one of those curves, a vehicle will be coming towards me a few feet on my side of the road. Most of the cars are speeding as well. I personally have had many close calls and therefore try to get over to the

right side as much as possible to avoid an accident. With the increase in traffic for the new 'shortcut' I can just imagine how many accidents there will be. No that it would make a difference.

We were told that the reason for the new road is to alleviate funeral procession traffic on Lannie. The FDOT rep. at the Hearing told me that at times many residents cannot leave their homes until the procession has passed. How long can that take, 2-4 minutes? So the funeral processions will be using the new access road, coming from I-95? I have never seen a funeral procession traveling on a major highway, and I don't think they do! Please correct me if I am wrong and explain how they can do that. Yes, this might be used by folks attending a funeral at the cemetery, but not by the funeral processions. I was told an untruth by an FDOT representative at the Hearing.

Now let me express my concerns about that Hearing...the school cafeteria was way too small with standing room only. And when I arrived at 6:00 there were not more handouts. So apparently FDOT did not think too many people would attend. I was very unhappy that there was not a question and answer period after all the speakers, especially after the speaker announced in the beginning that there would be. Instead we could find a rep. and ask our questions privately. There were too many people trying to talk to a rep. and I did not have another hour to spend there so I left.

It will cost nearly 20 MILLION of our taxpaying dollars for a 3 MILE ROAD! Why bother? Can't we find anything better to do with 20 MILLION DOLLARS? They should have thought about the inconvenience of the funeral processions drive BEFORE they built the National Cemetery, apparently it was not an issue then! With the new road will being more new subdivisions and retail stores, in the future. That is not why most of us moved to this part of town for. We move out here for peace and quiet! Not that it would make a difference.

My next email will be to the media. I have many neighbors doing the same. I have heard that FDOT told the media that the residents are on board with this, which is not true! I have not heard anyone state that to me.

Please let us know <u>how</u> this can be stopped as it is still 'proposed'. Will it take a petition? Will it take going to the mayor? I am not the only resident that feels like FDOT has no concerns at all about what the residents are concerned with, we just have to live with it. You don't!

Thank you for allowing me to express my concerns, not that it will make any difference.

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From: Jennifer King [mailto:jenj king@hotmail.com]

Sent: Friday, September 23, 2016 10:01 PM

To: Newman, Terri

Subject: Proposed access road to Jacksonville National Cemetery

Dear Sir/Madam:

I write in connection with the proposed FDOT road that will give access to the Jacksonville National Cemetery. I am in support of making this road a winding, tree-lined parkway that encourages a more moderate, leisurely speed, instead of a standard FDOT urban road.

A picturesque roadway of this nature would be a means of honoring our veterans on their last journey on this earth. Every family wants to think that they have given their loved ones the best and most beautiful "send-off" ever, and this pastoral enhancement would contribute to that impression, bringing much comfort and peace to their grieving families. In addition this design provides a means of tree mitigation as a result of this and other DOT road projects. I ask that you give this idea serious consideration and view it as a means of both beautifying Jacksonville and honoring the sacrifice of our deserving veterans. Sincerely,

Jennifer M. King Member, Board of Directors Greenscape of Jacksonville

COMMENT SHEET



We Really Want Your Input!!

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

Lasher, Wendy G

From: David RAMSEUR <davidramseur12@gmail.com>

Sent: Friday, September 16, 2016 3:43 PM

To: Newman, Terri

Subject: Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery Access Rd. in Duval County

9/15/16

Attachments: SAR Magazine write up on Thomas Creek.doc

Hi Terri,

Nice to meet you last night. I think you and the FDOT did a great job in presenting the facts last night.

I guess we will always have some opposing changes. I had this when I use to testify at hearing for CSX Transportation, sometime receiving a favorable ruling before the Bench! Maybe have some road improvement and road shoulder improvement might help the ones opposing the road connection.

I assume when the connection is made you will have signs placed on I-95 and Pecan Park intersection showing the for new route for the National Cemetery. Which brings to my mind who do I contact to get a sign for my Thomas Creek Revolutionary War Battlefield that is located in Seaton Creek Historical Park on Arnold Road about 2.5 miles from the Pecan Park/I-95 intersection?

As information, I am attaching our SAR Magazine write-up on our first celebration last year.

If I can be of any help for you on this project, please let me know.

David Ramseur

On Thu, Sep 8, 2016 at 10:27 AM, David RAMSEUR <davidramseur12@gmail.com> wrote:</davidramseur12@gmail.com>
> Thanks,
>
> I plan to go look at the plans next Monday morning at the DOT Bldg. off I-10
>
> David Ramseur
>
> On Thu, Sep 8, 2016 at 9:28 AM, Newman, Terri
$> < https://urldefense.proofpoint.com/v2/url?u=http-3A\Terri.Newman-40dot.state.fl.us\&d=DQlGaQ\&c=cUkzcZGZt-E3UgRE832-4A\&r=y5FoMILEivBYg0iWbjio_A6nrqPuL3RflhPEAciGhjo\&m=VxjB8bbXSUGGMRNuT4KefURoZRgtMzhsA-ClFvnlw5Q\&s=CQajS8_dEovB2Xdwgr7zOl7k0fdDuYCwNfpB1_mvaOg&e= > wrote:$
>> Thank you for your email. We look forward to seeing you at the public hearing on September 15, 2016.
>>
>> Terri B. Newman
>> Environmental Supervisor
>> FDOT District 2
>> 1109 S. Marion Street, MS 2007
>> Lake City, Florida 32025
>> 386-961-7713
>> terri.newman@dot.state.fl.us
>>
>>
>>Original Message
>> From: David RAMSEUR [mailto:davidramseur12@gmail.com]

>> Sent: Friday, September 02, 2016 12:12 PM
>> To: Newman, Terri
>> Subject: Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery Access Rd. in Duval County 9/15/16
>>
>> This proposed roadway connection from the National Cemetery to Jacksonville International Airport to Interstate 95 area would be very beneficial and enhance to all parties traveling to and from these locations. This would be most beneficial to those who are attending funeral services at the National Cemetery via I-95 and not having to go a very circuitous and time consuming route on US #1 by the prison.
>>
>> I am also pleased to see this connection road being made as it will give more access for visitors to our Thomas Creek Revolutionary War Battlefield site that is located off Arnold Road that connects with Pecan Park Road and I-95. This battle took place on May 17, 1777 and was the second of three failed attempts to make North East Florida our 14th Colony. Next year on May 17, 2017 we will be having our 240th Ceremony commemorating this battle.
>>
>> Accordingly, this access road will meet the badly needed connection the National Cemetery, Airport and I-95 plus hurricane evacuation route for possible future storms in the area.
>>
>> I am looking forward to attending the Public Hearing on the proposed roadway connection.
>>
>> Sincerely,
>>
>> David H. Ramseur
>> Past President Jacksonville Chapter and
>> Florida Society Sons of the American Revolution davidramseur12@gmail.com
>> 904-737-0590

THE BATTLE OF THOMAS CREEK

THE SOUTHERNMOST BATTLEFIELD OF THE AMERICAN REVOLUTIONARY WAR

May 17, 1777

By David Hardy Ramseur,

Jacksonville Chapter, FLSSAR

he NSSAR and FLSSAR, along with the City of Jacksonville, dedicated a Florida Historical Marker in Seaton Creek Historic Park two Patriot colonels and two British colonels.

In 1975, the Florida Society C.A.R. placed a highway marker 4 miles south of Callahan, Fla., off U.S. Highway I commemorating the Battle of Thomas Creek. At that time, the exact location

Georgia militia organized in Sunbury, Georgia, just north of the Florida border for an expedition into British Fast Florida in retaliation for raids by British Loyalists. Traveling by water, the Continentals encountered British troops at Amelia Island, which delayed their rendezvous with the Georgia militia who traveled by land. On May 17, a small force of 109 Georgia militia men was amhushed by a mixed force of British Army, Loyalist militia, and Native Americans near the mouth of Thomas Creek in Northeast Florida. Lieutenant Colonel John Baker of the Georgia forces and 41 of the Georgia militia men survived the battle. The encounter was the first major engagement and the second of three failed attempts by American forces to invade British East Florida. It is considered the southernmost battle of the American Revolutionary War.

A FLORIDA HERITAGE STIE SPONSORED BY THE FLORIDA SOCIETY SONS OF THE AMERICAN REVOLUTION THE CITY OF JACKSONVILLE AND THE FLORIDA DEPARTMENT OF STATE 2015



Commemorating the 238th anniversary of the Battle of Thomas Creek. President General Lindsey C. Brock, a member of the Jacksonville Chapter, brought greetings to the nearly 100 SAR, DAR and C.A.R. members and others who attended the March 21 dedication ceremony. Greetings also were brought by the City of Jacksonville, the National Park Service, several SAR state presidents. representatives of the DAR and C.A.R., and Ralph Nelson from the National Washington-Rochambeau Revolutionary Route Association. Also attending the ceremony were President General (2005-2006) Roland Downing and his wife, Norma, and Dr. Sam Powell, SAR Foundation president.

There were 27 SAR color guardsmen commanded by Treasurer General Mike Tomme, past National Color Guard commander, and Mark Anthony. National Color Guard adjunct and South Atlantic District Vice President General. The invocation and benediction were given by chapter Chaplain Rev. Robert M. Hale, and the Pledge of Allegiance was led by Eagle Scout William Merkert. Compatriot Bill Ramsaur of the Marshes of Glynn Chapter of the GASSAR gave a presentation on "Four accounts of the Battle of Thomas Creek." The presentation gave the viewpoints from

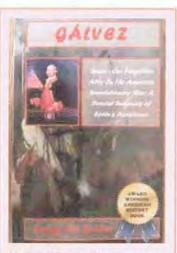
of the battlefield was not known. In 2004-2005, an environmental services testing group was hired by the former owner of the property. They found Revolutionary War period artifacts in a location that was most probable for an encampment requiring fresh water for the horses.

In 1970, the late Congressman Charles E. Bennett, a member of the Jacksonville Chapter, published a book entitled The Southernmost Battlefields of the Revolution. Bennett stated in his book, "It seems proper in 1969 that we plan a wilderness type park at the most southerly battlefield of the Revolution, Thomas Creek-commemorating there all of the southern frontier fighting of the war and preserving the wildlife and beautiful subtropical hammock land of the area." And now, 46 years later, we are fulfilling his dream with a beautiful preservation park that contains the hallowed ground of those who fought and died for the freedom we now enjoy.

Below is the wording on the Florida Historical Marker at Seaton Creek Historical Park.

AMERICAN REVOLUTIONARY WAR BATTLE OF THOMAS CREEK May 17, 1777

In May of 1777, 400 soldiers from the Continental Army and 165 members of the



Galvez / Spain - Our Forgotten Ally in the American Revolutionary War: A Concise Summary of Spain's Assistance

> "Best Revolutionary War History Book in 2014"

By Judge Ed Butler \$29.99 + \$6.50 p.& h. See web page at www.galvezbook.com to order From: MICHAEL R ROBINSON [mailto:robinson674@bellsouth.net]

Sent: Friday, September 23, 2016 10:50 AM

To: Newman, Terri

Subject: New Entrance Road to Jacksonville National Cemetery

Good morning Terri, it is my understanding that you are the person receiving public comments regarding the new proposed entrance to the Jacksonville National Cemetery.

I would like to state my agreement with sentiments you have received to make the new road a curving, not straight, road and to have it landscaped by a tree-lined entranceway. I have attended services at both the Jacksonville Cemetery and the Sarasota Cemetery and can think of no better way to show the family members of the deceased then to have their loved ones final trip be along a shaded peaceful boulevard. Driving down a bare, wide-open road like an interstate leaves one with such an empty hollow feeling. One only needs to think of such roads as Jacksonville's Mandarin Road or Tallahassee's Canopy Roads to feel the peaceful, comforting nature, a tree canopy gives us.

A curving road will also accommodate the residents of the area that the entrance road not be used as a traffic cut through. I know from past experience, when in a funeral procession, we are in no hurry to reach the destination. Moments of quiet peaceful comfort are much appreciated.

I have the honor of serving as President of Greenscape of Jacksonville's, the nation's second oldest tree advocacy organization. I would also commit our group to assist the FDOT in the planting of trees along this new boulevard. I am quite confident there would be no problem securing volunteers to assist in planting trees as a means to honor those who have served our country so well.

Thanks you for allowing me to state my concerns and opinions, Mike Robinson

From: chad shaw [mailto:shaw.drchad@att.net]
Sent: Monday, September 26, 2016 4:00 PM

To: Newman, Terri

Subject: Lannie Road Project

Terri Newman,

I would like to offer my support for a more thoughtful design to the Lannie Road construction. It would benefit the local residents and the city of Jacksonville to have a less straight road lined with beautiful trees. It would make me happy to see FDOT construct a road that has great engineering and great aesthetic design.

Thank you for taking time to read my email.

Sincerely, Chad Shaw, D.C. 8705 Perimeter Park Blvd, #6 Jacksonville, FL 32216 (904) 997-1349

www.shawchirojax.com

Confidentiality Note: The information contained in this transmission is legally privileged and confidential, intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you receive this communication in error, please notify us immediately by telephone call to 904-997-1349, and delete the message. Thank you.

COMMENT SHEET



We Really Want Your Input!!

Project Name: Stephance Sufficilt
OMr OMrs OMs OMr & Mrs CARL L SHIFFLETT
Mailing Address 4819 LANNIE ROAD. BOOLS
Phone Number 904 764 8483.
Email Address Gooney BIRD 6674 DATT. Net.
Comments Concerns about, trafic slort cuts
Coming thru Lannie Rd. to the New 95. Cometry Road. Traveling to Dis port, Rivercity mkt place and to 95. people from Cellahan. S. Georgia
Road. Traveling to Ais port, Rivercity mkt place
and to 95. people from Callahan. S. Georgia

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

COMMENT SHEET



We Really Want Your Input!!

Project Name: Jacksonville Rational Cemetery access Though
Mr & Mrs & Mrs Mrs Mrs Mrs Mrs Mrs Mrs Stephanie Shifflet
Mailing Address 4819 Lannie Fed, 32218
Phone Number 904-764-8483
Email Address Movement 66'14 D. ATT. NET
Comments my Biggest Concern about This Prospect in the increase in
trafic. I feel the added trafice will more then double on
Lannie Read in the area where we live. The trafic Caming,
Out of yearga, Hillard H. A South Georga will get of of orders
Juner & Lannie Road to get to the airport & Shopping Center.
This will increase the Imfir 2 for 3 times from what it is taking

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

To: Newman, Terri

Subject: Jacksonville National Cemetery Access Road

Follow Up Flag: Follow up Flag Status: Flagged

Michael L. Thornton

5108 Younis Road

Jacksonville, Florida 32218

phone 904 764 9550

email progen@bellsouth.net

September 15, 2016

Terri Newman, Project Manager Florida Department of Transportation 1109 S. Marion Avenue, MS—2007 Lake City, FL 32025

Re: Jacksonville National Cemetery Access Road

Dear Mr. Newman,

I attended tonight's public meeting at the Lannie Road Baptist Church. I have been a resident of the Lannie Road Area for over thirty years. It was easy to recognize that the well thought out comments from the majority of the Lannie Road area residents that their feelings are against the proposed Jacksonville National Cemetery Access Road. My major reason for moving to this area was to have a residence in a very rural area with little or no development. The road that I chose to live on was a dirt road with very few neighboring roads. In the thirty years that I have lived here every "improvement" that has been made resulted in degradation of the rural area, even to the paving of the road I live on. Even so still today the only reason someone would choose to live in this area is to be in a very rural area.

Some of the well thought out comments made publicly and privately at tonight's meeting are:

- 1. The project will increase traffic on Lannie Road by creating a shortcut to the airport and surrounding developments of shopping centers, hospital etc. This shortcut will be especially useful for the residents of Nassau County.
- 2. No provisions have been made for non-cemetery traffic to pull off of the road as a show of respect for the funeral procession. Even the five foot wide bike path is not wide enough to accommodate this gesture of respect for the veterans.
- 3. The National Cemetery Access Road ends at the intersection of Ethel Road and Lannie Road. The Thomas Creek Boat Ramp is located in Thomas Creek Preserve at 17198 Ethel Road. The Four Creeks State Forest adjoins at the opposite shore of Thomas Creek. The increased short cut traffic on Lannie Road and the connection of the National Cemetery Access Road to Ethel Road will bring unwanted encroachment to this environmentally sensitive creek. There is no indication of a completed environmental impact study on this potential problem.
- 4. The Jacksonville National Cemetery Access Road should be planned as a green-way park type setting with winding curves that preserve Florida's habitat and provide a beautiful respectful travel for the veterans on their last journey.

With these thoughts in mind I would suggest that a win win solution for the Lannie Road Residents and the Jacksonville National Cemetery is to make the Jacksonville National Cemetery Access Road the access road to the cemetery and not a through road. Relocate the end of the access road to the main entrance of the cemetery and restore Lannie Road to the use of the residents. This would provide complete relief of traffic congestion caused by funeral processions on Lannie Road without increasing shortcut traffic on Lannie Road. A limited access or dedicated access road to the Jacksonville National Cemetery built on a green-way principal would be the ultimate gesture of respect to the veterans and their families while at the same time respecting the wishes of the Lannie Road residents to live in a rural undeveloped area.

Respectfully,

Michael L. Thornton

Subject: Jacksonville National Cemetery Access Road

Mr. Jim Boxold

Florida Department of Transportation

605 Suwannee Street

Tallahassee, Florida 32399-0450

September 16, 2016

Re: Jacksonville National Cemetery Access Road

Secretary Boxold,

At this point in time I have very strong feelings that the Florida Department of Transportation has been less than honest and open with the residents of the Lannie Road Community about the Jacksonville National Cemetery Access Road. I was only able to attend the last half of the FDOT presentation at the Lannie Road Baptist Church last night and spend a short time reading through the information on the FDOT website but it is enough exposure to make the following statements and request clarification and explanations:

- 1. Granted there were notifications in two newspapers and material posted at the library but with today's trend of electronic social media with very few people reading a newspaper or going to a library the net effect is that the Lannie Road Community residents were the last to be consulted about the project. There is no logical reason that would have prevented the residents of Lannie Road from being consulted and involved in the project from the beginning.
- 2. The slide show presentation stated that there were no significant environmental impacts.

[cid:part1.E5D425E1.ABA16DBB@bellsouth.net]

But the Table 4-1 ETDM Comment and Response Summary in the FDOT Draft Environmental Assessment lists eight Substantial Degree of Effect Comments from various agencies such as USEPA, FDEP, FWS, USACE, and eight Moderate Degree of Effect Comments from the same agencies. The residents of the Lannie Road Community have the right to be advised of each of these comments and any methods employed in the project design to prevent adverse effects to our environment. It is my firm conviction that our veterans served not only to protect our freedoms but to also protect our land, resources and environment.

3. One interesting comment from the FWS is "The use of existing roads should be examined further, a direct route, rather than a wide loop road would reduce the direct and cumulative long term impacts of the proposed route." If FDOT is truly concerned and follows the advice of the expert conservationists then why does the Jacksonville National Cemetery Access Road make a wide loop? Could the answer be in Figure 3-5 "land Available for Future Development in the JNCAR Indirect and Cumulative Effects Study Area? The proposed route is planned perfectly to

loop and turn to provide future access to the proposed Palmetto Bay residential development and through not one but two future industrial development areas. If the purpose of this project is to provide an honorable route to the cemetery will future travel through the entrance to a larger residential area than the Lannie Road Community and two industrial developments enhance that honorable route? It may have been there but I do not remember a map marked with future developments at the meeting last night.

4. The speaker announced that there would be a period of time for public comments and a period of time for answering questions. There were several well thought out comments from the residents and the vast majority were against the project. But the question answering session seemed to vanish.

I could go on but this is enough to request a proper public hearing with advance notice to the residents. Representatives from the VA, COJ, and all of those agencies who made substantial comments about environmental impacts should be present to state their case and answer questions. Representatives of FDOT should be prepared with adequate copies of all of the material used in this project, and not run out of copies as occurred last night.

Respectfully,

Michael L. Thornton

A Lannie Road Community Resident

5108 Younis Road

Jacksonville, Florida 32218

Archived: Wednesday, September 28, 2016 1:44:38 PM

From: Clift, Robert

Sent: Wed, 28 Sep 2016 16:02:52 +0000Received: from BY2PR09MB1062.namprd09.prod.outlook.com (10.166.115.156) by

BY2PR09MB0643.namprd09.prod.outlook.com (10.162.81.156) with Microsoft SMTP Server (version=TLS1_2,

cipher=TLS_ECDHE_RSA_WITH_AES_256_CBC_SHA384_P384) id 15.1.639.5; Wed, 28 Sep 2016 16:02:52 +0000Authentication

To: Greenfield, Howard

Cc: Corbin, DeGreta; Beck, Sandra R.

Subject: RE: Jacksonville National Cemetery Access Road (JNCAR)

Importance: Normal

Howard, this looks like a 106 to D2 to me. I'd also suggest the referral be copied to Ken Morefield in the Environmental Management Office (as well as the normal distribution). Thanks - Bob

From: Beck, Sandra R.

Sent: Wednesday, September 28, 2016 11:23 AM

To: Greenfield, Howard

Cc: Clift, Robert; Corbin, DeGreta

Subject: RE: Jacksonville National Cemetery Access Road (JNCAR)

Howard for your handling.

Thanks,

Sandra Beck
Office of Inspector General
(850) 410-5822
FAX (850) 412-8341

Are you doing your part for Florida? Report FRAUD... 1-800-255-8099! With your help, we all benefit.

*Please note that Florida has a broad public records law, and all correspondence via e-mail may be subject to disclosure

From: Corbin, DeGreta

Sent: Wednesday, September 28, 2016 11:06 AM

To: Beck, Sandra R.

Cc: Greenfield, Howard; Clift, Robert

Subject: FW: Jacksonville National Cemetery Access Road (JNCAR)

Sandie, please process accordingly. Thank you.

From: Michael Thornton [mailto:progen@bellsouth.net]
Sent: Wednesday, September 28, 2016 10:00 AM

To: Corbin, DeGreta

Subject: Jacksonville National Cemetery Access Road (JNCAR)

Mr. Robert E.

Clift

FDOT

General

Tallahassee, FL 32399

September,

Re: Jacksonville National Cemetery Access Road (JNCAR)

Dear Mr. Clift,

Please accept my appreciation in advance for any time and consideration you provide for this issue.

I live in the Lannie Road sometimes referred to as the Thomas Creek area. This area consists of the wetlands estuary area for the Nassau River. To the north is the Four Creeks State Forest.

Inspector

605 Suwanee Street

Two battles of the American Revolution occurred in this area, the Battle of Alligator Bridge to the west and the Thomas Creek Massacre to the east.

Truly this is an environmentally sensitive and historical area. Within this area is the Jacksonville National Cemetery. The cemetery currently shares access with the residential area by Lannie Road.

 $The \ cemetery \ could \ benefit from \ improved \ access. \ This \ would \ be \ an \ honorable \ tribute \ to \ our \ veterans.$

The Florida Department of Transportation has completed a proposal and recently held a public hearing and presentation to the Lannie Road residents.

A one mile section of new road would join Lannie road to Arnold Road and provide access to Interstate 95. The FDOT proposal is for 3.4 miles of road that makes a wide loop through the environmentally sensitive area.

The audio visual materials presented at the public hearing are contradicted by materials at the FDOT website.

1. The "Final Public Hearing Handout" does not contain one map showing the wide loop of the the road but rather two maps showing relatively straight sections of roadway.

2. The "JNCAR Power Point" presentation states "No Significant Environmental Impacts".



There are eight significant and eight moderate impact statements from state and federal agencies in the materials at the FDOT website.

Go to http://nflroads.com/cemetery

The project document links are on the lower right hand side of the page.

Download the "Cemetery Road Environmental Assessment Document"

This document was not part of the FDOT presentation to the Lannie Road residents.

Go to table 4-1 beginning on page 4-3

There are eight "Substantial" Impact response statements from federal and state agencies.

There are eight "Moderate" impact response statements from federal and state agencies.

Pay particular attention to this statement from the FWS in their "Substantial" impact response on

page 4-5 "The use of existing roads should be examined further, a direct route, rather than a wide loop

 $road\ would\ reduce\ the\ direct,\ indirect\ and\ cumulative\ long\ term\ impacts\ of\ the\ proposed\ route."$

So why does the Jacksonville National Cemetery Access Road make a wide loop?

The answer can be found in figure 3-5 Land Available for Future Development in the JNCAR Indirect and Cumulative Effects Study Area on page 3-12.

The road begins perfectly to provide an entrance to the future Palmetto Bay residential development (as shown by the red hash marks) and loops and turns perfectly to provide a road through not one but two future industrial developments (as shown by the blue hash marks).

If all of these things are true as they appear to be the noble reason of providing an honorable route the the Jacksonville National Cemetery

is a dishonorable ploy to provide access to future residential and industrial developments in the area at taxpayers expense.

If the wide loop road is constructed and the industrial and residential developments occur then the funeral processions will have to compete with more residential traffic and heavy truck traffic from the industrial developments.

Our veterans fought not only to protect our freedom but also to protect our land and environment. What incentive can their be to ignore the federal and state impact statements and design a wide looping road that will provide more traffic problems in the future than are solved in the short term?

Sincerely, Michael Thornton 5108 Younis Road Jacksonville, FL 32218

COMMENT SHEET



We Really Want Your Input!!

Project Name:
Mr & Mrs & Ms & Mrs MALK JONEY
Mailing Address 1478 OLDERBURG DRIVE, TAX FL 32218
Phone Number 904 252 5742
Email Address CUTTERMAN 1790 @ GARAL, COM
Comments I CAME TO HEAR ADONT THE AMOUND ROAD
KXTENSIUN TO LANNIE PROPOS + IF THIS PROTACT UILL
AFFRIT PECAN PANK ROAD. IT GONT. BUT WHILE HERE
JO A 4 LANE ROAD BETWEEN IST & THE BURGET
NEW AIRPORT ROAD EXTENSION BEING BUILT KON, THE
AINPONT RO EXT PROTECT MIL INCREASE TRAFFIL DN
PERRY PANERD, I HOPE A TRAFFIC LIGHT UIL BE
PLACED ON SECAN PARIL ROAD + THE MEN AFMONT EXHRORD
EXTENSION IN FIRME OF BANDADE NEIGHBUL HOOD.
I WISH PECAN PANK POAD COURS DE EXPANDED TO
A 4 LANE CAME PART CEXING TON PANK
NEL GHOLDED.
TRAFFIC WILL INCREASE WITH TABLE PROTECTS +
INTE CENCENTED ABOUT SAFRY, SCHOOL
Buses of our Kins.

Thank you for your comments. Please return the form to the Comment Box or mail to:

Florida Department of Transportation, District 2 1109 S. Marion Avenue, MS2007 Lake City, FL 32025

From: courtenay wilson <cnsandsw@aol.com>
Sent: Wednesday, September 21, 2016 2:15 PM

To: Newman, Terri

Subject: Jacksonville National Cemetery

I would like to add the following request to that of members of City Jacksonville Beautiful and Greenscape, Inc. Please honor our veterans who are buried at the Jacksonville National Cemetery, and their families, with a lovely tree-lined parkway on Lannie Road leading from I-95 to the Cemetery.

Thank you Courtenay Wilson 331 Ponte Vedra Blvd Ponte Vedra Beach FL 32082

From: Zim <zim@oesjax.com>

Sent: Thursday, September 22, 2016 6:31 AM

To: Newman, Terri

Subject: New road to Veteran"s Memorial Cemetery

Follow Up Flag: Follow up Flag Status: Flagged

Terri,

I am supporting construction of a tree-lined parkway, as the roadway design, for the extension from I 95 to the Veteran's Memorial Cemetery.

Thank you for taking public comment on the matter.

Zim

E. Zimmermann Boulos | President

Office Environments & Services IB #26000960

1524 San Marco Blvd. Jacksonville, FL 32207

P: 904-398-9761 ext. 208 | zim@oesjax.com



<u>oesjax.com</u> | <u>Facebook</u> | <u>Twitter</u> | <u>LinkedIn</u> | <u>Pinterest</u> | <u>Instagram</u>





RICK SCOTT GOVERNOR 1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

October 4, 2016

Mr. James Adams 1061 Riverside Avenue, Suite 100 Jacksonville, Florida 32204

Mr. Adams,

Thank you for speaking and providing Congressman Crenshaw's statement during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. We appreciate your continuous support for the project.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us



RICK SCOTT GOVERNOR 1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

October 4, 2016

Mr. Tracey Arpen 8338 Daffin Lane Jacksonville, Florida 32217

Mr. Arpen,

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 11:49 AM

To: tomhbrad@aol.com

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen

Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Tom Braddock

Attachments: _location_map.pdf

Mr. Braddock,

Thank you for your support for the current alignment. The purpose of the project was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street, therefore this study does not include any transportation improvements for a connection with Braddock Road.

I have attached a project location map for your use and a link to the web site that contains the complete document and maps. Let me know if you still need a printed copy.

 $\underline{http://nflroads.com/_layouts/FDOT\%20D2\%20Northeast\%20Florida\%20Road\%20Construction/ProjectDetails.aspx?p.id=426\&sid=All.}$

COMMENT SHEET FOOT
We Really Want Your Input!!
Project Name: CEMETARY PARKYWAY DRIVE
VMr OMrs OMs OMr & Mrs Jan Braddeck
Mailing Address 1628 S. Fletcher AVE, FERNONDINA BON FIR
Phone Number 904-261-4632
Email Address Tombbeade Aol. Com.
Comments DWN PROPERTY IN VICINITY OF WENTURNER
And BRADdock Road
PRESENT Alianment lorks awar
DISSAPPOINTED PROVISIONS (Plans) Not Thown for The Extension of Braddock Rd to intersect
THE EXTENSION OF BEADDOCKED TO INTERSECT
Accommodate fundant to AND private traffic
Coming from the WEST Jooth GEORGIA AND WEST
part of Southern AREA (Goile, Palatka etc)
Would like very much to get a copy of Rendering Entitled;
PROJECT PORATION
FPID: 428455-1
Harde, Gon Braddock
AddRESS & Empil Above Project Location
Project location

Thank you. Terrí.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:42 AM

To: Peggy Bryan

Cc: Lasher, Wendy G; Charles, Janice; Henderson, Bill; Browning, Stephen; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Access Road to National Cemetery

Ms. Bryan,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Peggy Bryan [mailto:treemomma@aol.com] Sent: Wednesday, September 21, 2016 3:55 PM

To: Newman, Terri

Subject: Access Road to National Cemetery

What a wonderful idea for FDOT to create a beautiful road leading to our National Cemetery! Rather than one more ugly, strictly utilitarian straight shot, the chance to create a lovely tree lined, curing road would be such a triumph to our senses and pragmatically, would deter drivers from racing down the road creating havoc for those living nearby. It would also help mitigate the painful destruction of trees we see every time a new road is built. What a great opportunity for FDOT to make a significant and positive difference! Thank you! Peggy Bryan

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:36 AM

To: Byres, Laura C.

Cc: Anna Dooley; Charles, Janice; Lasher, Wendy G; Browning, Stephen; Henderson, Bill;

Daugharty, Jeff; Cheek, Kenneth

Subject: RE: Jacksonville National Cemetery Roadway

Ms. Byres,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Byres, Laura C. [mailto:Laura.Byres@fscj.edu] Sent: Thursday, September 22, 2016 8:49 AM

To: Newman, Terri **Cc:** Anna Dooley

Subject: Jacksonville National Cemetery Roadway

Hi Terri, As a member of the Greenscape Executive Board I am writing to advocate for a thoughtful design for the entrance to the JNC. Our veterans are deserving of a beautiful, restful, tree lined entrance that encourages reflection, provides shade and is a world class design that represents Jacksonville's heritage of being a beautiful tree lined city. This is a chance for us to create beauty with our sense of design and purpose by adding curves, trees and excellent design to

the entrance. I know the DOT wants to create great roads and this is a perfect chance to not only do this, but honor Jacksonville, its veterans and their families and friends.

Laura Byres
Lab Manager,
Florida State College,
South Campus,
11901 Beach Boulevard Jacksonville, FL.
904-646-2044
lbyres@fscj.edu

From: Newman, Terri < Terri. Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:55 AM

To: Susan Caven

Cc: aligrant@bellsouth.net; Lasher, Wendy G; Charles, Janice; Henderson, Bill; Browning,

Stephen; Daugharty, Jeff; Cheek, Kenneth

Subject: RE: Scenic Jacksonville proposal for a tree-lined parkway to Jacksonville National Cemetery

Ms. Caven,

Thank you for the resolution and your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman Environmental Supervisor FDOT District 2 1109 S. Marion Street, MS 2007 Lake City, Florida 32025 386-961-7713 terri.newman@dot.state.fl.us

From: Susan Caven [mailto:susancaven@hotmail.com]

Sent: Monday, September 26, 2016 9:34 PM

To: Newman, Terri

Cc: Susan Caven; aligrant@bellsouth.net

Subject: Scenic Jacksonville proposal for a tree-lined parkway to Jacksonville National Cemetery

susancaven@hotmail.com has shared a OneDrive file with you. To view it, click the link below.



Proposal for a tree-lined road to the Jacksonville National Cemetery.docx

Susan C. Caven 2775 White Oak Lane Jacksonville, FL 32207 904-398-7945 susancaven@hotmail.com

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:48 AM

To: Bob Chabot

Cc: Charles, Janice; Lasher, Wendy G; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: National Cemetary

Mr. Chabot,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Bob Chabot [mailto:chabotb@jacksonvillezoo.org]

Sent: Saturday, September 24, 2016 5:22 PM

To: Newman, Terri

Subject: National Cemetary

Please consider a true parkway roadway to this site to properly honor those buried there.

Thank you,

Bob Chabot
Director of Horticulture & Facilities
Jacksonville Zoo and Gardens
370 Zoo Parkway
Jacksonville, FL 32218
Phone: 904-757-4463 x159
Fax: 904-757-4315
Email: chabotb@jacksonvillezoo.org
Website: www.JacksonvilleZoo.org
Every time you visit the Jacksonville Zoo and Gardens, you help save plants and animals in the wild!



RICK SCOTT GOVERNOR 605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

October 5, 2016

Nancy Coppen 4769 Lannie Road Jacksonville, FL 32218

RE: Jacksonville National Cemetery Access Road

FM No. 428455-1

Dear Ms. Coppen,

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. Your comments included concerns about improving Lannie Road. Lannie Road is a local road and as such the City of Jacksonville has the responsibility of maintaining and improving. Unless it is identified for priority funding with the City it is unlikely improvements will be undertaken any time soon. The FDOT will be sure to inform the City of the residents' concerns.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 1:31 PM

To: clemsontigerinFl@aol.com

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen; Brinkley, Renee Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Michael Crawford

Mr. Michael Crawford,

The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. Although the project you mention is not part of this study, plans are underway to widen Pecan Park Road from Airport Road to I-95. I have referred you to the FDOT Project Manager Renee Brinkley at Renee.Brinkley@dot.state.fl.us and 386-961-7392.

Pr	oject Name: PECAN PARK TO LANNIE RD
X	Mr O Mrs O Ms O Mr & Mrs MICHAEL CRAWFORE
Ma	iling Address 15622 LEXINGTON PARK BLVD 3
	one Number 904-619-0695
Em	nail Address clemsontigerin Fl& aol.com
	mments
	CONCERNED MBOUT INCREDSED TRAFFIC EN PE
	PARK BETWEEN 95 + ARNOLD ROL ANY PLANS TE
	IMPROVE (WIDEN PECAN PARK

Thank you. Terri.

Terrí B. Newman Environmental Supervisor FDOT District 2 1109 S. Marion Street, MS 2007 Lake City, Florida 32025

386-961-7713

terri.newman@dot.state.fl.us

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Wednesday, October 05, 2016 1:25 PM

To: amdooley@bellsouth.net

Cc: Lasher, Wendy G; Charles, Janice; Henderson, Bill; Cheek, Kenneth; Browning, Stephen

Subject: Jacksonville National Cemetery Access Road

Ms. Anna Dooley,

Thank you for the faxed resolution (September 26, 2016) and your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands, wetlands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:49 AM

To: Meg Gaffney

Cc: Lasher, Wendy G; Charles, Janice; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Access Road from Jax national Cemetary

Ms. Gaffney,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Meg Gaffney [mailto:meg@bashamlucas.com]

Sent: Monday, September 26, 2016 7:07 AM

To: Newman, Terri

Subject: Access Road from Jax national Cemetary

Good Morning Terri,

Please consider a curved, tree-lined road as an alternate to the planned rather straight throughway. A drive laid out with more intention would appropriately honors veterans, tends to slow traffic, helps mitigate for removal of existing trees, etc.

Thank you for your consideration.

Sincerely, Meg

Meg Gaffney

Vice President - Director of Landscape Architecture

Basham & Lucas Design Group, Inc. 7645 Gate Parkway, Suite 201 Jacksonville, Florida 32256 904.731.2323 meg@bashamlucas.com www.bashamlucas.com

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From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 1:51 PM

To: ghee.home@gmail.com

Cc: Charles, Janice; Lasher, Wendy G; Browning, Stephen; Henderson, Bill

Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Margaret Ghee - 2nd Written

Comment

Dear Mrs. Ghee,

Thank you for your second comment. This email is a continuation of the first written response provided as a Public Hearing comment and covers much of the previous letter included below. Please refer to the discussion below regarding concerns about a cut through and Ethel Road traffic from this project. As to Mr. Reggie Gaffney, City Council member, FDOT did provide the public notice of the meeting to his office on August 16, 2016. The public notice was posted in the local newspapers and websites. Flyers were also placed at the church to distribute to the community and hearing was held at the closest available facility.

Fortunately you were able to attend and give us feedback on your concerns. Thank you. Terri.

We Really Want Your Input!!
Project Name: _ak cemetery access pd.
OMr OMrs OMs OMr & Mrs WATE - glos.
Mailing Address 16924 Extel Rd. Jax Pl. 32218
Phone Number
Email Address glos home @ gmain. com
comments - * use like on Ethel Re and are Love) of the
hafter and hafter speeds bought by a direct line into
our " Red end" reigh box hood, Those are already
we perious han acceptable on Ethol + now Ethol han
"cul through " hoppic.
and through the fire.
I am do conserved but only course!
member, leggie geffrey - was not in alknowiec.
toolly I feel the netice and line
considerations were not heart hour - poor lining.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri

Sent: Monday, October 03, 2016 2:14 PM

To: 'ghee.home@gmail.com'

Cc: Charles, Janice; 'Lasher, Wendy G'; Henderson, Bill; Browning, Stephen

Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Margaret Ghee

Mrs. Ghee,

Thank you for your comment for this project. The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. The new access road for the cemetery terminates at the Ethel Road intersection and should not increase traffic on Ethel Road therefore additional signage for Ethel Road as mentioned below is not included in this project at this time. Upon construction completion the new roadway will become a part of the local system of roads and turned over to the City of Jacksonville for operation and maintenance.

COMMENT SHEET FOOT
We Really Want Your Input!! Project Name:
Mailing Address 16927 Ethol Rd. Phone Number
Email Address was home & quair com.
Ethol Ry to talk to Educate your are givently affected
- T an do worried don't incurred traffic on Etholi- a "no outlet" " God End" "Sow children" strys are readed. How thing that would show the spood of traffic

Thank you. Terri.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:38 AM

To: Leslie A. Goller

Cc: Lasher, Wendy G; Charles, Janice; Henderson, Bill; Browning, Stephen; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Comments To Access Road to National Cemetery DOT Project.

Ms. Goller,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

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Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Leslie A. Goller [mailto:lgoller@terrellhogan.com]

Sent: Thursday, September 22, 2016 9:43 AM

To: Newman, Terri

Subject: Comments To Access Road to National Cemetery DOT Project.

I write to suggest that the access road (Lannie Road) to the National Cemetary be a **tree-lined parkway as the roadway design.** This would appropriately honors veterans, tends to slow traffic, and helps mitigate for removal of existing trees.

Residents of Lannie Road expressed concern that the road will become shortcut from Lem Turner Road to I-95 and will significantly increase traffic on Lannie Road, a two-lane rural roadway. A tree-lined parkway with more curves would act as a psychological and actual deterrent to its use as a cut-through.

This is an opportunity to make a difference and to do it right

Thank you, Leslie A. Goller 2247 Smullian Trail South JAcksonville, FL 32217 Board Member of City Beautiful Jax, Inc.

Sent from my iPad

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:51 AM

To: Alicia Grant

Cc: Lasher, Wendy G; Charles, Janice; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Resolution re: National Cemetery Access Road, Jacksonville, FL

Ms. Grant,

Thank you for the resolution and input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Alicia Grant [mailto:aligrant@bellsouth.net] **Sent:** Monday, September 26, 2016 11:15 AM

To: Newman, Terri

Subject: Fw: Resolution re: National Cemetery Access Road, Jacksonville, FL

Forgot Attachment. Sorry.

Alicia Grant

"Unless someone like you cares a whole awful lot, nothing is going to get better. It's not."Dr. Seuss, "Signs of Civilization"

On Monday, September 26, 2016 11:12 AM, Alicia Grant <a igrant@bellsouth.net> wrote:

Dear Terri -

Please see the attached resolution passed by City Beautiful Jax as comment on the design of the Access Road to the National Cemetery.

If you have any questions, please contact me.

Alicia Grant
President,
City Beautiful Jax
h 904.388.1063
c 904.318.1617
3575 Riverside Ave.
Jacksonville, FL 32205

"Unless someone like you cares a whole awful lot, nothing is going to get better. It's not."Dr. Seuss, "Signs of Civilization"



1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

October 4, 2016

Mr. Dan Hughes 1 Wildwood Place Palm Coast, Florida 32164

Mr. Hughes,

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. We appreciate your continuous support for the project.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Wednesday, October 05, 2016 8:15 AM

To: Wendy John

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen; Daugharty, Jeff

Subject: RE: Jacksonville National Cemetery Access Road

Dear Ms. John,

Thank you for your comments and input for this project. The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. The Florida Department of Transportation (FDOT) was directed by the United States Congress (Representative Ander Crenshaw and other members of Congress) to find a route that improved access, reduced the distance traveled and improved safety from I-95 and the Jacksonville International Airport (JIA) through existing residential neighborhoods and the substandard sole access route along Lannie Road. Lannie Road is a narrow, two-lane rural roadway with numerous driveway connections and inadequate shoulders and clear zone. The existing route to access the cemetery is about 16 miles from I-95 and JIA area. The proposed route will be about 8 miles.

Funding for the study and subsequent phases, including right-of-way (ROW) and construction, is from Federal and Local funds. This proposed roadway will become a local city street operated and maintained by the City of Jacksonville (COJ) and as such is designed as a local route with minimal ROW. This study was undertaken by FDOT to satisfy the needs of federal and local officials and veterans support groups to provide a safe and more direct route to the cemetery honoring our nation's veterans. Some concerns have been raised by several Lannie Road residents including yourself regarding the possibility of the new roadway increasing traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and shopping areas. First, the construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. In addition, motorists on Ethel Road and the eastern Lannie Road beyond the cemetery will use the new cemetery access road for trips to I-95/Airport and beyond further reducing traffic on Lannie Road west of the cemetery.

A comparison of the route lengths does not support the position that the new road will provide a short-cut. From the Lem Turner and Lannie Road intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Road (Exit 363), the total distance is about **8.6 miles** with an estimated time of **9 minutes**. From the same intersection of Lem Turner and Lannie Road, to Ethel Road and turning onto the new roadway then traveling along Arnold Road to Pecan Park Road and getting onto I-95 South to exit 363 is a total distance of about **12.1 miles** with an estimated time of **14.5 minutes**. From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

In regards to the proposed access to future developments, the COJ *Comprehensive Plan* has future land use designations for the project area shown as agricultural, light industrial and conservation/recreation properties. The proposed roadway will not only provide direct access to the cemetery, but will support the future designated land uses in the area.

Concerning notification of Lannie Road residents; the FDOT first held a public a meeting for this project in 2011. Property owners within 300 foot of each alternative including the Lannie Road residents were notified. This meeting was also published in several local newspapers. Numerous meetings with the COJ and interested parties have occurred throughout the course of the PD&E Study. The FDOT scheduled the Public Hearing and notified the same property owner's along with others that had expressed interest in the project. Flyers were also placed at the church to distribute

to the community and the Hearing was held at the closest available facility. In addition, the Public Hearing was advertised in local newspapers and on the FDOT website.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Wendy John [mailto:wendyjohn904@gmail.com] **Sent:** Wednesday, September 21, 2016 12:44 PM

To: Newman, Terri

Subject: Jacksonville National Cemetery Access Road

Ms. Newman,

The purpose of this email is to express my concerns and disdain about the Jacksonville National Cemetery Access Road Project. I am a resident in the Lannie Road community and feel that the impact on our community has not been taken into consideration. Lannie Road is presently in ill repair and when the need for repairs is brought to the attention of the Department of Transportation the action taken is to merely patch pot holes and the patches do not last more than 3-6 months. In addition, the road is very dangerous and sustains traffic not only from the National Cemetery but also the Montgomery Correctional Institution. My most prevalent concern is that this access road is going to be a main artery and pass through for not only cemetery/funeral traffic but for residents of Nassau County that currently use Lem Turner Road to navigate to I-295 then to I-95. Early in the mornings traffic is horrendous on Lem Turner due to the Nassau County residents traveling south. This access road will give the residents of Nassau County a quicker direct route to I-95 which will increase the traffic on Lannie Road exponentially; which will in turn cause more damage to Lannie Road, increase the danger of Lannie Road to drivers and pedestrians; and cause the residents of the Lannie Road community to deal with these issues. Added traffic will cause time stress, more accidents, and the ill repair of the road will also cause repair costs to vehicles of the residents.

We, as a community, live in a rural area for the purpose of peace and quiet. We also do not have complaints about the funeral traffic caused by the National Cemetery. In fact, when a funeral procession travels on Lannie Road we stop until it has passed even if we are driving in the opposite direction out of pure respect and patriotism. I don't feel that it is fair to put these undo burdens on our community to save funeral attendees 5 miles travel and 10 minutes. In my opinion the negative impact on the community far exceeds any positive impact from this project.

Another major concern is raised concerning future projects that will be a result of the access road. What will stop residential and commercial development on the access road? The development of subdivisions and retail businesses on the access road will most assuredly be forthcoming increasing the impact of the added traffic on our community.

I would also like to express the fact that I am disturbed that the community was not informed of these plans through an outlet that would inform everyone in the community. The only publicity that has been made of this project is through the Florida Times Union. I found out about the project through a co-worker of a friend that

read about it in the paper. Many residents do not subscribe or read the paper in today's age of technology. I feel that a letter to each resident would have been appropriate, especially informing us of the community meeting held last week. I feel that even with the residents expressing concerns that we are basically "treading water" and the Department of Transportation has no intention of allowing the concerns of the residents to effect the progress of the project.

I would greatly appreciate a response addressing my concerns.

A concerned resident,

Wendy John 11525 Chapparell Road Jacksonville, FL 32218 Phone: 904-226-1993

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Wednesday, October 05, 2016 8:19 AM

To: Kennedy, Deborah L

Cc: Lasher, Wendy G; Charles, Janice; Henderson, Bill; Browning, Stephen; Daugharty, Jeff

Subject: RE: Jacksonville National Cemetery Access Road

Dear Ms. Kennedy,

Thank you for your comments and input for this project. The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. The Florida Department of Transportation (FDOT) was directed by the United States Congress (Representative Ander Crenshaw and other members of Congress) to find a route that improved access, reduced the distance traveled and improved safety from I-95 and the Jacksonville International Airport (JIA) through existing residential neighborhoods and the substandard sole access route along Lannie Road. Lannie Road is a narrow, two-lane rural roadway with numerous driveway connections and inadequate shoulders and clear zone. The existing route to access the cemetery is about 16 miles from I-95 and JIA area.

Funding for the study and subsequent phases, including right-of-way (ROW) and construction, is from Federal and Local funds. This proposed roadway will become a local city street operated and maintained by the City of Jacksonville (COJ) and as such is designed as a local route with minimal ROW. This study was undertaken by FDOT to satisfy the needs of federal and local officials and veterans support groups to provide a safe and more direct route to the cemetery honoring our nation's veterans.

Some concerns have been raised by several Lannie Road residents including yourself regarding the possibility of the new roadway increasing traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and shopping areas. In response to these concerns, please consider the following thoughts: First, that construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. It will also provide relief from Ethel Road motorists and those Lannie Road vehicles east of the cemetery entrance eliminating travel back to Lem Turner Road as it will provide them a more direct route to I-95/JIA. Second, a comparison of the route lengths does not support the position that the new road will provide a short-cut. From the Lem Turner and Lannie Road intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Road (Exit 363), the total distance is about 8.6 miles with an estimated time of 9 minutes. From the same intersection of Lem Turner and Lannie Road, to Ethel Road and turning onto the new roadway then traveling along Arnold Road to Pecan Park Road and getting onto I-95 South to exit 363 is a total distance of about 12.1 miles with an estimated time of 14.5 minutes. From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

In regards to funeral processions coming from I-95, the majority of funeral processions will come from JIA, but some may come from area funeral homes and churches and may use the highway. Family and friends visiting the cemetery also may come by way of the highway.

Concerning consultation with the Lannie Road residents and Public Hearing format; the FDOT first held public a meeting for this project in 2011. Property owners within 300 foot of each alternative including the Lannie Road residents were notified. This meeting was also published in several local newspapers. Numerous meetings with the COJ and interested parties have occurred throughout the course of the PD&E Study. The FDOT scheduled the Public Hearing and notified the same property owner's along with others that had expressed interest in the project. Flyers were also placed at the

church to distribute to the community and the Hearing was held at the closest available facility. In addition, the Public Hearing was advertised in the newspaper and on the FDOT website.

Public comments and questions were received between 4:30 and 6:30 p.m. at the Public Hearing. During this time there were ten FDOT staff and consultants to assist with questions and comments. The FDOT also held a formal portion of the public hearing to allow for oral comments at 6:30 p.m. The FDOT provided one-on-one responses after the oral comments were received until 7:30 p.m. It is the FDOT's experience that a one-on-one discussion is more productive than responding in a public setting.

Thank you.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Kennedy, Deborah L [mailto:Deborah.Kennedy@fcso.com]

Sent: Friday, September 23, 2016 12:31 PM

To: Newman, Terri

Subject: Jacksonville National Cemetery Access Road

I am a very concerned resident of the Lannie Road area. I first heard of the 'Public Hearing' that was held on Sept. 15th, a month or so ago when a friend said she saw the notice in the Times Union. I would have never known about this new 'proposed' access road. So I shared it with my friends & neighbors.

Then I went to the library and looked at the rather large proposal book. I then took some pictures of the map for the new road. I did some measurements of that map and saw that the road will be less than one mile from my property, through the woods.

When I moved to this side of town 14 years ago, I was amazed how quiet it was. My road is a dead end road so we <u>never</u> hear traffic or sirens or loud car stereos. All that will change if the new road is built. And yes, we will be able to hear the traffic noise thru the trees.

But that is not my most concerning issue. I work downtown and travel down Lem Turner to I-95 every day. I leave at 6:15AM and for about the past two years I have seen so much more traffic coming from Callahan and other towns in Nassau, coming down Lem Turner that early every day. The only way for them to get to I-295 or I-95 is from Lem Turner. With this new access road I see it as a new shortcut for all this traffic from Lem Turner to get to I-95. FDOT should have someone sit at Lannie & Lem Turner for an hour to watch the amount of traffic that early in the day! Not that it would make a difference.

Lannie road is a rural 2- lane road. There are three sharp curves on the way to the National Cemetery and just about every day, on at least on one of those curves, a vehicle will be coming towards me a few feet on my side of the road. Most of the cars are speeding as well. I personally have had many close calls and therefore try to get over to the

right side as much as possible to avoid an accident. With the increase in traffic for the new 'shortcut' I can just imagine how many accidents there will be. No that it would make a difference.

We were told that the reason for the new road is to alleviate funeral procession traffic on Lannie. The FDOT rep. at the Hearing told me that at times many residents cannot leave their homes until the procession has passed. How long can that take, 2-4 minutes? So the funeral processions will be using the new access road, coming from I-95? I have never seen a funeral procession traveling on a major highway, and I don't think they do! Please correct me if I am wrong and explain how they can do that. Yes, this might be used by folks attending a funeral at the cemetery, but not by the funeral processions. I was told an untruth by an FDOT representative at the Hearing.

Now let me express my concerns about that Hearing...the school cafeteria was way too small with standing room only. And when I arrived at 6:00 there were not more handouts. So apparently FDOT did not think too many people would attend. I was very unhappy that there was not a question and answer period after all the speakers, especially after the speaker announced in the beginning that there would be. Instead we could find a rep. and ask our questions privately. There were too many people trying to talk to a rep. and I did not have another hour to spend there so I left.

It will cost nearly 20 MILLION of our taxpaying dollars for a 3 MILE ROAD! Why bother? Can't we find anything better to do with 20 MILLION DOLLARS? They should have thought about the inconvenience of the funeral processions drive BEFORE they built the National Cemetery, apparently it was not an issue then! With the new road will being more new subdivisions and retail stores, in the future. That is not why most of us moved to this part of town for. We move out here for peace and quiet! Not that it would make a difference.

My next email will be to the media. I have many neighbors doing the same. I have heard that FDOT told the media that the residents are on board with this, which is not true! I have not heard anyone state that to me.

Please let us know <u>how</u> this can be stopped as it is still 'proposed'. Will it take a petition? Will it take going to the mayor? I am not the only resident that feels like FDOT has no concerns at all about what the residents are concerned with, we just have to live with it. You don't!

Thank you for allowing me to express my concerns, not that it will make any difference.

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From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:47 AM

To: Jennifer King

Cc: Charles, Janice; Lasher, Wendy G; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Proposed access road to Jacksonville National Cemetery

Ms. King,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Jennifer King [mailto:jenj_king@hotmail.com]

Sent: Friday, September 23, 2016 10:01 PM

To: Newman, Terri

Subject: Proposed access road to Jacksonville National Cemetery

Dear Sir/Madam:

I write in connection with the proposed FDOT road that will give access to the Jacksonville National Cemetery. I am in support of making this road a winding, tree-lined parkway that encourages a more moderate, leisurely speed, instead of a standard FDOT urban road.

A picturesque roadway of this nature would be a means of honoring our veterans on their last journey on this earth. Every family wants to think that they have given their loved ones the best and most beautiful "send-off" ever, and this pastoral enhancement would contribute to that impression, bringing much comfort and peace to their grieving families. In addition this design provides a means of tree mitigation as a result of this and other DOT road projects. I ask that you give this idea serious consideration and view it as a means of both beautifying Jacksonville and honoring the sacrifice of our deserving veterans. Sincerely,

Jennifer M. King Member, Board of Directors Greenscape of Jacksonville



605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

October 4, 2016

Robert L. Masculine 4781 Lannie Road Jacksonville, FL 32218

RE: Jacksonville National Cemetery Access Road

FM No. 428455-1

Dear Mr. Masculine,

Thank you for the comments from the Public Hearing held on September 15, 2016 for the above project.

Your written comments included concerns that the new roadway would increase traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and shopping areas.

The construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. In addition, motorists on Ethel Road and the eastern Lannie Road beyond the cemetery will use the new cemetery access road for trips to I-95/Airport and beyond further reducing traffic on Lannie Road west of the cemetery.

Lastly, roadway measurements do not support use of Lannie Road as a cut through from a practical standpoint. Traveling from the Lem Turner and Lannie Road intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Road (Exit 363), the total distance is about **8.6 miles** with an estimated time of **9 minutes**. From the same intersection at Lem Turner and Lannie Road, to Ethel Road and turning onto the new roadway then traveling along Arnold Road to Pecan Park Road and getting onto I-95 South to exit 363 is a total distance of about **12.1 miles** with an estimated time of **14.5 minutes**. From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

Also, in regards to your comment concerning water containment and control, stormwater ponds are included as part of this project. Stormwater will be conveyed via piping and/or roadside ditches to stormwater ponds for treatment, attenuation, and eventual discharge.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
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Lake City, Florida 32025
386-961-7713/terri.newman@dot.state.fl.us



605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

October 5, 2016

Tom Pornovets 16032 Ressie Drive W. Jacksonville, FL 32218

RE: Jacksonville National Cemetery Access Road

FM No. 428455-1

Dear Mr. Pornovets.

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. Your comments included concerns that the new roadway would increase traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and shopping areas.

The construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. In addition, motorists on Ethel Road and the eastern Lannie Road beyond the cemetery will use the new cemetery access road for trips to I-95/Airport and beyond further reducing traffic on Lannie Road west of the cemetery.

Lastly, roadway measurements do not support use of Lannie Road as a cut through from a practical standpoint. Traveling from the Lem Turner and Lannie Road intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Road (Exit 363), the total distance is about **8.6 miles** with an estimated time of **9 minutes**. From the same intersection at Lem Turner and Lannie Road, to Ethel Road and turning onto the new roadway then traveling along Arnold Road to Pecan Park Road and getting onto I-95 South to exit 363 is a total distance of about **12.1 miles** with an estimated time of **14.5 minutes**. From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

Again, thank you for your input.

Terri B. Newman
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386-961-7713
terri.newman@dot.state.fl.us



1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874

JIM BOXOLD **SECRETARY**

October 4, 2016

Mr. Ray Quinn 1097 Winterhawk Drive St. Augustine, Florida 32086

Mr. Quinn,

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. We appreciate your support for the project.

Again, thank you for your input.

Terri B. Newman **Environmental Supervisor FDOT District 2** 1109 S. Marion Street, MS 2007 Lake City, Florida 32025 386-961-7713

terri.newman@dot.state.fl.us

From: Sent:	David RAMSEUR <davidramseur12@gmail.com> Monday, September 19, 2016 12:46 PM</davidramseur12@gmail.com>
To: Subject:	Newman, Terri Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery Access Rd. in Duval County 9/15/16
Follow Up Flag: Flag Status:	Follow up Flagged
Hi Terri,	
Thanks	
David	
On Mon, Sep 19, 2016	6 at 9:06 AM, Newman, Terri
E3UgRE832- 4A&r=y5FoMILEivBYg	proofpoint.com/v2/url?u=http-3ATerri.Newman-40dot.state.fl.us&d=DQIGaQ&c=cUkzcZGZt-g0iWbjio_A6nrqPuL3RflhPEAciGhjo&m=77RZN89UexpxLMfFOeKpuweUIAjJvb0gK9twUWNnlxU&s=HenoxhYMi5m3Ckex5E0-OsgevE&e=> wrote:
> Mr. Ramseur,	
>	
with you in a separate responsibility of main	email and it was great to meet you. I will find out who to contact regarding the sign and get back e email. As to Lannie Road, this is a local road and as such the City of Jacksonville has the staining and improving. Unless it is identified for priority funding it is unlikely improvements will be soon. We will be sure to inform the City of the residents' concerns.
>	
> Thanks again. Terri	
>	
>	
> Terri B. Newman	
> Environmental Supe	ervisor
> FDOT District 2	

> 1109 S. Marion Street, MS 2007
> Lake City, Florida 32025
> 386-961-7713
> terri.newman@dot.state.fl.us
>
>
>Original Message
> From: David RAMSEUR [mailto:davidramseur12@gmail.com]
> Sent: Friday, September 16, 2016 5:43 PM
> To: Newman, Terri
> Subject: Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery Access Rd. in Duval County 9/15/16
>
> Hi Terri,
>
> Nice to meet you last night. I think you and the FDOT did a great job in presenting the facts last night.
>
> I guess we will always have some opposing changes. I had this when I use to testify at hearing for CSX Transportation, sometime receiving a favorable ruling before the Bench! Maybe have some road improvement and road shoulder improvement might help the ones opposing the road connection.
>
> I assume when the connection is made you will have signs placed on
> I-95 and Pecan Park intersection showing the for new route for the National Cemetery. Which brings to my mind who do I contact to get a sign for my Thomas Creek Revolutionary War Battlefield that is located in Seaton Creek Historical Park on Arnold Road about 2.5 miles from the Pecan Park/I-95 intersection?
>
> As information, I am attaching our SAR Magazine write-up on our first celebration last year.
>

> If I can be of any help for you on this project, please let me know.

>
> David Ramseur
>
> On Thu, Sep 8, 2016 at 10:27 AM, David RAMSEUR <davidramseur12@gmail.com> wrote:</davidramseur12@gmail.com>
>> Thanks,
>>
>> I plan to go look at the plans next Monday morning at the DOT Bldg.
>> off I-10
>>
>> David Ramseur
>>
>> On Thu, Sep 8, 2016 at 9:28 AM, Newman, Terri
>>

>>>Original Message
>>> From: David RAMSEUR [mailto:davidramseur12@gmail.com]
>>> Sent: Friday, September 02, 2016 12:12 PM
>>> To: Newman, Terri
>>> Subject: Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery
>>> Access Rd. in Duval County 9/15/16
>>>
>>> This proposed roadway connection from the National Cemetery to Jacksonville International Airport to Interstate 95 area would be very beneficial and enhance to all parties traveling to and from these locations. This would be most beneficial to those who are attending funeral services at the National Cemetery via I-95 and not having to go a very circuitous and time consuming route on US #1 by the prison.
>>>
>>> I am also pleased to see this connection road being made as it will give more access for visitors to our Thomas Creek Revolutionary War Battlefield site that is located off Arnold Road that connects with Pecan Park Road and I-95. This battle took place on May 17, 1777 and was the second of three failed attempts to make North East Florida our 14th Colony. Next year on May 17, 2017 we will be having our 240th Ceremony commemorating this battle.
>>>
>>> Accordingly, this access road will meet the badly needed connection the National Cemetery, Airport and I-95 plus hurricane evacuation route for possible future storms in the area.
>>>
>>> I am looking forward to attending the Public Hearing on the proposed roadway connection.
>>>
>>> Sincerely,
>>>
>>> David H. Ramseur
>>> Past President Jacksonville Chapter and Florida Society Sons of the
>>> American Revolution davidramseur12@gmail.com
>>> 904-737-0590

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 6:54 AM **To:** Lasher, Wendy G; Charles, Janice

Subject: David Ramseur response below and original email

Attachments: Re: FDOT Public Hearing for the proposed Jax. Nat. Cemetery Access Rd. in Duval County

9/15/16

From: Newman, Terri

Sent: Monday, September 19, 2016 1:59 PM

To: davidramseur12@gmail.com

Cc: Ausher, Jerry

Subject: FW: Request for Information on contact for signage

Hello Mr. Ramseur,

See information for contact information for Jerry Ausher below. He has provided a short excerpt to the guidelines. Please contact him for any further questions. Hope this helps. Terri.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Ausher, Jerry

Sent: Monday, September 19, 2016 12:11 PM

To: Newman, Terri

Subject: RE: Request for Information on contact for signage

Terri,

To be eligible as a destination on a Interstate Guide Sign the Historical, Cultural or Recreational Attraction must generate 100,000 trips per year and meet the attached criteria.

(3) Guidelines

- (a) Cultural, historical, and recreational attractions or historical districts shall meet the trip generation criteria in Table 2 and the following specific criteria in order to be eligible for evaluation for signing:
 - The cultural, historical, and recreational attractions or historical district shall be identified
 by name on the current Official Florida Transportation Map. Identification on local city maps
 does not qualify for interstate signing.
 - 2. Cultural and historical attractions or historical districts must be on the National Register of Historic Places, meet trip generation, be located within 15 miles of the limited access facility, provide easy access for motorists, and ample all-weather (surface treated) parking to be eligible for signing. These attractions or districts can be publicly or privately owned, but shall be operated on a non-profit basis and open to the general public year-round for sign eligibility. Examples include forts, battlegrounds, plantations, archeological or geological sites, art galleries, and museums.
 - Any conversion of attendance to trip generation figures will be evaluated by the Department, based on general engineering practice.
 - Recreational attractions shall be operated on a non-profit basis and meet ADA accessibility standards for public access.

If he has any additional questions, he can contact me.

Thanks

Jerry Ausher, P.E.

District Traffic Operations Engineer | Florida Department of Transportation

Highway Traffic & Safety Engineering | Transportation System Management & Operations 2198 Edison Ave | Jacksonville, Florida 32204 904-360-5630

From: Newman, Terri

Sent: Monday, September 19, 2016 9:23 AM

To: Ausher, Jerry

Subject: Request for Information on contact for signage

Hello Jerry,

Last week we held a public hearing on the proposed Jacksonville National Cemetery Access Road. At the meeting Mr. David RAMSEUR wanted to know who to contact regarding the following? Can you advise? See attached email for particulars.

"Which brings to my mind who do I contact to get a sign for my Thomas Creek Revolutionary War Battlefield that is located in Seaton Creek Historical Park on Arnold Road about 2.5 miles from the Pecan Park/I-95 intersection?"

Thanks, Terri.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:46 AM

To: MICHAEL R ROBINSON

Cc: Lasher, Wendy G; Charles, Janice; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: New Entrance Road to Jacksonville National Cemetery

Mr. Robinson,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
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FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: MICHAEL R ROBINSON [mailto:robinson674@bellsouth.net]

Sent: Friday, September 23, 2016 10:50 AM

To: Newman, Terri

Subject: New Entrance Road to Jacksonville National Cemetery

Good morning Terri, it is my understanding that you are the person receiving public comments regarding the new proposed entrance to the Jacksonville National Cemetery.

I would like to state my agreement with sentiments you have received to make the new road a curving, not straight, road and to have it landscaped by a tree-lined entranceway. I have attended services at both the Jacksonville Cemetery and the Sarasota Cemetery and can think of no better

way to show the family members of the deceased then to have their loved ones final trip be along a shaded peaceful boulevard. Driving down a bare, wide-open road like an interstate leaves one with such an empty hollow feeling. One only needs to think of such roads as Jacksonville's Mandarin Road or Tallahassee's Canopy Roads to feel the peaceful, comforting nature, a tree canopy gives us.

A curving road will also accommodate the residents of the area that the entrance road not be used as a traffic cut through. I know from past experience, when in a funeral procession, we are in no hurry to reach the destination. Moments of quiet peaceful comfort are much appreciated.

I have the honor of serving as President of Greenscape of Jacksonville's, the nation's second oldest tree advocacy organization. I would also commit our group to assist the FDOT in the planting of trees along this new boulevard. I am quite confident there would be no problem securing volunteers to assist in planting trees as a means to honor those who have served our country so well.

Thanks you for allowing me to state my concerns and opinions, Mike Robinson

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:53 AM

To: chad shaw

Cc: Lasher, Wendy G; Charles, Janice; Browning, Stephen; Henderson, Bill; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Lannie Road Project

Mr. Shaw,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: chad shaw [mailto:shaw.drchad@att.net]
Sent: Monday, September 26, 2016 4:00 PM

To: Newman, Terri

Subject: Lannie Road Project

Terri Newman,

I would like to offer my support for a more thoughtful design to the Lannie Road construction. It would benefit the local residents and the city of Jacksonville to have a less straight road lined with beautiful trees. It would make me happy to see FDOT construct a road that has great engineering and great aesthetic design.

Thank you for taking time to read my email.

Sincerely, Chad Shaw, D.C. 8705 Perimeter Park Blvd, #6 Jacksonville, FL 32216 (904) 997-1349

www.shawchirojax.com

Confidentiality Note: The information contained in this transmission is legally privileged and confidential, intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you receive this communication in error, please notify us immediately by telephone call to 904-997-1349, and delete the message. Thank you.

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 12:31 PM

To: gooneybird6674@att.net; mooneybird6674@att.net

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen

Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Stephanie & Carl Shifflett

Dear Mrs. & Mr. Shifflett,

Thank you for your comments for this project. The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. Several comments were received regarding the possibility of an increase of traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and shopping areas.

The construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. Roadway measurements do not support this position as a short cut route from a practical standpoint. From the Lem Turner and Lannie Rd intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Rd (Exit 363), the total distance is about **8.6 miles** with an estimated time of **9 minutes**. From the same intersection of Lem Turner and Lannie Road, to Ethel Rd and turning onto the new roadway then traveling along Arnold Rd to Pecan Park Rd and getting onto I-95 South to exit 363 is a total distance of about **12.1 miles** with an estimated time of **14.5 minutes**. From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

We Really Want Your Input!! Project Name: Stephanie Tufflelt Mr Mrs Mrs Mrs Mrs CARL L SHIFFLETT Mailing Address 4819 LANNIE ROAD. BODIS Phone Number 904 764 8483. Email Address Gooney BIRD 6674 DATT. Net. Comments Concerns about. trafic slort cuts Coming thru Lannie Rd. to the New 95 Cometry Road. Staveling to Air port, Riverenty mkt place and to 95, people from Callahan. S. Georgia

COMMINIEM SHEET EDOL
We Really Want Your Input!!
Project Name: Jacksonville Rational Vermetery access Trans
Mr O Mrs O Ms & Mr & Mrs (and of Stephanic Shitelitt
Mailing Address 4819 Lamie Fel, 32218
Phone Number 904-764-8483
Email Address Manualied 6674 Q. ATT. NET
Comments my Biggest Concern about this Prospet in the incurse in
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Turner + Lannie Rand to get to the airport + Shapping Center This will increase the Infir 2 pr 3 times from what it in Takely
- Just were increase the shape sor 3 min from whit it is talled

Thank you, Terri.

Terrí B. Newman Environmental Supervisor FDOT District 2 1109 S. Marion Street, MS 2007 Lake City, Florida 32025

386-961-7713

terri.newman@dot.state.fl.us



605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

October 5, 2016

George Smith 15770 Parete Drive Jacksonville, FL 32218

RE: Jacksonville National Cemetery Access Road

FM No. 428455-1

Dear Mr. Smith,

Thank you for your input during the formal portion of the Public Hearing regarding the proposed Jacksonville National Cemetery Access Roadway. Your comments included concerns about improving Lannie Road. Lannie Road is a local road and as such the City of Jacksonville has the responsibility of maintaining and improving. Unless it is identified for priority funding with the City it is unlikely improvements will be undertaken any time soon. The FDOT will be sure to inform the City of the residents' concerns.

Pedestrian safety is extremely important to the FDOT. Pedestrian accommodations have been included as part of this project. The proposed project will have bike lanes or shoulders for bicyclists. There will also be sidewalks for bicyclists and pedestrians to use.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us



1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874

JIM BOXOLD SECRETARY

October 11, 2016

Mr. Michael Thornton 5108 Younis Road Jacksonville, Florida 32218

RE: Proposed Jacksonville National Cemetery Access Road, Jacksonville, Florida

FM No. 428455-1

Dear Mr. Thornton,

Thank you for your comments and input for this project. This response addresses the comments you provided to Secretary Boxold, Mr. Clift, and Ms. Newman. The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. The Florida Department of Transportation (FDOT) was directed by the United States Congress (Representative Ander Crenshaw and other members of Congress) to find a route that improved access, reduced the distance traveled and improved safety from I-95 and the Jacksonville International Airport (JIA) through existing residential neighborhoods and the substandard sole access route along Lannie Road. Lannie Road is a narrow, two-lane rural roadway with numerous driveway connections and inadequate shoulders and clear zone. The existing route to access the cemetery is about 16 miles from I-95 and JIA area and the proposed roadway will reduce that distance to around 8 miles.

Funding for the study and subsequent phases, including right-of-way (ROW) and construction, is from Federal and Local funds. This proposed roadway will become a local city street operated and maintained by the City of Jacksonville (COJ) and as such is designed as a local route with minimal ROW. This study was undertaken by FDOT to satisfy the needs of federal and local officials and veterans support groups to provide a safe and more direct route to the cemetery honoring our nation's veterans.

Concerns have been raised by several Lannie Road residents including yourself regarding the possibility of the new roadway increasing traffic along Lannie Road from motorists to the north traveling along Lem Turner Road and using this as a short cut to I-95/JIA and beyond. In response to these concerns, please consider the following thoughts: First, that construction of the new roadway will reduce cemetery traffic along Lannie Road, eliminating wait times and traffic back up due to funeral processions and cemetery visitors. It will also provide relief from Ethel Road motorists and those Lannie Road vehicles east of the cemetery entrance by eliminating their use of the roadway to Lem Turner Road as it will provide them a more direct route to I-95/JIA. Second, a comparison of the route lengths does not support the position that the new road will provide a short-cut. From the Lem Turner and Lannie Road intersection via Terrell Road/Pecan Park Road to the Airport Service Road and ending at I-95/Airport Road (Exit 363), the total distance is about **8.6 miles** with an estimated time of **9 minutes**. From the same intersection at Lem Turner and Lannie Road, to Ethel Road and turning onto the new roadway then traveling along Arnold Road to

Mr. Thornton Jacksonville National Cemetery Access Road October 11, 2016 Page 2

Pecan Park Road and getting onto I-95 South to exit 363 is a total distance of about **12.1 miles** with an estimated time of **14.5 minutes.** From this data it is unlikely motorists will use this new roadway as a short cut as traffic normally follows the path of shortest distance and time.

Additionally there was also a statement of concern of inadequate shoulder width for the new roadway to accommodate motorist pull offs during funeral processions. For the majority of the roadway within the 150-foot ROW (Rural Typical Section) there is adequate area including a 5 foot bike lane and 3 foot of shoulder space. However, in the area of the 90 foot ROW (Urban Typical) of the 4 foot bike lane with curb and gutter; the width of ROW was minimized to reduce wetland impacts and limit property acquisition of COJ and St. Johns River Water Management lands. This portion of the project is adjacent to the Thomas Creek Preserve property; to the west there is undeveloped future recreational land known as the Ogilvie/Baxley property also owned by the COJ. Through coordination and preplanning with the COJ this option resulted in a reduced ROW in order to address their concerns and provides for future access to this property.

Concerning the suggestion for a greenway park type setting, this is a valuable and thoughtful idea. However, the Federal Government has given FDOT the stated project goal to provide an enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The current route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the COJ for operation and maintenance once roadway construction is complete. This route was chosen in order to minimize impacts to the Veteran's Administration (VA) property, existing and future recreational lands and private property interests. Minimal ROW has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared ROW. Unfortunately the current funding does not include any landscape design or implementation in this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for landscaping by the COJ after construction is complete.

We acknowledge your comment concerning Thomas Creek. Since Thomas Creek is over one mile from our project area, nor does it cross Lannie Road, it was not evaluated for impacts from this project since it is outside of the Project Development & Environment (PD&E) Study evaluation area.

Several project alignments were evaluated as part of the PD&E Study including aligning the roadway with the cemetery entrance. This alignment would require the proposed roadway to travel through useable cemetery property. The VA did not support this alignment since it would result in more impacts to useable undeveloped property. Also, this alignment would have resulted in a significant direct impacts to recreational lands of the Thomas Creek Conservation Area, which would require an avoidance alternative to be considered and used if viable.

Currently, the adjacent property for much of the proposed roadway is undeveloped land. The COJ and private interests have had plans for development of this area for a number of years. This roadway while an extension of Arnold/Pecan Park Road will provide much needed access to the cemetery and we acknowledge it will also serve a role in the future development goals for this area. The COJ *Comprehensive Plan* has future land use designations for the project area shown as agricultural, light industrial and

Mr. Thornton Jacksonville National Cemetery Access Road October 11, 2016 Page 3

conservation/recreation properties. The proposed roadway will not only provide direct access to the cemetery, but will support the future designated land uses in the area.

During the planning stages of all federally funded major projects, the FDOT solicits agency comments on the project as conceptually proposed through the Efficient Transportation Decision Making (ETDM) process. The agencies reviewed the Jacksonville National Cemetery Access Road project in 2010 and noted environmental issues that may have a significant impact. The FDOT utilizes these comments to support developing alternatives to avoid impacts to these resources or provides minimization or mitigation measures to reduce impacts so that there are no substantial impacts. The agencies are consulted during this process. Table 4-1 of the Environmental Assessment provides information concerning this coordination and the assessments that were completed for the project. It also refers to each environmental issue within the EA for more information on the analysis completed and mitigation proposed. Based on the avoidance, minimization, and mitigation measures that the FDOT will implement, there are no significant environmental impacts. The US Fish and Wildlife Service (FWS) has given concurrence with this finding.

Concerning consultation with the Lannie Road residents and Public Hearing format; the FDOT first held a public meeting for this project in 2011. Property owners within 300 foot of each alternative including the Lannie Road residents were notified. This meeting was also published in several local newspapers. Numerous meetings with the COJ, VA and other interested parties have occurred throughout the course of the PD&E Study. The FDOT scheduled the Public Hearing and notified the same property owner's along with others that had expressed interest in the project. Flyers were also placed at the church to distribute to the community and the Hearing was held at the closest available facility. In addition, the Public Hearing was advertised in newspapers and on the FDOT website.

Public comments and questions were received between 4:30 and 6:30 p.m. at the Public Hearing. During this time there were ten FDOT staff and consultants to assist with questions and comments. The FDOT also held a formal portion of the public hearing to allow for oral comments at 6:30 p.m. The FDOT provided one-on-one responses after the oral comments were received until 7:30 p.m. It is the FDOT's experience that a one-on-one discussion is more productive than responding in a public setting. Supporting documents included a Project Location Map board, aerial sheets, and graphics in the oral presentation that depicted the proposed project alignment.

Sincerely,

William R. Henderson, FDOT District 2 Planning and Environmental Manager

cc: Greg Evans, D2 Secretary of Transportation James Boxold, Secretary of Transportation Robert Clift, Office of Inspector General Terri Newman, JNCAR Project PM

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 12:51 PM

To: cutterman1790@gmail.com

Cc: Charles, Janice; Brinkley, Renee; Lasher, Wendy G; Henderson, Bill; Browning, Stephen

Subject: FM No. 428455-1 JNCAR - Response to Written PH Comments Mark Toney

Mr. Toney,

The proposed Jacksonville National Cemetery Access Road project study was undertaken as a result of the need to provide improved access to the new Jacksonville National Cemetery established in 2009 along Lannie Road, a local city street. Although the project you mention is not part of this study, plans are underway to widen Pecan Park Road from Airport Road to I-95. I have referred you to the FDOT Project Manager Renee Brinkley at Renee.Brinkley@dot.state.fl.us and 386-961-7392.

COMMENT SHEET



We Really Want Your Input!!

Project Name:
Mr OMrs OMs OMr & Mrs MAUK JONEY
Mailing Address 1478 OLDERBURG DRIVE, JAX FL 32218
Phone Number 904 252 5742
Email Address CUTTERMAN 1790 @ GMAIL, Com
Comments I CAME TO HEAR ADOT THE ARWAYS ARWAYS ROAD
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Buses of out Kills.

Thanks, Terrí.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Monday, October 03, 2016 11:31 AM

To: amyvfr03@aim.com

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen

Subject: FW: FM No. 428455-1 JNCAR - Amy Haddock (Van Sickle) Response to PH Written

Comment

Hello Amy,

Thank you for the written comment below in support of the proposed cemetery access roadway.

COMMENT SHEET FOOT
We Really Want Your Input!! Project Name:
OMr & Mrs OMs OMr & Mrs Any Haddock (Van Sickle)
Mailing Address 16847 Ethel Rd Jacksonville FL 3221
Phone Number 904 483-0818
Email Address Comunt 03@ aim. com
Comments I like on Ethel. I am so excited
about this access load. I have small
Publix, pediafricians Office, stoks, etc. I am glad
on a safe road. Thank you!

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

1

Lasher, Wendy G

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:43 AM

To: courtenay wilson

Cc: Charles, Janice; Lasher, Wendy G; Henderson, Bill; Browning, Stephen; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: Jacksonville National Cemetery

Ms. Wilson,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

----Original Message-----

From: courtenay wilson [mailto:cnsandsw@aol.com] Sent: Wednesday, September 21, 2016 4:15 PM

To: Newman, Terri

Subject: Jacksonville National Cemetery

I would like to add the following request to that of members of City Jacksonville Beautiful and Greenscape, Inc. Please honor our veterans who are buried at the Jacksonville National Cemetery, and their families, with a lovely tree-lined parkway on Lannie Road leading from I-95 to the Cemetery.

Thank you Courtenay Wilson 331 Ponte Vedra Blvd Ponte Vedra Beach FL 32082

Lasher, Wendy G

From: Newman, Terri < Terri.Newman@dot.state.fl.us>

Sent: Tuesday, October 04, 2016 7:40 AM

To: Zim

Cc: Lasher, Wendy G; Charles, Janice; Henderson, Bill; Browning, Stephen; Daugharty, Jeff;

Cheek, Kenneth

Subject: RE: New road to Veteran"s Memorial Cemetery

Mr. Zimmerman,

Thank you for your input regarding the proposed Jacksonville National Cemetery Access Roadway. The suggestion below is a valuable and thoughtful idea. The Federal Government has issued FDOT with the stated project goal to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Airport/I-95 area that is safe, efficient, and minimizes interaction with existing residential areas. The proposed route travels through undeveloped lands and significantly reduces the time and distance needed to access the national cemetery. This project is designated to be a local roadway that will be turned over to the City of Jacksonville once the roadway construction is complete.

This route was chosen in order to minimize impacts to the VA property, recreational/conservation lands and private property interests. Minimal right of way has been identified for the project which will reduce the chance of this roadway assuming an appearance of an interstate or principal arterial roadway with a vast, cleared right of way. Unfortunately, no funding for landscape design or implementation of same is included this project however consideration is underway to implement selective clearing to retain as much of the existing vegetation as possible and to identify options for future landscaping by the City of Jacksonville after construction is complete.

Again, thank you for your input.

Terrí B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025
386-961-7713
terri.newman@dot.state.fl.us

From: Zim [mailto:zim@oesjax.com]

Sent: Thursday, September 22, 2016 8:31 AM

To: Newman, Terri

Subject: New road to Veteran's Memorial Cemetery

Terri,

I am supporting construction of a tree-lined parkway, as the roadway design, for the extension from I 95 to the Veteran's Memorial Cemetery. Thank you for taking public comment on the matter.

Zim

E. Zimmermann Boulos | President

Office Environments & Services IB #26000960

1524 San Marco Blvd. Jacksonville, FL 32207

P: 904-398-9761 ext. 208 | <u>zim@oesjax.com</u>



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

Jacksonville National Cemetery Access Road
Financial Project ID: 428455-1

Thursday, September 15, 2016
6:30 p.m.

Lannie Road Baptist Church
5998 Lannie Road
Jacksonville, Florida 32218

Reported by Cindy Danese, Court Reporter

STATEWIDE REPORTING SERVICE 233 East Bay Street, Suite 606 Jacksonville, Florida 32202 (904) 353-7706

ORIGINAL

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September 15, 2016

6:30 p.m.

MR. HENDERSON: Ladies and gentlemen, I'd like to welcome you to the public hearing for the Jacksonville National Cemetery Access Road project. My name's Bill Henderson and I'm with the Florida Department of Transportation. I work out of the Lake City office with the Planning and Environmental Management Office.

I'd also liked to introduce a couple of other people here tonight. In the back is Ms. Terri
Newman. She works in my office. She's been one of the project managers on this.

I'd also like to introduce Mr. Jeff Daugharty. He works out of our Jacksonville office, and he's been working on some of the design and engineering for the project.

In addition, we've been here since 4:30.

There's been a lot of folks with yellow tags that either work for the Department or some of our consultants, and we've been trying to answer -- you know, one-on-one answer questions, comments or whatever.

But what we'd like to do now is just to kind

of show a presentation and, when I'm finished with the presentation, we'll take a quick break and we're going to take comments.

Right now I'm holding four speaker cards. If anybody else would like to speak, I would encourage you to -- we got the cards set up. If you see some of our people, we can fill one out. But right now I do have four speaker cards.

Also, I'd like you to know we do have a court reporter here tonight. This is a public hearing and we're going to be creating a transcript from these proceedings.

Like I said, shortly after that we'll be doing -- taking comments. However, if you have a comment and you don't feel like getting up and speaking, we got a table back there, you can do written comments. Write them in, put them in the box, and comments count just as much as if you get up and speak.

If you go home tonight and think of something:

I wish I would've said this, send us an email,

write us a letter. That counts just as much.

Also, if we can't answer all your questions tonight, if you think of something, we got our phone number on the handout. Feel free to call us

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and we'll be glad to answer your questions.

In addition, we do have our website which is on the handout, and that website will have all the displays you'll see here tonight as well as our presentation. So if you want to pass it on to whatever, we'll have that on this website.

Also, I'd like to make -- this is a formal public hearing, we're going to make a formal record. You got 10 days to get all those comments in, and those comments are gonna go into the formal record. However, if you want to make a comment on the 11th day, feel free to send it in. We'll look at it, but it just won't be in that formal record, but we will -- we'll address it.

So, with that, I got to read a couple things in here.

Tonight's public hearing is being held to discuss the Jacksonville National Cemetery Access Road project. The Project Identification Number is 428455-1.

This public hearing complies with the Transportation, Finance and Planning chapter and the Administrative Procedures chapter of Florida Statutes. It is also in compliance with the Environmental Impact and Related Procedures, Code

of Federal Regulations, and the Public Hearings

Procedure of the United States. This hearing is
also being conducted in accordance with the

Americans with Disabilities Act of 1990 and Title

VI and other nondiscrimination programs.

Tonight's hearing is being held at the Lannie Road Baptist Church, 5998 Lannie Road,
Jacksonville, Florida 32218, on September 15th,
2016, at 6:30 p.m.

The purpose of tonight's hearing is to explain the proposed transportation project and receive your input concerning the project. We do have an attendance roster tonight and it's part of our public hearing record. If you're not already signed in, please do so before leaving.

Also, we're here to discuss the national cemetery road project. We know there's some other projects in the vicinity. If you want to, we'll try to discuss those a little bit, but just we're focusing on the cemetery road project.

With that, we're going to go ahead and show our presentation.

(Begin slide presentation.)

Good evening, ladies and gentlemen. Welcome to the public hearing for the Jacksonville National

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Cemetery Access Road Project Development and Environment or PD&E Study. The study limits are between the western terminus of Arnold Road and the Jacksonville National Cemetery at the intersection of Lannie Road and Ethel Road in Duval County. The Financial Management Number is 428455-1.

A public information meeting was held on June 11th, 2011 to seek comments on the two alignment alternative locations presented and the no-build alternative. The recommended alternative tonight is based on feedback from the meeting.

The subject of tonight's hearing is to present the findings of this study, discuss the recommended alternative and receive your input.

The public hearing was advertised in the Florida Times-Union August 25th and September 8th, 2016, the Florida Star August 27th and September 3rd, 2016, and in the Florida Administrative Register September 8th, 2016. Additionally, property owners, interested citizens and elected and appointed officials were notified by letter of tonight's proceedings. The environmental assessment study project information has also been available for review since August 25th at the Highlands Regional Library in Jacksonville and the

FDOT Jacksonville Urban Office.

FDOT's goal is to construct a new roadway that will improve access to the cemetery, reduce traffic congestion on Lannie Road, and provide a more direct route to the cemetery from the Jacksonville International Airport and I-95. This project is consistent with local and regional plans.

Based on study findings, FDOT is recommending construction of a new two-lane roadway that begins at the western terminus of Arnold Road, heads west, then north, and intersects Lannie Road at the Ethel Road intersection.

The build alternative would utilize three typical sections: an urban, rural, and bridge typical section at these locations shown.

To minimize wetland and future recreational resource impacts, approximately 1.7 miles of the proposed roadway, beginning at Lannie Road and traveling southeast of the Lannie Road intersection, will utilize an urban typical section. This typical section consists of two 11-foot travel lanes, four-foot bike lanes, curb and gutter, and six-foot sidewalks. The proposed urban typical section for the build alternative will require a right-of-way width of 90 feet.

The roadway will then transition into a rural typical section consisting of two 12-foot travel lanes, two eight-foot shoulders, five-foot bike lanes, and five-foot sidewalks within a right-of-way width of 150 feet.

A new bridge will be utilized over the proposed crossing of Seaton Creek tributary. The typical section will consist of two 12-foot travel lanes, with eight-foot shoulders and six-foot sidewalks separated from the shoulders with a barrier wall, all within a right-of-way width of 150 feet.

The Lannie Road and Ethel Road intersection will be reconfigured to a four-way intersection with the addition of the Jacksonville National Cemetery Access Road. Stop signs will continue to control traffic at this intersection.

There are no significant impacts to environmental resources such as air quality, noise, contamination, floodplains, wetlands, threatened and endangered species, and archeological and historic resources. Any impacts will be mitigated for as appropriate.

The Jacksonville National Cemetery is eligible for listing in the National Register of Historic

Places due to its significance as a final resting place for our nation's veterans.

The proposed Jacksonville National Cemetery
Access Road will cross undeveloped portions of the
cemetery and will not encroach upon any of the
currently developed portions of the property. FDOT
is providing the opportunity for public comments on
the use of cemetery property for this project.

The Jacksonville National Cemetery Access Road project costs, including engineering, right-of-way, mitigation and construction are approximately \$19.7 million.

Right-of-way will be required for the project. There is staff here tonight to help answer any questions you may have.

The build alternative, including stormwater retention ponds, will impact 10 parcels; two residential and eight vacant parcels. The project will not displace any residences or businesses within the community. FDOT's real estate acquisition process will be followed.

Before any final decisions are made, FDOT would like to hear your comments, which you will be given an opportunity to provide momentarily.

Should you desire to provide written comments in

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lieu of, or in addition to oral comments provided at tonight's hearing, you may email or send your comments to Terri Newman at FDOT's District 2 office in Lake City. Her contact information is shown on the slide. It is also included in tonight's handout.

All comments postmarked on or before September 26th, 2016 will be documented as part of this hearing and will be included in the transcript of these proceedings.

Public participation at this hearing is encouraged and sought without regard to race, color, national origin, age, sex, religion, disability or family status.

Any person or beneficiary who believes they have been subjected to discrimination based on the Civil Rights Act of 1964 and/or other nondiscrimination authorities may file a written complaint to Mrs. Dorothy Neal, the District's administrative compliance monitor in Lake City, or contact the Department's Equal Opportunity Office in Tallahassee. Contact information is on this slide.

For more detailed information and a description of the recommended transportation

improvements, you may review the maps, drawings, and other information on display immediately following the hearing. FDOT personnel are available to discuss the recommended improvements with you and answer your questions.

This concludes our presentation. Thank you for attending this evening.

(End of slide presentation.)

MR. HENDERSON: Okay. Right now I am holding four speaker cards. If anybody else would like to speak, if you could present me a card, and we will go ahead and get started.

Okay. What I'm gonna do is I'm gonna call your name. When I call your name, I'd like you to come up to this microphone right here and state your name and, if you're affiliated with a group, state that, and we'll go ahead and get started.

One point I want to make, I want to go through all the comments first. I'm not going to answer any questions. I'd like to give everybody a chance to make a comment. And then after we get through with all the comments, we'll just open it up to general questions. That seems to work pretty well.

So, with that, my first speaker is James Adams, to be followed by Dan Hughes.

MR. ADAMS: Thank you. I'm here tonight on behalf of Congressman Ander Crenshaw, who wanted to be here but he's in Washington. Jackie Smith was here briefly earlier.

I have a prepared letter that the Congressman asked that I read for the record.

"First, I want to thank all of those who have worked so hard to make our Jacksonville National Cemetery not only a reality but a fitting and a beautiful final resting place for those who so deserve our respect and thanks.

"In 2008, on a rainy, gray day, we celebrated the dedication. I must admit I couldn't visualize what the cemetery would look like at that time.

Now, as I've observed the rows of white markers, I can't explain the feeling of pride and peace that fills my heart.

"Our region, Northeast Florida and Southeast Georgia, has over the years contributed to the defense of this great nation and continues to play an important military role.

"Our Jacksonville National Cemetery is a tribute to the lives of the veterans who live in our area and are now buried here. Buried here are veterans who saw decades of life after serving in

the military. Alongside them are young warriors who died recently.

"Veterans are laid next to each other regardless of race, religion, sex, or military service. In the military, they stood shoulder to shoulder, dedicated to the cause of democracy and to the duties that they were assigned. They loved American freedoms, values and tradition, and they served our national with pride and dignity.

"In death, they rest among fellow warriors, secure in the knowledge that they performed their duties.

"It is said that America can never repay the debt we owe to these who served, but we can honor their sacrifices.

"This Jacksonville National Cemetery was a vision that, through hard work and preservation, became a reality. Not to be too dramatic, but I will borrow some words from President Lincoln's Gettysburg address, 'It is for us, the living, to be dedicated here to the unfinished work and to the great task remaining before us, that from these honored dead we take increased devotion to that cause.'

"Now that cause is to finish this tribute to

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our veterans by building a road worthy of their sacrifices.

"Lannie Road is a two-lane country road, not a road built for the cemetery traffic. The people who live on this road have been good and respectful neighbors, but it's time to finish our work.

"I thank the staff of the Jacksonville
National Cemetery for their daily commitment to
caring for our veterans. I thank the support
committee, especially Dan Hughes and Pat Mulvihill
for his devotion to this cemetery. I thank the
Jacksonville Ladies and the Wreaths Across America
project, especially director Ralph Terreault. They
have worked hard from the beginning.

I also thank the people from the Florida

Department of Transportation; the Northeast Florida

TPO, especially Jeff Sheffield and the board; and
the City of Jacksonville for making this road a

priority and securing the funding to build a road
that will offer serenity and beauty as families
travel to our cemetery to visit, respect, and pray
for those served.

"Ander Crenshaw, member of Congress."

MR. HENDERSON: Thank you very much.

MR. ADAMS: Thank you.

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MR. HENDERSON: Next speaker I have is Mr. Dan Hughes, to be followed by David Ramseur.

MR. HUGHES: Thank you, Bill, staff, national cemetery personnel, chairman of the national cemetery committee Ray Quinn, and committee.

I want to say that I'm here tonight with such gratitude. A lot of hard work beginning in 2008 has been put into this project, our road into our national cemetery.

In all, when I travel this road in 2008, looking at the cemetery site, a good friend of mine, Colonel Ed Taylor, and I traveled this road to the national cemetery site, and of course I said, "Only submariners can be buried here," at that time, because it was wet that day, a lot of mud, a lot of water, so forth.

But at that time we said, "Well, let's see."
But at that time we also said, "There's got to be another way, a better way, into the national cemetery.

We started in 2008 trying to locate a way into the national cemetery, and tonight, today, Bill White I see over here, who has been a blessing to myself over the years in helping us locate a way and a better way into the national cemetery, and I

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thank you, Bill, for your time and your efforts and the neighbors and friends that helped us.

It's good to see the neighbors here tonight and the friends of the national cemetery. A lot of hard work has been accomplished over the years to bring this beautiful place of solitude and devotion to this area.

The road will add to the area. The road will benefit our veterans for years to come, the beautification of it and the beautification of the ongoing national cemetery projection.

As we move into Phase II -- and I think we're about ready to do that in October, right; is that true -- I want to say thank you, thank you, family, friends, Bill, staff, for the hard work that you've done.

I met Bill in 2010 out here on the back road,
Pecan Road, and his staff getting ready to blacktop
Pecan Road, and he said, "Where are you going?" He
said, "We're looking for a way into the national
cemetery."

That was my first introduction to Bill. And Bill's about ready to retire. We're going to miss him.

And, Bill, I'm going to miss you.

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And I want to say to his staff: Congratulations for a job well done.

> Thank you. Thank you, friends and neighbors. (Applause.)

MR. HENDERSON: Next we have David Ramseur, to be followed by Ray Quinn.

MR. RAMSEUR: I want to thank everyone that's been working on this project starting back in 2008, and it's very important. I think it's really a proposed roadway -- I'm very -- let's put it this way: I'm very grateful for this. My mic -- there we go.

The proposed roadway connection with the national cemetery to Jacksonville International Airport to Interstate 95 would be very beneficial and enhance all parties traveling to and from the national cemetery.

So really it's very, very important to have this beside the circuitous route. I was coming up the road today, I can just imagine a funeral procession trying to work its way to the national cemetery. It'd be really kind of very disheartening to those people.

You probably see me in my Revolutionary War Colonial uniform. I would have worn my Colonial

uniform, but, you know, what's interesting, when we come up to November 11th, we come into Veterans Day parade, and we come along in our Patriot uniform, and all these little kids say: Here comes the pirates.

That's really disheartening because you start thinking about: Did they miss that day in school about American history?

So what we're talking about and what I'm doing up here is, on Arnold Road, two, three years ago, the City of Jacksonville, along with the trust of public land, we purchased 864 acres. This is the place of the Thomas field — Thomas Creek Revolutionary War battlefield based on artifacts that have been found in this area off Arnold Road. This was the second of three failed attempts to make Northeast Florida part of the United States, added the 13 colonies. Only problem is Vermont beat us out on that.

But I think this access road would be very important.

Also a possibility of thinking about hurricane evacuation and such as that.

So the circuitous route that the people have to travel back and forth, between that, and I think

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it's really just beneficial, the fact that we'll be able to have this roadway access.

Thank you very much.

MR. HENDERSON: Thank you.

Next speaker I have is George Smith, to be followed by Tracey Arpen.

MR. QUINN: You said, "Followed by Ray Quinn,"

MR. HENDERSON: Oh, Ray Quinn -- I'm sorry -to be followed by George Smith. I'm sorry.

MR. QUINN: Good evening, everyone. I'm facing the wrong way. I'm talking to the Lannie Road residents, and I would love to address you guys tonight and say thank you.

My name is Ray Quinn, and I have the honor to be the current chairman of the Jacksonville National Cemetery Support Committee. You met Dan Hughes a few minutes ago. Our past chair, Pat Mulvihill is with us tonight, he's the past chair also, and we have members of the support committee here.

Our mission in life is to assist the cemetery administration with the ceremonies that are conducted there. We run the Veterans Day ceremony, and we just did the Vietnam Veterans ceremony, so

we're well familiar with it.

What we wanted to do tonight is to say thank you to the Lannie Road residents, one for your patience, and two, importantly, for your patriotism. You welcomed us into the neighborhood, and you've been so very patient, and we see the signs that say you appreciate veterans. Thank you so much for that, truly.

I'd also like to thank Congressman Ander
Crenshaw and his staff, especially Jackie, who
worked so very hard to ensure that this day or
these days, they're coming to fruition and we're
glad to see them now.

I also want to thank the Rotary Club of North Jacksonville for all of their hard effort, pitching in and working their contacts to bring this to fruition.

Thank you to the Florida Department of
Transportation and your staff for working hard and
bringing us choices, and that's a beauty.

I think that I have covered the bases, but, Lannie Road folks, we love you. Thank you so much.

MR. HENDERSON: Thank you.

(Applause.)

MR. HENDERSON: Okay, let's get back. George

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Smith is next, to be followed by Tracey Arpen.

MR. SMITH: My name is George Smith. First of all, I'd like to thank all of our military that are serving now. I'd like to thank the veterans. I'd like to honor the veterans that have fallen. My grandfather is buried there.

But I have lived here 20 years to get away from everything. I come out here to have a nice country living. I enjoy living out here.

The community out here has not really had any complaints about the cemetery. I wish that the people on the committee of the cemetery, that y'all would respect us in the community to not have another access road, because if we have another access road, more people want to come.

Sidewalks -- I don't like the idea of bicycles. There's too many killings on bicycles. People do not drive like they should drive. This is a very dangerous -- eight, 10 years ago, we had eight people die from Lannie Road all the way out to the end. A garbage man got killed in front of my house doing his job.

There's too many asphalts. There's too much concrete. I oppose it. I do not want it.

And, if anything, let's make this part of the

road going to the cemetery, let's make it better, okay? Let's do that. We don't have to -- all the money that we're going to -- that is going to be spent on that, let's take that money, make it a nice road, then take the rest of that money and give it to the veterans that are living now.

That's what I think should be done. I don't how much money y'all already spent to do all your surveying and everything, but, absolutely, no thank you.

MR. HENDERSON: Thank you.

(Applause.)

MR. HENDERSON: Next speaker is Tracey Arpen, to be followed by Tom Pornovets.

MR. ARPEN: I'm Tracey Arpen, and I'm here tonight on behalf of Greenscape of Jacksonville, a nonprofit that's been around about 40 years, dedicated to planting, preserving and protecting trees in the city, and also City Beautiful Jacksonville, an organization that's been around about 26 years, which is devoted to enhancing the visual environment of the city.

As I see it, FDOT has a couple of choices here. They can either build a standard road with asphalt and concrete to move cars and people from

Point A to Point B, or they can build the kind of roadway that is befitting of an entrance to a national cemetery.

I think this is a unique opportunity. Best I can tell in Florida, this is the first time you've had a chance to build an entrance road to a national cemetery. I think all of the others were already located along established roadways and didn't require a new access road.

Here's an opportunity to build the kind of road that the people who have -- who are buried there and their family members deserve.

I'm speaking as someone who spent eight years on active duty in the Army, and then another 18 years in the Air National Guard just through the woods over here, and someone who has a family member buried at the cemetery.

What I would hope that FDOT will create and what I think would envision would be a parkway entrance to the cemetery, something that would be befitting of the cemetery setting.

Don't think of it as the shortest way to get from Point A to Point B. Put a few curves in it. Put in things that would slow people down.

A tree-lined parkway by its just nature has a

tendency to slow down traffic, and anything you can do that would slow down traffic, would discourage people from using it as a cut-through from I-95 to Lem Turner would help the people on Lannie Road.

But, more importantly, I think what you really need is a beautiful entrance to the cemetery to be appropriate for the destination point.

Thank you.

MR. HENDERSON: Thank you.

Next speaker is Nancy -- I'm sorry -- Tom Pornovets, followed by Nancy.

MR. PORNOVETS: My name is Tom Pornovets.

I've been living off Lannie Road on Ressie Drive for 33 years.

And I'm not against the cemetery road, but I feel like we're going to have some serious dominos that are going to fall once we do get a road that is a direct access from I-95.

So two out of your three points: yes, it will improve access to the cemetery; yes, it will provide a more direct route to the cemetery from Jacksonville Airport and I-95; but, no, it will not reduce traffic congestion on Lannie Road.

How many people out here drive to the mall from out here? How do you get there? You cut

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through the airport. People from Nassau County cut through the airport. When this road comes through, they won't have to go to the airport, they're gonna use Lannie Road as a through road. That's a lot of traffic.

Another point. It was listed in Jacksonville newspapers, The Star and the Times-Union. Well, it might as well be listed in the Nassau County Record, too, because -- this is not a lie -- how ironic, I was in the driver's license bureau last week getting a handicap permit for my wife updated, and the man next to me started talking about passing the access through Lannie Road. He said, "Boy, that will be a great thing when that happens."

This is a small community. Lannie Road is a small community. Callahan is a small community. My wife has worked in Callahan many years. Those people know that this road's gonna go through. They're not gonna go to the airport.

I'm not against access from I-95, but the domino that's going to fall once that access road gets put through is the Lannie Road traffic is gonna increase so bad, how long will it take for the Department of Transportation to come in and

make improvements similar to that road, where it's gonna have -- it's gonna be safer for the residents and the people that live out here?

Like I say, that airport cut-through, I'm not sure if you know how much traffic goes up that way. That traffic will be reduced and our traffic on Lannie Road will be probably increased tenfold, if not more. That's just what's gonna happen. Nassau County will now have a direct route to I-95 and the River City Marketplace.

And if you don't address Lannie Road before you address the direct access from I-95 to the cemetery, it's going to be very bad for the residents out here as far as the speeding and everything.

If you wait until the correction institute, the times that that shift changes happens, we have a speedway out here. Well, we'll have a speedway all the time because people will be cutting through from Nassau County. And people out here will use it as well.

I mean, I'm not saying -- I think the cemetery does need to have a direct access, but I think we're not addressing the additional traffic on Lannie Road, and I think that's being ignored.

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So two out of three points I agree with, but it will definitely not reduce traffic congestion.

The only congestion that's gonna be reduced is the funeral processions. And I honorably stop and put my hand over my heart whenever those pass by. And sometimes I cry when I see a hearse go by with no cars behind it. It just hurts my heart to see a veteran going to that cemetery without any family support or friend support. So that's something I think that no one has addressed, and I know it's going to happen.

Last point -- and I'm sorry I'm being so longwinded -- also in the Nassau County paper -- I don't know if y'all know this in Jacksonville; I haven't see it in a Jacksonville paper -- but the Florida Department of Transportation is -- they're working on trying to upgrade Lem Turner Road from 295 to Callahan four lanes. That's on the docket to be possibly moved up from 2034 to like 2022 or something for them to start working on that.

That's -- obviously that's going to give another opportunity for us to have a throughway. So I think the throughway is not a good idea without improvements to Lannie Road.

Thank you.

(Applause.)

MR. HENDERSON: Nancy Coppen, followed by Mike Thornton.

MS. COPPEN: I'm Nancy Coppen. I live on Lannie Road right beside the prison. And most of the points were already hit on.

Does FDOT have any plans of fixing Lannie Road before you get to the cemetery?

MR. HENDERSON: Let me get comments first, then I'll --

MS. COPPEN: Well, I'm just saying. I mean, we all agree. I've been fighting with the City for the last four years getting the potholes fixed. All they do is pack it down, and it just causes more issues for everybody. We've had two motorcycles go off the road because of the holes.

But my concern is for the next three years, what are you going to do for the front part of Lannie Road?

Thank you.

MR. HENDERSON: I do believe I have one more speaker, Mike Thornton.

MR. THORNTON: Good evening, everybody. I agree with all the well-thought-out comments that the citizens have made already, and they should be

taken into consideration.

One thing that shocks me is there's -- looks like there has been no plans made for people that want to respect the processions and pull off the road. You only have a six-foot bike lane, and that will not accommodate vehicles pulling off the road to show respect.

And I think everything needs to be rethought and plans made for people pulling off the road on Lannie Road as well as the new access road.

MR. HENDERSON: Thank you.

That's the last of my comments.

I'm going to try to address the concerns about the traffic.

Whenever you build a new road like this, it definitely is going to change the traffic pattern. I think we can all agree on that.

The whole idea of this was, as the national cemetery grows, not just the internments but as people come to visit and stuff, we were wanting to take that traffic off of Lannie Road, because Lannie Road, like this gentleman was saying, it's a lot of driveways, and you were talking about the safety. And that was the idea of just getting the -- getting the -- getting the VA veteran cemetery

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traffic pretty much off Lannie Road.

As far as people from -- this gentleman was saying coming from Nassau, a change in traffic patterns, you'll have some, but really it's hard to predict what that will be. I mean, I respect what you're saying that it may be.

But the main thing we were trying to do was get the VA traffic off of Lannie Road and, as the cemetery grows and grows and grows, not only will there be internments, there'll be a lot of people coming up here visiting, and that was the goal of our project.

So, with that, I'm going to go ahead and close the formal part of this hearing, but we'll be glad to talk with you. We'll hang around and talk with anybody.

And I appreciate everybody coming tonight.

If I can say one more --MR. SMITH:

MR. HENDERSON: Oh, yeah, come on up to the microphone. Mr. Adams?

> MR. SMITH: Smith.

MR. HENDERSON: Smith.

MR. SMITH: Since the cemetery has been put in, the traffic really hasn't got any worse. It hasn't, you know.

Fix this road. Fix this road. Widen this road. Just fix this. Don't -- we -- just don't bring anybody else in here. We don't want nobody else coming out here.

MR. HENDERSON: Thank you.

Thank everybody for coming. We're gonna be sticking around. If anybody hasn't had a chance to talk to us, we'll be here for a while.

CERTIFICATE				
STATE OF FLORIDA)				
COUNTY OF DUVAL)				
I, Cindy Danese, Notary Public in and for the				
State of Florida at Large, do hereby certify that the				
foregoing pages are a true and accurate recordation of				
the proceedings which took place.				
WITNESS my hand and official seal this 22nd				
day of September 2016.				
STATEWIDE REPORTING SERVICE				
CINDY DANESE, Notary Public				
State of Florida at Large.				





Florida Department of Transportation

RICK SCOTT GOVERNOR 1109 S. Marion Ave. Lake City, FL 32025-5874 Mail Station 2007 ANANTH PRASAD, P.E. SECRETARY

July 10, 2012

Mr. Brandon Howard U.S. Department of Commerce National Oceanic and Atmospheric Administration Fisheries Service 400 N Congress Avenue, Suite 120 West Palm Beach, FL 33401

RE: Essential Fish Habitat (EFH) Assessment

Jacksonville National Cemetery Access Road

FDOT Work Program No.: 428455-1 Federal Aid Project No.: PLH2-003P

ETDM No.: N13064 Duval County, Florida

Mr. Howard:

The purpose of this letter is to request technical assistance regarding potential EFH impacts as part of the above referenced project. An EFH Assessment has been prepared and is submitted for your review and comment. Additionally, the project Wetland Evaluation Report (WER) and Endangered Species Biological Assessment (ESBA) is being provided for supplemental information. These documents detail the potential involvement this project may have with EFH and federally listed threatened/endangered species survey effort and finding.

Project Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway between the Jacksonville National Cemetery and the western terminus of Arnold Road. The Jacksonville National Cemetery, operated by the United States Department of Veterans Affairs, is located off of Lannie Road in northwestern Duval County. While located only three miles north of the Jacksonville International Airport and five and a half miles west of I-95, a trip to the cemetery from the airport/interstate area is sixteen miles long. Due to this being a national cemetery, most trips begin/end near the I-95/airport area of Jacksonville.

Purpose and Need

The purpose of the project is to provide access to the National Cemetery in northern Duval County form I-95 that is safe, efficient and minimizes interaction with residential areas. The project Purpose and Need Statement was acknowledged as 'Understood' by NMFS during the Environmental Transportation Decision Making (ETDM) process on 11/3/2010. The Purpose and Need Statement was accepted by the Federal Highway Administration (FHWA) on 12/5/2010.

Alternatives Analysis

Four alternatives (No-Build, Transportation Systems Management (TSM), two build alternatives) have been evaluated as part of the alternatives analysis phase of this project.

No-Build Alternative

The No Build Alternative would leave the current access to the Jacksonville National Cemetery from Lannie Road. This road is a narrow, winding two-lane roadway lacking shoulders and adequate clear zones. If the current access to the cemetery remains, congestion along Lannie Road will further increase due to funeral processions as the cemetery increases its capacity.

TSM Alternative

The purpose of this project is to provide improved access between the airport/I-95 area and the Jacksonville National Cemetery. Lannie Road, which is currently the sole access route to the cemetery, is a narrow, winding two-lane roadway lacking shoulders and adequate clear zone. Therefore, Lannie Road would need to be upgraded from a residential roadway in order to provide adequate access to the cemetery. However, a trip to the cemetery from the airport/interstate area is sixteen miles long. Due to this being a national cemetery, most trips begin/end near the I-95/airport area of Jacksonville. Therefore, upgrading Lannie Road will not solve the access issues and a Transportation Systems Management and Operations alternative is not proposed because it does not meet the Purpose and Need.



Build Alternatives

Two preliminary build alternatives were presented to the Environmental Technical Advisory Team (ETAT) through the ETDM process – Alternative 1 (south) and Alternative 2 (north) – see location map. Alternative 1 is on new alignment and begins at the western terminus of Arnold Road, heads west, curves to the north and intersects Lannie Road at the Ethel Road intersection. Alternative 2 is also on new alignment and begins at the western terminus of Arnold Road, but travels north then west to connect to the eastern terminus of Lannie Road. From this terminus, Alternative 2 follows the existing Lannie Road alignment to the west, ending at the Ethel Road intersection. Table 1 provides a preliminary review and summary of the impacts of these two alternatives.



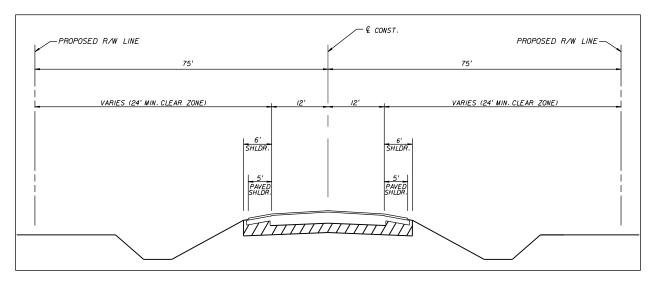
Alternatives Location Map

Initial analysis showed that Alternative 2 has high socio-economic impacts, due to the large number of impacted developed parcels and residential relocations. Alternative 1 impacts 8 vacant parcels and results in no relocations. Alternative 2 impacts a total of 52 parcels, of which 40 are residential parcels, and results in 7 residential relocations. The purpose and need for this project is to provide improved access, between the airport/I-95 area and the Jacksonville National Cemetery, which is safe, efficient and minimizes interaction with residential areas. Due to the high number of impacts to the existing, established residential areas along Lannie Road, Alternative 2 was eliminated from further consideration because it does not meet the Purpose and Need.

Table 1:	Alternative 1 (South)	Alternative 2 (North)
Alignment Length (miles)	3.34	4.77
Construction Costs	\$15,849,000	\$16,779,000
Engineering Costs	\$1,585,000	\$1,678,000
Construction Engineering Inspection Costs	\$1,585,000	\$1,678,000
Number of Parcels Impacted	8	52
Residential Relocations	0	7
Right-of-Way Costs	\$2,623,000	\$5,110,000
Acres of Impacted Wetlands	17.7	11.3

Recommended Alternative

The recommended alternative (Alternative 1) will consist of two twelve foot wide lanes and two five foot wide shoulders. The typical section is shown below.



Essential Fish Habitat

As a result of literature search, data collection, and field reviews, the Department has determined that the proposed project may impact up to 0.96 acres of tidally influenced, freshwater Palustrine forested wetlands. Wetlands of this type are considered EFH for juvenile white shrimp (*Litopenaeus setiferus*). Based on input received from NMFS through personal communication and informal field review on April 19, 2012, the Department reevaluated the recommended alternative in an attempt to further minimize wetland and EFH impacts.

A reduction in right-of-way width was evaluated. However, it was found that stormwater treatment ponds would most likely have to be placed in wetland areas due to drainage issues, thus increasing overall

wetland impacts. Under the current typical section, it is anticipated that all stormwater treatment may be accomplished within the overall 150' right-of-way width.

A hydraulic analysis was performed for the unnamed tributary near the beginning of the project. This is the area where the potential EFH wetlands occur. It was found that a bridge can be constructed instead of the originally planned culvert system. The construction of a bridge will allow for a reduction in wetland impacts at this site. Upon entering the permits phase, detailed wetland delineation and functional analysis will be performed to more accurately determine EFH impacts.

Mitigation strategies to fulfill the project mitigation needs may include the use of approved Regional Wetland Mitigation Banks, the Regional Wetlands Mitigation Program (Senate Bill 1986, 373.4137 F.S.) through SJRWMD, preservation, restoration, enhancement, creation. Any mitigation proposed will be completed in compliance with, and to the satisfaction of, all state and federal regulatory requirements. The Northeast Florida Wetland Mitigation Bank is located on the tidally influenced Thomas Creek, approximately 2 miles from the project corridor. FDOT will investigate the potential to secure mitigation credits though this bank when the project enters the permits phase.

In closing, FDOT appreciates and values the efforts of the NMFS in providing technical assistance on this project. FDOT is committed to continued coordination with NMFS and all other applicable resource agencies as this project moves though subsequent project phases. When the project enters the permits phase, specific mitigation plans, options, costs, etc. will be developed and presented to NMFS for concurrence.

The Department would appreciate receiving your review comments within 30 days. If you have questions regarding the report please contact me at 386-961-7524.

Sincerely.

Jason Cornell

Environmental Supervisor

CC: Pete Southall (FDOT – D2 Environmental Administrator)

Project File

PARKS AND RECREATION DEPARTMENT



8 August, 2012

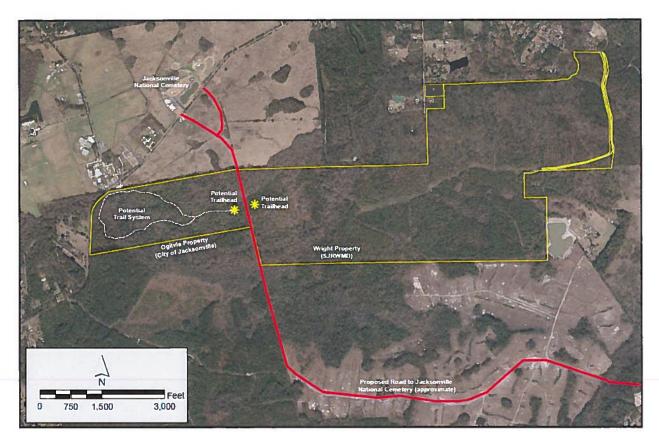
Bill Henderson District Planning and Environmental Manager Florida Department of Transportation 1109 S Marion Avenue, Mail Station 2007 Lake City, FL 32025

RE: Oglivie/Baxley property and the Jacksonville National Cemetery Access Road project

Dear Mr. Henderson:

The City of Jacksonville (COJ) owns an undeveloped parcel known as the Ogilvie/Baxley property (Real Estate Number 019640-0000). The 125.46 acre property, recently acquired by the City, is located south of Lannie Road in western Duval County, near the Jacksonville National Cemetery. Access to the parcel is located off Lannie Road and provided by a locked gate. The Florida Department of Transportation (FDOT) has been coordinating with the City as part of the Project Development and Environment Study (PD&E) for the Jacksonville National Cemetery Access Road (JNCAR). JNCAR is a proposed two-lane rural roadway that will begin at Lannie Road, at the Ethel Road intersection, and end at the western terminus of Arnold Road. This new roadway will provide improved access between the Jacksonville International Airport/I-95 area and the Jacksonville National Cemetery.

The COJ and FDOT began coordination on this project on November 4, 2010, during the initial phases of the PD&E Study. At this initial meeting, FDOT and COJ discussed the undeveloped Ogilvie/Baxley parcel. A follow-up meeting was held on April 8, 2011 to further discuss the Ogilvie/Baxley parcel and how the JNCAR would provide the desired access to the parcel. The COJ provided FDOT with a conceptual layout of trailheads located on either side of the proposed alignment (see figure below). Three subsequent meetings were held on April 19, 2012, May 2, 2012 and June 11, 2012, in addition to the Public Information Meeting that was held on June 2, 2011. These meetings were to further discuss the proposed trailheads and access provided by JNCAR.



FDOT has committed to provide the COJ with the funding to construct the proposed trailheads. In addition, wildlife crossings could be provided through the enhancements of drainage structures through the Ogilvie/Baxley parcel. As mentioned in prior meetings, FDOT will design JNCAR to provide five foot paved shoulders for bicyclists and will also design the typical section to allow room for sidewalks to be constructed in the future. The provision for bicyclists and sidewalks will allow additional access to the future facilities to be provided at the park. All of these features will enhance the planned park and are consistent with COJ's plans for the Ogilvie/Baxley parcel.

The COJ will provide the right of way in the vicinity of the park required by FDOT to construct the JNCAR. The COJ and FDOT will continue to work together in order to continue to facilitate the future goals of the Ogilvie/Baxley parcel.

If I can be of further assistance, please contact me directly.

Sincerely,

Tera Meeks

era Weel

Chief, Waterfront Management & Programming



UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 263 13th Avenue South St. Petersburg, Florida 33701-5505 (727) 824-5317; FAX (727) 824-5300 http://sero.nmfs.noaa.gov/

August 8, 2012

F/SER47:BH/pw

(Sent via Electronic Mail)

Jason Cornell, Environmental Supervisor Florida Department of Transportation, District 2 1109 South Marion Avenue, MS 2007 Lake City, Florida 32025-5874

Dear Mr. Cornell:

NOAA's National Marine Fisheries Service, Southeast Region, Habitat Conservation Division (NMFS), reviewed the request dated July 10, 2012, from the Florida Department of Transportation (FDOT) for technical assistance with the Jacksonville National Cemetery Access Road project. The request included a draft Wetlands Evaluation Report and Essential Fish Habitat (EFH) Assessment dated December 2011, and FDOT has requested that NMFS provide an initial review of these reports.

FDOT proposes to construct a new two-lane road that would provide a second access to the Jacksonville National Cemetery and relieve traffic in the area. The road would begin at the western terminus of Arnold Road and proceed approximately three miles to the intersection of Lannie Road and Ethel Road. Direct impacts to wetlands would occur along 150 feet of right-of-way. The proposed work would directly impact 17.70 acres and indirectly impact 98.23 acres of wetlands and surface waters. This includes 0.96 acres of direct impact to an unnamed tributary to Thomas Creek (which is tributary to the Nassau River). The EFH Assessment states the final acreage could change based on the type and design of the creek crossing.

On November 3, 2010, NMFS provided FDOT with comments through the Environmental Screening Tool. Specifically, NMFS recommended the following measures be taken as the project progressed from Programming to PD&E, design, and construction phases:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.
- 3) Information on measures to avoid and/or minimize adverse impacts to EFH (if present) within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation



planting if proposed.

- 6) A mitigation plan should be developed that includes the following items:
 - Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.
 - A vegetative planting plan for the mitigation site.
 - A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.
 - A functional assessment such as the Uniform Mitigation Assessment Method (UMAM) should be prepared for the impact and mitigation sites.

Our review of the EFH Assessment and Wetland Evaluation Report will follow the concerns listed above. The review also reflects several correspondences between NMFS and FDOT since February 2012 and a field investigation conducted by both agencies on April 19, 2012.

Avoidance and Minimization of Impacts to Wetlands (Items 1 through 5)

The representative cross sectional drawing illustrates a 150-foot right-of-way that includes 69 feet on either side of the road labeled as a "clear zone." NMFS recommends the clear zone be eliminated from the project design in areas that cross wetlands.

Originally, FDOT proposed to cross the tributary to Thomas Creek using fill and to maintain hydrologic flow across the fill with a culvert. FDOT now proposes to use a bride to cross the tributary. NMFS supports use of a bridge at this location and recommends construction of the new bridge in a "top down" manner and from the uplands. This would reduce indirect impacts at the tributary crossing. Consideration should be given to the use of retaining walls at the bridge approach. This could further minimize the impact footprint. If construction must take place from the wetlands, vegetation clearing should be kept to a minimum. Native vegetation should be planted to stabilize the disturbed ground once construction is complete. To the extent practicable, NMFS recommends runoff from the new bridge and impervious area be treated before discharge into the tributary.

Compensatory Mitigation (Item 6)

NMFS agrees with FDOT's characterization of the impact area. The Wetlands Evaluation Report shows the Uniform Mitigation Assessment Method (UMAM) scores for the impacted wetlands. The UMAM score given for the EFH impacts (Wetland 3) is 0.83. This is further broken down as Location and Landscape Support scoring 8, Water Environment scoring 9, and Community Structure scoring 8.

The mitigation for the wetland impacts remains unclear. For freshwater wetlands, FDOT indicates the St. Johns River Water Management District's (SJRWMD) Senate Bill mitigation plan would be used for offsetting the unavoidable impacts to non-tidal wetlands from the project. This statute is regularly used by the State of Florida for Water Management Districts to perform mitigation for FDOT projects. Correspondence from SJRWMD staff received by email on February 9, 2012, indicates they are not aware of this project and have not included it in the current Senate Bill Mitigation Plan. The Senate Bill Mitigation Plan has been supported by NMFS in the past for offsetting impacts similar to thise ones proposed here, and NMFS believes the Cemetery Access Road project would be a good candidate for inclusion in a future Senate Bill mitigation plan.

For impacts to tidally influenced freshwater wetlands (i.e., EFH), FDOT is investigating whether credits from the Northeast Florida Wetland Mitigation Bank, which is located on the tidally influenced Thomas Creek approximately 2 miles from the project corridor, would be suitable. If the Northeast Florida Wetland Mitigation Bank has credits for tidal freshwater wetlands, NMFS would support use of those credits for this project.

If either of these above options proves unavailable, permittee-responsible-mitigation may be necessary. In this case, a complete compensatory mitigation plan that includes construction plans, elevations, planting plans, financial commitments, success criteria, and long-term stewardship plans should be submitted to complete consultation with NMFS.

Summary

The EFH Assessment and Wetland Evaluation Report have been augmented to include adequate descriptions of the habitat impacts and species that use those habitats. Significant progress has been made to revise the project design to address the concerns NMFS expressed in November 2010. We look forward to working with FDOT and the U.S. Army Corps of Engineers to finalize the project design and compensatory mitigation.

We appreciate the opportunity to provide these comments. Questions should be directed to the attention of Mr. Brandon Howard in our West Palm Beach Field Office, which is co-located with the US Environmental Protection Agency at USEPA, 400 North Congress Avenue, Suite 120, West Palm Beach, FL 33401. He also may be reached by telephone at (561) 616-8880 extension 210, or by email at Brandon.Howard@noaa.gov.

Sincerely,

Pace Willer

/ for

Virginia M. Fay Assistant Regional Administrator Habitat Conservation Division

cc:

COE, (Andrew.W.Phillips@usace.army.mil) FDOT, (Van.Humphreys@dot.state.fl.us) FDOT, (Jason.Cornell@dot.state.fl.us) ERS, (Kim.Allerton@ersenvironmental.com) F/SER4 F/SER47, Getsinger, Howard



RICK SCOTT GOVERNOR

1109 SOUTH MARION AVENUE MS 2007 LAKE CITY, FLORIDA 32025-5874 ANANTH PRASAD, P.E. SECRETARY

April 21, 2014

Attn: Kelley Boree
Director, Parks, Recreation and Community Services
City of Jacksonville
Parks and Recreation Department
214 N. Hogan Street
Jacksonville, Florida 32202

RE: City of Jacksonville Ogilvie/Baxley Property

Jacksonville National Cemetery Access Road Project Development and Environment Study

Duval County, Florida

Financial Management No.: 428455-1

Dear Kelley Boree:

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery. The PD&E study limits encompass an area between the western terminus of Arnold Road and the Jacksonville National Cemetery at the intersection of Lannie Road and Ethel Road, in Duval County, Florida, a distance of approximately 3.4 miles. The attached map (Figure 1) shows the location of the parcel within the Jacksonville National Cemetery Access Road project limits. Approximately 90-feet of additional right-of-way along the eastern property line would be needed from the Ogilvie/Baxley property to accommodate the proposed Jacksonville National Cemetery Access Road.

One of the objectives of the PD&E Study is to identify parcels that may be protected under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) typically applies to publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. Section 4(f) also applies to historic or archaeological sites of national, state, or local significance regardless of ownership.

The FDOT has identified the City of Jacksonville Ogilvie/Baxley property as publically owned by your agency and managed by the Saint Johns River Water Management District (SJRWMD) until the city has a designated use for it. This office has identified the site as a potential Section 4(f) resource. We believe this site is not a locally significant resource as a passive recreation area since there have not been any significant plans or consideration to develop the recreation function to date. Significance means that in comparing the availability

Kelley Boree City of Jacksonville Ogilvie/Baxley Property April 21, 2014 Page 2

and function of the recreation objectives of the community, the land in question plays an important role in meeting those objectives.

Through our coordination with your agency, we know that currently the Ogilvie/ Baxley property is not open to the public, there is no public access provided, and public use facilities have not been constructed. The City of Jacksonville accesses the property through a locked gate off of Lannie Road on the south side of the roadway. Future public use facilities could include a passive recreational area including trails for walking, jogging and hiking, providing access to the unique ecosystems of the site.

FDOT and the City of Jacksonville began coordination on this project on November 4, 2010, during the initial phases of the PD&E Study. At this initial meeting, FDOT and City of Jacksonville discussed the undeveloped Ogilvie/Baxley property. A follow-up meeting was held on April 8, 2011, to further discuss the Ogilvie/Baxley property and how the Jacksonville National Cemetery Access Road would provide the desired access to the parcel. The City of Jacksonville provided FDOT with a conceptual layout of trailheads located on either side of the proposed alignment. Three subsequent meetings were held on April 19, 2012, May 2, 2012, and June 11, 2012, in addition to the Public Information Meeting that was held on June 2, 2011. These meetings were to further discuss the proposed trailheads and access provided by Jacksonville National Cemetery Access Road. FDOT committed to provide the City of Jacksonville with the funding to construct the proposed trailheads. The City of Jacksonville agreed to provide the ROW in the vicinity of the property required by FDOT to construct the Jacksonville National Cemetery Access Road as stated in the attached letter from the City of Jacksonville to the FDOT dated August 8, 2012.

It is our policy to avoid and or minimize impacts to potential Section 4(f) resources. As a result of our coordination, FDOT has designed the Jacksonville National Cemetery Access Road to provide a minimized urban typical section in this area with a dedicated 4-ft bike lane and a 6-ft sidewalk in each direction. The provision for bicyclists and sidewalks will allow additional access to the future facilities to be provided at the property. In addition, wildlife crossings will be enhanced with the construction of drainage structures along the new roadway on the east side of the Ogilvie/Baxley property.

We feel that since the features to be provided as a result of the proposed roadway will enhance the planned property, provide access, and are consistent with City of Jacksonville's plans for the Ogilvie/Baxley property, there will be no adverse effects to the existing and planned activities, features, and attributes of this property. Prior to making a determination of whether or not Section 4(f) applies, the FHWA requires a statement of significance and concurrence from the official who has jurisdiction over the subject parcels. We are requesting the City of Jacksonville's concurrence with the determination that the Ogilvie/Baxley property is not a significant facility (as described previously) and that there will be no use of this resource due to the implementation of the proposed project. If the City of Jacksonville concurs with this assessment, please sign and date the concurrence block at the bottom of this letter and return it to me at the address below or by email at: Bill.Henderson@dot.state.fl.us.

Kelley Boree City of Jacksonville Ogilvie/Baxley Property April 21, 2014 Page 3

We will continue to coordinate with you throughout this PD&E study. If you have any questions, please contact me at (386) 961-7873. Thank you for your assistance with this request.

Sincerely,

William R. Henderson

District Planning and Environmental Manager

1109 South Marion Avenue

Jun J. Honderson

MS 2007

Lake City, FL 32025

Concurrence

(Signature)

Kelley Boree

Director, Parks, Recreation and Community Services

City of Jacksonville

Attachment - Figure 1.

From: Joseph.Sullivan@dot.gov [mailto:Joseph.Sullivan@dot.gov]

Sent: Monday, May 12, 2014 5:20 PM To: Newman, Terri; Henderson, Bill

Cc: Sullivan, Joseph

Subject: Jacksonville National Cemetery DOA response

Terri, Bill;

Thank you for the submitted project information. We agree that there are two potential Section 4(f) resources that could be impacted by the proposed route to access Jacksonville National Cemetery; Thomas Creek Preserve Wright Property and the City of Jacksonville Ogilvie/Baxley Property. The proposed route as described and depicted in the Section 4(f) determination of applicability (DOA) submittal will not impact the Thomas Creek Preserve Wright Property therefore no Section 4(f) involvement is required.

The City of Jacksonville owns the Ogilvie/Baxley property. This property is managed by St. Johns River Water Management District and designated as ROS (Recreation, Open space) by the Duval County property appraiser. Based on the information submitted and additional sources of information this area currently does not serve as a recreation or managed refuge resource. Though designated as potentially park lands (future tense) the property is not considered a significant contributing factor to the parks in the area. It is the opinion of the official with jurisdiction that the Ogilvie/Baxley property is not a significant park or refuge. Based on the submittal FDOT has committed to minimize the typical section through the property, build pedestrian access to the property, and concurrently develop park resources while developing the access road to Jacksonville National Cemetery. Based on the current property condition, the opinion of the official with jurisdiction, and concurrent resource development there is no Section 4(f) impact to the Ogilvie/Baxley property.

This concludes the Section 4(f) DOA and consultation for the two aforementioned properties.

If you have any questions please feel free to call me at the number below.

Joseph P. Sullivan Environmental Specialist Federal Highway Administration 545 John Knox Rd., Ste. 200 Tallahassee, FL 32303 P: 850-553-2248

F: 850-935-2248



Florida Department of Transportation

RICK SCOTT GOVERNOR

605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

January 5, 2015

Mr. Glenn Madderom Chief, Cemetery Development & Improvement Service National Cemetery Administration 575 N. Pennsylvania St., Room 495 Indianapolis, IN 46204

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Dear Mr. Madderom:

The Florida Department of Transportation (FDOT) is proposing to construct a new roadway, the Jacksonville National Cemetery Access Road. The new roadway will connect the existing west end of Arnold Road with the Ethel Road / Lannie Road intersection. We understand that three main issues have been discussed between our consultant and Department of Veteran's Affairs (VA) personnel regarding the project.

First, the roadway will bisect the VA's property south of Lannie Road. Under the National Cemetery's previously developed wetland mitigation plan, approximately 13.85 acres of developable property would remain to the west of the roadway, with significantly more area remaining to the east of the new roadway. It is our understanding that bisecting this property with an at-grade roadway is undesirable to the VA. To alleviate this concern, we suggest that the mitigation plan for the cemetery be modified such that all land west of the new roadway is utilized as mitigation, which will create more developable area east of the roadway than previously envisioned.

Please see the attached exhibit "Mitigation Transfer" for your review which shows the proposed roadway in relation to potential mitigation areas. The acreage lost to wetland mitigation area west of the new roadway will be equivalent to the area gained east of the roadway. The exact footprint of the "Gained Development" area east of the new roadway is preliminary and subject to modification by the VA as needed to accommodate future development.

The Florida Department of Transportation has committed to modify the National Cemetery's mitigation plan as needed to construct the National Cemetery Access Road, and will do so at no cost to the VA.

Page 2

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Second, land acquisition and easements are required on VA property to construct the new roadway. Please see the attached exhibit "Department of Veteran's Affairs Property Impacts". A portion of the proposed roadway and a storm water management facility are located on VA property south of Lannie Road, totaling 6.17 acres of proposed fee simple acquisition. In addition, we propose to obtain a drainage easement on VA property north of Lannie Road to utilize two of the existing cemetery's ponds that will accept runoff from Lannie Road. The existing ponds were oversized for aesthetics, and are able to accommodate additional area from Lannie Road. Drainage calculations will be forwarded to VA personnel when final design is completed.

Finally, the FDOT will construct a right turn lane on the northbound leg of the new access road to Lannie Road that will accommodate approximately 15 vehicles in the queue. This will benefit access to the National Cemetery entrance.

Please review this information and contact us to begin formal land acquisition discussions and actions between VA and the FDOT.

Sincerely,

Jeff Daugharty

Florida Department of Transportation

Project Manager

Cc: Brian Landeweer, P.E. (ETM), file



Florida Department of Transportation

RICK SCOTT GOVERNOR

605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

March 26, 2015

Mr. Glenn Madderom Chief, Cemetery Development & Improvement Service National Cemetery Administration 575 N. Pennsylvania St., Room 495 Indianapolis, IN 46204

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Dear Mr. Madderom:

The Florida Department of Transportation (FDOT) has received comments from Department of Veteran's Affairs (VA) personnel regarding this project on January 13, 2015, and would like to continue the coordination effort. We offer the following responses to the three comments made by the VA:

1. VA Comment: VA does not have statutory authority to accomplish fee simple land sales. For the proposed 2.5 acre and 3.67 acre parcels that the State of Florida (State), seeks to acquire from VA, totaling 6.17 acres, VA proposes granting the State a permanent easement. In consideration for that easement and VA's loss of use of those 6.17 acres, VA requests an equivalent land offset by the State. Please advise as to whether the State is amenable to offering 6.17 acres of land available for future development on the East side of new connector road, perhaps via use of offsite mitigation credits for wetlands and/or conservation lands in that area.

<u>FDOT Response</u>: The FDOT is agreeable to obtaining a permanent easement from the VA for the 6.17 acres previously identified for the purposes of constructing a roadway and storm water management facility on VA property.

The FDOT is also amenable to offering 6.17 acres of land available for future development on the east side of the connector road. It is envisioned that this additional land will be made available by modifying the VA's existing mitigation plan by increasing the mitigation credits to allow for an additional 6.17 acres of land to become developable to the VA. As previously stated, the FDOT will modify the VA's mitigation plan at no cost to the VA.

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

2. <u>VA Comment</u>: As you have noted, the proposed connector road will bisect VA owned property into East and West sections. After further review and analysis, VA has determined that the potential relocation of 13.85 acres of wetlands/conservation land from the East side of VA's property to the West is not a desired solution at this time. Instead, we hope to reopen discussions with FDOT regarding the feasibility of at grade E-W road crossing features being incorporated into the proposed design for the project.

<u>FDOT Response</u>: The FDOT will process a Maintenance Agreement (MA) with the City of Jacksonville, and include a requirement to allow for future driveway connections from VA property east and west of the proposed connector road.

3. VA Comment: VA and the Army Corps of Engineers have entered into an agreement regarding the wetlands and drainage for this property. The State's request for a drainage easement over existing national cemetery ponds can only be considered by VA subject to approved engineering calculations clearly demonstrating and documenting that the increased highway drainage would not adversely affect storm drainage issues for the planned future phases of national cemetery development. Further, VA will require consideration equivalent to the value of the subject easements.

<u>FDOT Response</u>: The FDOT no longer requests to modify or utilize any existing VA pond.

Please review the above commitments and advise if they will be acceptable to the VA.

Sincerely,

Jeff Daugharty Project Manager

FLORIDA DEPARTMENT OF TRANSPORTATION

Cc: Brian Landeweer, P.E. (ETM), file

Conclusions and Deliverables from Kick – Off meeting

PROJECT: ACCESS ROAD FDOT PROJ # 428455-1

The items below are the resolution from the VANTS call on 06302015

Department of Veteran Affairs Team VA: Florida Department of Transportation Team

NCA Cemetery Director: Al Richburg Jeff Daugharty - PM - FDOT

MSN Engineer: Sam Harris Marcia Henderson – Dist 2 ROW Manager FDOT CFM Environmental Engineer: Glenn Elliott Bill Henderson – Planning & Environment

Manager FDOT

NCA Environmental Engineer: Jill Schattel Kathy Thomas – Dist 2 Design Engineer FDOT

Chief Cemetery Development: Glenn Madderom

Rob Barnes – Mapping FDOT

Team Lead Land: Jacqueline Post

Sandira McGee – ROW Agent FDOT

Deputy Federal Preservation Officer: Doug Pulak Faye Barrs – ROW Supervisor Acquisition FDOT

OGC Attorney: Bill Sexton – Lead Ryan Azmus – PM - FDOT

OGC Attorney: Michelle DeGrandi – Historical/Environmental Joe Jordan – ROW Manager FDOT PROJECT LEAD: Brian Landeweer – Consultant Design Team – England, Thims, &

Miller (etminc)

Kevin Downey – Realty Specialist Rob Mizell – Consultant Design Team – England, Thims,

& Miller (etminc) 425 | Street NW Washington, D.C. 20001 202.632.6626 direct. Kevin.downey@va.gov

RESOLVED:

- 1. Strong Federal, State and Local government interest in the project.
- 2. Strong Local VA effort POC: Dan Hughes
- 3. Congressman Crenshaw earmark was spent primarily on initial design work
- 4. Access Road goal, to improve access between Airport and City of Jacksonville
- 5. NEPA is six months from completion: ETA December 2015 January 2016 +/-
- 6. Bill Henderson FDOT POC for NEPA, CERCLA, 4(f), and Historical 106 Bill will forward to VA POC Glenn Elliott draft of NEPA for confirmation that study is meeting VA requirements.
- 7. Kevin Downey and Marcia Henderson will work to draft a Memorandum of Understanding (MOU) between VA and FDOT and establish/define the "Proposed Action" required by FDOT to secure VA approval to initiate Offer to Sell the VA land. This will be an agreement to agree.
- 8. Bill Henderson needs VA to review and declare whether or not the access road crossing VA land is or is not an adverse impact.
- 9. VA to review proposition by Bill Henderson to become a "cooperating agency".
- 10. Jeff Daugharty of FDOT requested copies of all due diligence which VA can provide on the land from our original acquisition. This to be used as starting point/follow up for due diligence vendors.

DELIVERABLES:

FROM VA TO FDOT:

- 1. Decision: Will VA become a "cooperating agency"? POC's: Michelle DeGrandi & Kevin Downey
- 2. First Draft of MOU as reviewed and edited by Team VA: POC Kevin Downey, Michelle DeGrandi, Bill Sexton

- 3. Copies of all due diligence from original cemetery acquisition: Glenn Madderom, Al Richburg, Kevin Downey
- 4. Does access road create an "adverse impact" on the Jacksonville Cemetery POC: Samuel Harris, Jill Schattel, Glenn Elliott, Michelle DeGrandi

FROM FDOT TO VA:

- 1. Draft of NEPA to POC: Glenn Elliott
- 2. 4(f) draft to POC: Glenn Elliott
- 3. Historical 106 draft review to POC Doug Pulak
- 4. Title/Appraisal/ALTA Survey to POC: Kevin Downey
- 5. ALTA Survey & Pond 1A spec's to POC: Samuel Harris, Jill Schattel, Glenn Elliott



MEMORANDUM

TO:

TPO Board Members

FROM:

Jeff A. Sheffield

Executive Director

SUBJECT:

SU Funding Adjustments and Additions for FY 2018/19 thru FY 2019/20

Jeff a. Shoffield

DATE:

August 4, 2015

North Florida TPO staff recommends the following adjustments and project additions to Five Year Work Program for the programming of Surface Urbanized (SU) Funds for Fiscal Years 2018/19 and 2019/20. These are federal funds allocated to the North Florida TPO for direct programming by the TPO. SU funds totaling approximately \$13 million annually have been used in recent years to construct projects that include: SR 200 (A1A) in Nassau County from Still Quarters Road to Ruben Lane; Blanding Blvd in Clay County from Old Jennings Road to Branan Field/Chaffee Road; US1 at CR 210 (Interchange) in St. Johns County; JIA North Access Road in Duval County from Airport Road to I-95 (Pecan Park Rd Interchange); the Baldwin Bypass project; and the Regional Transportation Management Center (TMC). After a review of the projects and production schedules in the FDOT Five Year Work Program, we propose the following adjustments and additions for your consideration:

- Delay the Chester Road project from SR A1A to Green Pine Road by one year from FY 2018/19 to FY 2019/20 (See attached table). Current project phases including the PD&E Phase remain incomplete which affect the ability of the project to be constructed by FY 2018/19..
- (New Project) Program \$10,266,422 million in FY 2018/19 toward construction of Jacksonville National Cemetery Road from Arnold Road (end of Pecan Park Rd) to the National Cemetery (Lannie Rd). With an estimated construction cost of \$18.2 million, this commitment of funding significantly reduces the balance needed and hopefully incentivizes and accelerates the pursuit of the remaining funds. Further, it is recommended that these funds remain programmed for a period of 12 months, at which time, if commitments for the remaining balance of \$8 million has not been secured, the TPO will reconsider leaving the SU funds programmed to the project or reprogram the funds to other projects within the region.

If you have any questions please call me at (904) 306-7512 or email at jsheffield@northfloridatpo.com.

SU Funding Recommendations for FY 2018/19 thru 2019/20

Draft August 4, 2015

Estimated SU Funds	\$13,616,422	\$13,279,768
Project Description	FY 18/19	FY 19/20
ITS / Congestion Management System Recurring funds for ITS projects throughout the TPO area.	1,000,000	
North Florida ITS Interconnect Project will identify critical gaps in the ITS roadway network throughout the TPO area and install fiber and/or wireless solutions to provide connection.	850,000	
Regional Transportation Management Center (RTMC). Multi-agency, multi-functional traffic management center operating all ITS field devices within the region and serving as the focal point for data collection and dissemination of traveler information, and incident response coordination.	150,000	
ITS System Manager Consultant Funding to provide FDOT Support, Administration and management of TPO funded ITS projects.	100,000	100,000
North Florida TPO Project/Program/Operation Supplemental funding to support various planning activities, studies, and operations.	500,000	500,000
JTA Transit Capital Bus and equipment purchases.	1,000,000	1,000,000
St. Johns County Transit Capital Bus and equipment purchases.	250,000	250,000
Road Rangers Service Patrol Region-wide service patrol.	500,000	500,000
Chester Road Widening from SR A1A to Green Pine Road Delayed by one year due to project scheduling	0.000.700	0.000.700
National Cemetery Road New Road Construction from Arnold Road (End of Pecan Park Rd) to the National Cemetery (Lannie Road)	9,929,768	9,929,768
Programmed	\$ 13,616,422	\$ 13,279,768
Boxed	\$0	\$0
Total	\$13,616,422	\$13,279,768

^{*} Funding in blue reflects projects previously approved by the TPO.

^{*} Funding in red reflects recommended changes / additions.



RICK SCOTT GOVERNOR 1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

March 21, 2016

Mr. William E. Hooker III Department of Veterans Affairs Historic Architect 425 I Street Room 5E425PP Washington, DC 20420

RE: Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a Section 4(f) de minimis Finding

Jacksonville National Cemetery Access Road Project Development and Environment Study Duval County, Florida Financial Project Number 428455-1

Dear Mr. Hooker:

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery. The PD&E study limits encompass an area between the western terminus of Arnold Road and the Jacksonville National Cemetery at the intersection of Lannie Road and Ethel Road, in Duval County, Florida, a distance of approximately 3.4 miles (see Project Location Map in Figure 1). The purpose of the project is to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the JIA and I-95 that is safe, efficient, and minimizes interaction with existing residential areas. The existing roadway for access (Lannie Road) was constructed to standards commensurate with a low volume, low speed residential roadway; however, over time, land uses along the road have evolved and the road is no longer adequate for the usage needed by the National Cemetery.

One of the objectives of the PD&E Study is to identify properties that may be protected under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) typically applies to publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. It also applies to historic or archaeological sites of national, state, or local significance regardless of ownership.

The Jacksonville National Cemetery (8DU21717) has recently been determined eligible for listing in the National Register of Historic Places (NRHP) by the FHWA. This determination is being reviewed by the State Historic Preservation Office (SHPO). The approximately 542 acre cemetery was established in 2008/2009 and is eligible under Criteria A for its contribution to the

Mr. William E. Hooker III
Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a
Section 4(f) *de minimis* Finding
March 21, 2016
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broad patterns of our history with significance as a national place for burial and commemoration to the military history of the United States. It also meets NRHP Criterion Considerations D for cemeteries and G for resources less than 50 years of age. The cemetery consists of three parcels of varying sizes. Only one parcel, (Parcel A which is approximately 82 acres), is developed and currently used for burials (see Figure 2). Parcel A is considered contributing to the NRHP-eligibility for this cemetery. Parcels B and C are not currently developed as part of the cemetery and are planned for future use. The proposed access road will cross undeveloped portions of 8DU21717 and will not encroach upon contributing elements of the resource, therefore it is the opinion of the FDOT, in consultation with FHWA that the proposed undertaking will have "no adverse effect" on historic properties.

It is our policy to avoid and or minimize impacts to potential Section 4(f) resources. The project proposes to use 4.06 acres of the cemetery property that has been identified as permitted mitigation or conservation lands for the Jacksonville National Cemetery. The property needed for the proposed access road and pond is shown in the attached Figure 3. As a result of coordination, FDOT has committed to provide an additional 6.17 acres of land on the Jacksonville National Cemetery property for development that was previously permitted for mitigation or conservation, located east of the proposed road.

In coordination with the FHWA, it is our determination that the Jacksonville National Cemetery, due to its eligibility for listing in the NRHP, meets the Section 4(f) definition of a protected property. However, since the proposed access road will cross only undeveloped portions of 8DU21717 and will not encroach upon contributing portions of the resource, we have determined, in consultation with FHWA, that there will be "no adverse effect" on the historic property.

This letter serves two functions:

- 1. Because the FHWA requires a statement of significance and concurrence from an official who has jurisdiction over the subject parcels, we are requesting your concurrence with the determination that the Jacksonville National Cemetery is NRHP-eligible and is therefore a significant historic property. If you concur, please sign and date the concurrence block at the bottom of this letter and return it to me at the address below or by email at: Bill.Henderson@dot.state.fl.us.
- 2. The FDOT is seeking a Section 4(f) *de minimis* finding for the Jacksonville National Cemetery property from the FHWA. A Section 4(f) *de minimis* finding is one that the FHWA has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project or that the project will have "no adverse effect" on the historic property in question. This letter is notification to your agency, as the official with jurisdiction that the FDOT, in coordination with the FHWA, intends to pursue a Section 4(f) *de minimis* finding for the use of the Jacksonville National Cemetery, in accordance with 23 CFR Part 774. FHWA will include public input received at the project Public Hearing.

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In the upcoming months, the FDOT will hold a Public Hearing to present the Recommended Alternative. The Public Hearing will also provide the opportunity for public review and comment on the Section 106 and Section 4(f) effects of the proposed project on the Jacksonville National Cemetery. The project record will reflect these comments.

We will continue to coordinate with you throughout this PD&E study. If you have any questions, please contact me at (386) 961-7873. Thank you for your assistance with this request.

Sincerely,

William R. Henderson District Planning and Environmental Manager 1109 South Marion Avenue MS 2007 Lake City, FL 32025

cc: Joseph Sullivan, FHWA Dan McClarnon, SHPO

Concurrence	
(Signature) Mr. William E. Hooker III Department of Veterans Affairs Historic Architect	(Date)

Attachments: Figure 1 – Project Location Map

Figure 2 – Contributing and Undeveloped Areas (B&C) of the

Jacksonville National Cemetery Property

Figure 3 - Location of Jacksonville National Cemetery Property and Proposed

Mitigation Transfer



DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION WASHINGTON DC 20420

8 April 2016

William R. Henderson District Planning and Environmental Manager 1109 South Marion Avenue MS 2007 Lake City, FL 32025

Subject: Jacksonville National Cemetery – Section 4 (f) Statement of Significance and Intent to Pursue a Section 4 (f) *de minimis* Finding

Jacksonville National Cemetery Access Road Project Development and Environmental Study Duval County, Florida Financial Project Number 428455-1

Dear Mr. Henderson:

The National Cemetery Administration (NCA) under the United States Department of Veterans Affairs (VA) has reviewed the information provided regarding the intent to pursue a Section 4 (f) *de minimis* finding for proposed work at Jacksonville National Cemetery.

Jacksonville National Cemetery is a federal property owned by the VA and is eligible for listing in the National Register of Historic Places (NRHP). As such, any planned renovations or new construction work at the cemetery constitutes an undertaking as defined in the Code of Federal Regulations (CFR) Title 36, Part 800.16(y). All planned renovations, preservation and restoration activities at the Jacksonville National Cemetery shall be conducted in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* and applicable guidelines.

As the official with jurisdiction, VA NCA's historical architect applied the criteria in 36 CFR Part 800.4 (d)(1)-(2), 800.5, and 800.6 (i) and determined that a historic property is present and that the proposed scope of work constitutes an undertaking that will have *No Adverse Effect* on the historic resource.

Mr. Henderson Page 2

NCA concurs with FDOT's intent to pursue a Section 4 (f) de minimis finding at Jacksonville National Cemetery. NCA also requests that representatives from NCA be allowed to participate in the Public Hearing, and review Public Review & Comment on the Section 106 and Section 4 (f) effects of the proposed project on the Jacksonville National Cemetery.

If you have any questions, please contact me at 202-632-6631 or via email at William.Hooker@va.gov.

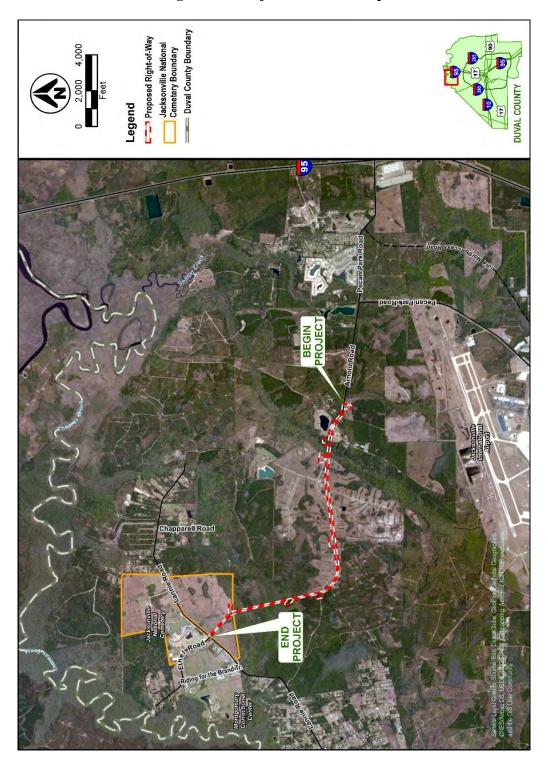
Sincerely,

W. Edward Hooker, III Historic Architect, NCA

Cc:

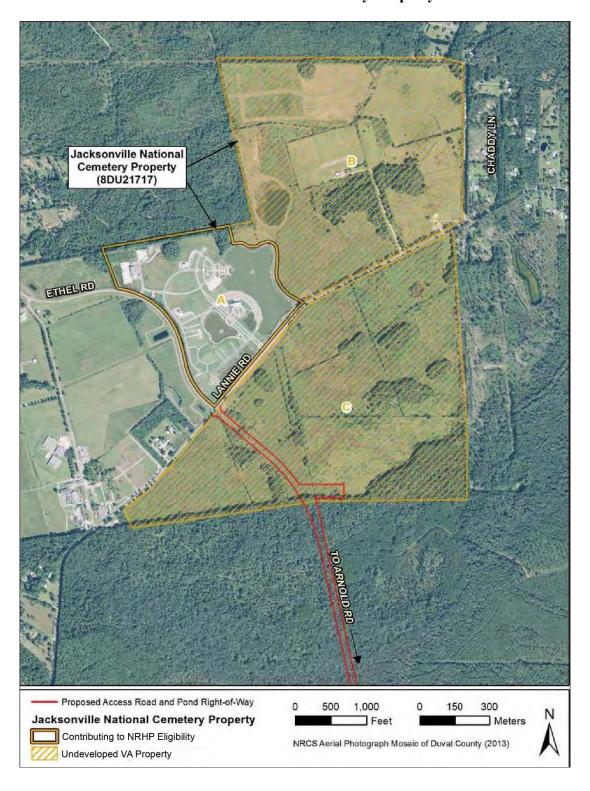
Kathleen Schamel, VA FPO Doug Pulak, VA Deputy FPO Kevin Downey, RPS Mr. William E. Hooker III Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a Section 4(f) *de minimis* Finding March 21, 2016 Page 4 of 6

Figure 1 – Project Location Map



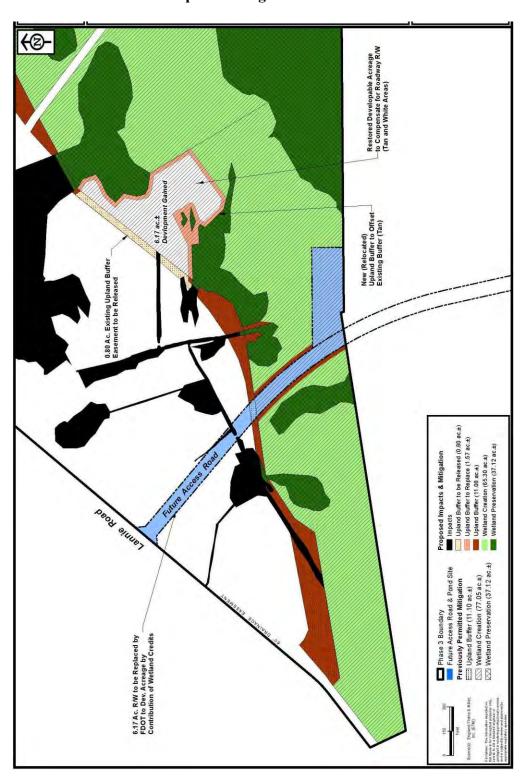
Mr. William E. Hooker III
Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a
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Figure 2 – Contributing and Undeveloped Areas (B&C) of the Jacksonville National Cemetery Property



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Section 4(f) *de minimis* Finding
March 21, 2016
Page 6 of 6

Figure 3 – Location of Jacksonville National Cemetery Property and Proposed Mitigation Transfer



Lasher, Wendy G

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Wednesday, September 28, 2016 2:49 PM

To: McClarnon, Daniel P.

Cc: Jackson, Roy; Sullivan, Joseph; Pawn, Ian; Browning, Stephen; Henderson, Bill; Lasher,

Wendy G; Daugharty, Jeff

Subject: FM No. 428455-1 Jacksonville National Cemetery Section 4(f) de minimis

September 28, 2016

Attn: Mr. Dan McClarnon

Florida Department of State Division of Historical Resources 500 South Bronough Street Tallahassee, Florida 32399-0250

RE: Jacksonville National Cemetery – Public Comment Concerning Section 4(f) de minimis Provisions

Financial Project Number 428455-1

Hello, Dan,

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery.

A Cultural Resource Assessment Survey (CRAS) to record and evaluate the Jacksonville National Cemetery's eligibility for listing in the National Register of Historic Places (NRHP) and to discuss the effects that the proposed access road may have on NRHP-eligible (contributing) elements of the cemetery was conducted. FHWA determined on March 9, 2016 that the Jacksonville National Cemetery is eligible for listing in the NRHP, however, only Parcel A is considered contributing, and the proposed undertaking will have "no adverse effect" on historic properties. FHWA submitted the document to the SHPO for review and concurrence with the findings. Since SHPO concurred April 14, 2016 with this determination, the FHWA intends to use Section 4(f) *de minimis* provisions for historic resources for the Jacksonville National Cemetery.

This e-mail is to inform the SHPO, as the Official with Jurisdiction (OWJ) that the public was afforded the opportunity to comment during the Public Hearing held on September 15, 2016. The FDOT did not receive any comment from the public at the Public Hearing or during the subsequent 10-day comment period concerning the effects on the property and the activities, features, and attributes (AFAs) of the protected property. The FDOT intends to submit the final documentation for *de minimis* approval to FHWA.

If you have any questions please let me know.

Thank you.

Terrí B. Newman Environmental Supervisor FDOT District 2 1109 S. Marion Street, MS 2007 Lake City, Florida 32025 386-961-7713 terri.newman@dot.state.fl.us Prepared for:

Department of Veterans Affairs

In accordance with:

Department of Veterans Affairs Regulations 38 CFR 26

Pursuant to:

National Environmental Policy Act Section I02(2)(C)



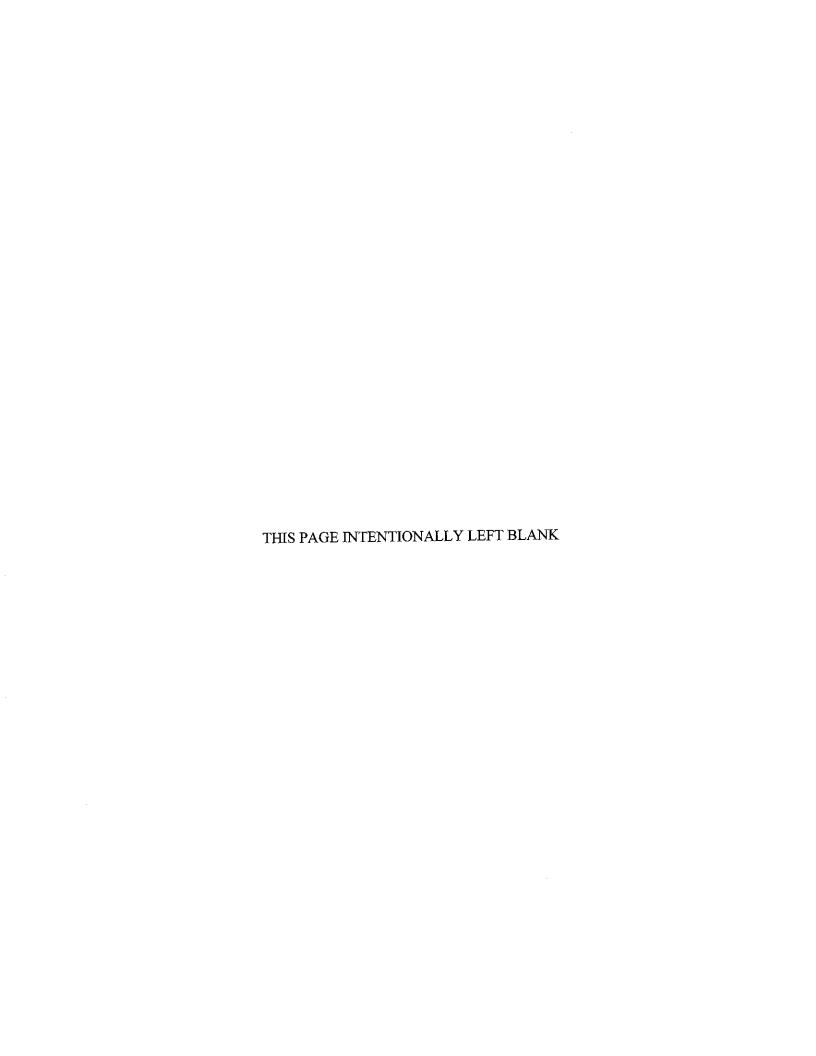
Final Environmental Assessment Jacksonville Area National Cemetery

Jacksonville, Florida

May 2006

Abstract

The US Department of Veterans Affairs (DVA) proposes to construct and operate a new national cemetery to serve the veterans of the Jacksonville, FL, area. This action is in compliance with the National Cemetery Expansion Act of 2003, which directs the Secretary of Veterans Affairs to establish six new national cemeteries. Four alternatives on two sites are being considered, along with the No Action Alternative. None of the alternatives would result in significant adverse impacts on the human environment. Preparation of an environmental impact statement (EIS) is not required for this action.



Executive Summary

The United States Department of Veterans Affairs (DVA) has prepared this environmental assessment (EA) to evaluate the environmental impacts of constructing and operating a new national cemetery in the Jacksonville, Florida area (proposed action). The EA was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ)'s regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and DVA's NEPA regulations (38 CFR 26).

Purpose and Need

Within DVA, national cemeteries are the responsibility of the National Cemetery Administration (NCA). The mission of the NCA is to "honor veterans with final resting places in national shrines and with lasting tributes that commemorate their service to our nation." In fulfillment of this mission, NCA provides cemetery services to veterans and other eligible persons pursuant to the provisions of the National Cemeteries Act of 1973 and related other statutory authority and regulations. In 2003, Congress passed, and the President signed, the National Cemetery Expansion Act of 2003 (Public Law 108-109). The Act directs the Secretary of Veterans Affairs to establish six new national cemeteries, one for each of the following areas: Southeastern Pennsylvania (Philadelphia); Birmingham, Alabama; Jacksonville, Florida; Bakersfield, California; Greenville/Columbia, South Carolina; Sarasota County, Florida.

DVA's purpose and need for the proposed action is to provide reasonable access to VA burial services to the unserved veterans in the Jacksonville, Florida area, in compliance with the National Cemetery Expansion Act of 2003.

Alternatives

DVA began the search for a suitable location in December 2003. Through advertisements, letters, site visits, and meetings, NCA called on members of Congress, state and local officials, veterans, and citizens for assistance and suggestions. DVA identified 14 potential cemetery sites in northeastern Florida.

Out of the 14 potential sites, preliminary analysis identified two that would best accommodate DVA's purpose and need: a 568-acre property owned by the City of Jacksonville straddling Lannie Road, east of Lem Turner Road in North Jacksonville (City Site); and a privately-owned tract, approximately 724 acres in size, located a short distance east of the City Site, at the eastern end of Lannie Road (Wright Site).

Following the primary site selection process, DVA developed four alternatives to construct and operate the proposed cemetery on one or the other of the two sites:

- Wright Alternative: construct and operate the proposed cemetery on the Wright Site
- City North Alternative: construct and operate the proposed cemetery on the portion of the City Site located north of Lannie Road
- City South Alternative: construct and operate the proposed cemetery on the portion of the City Site located south of Lannie Road
- Lannie Road Realigned Alternative: realign the portion of Lannie Road that traverses
 the City Site to the south of its current location and construct and operate the
 proposed cemetery on the City Site north of the realigned road

All four alternatives are evaluated in the EA, along with the No Action Alternative.

Impacts

The No Action Alternative would have no significant adverse impacts.

The action alternatives would have no or negligible adverse impacts on the following: land use, socioeconomics, Environmental Justice, utilities, community services, transportation, cultural resources, air quality, noise, geology, surface and ground water, floodplains, and hazardous waste.

Under the City North Alternative, land occupied by a model airfield and the area over which users fly their model aircraft would be needed for development of the proposed cemetery. This adverse impact would be mitigated by relocating the facility to an appropriate new location in cooperation with Jacksonville's Department of Parks, Recreation, and Entertainment, and in consultation with the current users of the site. This minor adverse impact would not occur under the other alternatives.

Under all action alternatives, there would be some changes to the selected site's topography because future burial areas would have to be elevated with fill to ensure burials remain above the high water table. Adverse impacts on stormwater due to the increase in impervious surfaces would be mitigated by construction and operation of a permitted stormwater management system. Impacts would be minor.

Under all action alternatives, the future cemetery site would include wetlands. DVA would design the cemetery to minimize impacts to these wetlands and development would be limited to upland areas as much as possible. However, while there are enough upland areas to accommodate all program requirements under any alternative, the distribution of uplands and wetlands across the sites would make it unavoidable to fill some wetlands, for instance to construct connecting roads. DVA would be required to obtain confirmation by the US Corps of

Engineers (USACE) and the St. Johns River Water Management District (SJRWMD) of the wetland delineation conducted in 2005 for the EA, and to file a *Joint Application for an Environmental Resource Permit* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. Following implementation of mitigation measures, impacts would be minimal and not significant.

There would be moderate (Wright Alternative) or minor (other action alternatives) impacts to wildlife and vegetation, partially offset by the creation of new habitat for landscaping and/or wetland mitigation purposes; therefore, impacts would not be significant. Under all action alternatives, a survey may be needed to establish whether wood storks, a federally listed endangered species, are using the site to forage. During the master planning and design process, DVA would consult with the US Fish and Wildlife Service and the Florida Wildlife Commission to identify and mitigate any potential impacts the proposed action might have on the wood stork. The wood stork favors marshy and wet areas that, if present on the selected site, would mostly remain undeveloped and available for use by the stork. No adverse effects on the wood stork are expected. No other federally-listed species are likely to be present on the potential sites. The alternatives would have no significant adverse effects on endangered and threatened species.

A survey may be needed to establish whether any state-listed species occur on the selected site. If the presence of state-listed species were established, DVA would work in consultation with the Florida Wildlife Commission to develop avoidance, minimization, or mitigation strategies. Any impacts to state-listed species, therefore, would be minor and not significant.

Under all action alternatives, there would be construction-related, short-term, adverse impacts on air quality, noise, and stormwater. These temporary impacts would be minimized through the use of standard best management practices. Because construction of the cemetery would require disturbing more than five acres, DVA would need to obtain from the Florida Department of Environmental Protection a Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

Based on the analyses contained in the EA, DVA has determined that implementing the proposed action under any of the alternatives considered would not have any significant impacts on the human environment. Therefore, an EIS is not required and will not be prepared.

ES-3

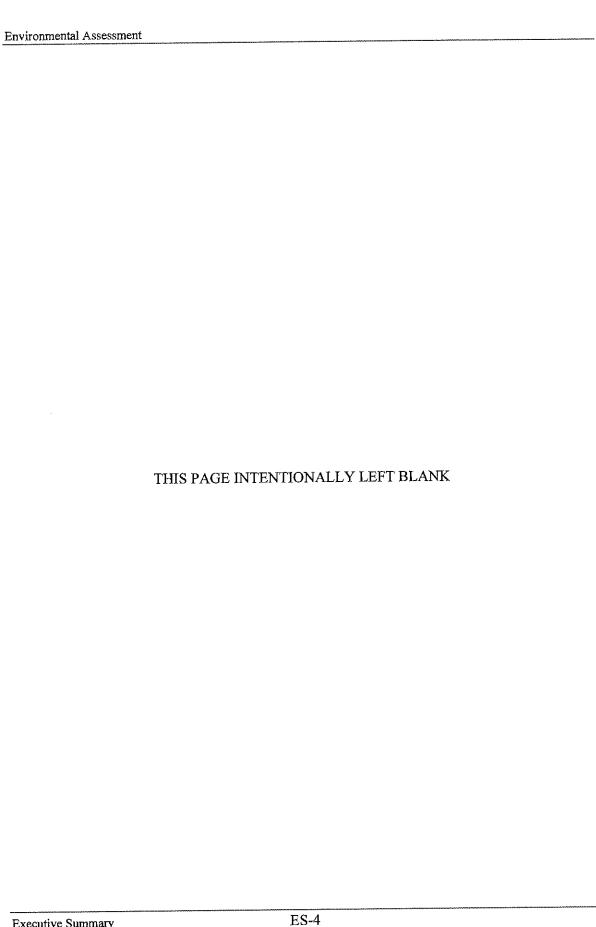


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FINDING OF NO SIGNIFICANT IMPACT

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1 Purpose and Need

The United States Department of Veterans Affairs (DVA) has prepared this environmental assessment (EA) to evaluate the environmental impacts of constructing and operating a new national cemetery in the Jacksonville, Florida area (proposed action). The EA was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ)'s regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and the Department of Veterans Affairs' NEPA regulations (38 CFR 26).

1.1 Background

Within DVA, national cemeteries are the responsibility of the National Cemetery Administration (NCA). The mission of the NCA is to "honor veterans with final resting places in national shrines and with lasting tributes that commemorate their service to our nation." In fulfillment of this mission, NCA provides cemetery services to veterans and other eligible persons pursuant to the provisions of the National Cemeteries Act of 1973 and related other statutory authority and regulations.

Since 1973, annual interments in Veterans Affairs (VA) national cemeteries have increased by more than 150 percent, from 36,400 to more than 93,000 in fiscal year 2004. Interments are expected to keep increasing until 2008, when veterans' deaths will peak at approximately 676,000. This upward trend in veteran deaths results in a corresponding increase in the demand for burial services in national cemeteries.

It is one of NCA's goals to ensure that eligible veterans have reasonable access to VA burial benefits. Experience and recent historical data have shown that more than 80 percent of persons interred in national cemeteries resided within 75 miles of the cemetery at the time of death. Therefore, NCA considers reasonable access to burial benefits to mean that a first interment option, for casketed or cremated remains in a national or state veteran's cemetery, is available within 75 miles of the veteran's place of residence.

To serve the veterans who do not have reasonable access to a VA burial as defined, NCA builds new national cemeteries. To identify areas in need of a new national cemetery, NCA has established a threshold of 170,000 unserved veterans.

In May 2002, DVA submitted to Congress a Future Burial Needs Study, as required by Section 613 of the Veterans Millennium Health Care and Benefits Act (Public Law 106-117). In this study, the Jacksonville, Florida area was identified as one of the areas in the country with the greatest concentration of veterans without reasonable access to VA burial services.

Subsequent to the 2002 study, Congress passed, and the President signed, the National Cemetery Expansion Act of 2003 (Public Law 108-109). The Act directs the Secretary of Veterans Affairs to establish six new national cemeteries, one for each of the following areas:

- Southeastern Pennsylvania (Philadelphia)
- Birmingham, Alabama
- . Jacksonville, Florida
- . Bakersfield, California
- · Greenville/Columbia, South Carolina
- Sarasota County, Florida

1.2 Purpose and Need

DVA's purpose and need for the proposed action is to provide reasonable access to VA burial services to the unserved veterans in the Jacksonville, Florida area, in compliance with the National Cemetery Expansion Act of 2003.

1.3 National Cemetery Development

When building a new national cemetery, NCA follows a six-step process:

Step 1: Preliminary Site Selection – NCA identifies a geographic area with a large population of unserved veterans; after determining the size of the future cemetery based on demographic data, NCA canvases the area for appropriate sites and identifies an initial set of potential sites; these potential sites are screened for suitability, and the most suitable two to five sites are advanced to the next stage. The preliminary selection process for the proposed Jacksonville area national cemetery is described in Chapter 2 of this EA.

Step 2: Site Evaluation and Final Selection – The sites selected during Step 1 are evaluated in compliance with NEPA. An EA is prepared and a site assessment must result in a Finding of No Significant Impact (FONSI) to be considered for acquisition and development. Once completed, the EA and FONSI undergo a 30-day public review, after which NCA makes a final recommendation to the Secretary of Veterans Affairs, who decides which of the considered sites will be acquired and developed. This EA has been prepared in fulfillment of Step 2 of the process for the proposed Jacksonville national cemetery.

Step 3: Site Acquisition — Unless the selected site is being donated or otherwise transferred to the DVA at no cost, as sometimes occurs, it is then purchased at fair market value. The Department of Justice, acting on behalf of the DVA, reviews all documentation ensuring all legal requirements are met. For the proposed Jacksonville area national cemetery, this step is expected to occur in 2006.

Step 4: Cemetery Master Plan and Design – After the DVA acquires the selected property, it selects an engineering and architectural firm to design the new cemetery. A master plan is

prepared along with more detailed plans for the first phase of development. This first phase generally includes the first active burial sections of the cemetery as well as the required supporting facilities and infrastructure. Subsequent development phases include additional burial areas and supporting infrastructure, as needed. Typically, each phase provides enough space for a 10-year period of use. In the case of the proposed Jacksonville area cemetery, Step 4 is expected to take place during 2006–2007.

Step 5: Construction Documents Preparation – Under a separate contract, construction documents for development phase I are prepared. These documents serve as a basis for the selection of a contractor. For the proposed Jacksonville area cemetery, this is expected to occur in 2007.

Step 6: Construction – NCA solicits bids from contractors; the bidding and award process takes about three months; construction of development phase I generally requires two or more years. For the proposed Jacksonville area national cemetery, construction is expected to take place during 2008–2009.

1.4 NEPA

NEPA provides for the consideration of environmental issues in federal agency planning and decision-making. Under NEPA, federal agencies must prepare an environmental impact statement (EIS) or an EA for any federal action, except those actions that are determined to be "categorically excluded." An EIS is prepared for those federal actions that may significantly affect the quality of the human environment. An EA is a concise public document that serves to provide sufficient evidence and analysis for determining whether to prepare an EIS. If the EA finds that no significant impacts would occur, a FONSI is issued and the agency may proceed with the action. An EA includes brief discussions of the following:

- The purpose and need for the proposal.
- The alternatives considered (as required under Section 102 [2] [E] of NEPA).
- The environmental impacts of the proposed action and alternatives.
- A listing of agencies and persons consulted.

The DVA will use this EA to help determine which of the evaluated sites to acquire for development. As noted, to be considered for acquisition, a site must be developable without significant impacts to the environment.

More generally, the DVA's policy includes provisions to:

Act with care in carrying out its mission of providing services for veterans and to
ensure it does so consistently with national environmental policies. Specifically, the
DVA shall ensure that all practical means and measures are taken to protect, restore,
and enhance the quality of the human environment.

- Avoid or minimize adverse environmental consequences, consistent with other national policy considerations.
- Prepare concise and clear environmental documents supported by documented environmental analyses.
- Preserve historical, cultural, and natural aspects of our national heritage.

2 Description of Alternatives

Consistent with Section 102(2)(e) of NEPA, CEQ regulations require that an EA contain a brief description of the proposed action as well as a description of the alternatives considered. Agencies are directed to use the NEPA process "to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the environment" (40 CFR 1500.2[e]). Alternatives found to be unreasonable do not need to be evaluated in the EA.

The proposed action assessed in this EA is the establishment of a new national cemetery to serve veterans in the Jacksonville, Florida area. DVA considered a number of alternative sites for this cemetery. This chapter describes these alternative sites, explains which alternatives were dismissed from further consideration, which alternatives were selected for further analysis in this EA, and the reasons why. Because the reasonableness of a potential site is in part a function of how well it can accommodate the programmatic requirements of the proposed new cemetery, a general description of these requirements is provided first. This description is largely based on general design criteria for VA cemeteries; actual design will take place after completion of the NEPA process.

2.1 Proposed Jacksonville Area National Cemetery: General Characteristics

2.1.1 Size

The optimum size of a VA cemetery is a function of both the population to be served and the general demographic trends. In the case of the Jacksonville area cemetery, NCA has determined that the facility should be able to accommodate a total of 25,000 gravesites at build-out (2030). This includes sites for casketed remains and sites for cremated remains. A majority of the casketed remain gravesites (80 percent) would be in lawn crypts. Lawn crypts are pre-placed concrete containers with removable concrete lids that are installed all at once by excavating the burial area at the time of land development. Lawn crypt burials require less space than regular burials. In addition to concrete lawn crypts, NCA is also exploring the use of plastic crypts.

Based on these requirements and the need for the site of the proposed new cemetery to accommodate the usual supporting facilities (described in Section 2.1.2), NCA determined that any potential site should be no less than 300 acres in total area if it was to be considered a reasonable siting alternative. This area determination is due to the character of the environment in northeastern Florida. A smaller site would likely offer too little land for development (defined as land that can be developed without significant mitigation requirements; this excludes, for instance, wetlands, a very common occurrence in Florida) and/or require extensive mitigation to be developed.

2.1.2 Standard Program Elements and Design Principles

As noted in Section 1.3, master planning for, and design of, a new VA cemetery take place only after a site is selected. Each cemetery is, to a large extent, tailored to fit its location. Therefore, a detailed description of the proposed new cemetery is not possible until a site is selected and a master plan has been developed for the site. However, because all VA cemeteries serve the same function, they share common features and elements that must be accommodated by any selected site. The following paragraphs are general descriptions of those common elements, mostly summarized from information available on the DVA Web site. Although some assumptions about the size of some facilities can be made at this stage and are mentioned below, in general, exactly how each element would specifically be accommodated or addressed at the proposed Jacksonville area cemetery would be determined at the master planning and design stage.

Grading, Drainage, and Plantings – The objective of NCA is to retain a site in as natural a state as possible. Grading may be necessary but is kept to a minimum. In general, grades range from a minimum of 2 percent to no more than 15 percent. On sites with a high water table, fill may be necessary to create a sufficient depth of soil so burials can be made above the water table. To the extent feasible, soil from on-site cuts is used for on-site fill. Natural features, such as trees or tree groups, streams, or wetlands, are preferably left untouched and incorporated into the landscaping. Plantings, consisting of native species, are used to articulate the site layout. Ensuring proper drainage is essential and stormwater management facilities, such as ponds, may double-up as landscape features.

Entrance – The main entrance area is designed to create a sense of arrival at a special place; it incorporates architectural and landscape elements that convey the significance and dignity of the site without overpowering the visitor. It also features some method to restrict and control vehicular access. This entrance is for funeral corteges and visitors only. A service entrance, sufficiently removed from the main entrance, is provided for utilitarian access (maintenance, construction, delivery).

Flag Area – The United States flag is the main symbolic focus of the cemetery, and of special significance to veterans and their families. Therefore, each cemetery has a stand-alone flag area, designed and landscaped to maximize the attractiveness and dignity of the place. The area includes a flagpole, a turf assembly area for small gatherings, and a focal point that can be used by speakers.

Roadway System — The cemetery is served by a hierarchy of roads organized around the entrance road leading into a network of primary roads, secondary roads, and service drives that serve the various sections of the facility. The entrance road, which connects with the public road network at the main entrance, is generally divided, each side supporting one-way traffic, with a passing lane. The primary road is preferably a loop allowing one to drive through the cemetery without turning around; it provides access to all other roads. The secondary roads can be subordinate loops or connector roads; they provide access to the burial sections. Other roads include the service entrance road, connecting to the public road network at the service entrance; service drives to buildings and other structures; and committal service shelter drives.

The design speed for the roads is 15 miles per hour. Maximum grade is 10 percent. All roads must be built to accommodate heavy equipment and large trucks loaded with wet soil, gravel, and headstones. The preferred road design includes curbing. Width should be sufficient for two-way traffic to pass a parked vehicle. Parking needs are accommodated in different ways. In general, visitors will park along roads or in parallel pull-offs. Buildings have their own parking areas, as needed. The cemetery also includes a cortege assembly area, near the Administration/Public Information Center or the entrance road. The cortege assembly area consists of lanes for vehicles to line up prior to proceeding to a committal service shelter.

Administration/Public Information Center – This complex houses the offices and workspaces of the cemetery administration staff. A visitor orientation center is incorporated into the complex so that it relates to the main entrance and cortege assembly area. Public restrooms and visitor parking are provided. Employee and other non-visitor parking areas are hidden from public view as much as possible.

Maintenance Complex – This complex accommodates all of the maintenance needs of the cemetery. It includes employee workspace, break room, locker rooms, and restrooms; vehicle and equipment storage and maintenance bays; and a maintenance yard of sufficient size to accommodate the unloading of a tractor-trailer truck. Visitors normally do not access this facility; therefore, it is sited so as to not be readily visible to visitors. In addition, the complex has its own vehicular entrance to and from the public access road, separate and apart from the cemetery main public entrance.

Committal Service Shelters – Normal operations at national cemeteries provide for away-fromgravesite interment services. These services are held in visually isolated sheltered areas. The shelters are covered structures that are open or partially enclosed on the sides and provide limited protection from wind, rain, and sun. Each shelter accommodates one service at a time and is large enough to receive about 60 attendees. Some overflow parking is provided. At this time, it is expected that the Jacksonville area cemetery would have three committal service shelters, each approximately 600 square feet in size.

Burial Sections — Burial sections are areas devoted to full-casket in-ground interments. Each cemetery includes several such areas, each visually separate, broken by vegetated areas, roads, and/or topography. In general, a burial section does not exceed three acres. As much as possible, burial sections follow topographical features. Each gravesite has one marker, consistent with applicable legal requirements. Standard gravesite sizes are 3 by 8 feet for pre-placed lawn crypt burials; 4 by 8 feet for double-depth interments in a 7-foot excavation; and 6 by 8 feet for single-depth, side-by-side interment when soil conditions make excavation below 5 feet impractical.

Cremains Sites – Cremated remains (cremains) are accommodated either in designated cremains sections or a special garden niche or terrace (in-ground burial); or in a columbarium (niche in an above-ground structure); or in a cremains garden (for the scattering of ashes).

Other Common Elements and Features – These may include memorial sites and sections, preferably in areas not suitable for burials; an area for the display of memorials donated by various veterans groups, which can take the form of a walk or terrace; a site for a potential

memorial to all veterans; an avenue of flags to display donated burial flags; and a site for a donated carillon tower. All cemeteries include signage, benches, trash receptacles, flower containers, and a gravesite locator. The proposed Jacksonville area cemetery will include an irrigation system.

2.1.3 Development and Operations

The Jacksonville area national cemetery would be developed in phases. During the first phase of development, the infrastructure required for the cemetery to function would be built and chosen areas of the site would be opened to burials. It is expected that in the first ten years of development, approximately 7,500 full in-ground burial sites and 4,500 columbarium niches would be provided. Once a given development phase reaches build out, another portion of the cemetery would be opened to burials. The Jacksonville area cemetery is expected to reach full build-out by 2030. The first interments are expected to take place in 2009.

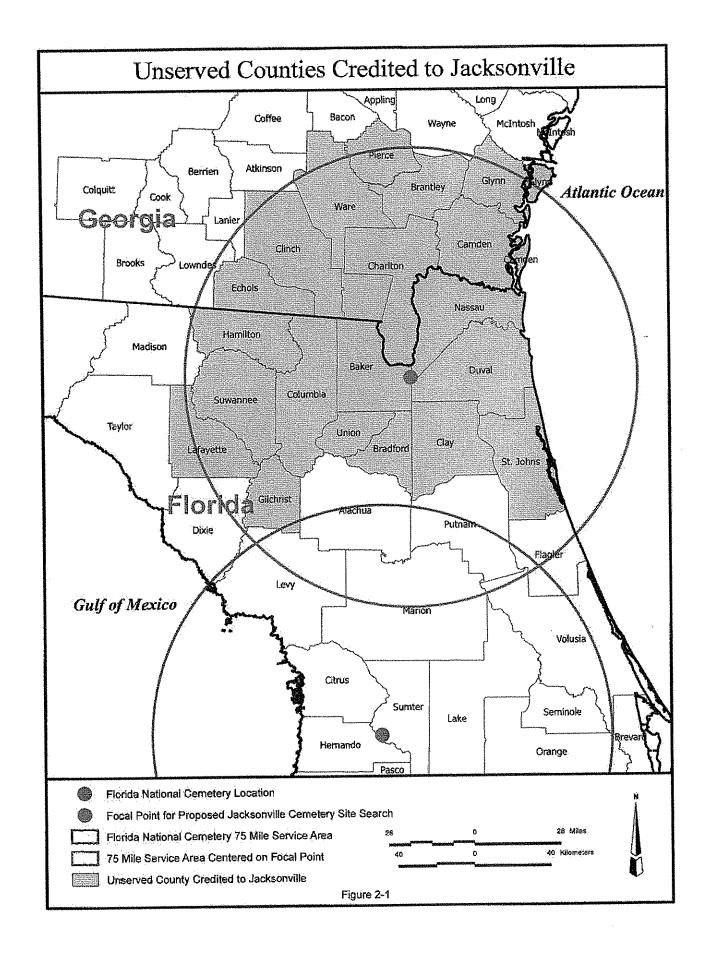
VA cemeteries are open for burials five days a week. Burials are not conducted on weekends and holidays. The average daily number of burials varies with location and time. It is expected that during its first ten years of operation, the Jacksonville area cemetery would see an average of six to seven burials per weekday.

2.2 Alternatives Development Process and Alternatives Dismissed from Further Consideration

2.2.1 Primary Site Selection Process

2.2.1.1 Focal Point and Identification of Potential Sites

The first step in siting a new national cemetery is the definition of a focal point for the search. The focal point is determined primarily based on the distribution of the unserved veteran population and the location of available existing cemeteries. As determined based on the 2002 burial needs study, the focal point for the proposed new cemetery was located approximately where Nassau, Duval, and Baker counties meet, as shown in Figure 2-1 (Unserved Counties Credited to Jacksonville). Figure 2-1 also shows the 20 counties in Florida and Georgia within 75 miles of the focal point that would be served by the proposed new cemetery. Table 2-1 shows the unserved veteran population for each of these counties. As can be seen in Table 2-1, there are a total of 188,500 unserved veterans within 75 miles of the focal point, a little over half of whom reside in Jacksonville (Duval County) itself, while another 22 percent are found in two adjacent counties: Clay and St. Johns. The 188,500 unserved veterans represent the "target service population" for the proposed new cemetery.



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Table 2-1
Unserved Veterans within 75 miles of the Jacksonville, FL Area

County	Number of Veterans		
Florida			
Duval (Jacksonville)	95,116		
Clay	23,198		
St. Johns	17,863		
Nassau	8,296		
Columbia	7,842		
Suwanee	4,334		
Bradford	3,356		
Baker	2,436		
Union	1,723		
Gilchrist	1,567		
Hamilton	1,211		
Lafayette	770		
Total Florida	167,712		
Georgia			
Glynn	7,673		
Camden	5,120		
Ware	3,572		
Brantley	1,436		
Pierce	1,237		
Chariton	973		
Clinch 531			
Echols	246		
Total Georgia	20,788		
Total	188,500		

In December 2003, NCA began its search for potential cemetery sites to serve the 188,500 veterans in the Jacksonville area. Through advertisements, letters, site visits, and meetings, NCA called on members of Congress, state and local officials, veterans, and citizens for assistance and suggestions to identify potential sites. This process, along with two visits by representatives of NCA (in January and July 2004) resulted in the identification and evaluation of 14 potential sites. The location of these sites is shown in Figure 2-2 (Sites Considered for New National Cemetery). A brief characterization of each site is included in Appendix D.

2.2.1.2 Site Evaluation

NCA assesses potential sites based on the following ten general criteria:

Proximity – The site should be located as close as possible to the densest veteran population in the area under consideration; not only actual distance, but travel time to the site is considered. In this case, the densest veteran population is found in Duval County (Jacksonville). For this

reason, the intersection of Interstate 95 (I-95) and I-10 in downtown Jacksonville was used as the point of reference for this factor.

Size – Sufficient acreage must be available to provide gravesites for at least a 40-year projection. Interment rates and acreage requirements are projected based on veteran population within a 75-mile radius of the site.

Shape – Uniform boundaries, undivided by roads or easements, with generally square or rectangular shapes are desired. Irregularly shaped sites are more difficult to access and less efficient to design and develop.

Accessibility – The site should be readily accessible via highways and major public roadways. Close proximity to highway interchanges and public transportation is desirable. The road quality of access highways is also considered.

Utilities and Water – Availability of public utilities (electricity, water, sewer, and gas) is important. However, on-site septic systems and on-site potable water wells or ponds are acceptable. An adequate water supply for irrigation is of primary importance.

Surrounding Land Use – Sites adjacent to visually objectionable land uses, loud noise, high traffic, or other nuisance elements should be avoided. Both current and projected adjacent land uses are considered.

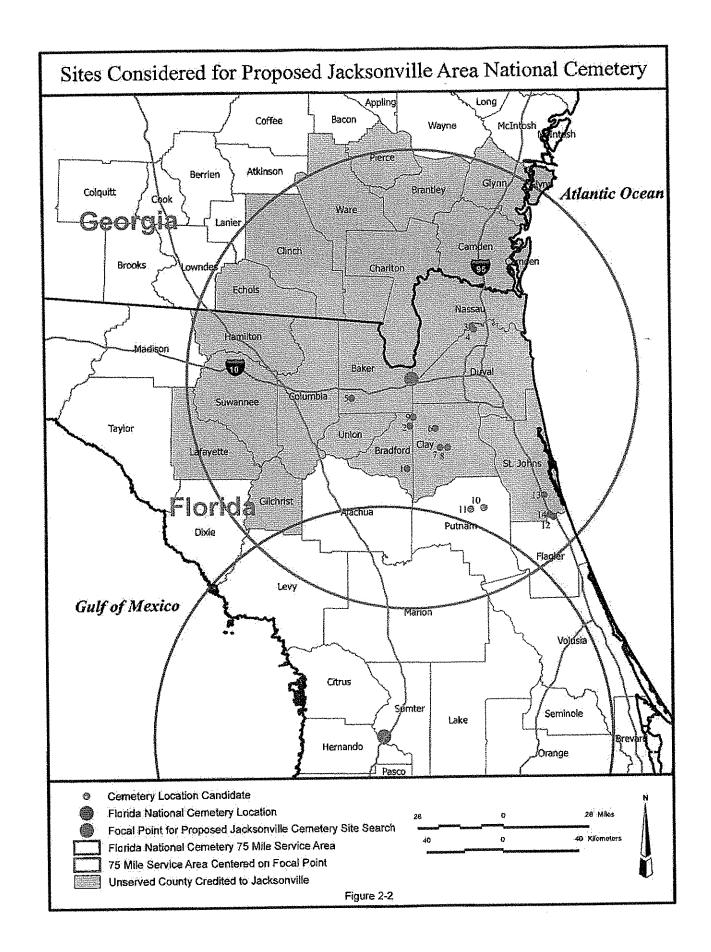
Soils – Soils should be of a quality that will provide adequate topsoil for growing turf; they should have adequate stability for constructing roads and buildings; they should be well-drained; and they should be free of shallow-depth groundwater. There should be no sub-surface obstructions or hazardous waste present.

Topography – Comparatively level to rolling terrain is desirable for areas to be developed. The grade of burial areas should be in the 2 to 15 percent range. There should be sufficient slope to enable proper drainage of the site. Ravines, wetlands, and sinkholes cannot be developed.

Aesthetics – Existing site amenities such as pleasant views and quality vegetative cover are favorable.

Restrictions to Development – The presence of man-made elements such as cultural, historic, or archaeological elements, utility easements, rights-of-way, or mineral rights can hamper or legally prevent development. Presence of endangered species, historic artifacts, and or wetland areas limits or precludes cemetery development.

An additional important consideration when evaluating potential sites for the proposed Jacksonville area cemetery was the need to minimize any overlap with the service area of Florida National Cemetery in Bushnell in order to avoid leaving some areas unserved while creating redundancies in others. Rather, a proposed site should have as many of the 188,500 unserved Jacksonville area veterans within its 75-mile-radius service area as possible. Therefore, overlap



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with Florida National and coverage of the target population were two important criteria used by the NCA in evaluating the suitability of the potential sites.

Several of the evaluation criteria are quantifiable and, therefore, make it relatively easy to rank the potential sites in relation to each other in an objective manner; such factors include size, proximity, overlap with Florida National, and percentage of the target veteran population served. Table 2-2 shows how each of the considered sites performed for each of the quantifiable criteria with the exception of size because all sites were potentially large enough to accommodate the proposed cemetery; therefore, size was not a significant factor in evaluating the sites. Table 2-3 provides the site ranking for each criterion (again, except size).

Table 2-2 Quantitative Criteria

Site # (County)	Distance to I- 95/I-10 Intersection (Miles) ¹	% Overlapping with Florida National Service Area ²	Target Service Population Covered ³	% of Target Service Population Covered
1 (Bradford)	44.8	29.8	178,154	94.5
2 (Bradford)	31.2	20.7	179,590	95.3
3 (Duval)	18.5	3.2	187,730	99.6
4 (Duval)	18.5	3.2	187,730	99.6
5 (Baker)	43.7	15.2	180,827	95.9
6 (Clay)	27.1	20.6	187,263	99.3
7 (Clay)	30.4	24.2	179,590	95.3
8 (Clay)	30.6	23.9	179,590	95.3
9 (Clay and Bradford)	27.9	18.9	187,263	99.3
10 (Putnam)	48.1	34.2	176,166	93.4
11 (Putnam)	53.6	35.6	177,908	94.4
12 (Flagler)	54.5	27.9	158,081	83.9
13 (St. Johns)	46.8	25.3	165,923	88.0
14 (St. Johns)	54.9	28.1	158,081	83.9

Notes:

^{1.} Numbers represent the shortest road distance from the site considered to the I-95/I-10 intersection.

^{2.} Numbers represent area overlap.

^{3.} Counties partially included in the service area are counted in full.

Table 2-3
Site Rankings for the Quantitative Criteria

Rank	Distance to I-95/I- 10 Intersection (Site)	% Overlapping with Florida National Service Area (Site)	% of Target Service Population Covered (Site)
1 st	3	3	3
2 nd	4	4	4
3 rd	6	5	9
4 th	9	9	6
5 th	7	6	5
6 th	8	2	2
7 th	2	8	8
8 th	5	7	7
9 th	1	13	1
10 th	13	12	11
11 th	10	14	10
12 th	11	1	13
13 th	12	10	12
14 th	14	11	14

As can be seen, Sites 3 and 4 performed best under all three relevant quantifiable criteria while Site 1 and Sites 10 through 14 performed worst under all three relevant quantifiable criteria. Looking at absolute rather than relative numbers, the superiority of Sites 3 and 4 is confirmed. The distance of both sites to the reference point is approximately 18.5 miles; the next closest sites, Sites 6 and 9, are located 27–28 miles from the reference point. The overlap between the service areas of Sites 3 and 4 and that of Florida National is a little over 3 percent. The next best sites under this criterion (Sites 5 and 6) have a 15 percent and 21 percent overlap, respectively. The advantage of Sites 3 and 4 is less clear with regard to the percentage of the target veteran population covered. Sites 9 and 6 would serve a similar proportion of the Jacksonville area veterans.

However, in addition to performing substantially worse than Sites 3 and 4 under the distance and overlap criteria, Sites 9 and 6 also perform poorly under at least one of the qualitative criteria. Site 9 would have to be accessed from US 31, a heavily used road with significant truck traffic, which would conflict with slow-moving funeral corteges and create a potentially hazardous situation. Thus, accessibility would be poor. Site 6 performed poorly for the shape criterion, being characterized by an awkward small corner frontage on State Route 218; additionally, it was surrounded by unappealing neighboring uses and appeared likely to require substantial mitigation if developed.

More generally, while the advantage of Sites 3 and 4 over the other sites with respect to the quantitative criteria could in principle be offset by the advantage of other sites with respect to the qualitative criteria, actually none of the other sites were found to be substantially better than

Sites 3 and 4 under the qualitative criteria. All the sites were either worse than, or similar to, Sites 3 and 4 with respect to these criteria, in addition to being also worse with respect to the quantitative criteria.

Additionally, Sites 3 and 4 received substantial public support, expressed in a mailing campaign that resulted in 151 letters favorable to the selection of these sites and only 10 supporting other sites or expressing no preference. The mailing campaign occurred in response to an effort by veterans groups to promote locations in the area of Flagler County. The DVA understands and is sympathetic to the desire of all veterans to have a national cemetery near their homes. However, NCA can only develop and maintain so many national cemeteries and, when siting a new facility, must select the location that best meets its purpose and need.

Analysis has shown that Sites 3 and 4 would serve a larger number of Jacksonville area unserved veterans more efficiently than would any of the other 12 sites considered as part of the initial alternative evaluation process. As a result, selecting any of these 12 sites when Sites 3 and 4 are available would not be a reasonable alternative. Therefore, Sites 1 and 2 and Sites 5 through 14 were dismissed from further consideration. Only Sites 3 and 4, which best meet the selection criteria, were retained for further evaluation.

2.2.2 Secondary Site Selection Process

Although both Site 3 and Site 4 were better suited to NCA's purposes than the other potential sites originally considered, neither site was usable "as is" to construct the proposed Jacksonville area national cemetery. Through the secondary evaluation and selection process described below, NCA defined narrower, more focused alternatives for assessment in this EA.

2.2.2.1 Secondary Site 3 Alternatives

Site 3 consisted of approximately 3,000 acres of privately-owned, undeveloped, mostly forested land north of Jacksonville International Airport. This is substantially more land than NCA needs to develop the proposed new cemetery. Therefore, a first step was to identify what portion or portions of Site 3 were best suited to NCA's purpose.

After revisiting the property and consulting with the owner, NCA initially selected two potential sites, Sites 3.1 and 3.2, as shown in Figure 2-3 (Sites 3 and 4 Secondary Alternatives). These sites were selected because of:

- Their compact shape and potential to contain a sufficient amount of developable land (as defined in Section 2.1): Site 3.1 covers approximately 724 acres and Site 3.2 covers 497 acres.
- Their location on the edge of the overall property, which makes them accessible from existing public roads and would allow the owner to sell either of them without unduly fragmenting the rest of the property.

2.2.2.2 Secondary Site 4 Alternatives

Site 4 consisted of approximately 568 acres owned by the City of Jacksonville east of Site 3 and currently under the jurisdiction of the Sheriff's Office. Most of the property is in pasture, dotted with wooded areas. Though treated as one location for the purposes of the primary site selection process, Site 4 really consisted of two potential sites separated by a public road (Lannie Road), as shown in Figure 2-3. Each of these two sites – Site 4.1 and Site 4.2 – is sufficiently compact in shape to accommodate the proposed new cemetery and has the potential to contain enough developable land (Site 4.1 covers approximately 316 acres; Site 4.2 covers 252 acres). Both sites are easily accessible through Lannie Road. The western boundary of Site 4.1 reflects the future alignment of Ethel Road, the relocation of which is currently in the planning stage. Only the land east of the new alignment is proposed for acquisition and development of the new cemetery.

2.2.2.3 Preliminary Site Analysis

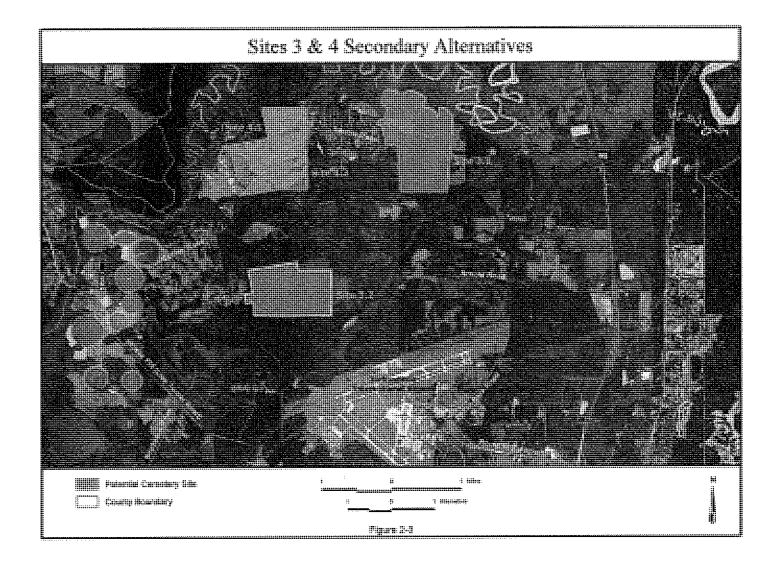
Further review of the four identified sub-sites based on the evaluation factors listed in Section 2.2.1.2 confirmed that these sites would be reasonable alternatives to meet NCA's purpose and need, with one exception: Site 3.2. Indeed, review of Site 3.2 showed that:

- Although the site is accessible in principle through existing public roads, approach to
 the site would have to be through residential streets that would not be adequate to
 accommodate the car and truck traffic generated by the cemetery in both its
 construction and operational phases. Additionally, such traffic would represent a
 serious nuisance for the area's residents.
- A preliminary evaluation of the quantity and distribution of wetlands on each site showed that of all four sites, Site 3.2 appeared to have the highest proportion of wetlands (48 percent of the site, as opposed to 28.5 percent for Site 3.1; 26 percent for Site 4.2; and 15 percent for Site 4.1). Additionally, the distribution of those wetlands throughout the site (refer to Figure 8 in Appendix D) would make it very difficult, if not impossible, to develop the cemetery around them to minimize impacts (see Appendix D for more information on the preliminary wetland evaluation conducted as part of the secondary site selection process).

Based on these two findings, NCA determined that Site 3.2 was not a reasonable alternative and dismissed it from further consideration.

Additionally, the preliminary site analysis highlighted features of Sites 4.1 and 4.2 that might substantially constrain development. While not sufficient to dismiss either site as being an unreasonable alternative, these constraints suggested the need to develop an additional secondary Site 4 alternative that would not be subject to them. The constraints in question are:

Site 4.1: the northernmost parcel of the site includes two city-owned recreational
facilities that would have to be relocated at a significant cost if the site was
developed: a model airplane flying field, and a playground and softball field.





• Site 4.2: this site is the smallest of the sites considered, and likely to offer the least amount of developable uplands.

Consequently, NCA developed a third alternative which would consist of excluding the parcel where the recreational facilities are located from the site and realigning Lannie Road south of its current alignment to compensate for the loss of area and create a sufficiently large potential site, as shown in Figure 2-4 (Secondary Alternative 4.3). Following the proposed realignment, the site would cover approximately 365 acres. Preliminary consultation with the City of Jacksonville indicated that the city is willing to consider realigning Lannie Road. On this basis, NCA found Site 4.3 to be a reasonable alternative and selected it for assessment in the EA.

2.3 Alternatives Assessed in This EA

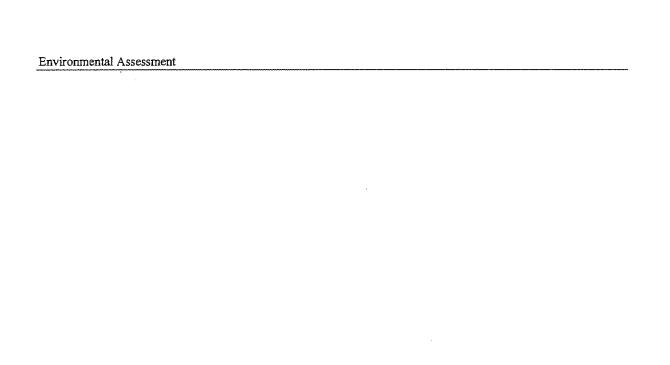
2.3.1 Action Alternatives

Based on the process described in Section 2.2, four alternatives action alternatives are assessed in this EA:

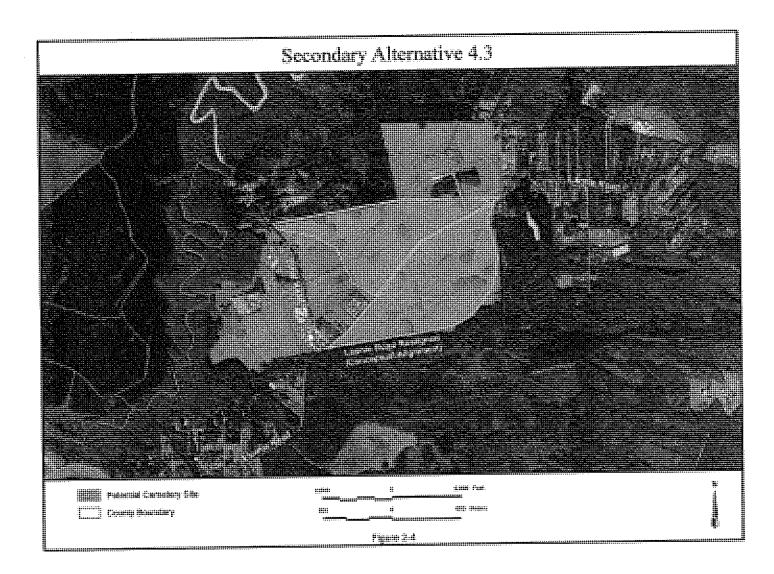
- Alternative 1 or Wright Alternative: construct and operate the proposed new Jacksonville area national cemetery on Site 3.1; henceforth referred to as "Wright Alternative" after the owner's name.
- Alternative 2 or City North Alternative: construct and operate the proposed new
 Jacksonville area national cemetery on Site 4.1; henceforth referred to as "City North
 Alternative," after the owner of the site and its location relative to Lannie Road.
- Alternative 3 or City South Alternative: construct and operate the proposed new
 Jacksonville area national cemetery on Site 4.2; henceforth referred to as "City South
 Alternative," after the owner of the site and its location relative to Lannie Road.
- Alternative 4 or Lannie Road Realigned Alternative: construct and operate the proposed new Jacksonville area national cemetery on Site 4.3; henceforth referred to as "Lannie Road Realigned Alternative" after the alternative's main characteristic.

2.3.2 No Action Alternative

Under this alternative, NCA would not build a new national cemetery to serve the Jacksonville area veterans and their families. Since the National Cemetery Expansion Act of 2003 (Public Law 108-109) directs the Secretary of Veterans Affairs to establish six new national cemeteries, including one to serve the Jacksonville area, the No Action Alternative would amount to ignoring the law passed by Congress and, therefore, is not a reasonable alternative. However, in accordance with NEPA regulations, the No Action Alternative is assessed in the EA to provide a baseline against which the impacts of the action alternatives can be compared.



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Table 2-4 Comparison of Alternatives

Impact Area	No Action	Wright	City North	City South	Lamie Rd Realigned
Land Use and Plans, Zoning, Aesthetics, plans, and Coastal Zone	No adverse impacts	No adverse land use impacts Minor short-term adverse impacts and moderate long-term positive impacts on aesthetic environment No adverse impacts on zoning No or negligible adverse impact on plans Moderate adverse impact on private development plans Consistent with the FCMP	No adverse land use impacts Minor short-term adverse impacts and moderate long-term positive impacts on aesthetic environment No adverse impacts on zoning No or negligible adverse impacts on plans or private development plans Consistent with the FCMP	No adverse land use impacts Minor short-term adverse impacts and moderate long-term positive impacts on aesthetic environment No adverse impacts on zoning No or negligible adverse impacts on plans or private developments Consistent with the FCMP	No adverse land use impacts Minor short-term adverse impacts and moderate long-term positive impacts on aesthetic environment No adverse impacts on zoning No or negligible adverse impacts on plans or private developments Consistent with the FCMP
Socioeconomics	No adverse impacts	No impacts on demography Minor positive impacts on employment and local economy Negligible adverse impacts on local cemeteries and tax revenues	No impacts on demography Minor positive impacts on employment and local economy Negligible adverse impact on local cemeteries	No impacts on demography Minor positive impacts on employment and local economy Negligible adverse impact on local cemeteries	No impacts on demography Minor positive impacts on employment and local economy Negligible adverse impact on local cemeteries

2-13

Alternatives

Environmental Assessment

Impact Area	No Action	Wright	City North	City-South	Lannie Rd Realigned
Community Services	No adverse impacts	Negligible adverse impacts	Negligible adverse impacts on fire, EMS, police, and healthcare services Minor adverse impacts on recreational facilities	Negligible adverse impacts	Negligible adverse impacts
Utilities	No adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Minor short-term (relocation) and negligible long-term adverse impacts
Transportation	No adverse impacts	Negligible to minor adverse impacts the road network Negligible traffic impacts	No adverse impacts on the road network Negligible traffic impacts	No adverse impacts on the road network Negligible traffic impacts	Negligible adverse impacts on the road network Negligible traffic impacts
Air Quality	No adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Negligible adverse impacts
Noise	No Adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Negligible adverse impacts	Negligible adverse impacts
Cultural Resources	No adverse impact	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts
Natural Resources	No adverse impacts	No adverse impacts on geology Minor adverse impacts on topography and soils Minor adverse impacts on stormwater Minimal adverse impacts on wetlands Moderate adverse impacts on biological resources No impacts on threatened and endangered species	No adverse impacts on geology Minor adverse impacts on topography and soils Minor adverse impacts on stormwater Minimal adverse impacts on wetlands Minor adverse impacts on biological resources No impacts on treatened and endangered species	No adverse impacts on geology Minor adverse impacts on topography and soils Minor adverse impacts on stormwater Minimal adverse impacts on wetlands Minor adverse impacts on biological resources No impacts on threatened and endangered species	No adverse impacts on geology Minor adverse impacts on topography and soils Minor adverse impacts on stormwater Minimal adverse impacts on wetlands Minor adverse impacts on biological resources No impacts on threatened and endangered species

Alternatives 2-14

Jacksonville Area National Cemetery

Impact Area	No Action	Wright	City North	City South	Lannie Rd Realigned
Hazardous Waste	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts
Cumulative Impacts	No cumulative impacts		Negligible cumulative impacts	Negligible cumulative impacts	Negligible cumulative impacts
Potential for Public Controversy	Substantial potential for public controversy	Low potential for public controversy			

2-15 Alternatives

Environmental Assessment		
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Alternatives	2-16	

3 Affected Environment

Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Part 1500-1508) require documentation that succinctly describes the environment of the area(s) potentially affected by the alternatives under consideration to meet the agency's purpose and need. This description serves as a basis for the subsequent description of the potential impacts (presented in Chapter 4 of this EA).

The primary study area for the proposed action evaluated in this EA consists of 1) potential cemetery sites 4.1 and 4.2 as shown in Figure 2-3 of this EA, together referred to as "City Site;" and 2) potential cemetery site 3.1 as shown in Figure 2-3, referred to as "Wright Site." Depending on the type of potential impacts considered, the study area may expand to include the land surrounding the City and Wright sites or all of Duval County (Note: "City of Jacksonville" and "Duval County" refer to the same geographical and jurisdictional entity, reflecting the fusion of the City and County governments in 1968.)

For each impact category, existing conditions are described at a level of detail proportional to the potential for impacts.

3.1 Land Use, Zoning, and Coastal Zone Management

3.1.1 Land Use

This section describes in qualitative terms the actual use being made of the land within the study area. It is based primarily on site visits and study of recent (2004) aerial photographs. Figure 3-1 (Existing Land Use) shows the locations of the features mentioned in the descriptions below.

3.1.1.1 City Site

The City Site is owned by the City of Jacksonville. Lannie Road divides it into two sections. Most of the site on either side of the road is an open pasture currently used for cattle grazing under a lease from the City. The property is spotted with wood stands and its southeastern corner consists of a swampy area. The site is fenced and closed to the public. There are no buildings or structures on the site, with the exception of two small barns or cow sheds, and the recreational facilities described below.

In the northern part of the City Site, there is a park area consisting of a model airplane flying field managed by the Gateway Radio Control Club under a lease agreement with the City of Jacksonville's Department of Parks, Recreation, and Entertainment, and a playground/softball field, which was added to the site in 1997 after input from the area's residents (COJ.net, 2006a). The model flying field includes a roofed pavilion with picnic tables, a club house, and a short,

paved landing strip. Users fly model airplanes and helicopters over the surrounding area. Nearby stands a small, currently unoccupied mobile home previously used to house site maintenance personnel. The model airfield and playground/softball field are the only portions of the City Site open to the public.

The City Site is currently managed by personnel from the Montgomery Correctional Center (MCC), one of the Jacksonville Sheriff's Office Department of Corrections' three correctional facilities. The MCC extends on both sides of Ethel Road, just north of Lannie Road, adjacent to the southwest corner of the City Site. MCC is a secure facility for convicts serving sentences of up to one year. It has a capacity of approximately 650 inmates. In 2004, 8,308 inmates were processed into the facility (Jacksonville Sheriff's Office, 2004). The inmates work on selected public work projects. The facility includes a vegetable garden whose produce goes to charitable organizations (COJ.net, 2006b).

Another correctional facility, the Tiger Serious Habitual Offender Program (SHOP), stands next to MCC and the City Site. SHOP is a secure, 20-bed facility for high-risk male youths, operated for the State of Florida by Youthtrack Inc./Rescare. The site is fenced and similar in appearance to the MCC.

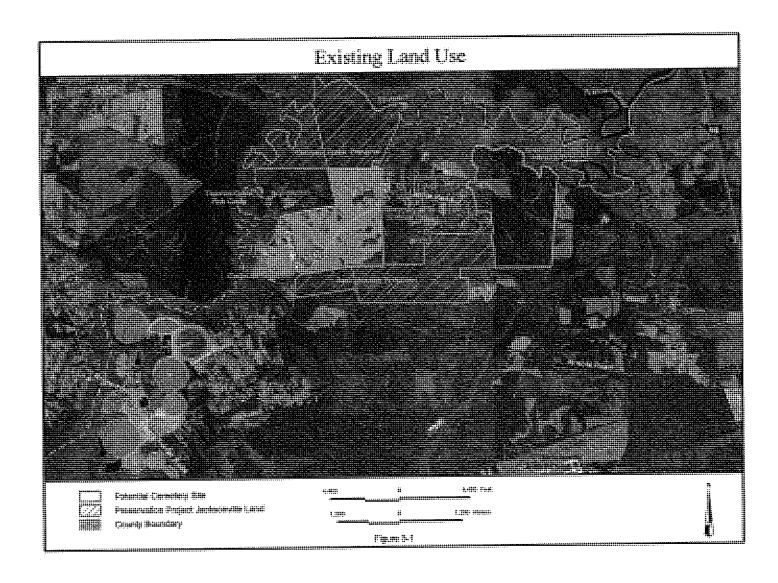
3.1.1.2 Wright Site

The Wright Site, privately owned and closed to the public, is entirely unbuilt. Much of the site consists of pine plantation, with some areas preserving their natural vegetation cover. Dirt roads traverse the property, which is part of a larger tract of undeveloped land (approximately 3,000 acres in area) that extends east and south under the same ownership. Access to the site is through Lannie Road, which ends at the gate. There are no buildings or structures on the property.

3.1.1.3 Surrounding Area

The area extending north of the City and Wright sites to Thomas Creek and the area extending south and southeast of the sites to the Jacksonville International Airport runways are mostly unbuilt and forested (including areas of pine plantation). They include several Preservation Project Jacksonville (see Section 3.1.4.3) properties: the Thomas Creek Preserve and the Thomas Creek Fish Camp, north and northwest of the City Site; and Bear Branch Preserve, south and southeast of the City Site, extending to the boundary of the Wright Site. The area immediately adjacent to the northeast corner of the Wright Site, up to Thomas Creek, is part of the Timucuan National Ecological and Historic Preserve. The 46,000-acre Preserve is managed by the National Park Service in partnership with state, city, and private land owners. It extends along the coast north of the St. Johns River and along the Nassau River. It comprises many important historic sites and natural areas, many of them wetlands.

There are three low-density residential clusters near the potential cemetery sites. The largest one is located southwest of the City Site, off the south side of Lannie Road. It consists of generally modest single-family homes, often mobile homes, set back from the streets on individual lots. A smaller, looser cluster of single-family houses is found off Lannie Road, between the City and the Wright sites. The third, smallest, cluster lies at the end of Ethel Road, near the northwestern



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corner of the City Site. In those two areas, houses generally stand away from the road, at the end of long and narrow lots.

The last major land use found in proximity to the potential cemetery sites is located near the intersection of Lannie Road and Lem Turner Road: it is a facility operated by Nutri-Turf, a subsidiary of Busch-Anheuser, where process water from the company's Jacksonville brewery is used to irrigate fields of sod and forage grasses, then is filtered through natural wetlands before draining to Thomas Creek. The facility is easy to spot on aerial photographs because of the large "crop circles" it generates.

3.1.2 Aesthetic Environment

3.1.2.1 City Site

Most of the City Site is a large, open, mowed meadow used for cattle grazing. The portion of the site south of Lannie Road, characterized by several forested patches, is visually more varied than the portion north of Lannie Road, which is more uniform and visually monotonous. While the two correctional facilities previously mentioned are visible from parts of the site, the flat topography of the land and the low elevation of the structures make the sight generally unobtrusive. Only from areas immediately adjacent to the facilities do their security fences and functional buildings somewhat detract from the visual quality of the property. The same is true of the model airfield in the northern portion of the site.

3.1.2.2 Wright Site

The Wright Site, because of its large size, remoteness, and tree cover looks more "natural" than the City Site. Though much of it consists of rows of planted pines, there also are substantial, relatively undisturbed areas of natural vegetation. Once past the entry gate, the visitor quickly loses sight of paved roadways and habitations. However, tire tracks on the dirt roads that traverse the site are a reminder that the property is being actively farmed as a pine plantation.

3.1.2.3 Surrounding Area

Overall, the area around the two potential cemetery sites is country-like in appearance, as is much of north Jacksonville. Both Lannie Road and Ethel Road are two-lane, curb-less, dead-end roads that contribute to the rural feel of the area. The low-density residential developments near the sites are quiet but also somewhat lacking in character, a feature that is typical of north Jacksonville according to the City's North Jacksonville Shared Vision and Master Plan (2003).

3.1.3 Zoning

Through zoning, local jurisdictions determine what uses are a matter of right and what uses require special permission for a given parcel of land. Only federal lands are not subject to the

local jurisdiction's zoning authority. Other lands, public or private, are subject to it. Both the City and the Wright sites are zoned by the City of Jacksonville.

3.1.3.1 City Site

The City Site is zoned *Public Buildings and Facilities-1 (Government)*. Under this designation, all lawful government uses are allowed, with very few exceptions (COJ.net, 2006c).

3.1.3.2 Wright Site

The Wright Site is zoned *Agricultural*. Among the uses permitted under this designation are agricultural, horticultural, and forestry uses as well as a wide range of other activities, including cemeteries and mausoleums (COJ.net, 2006c).

3.1.3.3 Surrounding Area

Most of the land around the two potential sites is zoned Agricultural, Recreational and Open Space, or Rural Residential. Preservation Project Jacksonville land immediately south of the City Site is zoned Recreational and Open Space. Permitted uses include most recreational activities such as camping grounds, golf courses, shooting ranges, and, with qualifications, supporting infrastructure. In areas zoned Rural Residential, single-family dwellings and mobile homes are permitted on lots that are at least 100 feet wide and 43,560 square feet in area, with up to 20 percent lot coverage and a height limitation of 35 feet (COJ.net, 2006c).

3.1.4 Plans and Ongoing Projects

3.1.4.1 City of Jacksonville's 2010 Comprehensive Plan

The City of Jacksonville adopted its 2010 Comprehensive Plan in 1990. The plan was updated in 2002. The plan defines the City's policies and goals for the following elements: Historic Preservation, Housing, Transportation, Recreation and Open Space, Conservation/Coastal Management, Infrastructure, Future Land Use, and Capital Improvements. The plan is available online at the following address:

 $\label{lem:http://www.coj.net/Departments/Planning+and+Development/Current+Planning/2010+Comprehensive+Plan.htm$

3.1.4.2 North Jacksonville Shared Vision and Master Plan

The City's North Jacksonville Shared Vision and Master Plan was issued in 2003. Its purpose is to "guide growth management decisions that appropriately utilize North Jacksonville's assets to spur quality growth and economic development." Development of the plan arose from the realization that the natural and economic assets of North Jacksonville were not being used to their full potential. Strong growth, both in quantity and quality, occurred primarily to the south, southeast, and southwest of the city whereas North Jacksonville continued to suffer from negative perceptions associated with its industrial history and lack of amenities for residents.

The negative trends identified by the plan were the following:

- Continued negative image due to lack of central focus, unattractive commercial strips, contrast between heavy industrial elements and pristine ecosystems, population perceived as being low-income/rural, and lack of high quality housing.
- Tendency for growth to jump over North Jacksonville into Nassau County.
- Lack of historic centers or focal points that would provide a destination for living, working, or recreating.
- Piecemeal development of rural areas that creates urban sprawl and prevents the formation of sustainable communities, resulting in overloaded rural roads with no interconnectivity, high cost of providing infrastructure, and loss of opportunities for mixed developments.
- Jobs/economic growth limited to low-wage jobs.

In response to these trends, the City proposes to change North Jacksonville by, as stated in the plan:

- · Changing the economic paradigm.
- Eradicating the ugliness.
- Creating the North Jacksonville Town Center.
- Creating a sense of community.
- Creating great neighborhoods.
- Connecting with the environment.
- Connecting the places.
- Connecting the neighborhoods.
- Protecting the corridors.
- Embracing our history and culture.

3.1.4.3 Preservation Project Jacksonville

The Preservation Project Jacksonville, supervised by the Department of Parks, Recreation, and Entertainment, is designed to manage growth, protect environmentally sensitive lands, improve water quality, and provide public access to the City of Jacksonville's vast natural areas. It was initiated in 1999. To date, the Preservation Project Jacksonville has acquired more than 50,000 acres of land, to be managed in cooperation with state and federal agencies. The project is currently preparing to provide for public access to the city's natural areas while continuing to protect the environmentally sensitive lands (COJ.net, 2006d). Preservation Project Jacksonville properties lie north of the City Site and between the City and Wright sites (see Figure 3-1). This land is owned and managed either by the City of Jacksonville or the St. Johns River Water Management District.

3.1.4.4 Northeast Florida Timberlands and Watershed Reserve Project

Preservation Project Jacksonville is an element of the larger Florida Forever's Northeast Florida Timberlands and Watershed Reserve Project. Florida Forever is the world's largest conservation land buying program (it has acquired more than one million acres in the last five years) (FDEP,

2006a). The Northeast Florida Timberlands and Watershed Reserve Project includes land extending along a northeast-southwest diagonal from the Nassau River north of Jacksonville to Trail Ridge in Clay County. It covers more than 130,000 acres divided among more than 150 owners and hundreds of parcels over three counties (Nassau, Duval, and Clay). Project lands are targeted for acquisition by the state for conservation purposes and ultimate management as a state forest. It is expected that some of the land will have to be incorporated through a "less-than-fee simple" approach, such as grant of conservation easements or other means to preserve the environmental value of the land though it would remain in private hands. Some parcels within the project are designated "essential parcels." Both the City Site and the Wright Site are "essential parcels" of the project. However, until land within the project is actually acquired, the state has no special jurisdiction over it (FNAI, 2006). As noted, some land adjacent to the potential cemetery sites (Bear Branch Preserve, Thomas Creek Preserve) has already been acquired as part of the Preservation Project Jacksonville.

3.1.4.5 Construction Projects

The City of Jacksonville is planning the realignment of Ethel Road east of its current location. Ethel Road currently runs through MCC. Once the road is realigned, the facility's separation into two portions will end, facilitating its management and development. The western boundary of the City Site (north of Lannie Road) follows the new alignment of Ethel Road. The project is expected to be completed by 2007. After the realignment of Ethel Road, MCC plans to use the land west of the new road to expand its facilities.

A large private development project is being planned for the area where the potential cemetery sites are located: the Preserve at Thomas Creek Project, which includes building in the range of 10,000 homes along with shopping centers, offices, parks, schools, and other amenities on land that includes the Wright Site (along with other portions of the Wright property). The project's developer, Thomas Creek Preserve, LLC, has filed an Application for Development Approval with the City of Jacksonville. The application is currently under review and the process is projected to last until the end of 2006. The Preserve at Thomas Creek Project also includes extending Lannie Road eastward through the Wright Site to connect with Arnold Road, Pecan Park Road, and I-95. Braddock Road, to the south of Lannie Road, would be similarly extended.

3.1.5 Coastal Zone Management

The Florida Coastal Management Program (FCMP) was approved by NOAA in 1981. Federal agencies, and applicants seeking federal financial assistance and/or federal licenses and permits are required by the Coastal Zone Management Act to provide the State of Florida with the information needed to determine whether federal actions conducted in or adjacent to the State of Florida impact the resources of the state's coastal zone, and whether impacts to the state's coastal resources are consistent with the enforceable policies contained in the FCMP. The State of Florida's coastal zone includes the area encompassed by the state's 67 counties and its territorial seas. Therefore, federal actions occurring throughout the state are reviewed by the state for consistency with the FCMP (FDEP, 2006b).

The FCMP consists of a network of 23 Florida statutes:

- Coastal Construction (Chapter 161 Florida Statutes [FS]) 1.
- Local Government (Chapter 163 Part II FS) 2.
- State and Regional Planning (Chapter 186 FS) 3.
- Disaster Preparedness (Chapter 252 FS)
- State Lands (Chapter 253 FS) 5.
- Outdoor Recreation (Chapter 258 FS) 6.
- Land Conservation Action of 1972 (Chapter 259 FS) 7.
- Recreational Trails System (Chapter 260 FS) 8.
- Historic Preservation (Chapter 267 FS) 9.
- Tourism and Economy (Chapter 288 FS) 10.
- Public Transportation (1) (Chapter 334 FS)
- Public Transportation (2) (Chapter 339 FS) 12.
- Living Resources (Chapter 370 FS) 13.
- Living Resources (Freshwater) (Chapter 372 FS) 14.
- Water Resources (Chapter 373 FS) 15.
- Multipurpose Outdoor Recreation, Land Acquisition, Management, Conservation (Chapter 375 FS)
- Pollutant Spill Prevention (Chapter 376 FS) 17.
- Oil and Gas Production (Chapter 377 FS)
- Developments of Regional Impacts (Chapter 380 FS)
- Public Health (Chapter 381, Sections 381.001, 0011, 0012, 006, 0061, 0066, and 0067 FS)
- 21. Arthropod Control (Chapter 388 FS)
- Sources of Water and Air (Chapter 403 FS)
- Soil and Water Conservation (Chapter 582 FS)

The State of Florida's federal consistency review is coordinated by the Florida Department of Environmental Protection (FDEP) and conducted jointly by the FCMP member agencies. During the review, each member agency with a statutory interest in the activity determines whether the proposed activity is consistent with its statutes and authorities in the FCMP. Recommendations regarding the activity's consistency with the FCMP are provided by the member agencies to FDEP, which makes the state's final consistency determination (FDEP, 2006b).

Socioeconomics 3.2

The information in this section is primarily based on Census 2000 data as made available by the US Census Bureau (US Census Bureau, 2006).

3.2.1 Demographics

Both potential cemetery sites are located in North Jacksonville, an area with relatively few residents compared to the rest of the city. There are no residents on the sites. The sites are within Census Tract 103.01, which is bounded by Lem Turner Road to the west, I-295 to the south, US 17 to the east, and Thomas Creek to the north (Census Tract 103.01's boundaries approximately coincide with the extent of Figure 2-3). In 2000, the population of Census Tract 103.01 was 3,404, or 0.44 percent of the entire population of Duval County (778,879). In 1990, the same census tract was home to 0.5 percent of the county's population, with 3,394 residents. Of the total 2000 population, it should be noted that 608 persons were reported as institutionalized (primarily reflecting the presence of the MCC), leaving the number of non-institutionalized residents at 2,796, or 0.36 percent of the county's total population. Most of Census Tract 103.01 is unbuilt and most of the non-institutionalized population appears concentrated in the three residential clusters identified in Section 3.1.1.3.

Of the 3,404 residents of Census Tract 103.01 in 2000, 77.9 percent identified themselves as white (non Hispanic) and 19.24 percent as Black. Hispanics made up 1.29 percent of the tract's residents. The numbers for Duval County as a whole were 63.52 percent white residents, 27.8 percent Black residents, and 4.10 percent Hispanic residents.

Out of all residents of Duval County, in 2000, 26.3 percent were under 18 years of age. The corresponding number for Census Tract 103.01 was 20.2 percent.

3.2.2 Income and Employment

As noted in the North Jacksonville Shared Vision and Master Plan, over the last few decades, North Jacksonville has not kept pace with the growth that has occurred south, southeast, and southwest of the city, where high-paying jobs and high-quality housing have been concentrating (City of Jacksonville, 2003). Guided by the plan, the City is making a conscious effort to promote high-quality economic growth in North Jacksonville, which seems poised for significant development over the coming years.

According to the North Jacksonville Community Profile Report, prepared in 2002 to support the master planning effort (MSCW, 2002), the primary areas of non-government employment in North Jacksonville were manufacturing (24 percent); transportation and warehousing (17 percent); and retail (13 percent). By comparison, the three largest employment categories in Duval County as a whole were educational, health, and social services (16.4 percent); finance, insurance, and real estate (13.2 percent); and retail (12.2 percent). In Census Tract 103.01, the primary areas of employments were construction (17 percent); retail (17 percent); and transportation and warehousing (17 percent). The last category likely reflects the presence of Jacksonville International Airport. The two correctional facilities previously mentioned (Section 3.1.1.1) likely account for most of the 6.5 percent of public administration employment in the tract. It can be noted that in spite of the presence of tree plantations (in particular on the Wright site), no census tract residents reported being employed in agriculture and forestry (a category that accounted for 0.2 percent of all employment in North Jacksonville). The employment rate in the census tract in 1999 was 45.2 percent (of the population 16 years of age and over).

In spite of North Jacksonville's real and perceived economic weaknesses, however, incomes in the area are overall comparable to those of the city as a whole (MSCW, 2002). In 1999, in Census Tract 103.01, the median household income was \$41,698 (\$40,703 for Duval County),

the median family income was \$47,063 (\$47,689 for Duval County), and the poverty rate was 13.6 percent (11.9 percent for Duval County).

3.2.3 Environmental Justice and Protection of Children

Signed on February 11, 1994, Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs all federal departments and agencies to incorporate environmental justice considerations in achieving their mission. Each federal department or agency is to accomplish this by conducting programs, policies, and activities that substantially affect human health or the environment in a manner that does not exclude communities from participation in, deny communities the benefits of, nor subject communities to discrimination under such actions because of their race, color, or national origin.

According to CEQ guidance on EO 12898, "minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis [...] Lowincome populations in an affected area should be identified using the annual statistical poverty thresholds from the Bureau of the Census."

As shown in Section 3.2.1, Census Tract 103.01, within which the two potential cemetery sites are located, is not home to a disproportionately high number of minority residents compared to Duval County as a whole. It actually has more resident identifying themselves as white (non-Hispanic) than Duval County. Therefore, the census tract does not qualify as an Environmental Justice community on racial or ethnic criteria. With regard to income, it was indicated in Section 3.2.2 that median family and household incomes in Census Tract 103.01 compares to those in Duval County as a whole. While the poverty rate was a little higher, the difference was not enough to create disproportionate impacts on low-income populations. Therefore, the census tract does not qualify as an Environmental Justice community on income criteria either.

EO 13045, Protection of Children from Environmental Health Risks and Safety Risks, was signed on April 21, 1997. Because the scientific community has recognized that children may suffer disproportionately from environmental health and safety risks, the EO directs federal agencies to identify and assess such risks, and consequently to ensure that its policies, programs, activities, and standards address effects on children. "Environmental health and safety risks" are defined as "risks to health or to safety that are attributable to products or substances that the child is likely to come in contact with or ingest." Regulatory actions that are affected by this EO are those substantive actions that involve an environmental health risk or safety risk that an agency has reason to believe may disproportionately affect children.

As noted in Section 3.2.1, Census Tract 103.01 has proportionately fewer residents under 18 years of age than Duval County as a whole. There are no schools or daycare centers on or near either of the two potential cemetery sites. However, a small juvenile correctional facility is located near the City Site (see Section 3.1.1.1). Also, there is a playground/softball field on the

City Site, built to serve local residents. Though no hard data are available, anecdotal evidence from MCC personnel suggests these facilities are underused.

3.3 Community Services

Community services addressed in this section include fire control and emergency medical service (EMS), police, medical care, and parks. Schools and libraries are not addressed because there is no potential for them to be affected by the proposed action.

The Jacksonville Fire and Rescue Department serves an area of 840 square miles with a total budget of \$109 million (2004/5), approximately 1,200 career and 45 volunteer firefighters, and 57 fire and rescue stations. In 2003, the department responded to almost 3,000 fire calls, and more than 76,000 emergency medical calls. The first arriving average response time for fire in 2003 was 5.10 minutes. EMS first arriving average response time in 2003 was 4.40 minutes (COJ.net, 2006e).

The closest station to the potential cemetery sites is Fire Station 47, on the premises of the MCC facility. Fire Station 47 is staffed by volunteers and is in generally poor condition. The city is currently planning the relocation of the station in connection with the Preserve at Thomas Creek development project (see Section 3.1.4.4). At this time, the exact location of the new station has not been determined. The city expects to be soliciting bids for the new station toward the end of 2007 (Jerzy, 2006).

Police services in Jacksonville are provided by the Jacksonville Sheriff's Office, with approximately 3,200 personnel and a total budget of about \$224.8 million in 2004. In 2004, the Sheriff's Office Communications Center fielded 1,668,730 calls. A total of 1,029,833 calls were dispatched to patrol officers (City of Jacksonville, 2004). Patrol services operate from six substations, one in each of six Patrol Zones. The proposed cemetery sites are located within Zone 6, the substation for which is located at 936 Dunn Avenue, approximately 12 miles from the intersection of Lannie and Ethel roads. Citywide crime statistics over the last decade show a downward trend (minus 18.4 percent between 1995 and 2004 and minus 1.3 percent from 2003 to 2004). Within Zone 6, a total of 342 violent crimes and 2,913 property crimes were reported between January and November 2005, representing an increase of 12.1 percent and decrease of 1.7 percent, respectively, relative to the same period in 2004 (COJ.net, 2006f).

The closest hospital to the potential cemetery sites is Shands Jacksonville, at 655 West Eighth Street, approximately 20 miles from the intersection of Lannie and Ethel roads. In association with the University of Florida, this 485-bed facility serves northeast Florida, including Duval, Clay, Nassau, and St. Johns counties. It has over 330 faculty physicians and offers almost 70 specialty services. The hospital includes a state-of-the-art trauma center serving more than 2,500 patients each year. It is supported by the Shandscair and TraumaOne helicopter ambulance services, which together transport approximately 1,000 patients a year (Shands, 2006).

One City park, Lannie Road Park, is located on the City Site. As noted in Section 3.1.1.1, it consists in part of a playground and softball field serving the local residents. Another element of

the park is the model airplane field, also described in Section 3.1.1.1. A portion of the Timucuan National Ecological and Historic Preserve is adjacent to the Wright Site, as noted in Section 3.1.1.3. The City of Jacksonville is developing an access and circulation plan for the Preservation Project Jacksonville. The parcel of Project property just south of the City Site would feature a trail head providing access to the areas east of it.

3.4 Utilities

Water, sewer, and electric service in Jacksonville is provided by the Jacksonville Electric Authority (JEA). Gas service is provided by Teco Peoples Gas. Both the potential cemetery sites are unbuilt and there are no existing utility connections on the sites. Based on information provided by JEA, electric service is available along Lannie Road up to the Wright Site, serving residences and facilities along the road. JEA also reported a 12-inch PVC sewer force main running along Lannie Road, then South outside the Wright Site's southwestern boundary, then east across the southern section of the Wright Site. This sewer main provides limited sewer capacity to residences and facilities along Lannie Road. JEA reported no water main on Lannie Road. There are three currently unused artesian wells on the City Site. No wells are known to exist on the Wright Site. Peoples Gas reported no facilities along Lannie Road. Bellsouth provides local telephone service.

3.5 Transportation

3.5.1 Road Network and Site Access

The road network near the potential cemetery sites is illustrated in Figure 3-2 (Existing Road Network). Local vehicle access to both potential cemetery sites is through Lannie Road. Lannie Road is a two-lane, paved facility that begins at Lem Turner Road and dead ends at the Wright Site. It is maintained by the Jacksonville Department of Public Works. Current access to the City Site is through several locked gates off Lannie Road. Public access to the property is limited to the model airfield and playground located on the northernmost parcel. A short gravel road leads from Lannie Road to the airfield. There are no other defined roads or paths on the City Site. Access to the Wright Site is through a locked gate at the eastern end of Lannie Road. Dirt roads serve the portions of the site that are being used for pine plantation. Several paved and unpaved roads branch off Lannie Road to serve the local residential areas. At the MCC, Lannie Road meets Ethel Road, which serves a small residential area to the north as well as the Thomas Creek Fish Camp.

Public vehicle access to Lannie Road is through Lem Turner Road (SR I15). Lem Turner Road is a two-lane facility that runs in a south-northwestern direction between I-295 (and points south) and SR A1A (Buccaneer Trail), which both connect to I-95 and the regional and national network. Lem Turner Road is maintained by the Florida Department of Transportation.

The road network in the area under consideration here is likely to change substantially over the next decade as such projects as the Preserve at Thomas Creek development are implemented and transportation improvements are made to meet the new demand (see Section 3.1.4.4). One such proposed improvement is the extension of Braddock Road and Lannie Road eastward to connect with Arnold Road, Pecan Park Road, and I-95. Creation of these new links would be consistent with the objectives of the North Jacksonville Shared Vision and Master Plan, which include creating an east-west link across the area between I-95 and Lem Turner Road. Also, the City is in the process of realigning Ethel Road to the east of its current location. This project, currently in design, is scheduled for implementation in 2007. Its purpose is to put an end to the present division of the MCC into two portions separated by Ethel Road, and thus allow for more effective development and management of the facility. The future alignment of Ethel Road constitutes the western boundary of the City Site north of Lannie Road.

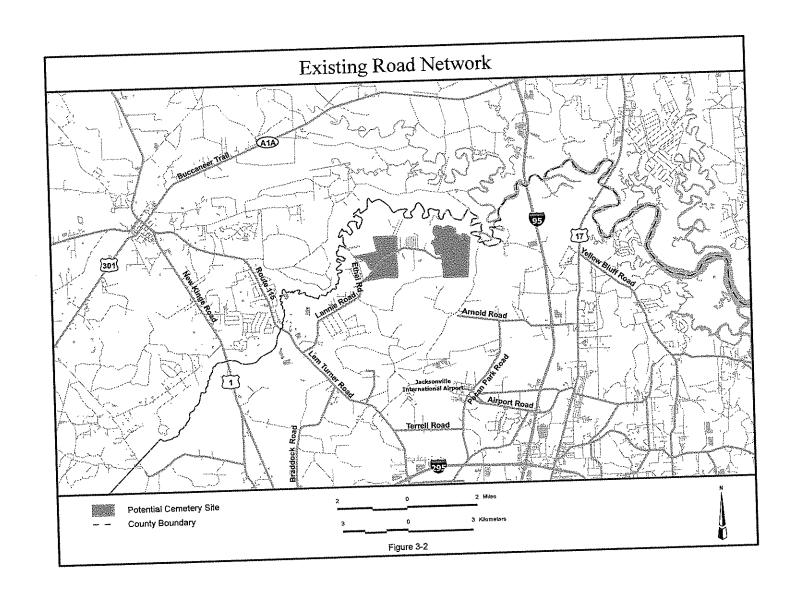
3.5.2 Traffic Conditions

All traffic to and from the potential sites has to go through the intersection of Lem Turner and Lannie roads, which is a signalized, T-shaped intersection. Lem Turner Road southbound has a dedicated left-turn lane onto Lannie Road. Northbound, it has a dedicated right-turn lane onto Lannie Road has a dedicated right-turn lane onto Lem Turner Road northbound.

Currently, the only generators of daily traffic on Lannie Road are the two correctional facilities and the local residents. The potential cemetery sites themselves generate virtually no traffic, with the partial exception of the model airplane field on the City Site. In this case, however, most traffic is likely to be on the weekends. The same is likely true of any traffic generated by the Thomas Creek Fish Camp.

Conditions at the Lem Turner Road/Lannie Road intersection reflect the moderate amount of traffic generated by the land uses along Lannie Road. To describe these conditions, turning movement counts were obtained from the Florida Department of Transportation. The most recent counts available were taken in 2000. The counts were performed for every 15-minute periods from 6:00 AM to 10:00 AM and from 1:00 PM to 7:00 PM.

Because the counts are now six years old, an annual growth factor of 1.64 percent was calculated and applied for each year between 2000 and 2006. This growth factor was calculated using available average daily traffic counts on Lem Turner in the vicinity of Lannie Road between 1995 and 2003. An AM peak, midday peak, and PM peak were then determined by calculating which four 15-minute intervals produced the highest total traffic at the intersection. Finally, these numbers were used to determine the intersection's level of service. Levels of service (LOS) are calculated based on the delay experienced by vehicles at a given intersection and range from A (no significant delay) to F (excessive delay). The results of this analysis are summarized in Table 3-1. As shown in Table 3-1, the intersection currently functions at LOS A: traffic stopping at the light will usually be able to move through the intersection when the light changes.



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Table 3-1
Conditions at Lem Turner Road/Lannie Road Intersection (2006)

		ner Road bound	Lem Turr Northl		Lannie Westl	Road cound	Intersection LOS
	Left	Thru	Thru	Right	Left	Right	
and Dools	16	520	110	83	188	17	A
AM Peak		223	257	88	83	26	Α
Mid Day Peak	16	 	ļ	188	63	26	А
PM Peak	27	217	595	100			

3.6 Air Quality

3.6.1 National Ambient Air Quality Standards

The US Environmental Protection Agency (USEPA), under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six contaminants, referred to as criteria pollutants (40 CFR 50). They are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM10 and PM2.5), lead (Pb), and sulfur dioxide (SO₂). The NAAQS include primary and secondary standards. The primary standards have been established at levels sufficient to protect public health with an adequate margin of safety. The secondary standards have been established to protect the public welfare from the adverse effects associated with pollutants in the ambient air. The primary and secondary standards are presented in Table 3-2.

3.6.2 National Ambient Air Quality Standard Attainment Status

Areas that meet the NAAQS for a criterion pollutant are designated "in attainment;" areas where a criterion pollutant level exceeds the NAAQS are designated "in nonattainment." O₃ nonattainment areas are categorized based on the severity of their pollution problem – marginal, moderate, serious, severe, or extreme. CO and PM10 nonattainment areas are categorized as moderate or serious nonattainment areas. Where insufficient data exist to determine an area's attainment status, it is designated unclassifiable (or in attainment). The proposed development and operation of a new national cemetery would occur in Duval County, Florida, an area currently designated as being in attainment for all criteria pollutants.

Table 3-2 National and Florida Ambient Air Quality Standards

	Primary St	tandard	Secondary Standard		
Pollutant and Averaging Time	μg/m³	ppm	μg/m³	ppm	
Carbon Monoxide 8-hour concentration 1-hour concentration	10,000 ¹ 40,000 ¹	9 ¹ 35 ¹	**		
Nitrogen Dioxide Annual Arithmetic Mean	100	0.053	Same as p	orimary	
Ozone 8-hour concentration 1-hour concentration	-	0.08 ² 0.12 ³	Same as primary		
Particulate Matter <u>PM2.5</u> : Annual Arithmetic Mean 24-hour Maximum	15 ⁴ 65 ⁵	-	Same as primary		
PM10: Annual Arithmetic Mean 24-hour concentration	50 ⁶ 150 ¹	-			
Lead Quarterly Arithmetic Mean	1.5		Same as	primary	
Sulfur Dioxide Annual Arithmetic Mean 24-hour concentration 3-hour concentration	80 365 ¹	0.03 0.14 ¹	1300 ¹	0.5	

Notes:

Not to be exceeded more than once per year.

Based on 3-year average of annual averages.

Source: 40 CFR 50; USEPA Fact Sheets, July 1997. USEPA Press Release, March 26, 2002.

3.6.3 Local Ambient Air Quality

Air quality data in Duval County are collected by the FDEP using twelve monitoring stations throughout the county. For each criterion pollutant, Table 3-3 presents the most recent (2005) data from the closest monitoring station to the potential cemetery sites. One pollutant, lead, is not monitored because it has ceased being present in any noticeable amount in the environment. As Table 3-3 shows, all monitored ambient air concentrations were below the corresponding NAAQS.

² 3-year average of the 4th highest daily maximum 8-hour concentration may not exceed 0.08 ppm.

Standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is less than or equal to 1.

Based on 3-year average of annual 98th percentile values.

The expected annual arithmetic mean at each monitor within an area must not exceed 50 µg/m³.

Table 3-3 Local Ambient Air Quality (2005)

Pollutant and Averaging Time	Monitored Data	Primary Standard	Secondary Standard	Monitoring Site Location
Carbon Monoxide 8-hour maximum (ppm) 1-hour maximum (ppm)	1.9 3.0	9 35	-	Rossell/Copeland
Nitrogen Dioxide Annual Arithmetic Mean (ppm)	0.013	0.053	0.053	2900 Bennet Street
Ozone 8-hour, 3 year average of 4 th highest maximum (ppm) 1-hour maximum (ppm)	0.073 0.096	0.08 0.12	0.08 0.12	13333 Lanier Road
Particulate Matter (PM2.5) Annual Arithmetic Mean, 3 year average (µg/m³) 24-hour Maximum, 3 year average (µg/m³)	10.4 24.6	15 65	15 65	9429 Merrill Road
Particulate Matter (PM10) Annual Arithmetic Mean (µg/m³) 24-hour Maximum (µg/m³)	23 74	50 150	50 150	2221 Buckman Street
Sulfur Dioxide Annual Arithmetic Mean (ppm) 24-hour Maximum (ppm) 3-hour Maximum (ppm)	0.002 0.015 0.075	0.030 0.140	0.500	1840 Cedar Bay Road
Lead Quarterly Arithmetic Mean (μg/m³)	-	1.5	1.5	-

3.6.4 General Conformity

The Clean Air Act Amendments (CAAA) of 1990 expand the scope and content of the act's conformity provisions in terms of their relationship to a State Implementation Plan (SIP). Under Section 176(c) of CAAA, a project is in "conformity" if it corresponds to a SIP's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. Conformity further requires that such activities would not:

- 1. Cause or contribute to any new violations of any standard in any area.
- 2. Increase the frequency or severity of any existing violation of any standard in any area.
- 3. Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The USEPA published final rules on general conformity (40 CFR Parts 51 and 93 in the *Federal Register* on November 30, 1993) that apply to federal actions in areas designated in nonattainment for any of the criteria pollutants under the CAAA. Since the potential cemetery sites are in an attainment area, the rule does not apply.

3.7 Noise

Because of the quasi-rural character of the two potential cemetery sites, noise levels are low. Primary noise sources are motor vehicles on Lannie Road and aircraft taking off and landing at Jacksonville International Airport. Noise impacts from both sources are a minor consideration. Traffic on Lannie Road is light, and most of the City Site, as well as the Wright Site in its entirety, are far removed from the roadway. Both sites also are far enough from the airport for aircraft noise to be negligible. Model aircraft flown from the model airfield currently on the City property are another source of intermittent noise. However, it is limited to the area immediately around the model airfield.

3.8 Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires federal agencies to integrate consideration of historic preservation issues into the early stages of their planning projects. Under Section 106, the head of any federal agency having direct or indirect jurisdiction over a proposed federal or federally financed undertaking is required to account for the effects of this action on any district, site, building, structure, or object that is included or eligible for inclusion in the National Register of Historic Places (NRHP). Eligibility determinations are based the criteria summarized in Table 3-4.

The Florida Department of State's Division of Historical Resources (DHR) is the designated State Historic Preservation Office (SHPO) in charge of administering Section 106. The SHPO must be consulted about any potential adverse effects from a federal action to protected architectural or archaeological resources. If adverse effects are expected, appropriate mitigation measures must be developed, also in cooperation with the SHPO.

The first step in the Section 106 review process is to determine whether any protected cultural resources that might potentially be affected by the proposed action exist in the area. Only resources fully or partially located on either of the two cemetery sites being considered could be potentially affected. Therefore, the area of potential effect (APE) for this proposed action consists of the two potential sites.

Table 3-4 Criteria for Historic Significance

36 CFR 60 4, Part I

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

36 CFR 60.4. Part II

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- D. A cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

3.8.1 Architectural Resources

3.8.1.1 City Site

As indicated in Section 3.1.1.1, there are only a few structures on the City Site: two small barns or cow sheds, a model airplane flying field, a playground/softball field, and an unoccupied mobile home. None of these structures presents any characteristics that would potentially qualify it for listing in the National Register of Historic Places. In a letter dated May 27, 2005 (included in Appendix A), DHR confirmed that there are no known historic sites on the property. A preliminary cultural resources evaluation conducted by Environmental Services Inc. (ESI), Jacksonville, Florida, confirmed there are no historic structures more than 50 years old present there today (Appendix B).

3.8.1.2 Wright Site

As indicated in Section 3.1.1.2, there are no structures on the Wright Site. In the letter dated May 27, 2005, referenced above, DHR confirmed that there are no known historic sites on the property.

3.8.2 Archaeological Resources

3.8.2.1 City Site

In a letter dated May 27, 2005 (Appendix A), DHR stated that there are no known archaeological sites on the City Property. However, DHR also noted that the property was environmentally similar to other areas in Florida where archaeological resources are known to exist.

Therefore, to further assess the archaeological potential of the property, a preliminary cultural resources evaluation was conducted by ESI. The evaluation consisted of a record search, evaluation of pertinent environmental conditions such as topography and soil types, a walkover survey of the property, and 19 shovel tests throughout the site. A detailed summary of ESI's report is in Appendix B of this EA.

Based on the results of the evaluation, DVA has concluded that the potential for the site to contain significant archaeological resources is minimal and that no further evaluation is warranted.

3.8.2.2 Wright Site

In a letter dated May 27, 2005 (Appendix A), DHR stated that one known archaeological site was partially located on the Wright Site: Site 8DU161—a revolutionary-era battlefield site. As shown in the map provided by DHR (Appendix A; see also Figure 3 in Appendix B), this site overlaps with the northeast corner of the property, though it is mostly located outside it. There are no other known archaeological sites on the Wright Site. However, DHR also noted that the

property was environmentally similar to other areas in Florida where archaeological resources are known to exist.

ESI addressed the Wright Site in its preliminary cultural resources evaluation. As noted in the report (Appendix B), the site is part of a larger property that ESI had already surveyed for archaeological resources. Following this survey, the property was cleared by the Florida SHPO (letter dated August 24, 2005; see Appendix B). Therefore, DVA has concluded that the Wright Site has minimal archaeological potential and that no further evaluation is warranted.

3.9 Natural Resources

3.9.1 Geology, Topography, and Soils

3.9.1.1 Geology

Several geomorphic features have been delineated within Duval County. The largest one is the Eastern Valley, which covers the southeastern part of the county. It is bounded on the west by the Duval Upland and on the north by the St. Mary's Meander Plain, which makes up the northern part of the county, and within which the two potential cemetery sites are located. The plain was formed from a network of streams with a heavy sediment load that drained the northern part of the county (NRCS, 1998).

Like most of Duval County, the St. Mary's Meander Plain is underlain by a few tens of feet of undifferentiated Quaternary sediments composed of sands, clayey sand, and clays occasionally containing limited numbers of mollusk shells. These sediments lie on Miocene Hawthorn Group sediments. Lithologic units in this group are the Penney Farms Formation, the Marks Head Formation, and the Coosawhatchie Formation. The bottom of the Hawthorn Group in the northeastern part of the county is found at approximately -420 feet NGVD (National Geodetic Vertical Datum of 1929). The Hawthorn Group in turn sits on the Ocala Limestone, consisting mostly of very pure limestone. Ranging in thickness from 250 to 400 feet, it gets progressively thicker to the northeast. The bottom of the Ocala Limestone in the St. Mary Meander Plain is found at more than -800 feet NGVD (NRCS, 1998).

3.9.1.2 Topography

City Site

Elevations at the City Site range from 15 feet in the northeast corner to 20 feet in the center and southeast corner. The site is practically flat. Parts of it are crisscrossed by artificial ditches a few feet deep. Figure 3-3 (Existing Topography – City Site) shows the topography of the City Site.

Wright Site

Like the City Site, the Wright Site is practically flat, with elevations ranging from 10 feet on the north site to 15 feet on the south site. Figure 3-4 (Existing Topography – Wright Site) shows the topography of the Wright Site.

Surrounding Area

Elevations in Duval County range from sea level to approximately 190 feet above sea level at the eastern edge of Trail Ridge, a north-south topographic feature of quartz sand hills located in the southwestern part of the county. Most of the terrain in the county is generally flat and the area immediately around the two potential cemetery sites is no exception. Elevations in the area range from below 5 feet (Thomas Creek) to 20 feet at the City Site.

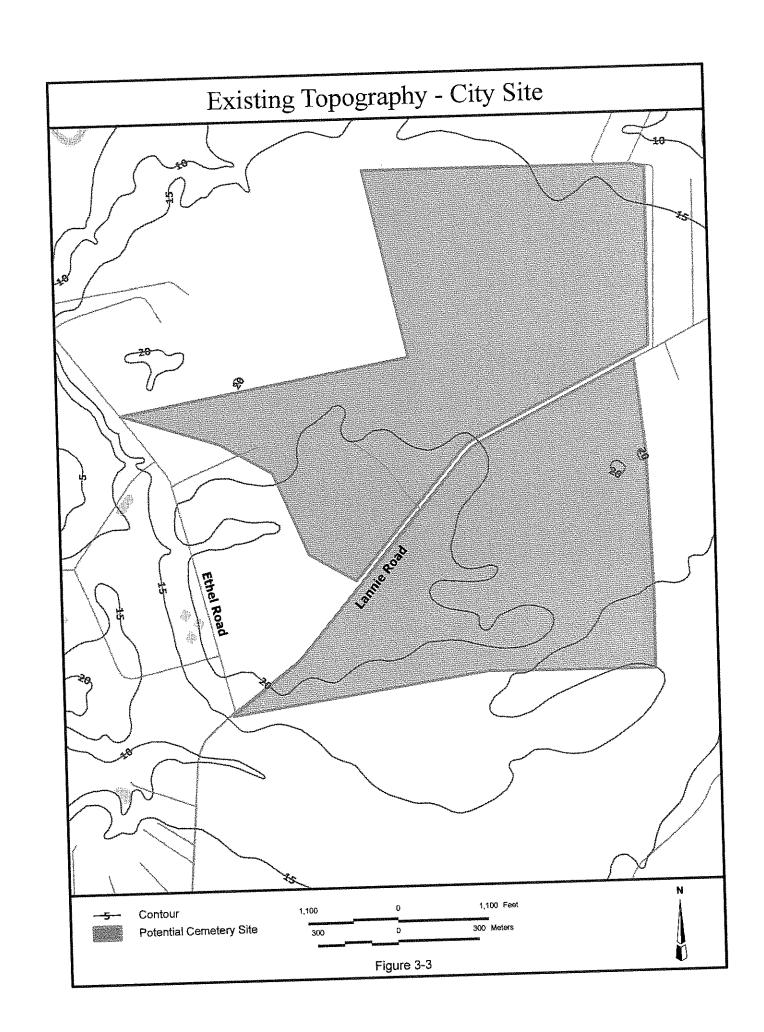
3.9.1.3 Soils

Soil Types

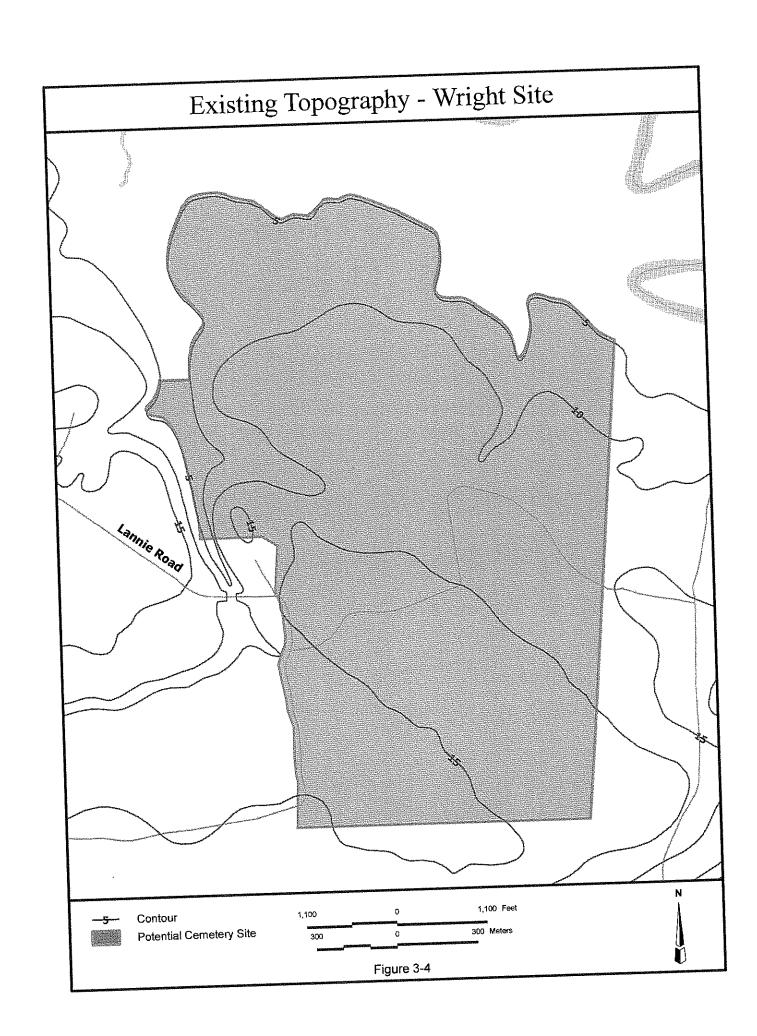
Duval County soils are described and mapped in the Soil Survey of City of Jacksonville, Duval County, Florida (NRCS, 1998). The survey identifies the dominant soil unit in the area where the two potential cemetery sites are located as the Pelham/Mascotte/Sapelo/Surrency unit. This unit is characterized by nearly level, poorly and very poorly drained soils that are sandy in the upper part and loamy or sandy in the lower part. Soils are in flat woods (a broad, nearly level landform consisting of poorly drained soils that have a characteristic vegetation of open pine forest and an understory of saw palmetto and gallberry) interspersed with flats (a nearly level landform consisting mostly of broad, slightly depressional or poorly defined drainageways that do not have significant variations in curvature, slope, or elevation and are not marshes or depressions), depressions, and floodplains. Soils of this unit are predominately used for pine plantation. In central areas of the county, they underlie urban development.

A total of eight soil types are found on the potential cemetery sites:

- Mascotte fine sand (38): The mascotte series consists of nearly level, poorly drained soils. It is found in flat woods. Parent material is sandy and loamy marine sediments. The soils are moderately slowly permeable and moderately permeable. The high water table in mascotte soils is generally at a depth of 6 to 18 inches. Slopes are linear and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and concrete.
- Pelham fine sand (51): The pelham series consists of nearly level, poorly drained soils found on flats. Parent material is sandy and loamy marine sediments. The soils are moderately permeable and moderately slowly permeable. The high water table in pelham soils is at a depth of less than 12 inches on flats and at or above the surface in depressions. Slopes are linear and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and concrete.



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- Pelham fine sand depressional (82): Similar to the previous one, but found in depressions and very poorly drained. Shape of areas is concave.
- Sapelo fine sand (63): The sapelo series consists of nearly level, poorly drained soils found in flat woods. Parent material is sandy marine sediments. The soils are moderately slowly permeable. Generally, the high water table is at a depth of 6 to 18 inches. Slopes are linear and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and concrete.
- level, very poorly drained soils found in depressions. Parent material is sandy and loamy sediments. The soils are moderately permeable and moderately slowly permeable. The high water table generally is at or above the soil surface for very long periods. Slopes are concave and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and concrete.
- Yonges fine sandy loam (78): The yonges series consists of nearly level, poorly drained soils found in flats. Parent material is loamy marine sediments. The soils are moderately permeable and moderately slowly permeable. Generally, the high water table is at a depth of less than 12 inches. Slopes are linear and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and moderate for concrete.
- Yulee clay (79): The yulee series consists of nearly level, very poorly drained soils found in floodplains. Parent material is loamy and clayey sediments. The soils are very slowly permeable. The high water table generally is at or near the surface and the areas are subject to frequent flooding for long periods. Slopes are concave and range from 0 to 2 percent. Risk of corrosion is high for uncoated steel and moderate for concrete.
- Yulee clay depressional (86): Similar to the previous one but found in depressions. The high water table generally is at or above the surface for very long periods.

Soil Suitability for Construction

The properties of soils may create constraints on their use. Natural Resource Conservation Service (NRCS) soil surveys provide planning level ratings of the suitability of soils for a number of activities, including building site development. Of the building activities for which soil suitability is rated, four are directly relevant to the proposed action considered in this EA:

- Shallow excavations: This category includes trenches or holes dug to a maximum depth of 5 to 6 feet for, among others, graves and utility lines. The ease of digging, filling, and compacting is affected by the depth of the bedrock or a very firm, dense layer; stone content; soil texture; and slope. The resistance of excavation walls or banks to sloughing is affected by soil texture and depth of the water table.
- Small commercial buildings: This category includes structures on shallow foundations without basement. It is intended to cover the construction of

administrative, visitor, and maintenance facilities as part of the proposed cemetery. A high water table, flooding, shrinking and swelling, and organic layers may cause footings to move. Depth of water table, depth of bedrock, large stones, and flooding may affect ease of excavation and construction.

- Local roads and streets: Depth to bedrock, depth of water table, flooding, large stones, and slopes affect the ease of excavating and grading. Soil strength, shrink-well potential, and depth of water table affect traffic-supporting capacity.
- Lawns and landscaping: Soil reaction, depth of water table and bedrock, and available water capacity in the upper 40 inches of soil affect plant growth.

Table 3-4 shows ratings for each of the soil series on the potential cemetery sites. A "severe limitations" rating indicates that soil properties or site features are such that special design, significant increases in construction costs, and possibly increased maintenance costs are likely to be required when developing the concerned area. A shown in Table 3-5, all the soils found at the two potential cemetery sites are rated "severe limitations" for all four types of activities considered.

Table 3-5
Suitability of Soil Types for Construction

2				
Soil Type	Shallow Excavations	Small Commercial Buildings	Local Roads and Streets	Lawn and Landscaping
Mascotte fine sand (38)	Severe limitations: cutbanks cave, wetness	Severe limitations: wetness	Severe limitations: wetness	Severe limitations: wetness
Pelham fine sand (51)	Severe limitations: cutbanks cave, wetness	Severe limitations: wetness	Severe limitations: wetness	Severe limitations: wetness
Pelham fine sand, depressional (82)	Severe limitations: cutbanks cave, ponding	Severe limitations: wetness	Severe limitations: ponding	Severe limitations: ponding
Sapelo fine sand (63)	Severe limitations: cutbanks cave, wetness	Severe limitations: wetness	Severe limitations: wetness	Severe limitations: wetness, droughty
Surrency loamy fine sand depressional (66)	Severe limitations: cutbanks cave, ponding	Severe limitations: ponding	Severe limitations: ponding	Severe limitations: ponding
Yonges fine sandy loam (78)	Severe limitations: wetness	Severe limitations: wetness	Severe limitations: wetness	Severe limitations: wetness

Soil Type	Shallow Excavations	Small Commercial Buildings	Local Roads and Streets	Lawn and Landscaping	
rulee Clay (79)	Severe limitations: wetness	Severe limitations: flooding, wetness	Severe limitations: wetness, flooding	Severe limitations: wetness, flooding, too clayey	
Yulee Clay, depressional (86)	Severe limitations: ponding	Severe limitations: ponding	Severe limitations: ponding	Severe limitations: ponding, too clayey	

City Site

Figure 3-5 (Existing Soils - City Site) and Table 3-6 show the soils present on the City Site.

Table 3-6 Soils: City Site

Soil Type	Total Acres	Percent of Total
	228.5	40.5
Mascotte fine sand (38)	205.4	36.4
Pelham fine sand (51)	20	3.5
Pelham fine sand, depressional (82)	89.3	15.8
Surrency loamy fine sand, depressional (66)	6.4	1.1
Yonges fine sandy loam (78)	15	2.7
Yulee Clay, depressional (86)	<u> </u>	J
Acreages were calculated based on GIS data and a May not add up to 100 due to rounding	re approximate	

Wright Site

Figure 3-6 (Existing Soils – Wright Site) and Table 3-7 show the soils present on the Wright Site.

Table 3-7 Soils: Wright Site

Soil Type	Total Acres	Percent of Total
	192.1	26.5
Mascotte fine sand (38)	354	48.9
Pelham fine sand (51)	17.2	2.4
Pelham fine sand, depressional (82)	26.6	3.7
Sapelo fine sand (63)	112.2	15.5
Surrency loamy fine sand, depressional (66)	0.04	0.01
Yonges fine sandy loam (78)	21.6	3
Yulee Clay (79)		
Acreages were calculated based on GIS data and ar May not add up to 100 due to rounding	e approximate	

Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) of 1981 is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. For the purpose of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Prime farmland is defined by the US Department of Agriculture as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce economically sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. The FPPA is administered by NRCS.

Less than 0.1 percent of Duval County meets soil requirements for prime farmland, most of it in the northwest part of the county. The one type of soil meeting prime farmland requirements is Lynchburg fine sand (NRCS, 1998). This soil type is not found on either of the two potential cemetery sites.

There is no unique farmland in Duval County (Allen, 2006). Duval County soils do not support the specific crops that identify unique farmland, such as crops of tree nuts, olives, cranberries, citruses and other fruits, or vegetables.

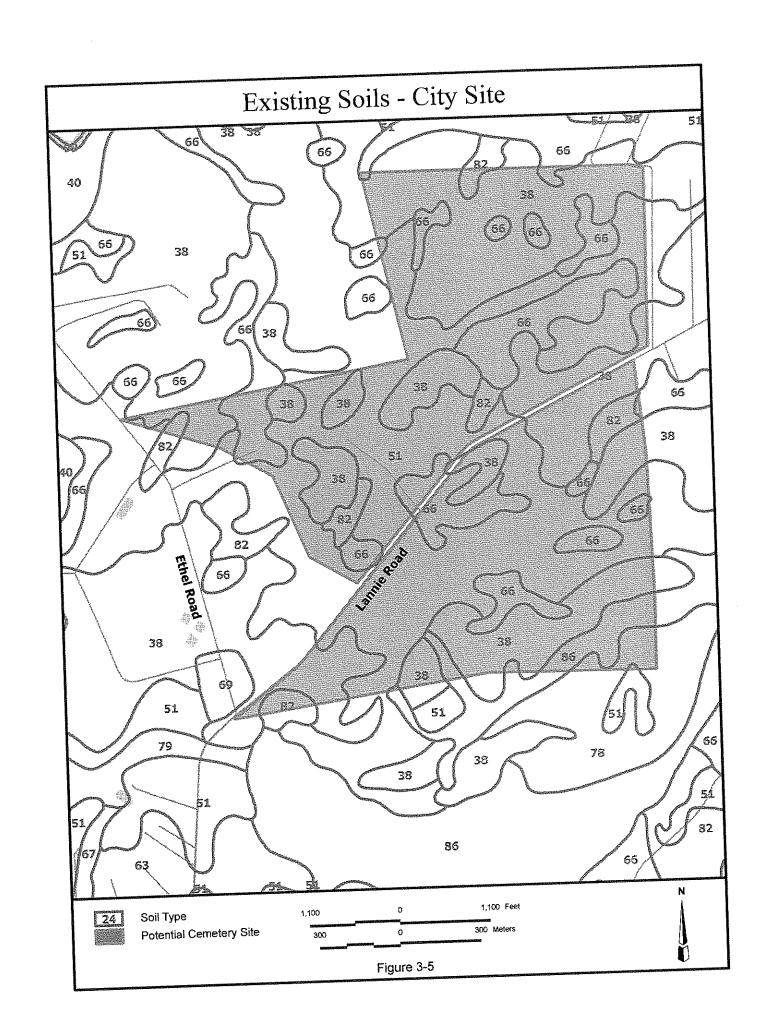
In general, the soil types found at the two potential sites are poorly suited to agricultural production. Mascotte, pelham, sapelo, and yonges soils are rated IIIw (Class III soils have severe limitations that reduce the choice of plants or that require very careful management, or both; "w" indicates that water in or on the soils interferes with plant growth or cultivation). Surrency soils are rated VIw and yulee soils VIIw, making them generally unsuitable for cultivation (NRCS, 1998).

3.9.2 Water Resources

Water resources in Florida are managed by five Water Management Districts, whose responsibilities include purchasing land to manage water resources, permitting the use of water and stormwater systems, assisting local governments in planning, and developing long-term water supply plans. Duval County is within the St. Johns River Water Management District (SJRWMD), whose jurisdiction encompasses northeastern Florida.

3.9.2.1 Surface Water

There are three watersheds in Duval County. Most of the county is within the lower St. Johns River basin; a relatively small area on the southwestern flank of the county is within the St. Mary's River basin; and the northern portion of the county, including the two potential cemetery sites, is within the Nassau River basin. The potential sites drain to the Nassau River via Thomas Creek, a stream that forms the boundary between Duval and Nassau counties. Thomas Creek



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runs north of both potential sites, from which it is separated by low-lying (5 feet and less above sea level) areas.

The Clean Water Act requires that the surface waters of each state be classified according to designated uses. Florida has five classes with associated designated uses, which are arranged in order of degree of protection required:

- Class I Potable Water Supplies: Fourteen general areas throughout the state including: impoundments and associated tributaries, certain lakes, rivers, or portions of rivers, used as a drinking water supply.
- Class II Shellfish Propagation or Harvesting: Generally coastal waters where shellfish harvesting occurs.
- Class III Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife: The surface waters of the state are Class III unless otherwise described in Rule 62-302.400 F.A.C.
- Class IV Agricultural Water Supplies: Generally located in agriculture areas around Lake Okeechobee.
- Class V Navigation, Utility and Industrial Use: Currently, there are no designated Class V bodies of water.

The Nassau River is a Class II body of water from the mouth of Nassau Sound westerly to a point on a south-north line going through Seymore Point (62-302.400 FAC). The Nassau River west of that point (including the portion of it running north of the potential cemetery sites) and Thomas Creek are Class III waters. Criteria required to maintain a Class III classification are listed in 62-302.500 & 530 FAC.

The Clean Water Act requires states to conduct water quality surveys to determine whether the quality of their waters is sufficient to meet their designated uses. Information from the 2000 Florida Water Quality Assessment Report: 305(b) Report, available on SJRWMD's Internet site (SJRWMD, 2006) shows that surface water quality in the areas near the potential cemetery sites for which data were available was rated "good" by the state and fully meets the classification standards.

City Site

There are no natural streams on the City Site. In several places, water is present at the surface all year round. These places include some of the artificial ditches crisscrossing portions of the site and marshes and swamps on the southern flank of the property, particularly the southeast corner.

Wright Site

There are no natural streams on the Wright Site. A small unnamed drainage channel to Thomas Creek extends in a north-south direction adjacent to the northwest corner of the property. As with the City Site, ground water permanently reaches the surface in places, creating small ponds and marshy areas.

3.9.2.2 Groundwater

The majority of ground water in Duval County is in the surficial aquifer system, which is closest to the surface, and the deeper Floridan Aquifer system (NRCS, 1998). The Floridan Aquifer covers approximately 100,000 square miles and underlies all of Florida, southern Georgia, and small parts of Alabama and South Carolina. The Hawthorn Group confines the Floridan Aquifer system and creates artesian conditions. The Floridan Aquifer, tapped via 150 artesian wells, is the source of the public water supply in Duval County and surrounding areas. Recharge to the Floridan Aquifer occurs in areas west and southwest of Jacksonville. In Duval County, the top of the Floridan Aquifer is found at depths ranging from -300 to -500 feet NGVD.

Above the Floridan Aquifer, the relatively impermeable sediments of the Hawthorn Group serve as confining units, while more permeable sand and limestone units may serve as local sources of groundwater. The top, slowly permeable layers of the Hawthorn Group serve as the base of the surficial aquifer system.

The surficial aquifer system is unconfined, and the upper surface of the aquifer is the water table. Water in the surficial aquifer is mainly replenished by precipitation, and, to a lesser extent, upward leakage from deeper aquifer systems. The height of the water table varies seasonally. In Duval County, the wettest times of the year are typically from January through March and from June through October. Though it tends to rain more in the summer than in the winter, higher rates of evaporation in warmer weather result in similar water table conditions during both seasons. November and December are typically the driest months of the year; the second driest are April and May (NRCS, 1998).

City Site

Consistent with the low topography of the site and its dominant soil types (mascotte, pelham, and surrency series), the water table at the City Site can be expected to be very close to the surface (see Section 3.9.1.3 for typical water table depth for each soil type). In some depressed areas, groundwater appears to remain permanently above ground. Heavy rains will bring the water to the surface in much of the property, as verified by a site visit conducted in early April 2005 following a wet weather spell. Shovel tests conducted throughout the site as part of a preliminary archaeological evaluation in January 2006 (see Appendix B) found water at between 10 and 20 inches below the surface. Ditches that drain parts of the property likely maintain the water table somewhat lower than it would be in its natural state.

There are three water wells on the City Site. One of those wells was observed to be freely flowing under artesian conditions during a site visit. These wells are not currently used but

appear to have been used in the past for agricultural purposes and remain available for future utilization.

Wright Site

The topography and soil types of the Wright Site are similar to those of the City Site, resulting in similar groundwater conditions. No wells are known to exist on the property.

3.9.2.3 Stormwater

City Site

Most of the City Site is fully pervious. Stormwater percolates freely though the soil and is the main source of recharge of the surficial aquifer (water table). A small exception is the model airplane field and playground located in the northern portion of the site, which include some impervious surfaces.

Wright Site

The Wright Site is entirely undeveloped and fully pervious. Stormwater percolates freely through the soil and is the main source of recharge of the surficial aquifer (water table).

3.9.3 Wetlands

A number of federal laws, regulations, and policies regulate activities in wetlands, namely:

- Section 404 of the Clean Water Act (CWA), which directs that the US Army Corps
 of Engineers (USACE) require permits for the discharge of dredged and fill material
 into "waters of the US," a term that includes rivers, lakes, and most streams and
 wetlands.
- Executive Order 11990, Protection of Wetlands, which requires federal agencies to take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands.
- The North American Wetlands Conservation Act, 16 USC 4408, which requires the restoration, management, and protection of wetlands and habitats for migratory birds on federal lands.

Any action requiring a Section 404 CWA permit also requires a Section 401 water quality certification from the responsible state authority (in Duval County, SJRWMD). Not every activity affecting wetlands requires a Section 404 permit/Section 401 water quality certification. Only those activities involving the discharge of dredged or fill material into a "water of the US," a term that includes most wetlands, requires these approvals.

3.9.3.1 City Site

Wetlands present on the City Site were delineated by ESI and mapped as shown in Figure 3-7 (Delineated Wetlands – City Site). The presence and extent of wetlands under the jurisdiction of SJRWMD and USACE were determined pursuant to the methodologies outlined in *Delineation of the Landward Extent of Wetlands and Surface Waters* (Chapter 62-340, FAC) and the 1987 USACE Wetland Delineation Manual. It was determined that the jurisdictional boundaries of the on-site wetlands were the same for both SJRWMD and USACE. The validity of the wetland delineation is subject to verification by both agencies. Approximately 203 acres (211 acres if ditches are included) of jurisdictional wetlands are found within the site. Each wetland was classified utilizing the Florida Land Use, Cover and Forms Classification System (FLUCFCS) and is described in detail below. The respective amounts of each wetland type for the site are shown in Table 3-8.

- Improved Pastures (FLUCFCS 211w). The majority of the City Site is composed of pastureland (FLUCFCS 211) that has been primarily used for the grazing of cattle. Some of this pasture land is wetland (FLUCFCS 211w), typically vegetated with bahia grass (Paspalum sp.), smartweed (Polygonum spp.), soft rush (Juncus effusus), asiatic coinwort (Centella asiatica), and mermaid-weed (Proserpinaca spp).
- Exotic Wetland Hardwoods (FLUCFCS 619). These are wetland areas that have been cleared in the past, and have naturally regenerated with Chinese tallow (Sapium sebiferum). There are several small areas of this wetland type located near the center of the pasture south of Lannie Road. Due to a relatively dense canopy, the understory and groundcover in these areas are either absent, or consist of scattered Virginia chain fern (Woodwardia virginica) and smartweed.
- Cypress Dome (FLUCFCS 621). Small pockets of cypress occur throughout the site. Often, these cypress stands occupy shallow depressions within areas of improved pasture. They may be situated in isolated wetland conditions or may drain to adjacent wetland communities. The cypress community overstory is dominated by bald cypress (Taxodium distichum), and also contains slash pine (Pinus elliottii), pond pine (P. serotina), Chinese tallow, and blackgum (Nyssa sylvatica var. biflora). The understory and groundcover are dominated by dahoon holly (Ilex cassine), yellow-eyed grass (Xyris spp.), and a wide variety of fern species.
- Mixed Forested Wetland (FLUCFCS 630). In essence, this community covers those areas that cannot be classified into another specific wetland type. These areas are scattered throughout the pasture in uncleared sections. Within this community, the dominant canopy species are highly variable and include slash pine, pond pine, bald cypress, sweetgum (Liquidambar styraciflua), red maple (Acer rubrum), blackgum, and water oak (Quercus nigra). The understory species includes fetterbush (Lyonia lucida), wax myrtle (Myrica cerifera), saw palmetto (Serenoa repens), and gallberry (Ilex glabra). The groundcover is dominated by Virginia chain fern, netted chain fern (Woodwardia areolata), and cinnamon fern (Osmunda cinnamomea).

Delineated Wetlands - City Site Upland Cut Stick (FLUCPCS 910) Çişa Burandary Improved Pastures (FLUCFCS 211m) 1,100 400 Cypella Come (FLUCECS 621) and Maine Example Wilefland Hardwood (FLUCECS 919) Michael Foreshiel Welfered (PLUCFCS 450) Figure 3-7 Besider Antida Rapinari, Cher. (1904, Alexhesinine Antidaus, Inc. Cet., 1904).

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Vegetation is predominately characterized by immature canopy species such as sweetgum, red maple, and Chinese tallow. Many ditches, however, lack a canopy and consist mainly of soft rush, mermaid weed, asiatic coinwort, and in deeper ditches, pickerelweed (*Pontederia cordata*). The status of these ditches as jurisdictional wetland depends on their connection to jurisdictional "Waters of the US."

Table 3-8 Wetlands: City Site

	Total Acreage	Percent of Entire Site
Wetland Type	57.35	10.1
Mixed Forested Wetland (630)	131,63	23.2
mproved Pastures (211w)	8.02	1.4
Cypress Dome (621)	6.20	1.1
Exotic Wetlands Hardwood (619)	7.70	1.35
Ditches (510)	210.9	37.1
Total		

3.9.3.2 Wright Site

Wetlands on the Wright Site were delineated by ESI using the same methods as used on the City Site. Approximately 398 acres of jurisdictional wetlands fall within the site. They are shown, by type, in Figure 3-8 (Delineated Wetlands – Wright Site) and Table 3-9. Three types of wetlands occur in the Wright Site but not the City Site:

- Wet Pine Plantation (FLUCFCS 441w). Areas of pine plantation that have a seasonal high water table at or very near the ground surface are jurisdictional wetlands, and are vegetatively distinct from upland pine plantation. The canopy is dominated by rows of planted slash pine. The subcanopy and groundcover layers are relatively open and are dominated by various grasses, particularly broomsedge (Andropogon virginicus). Other subcanopy includes red bay (Gordonia lasianthus), blackgum, bald cypress, wax myrtle, red maple, and myrtle leaf holly (Ilex myrtifolia). Other groundcover species include red root (Lachnanthes caroliniana), yellow-eye grass, hat pins (Eriocaulon sp.), and bog buttons (Lachnocaulon spp.).
- Mixed Wetland Hardwood (FLUCFCS 617). A portion of the wetlands on the Wright Site is characterized as mixed wetland hardwoods. These areas are vegetated with a canopy dominated by red bay, sweetgum, red maple, and blackgum. Understory and groundcover vegetation includes such species as wax myrtle, fetterbush, Virginia chain fern, cinnamon fern, royal fern (Osmunda regalis), netted chainfern, and red root.
- **Vegetated Non-forested Wetland (FLUCFCS 640).** Vegetated non-forested wetlands include marshes and seasonably flooded basins and meadows. These communities are usually confined to relatively level, low-lying areas. This category does not include areas that have a tree cover that meets the crown closure threshold for the forested categories. Sawgrass (*Mariscus jamaicensus*) and cattail (*Typha* spp.) are

the predominant species in freshwater marshes while spartina (Spartina spp.) and needlerush (Juncus spp.) are the predominant species in the saltwater marsh communities.

Table 3-9 Wetlands: Wright Site

Total Acreage	Percent of Entire Site
252.03	34.8
112.06	15.5
17.83	2.5
12.37	1.7
3.70	0.5
398	55
TANK WARRANT TO THE TANK THE T	112.06 17.83 12.37 3.70

3.9.4 Floodplain Management

Executive Order 11988, Floodplain Management, issued on May 24, 1977, provides guidance to federal agencies to minimize flood-related impacts to human safety, health, and welfare; avoid adverse impacts associated with development in floodplains; and avoid development in floodplains when practicable alternatives are available.

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) for the area within which the two potential cemetery sites are located (Map #1200770060E) was reviewed to determine if either site is located within a floodplain. The map (included in Appendix C) shows that the 100-year floodplain associated with Thomas Creek extends along the creek up to the 5-foot elevation contour (Zone AE: Base Flood Elevation Determined).

3.9.4.1 City Site

As shown by FIRM # 1200770060E, the City Site lies outside the 100-year and 500-year floodplains.

3.9.4.2 Wright Site

The Wright Site lies outside the 100-year and 500-year floodplains with one exception: a small, low-lying area north of the entry point appears to be within the 100-year floodplain, with a slightly larger area within the 500-year floodplain. This area roughly coincides with the area of yulee clay soil (79) found on the property (see Section 3.9.2 and Figure 3-7). It appears associated with an unnamed drainage channel just outside the northwest corner of the property.

Delineated Wetlands - Wright Site Viogetabert Non-koopsted Westweet (FLUCFCS GRO) give Becautery Thirt Firm Phashdism (FLUCPCS 441vi) t, min diam Cypewas Coma (FLUSECS 621) Miseed Walland Hardwood (FLUSFCS #17) Minuted Equalitical (Markhand (PLUCECS (CSD)) Figure 3-8 Because Audito Repond, Chec. 2004, dississemental Sussissem, inc. Ced. Stati.

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3.9.5 Biological Resources

No formal biological survey was conducted for the EA. The information about wildlife provided below is general in nature and applies to both sites, which are located in proximity to each other. Wildlife observed during site visits and field work is also mentioned. Information on plant life is both general and based on information gathered as part of the wetland delineation.

Duval County is home to a wide range of animals species. Many of them could be present on the City Site or Wright Site, though the sites' potential as wildlife habitat is limited by their current predominant use as a cattle pasture and pine plantation, respectively. Forested wetland areas have the most potential for ecological diversity.

Animal species typically found in Duval County include white-tailed deer, squirrel, wild turkey, bobwhite quail, feral hogs, rabbit, armadillo, opossum, gray and red fox, and a variety of song birds, wading birds, woodpeckers, predatory birds, reptiles, amphibians, and insects. During site visits conducted in preparation of this EA, the following animals were observed: feral hogs (a nuisance species; managers of the City Site have set up traps to catch them), black vultures, wild turkeys, and chimney crayfish. Personnel from the Montgomery Correction Center reported that an alligator may be living in a small pond on the north side of the City Site. No alligator was observed during the site visits.

Based on reports from the Florida Natural Areas Inventory (FNAI; the reports are included in Appendix A of this EA), among the rarer animal species that might be present on the sites are Bachman's sparrow (Aimophilia aestivalis), Rafinesque's big-eared bat (Corynorhinus refinesquii), and the striped newt (Notophthalmus prestriatus) (federally and state listed species are addressed below).

For plants as for wildlife, wetland areas on both potential cemetery sites are the areas with the most potential for ecological diversity. A description of the vegetation cover characteristic of each wetland community found on the sites is provided in Section 3.9. On the Wright Site, uplands consist mostly of slash pine plantation with a small area of temperate hardwood forest in the northeast corner. Common components of this community may include a wide variety of oaks, red bay, sweet bay, sweetgum, saw palmetto, and hollies. On the City Site, uplands are mostly pasture lands, characterized by bahia grass and pennywort, with scattered broomsedge and dog fennel (*Eupatorium capillifolium*).

3.9.6 Threatened and Endangered Species

The Endangered Species Act (ESA) of 1973 and subsequent amendments provide for the conservation of threatened and endangered species and their habitats. The ESA requires that the US Fish and Wildlife Service (USFWS) for terrestrial species, and the National Marine Fisheries Service (NMFS) for aquatic species, issue a permit prior to actions that would result in the taking (i.e., harassing, harming, pursuing, hunting, wounding, killing, or capturing) of members of a federally listed endangered or threatened species.

Information on threatened and endangered species was obtained from the website of the USFWS North Florida Field Office (USFWS, 2006a), the website of the Florida Fish and Wildlife Conservation Commission (FFWCC, 2004), and reports from FNAI (included in Appendix A). Table 3-10 shows the federally listed species that may be found in Duval County according to the USFWS. No federally listed amphibian, mollusk, crustacean, or plant species is reported as potentially occurring in Duval County. Only those species shown in bold in Table 3-10 might potentially be found on either of the sites considered. The other species are either marine or coastal (piping plover). FNAI reported no documented occurrence of any of those species on either of the sites. FNAI reported the wood stork to be a likely presence on the sites, and the eastern indigo snake to be a potential presence. FNAI reported no other federally threatened or endangered species as likely or potentially occurring on the sites.

Table 3-10 Federally Listed Species in Duval County

Scientific Name	Common Name	Status
Trichechus manatus latirostris	West Indian Manatee	Endangered
	Bald Eagle	Threatened
Haliaeetus leucocephalus	Piping Plover	Threatened
Charadrius melodus	Wood Stork	Endangered
Mycteria americana	Red-cockaded Woodpecker	Endangered
Picoides borealis	Shortnose Sturgeon	Endangered
Acipenser brevirostrum	Eastern Indigo Snake	Threatened
Dymarchon corais couperi	Green Sea Turtle	Endangered
Chelonia mydas	Hawksbill Sea Turtle	Endangered
Eremochelys imbricata	Leatherback Sea Turtle	Endangered
Dermochelys coriacea	Kemp's Ridley Sea Turtle	Endangered
Lepidochelys kempii		Threatened
Caretta caretta	Loggerhead Sea Turtle	

3.9.6.1 Wood Stork

The wood stork has been listed as endangered under the ESA since 1984. It is a large, long-legged wadding bird about 50 inches tall with a wingspan of 60 to 65 inches. Its habitat is freshwater and brackish wetlands. It feeds primarily on small fish, often in waters 6 to 10 inches deep. Particularly attractive are depressions in marshes or swamps where fish become concentrated during low-water periods. The wood stork is a highly colonial species usually nesting in large rookeries and feeding in flocks. In North Florida, the stork generally lays eggs from March to late May, with fledging occurring in July and August. Nests are frequently in the upper branches of large cypress trees or in mangroves. Several nests are generally found in one tree. The endangered status of the wood stork is believed to be primarily due to a loss of suitable feeding habitat (USFWS, 2006b).

Two wood storks were observed within the City Site during field work for the wetland delineation. There are no known rookeries on the site. Wood storks may use seasonally or permanently flooded portions of the site as feeding grounds. However, the wood stork is a highly

mobile species and likely uses the site on a transient basis. Though no wood storks were observed on the Wright Site, portions of it may also be used by the animal for transient feeding.

3.9.6.2 Eastern Indigo Snake

Listed as threatened since 1979, the eastern indigo snake is a large, docile, non-poisonous snake that can reach eight feet in length. Prey includes snakes, frogs, salamanders, toads, small mammals, and birds. Mating usually starts in November and continues through March. The eastern indigo snake seems to be strongly associated with high, dry, well-drained sandy soils, a similar habitat to that of the gopher tortoise. During the warmer months, it can also be found in streams and swamps. Occasionally, it is spotted in flat woods. The threatened status of the eastern indigo snake is primarily due to loss of habitat from development and over-collecting for the pet trade (USFWS, 2006c).

No eastern indigo snakes were observed during the field work associated with the wetland delineation. The poorly drained soils and general wetness on both the City and the Wright sites do not offer a very favorable habitat for this species.

3.9.6.3 Bald Eagle

The bald eagle was first listed in 1967. Delisting was recommended in 1999, based on high population numbers, but it currently remains listed as threatened under the ESA. It is the second largest North American bird of prey. Its range includes the 48 coterminous states and Alaska. Though its preferred prey is fish, it will also eat mammals, amphibians, and birds. The bald eagle is associated with aquatic habitats (coastal areas, rivers, lakes, and reservoirs). It nests in tall, super-canopy trees, mostly old living pine trees located near large bodies of water (USFWS, 2006d).

No bald eagles or bald eagle nests are known to occur on either site or have been observed during site visits and field work. The sites do not contain the type of large water bodies and nearby old, tall trees that may attract bald eagles for foraging or nesting. FNAI does not report the eagle as potentially occurring on the sites.

3.9.6.4 Red-Cockaded Woodpecker

The red-cockaded woodpecker was listed as endangered under the ESA in 1970. It is about 7 inches long and feeds on beetles, ants, and other insects, as well as on fruits and berries occasionally. Nesting season is from April through June. Its habitat consists of mature pine forests, the long-leaf pine (*Pinus palustris*) being commonly preferred. The red-cockaded woodpecker is the only woodpecker that will excavate exclusively live trees. It selects old specimens (a minimum of 80 to 120 years) often suffering from a fungal disease that softens the center of the trunk. Cavity trees are found in clusters that are in average 10 acres in size (USFWS, 2006e).

No red-cockaded woodpecker has been documented on either site or observed during site visits or field work. FNAI does not list it as a potential occurrence. Neither the City nor the Wright

sites contains the type of mature pines that would provide the species with its favored habitat. The pines on the Wright Site are planted slash pines for harvesting and have no potential as red-cockaded woodpecker habitat.

3.9.6.5 State-Listed Species

FNAI's reports identify several state-listed species as potentially occurring on the City and Wright sites. Among those is the gopher tortoise (gopherus polyphemus), a State Species of Special Concern. However, the gopher tortoise requires dry, well-drained soils (in general, its habitat is similar to that of the eastern indigo snake) and abundant, low-growth plants found in bright sunshine for food. Neither site offers any of those favorable conditions. The potential for gopher tortoises to occur on the sites is low.

Two State Species of Special Concern are listed by FNAI as potentially occurring on the Wright Site: Worthington's marsh wren (Cistothorus palustris griseus) and Sherman's fox squirrel (Sciurus niger shermani). Neither species was observed during field work.

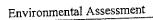
White ibis (*Eudicomus albus*) and snowy egrets (*Egretta thula*), two State Species of Concern, were observed on the City Site during field work. These species preferably use relatively shallow water depths when feeding, but have often been noted feeding on lawns and pastures. Nesting colonies are usually surrounded by water, and nests tend to be in shrubby vegetation with moderate shade. While ibis and egrets may utilize the property on a transient basis for foraging, the site does not appear to contain optimal nesting habitat for the species.

State-listed plant species recorded as being potentially present on both the potential sites by FNAI include: southern milkweed (Asclepias viridula; threatened); purple honeycomb head (Balduina atropurpurea; endangered); many-flowered grass-pink (Calopogon multiflorus; endangered); ciliate-leaf tickseed (Coreopsis integrifolia; endangered); Florida tooth-ache grass (Ctenium floridanum; endangered); Florida spiny-pod (Matelea floridana; endangered); Florida mountain mint (Pycnanthemum floridanum; threatened); St. John's black-eyed-susan (Rudbeckia nitida; endangered); and silver buckthorn (Sideroxylon alachuense; endangered) (FFWCC, 2004).

3.10 Hazardous Waste

Generally, petroleum products and other hazardous wastes are found on a given site either because of the presence of past or current land uses that generate and release them into the environment, or because they were dumped from another location. Both the City Site and the Wright Site are undeveloped. The predominant activity on both site has been and remains agricultural (cattle grazing on the City Site; pine plantation on the Wright Site). A record search conducted by Environmental Data Resources Inc. (EDR, 2005) through a wide range of federal and state records pertaining to the regulation of hazardous substances returned no results for either site.

Site visits showed no signs of recent or past dumping, with a small exception: an area of the City Site along the south side of Lannie Road where tree and other vegetal debris from the 2004 hurricane season were temporarily stored. Therefore, it is unlikely that either site contains any significant levels of petroleum products or other pollutants that would require substantial clean-up before developing the property.



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4 Environmental Consequences

This chapter describes the environmental consequences of implementing each of the alternatives considered in this EA, including the No Action Alternative. Resources are listed in the same order as in Chapter 3.

4.1 Land Use, Zoning, and Coastal Zone Management

4.1.1 Land Use

4.1.1.1 No Action Alternative

This alternative would result in no adverse impacts on land use. Both the Wright Site and the City Site would remain in their current condition and use. The Wright Site may eventually be sold and/or developed in residential and/or commercial uses. Not constructing the proposed new national cemetery would neither impede nor facilitate growth and development in the area.

4.1.1.2 Wright Alternative

Implementation of the Wright Alternative would have no adverse impacts on land use. Currently the Wright Site is unbuilt and used, for the most part, for pine plantation, an agricultural use. Therefore, implementation of the Wright Alternative would constitute a change in land use. Changes in land use may create adverse impacts if they would directly or indirectly generate land use incompatibilities (such as, for instance, construction of an industrial facility in a residential area). Construction of a national cemetery, a park-like, landscaped, peaceful site would be compatible with the existing land uses in the surrounding area (low-density residential and undeveloped land used for agriculture or preservation and recreation), and it is unlikely to attract unwelcome new land uses to the area. Conversely, existing land uses around the site are compatible with its use as a national cemetery.

4.1.1.3 City North Alternative

Implementation of the City North Alternative would have no adverse impacts on land use. Under this alternative, the proposed new national cemetery would be built on the City Site north of Lannie Road. Currently the site is unbuilt and used for cattle grazing for the most part. The northernmost parcel contains a model airplane field and a playground/softball field. Therefore, implementation of the City North Alternative would constitute a change in land use. Construction of a national cemetery, a park-like, landscaped, peaceful site would be compatible with the existing land uses in the surrounding area and is unlikely to induce unwelcome new land uses.

A potential indirect effect on land use would result from the relocation of the model airplane field facility to make room for the cemetery (see Section 4.3.3). The new location would be determined by the City's Department of Parks, Recreation, and Entertainment, which would ensure that the facility is sited appropriately, resulting in no adverse impact.

4.1.1.4 City South Alternative

Implementation of the City South Alternative would have no adverse impacts on land use. Under this alternative, the proposed new national cemetery would be built on the City Site south of Lannie Road. Currently the site is unbuilt and used for cattle grazing for the most part. Implementation of the City South Alternative would constitute a change in land use. Construction of a national cemetery, a park-like, landscaped, peaceful site would be compatible with the existing land uses in the surrounding area and is unlikely to induce unwelcome new land uses.

4.1.1.5 Lannie Road Realigned Alternative

Implementation of the Lannie Road Realigned Alternative would have no adverse impacts on land use. Under this alternative, the proposed new national cemetery would be built on the City Site following the relocation of Lannie Road to the south of its current alignment. As under the City North Alternative and the City South Alternative, implementation of this alternative would lead to a change in land use from cattle grazing to cemetery. As under these alternatives, and for the same reasons, this change would not constitute a significant adverse impact.

4.1.2 Aesthetic Environment

4.1.2.1 No Action Alternative

The No Action Alternative would have no adverse impacts on the aesthetic environment. Both the Wright and the City sites would remain in their current conditions and uses. There would be no changes and no impacts to their appearance or the aesthetic quality of the neighborhood. Eventually, it is likely that the Wright Site would be developed in residential and/or commercial uses.

4.1.2.2 Wright Alternative

The Wright Alternative would have a moderate, long-term positive impact on the aesthetic environment. In the short term, it would have a construction-related, minor adverse impact. Construction of the proposed cemetery on the Wright Site would change its appearance from a part-natural, part-tree farm property to a park-like, landscaped expanse with roads, some buildings, ceremonial areas, and rows of graves grouped in relatively small (in the two-acre range) burial areas separated by native vegetation and landscaping. As much as possible, use would be made of the areas of natural vegetation that still exist on the property as landscaping features. This would not only minimize impacts to wetlands or wildlife, but also maintain some of the property's more distinctive features. However, much of the site is in pine plantation, with

limited aesthetic potential. It is likely that native vegetation would have to be reintroduced in portions of the property. In the end, the aesthetic quality of the property would change, but the result would be visually attractive.

The presence of a national cemetery would also enhance the visual character and appeal of the neighborhood. National cemeteries are designed to be park-like and visually pleasant from outside as well as inside; they include a dignified, ceremonial main entrance that creates the sense of entering a special place. The cemetery would become one of those community focal points the City's North Jacksonville Shared Vision and Master Plan aims to foster to improve the appeal of North Jacksonville.

In the short term, implementation of the first development phase would turn portions of the property into a construction site. While heavy equipment, areas of disturbed soils, trailers, and other temporary structures would detract from the visual environment, construction activities are temporary by definition. Adverse impacts would be minor.

4.1.2.3 City North Alternative

The City North Alternative would have a moderate, long-term positive impact on the aesthetic environment. In the short term, it would have a construction-related, minor adverse impact. Construction of the proposed cemetery on the north side of the City Site would change its appearance from a mowed pasture to a park-like, landscaped property with roads, some buildings, ceremonial areas, and rows of graves grouped in relatively small burial areas. Some areas currently used for cattle grazing (particularly areas of wet pasture) would likely be replanted with native vegetation to create buffers between different sections of the cemetery. Overall, the aesthetic quality of the property would change, but the result would be visually attractive.

The presence of two correctional facilities near the southwest corner of the site could detract from the aesthetic quality of the cemetery. However, the facilities would be visible only from the western edge of the site. Even there, the realigned Ethel Road would separate the cemetery and the correctional compounds. The cemetery perimeter fence along the road would create an additional visual and functional separation that could be accentuated by plantings. Therefore, the presence of the correctional facility would not significantly affect the aesthetic quality of the future cemetery.

In the short term, implementation of the first development phase would turn portions of the property into a construction site. While operating heavy equipment, areas of disturbed soils, trailers, and other temporary structures would detract from the visual environment, construction activities are temporary by definition. Adverse impacts would be minor.

4.1.2.4 City South Alternative

The City South Alternative would have a moderate, long-term positive impact on the aesthetic environment. In the short term, it would have a construction-related, minor adverse impact. Construction of the proposed cemetery on the south side of the City Site would change its

appearance from a mowed pasture to a park-like, landscaped property with roads, some buildings, ceremonial areas, and burial areas. The site contains small patches of trees, mostly in its eastern portion. As much as possible, these areas would be maintained and used for landscaping purposes. Some areas of wet pasture may be replanted with native vegetation to create additional buffers between different sections of the cemetery. Overall, the aesthetic quality of the property would change, but the result would be visually attractive.

As with the City North Alternative, the visual quality of the future cemetery might potentially be affected by the presence of two correctional facilities nearby. However, the facilities would be visible only from the parts of the site along Lannie Road west of the realigned Ethel Road. As under the City North Alternative, the perimeter fence, potentially enhanced with plantings, would mitigate potential adverse visual impacts. Therefore, any effect on the proposed cemetery would be negligible.

In the short term, implementation of the first development phase would turn portions of the property into a construction site. While heavy equipment, areas of disturbed soils, trailers, and other temporary structures would detract from the visual environment, construction activities are temporary by definition. Adverse impacts would be minor.

4.1.2.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative would have a moderate, long-term positive impact on the aesthetic environment. In the short term, it would have a construction-related, minor adverse impact. Impacts under this alternative would be similar to those under the City North and the City South alternatives. Because the proposed cemetery would surround the nearby correctional facilities on two sides (south and east) rather than just one, these facilities would be visible from a larger portion of the site than under the City North or the City South alternatives. However, the same mitigation measures could be used as under those alternatives and adverse visual effects would be negligible.

In the short term, implementation of the first development phase would turn portions of the property into a construction site. While heavy equipment, areas of disturbed soils, trailers, and other temporary structures would detract from the visual environment, construction activities are temporary by definition. Adverse impacts would be minor.

4.1.3 Zoning

4.1.3.1 No Action Alternative

The No Action Alternative would have no adverse impacts on zoning. Zoning would remain the same as it is today. As North Jacksonville develops, the City may pass zoning amendments to allow for new types of uses. Not constructing the proposed cemetery would not preclude or encourage changes in zoning.

4.1.3.2 Wright Alternative

The Wright Alternative would have no adverse impacts on zoning. The Wright Site is currently zoned Agricultural. Cemeteries and mausoleums are a permitted use under this designation. Therefore, development of the site as a new national cemetery would be compatible with the existing zoning. Conversely, the existing zoning around the site (see Section 3.1.3.3) is compatible with its use as a national cemetery, as it promotes low-density and low-impact uses unlikely to detract from the aesthetic quality such a facility is expected to maintain. Development of the proposed cemetery on the Wright Site would require its acquisition by the federal government. After the acquisition, the site, as federal property, would no longer be zoned by the city.

4.1.3.3 City North Alternative

The City North Alternative would have no adverse impacts on zoning. The City Site north of Lannie Road is currently zoned *Public Buildings and Facilities-1 (Government)*. Most lawful government uses are authorized under this designation, and this would include use as a national cemetery. Conversely, the existing zoning around the site (see Section 3.1.3.3) is compatible with its use as a national cemetery, as it promotes low-density and low-impact uses unlikely to detract from the aesthetic quality a cemetery is expected to maintain. Development of the proposed cemetery on the City Site north of Lannie Road would at a minimum require the acquisition of this portion of the property by the federal government. After the acquisition, the site, as federal property, would no longer be zoned by the city.

4.1.3.4 City South Alternative

The City South Alternative would have no adverse impacts on zoning. The City Site south of Lannie Road is currently zoned *Public Buildings and Facilities-1 (Government)*. Most lawful government uses are authorized under this designation, and this would include use as a national cemetery. The existing zoning around the site (see Section 3.1.3.3) is compatible with its use as a national cemetery, as it promotes low-density and low-impact uses unlikely to detract from the aesthetic quality such a facility is expected to maintain. Development of the proposed cemetery on the City Site south of Lannie Road would at a minimum require the acquisition of that portion of the property by the federal government. After the acquisition, the site, as federal property, would no longer be zoned by the city.

4.1.3.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative would have no adverse impacts on zoning. Effects pertaining to zoning under this alternative would be the same as under the City North and City South alternatives. To implement this alternative, DVA would at a minimum acquire the City Site minus the northernmost parcel. After the acquisition, the site, as federal property, would no longer be zoned by the city.

4.1.4 Plans and Ongoing Projects

4.1.4.1 No Action Alternative

The No Action Alternative would have no adverse impacts on plans and construction projects near the sites. Not constructing the proposed cemetery would not impede or slow development of North Jacksonville in keeping with the City's North Jacksonville Shared Vision and Master Plan.

4.1.4.2 Wright Alternative

The Wright Alternative would have no or negligible adverse impacts on existing plans. It would have a moderate indirect, long-term adverse impact on the Preserve at Thomas Creek development project.

The Wright Alternative would be compatible with the 2010 Comprehensive Plan and North Jacksonville Shared Vision and Master Plan, which seeks to promote greater and better growth in North Jacksonville. The proposed new cemetery would likely become a strong visual and symbolic focus for the surrounding community, which would contribute to redefining the character of North Jacksonville in a positive way. The City of Jacksonville has expressed its concurrence with the appropriateness of building the proposed national cemetery in the general area by offering a nearby site (the City Site) for consideration by DVA.

The Wright property is an "essential parcel" of the Northeast Florida Timberlands and Watershed Reserve Project. While acquisition of the site by DVA to construct a national cemetery would preclude its possible future acquisition by the state or the city for conservation purposes, a minor adverse impact on the plan, the proposed use is a park-like, low-impact activity that would allow for the preservation and even enhancement of the most ecologically sensitive portions of the property (i.e., wetlands). DVA would work with the state and city to maximize preservation. In the long term, construction of a national cemetery on the site would ensure that it permanently remains in a park-like, low-density, low-impact use. Such a use would be more consistent with the presence of nearby preservation land than would be the type of residential or commercial development that may otherwise occur on the site. In this respect, the Wright alternative would have a minor positive impact of the preservation projects, which would offset the minor adverse noted above. Therefore, overall impacts would be negligible.

With regard to construction projects, a moderate, indirect adverse impact to the Thomas Creek Preserve development project would occur. The Wright Site is included in the development master plan submitted by the developer to the City. Should DVA decide to acquire the site, and should its owner agree to sell it to DVA, the project developer would need to substantially modify the master plan. The impact would be indirect because it would result from the site's owner's decision, not DVA's. It is expected to be moderate because the site's owner is unlikely to sell a portion of his property to DVA if this means the rest of it cannot be developed. The endresult would likely be a scaled-down development rather than no development at all.

4.1.4.3 City North Alternative

The City North Alternative would have no or negligible adverse impacts on existing plans and projects. It would be compatible with the 2010 Comprehensive Plan and North Jacksonville Shared Vision and Master Plan, which seeks to promote greater and better growth in North Jacksonville. The proposed new cemetery would likely become a strong visual and symbolic focus for the surrounding community, which would contribute to redefining the character of North Jacksonville in a positive way. The City of Jacksonville has expressed its concurrence with the appropriateness of building the proposed national cemetery in the area by offering the site for consideration by DVA.

The City Site, including the portion of it north of Lannie Road, is an "essential parcel" of the Northeast Florida Timberlands and Watershed Reserve Project. While acquisition of the site by DVA to construct a national cemetery would prevent the state or the city from using it for conservation purposes, the proposed use is a park-like, low-impact activity that would allow for the preservation and even enhancement of the most ecologically sensitive portions of the property (i.e., wetlands). DVA would work with the state and city to maximize preservation opportunities. Impacts on the Northeast Florida Timberlands and Watershed Reserve Project would be negligible.

4.1.4.4 City South Alternative

The City South Alternative would have no or negligible adverse impacts on existing plans and projects. Impacts would be the same as those of the City North Alternative (see Section 4.1.4.3).

4.1.4.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative would have no or negligible adverse impacts on existing plans and projects. Impacts would be the same as those of the City North Alternative (see Section 4.1.4.3).

4.1.5 Coastal Zone Management

4.1.5.1 No Action Alternative

The No Action Alternative would have no adverse impacts on the coastal zone and would be consistent with the Florida Coastal Zone Management Program (FCMP).

4.1.5.2 Wright Alternative

The Wright Alternative's adverse impacts on coastal zone resources would range from none to minor. The alternative would be consistent with the FCMP. State review of a proposed action for consistency with the FCMP consists of evaluating the consistency of the action with the 23 Florida statutes included in the program. Information on the impacts of the proposed action on the resources regulated and protected by the 23 statutes is contained in various sections of this

EA, as shown and summarized in Table 4-1. The EA will be sent for review to the Florida Department of Environmental Protection and will constitute DVA's submission for the purpose of Coastal Zone Consistency Determination.

Table 4-1 Coastal Zone Consistency

Statute	Comments	Statute	Comment
Coastal Construction	Not Applicable. No alternative involves beaches or other coastal lands.	Living Resources	The impacts of the alternatives on biological resources are described in Section 4.9.5 of this EA. Adverse impacts would be moderate (Wright Alternative) or minor (other action alternatives).
Local Government	All alternatives are consistent with the Jacksonville Master Plan. Construction of the proposed cemetery on either site would be coordinated with the City/County authorities.	Living Resources (Freshwater)	Freshwater biological resources would not be affected.
State and Regional Planning	It is not expected that implementation of any of the alternatives would significantly adversely affect state and regional planning.	Water Resources	The impacts to water resources of the alternatives are described in Section 4.9.2 of this EA. Impacts would be negligible or minor.
Disaster Preparedness	Implementation of the alternatives would not affect local, regional, or state disaster preparedness.	Multipurpose Outdoor Recreation, Land Acquisition, Management, and Conservation	No state or local recreation or preservation land would be significantly adversely affected.
State Lands	Not applicable. No existing state lands would be affected under any of the alternatives.	Pollutant Spill Prevention	The impacts of the alternatives on hazardous wastes are addressed in Section 4.9 of this EA. All applicable laws and regulations would be complied with, and there would be no significant impacts.

Statute	Comments	Statute	Comment
Outdoor Recreation	Implementation of the Wright, City South, or Lannie Road Realigned alternatives would not affect outdoor recreation. No parks or areas used for outdoor recreation would be adversely affected. Impacts to an existing recreational facility under the City North Alternative would be mitigated through relocation in consultation with the owner and users of the facility. Impacts would be minor (see Section 4.3.3).	Oil and Gas Production	Not applicable. The alternatives would not affect oil and gas production.
Land Conservation Action of 1972	No existing state lands would be affected under any of the alternatives.	Public Health	No alternative would affect public health. Applicable public health laws and regulations pertaining to the construction and operation of cemeteries would be complied with.
Recreational Trail System	No existing recreational trails would be affected under any of the alternatives.	Developments of Regional Impact	The proposed action would not have noticeable regional impacts.
Historic Preservation	Historic Preservation issues are addressed in Sections 3.8 and 4.8 of this EA. No alternative would adversely affect historic resources.	Arthropod Control	No alternative would have an effect on arthropod control measures. Applicable laws and regulation pertaining to arthropod control would be complied with.

Statute	Comments	Statute	Comment
Tourism and Economy	Any impacts of the alternatives on tourism and economy would be positive: building and operating the proposed new cemetery would create temporary and permanent jobs in the area; the new cemetery would draw visitors to the site and to Jacksonville.	Sources of Water and Air	The impacts of the alternatives on air and water are addressed in Sections 4.6 and 4.9.2 of this EA. Impacts would be negligible.
Public Transportation	Impacts on the alternatives on transportation are analyzed in Section 4.5 of this EA. Impacts would be negligible.	Soil and Water Conservation	The impacts of the alternatives on soils and water are addressed in Sections 4.9.1 and 4.9.2 of this EA. Impacts would be negligible or minor.

4.1.5.3 City North Alternative

The City North Alternative's adverse impacts on coastal zone resources would range from none to minor. The alternative would be consistent with the FCMP. State review of a proposed action for consistency with the FCMP consists of evaluating the consistency of the action with the 23 Florida statutes included in the program. Information on the impacts of the proposed action on the resources regulated and protected by the 23 statutes is contained in various sections of this EA, as shown and summarized in Table 4-1. The EA will be sent for review to the Florida Department of Environmental Protection and will constitute DVA's submission for the purpose of Coastal Zone Consistency Determination.

4.1.5.4 City South Alternative

The City South Alternative's adverse impacts on coastal zone resources would range from none to minor. The alternative would be consistent with the FCMP. State review of a proposed action for consistency with the FCMP consists of evaluating the consistency of the action with the 23 Florida statutes included in the program. Information on the impacts of the proposed action on the resources regulated and protected by the 23 statutes is contained in various sections of this EA, as shown and summarized in Table 4-1. The EA will be sent for review to the Florida Department of Environmental Protection and will constitute DVA's submission for the purpose of Coastal Zone Consistency Determination.

4.1.5.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative's adverse impacts on coastal zone resources would range from none to minor. The alternative would be consistent with the FCMP. State review of a proposed action for consistency with the FCMP consists of evaluating the consistency of the action with the 23 Florida statutes included in the program. Information on the impacts of the

proposed action on the resources regulated and protected by the 23 statutes is contained in various sections of this EA, as shown and summarized in Table 4-1. The EA will be sent for review to the Florida Department of Environmental Protection and will constitute DVA's submission for the purpose of Coastal Zone Consistency Determination.

4.2 Socioeconomics

4.2.1 No Action Alternative

The No Action Alternative would have no adverse socioeconomic effects. The potential positive economic impacts that would result from building the cemetery would not occur. However, North Jacksonville is poised for significant economic development over the next decade and the No Action Alternative would not noticeably impede or constrain this trend.

4.2.2 Wright Alternative

The Wright Alternative would have no impacts on demography. It would have minor positive impacts on employment and the local economy. It would have a negligible long-term adverse impact on local cemeteries and real estate taxes. It would not disproportionately affect Environmental Justice communities or children.

4.2.2.1 Demographics

Construction of the proposed new national cemetery would not affect local or regional demographics patterns and trends. While it would generate some direct and indirect, temporary and permanent employment, it is likely that all or most required manpower could be found locally. No significant influx of workers and their families would result from the proposed action.

4.2.2.2 Local Economy, Income, and Employment

Constructing and operating the proposed national cemetery would cost approximately \$15 to 25 million over the next 10 years (including master planning, design, and implementation of the first development phase, the largest one). DVA would contract with private firms, in most cases local firms, to design and construct the facility, resulting in a positive effect on the local economy and employment, as new temporary (design and construction) and permanent (management and maintenance) jobs would be created. It is expected that approximately 15 permanent jobs would be created to manage and operate the cemetery.

In addition to paid employees, volunteers are expected to be available to assist with running the proposed cemetery (e.g, staffing the visitor reception desk). While volunteer work does not generate direct economic benefits, it does provide welcome opportunities for citizens, particularly retired veterans, to remain active and involved in community activities, also a positive impact.

Since veterans who would elect to be buried in the proposed new cemetery would otherwise have selected a final resting place in another facility, construction of the proposed cemetery would have a small negative impact on other, existing cemeteries in and around Duval County. But most veterans do not elect to be buried in national cemeteries and the adverse impact would be negligible.

Since the cemetery would serve veterans within a 75-mile radius, it would generate trips to Jacksonville from the surrounding counties to attend a funeral, visit a grave, or simply tour the site and pay one's respect to the nation's veterans buried there. These trips would have a beneficial effect on the local economy, as visitors would buy food, lodging, and a range of consumer goods during their stay in Jacksonville. Therefore, overall economic impacts would be positive.

4.2.2.3 Real Estate Taxes

The Wright Alternative would create a small long-term adverse impact in that it would result in the acquisition by the federal government of a currently privately-owned piece of property, which thereby would cease to generate tax revenue for the county. In 2005, taxes for the five parcels making up the Wright Site totaled \$2,052.50. The economic benefits resulting from the proposed action would likely offset most or all of this small revenue loss. The impact would be negligible.

4.2.2.4 Environmental Justice and Protection of Children

As shown in Section 3.2.3, the area around the potential cemetery sites does not constitute an Environmental Justice community. Therefore, the proposed action would not disproportionately affect minority or low-income populations. There are no concentrations of children near the Wright Site. During construction, the site would be fenced, which would prevent local children, if any, from entering the property. There is no potential for disproportionate effects to children's health from operating the proposed cemetery.

4.2.3 City North Alternative

The City North Alternative would have no impacts on demography. It would have minor positive impacts on employment and the local economy. It would have a negligible long-term adverse impact on local cemeteries. It would have no impacts on real estate taxes. It would not disproportionately affect Environmental Justice communities or children.

4.2.3.1 Demographics

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.1).

4.2.3.2 Local Economy, Income, and Employment

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.2).

4.2.3.3 Real Estate Taxes

The City Site is currently owned by the City of Jacksonville and does not pay real estate taxes. Implementation of the City North Alternative would result in no tax revenue loss.

4.2.3.4 Environmental Justice and Protection of Children

As shown in Section 3.2.3, the area around the potential cemetery sites does not constitute an Environmental Justice community. Therefore, the proposed action would not disproportionately affect minority or low-income populations. A juvenile correctional facility is located near the site. This facility would be separated from the proposed cemetery by Ethel Road and the proposed action would not significantly affect the inmates. Some construction activities would take place close to a playground and softball field currently on the site. There could be temporary air quality (fugitive dust) and noise impacts. These impacts would be minimized as described in Sections 4.6.3 and 4.7.3 below, and would be negligible. Also, construction sites would be fenced to prevent children using the playground from wandering in. There would be no disproportionate effects to children's health from operating the proposed cemetery.

4.2.4 City South Alternative

The City South Alternative would have no impacts on demography. It would have minor positive impacts on employment and the local economy. It would have a negligible long-term adverse impact on local cemeteries. It would have no impacts on real estate taxes. It would not disproportionately affect Environmental Justice communities or children.

4.2.4.1 Demographics

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.1).

4.2.4.2 Local Economy, Income, and Employment

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.2).

4.2.4.3 Real Estate Taxes

The City Site is currently owned by the City of Jacksonville and does not pay real estate taxes. Implementation of the City South Alternative would result in no tax revenue loss.

4.2.4.4 Environmental Justice and Protection of Children

As shown in Section 3.2.3, the area around the potential cemetery sites does not constitute an Environmental Justice community. Therefore, the proposed action would not disproportionately affect minority or low-income populations. A juvenile correctional facility is located near the site. This facility would be separated from the proposed cemetery by Lannie Road and the proposed action would not significantly affect the inmates. During construction, the site would

be fenced, which would prevent local children, if any, from entering the property. There is no potential for disproportionate effects to children's health from operating the proposed cemetery.

4.2.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative would have no impacts on demography. It would have minor positive impacts on employment and the local economy. It would have a negligible long-term adverse impact on local cemeteries. It would have no impacts on real estate taxes. It would not disproportionately affect Environmental Justice communities or children.

4.2.5.1 Demographics

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.1).

4.2.5.2 Local Economy, Income, and Employment

Impacts would be the same as under the Wright Alternative (see Section 4.2.2.2).

4.2.5.3 Real Estate Taxes

The City Site is currently owned by the City of Jacksonville and does not pay real estate taxes. Implementation of the Lannie Road Realigned Alternative would result in no tax revenue loss.

4.2.5.4 Environmental Justice and Protection of Children

As shown in Section 3.2.3, the area around the potential cemetery sites does not constitute an Environmental Justice community. Therefore, the proposed action would not disproportionately affect minority or low-income populations. A juvenile correctional facility is located near the site. This facility would be separated from the proposed cemetery by Ethel Road and Lannie Road. The proposed action would not significantly affect the inmates. Some construction activities would take place close to the playground and softball field currently on the site. There could be temporary air quality (fugitive dust) and noise impacts. These impacts would be minimized as described in Sections 4.6.5 and 4.7.5 below, and would be negligible. Also, construction sites would be fenced to prevent children using the playground from wandering in. There is no potential for disproportionate effects to children's health from operating the proposed cemetery.

4.3 Community Services

4.3.1 No Action Alternative

Under the No Action Alternative, there would be no adverse impacts to community services. Fire Station 47 would be relocated as planned (see Section 3.3).

4.3.2 Wright Alternative

Under the Wright Alternative, adverse impacts on community services would be negligible. The proposed new national cemetery would generate some additional demand on community services (fire, EMS, police, and healthcare). However, the demand from a low-density, low-use site such as a cemetery is likely to be small, particularly when compared to that that would result from the implementation of such projects as the Preserve at Thomas Creek development. The facility most likely to be noticeably affected by the proposed action is Fire Station 47, currently at the intersection of Lannie Road and Ethel Road, an all-volunteer station in poor condition which would be responsible for responding to fire and emergency calls from the cemetery. However, Fire Station 47 is scheduled for upgrading and relocation (see Section 3.3). Calls from the cemetery would likely represent a very small fraction of the overall calls the new station will be designed to answer.

None of the recreational facilities located near the Wright Site (model flying field, playground, portion of the Timucuan Preserve) would be affected by the proposed action under the Wright Alternative.

4.3.3 City North Alternative

The adverse impacts of the City North Alternative on fire, police, and health services would be negligible, for the same reasons as stated under the Wright Alternative (see Section 4.3.2). Implementation of this alternative would have minor adverse effects on the recreational facilities that currently occupy part of the site.

The land occupied by the model airfield facility and the area over which users fly their model aircraft would be needed for development of the proposed cemetery. This adverse impact on the facility would be mitigated by relocating it to an appropriate new location in cooperation with the City's Department of Parks, Recreation, and Entertainment and in consultation with the current lessee. Implementation of the alternative would be contingent on finding an appropriate new site. Preliminary contacts with the Department of Parks, Recreation, and Entertainment confirmed the City's willingness to consider alternative locations for the facility (Stine, 2005). Following relocation of the airfield, long-term impacts would be minor. In the short-time, there could be a short-term adverse impact resulting from the potential lag between the time construction of the proposed cemetery starts and the time construction of the replacement airfield ends. Careful scheduling would ensure this gap is as small as possible. Impacts would be temporary and minor.

Because of its small size and location just off Lannie Road, it is expected the proposed cemetery could be built around the existing playground and softball field. The facilities would be left in place with no resulting long-term adverse impacts. Impacts from nearby construction activities would be temporary and negligible. If, however, the land currently occupied by the playground and softball field proved to be needed for the proposed cemetery, the facilities would be appropriately replaced in a manner similar to what would be done for the model airfield. Impacts would be minor.

4.3.4 City South Alternative

Under the City South Alternative, adverse impacts on community services would be negligible, as under the Wright Alternative (see Section 4.3.2).

4.3.5 Lannie Road Realigned Alternative

The adverse impacts of the Lannie Road Realigned Alternative on fire, police, and health services would be negligible, for the same reasons as stated under the Wright Alternative (see Section 4.3.2). There would be a negligible long-term impact on the model flying field due to the realignment of the access road (see Section 4.5.1.5). Also, while the site occupied by the model airfield would not be needed for constructing the proposed cemetery, the cemetery would be close to the facility and establishment of a buffer may be needed to minimize noise impacts (see Section 4.7.5) and the risk of model planes crashing on cemetery grounds. Because of the size of the area where the flying field is located, however, it is expected that such a buffer could be implemented without significantly reducing the functionality of the facility. As much as possible, DVA would avoid locating noise sensitive functions in areas exposed to noise from the model airfield. Long-term impacts would be negligible. It is expected that the playground and softball field near the facility could be left in place. Short-term impacts from nearby construction activities on both recreational facilities would be temporary and negligible.

4.4 Utilities

4.4.1 No Action Alternative

Under the No Action Alternative, there would be no impacts to utilities. As the area develops, existing utility lines and connections would be upgraded and new ones would be built to serve local residents and workers.

4.4.2 Wright Alternative

Under the Wright Alternative, there would be negligible adverse impacts to utilities. The proposed new cemetery would create some additional demand for electric, water, wastewater, and communications services. The increase would be modest and would not create overall capacity problems for the existing utility systems serving North Jacksonville. Overall impacts would be negligible. However, there are currently no utility connections serving the Wright Site, and new connections would have to be built. Existing sewer, telephone, and electric lines along Lannie Road could be extended onto the site. There is no water main along Lannie Road, and bringing city water to the site would likely require substantial work. However, potable water requirements would be limited to employees and visitors, and could be satisfied using bottled water. Water for irrigation and other domestic uses could be obtained from wells and stormwater retention systems. Use of groundwater could be subject to the permitting requirements described

in Section 4.9.2.2. Utility needs would be specified as part of the master planning process, after which DVA would obtain estimates from the utility companies to create the needed connections.

4.4.3 City North Alternative

Under the City North Alternative, there would be negligible adverse impacts to utilities. The increase in the demand for utilities would be the same as under the Wright Alternative (see Section 4.4.2). However, because of its location along Lannie Road, the City Site would likely be easier to connect to existing networks. Also, there are artesian wells on the site that could provide irrigation water, and possibly potable water.

4.4.4 City South Alternative

Under the City South Alternative, there would be negligible adverse impacts to utilities. The increase in the demand for utilities would be the same as under the Wright Alternative (see Section 4.4.2). However, because of its location along Lannie Road, the City Site would likely be easier to connect to existing networks. Also, there are artesian wells on the site that could provide irrigation water, and possibly potable water.

4.4.5 Lannie Road Realigned

Under the Lannie Road Realigned Alternative, there would negligible long-term adverse impacts to utilities. There would be a minor short-term adverse impact. The increase in the demand for utilities would be the same as under the Wright Alternative (see Section 4.4.2). However, because of its location along Lannie Road, the City Site would likely be easier to connect to existing networks. Also, there are artesian wells on the site that could provide irrigation water, and possibly potable water. Existing utility lines along Lannie road would have to be relocated along with the road, in coordination with the owners of the lines. This would result in a minor short-term adverse impact and negligible long-term impact.

4.5 Transportation

4.5.1 Road Network and Access

4.5.1.1 No Action Alternative

The No Action Alternative would have no adverse impacts on the road network. Both the sites considered in this EA would remain in their current state and use. Ethel Road would be realigned, as planned. Braddock Road and Lannie Road would likely be extended eastward to connect with Pecan Park Road and I-95. The No Action Alternative would have no impacts on the existing and planned public road network.

4.5.1.2 Wright Alternative

The Wright Alternative would have negligible to minor adverse impacts on the road network. Currently, access to the site is through a gate at the eastern end of Lannie Road. While this access point could become the main entrance to the cemetery, a service entrance sufficiently remote from the main gate would have to be provided, along with an access road connected to Lannie Road. The location of the service entrance and access road would be determined during the master planning stage. The impact on the existing network of constructing a service access road would be negligible.

As indicated in Section 4.1.4.2, building the proposed new cemetery on the Wright Site would have a moderate, long-term, indirect adverse impact on the proposed Preserve at Thomas Creek development project. Part of the project consists of extending Lannie Road eastward to connect to Arnold Road. The proposed alignment is through the Wright Site, and development of the proposed cemetery would make extension along the proposed alignment impossible. However, an alternative alignment (e.g., to the south of the site) would likely be available. Alternatively, extending Lannie Road might not be needed since, as noted in Section 4.1.4.2, the development project might be scaled down under this alternative. The proposed extension of Braddock Road eastward would not be affected. The adverse impact on the future road network would be minor.

4.5.1.3 City North Alternative

The City North Alternative would have no adverse impacts on the road network. The City Site would have sufficient frontage on Lannie Road and the realigned Ethel Road to allow for the provision of two separate entrances directly off either road. The exact location of the entrances would be determined as part of the master planning process. The City North Alternative would have no impact on the existing and planned public road network. The proposed extension of Lannie Road eastward to connect with Pecan Park Road and I-95, if approved and implemented, would greatly improve access to the site.

4.5.1.4 City South Alternative

The City South Alternative would have no adverse impacts on the road network. The City Site has sufficient frontage on Lannie Road to allow for the construction of two adequately separated entrances without altering the public road network. The City South Alternative would have no impact on the existing and planned public road network. The proposed extension of Lannie Road eastward to connect with Pecan Park Road and I-95, if approved and implemented, would greatly improve access to the site.

4.5.1.5 Lannie Road Realigned Alternative

The Lannie Road Realigned Alternative would have negligible adverse impacts on the road network. Under this alternative, Lannie Road would be relocated south of its current alignment approximately between the existing intersection with Ethel Road and the eastern boundary of the site, where it would rejoin the current alignment (see Figure 2-4). The portion of the existing Lannie Road east of where the new road would branch off would remain a public road providing

access to the realigned Ethel Road and the SHOP correctional facility. A new Y-shape or T-shape intersection would be created where the new road would join the existing one. The portion of existing Lannie Road east of the future Ethel Road would be included within the cemetery and would be available for reuse as an internal road, if appropriate. The new intersection would be designed so as to minimize delays. Impacts would be negligible.

No access would be lost by realigning Lannie Road, with one partial exception: access to the model airfield facility is currently via a gravel road that branches off Lannie Road from a point west of where the new road would likely join the existing one. To maintain access to the facility, the gravel road would have to be modified to connect with Lannie Road east of the junction. Presently, the access road is perpendicular to Lannie Road. The modified extended gravel road would likely run north of, and parallel to, the cemetery's perimeter fence starting from a point north of its existing intersection with Lannie Road to a new intersection east of where the old and new road would join. Impacts would be negligible.

DVA and the City of Jacksonville would need to reach an agreement on how to fund and implement the proposed road realignment. In the short-term, the impacts of realigning Lannie Road would be negligible, as the existing roadway would remain in operation until the new one opens to traffic. In the long-term, while traveling distances would be slightly increased, this increase would not be sufficient to create a significant adverse impact. In both cases, impacts would be negligible. The proposed realignment would not affect the proposed extension of Lannie Road eastward, which would, if implemented, greatly improve access to the site.

Following the proposed realignment of Lannie Road, the site would present extensive frontage on both Lannie and Ethel roads, facilitating the construction of two separate entrances. The exact location of the entrances would be determined as part of the master planning process.

4.5.2 Traffic Conditions

4.5.2.1 No Action Alternative

The No Action Alternative would generate no traffic impacts. However, in order to assess the impacts of the action alternatives, it is necessary to evaluate what traffic conditions would be like in the peak cemetery use year (2011) if the proposed cemetery were not built.

As indicated in Section 3.5, the one existing intersection that could potentially be noticeably affected by the construction and operation of the proposed cemetery is the intersection of Lem Turner and Lannie roads. Even if the cemetery were not built, traffic conditions at the intersection between now and 2011 are likely to change as traffic increases over the years in the wake of local and regional development.

It is likely that the large development projects currently being planned in North Jacksonville (see Section 3.1.4.4) would substantially affect traffic in the area. In addition to large residential and commercial developments, proposed projects include extending Lannie Road and Braddock Road eastward to establish direct connections with I-95. However, not enough information is

currently available on the scope and implementation schedule of those projects to determine how much overall traffic they would generate and how much of this traffic would pass through the Lem Turner and Lannie roads intersection.

Therefore, for the purpose of establishing a baseline against which the impacts of the proposed action can be measured, no change was assumed to Lannie Road and the same annual growth factor used to extrapolate traffic movement counts from 2000 to 2006 was used to further extrapolate traffic data to 2011. Results are shown in Table 4-2. No deterioration in level of service (LOS) is projected to occur. The intersection would remain at LOS A, meaning that most times traffic waiting at the light would be able to pass through the intersection when the light changes.

Table 4-2
Projected No Action Conditions at Lem Turner Road/Lannie Road Intersection (2011)

		ner Road bound	Lem Turner Road Northbound		Lannie Road Westbound		Intersection LOS
	Left	Thru	Thru	Right	Left	Right	
AM Peak	18	565	120	91	204	19	Α
Mid Day Peak	18	242	279	96	91	29	Α
PM Peak	30	236	646	204	69	29	A

4.5.2.2 Wright Alternative

Implementation of the Wright Alternative would result in negligible adverse impacts on traffic. Levels of Service at the Lannie Road/Lem Turner roads intersection would be unchanged from what they would be under no action conditions. To evaluate the traffic impacts of building and operating the proposed cemetery, it is necessary to calculate the number of vehicle trips it would generate. Most of those trips would be funeral corteges going to and leaving the cemetery. The yearly number of burials would vary from year to year, with the maximum number expected to occur in 2011 (1,237 burials over 250 days). Therefore, this analysis evaluates traffic impacts for 2011, when they would be at their maximum.

In 2011, it is expected that there would be approximately seven funerals a day five days a week. Based on DVA's experience, the average funeral cortege includes 17 cars. The total daily number of trips generated would thus be 238 (119 inbound trips, 119 outbound trips). All funerals would take place between the hours of 9:30 AM and 3:30 PM, and no more than three funerals would take place during the midday peak. Additionally, it was assumed that approximately 25 people (employees and volunteers) would travel to the site in the morning peak and leave it in the evening peak, for a total of 50 daily trips. While most visits are likely to take place on weekend, visitors would also likely come on week days: these weekday visits were assumed to generate an average of eight round trips to the cemetery, for a total of 16 trips. Finally, an average of one delivery a day was assumed. It is difficult to predict when during the day visits and deliveries would take place. For the purposes of the analysis, six (three in, three

out) visitor trips were assigned to the midday peak, and two each (one in, one out) to the AM and PM peaks; the delivery was assigned to the midday peak.

Finally, the trips were distributed to the roadway system based on the geographical distribution of the veterans served by the proposed cemetery: 18 percent of all trips were assumed to be coming from the north and 82 percent from the south (employee, visitor, and delivery trips are negligible for the purpose of trip distribution).

The total number of trips generated by the proposed cemetery is summarized in Table 4-3. Projected peak hour traffic counts and levels of service are shown in Table 4-4.

Table 4-3 Projected 2011 Total Daily Trip Generation

Type of Trip	Inbound	Outbound	Total
Funeral Corteges	119	119	238
Employees and Volunteers	25	25	50
Visitors	8	8	16
Deliveries	1	1	2
Total	153	153	306

Table 4-4
Projected Conditions at Lem Turner Road/Lannie Road Intersection (Action Alternatives-2011)

	Lem Tur South	ner Road bound	Lem Turner Road Northbound		Lannie Road Westbound		Intersection LOS
	Left	Thru	Thru	Right	Left	Right	
AM Peak	23	565	120	112	204	20	A
Mid Day Peak	28	242	279	141	136	39	Α
PM Peak	31	236	646	204	90	34	<u> </u>

The analysis shows the additional traffic generated by the proposed cemetery would not adversely affect the Lem Turner Road/Lannie Road intersection in any substantial way. No change in LOS from either existing and no action conditions would occur. Conditions at the intersection would remain such that most times traffic waiting at the light would be able to pass through the intersection when the light changes. Long-term impacts would be negligible.

Short-term traffic impacts would occur as a result of the construction of the cemetery. These impacts would be greater early in the development of the site and would include increased truck traffic as construction materials are brought in and debris is taken out, as well as the commuting trips of construction workers. However, these construction-related impacts would be temporary and would not substantially overlap with the operations-related impacts evaluated above because most of the work would have to be performed before the cemetery opens. Construction-related impacts would be temporary and negligible.

4.5.2.3 City North Alternative

Implementation of the City North Alternative would result in negligible adverse impacts on traffic. Levels of Service at the Lannie Road/Lem Turner roads intersection would be unchanged from what they would be under no action conditions. Because traffic impacts are not site-specific, the analysis conducted for the Wright Alternative (Section 4.5.2.2) also applies to the City North Alternative.

4.5.2.4 City South Alternative

Implementation of the City South Alternative would result in negligible adverse impacts on traffic. Levels of Service at the Lannie Road/Lem Turner roads intersection would be unchanged from what they would be under no action conditions. Because traffic impacts are not site-specific, the analysis conducted for the Wright Alternative (Section 4.5.2.2) also applies to the City South Alternative.

4.5.2.5 Lannie Road Realigned Alternative

Implementation of the Lannie Road Realigned Alternative would result in negligible adverse impacts on traffic. Levels of Service at the Lannie Road/Lem Turner roads intersection would be unchanged from what they would be under no action conditions. Because traffic impacts are not site-specific, the analysis conducted for the Wright Alternative (Section 4.5.2.2) also applies to the Lannie Road Realigned Alternative.

Under this alternative, a new intersection would be created where the new Lannie Road would branch off the existing roadway (see Section 4.5.1.5). Traffic movements through this intersection would largely depend on where the cemetery's main entrance is located. In any case, however, given the small total number of trips generated by the proposed cemetery, and the fact that most of these trips would take place outside the AM and PM peak hours, it is unlikely this intersection would experience any significant delays at any time during the day. Following completion of the master planning process, the location of the cemetery's main entrance would be established, and dominant traffic movements could be predicted and taken into account when designing the new intersection. Construction-related impacts would be the same as under the other action alternatives because the realignment of Lannie Road could be completed without closing the existing road to traffic.

4.6 Air Quality

4.6.1 No Action Alternative

Under the No Action Alternative, there would be no impacts to air quality.

4.6.2 Wright Alternative

Implementation of the Wright Alternative would result in negligible adverse impacts. Construction and operation of the proposed new national cemetery would generate additional air pollutant emissions from two sources: the additional vehicle trips generated by the cemetery, and any boilers or generators associated with the cemetery's administration/public information center and its maintenance facility. These emissions would not be sufficient to significantly affect ambient air quality.

In the short term, construction of the proposed cemetery would generate air pollutant emissions through the use of heavy construction equipment, workers' commutes, and soil disturbing activities that may create fugitive dust. Air emissions from equipment and vehicles would be minor and temporary; fugitive dust would be controlled through the application of standard best management practices such as applications of water and seeding of exposed soils. Construction-related impacts would be temporary and negligible.

4.6.3 City North Alternative

Air quality impacts are not site-specific. Impacts under the City North Alternative would be the same as under the Wright Alternative (see Section 4.6.2). Adverse impacts would be negligible.

4.6.4 City South Alternative

Air quality impacts are not site-specific. Impacts under the City South Alternative would be the same as under the Wright Alternative (see Section 4.6.2). Adverse impacts would be negligible.

4.6.5 Lannie Road Realigned Alternative

Air quality impacts are not site-specific. Impacts under the Lannie Road Realigned Alternative would be the same as under the Wright Alternative (see Section 4.6.2). Adverse impacts would be negligible.

4.7 Noise

4.7.1 No Action Alternative

Under the No Action Alternative, there would be no impacts on noise levels.

4.7.2 Wright Alternative

Implementation of the Wright Alternative would have negligible adverse impacts. Development and operation of the proposed new national cemetery on the Wright Site would result in increased noise levels on the property, which is currently undeveloped. Grounds maintenance work would involve the use of lawn mowers and leaf blowers; delivery trucks and the vehicles of employees and visitors would be another source of noise. Additionally, funeral services often involve a performance of *Taps*, either live or recorded, while some include gun salutes with rifles. National cemeteries are being equipped with digital sound systems playing *Taps* with speakers in areas were burials are performed (DVA, 2001).

However, most noise would be from activities conducted during the day and there are few "sensitive receptors" near the proposed site, with the exception of some residences along Lannie Road, near the current entrance to the site. Only noise emanating from the immediately adjacent part of the proposed cemetery could possibly be perceptible from those residences, but impacts are likely to be minimal. The additional traffic on Lannie Road created by the operation of the proposed cemetery would also result in slightly increased noise levels in the area. But the increase in traffic would not be large enough to result in significant impacts.

There are no sources of noise near the site that might create significant impacts on the proposed cemetery. Given the relative remoteness of the Wright Site, the only noise likely to be heard on cemetery grounds would be the noise generated by cemetery operations.

In the short term, construction of the cemetery would generate noise, particularly from heavy construction equipment and trucks. Any adverse impacts could be mitigated by limiting work to daylight hours and using properly maintained, noise-efficient equipment. Most of the site is very remote from potential noise receptors (e.g., private residences). Finally, construction-related noise impacts would be temporary. Therefore, they would not constitute a significant adverse effect.

4.7.3 City North Alternative

Implementation of the City North Alternative would have negligible adverse impacts, as described in Section 4.7.2. Relocation of the model airfield facility would eliminate an existing source of noise in the area. The model airfield would be relocated by the City's Department of Parks, Recreation, and Entertainment, which would ensure that it is appropriately sited and does not create significant noise impacts. There are no significant sources of noise near the City Site that could adversely affect the cemetery, with the potential exception of Fire Station 47, which likely would be relocated by the time the cemetery begins operations.

4.7.4 City South Alternative

Implementation of the City South Alternative would have negligible adverse impacts, as described in Section 4.7.2. Additionally, under this alternative, the model airfield would remain

in its current location, potentially creating noise impacts on portions of the proposed cemetery. However, these impacts would be intermittent and minor. At least 1,500 feet and a wooded area separate the facility from Lannie Road and the potential cemetery site. Users of the field are more likely to fly their planes over the cleared area north of the runway than over and beyond the wooded area to the south. Also, only a relatively small part of the cemetery would be close enough to the airfield to possibly be affected by model airplane noise. DVA could avoid locating particularly noise-sensitive functions in this area, if needed.

4.7.5 Lannie Road Realigned Alternative

Implementation of the Lannie Road Realigned Alternative would have negligible adverse impacts, as described in Section 4.7.2. Under this alternative, the cemetery would be closer to the model airfield than under the City South Alternative and a larger area may be affected by noise from the facility. If needed, a buffer could be established to ensure that model airplanes do not fly over or too close to the cemetery. Any such measure would be taken in consultation with the users of the facility. Because of the size of the area around the flying field, it is not expected that establishment of a buffer, if needed, would significantly reduce its functionality. As much as possible, DVA would avoid locating particularly noise-sensitive functions in the areas close to the model airfield.

4.8 Cultural Resources

4.8.1 No Action Alternative

The No Action Alternative would not affect cultural resources.

4.8.2 Wright Alternative

As indicated in Section 3.8.1.1, there are no known or potential historic structures on the Wright Site. Therefore, development of the proposed cemetery on this site would have no effects on historic structures. Based on ESI's cultural resources evaluation (see Appendix B), the Wright property has minimal archaeological potential. Therefore, it is not expected that developing the site would result in significant adverse effects to archaeological resources. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and DVA would notify the SHPO immediately to develop an appropriate plan of action.

4.8.3 City North Alternative

As indicated in Section 3.8.1.2, there are no known or potential historic structures on the City Site. Therefore, implementation of the City North Alternative would have no effects on historic structures. Based on ESI's cultural resources evaluation (see Appendix B), the City Site has

minimal archaeological potential. Therefore, it is not expected that implementing the City North Alternative would result in significant adverse effects to archaeological resources. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and DVA would notify the SHPO immediately to develop an appropriate plan of action.

4.8.4 City South Alternative

As indicated in Section 3.8.1.2, there are no known or potential historic structures on the City Site. Therefore, implementation of the City South Alternative would have no effects on historic structures. Based on ESI's cultural resources evaluation (see Appendix B), the City Site has minimal archaeological potential. Therefore, it is not expected that implementing the City South Alternative would result in significant adverse effects to archaeological resources. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and DVA would notify the SHPO immediately to develop an appropriate plan of action.

4.8.5 Lannie Road Realigned Alternative

As indicated in Section 3.8.1.2, there are no known or potential historic structures on the City Site. Therefore, implementation of the Lannie Road Realigned Alternative would have no effects on historic structures. Based on ESI's cultural resources evaluation (see Appendix B), the City Site has minimal archaeological potential. Therefore, it is not expected that implementing the Lannie Road Realigned Alternative would result in significant adverse effects to archaeological resources. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and DVA would notify the SHPO immediately to develop an appropriate plan of action.

4.9 Natural Resources

4.9.1 Geology, Topography, and Soils

4.9.1.1 No Action Alternative

Under the No Action Alternative, the potential cemetery sites would remain in their current state and condition. There would be no impacts to geology, topography, or soils.

4.9.1.2 Wright Alternative

Geology

Under the Wright Alternative, there would be no adverse impacts to geology. Construction and operation of the proposed new national cemetery likely would not require performing any activities that could significantly alter the underlying geological features of the site. Disturbances would remain limited to the soil layers.

Topography

There would be minor adverse impacts to topography. While constructing the proposed cemetery would not significantly adversely alter the site because national cemeteries are designed to take maximum advantage of the existing topography, some changes in the existing topography would occur associated with the need to elevate by filling the burial areas to ensure burials are above the high water table and drain appropriately. Also, topographical alterations would likely result from the digging of one or several stormwater retention basins doubling as landscape features. These alterations would remain moderate in extent and scope, and amount to a minor long-term adverse impact.

Soils

There would be minor adverse impacts to soils. In the range of 100–150 acres of existing soil may be disturbed to build the cemetery. As shown in Section 3.9.1.3, the soils found on the Wright Site may present a challenge to the development and operation of the cemetery. Most substantial soil-disturbing activities would take place early in the development of the cemetery, as supporting structures are built and the first burial areas are being prepared.

Approximately 80 percent of burials at the proposed cemetery would be in pre-placed, concrete lawn crypts. Pre-placement of the crypts would require fairly extensive excavation work. The pre-placed crypts would be covered with a layer of soil (approximately 18 inches deep) with sod or planted grass, which would be removed, as needed, to open the underlying vault and place a casket inside. After which, the topsoil would be put back and the sod replaced. The remaining 20 percent of burials would be in standard grave sites, set up as needed.

In all cases, it is important that burials remain above the high water table. However, soil characteristics and direct observation indicate that the seasonal high water table on the site is likely to be within inches of the ground surface. In order to keep burials higher than the water table, burial areas would have to be built up to create sufficient depth for the placement of crypts and caskets above the high water table. Soil from other parts of the cemetery site would be used (for instance, spoil soil from stormwater ponds built to manage on-site runoff) as much as possible. The amount of fill required would depend on exact soil and groundwater characteristics. Those sections of the site that would require the least amount of fill would be selected in priority for development as burial areas.

Beside a high water table, the soils found on the site present other characteristics that would create challenges when designing and constructing the proposed cemetery. A majority of soil types have a high risk of corrosion for concrete, which may require using special protective measures to avoid or minimize the long term deterioration of the concrete vaults used for burials. As noted in Chapter 2, DVA is exploring the use of plastic crypts, which would remove this concern. Also, all soils present severe limitations for building activities, mostly wetness and cutback caving. This would likely increase the complexity and cost of designing, constructing, and maintaining the proposed cemetery.

Soil disturbance during construction activity may cause erosion and result in increased discharges of sediment into nearby waterways. Such impacts would be minimized through use of best management practices that may include silt fences, seeding of exposed soil areas, temporary sediment basins, or berms. After completion of the construction work, there would be no substantial areas of exposed soils in the cemetery, and no potential for significant soil erosion.

The proposed cemetery would be subject to the requirements of the Florida National Pollutant Discharge Elimination System (NPDES) Stormwater Program as a "large" construction project disturbing more than five acres of land. As the "operator" of the project, DVA would need to obtain from the Florida Department of Environmental Protection (DEP) a Generic Permit for Stormwater Discharge from Large and Small Construction Activities (CGP). A CGP requires submission of a Notice of Intent (NOI) to DEP, preparation of a Stormwater Pollution Prevention Plan, and submission of a Notice of Termination (NOT) when the requirements for one are met. Compliance with the CGP would ensure impacts are minimized and not significant.

4.9.1.3 City North Alternative

Impacts under the City North Alternative would be the same as under the Wright Alternative: there would be no adverse impacts to geology and minor adverse impacts to topography and soils (see Section 4.9.1.2).

4.9.1.4 City South Alternative

Impacts under the City South Alternative would be the same as under the Wright and City North alternatives: there would be no adverse impacts to geology and minor adverse impacts to topography and soils (see Section 4.9.1.2).

4.9.1.5 Lannie Road Realigned Alternative

Impacts under the Lannie Road Realigned Alternative would be the same as under the Wright, City North, and City South alternatives: there would be no adverse impacts to geology and minor adverse impacts to topography and soils (see Section 4.9.1.2).

4.9.2 Water Resources

4.9.2.1 No Action Alternative

The No Action Alternative would have no effect on surface, ground, or stormwater.

4.9.2.2 Wright Alternative

Surface Water

Implementation of the Wright Alternative would have no adverse impacts on surface water provided the site is managed in compliance with local, state, and federal standards for watershed management. Major potential sources of impacts to surface water are erosion and contaminated stormwater runoff. Erosion issues are addressed in Section 4.9.1.2; stormwater issues are addressed later in this section.

Groundwater

Adverse impacts on groundwater would be negligible. The Wright site is not in a recharge area for the Floridan Aquifer. The aquifer is the main source of water in Duval County. Maintenance of the cemetery would likely require irrigation. Use of groundwater for irrigation purposes may be subject to the Consumptive Use Permitting (CUP) program if the site operator would:

- Withdraw water from a well six inches or more in diameter.
- Use or want to use an annual average of 100,000 or more gallons of water per day.
- Have the capacity to pump 1 million gallons of water per day.

Depending on how much water operation of the cemetery would require and how it would be obtained, a CUP permit may be required. Applicants must submit a water conservation plan and investigate and use the lowest quality source of water possible. For instance, for landscape irrigation, use of stored stormwater is required when available.

In areas with a high water table, as is the case with the Wright Site, surficial groundwater could fill burial vaults and come in contact with the bodies they contain. Bodies are often embalmed before burial and contain formaldehyde, a chemical used to kill bacteria, slow down decomposition, and prevent the odors associated with it. The USEPA regulates formaldehyde as a hazardous substance, though it does not recommend testing drinking water for it and has not issued standards for acceptable concentrations in the water supply. In general, the formaldehyde used in embalming processes is a biodegradable product that binds with any protein to form stable compounds (DVA, 2001). Therefore, the potential for pollution of the surficial ground water by formaldehyde is low. However, it is not desirable that burial vaults be routinely flooded, and to avoid it, burial areas would be elevated with fill to allow burials to remain above the high water table, as indicated in Section 3.9.1.2. This would minimize any risks to surficial groundwater quality.

Stormwater

Construction of the proposed cemetery would have minor adverse impacts on stormwater. Currently, the Wright Site is unbuilt and entirely or almost entirely pervious. Construction of the proposed cemetery would substantially increase the amount of impervious surfaces on the site. The amount of impervious surface created cannot be estimated until the project moves into the master planning phase. However, because of the size of the Wright Site, it is likely that constructing the proposed cemetery on this property would require building more roads and, therefore, more impervious surface than the City North, City South, and Lannie Road Realigned alternatives would. Additional effects on stormwater may result from the changes in topography that would result from elevating the burial areas.

Therefore, design of the proposed cemetery would include design of a stormwater management system. The purpose of such a system would be to minimize effects on the quantity and quality of runoff. It would likely include retention/detention basins, which may double up as landscape features. Stored stormwater would be available for irrigation. Stormwater management systems are subject to permitting from SJRWMD, as per Chapter 40C-42 FAC. DVA would need to file a *Joint Application for an Environmental Resource Permit (ERP)* with SJRWMD (see also Section 4.9.3.2). Design and operation of a permitted stormwater management system would minimize adverse impacts.

4.9.2.3 City North Alternative

The impacts of the City North Alternative would be similar to those of the Wright Alternative, described in Section 4.9.2.2: no impacts on surface water provided the site is managed in compliance with local, state, and federal standards for watershed management; negligible adverse impacts on groundwater; and minor adverse impacts on stormwater. Mitigation and permit requirements would be the same as under the Wright Alternative (see Section 4.9.2.2). Because of the smaller size of the site, it is likely that the City North Alternative would result in less impervious surface than the Wright Alternative because fewer roads would be necessary.

4.9.2.4 City South Alternative

The impacts of the City South Alternative would be similar to those of the Wright and City North alternatives (see Section 4.9.2.2): no impacts on surface water provided the site is managed in compliance with local, state, and federal standards for watershed management; negligible adverse impacts on groundwater; and minor adverse impacts on stormwater. Mitigation and permit requirements would be the same as under the Wright Alternative (see Section 4.9.2.2). Because of the smaller size of the site, it is likely that the City South Alternative would result in less impervious surface than the Wright Alternative because fewer roads would be necessary.

4.9.2.5 Lannie Road Realigned Alternative

The impacts of the Lannie Road Realigned Alternative would be similar to those of the Wright, City North, and City South alternatives (see Section 4.9.2.2): no impacts on surface water

provided the site is managed in compliance with local, state, and federal standards for watershed management; negligible adverse impacts on groundwater; and minor adverse impacts on stormwater. Mitigation and permit requirements would be the same as under the Wright Alternative (see Section 4.9.2.2). Because of the proposed realignment of Lannie Road, this alternative may result in somewhat more new impervious surface than the other City Site alternatives.

4.9.3 Wetlands

4.9.3.1 No Action Alternative

Under the No Action Alternative, there would be no impacts to wetlands.

4.9.3.2 Wright Alternative

Implementation of the Wright Alternative would have a direct, long-term adverse impact on wetlands. As shown in Figure 3-8, the Wright Site contains a substantial amount of wetlands (55 percent of the site) subject to the jurisdiction of the USACE and SJRWMD. DVA would design the cemetery to minimize impacts to these wetlands. Development would be limited to upland areas as much as possible. However, while there are enough upland areas on the Wright Site (a total of approximately 326 acres) to accommodate all program requirements, the distribution of uplands and wetlands across the site would make it unavoidable to fill some wetlands (e.g., to construct connecting roads), though it is not possible at this stage to provide a quantitative estimate of the impacts. The minimization of impacts to wetlands would present a serious challenge to the master planning and design teams. The need to take maximum advantage of the upland areas would likely result in a widely spread out cemetery.

DVA would be required to obtain confirmation of the 2005 delineation by the USACE and SJRWMD and to file a *Joint Application for an ERP* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. The level of mitigation required would be established once the extent and characteristics of the affected wetland communities are determined. Types of mitigation available include preservation of existing wetlands, enhancement of existing wetlands, and creation of new wetlands or acquisition of wetland credits from a wetland mitigation bank. When on-site mitigation is not possible, it must preferably take place within the same wetland basin. The Wright Site is located within the Nassau River Mitigation Basin. Completion of the permitting process and subsequent mitigation would ensure that impacts to wetlands are minimal and not significant.

In the short term, impacts on wetlands from construction activities would be minimized by applying best management practices designed to prevent impacts from sedimentation and stormwater contamination (see Section 4.9.2.2). Wetlands have been delineated on the site, and marked. Wetland areas planned for retention would be fenced during construction to ensure they are not damaged. Contractors working on the site would be required to avoid wetland areas when storing or moving equipment and vehicles.

4.9.3.3 City North Alternative

Implementation of the City North Alternative would have a direct, long-term adverse impact on wetlands. Under this alternative, the proposed new national cemetery would be constructed on the City Site north of Lannie Road. As shown in Figure 3-7, there is a substantial amount of jurisdictional wetlands on that portion of the site. As much as possible, DVA would design the cemetery so as to avoid affecting any wetland. There are enough upland areas on the site (218 acres, or about 69 percent of the site) to accommodate DVA's program for the cemetery without using any wetland. However, as with the Wright Site, the distribution of wetlands and uplands across the site would likely make it impossible to entirely avoid affecting some wetlands, for instance to construct connecting roads.

At this stage, it is not possible to provide an estimate of the quantity of wetlands that would have to be filled under the City North Alternative. The level of impact would be determined as part of the master planning and design process. While designing the cemetery to minimize impacts to wetland would present a challenge, it would likely be somewhat easier to do than under the Wright Alternative, as the site is more compact and areas of uplands less scattered. On the other hand, the total amount of upland available for development is less than on the Wright Site, which would result in a denser cemetery than under the Wright alternative.

DVA would be required to obtain confirmation of the 2005 delineation by the USACE and SJRWMD and to file a *Joint Application for an ERP* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. The level of mitigation required would be established once the extent and characteristics of the affected wetland communities are determined. Types of mitigation available include preservation of existing wetlands, enhancement of existing wetlands, and creation of new wetlands or acquisition of wetland credits from a wetland mitigation bank. When on-site mitigation is not possible, it must preferably take place within the same wetland basin. The City Site is located within the Nassau River Mitigation Basin. Completion of the permitting process and subsequent mitigation would ensure that impacts to wetlands are minimal and not significant.

In the short term, impacts on wetlands from construction activities would be minimized by applying best management practices designed to prevent impacts from sedimentation and stormwater contamination (see Section 4.9.2.2). Wetlands have been delineated on the site, and marked. Wetland areas planned for retention would be fenced during construction to ensure they are not damaged. Contractors working on the site would be required to avoid wetland areas when storing or moving equipment and vehicles.

4.9.3.4 City South Alternative

Implementation of the City South Alternative would have a direct, long-term adverse impact on wetlands. Under this alternative, the proposed new national cemetery would be built on the City Site south of Lannie Road. As shown in Figure 3-7, this portion of the property contains a substantial amount of jurisdictional wetlands. As much as possible, DVA would design the cemetery so as to avoid affecting any wetlands. There are in principle enough upland areas on the site (143 acres, or about 56.7 percent of the site) to accommodate DVA's program for the

cemetery without using any wetland. However, as would be the case with the Wright Site and the City Site north of Lannie Road, the distribution of wetlands and uplands across the site would likely make it impossible to entirely avoid affecting some wetlands, for instance to construct connecting roads.

At this stage, it is not possible to provide an estimate of the quantity of wetland that would have to be filled under the City South Alternative. The level of impact would be determined as part of the master planning and design process. Designing the cemetery to minimize impacts to wetlands would present a challenge. Portions of the site would have to remain unused (e.g., the swampy southeastern corner). Though this would likely contribute to the aesthetic appeal of the cemetery, it would also force DVA to implement its program on a relatively small area: the total amount of uplands available is the smallest of the four action alternatives, which would result in a fairly compact and dense cemetery.

DVA would be required to obtain confirmation of the 2005 delineation by the USACE and SJRWMD and to file a *Joint Application for an ERP* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. The level of mitigation required would be established once the extent and characteristics of the affected wetland communities are determined. Types of mitigation available include preservation of existing wetlands, enhancement of existing wetlands, and creation of new wetlands or acquisition of wetland credits from a wetland mitigation bank. When on-site mitigation is not possible, it must preferably take place within the same wetland basin. The City Site is located within the Nassau River Mitigation Basin. Completion of the permitting process and subsequent mitigation would ensure that impacts to wetlands are minimal and not significant.

In the short term, impacts on wetlands from construction activities would be minimized by applying best management practices designed to prevent impacts from sedimentation and stormwater contamination (see Section 4.9.2.2). Wetlands have been delineated on the site, and marked. Wetland areas planned for retention would be fenced during construction to ensure they are not damaged. Contractors working on the site would be required to avoid wetland areas when storing or moving equipment and vehicles.

4.9.3.5 Lannie Road Realigned Alternative

Implementation of the Lannie Road Realigned Alternative would have a direct, long-term adverse impact on wetlands. Under this alternative, Lannie Road would be relocated south of its current alignment and the proposed new cemetery would be built on the City Site north of the new road. As under the other action alternatives, there would be a substantial amount on wetlands on the site. As much as possible, DVA would design the cemetery so as to avoid affecting any wetland. Also, the new alignment of Lannie Road would be determined so as to minimize any impacts to wetlands. Once Lannie Road is realigned, there would be in principle enough upland areas on the site (around 245 acres, or about 67 percent of the site) to accommodate DVA's program for this cemetery without using any wetlands. However, as under the other action alternatives, the distribution of wetlands and uplands across the site would likely make it impossible to entirely avoid affecting some wetlands, for instance to construct connecting roads. It is also likely that some impacts would result from realigning Lannie Road.

At this stage, it is not possible to provide an estimate of the quantity of wetland that would have to be filled under the Lannie Road Realigned Alternative. The level of impact would be determined as part of the master planning and design process. Designing the cemetery to minimize impacts to wetlands would present a challenge, though the site would offer fairly compacts areas of upland, particularly on its northern flank.

DVA would be required to obtain confirmation of the 2005 delineation by the USACE and SJRWMD and to file a *Joint Application for an ERP* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. The level of mitigation required would be established once the extent and characteristics of the affected wetland communities are determined. Types of mitigation available include preservation of existing wetlands, enhancement of existing wetlands, and creation of new wetlands or acquisition of wetland credits from a wetland mitigation bank. When on-site mitigation is not possible, it must preferably take place within the same wetland basin. The City Site is located within the Nassau River Mitigation Basin. Completion of the permitting process and subsequent mitigation would ensure that impacts to wetlands are minimized and not significant.

In the short term, impacts on wetlands from construction activities would be minimized by applying best management practices designed to prevent impacts from sedimentation and stormwater contamination (see Section 4.9.2.2). Wetlands have been delineated on the site, and marked. Wetland areas planned for retention would be fenced during construction to ensure they are not damaged. Contractors working on the site would be required to avoid wetland areas when storing or moving equipment and vehicles.

4.9.4 Floodplain Management

4.9.4.1 No Action Alternative

The No Action Alternative would not affect floodplains.

4.9.4.2 Wright Alternative

As indicated in Section 3.9.4, a small portion of the Wright Site may be located in the floodplain associated with Thomas Creek and a local unnamed drainage channel. Any impacts could be avoided by not developing the portion of the site in question. There is enough developable land within the Wright Site for this limitation to be only a minor constraint on the planning effort. Therefore, the floodplain would not be affected.

4.9.4.3 City North Alternative

The City Site in its entirety is outside the floodplain. Therefore, the City North Alternative would not affect the floodplain.

4.9.4.4 City South Alternative

The City Site in its entirety is outside the floodplain. Therefore, the City South Alternative would not affect the floodplain.

4.9.4.5 Lannie Road Realigned Alternative

The City Site in its entirety is outside the floodplain. Therefore, the Lannie Road Realigned Alternative would not affect the floodplain.

4.9.5 Biological Resources

4.9.5.1 No Action Alternative

This alternative would result in no adverse impacts to biological resources or to threatened and endangered species. Eventually, it is likely that the Wright property would be developed. Impacts to protected species would be addressed as part of the permitting process for such a development.

4.9.5.2 Wright Alternative

Moderate adverse impacts to wildlife and plants would result from constructing the proposed new national cemetery on the Wright Site because substantial portions of the property (in the range of 100 to 150 acres) would be developed to build support structures and create burial areas. Development of this largely wooded site would cause removal mainly of pine plantation and some natural forest, and wildlife that makes their home, forage, or breed in the affected area would be displaced. The severity of the impacts would be substantially tempered by the fact that most of the areas that would be disturbed now consist of pine plantation, which supports a limited number of plant species, is cut periodically, and hence has limited usefulness as wildlife habitat. Impacts, therefore, would not be significant.

The areas of the site with the most potential for biological diversity (wetlands) would experience minimal impacts (see Section 4.9.3.2). Much of the wetland is pine plantation; it is possible that at least part of those low-quality wetlands would be restored to their natural state for aesthetic and mitigation purposes, resulting in a positive impact on plant and wildlife diversity and population sizes.

Landscape plantings that would be added as part of the development plan would also help to ameliorate adverse impacts on wildlife species. Using native plants for landscaping would be done to the maximum extent possible to provide new habitat and to minimize the need for watering and the use of herbicides and pesticides for maintenance. Careful selection of plantings to provide cover and sources of berries and seeds could effectively mitigate much of the loss of wildlife habitat caused by cutting the pine plantations.

When construction begins, mobile species would likely relocate. Alternative habitat may be available for the long term on the nearby properties of the Preservation Project Jacksonville and

other undeveloped areas. However, competition for food and shelter on the neighboring properties with wildlife already there might not allow for effective relocation of displaced animals. Burrowing and less mobile species would unavoidably experience some degree of mortality from construction activities.

Construction-related activities, which would create noise and increased human presence and activity on the site, may disturb wildlife even in those portions of the site that would not be developed. Such disturbances would be temporary, and few animals are likely to be permanently driven away if their habitat remains untouched. The Wright Site is currently farmed and any wildlife present there already experiences some degree of noise and other human-generated disturbance. Noise associated with the operation of the proposed cemetery (such as ceremonial music or rifle salutes) would be occasional and limited to the areas near commitment shelters. Animals, like people, would grow accustomed to regularly repeated noises.

DVA would comply with Executive Order 13112, *Invasive Species*, which requires federal agencies to prevent the introduction of invasive species and provide for controlling and minimizing the impacts their introduction may have on the natural and human environment. Any identified non-native species would be removed from the selected site, and if needed, a long-term management plan would be developed to ensure control of those species and comply with the executive order.

Feral hogs are found on the Wright site and would have to be kept out to avoid the damage their rooting and foraging could cause. The proposed cemetery would have a perimeter fence that would be designed to prevent wild hogs from entering the site.

Of the federally listed threatened or endangered species known to occur in Duval County, only the wood stork is likely to be found on the Wright site. The ESI wetland survey crew observed a pair of wood storks foraging on the City Site, but not on the Wright site. Though the property does not seem to contain much favorable wood stork habitat and no nests were observed, a survey may be needed to establish whether wood storks are using the site to forage. During the master planning and design process DVA would consult with USFWS and the Florida Wildlife Commission to identify and mitigate any potential impacts the proposed action might have on the wood stork. The wood stork favors marshy and wet areas which, if present on the site, would mostly remain undeveloped and available for use by the stork. Therefore, no adverse effects on the wood stork are expected. No other federally listed species are likely to be present on the site. Therefore, there would be no significant adverse effects to endangered and threatened species.

A survey may be needed to establish whether any state-listed species occur on the site. It is DVA's policy to work with state agencies during the master planning and design process to minimize impacts to endangered and threatened species. If the presence of state-listed species were established, DVA would work in consultation with the Florida Wildlife Commission to develop avoidance, minimization, or mitigation strategies. Any impacts to state-listed species, therefore, are expected to be minor.

4.9.5.3 City North Alternative

Under this alternative, impacts to plants and wildlife would be similar in nature to those described for the Wright Alternative but would be minor in intensity because much of the land is in pasture. Pastures support relatively few plant species and are mowed, or cropped by cattle, which greatly reduces their value as cover and food source for wildlife species. Many of the wetland areas, particularly those covered by forest, would be preserved, so that the natural areas that support the most wildlife species would remain. Some wetlands areas now in the pastures might be restored as wetlands, which would enhance the wildlife habitat available.

Other mitigation measures described for the Wright Alternative would be taken under this alternative as well. Because most of the site is in pasture, there would be no need for any substantial tree cutting. Landscaping plans would emphasize native plants. Invasive species, which often are of little value to wildlife and crowd out native plants, would be controlled. Wild hogs would be fenced out of the cemetery.

As noted for the Wright Alternative, a pair of federally listed endangered wood storks was observed by the ESI wetland survey crew foraging on the city site. During the master planning and design, process DVA would consult with USFWS and the Florida Wildlife Commission to identify and mitigate any potential impacts the proposed action might have on the wood stork. The wood stork favors marshy and wet areas which, if present on the site, would mostly remain undeveloped and available for use by the stork. Therefore, no adverse effects on the wood stork are expected.

A survey may be needed to establish whether any state-listed species occur on the site. It is DVA's policy to work with state agencies during the master planning and design process to minimize impacts to endangered and threatened species. If the presence of state-listed species were established, DVA would work in consultation with the Florida Wildlife Commission to develop avoidance, minimization, or mitigation strategies. Any impacts to state-listed species, therefore, are expected to be minor.

4.9.5.4 City South Alternative

Adverse impacts to plants and wildlife under this alternative would be similar to those under the City North Alternative (see Section 4.9.5.3), and would be minor.

4.9.5.5 Lannie Road Realigned Alternative

Adverse impacts to plants and wildlife under this alternative would be similar to those under the City North and City South alternatives (see Section 4.9.5.3), and would be minor.

4.10 Hazardous Waste

4.10.1 No Action Alternative

The No Action Alternative would have no hazardous waste-related impacts.

4.10.2 Wright Alternative

The Wright Alternative would result in no hazardous waste-related impacts. As indicated in Section 3.10, there is no indication that the Wright Site may contain contaminated areas. Implementation of the Wright Alternative would not require extensive environmental testing and cleanup. Construction and operation of the proposed cemetery may result in the use, generation, and disposal of a limited amount of hazardous substances, including fuels and oils, paints, cleaners, and pesticides. Hazardous wastes are regulated under the Resource Conservation and Recovery Act (RCRA). Depending on the quantities involved, the generation and storage of hazardous wastes may require permitting under RCRA. DVA would ensure that all transport and disposal of hazardous waste is performed by permitted operators, as required. Compliance with applicable local, state, and federal laws and regulations pertaining to hazardous substances would ensure the proposed action has no adverse impacts.

4.10.3 City North Alternative

Like the Wright Alternative and for the same reasons (see Section 4.10.2), the City North Alternative would result in no hazardous waste-related impacts.

4.10.4 City South Alternative

Like the Wright and City North alternatives, and for the same reasons (see Section 4.10.2), the City South Alternative would result in no hazardous waste-related impacts.

4.10.5 Lannie Road Realigned Alternative

Like the other alternatives, and for the same reasons (see Section 4.10.2), the Lannie Road Realigned Alternative would result in no hazardous waste-related impacts.

4.11 Cumulative Impacts

Cumulative impacts are impacts on the environment that result from "the incremental impact of the action 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" (40 CFR 1508.7).

4.11.1 No Action Alternative

Under the No Action Alternative, there would be no cumulative impacts. The proposed cemetery would not be built. Therefore, there would be no "incremental impacts" added to "past, present, and reasonably foreseeable future actions."

4.11.2 Wright Alternative

The Wright Alternative would generate negligible cumulative impacts. As noted in Section 3.1.4.5, the area of North Jacksonville where the potential cemetery sites are located is poised to experience substantial growth over the next decade. This expected growth is not related to, nor does it depend on, building the proposed new national cemetery. Cumulative impacts will result from development in North Jacksonville. Aspects of the human and natural environment that are most likely to be affected include land use, demography and economy, transportation, community services and utilities, transportation, air quality, water resources, and biological resources, including wetlands. Generally, it can be expected that the population of the area will increase, as will demands on the transportation network, community services, and utilities. More traffic and buildings will result in more air emissions, more impervious surfaces, and loss of wetlands and other natural areas currently providing habitat for a range of common and rare animal and plant species.

To help guide and manage this expected development, the City of Jacksonville has developed the North Jacksonville Shared Vision and Master Plan. Conservation projects such as the Preservation Project Jacksonville and the Northeast Florida Timberlands and Watershed Reserve Project are in place to allow local and state authorities to effectively manage and grow the portion of their land holdings devoted to conservation. Continued implementation of those plans and projects will help establish a balance between economic and environmental needs. Compliance with local, state, and federal review and permitting requirements that apply to private and public projects will ensure that development-related adverse impacts are minimized and mitigated, as required.

While construction and operation of the proposed new cemetery on the Wright Site would contribute to some cumulative adverse impacts (for instance with regard to transportation or impervious surfaces), this contribution would be overall negligible. Additionally, implementation of the Wright Alternative would result in effects that would help offset some of the cumulative impacts of foreseeable development in North Jacksonville because it would ensure that a substantial tract of land located next to properties of the Preservation Project Jacksonville permanently remains in a low-density, low-impact, park-like use.

4.11.3 City North Alternative

Cumulative impacts under the City North Alternative would be similar to those under the Wright Alternative (see Section 4.11.2) and would be negligible.

4.11.4 City South Alternative

Cumulative impacts under the City South Alternative would be similar to those under the Wright and City North alternatives (see Section 4.11.2) and would be negligible.

4.11.5 Lannie Road Realigned Alternative

Cumulative impacts under the Lannie Road Realigned Alternative would be similar to those under the Wright, City North, and City South alternatives (see Section 4.11.2) and would be negligible.

4.12 Potential for Generating Public Controversy and Public Involvement

4.12.1 No Action Alternative

The No Action Alternative would likely generate substantial public controversy among veterans of the Jacksonville area and other groups and individuals who have expressed support for the proposed new cemetery.

4.12.2 Wright Alternative

As noted in Section 2.2.1.2, both the potential cemetery sites considered in this EA have received substantial public support. While some veterans and veterans groups favored a location in Flagler County, there are solid and convincing reasons to rule out such an option, as documented in Section 2.2. Given these reasons, there is little potential for the Wright Alternative to encounter significant opposition. The alternative would be implemented only if the site's owner agreed to sell the land to DVA at conditions acceptable to both parties; therefore, the action would be unlikely to create any more opposition from private economic interests than would any similar private land deal.

4.12.3 City North Alternative

As noted in Section 2.2.1.2, construction of the proposed cemetery in North Jacksonville has received substantial public support. Implementation of the City North Alternative is as unlikely as the Wright Alternative to create substantial public controversy. However, under this alternative, an active model airplane flying field would have to be relocated. Users of the facility may be critical of this action. However, implementation of the City North Alternative would be contingent on finding an appropriate new location for the airfield, in consultation with its users. Early consultation and participation in the decision-making process would ensure the field's users are heard and their interests taken into account when selecting a new location for the airfield.

4.12.4 City South Alternative

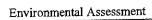
As noted in Section 2.2.I.2, construction of the proposed cemetery in North Jacksonville has received substantial public support. Implementation of the City South Alternative is unlikely to create substantial public controversy.

4.12.5 Lannie Road Realigned

As noted in Section 2.2.1.2, construction of the proposed cemetery in North Jacksonville has received substantial public support. Implementation of the Lannie Road Realigned Alternative is unlikely to create substantial public controversy. Under this alternative, the access road to the existing model airfield on the City Site would need to be modified and measures to minimize potential noise impacts on the cemetery may be needed. Users of the field would be consulted prior to making any decisions on these issues. Early consultation and involvement in the master planning process would ensure the field's users are heard and their interests taken into account.

4.13 Conclusion

Based on the above analyses, DVA has determined that implementing the proposed action under any of the action alternatives considered would not have any significant impacts on the human environment. Therefore, an EIS is not required and will not be prepared.



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6 Acronyms

APE	Area of potential effect
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Generic Permit for Stormwater Discharge from Large and Small Construction
COI	Activities
CO	Carbon monoxide
CUP	Consumptive Use Permit
CWA	Clean Water Act
DBH	Diameter-at-breast-height
DHR	Division of Historical Resources
DVA	Department of Veterans Affairs
EA	Environmental assessment
EIS	Environmental impact statement
EO	Executive Order
EMS	Emergency medical service
ERP	Environmental Resource Permit
ESA	Endangered Species Act
ESI	Environmental Services Inc.
FAC	Florida Administrative Code
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FEMA	Federal Emergency Management Agency
FFWCC	Florida Fish and Wildlife Conservation Commission
FIRM	Flood insurance rate map
FLUCFCS	Florida land use, cover and forms classification system
FPPA	Farmland Protection Policy Act
FNAI	Florida Natural Areas Inventory
FONSI	Finding of no significant impact
FS	Florida statute
JEA	Jacksonville Electric Authority
LOS	Level of service
MCC	Montgomery Correctional Center
NAAQS	National ambient air quality standards
NCA	National Cemetery Administration
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service

Nitrogen dioxide NO_2

National Pollutant Discharge Elimination System **NPDES**

Natural Resources Conservation Service **NRCS** National Register of Historic Places **NRHP**

Ozone O_3 Lead Pb

Particulate matter PM Parts per million ppm

Resource Conservation and Recovery Act **RCRA**

State Historic Preservation Office SHPO

Tiger Serious Habitual Offender Program **SHOP**

State Implementation Plan SIP

St. Johns River Water Management District **SJRWMD**

Sulfur dioxide SO_2

US Army Corps of Engineers **USACE**

US Environmental Protection Agency **USEPA**

US Fish and Wildlife Service **USFWS**

Veterans Affairs VA Microgram

 μg

7 Preparers

This Environmental Assessment was prepared by:



A Tyco International Ltd. Company

675 N. Washington Street, Suite 300 Alexandria, VA 22314

Key personnel included:

Jeffrey Briggs, Wetlands: 35 years of experience in zoology, ecological sciences and environmental assessment. University of Denver, 1965, BS, Zoology; Oregon State University, 1968, MA, Ecology/Oceanography; Oregon State University, 1970, Ph.D. Ecology/Oceanography

Laurent Cartayrade, Project Manager: 7 years of experience in environmental planning. University of Paris IV-Sorbonne, 1984, BA; University of Maryland-College Park, 1991, MA, History; 1997, PhD, History.

Nick Dais, Traffic Impacts: 6 years of experience in transportation engineering and planning. Aristotle University of Greece, 1994, BS, Civil Engineering; University of Maryland at College Park, 1999, ME, Transportation Engineering and Planning.

Peuelope Douglas, Natural Resources: 32 years of experience in environmental and natural resources planning and environmental impact assessment. University of Michigan, 1970, BS, Natural Resource Planning; University of Maryland, 1985, MA, Geography/Environmental Analysis.

Jessica Gribbon, Environmental Planner. 1 year of experience in environmental planning. University of Miami, 2003, BA, Marine Affairs and Policy, UM/Rosenstiel School of Marine and Atmospheric Science, 2004, MA, Marine Affairs and Policy.

Steven Ko, GIS/Cartography: 10 years of experience in designing and implementing geographic information systems, cartography, photogrammetric surveys, photo interpretation, air quality and noise geometry model set up for environmental impact studies. State University of New York at Buffalo, 1993. BA, Geography.

J. Lane Willson, Project Director: 25 years of active military duty in the U.S. Navy, afloat as a Surface Line Officer and ashore in environmental compliance, program and budgeting, and policy. Post Navy, 5 years as senior program manager, environmental planning and preparation of environmental impact documentation. Auburn University, 1974, BS, Transportation; Marymount University, 1988, MBA, Finance.

Lewis, Scully, Gionet Inc. Landscape Architects

1919 Gallows Road, Suite 110 Vienna, VA 22182

Prime Consultant

Mark Gionet, ASLA, AICP: 24 years of experience in landscape architecture, planning and cemetery design. Union College, 1977, BA, History; University of Massachusetts, 1982, MLA Landscape Architecture.

Environmental Services Inc.

7220 Financial Way, Suite 100 Jacksonville, FL 32256

Sub-consultant for Wetlands Delineation and Cultural Resources Evaluation

David Dickson, Senior Project Manager: 14 years of experience in environmental planning and analysis. Florida State University, 1991, BS, Interdisciplinary Program in Social Sciences.

Michael Thomas, Senior Scientist: 10 years of experience in environmental science. Jacksonville University, 1996, BS, Environmental Science.

Marsha Chance, Senior Archaeologist: 20 years of experience in archaeology and cultural resources management. Florida State University, 1974, MS, Anthropology.

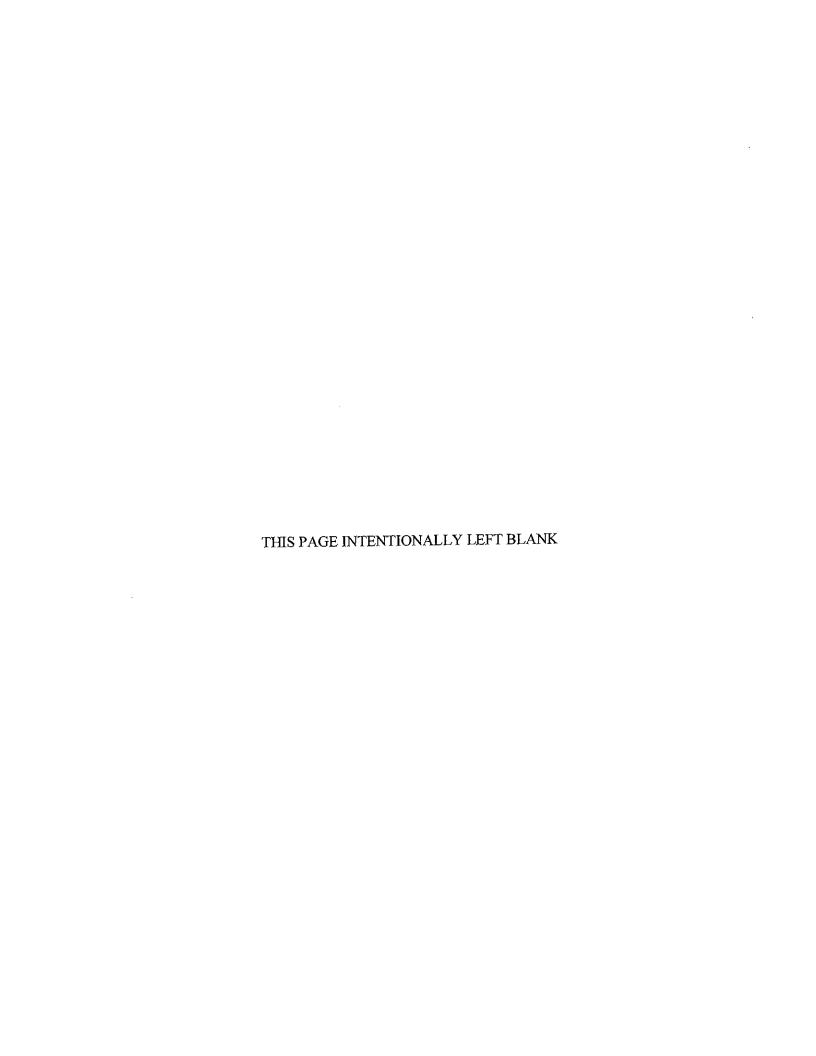
US Department of Veterans Affairs National Cemetery Administration

Donald G. Campbell, Environmental Engineer

Michael Elliott, Director, Project Service Support

Lu Richards, Project Manager

APPENDIX A Coordination Letters



April 29, 2005

Mr. Dave Hankla, Field Supervisor U. S. Fish & Wildlife Service North Florida Field Office 6620 Southpoint Drive South, Suite 310 Jacksonville, FL 32216-0958

Re.: Environmental Assessment for New National Cemetery in Jacksonville, Florida, and Section 7 Consultation.

Dear Mr. Hankla:

Earth Tech, Inc. is under contract to the Department of Veterans Affairs (VA) to prepare an environmental assessment (EA) for the construction of a new national cemetery in Jacksonville, Florida. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA). This letter is being sent to you consistent with Section 7 of the Endangered Species Act.

Telephone

703.549.8728

Facsimile

703.549.9134

Presently, the VA Department is considering four potential sites for the proposed new cemetery. As shown on the enclosed location map, all four sites are located close to the northern boundary of Duval County, just north of Jacksonville International Airport. Two of the four sites (City I and City II) are contiguous, extending north and south of Lannie Road, respectively. More detailed aerial views of each site, showing parcel numbers and surface areas, are also enclosed. Construction of the proposed cemetery would involve land clearing, site development of areas to be used for interments, construction of internal roads and cemetery support facilities, and landscaping.

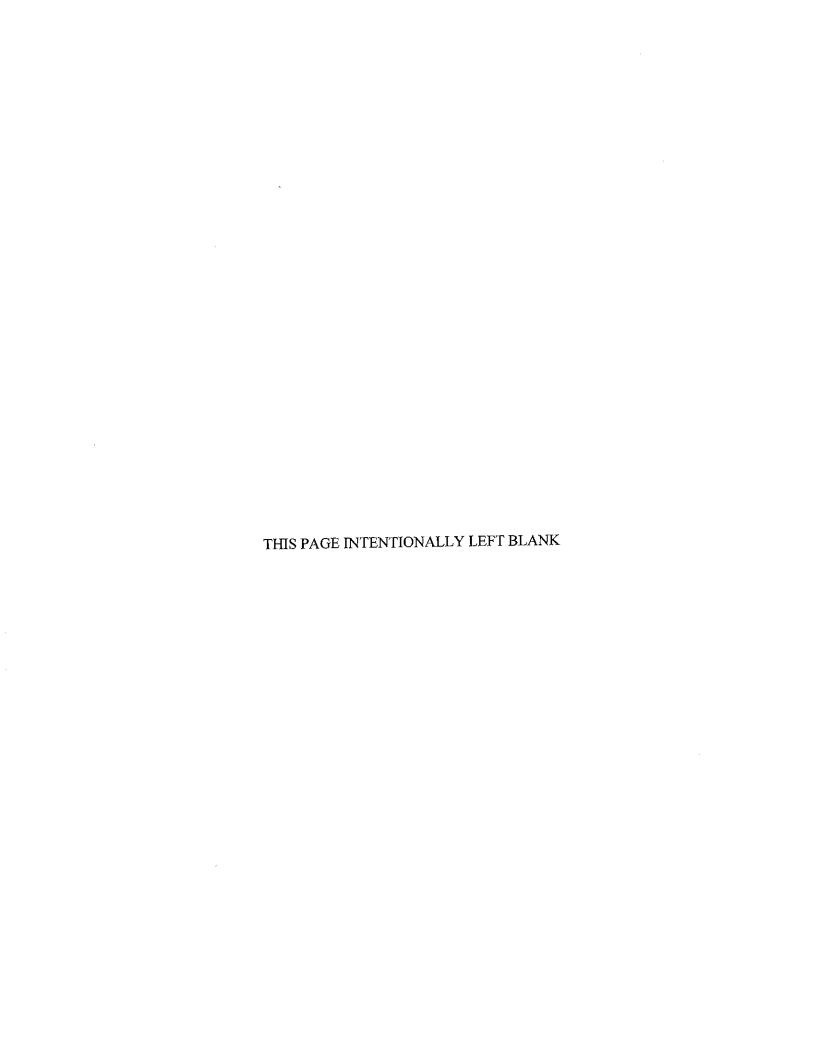
In addition to notifying you of the proposed action and beginning of the NEPA review process, this letter is to request that you review your files for information on threatened and endangered species, or their habitat, that are known to occur at or near the sites being considered.

Thank you for providing the requested information at your earliest convenience. Please do not hesitate to call me at (703) 706-0114 if you have any questions on the proposed action.

Yours truly, Earth Tech, Inc.

Laurent Cartayrade Project Manager





April 29, 2005

Mr. Frederick Gaske, Director Division of Historical Resources 500 S. Bronough Street Tallahassee, Florida 32399-0250

Re.: Environmental Assessment for New National Cemetery in Jacksonville, Florida, and Section 106 Review.

Dear Mr. Gaske:

Earth Tech, Inc. is under contract to the Department of Veterans Affairs (VA) to prepare an environmental assessment (EA) for the construction of a new national cemetery in Jacksonville, Florida. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA). Review of this federal undertaking under Section 106 of the National Historic Preservation Act (NHPA) will be conducted in coordination with the NEPA review process. We understand that, as Director of the Division of Historical Resources, you are the designated State Historic Preservation Officer for Florida.

Presently, the VA Department is considering four potential sites for the proposed new cemetery. As shown on the enclosed location map, all four sites are located close to the northern boundary of Duval County, just north of Jacksonville International Airport. Two of the four sites (City I and City II) are contiguous, extending north and south of Lannie Road, respectively. More detailed aerial views of each site, showing parcel numbers and surface areas, are also enclosed. Construction of the proposed cemetery would involve land clearing, site development of areas to be used for interments, construction of internal roads and cemetery support facilities, and landscaping. Any potential effects would be contained within the boundaries of the cemetery site.

The VA Department is not aware of the presence on or near the potential sites of any buildings, structures, or archaeological sites listed or eligible for listing in the National Register of Historic Places that could be affected by the proposed action. In addition to notifying you of the proposed action and beginning of the NEPA and Section 106 review processes, this letter is to request that you review your files for any information you may have on existing or potential historic or archaeological resources at any of the sites considered.

We are also interested in any records you may have of Native-American tribes with a potential interest in any of the considered sites under the Native American Graves Protection and Repatriation Act or the American Indian Religious Freedom Act.

Telephone

703.549.8728

Facsimile

703.549.9134

April 29, 2005 Mr. Frederick Gaske, Director Division of Historical Resources

Thank you for providing the requested information at your earliest convenience. Please do not hesitate to call me at (703) 706-0114 if you have any questions on the proposed action.

Very truly yours,

Earth Tech, Inc.

Laurent Cartayrade Project Manager



FLORIDA DEPARTMENT OF STATE Glenda E. Hood

Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Laurent Cartayrade Earth Tech 675 North Washington Street, Suite 300 Alexandria, Virginia 22314 May 27, 2005

RE:

DHR Project File Number: 2005-4441

Received by DHR May 3, 2005 U.S. Department of Veterans Affairs

Environmental Assessment for New National Cemetery in Jacksonville

Four Proposed Sites: City Site I, City Site II, Wright Northeast, and Wright Southwest

Jacksonville, Duval County

Dear Mr. Cartayrade:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and 36 CFR Part 800: Protection of Historic Properties and the National Environmental Policy Act of 1969, as amended. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the National Register of Historic Places), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

City Site I, City Site II, and Wright Southwest: A review of the Florida Master Site File indicates that there are no known archaeological or historical sites within the areas under consideration. However, since these areas have never been subjected to professional archaeological investigation, this is not necessarily indicative of the absence of archaeological materials. The proposed project will affect a sizable area that is environmentally similar to regions within Duval County that are known to have yielded archaeological remains.

Wright Northeast: A review of the Florida Master Site File indicates the presence of one previously recorded archaeological site (8DU161—battlefield site) in the areas under consideration (see map). No other archaeological or historical sites are recorded within the properties. However, since these areas have never been subjected to professional archaeological investigation, this is not necessarily indicative of the absence of archaeological materials. The proposed project will affect a sizable area that is environmentally similar to regions within Duval County that are known to have yielded archaeological remains.

Therefore, it is the recommendation of this office that prior to any ground disturbing activities, a professional archaeological and historical investigation be conducted for the selected site. Its purpose will be to determine if archaeological or historic resources are present within the project area, and the

500 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com

☐ Director's Office (850) 245-6300 • FAX: 245-6436 ☐ Archaeological Research (850) 245-6444 • FAX: 245-6436

☑ Historic Preservation (850) 245-6333 • FAX: 245-6437 ☐ Historical Museums (850) 245-6400 • FAX; 245-6433

☐ Southeast Regional Office (954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office (904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office (813) 272-3843 • FAX: 272-2340

Mr. Cartayrade May 27, 2005 Page 2

significance of any resources located. The resultant report should conform to the specifications set forth in Chapter 1A-46, Florida Administrative Code, and be forwarded to this agency in order to complete the process of reviewing the impact of this proposed project on historic properties. The results of the investigations will determine if significant archaeological resources would be disturbed by this project. In addition, if significant remains are located, the data described in the report and the consultant's conclusions will assist this office in determining measures that must be taken to avoid, minimize, or mitigate adverse impacts to historic properties listed, or eligible for listing in the National Register of Historic Places, or otherwise of historic or archaeological significance.

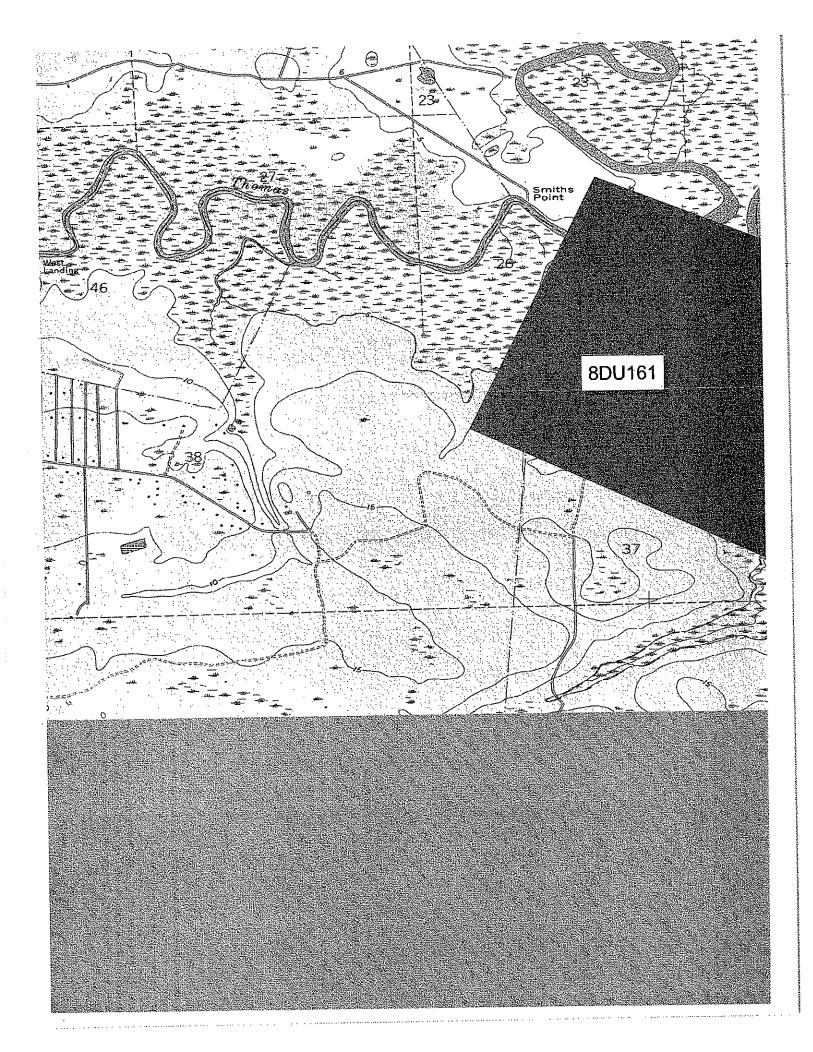
If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail sedwards@dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and State Historic Preservation Officer

DESCRIPTION OF TOSOLAND

Enclosure



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675 North Washington Street Suite 300 Alexandria, VA 22314 P 703.549.8728 F 703.549.9134 www.earthtech.com

January 4, 2006

Mr. Dave Hankla, Field Supervisor U. S. Fish & Wildlife Service North Florida Field Office 6620 Southpoint Drive South, Suite 310 Jacksonville, FL 32216-0958

Re.: Environmental Assessment for New National Cemetery in Jacksonville, Florida, and Section 7 Consultation.

Dear Mr. Hankla:

Earth Tech, Inc. is under contract to the Department of Veterans Affairs (VA) to prepare an environmental assessment (EA) for the construction of a new national cemetery in Jacksonville, Florida. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA). This letter is being sent to you consistent with Section 7 of the Endangered Species Act.

The VA Department is considering several potential sites for the proposed new cemetery, as shown on the enclosed figure (however, please note that Site 3.2 has been removed from consideration; only Sites 4.1, 4.2, and 3.1 are presently being considered). The sites are located close to the northern boundary of Duval County, just north of Jacksonville International Airport. Sites 4.1 and 4.2 mostly consist of an open pasture used for cattle grazing. Much of Site 3.1 is in pine plantation, with areas of natural vegetation. Construction of the proposed cemetery would involve land clearing, site development of areas to be used for interments, construction of internal roads and cemetery support facilities, and landscaping.

This letter is to request that you review your files for information on threatened and endangered species, or their habitat, that may be known to occur at or near the potential sites, and let us know of any comments or concerns you may have with regard to any of the sites.

A similar request was sent to you on April 29, 2005. To date, it has remained without a response. Absent a response to this follow-up letter within 30 days, we will assume you have no comments on the proposed action and no further Section 7 consultation is needed.

Please do not hesitate to call me at (703) 706-0114 if you have any questions on the proposed action.

Yours truly, Earth Tech, Inc.

Laurent Cartayrade Project Manager





675 North Washington Street Suite 300 Alexandria, VA 22314 P 703,549,8728 F 703,549,9134 www.earthtech.com

January 4, 2006

Director Species Conservation Planning Section Florida Fish and Wildlife Conservation Commission 620 South Meridian Street, Mail Station 2A Tallahassee, Florida 32399-1600

Re.: Environmental Assessment for New National Cemetery in Jacksonville, Florida, and Section 7 Consultation

Dear Sir or Madam:

Earth Tech, Inc. is under contract to the Department of Veterans Affairs (VA) to prepare an environmental assessment (EA) for the construction of a new national cemetery in Jacksonville, Florida. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA). This letter is being sent to you consistent with Section 7 of the Endangered Species Act.

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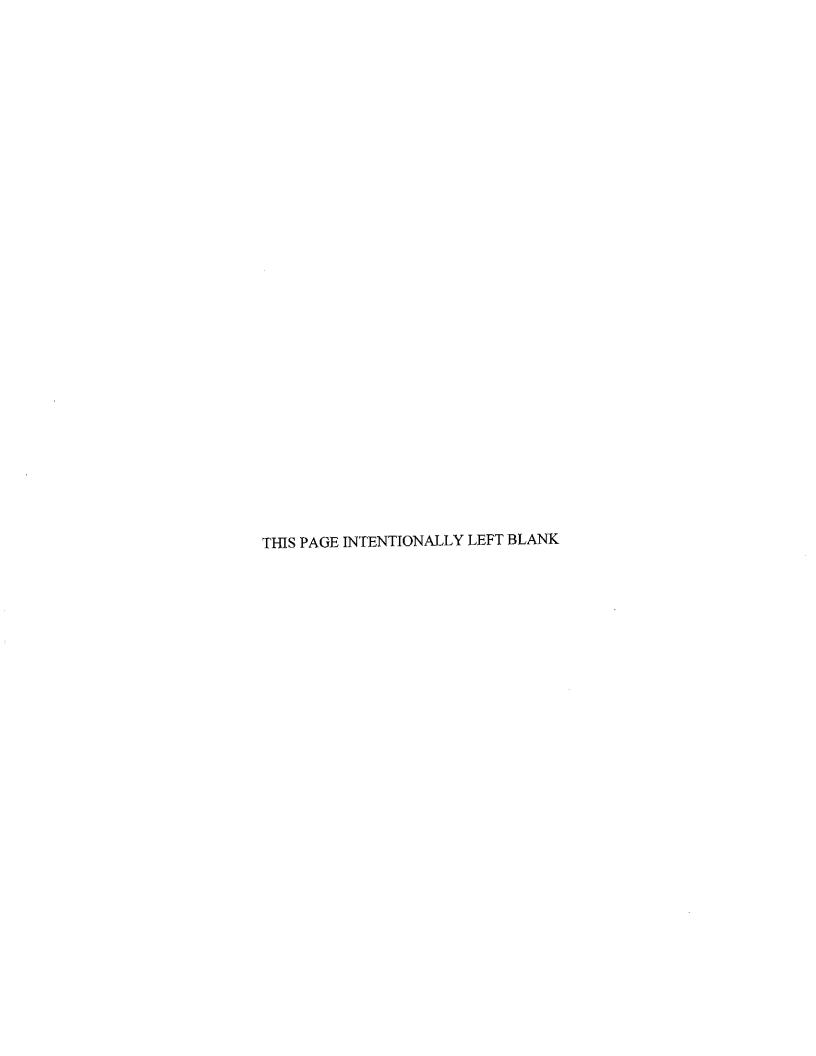
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A similar request was sent to you on April 29, 2005. To date, it has remained without a response. Absent a response to this follow-up letter within 30 days, we will assume you have no comments on the proposed action and no further Section 7 consultation is needed.

Please do not hesitate to call me at (703) 706-0114 if you have any questions on the proposed action.

Yours truly, Earth Tech, Inc.

Laurent Cartayrade Project Manager





1018 Hammsville Road Suite 200-C Tallahassae, FL 32303 850-224-6207 (an 850-681-9364 www.fnä.org January 23, 2006

Jessica Gribbon Earth Tech 675 N. Washington Street, Suite 300 Alexandria, VA 22314

Dear Ms. Gribbon:

Thank you for your request for information from the Florida Natural Areas Inventory (FNAI). We have compiled the following information for your project area.

Project:

Site 3.1, Wright

Date Received:

January 12, 2006

Location:

Township 1 N, Range 26 E, Sections 39 & 42

Township 2 N, Range 26 E, Sections 25, 36-38, & 46

Duval County

Element Occurrences

A search of our maps and database indicates that currently we have no Element Occurrences mapped within the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The Element Occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to tack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, Element Occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitet models indicate areas, which based on landcover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the most rare species tracked by the inventory, including all federally listed species.



Finnida Resources and Environmental Analysis Center

Institute of Science and Public Alixan

The Florida State University

Tracking Horida's Biodiversity

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

Managed Areas

Portions of the site appear to be located within the Timucian Ecological & Historic Preserve, managed by the US Department of the Interior, National Parks Service. Portions of the site also appear to be located within the Thomas Creek Conservation Area, managed by the St. Johns Water Management District.

The Managed Areas data layer shows public and privately managed conservation lands throughout the state. Federal, state, local, and privately managed conservation lands are included.

Land Acquisition Projects

This site appears to be located within the Northeast Florida Timberlands & Watershed Reserve Florida Forever BOT Project, which is part of the State of Florida's Conservation and Recreation Lands land acquisition program. A description of this project is enclosed. For more information on this Florida Forever Project, contact the Florida Department of Environmental Protection, Division of State Lands.

Florida Forever Board of Trustees (BOT) projects are proposed and acquired through the Florida Department of Environmental Protection, Division of State Lands. The state has no regulatory authority over these lands until they are purchased.

The Inventory always recommends that professionals familiar with Florida's flora and fauna should conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/data.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. FNAI data may not be resold for profit.

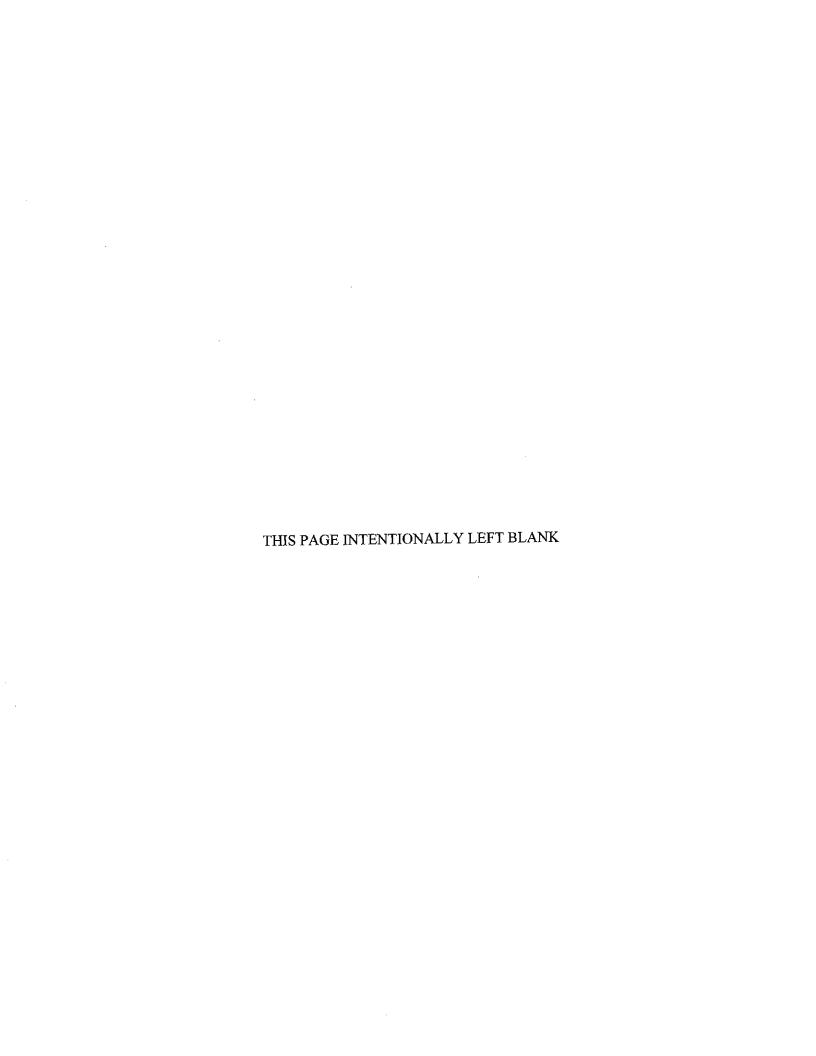
Thank you for your use of FNAI services. If I can be of further assistance, please give me a call at (850) 224-8207.

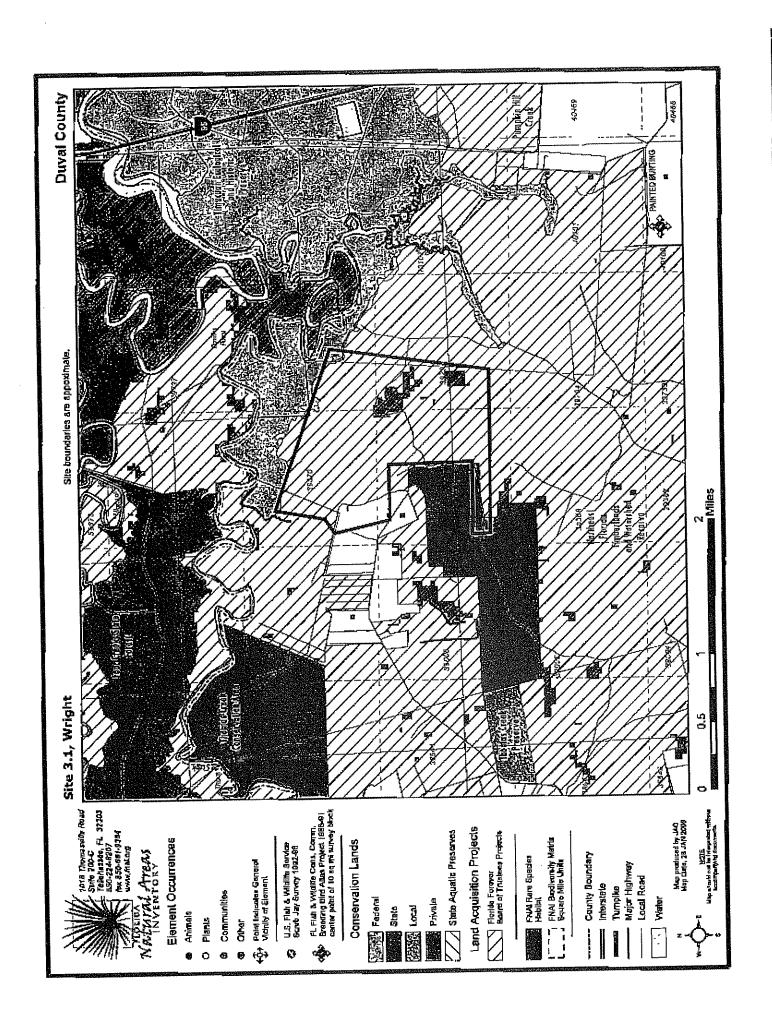
Sincerely,

Jason A. Griffin Jason A. Griffin

Data Services Coordinator

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Florida Natural Areas Inventory

Biodiversity Matrix Report

INVENTORY Scientific Name	Сомгнон Магне	Giobal Rank	Stata Rank	Federal Status	ristluð Pristluð
FNAI Blodiversity Matrix Unit ID:	39369				
Likely					. =
Myderia americana	Wood Stork	G4	52	\E	LE
Potentiai					
Aimophile sestivalis	Bachman's Sparrow	G3	S3	N	N
Balduina stroporpurea	Purple Honeycomb-head	G2	51	N	ſE
Calopogon multiflorus	Many-Rowered Grass-pink	G2G3	S2S3	N	LE
Coreopsis integrifolia	Citate-leaf Tickseed	G1G2	S 1	N	LE
Corynorhirus rafinesquil	Refinesque's Big-cared Bal	G3G4	\$2	N	N
Clenium floridanum	Flarida toothache-grass	G2	52	N	LE
Drymarchon couper	Eastern Indigo Snake	G 3	S3	LT	LT
Gopherus polyphemus	Gopher Tortoise	G3	\$3	N	LS
Metelea ficidana	Fforida Spiny-pod	G2	S2	N	LE
Mustela vison jutensis	Atlantic Sait Marsh Mink	Ģ5T3	S3	N	N
Notophthalmus perstriatus	Surped Newl	G2G3	S2S3	N	N
Pychanihemum floridanum	Ficrida Mountain-mint	G3 ·	S3	N	ĻŢ
Sideroxylon elachuense	Silver Buckthorn	G 1	S1	N	LE
Verbesina heterophylla	Variable-Isal Crownbeard	G2	S2	N	N
FNAI Biodiversity Matrix Unit ID:	39370				
Likely					_
Myderia amerikana	Wood Stork	G4	\$2	LE	ΙE
Potential					
Adspenser dayrinchus oxyrinchus	Attantic Sturgeon	G3T3	S 1	C	LS
Almophila aestivalis	Bachman's Spanow	G3	s S3 ´	N	W
Ammodusmus menitimus mengiliknali	Macgillivray's Seaside Sparrow	G4T2	S2	N	Ŋ
Balduina atropurpurea	Purple Honeycomb-head	- G2	· \$1	N	LE
Calopogon multiflores	Many-llowered Grass-pink	G2G3	\$2\$3	N	LE
Cistothorus palustris griseus	Worthington's Marsh Wren	GST3 ·	S2	N	LS
Comopsis integritolia	Clitate-leaf Tickseed	G1G2	S 1	N	LE
Corynathinus referesquit	Rafinesque's Big-eared Bal	· G3G4	S2	N	'N
Clenjum floridanum	Florida tootheche-grass	G2	S2	N	LE
Drymarchan couper	Eastern Indigo Snake	G3	S 3	LT	LŢ
Gopherus polyphernus	Gapher Tartaise	G3	\$3	N	LS
Matelea floridana	Florida Spiny-pod	G2	52	N	ᄹ
Musicia vison lutensis	Atlantic Self March Mink	G5T3	S3	N	N
Notophinalmus persidatus	Striped Newt	G2G3	S2S3	, N	N
Pycnanthemum Rwidemum	Florida Mountain-mint	G3	53	_ N	LT
Sidemaylan alachuensa	Silver Buckhorn	G 1	S 1	N	LE
Verbesina helerophylla	Variable-leaf Crownbeard	G2	\$2	N	N
FNAI Blodiversity Matrix Unit ID:	39735				
Likely	·				
Mycteria americana	Wood Stark	G4	\$2	LE	LE
	Mittin Okulu	-			
Potential	Bachman's Sparrow	G3	53	N	N
Aimopkila aestivatis	масцијале ораном Масцијалаје Seasida Sparrow		. 52	N	N
Annodremus maritimus resogiitimaji	Purple Honeycomb-head	G2	51	N	LE
Baldeina atropurpurea	Many-flowered Grass-pink	G2G3	5253	N	LE
Celopogon multiflorus	Worthington's Marsh Wren	G5T3	\$2	N	LE
Cistolhorus palustris griseus	vyonningion s магал vvien Chata-lea! Tickseed	G1G2	\$1	Ñ.	LE
Coreogsis integritoris		UNZ			



Florida Natural Areas Inventory

Blodiversity Matrix Report

INAEMIONA		Global	State	Federal	512172
Scientific Name	Common Nama	Rank	Rank	Slatus	Listing
Ctenium floridanum	Fiorida (potrache-grass	G 2	52	N	LE
Drymarchon couperi	Eastern Indigo Snake	G3	,S3	LT	LT
Gopherus polyphemus	Gopher Torloise	63	S3	N	LS
Matelea floridana	Florida Spiny-pod	G2	52	N	LE
Musteia vison futensis	Altantic Sail Marsh Mink	G5T3	S3	N	N
Notophthaimus perstriatus	Striped Newl	6263	\$253	N	N
Pycnenthemen floridenum	Florida Mountain-mint	G3	\$3	N _	LF
Sciurus niger shermani	Sherman's Fox Squinel	G5T3	\$3	N	LS
Sidemaylon elachuensa	S#ver Buddhom	G1	51	N	I.E
Verbesina heterophylla	Variable-leaf Crownbeard	G2	S2	N	N
FNAI Biodiversity Matrix Unit ID:	39736				
Likely					LE
MycLeria emericana	Weed Stark	G4	\$2	FE	LE
Potential					LS
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	G3T3	S1	Ç	· N
Aimophila aestivalis	Bachman's Sparrow	. G3	, S3	N	N N
Ammodramus manilmus mangililvrali	Mangillivray's Seaside Sparrow	G/T2	52	N	N LE
Balduina atropurpurea	Purple Honeycomb-head	G2	\$1 *****	N	LE LE
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	\$253	N N	LS
Cistothorus palustris griseus	Warthington's Marsh Wren	G5T3	\$2		
Coreops is integrifolis	Ciliate-leaf Tichesed	<u>61</u> 62	\$1	N ,	LE LE
Ctereum floridanum	Florida tootha che grass	G2	S2	N	
Drymarchon couperi	Eastern Indigo Snake	G3	S3	LT	LŢ LŠ
Gophens polyphemus	Gopher Tortoise	` <u>G</u> 3	E2	N	ىد LE
Matelea floridana	Florida Spiny-pod	.G2	S2	N	
Mustela vison lutensis	Atlantic Sail Marsh Mink	. G5T3	S3	N	N
Notophthalmus perstriatus	Striped Newt	G2G3	S2S3	N	N
Pycnanthemum Bondanum	Ficride Mountain- mi nt	G3	S3	N ·	LŢ
Sideroxylon alachuense	Silver Buckthorn	G1	<u>\$1</u>	N	1 <u>E</u>
Trichechus manetus	Manetee	G2	52	LE ••	LE
Verbesina heterophylla	Variable leaf Crownbeard	G2	S2	N	N

DEFINITIONS:

DEFINITIONS:

DOCUMENTED - Rare species and natural communities documented on or near this site.

DOCUMENTED-HISTORIC - Rare species and natural communities documented, but not observed/reported within the last twenty years.

LIKELY - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.

POTENTIAL - This site lies within the known or predicted range of the species listed.



GLOBAL AND STATE RANKS

Florida Natural Areas Inventory (FNAI) defines an element as any rare or exemplary component of the natural environment, such as a species, natural community, bird rockery, spring, sinkhole, cave, or other ecological feature. FNAI assigns two ranks to each element found in Florida: the global rank, which is based on an element's worldwide status, and the state rank, which is based on the status of the element within Florida. Element ranks are based on many factors, including estimated number of occurrences, estimated abundance (for species and populations) or area (for natural communities), estimated number of adequately protected occurrences, range, threats, and ecological fragility.

GLOBAL RANK DEFINITIONS

- G1 Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
- G2 Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
- G3 Either very rare and local throughout its range (2.i-100 pecturences on less than 10,0000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
- G4 Apparently secure globally (may be rare in parts of range).
- G5 Demonstrably secure globally.
- G#? Tentative rank (c.g., G2?)
- G#G# Range of rank; insufficient deta to assign specific global rank (e.g., G2GJ)
- G#T# Rank of a taxonomic subgroup such as a subspecies or variety; the G partion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1)
- G神Q Rank of questionable species ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q)
- G#T#Q Same as above, but validity as subspecies or variety is questioned.
- GH Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpeaker)
- GNA Ranking is not applicable because element is not a suitable target for conservation (e.g. as for hybrid species)
- GNR Not yet ranked (temporary)

GNRTNR Neither the full species nor the taxonomic subgroup has yet been ranked (temporary)

- GX Helieved to be extinct throughout range
- GXC Extirpated from the wild but still known from captivity/cultivation
- GU Unrankable. Due to lack of information, no rank or range can be essigned (e.g., GU12).

STATE RANK DEFINITIONS

Definition parallels global element rank: substitute "S" for "G" in above global ranks, and "in Florida" for "globally" in above global rank definitions.

Tracking Florida's Biodiversity

FEDERAL AND STATE LECAL STATUSES PROVIDED BY FNAI FOR INFORMATION ONLY.

For official definitions and lists of protected species, consult the relevant state or federal agency.

FEDERAL LEGAL STATUS

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

- Listed as Endangered Species in the List of Endangered and Threatened Wildlife and Plants under the provisions of the Endangered Species Act. Defined as any species which is in danger of extinction throughout all or a significant portion of its range.
- LE,XN An experimental population of a species otherwise Listed as an Endangered Species in the List of Endangered and Threatened Wildlife and Plants.
- PE Proposed for addition to the List of Endangered and Threatened Wildlife and Plants as Endangered Species.
- LT Listed as Threatened Species. Defined as any species which is likely to become an endangered species within the foresceable future throughout all or a significant portion of its range.
- LT,PDL Species currently listed threatened but has been proposed for delisting.
- PT Proposed for listing as Threatened Species.
- C Candidate Species for addition to the list of Endangered and Threatened Wildlife and Plants, Caregory 1. Taxa for which the USFWS currently has substantial information on hand or in possession to support the biological appropriateness of proposing to list the species as endangered or threatened.
- PS Partial listing status (species is listed for only a portion of its geographic renge).
- SAT Threstened due to similarity of appearance to a threatened species.
- SC Species of concern. Species is not currently listed but is of management concern to USFWS.
- Not currently listed, nor currently being considered for addition to the List of endangered and Threatened Wildlife and Plants.

FLORIDA LEGAL STATUSES

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, I August 1997, and subsequent updates.

Animals (Florida Fish and Wildlife Concervation Commission-PFWCC)

- Listed as Endangered Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is so rate or depleted in number or so restricted in range of habitat due to any man-made or matural factors that it is in immediate danger of extinction or extirpation from the state, or which may attain such a status within the immediate future.
- Listed as Threatened Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future. LT* (for Florida black bear) indicates that LT status does not apply in Baker and Columbia counties and in the Apabachicola National Forest.
- Listed as Species of Special Concern by the FGFWFC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant valuerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foresceable future, may result in its becoming a threatened species. LS* indicates that a species has LS status only in selected particles of its range in Florida.
- N Not currently listed, not currently being considered for listing.

Plunts: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505.

- Listed as Endangered Plents in the Preservation of Native Flori of Florida Act. Defined as species of plants native to the state that are in immittent danger of extinction within the same, the survival of which is unlikely if the causes of a decline in the number of plants commute, and includes all species determined to be endangered or threatened pursuant to the Fuderal Endangered Species Act of 1973, as amended.
- PE Proposed by the FOACS for listing as Endangered Plants.
- Listed as Threstened Plants in the Preservation of Native Flore of Florida Act. Defined as species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in such number as to cause them to be endangered. LTⁿ indicates that a species has LT status only in selected portions of its range in Florida.
- PT Proposed by the FDACS for listing as Threatened Plants.
- CE Listed as a Commercially Exploited Plant in the Preservation of Native Flora of Florida Act. Defined as species native to state which are subject to being removed in significant numbers from native habitats in the state and sold or transported for sale.
- PC Proposed by the FDACS for listing as Commercially Exploited Plants.
- (LT) Listed threatened as a member of a larger group but not specifically listed by species name.
- Not currently listed, nor currently being considered for listing.

/1018 Thomasville Road Suite 200-C - Tallahassee, FL 32303 850-224-8207 - fax 850-681-9364 www.fnai.org

Natural Areas



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee

Northeast Florida Timberlands and Watershed Reserve Group A Full Fee and Less Than Fee

Nassau, Duval and Clay Counties

Purpose for State Acquisition

The three-county corridor of the Northeast Florida Timberlands and Watershed Reserve would create a conservation landscape connecting several high-quality managed areas. The original 114,650 acres of pine woods, bottomland forests and the basin swamps in this project have been combined with a 17,800-acre addition to the Etoniah/Cross Florida Greenway to make this a 132,450-acre project. The project would connect and enhance the protection of the Jennings State Forest, the Cecil Field Conservation Corridor, the Cary State Forest, and the Timucuan Ecological and Historic Preserve. The project will also touch two military reservations in this area, Camp Blanding and the Whitehouse Naval Outlying Field. At the south end, the project will adjoin the existing Etoniah/Cross Florida Greenway. The project's size and diversity makes it desirable for use and management as a state forest.

Manager

Division of Forestry (DOF) of the Florida Department of Agriculture and Consumer Services (DACS)

General Description

This project describes a northeast-southwest diagonal along the west side of Daval County, stretching from the Nassau River north of Jacksonville to Trail Ridge in Clay County, near the town of Lawtey. Another section of the project makes a north-south connection about 12 miles long, between the Camp Blanding Military Reservation and the Etoniah Creek State

Forest. About 75 percent of this land is used, or has been used, for silviculture. It also includes mesic flatwoods, cypress and hardwood swemp, sandhills and associated plant communities.

Public Use

The Division of Forestry will promote recreation and environmental education in the natural environment. There is a possibility of an intermediate and long-term need for some type of developed recreation facilities. If such facilities are developed, the use of low-impact, rustic facilities will be succeed. If an organized recreation area is desired, it will be assessed and evaluated to minimize any possible adverse effects on the natural environment. Unnecessary roads, firelines and hydrological disturbances will be abandoned and/ or restored to the greatest extent practical.

Acquisition Planning and Status

The Northeast Florida Timberlands and Watershed Reserve was added to the 2002 Florida Forever project list at the December 6, 2001 meeting of the Acquisition and Restoration Council. The 139,847 acres in this project are divided among more than 150 cwners and several hundred parcels over a three-county area (Nassau, Duval and Clay counties). The following 37 ownerships have been identified as essential parcels: Gilman, Jackson, Carter, Owen, Nemours, Miller, Bostiwick, Klieg, Bullock, Ist Bank and Trust, Rayonier, International Paper, Motes, Boyd, S. Regional Industrial Realty,

(Continued Page 314)

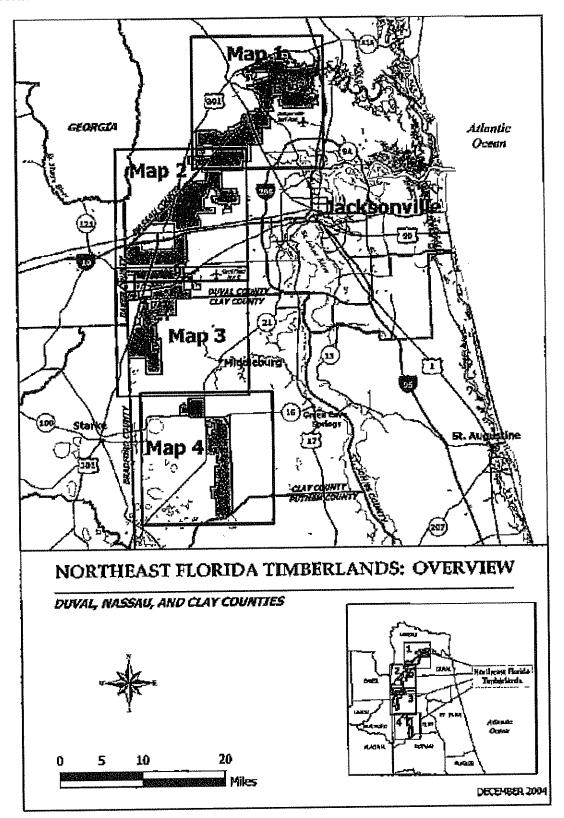
FNAI Elements				
Gopher tortoise	G3/S3			
Southeastern weasel	G5T4/S3?			
Flatwoods salamander	G2G3/S2S3			
Eastern indigo snake	G4T3/S3			
Bartram;s ixia	G2/S2			
Hartwrightia	G2/S2			
St. John black-eyed susan	G2/S2			
Pondapice	G2/52			
8 elements known from project				

Placed on list	2001			
Project Area (acres)	143,347			
Acres Acquired	33,826°			
Al a Cost of	\$85,872,385			
Acres Remaining	109,521			
With Estimated (tax assessed) Value of	\$40,277,060			
"includes acreage and expenditures by the Chy of Jacksonville, JEA				

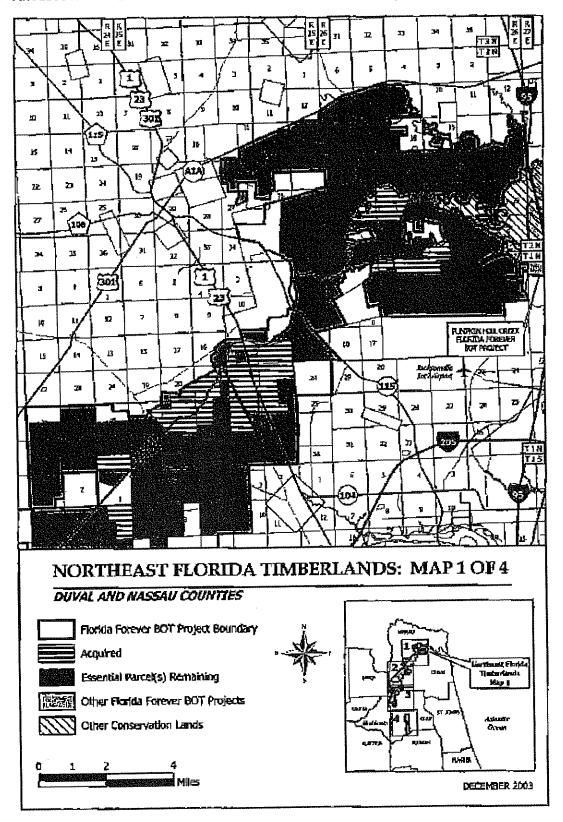
308

and St. Johns River Water Mgr. District

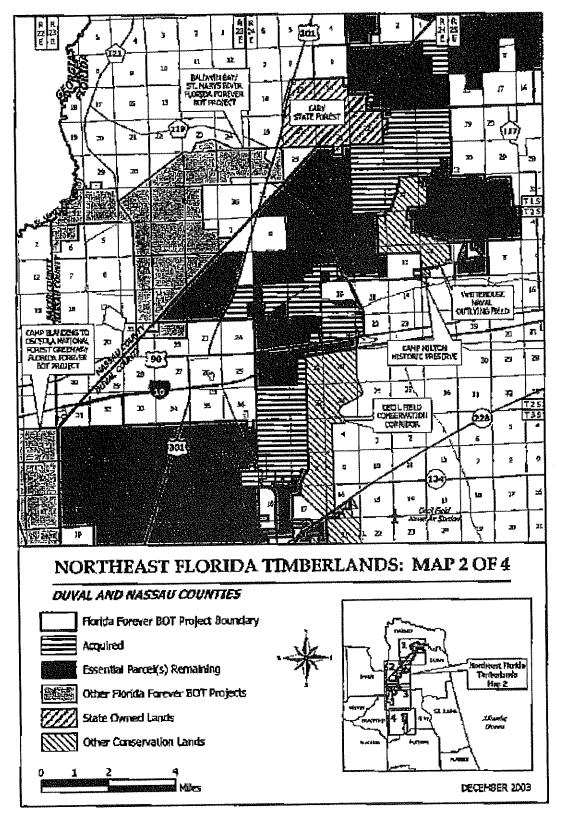
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



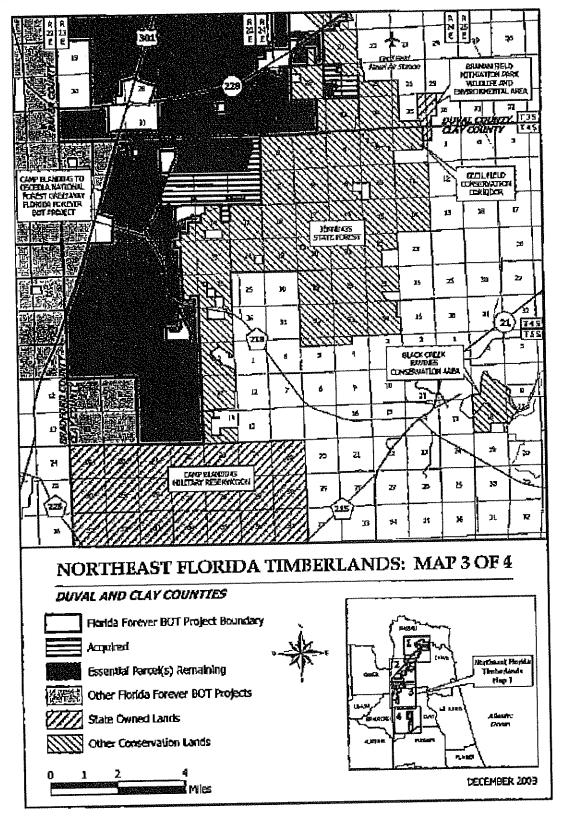
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



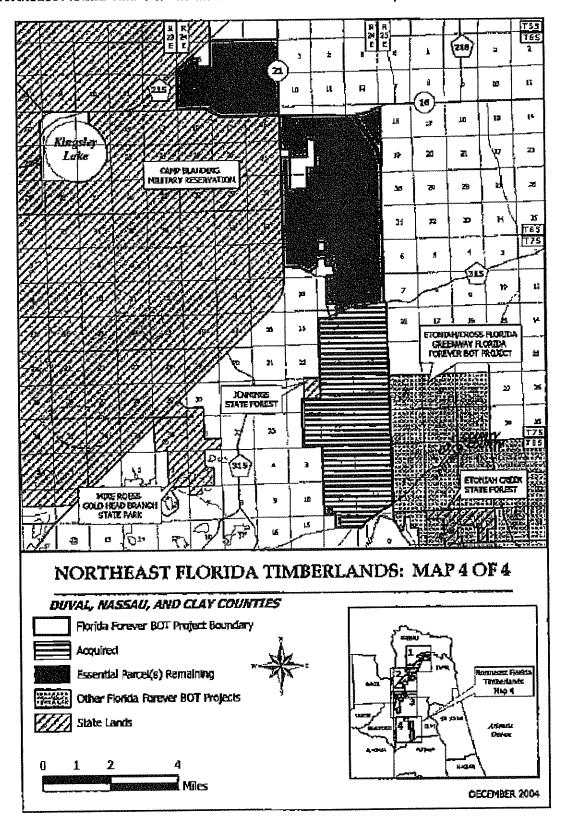
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee

East Fiftone Partners, Monticello Drugs, St. Joe, Barnett Bank Trustee, Anheuser-Busch, Inc., Travelers Ins., Foster, Tison, Castleton, Wright, Buck, Logan, Higgenbotham, Betz, Ogilvie, Milne, Kaleel & Roberts, Grey, Sythe, Pharr, Wilkinson, and Helmer.

On June 6, 2003, ARC added the 506-acre Norfolk Southern Tract in Duval County to the project boundaries.

On December 5, 2003 ARC added the 7,043-acre Four Creeks Forest Tract to the project boundaries.

On December 3, 2004 ARC addded the 3,500-acre Bull Crock tract in Clay County to the project boundaries.

Coordination

This project will be acquired in parmership with the St. Johns River Water Management District (SJRWMD) and Duval County. The SJRWMD and Duval County will likely take the lead under a 161 Agreement and/or a Multi-Party Acquisition Agreement.

Management Policy Statement

The Division of Forestry proposes to manage the project under a multiple-use management regime consistent with the DOF management of the Cary State Forest, the Jennings State Forest and the Caril Field Conservation Corridor, all of which are adjacent to this project. The acquisition goals and objectives as approved by ARC would include timber management and restoration, low-impact diverse recreation uses, and management of archeological and historic sites, habitat and other biological resources.

Management Prospectus

Qualifications for state designation

The project's size and diversity makes it desirable for use and management as a state forest. Management by the Division of Forestry as a state forest is contingent on acquiring fee-simple title to the core parcels adjacent to the existing state forests and to approximately 60 percent of the project.

Manager

The Division of Forestry of the Florida Department of Agriculture and Consumer Services is recommended to be the lead managing agency.

Conditions affecting intensity of management

Much of the parcel has been disturbed by past pine plantings and will require restoration work. This area of Florida is experiencing rapid urban growth, so that any prescribed burning to restore the forest will have to be carefully planned. The level of management and the related management costs are expected to initially be high to obtain necessary information to restore and manage portions as a state forest. It is recognized that a portion of the project will be less-than-fee simple. This technique is valuable on the fringes of urban growth because it allows the landowners to manage the property as they have been managing it, and continuing to produce forest products for Florida's economy, while protecting the property from conversion to urban growth.

Timetable for implementing management, and provisions for security and protection of infrastructure

Once the core areas of the project are acquired and assigned to the Division of Forestry, initial public access will be provided for diverse, low-intensity outdoor recreation activities. Initial and intermediate management efforts will concentrate on site security, public and resource management access, prescribed burns, reforestation, and restoration activity.

Revenue-generating potential

Timber sales will be conducted as needed to improve or to maintain the desirable ecosystem conditions. These sales will primarily take place in the marketable pine stands and will provide a variable source of revenue, depending on a variety of factors. The existing condition of the timber stands on the property is such that the revenue-generating potential is expected to be moderate. Other computible state forest sources of income will be considered.

Cooperators in management activities

The Division of Forestry will cooperate with, and seek the assistance of, other state agencies, local government agencies, other interested parties as appropriate, and with the Florida Natural Areas Inventory (FNAI). The Division intends to coordinate with the Florida Fish and Wildlife Conservation Commission (FWC) regarding game and non-game management activity and related public use of the property.

Management costs and sources of revenue

It is anticipated that management funding will come from the CARL Trust Fund. Budget needs for interim management are estimated as follows.

Management Cost Summary/FWC (including salaries for 4 full-time employees)

Salary (4 FTEs)	\$154,357
Expense	\$620,000
Operating Capital Outlay	\$148,076
TOTAL	\$887,007

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1018 Thomasville Read Suite 200-C Tallahauser, FL 32203 850-2-4-8207 (21 850-681-9364 www.fasi.ung January 23, 2006

Jessica Gribbon
Earth Tech
675 N. Washington Street, Suite 300
Alexandria, VA 22314

Dear Ms. Gribbon:

Thank you for your request for information from the Florida Natural Areas Inventory (FNAI). We have compiled the following information for your project area.

Project:

Sites 4.1 & 4.2, Wright

Date Received:

January 12, 2006

Location:

Township 1 N, Range 26 E, Sections 39-41

Township 2 N, Range 26 E, Sections 38, 40, & 41

Duval County

Element Occurrences

A search of our maps and database indicates that currently we have no Element Occurrences mapped within the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The Element Occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the tabel point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, Element Occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habital models indicate areas, which based on landcover type, offer suitable habital for one or more rare species that is known to occur in the vicinity. Habital models have been developed for approximately 300 of the most rare species tracked by the inventory, including all federally listed species.



Finanda Resources and Environmental Analysis Center

Institute of Science and Public Affairs

The Size ids State University

Tracking Florida's Biodiversity

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

Managed Areas

Portions of the site appear to be located within the Thomas Creek Preserve, managed by the City of Jacksonville.

The Managed Areas data layer shows public and privately managed conservation lands throughout the state. Federal, state, local, and privately managed conservation lands are included.

Land Acquisition Projects

This site appears to be located within the Northeast Florida Timberlands & Watershed Reserve Florida Forever BOT Project, which is part of the State of Florida's Conservation and Recreation Lands land acquisition program. A description of this project is enclosed. For more information on this Florida Forever Project, contact the Florida Department of Environmental Protection, Division of State Lands.

Florida Forever Board of Trustees (BOT) projects are proposed and acquired through the Florida Department of Environmental Protection, Division of State Lands. The state has no regulatory authority over these lands until they are purchased.

The Inventory always recommends that professionals familiar with Florida's flora and fauna should conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/data.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. FNAI data may not be resold for profit.

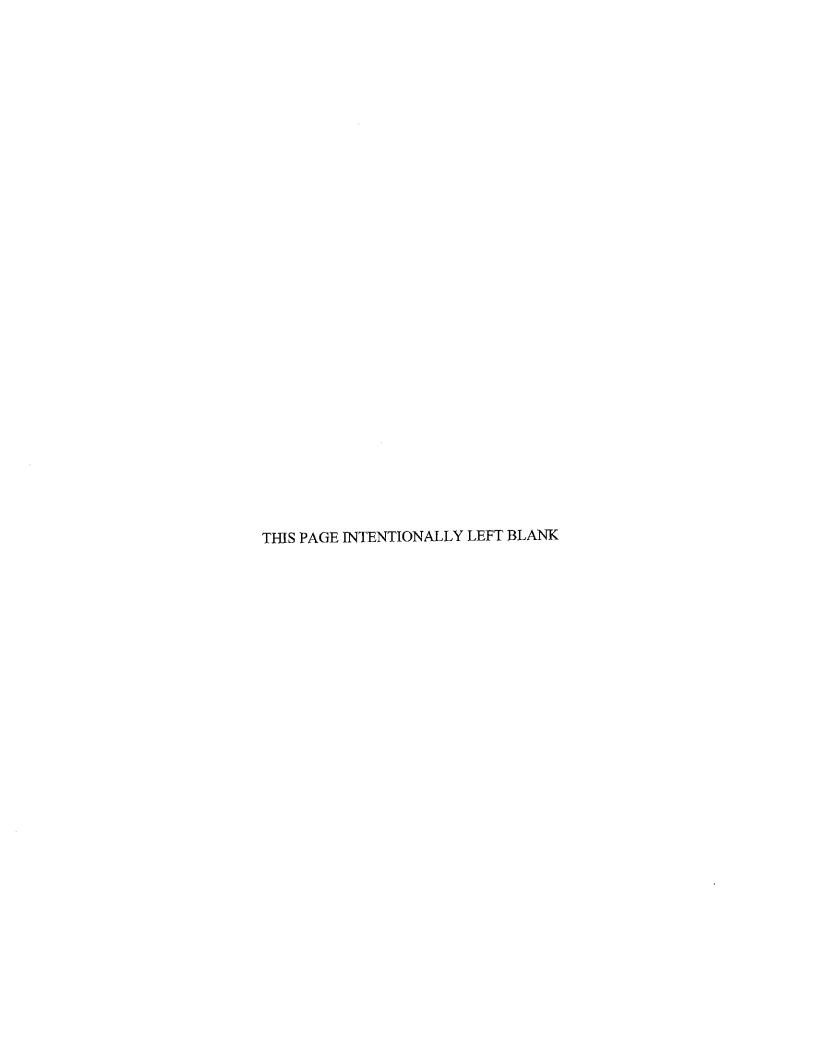
Thank you for your use of FNAI services. If I can be of further assistance, please give me a call at (850) 224-8207.

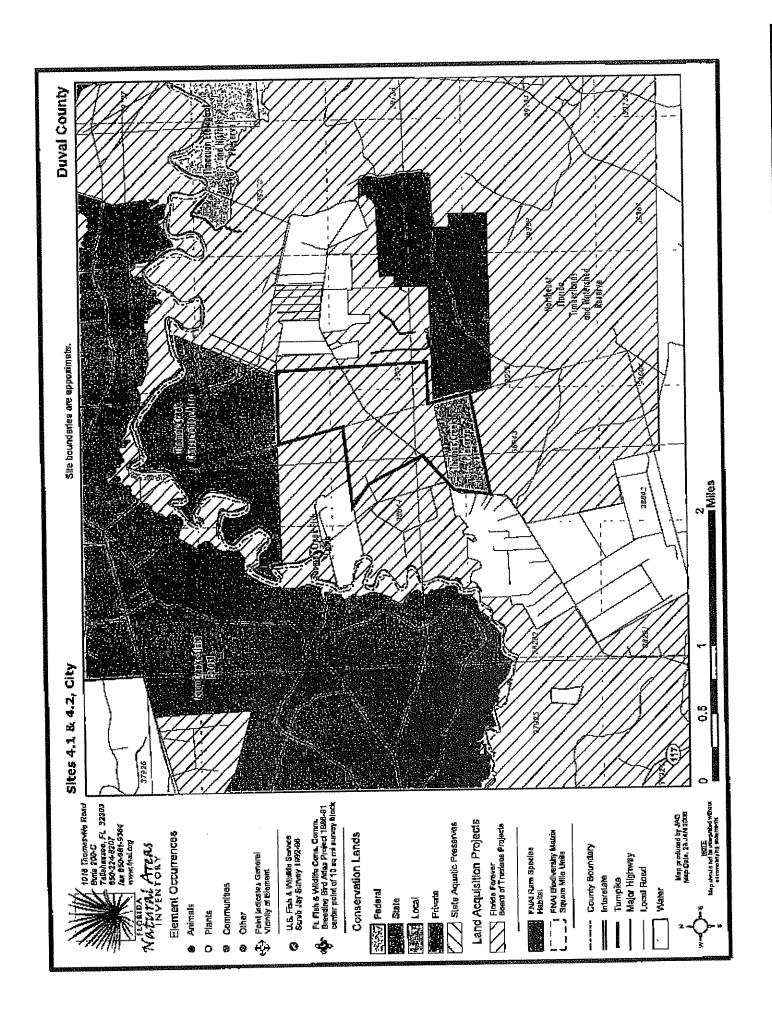
Sincerely,

Jason A. Griffin Jason A. Griffin

Data Services Coordinator

encl





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Florida Natural Areas Inventory

Biodiversity Matrix Report

Natural Areas	Селитов Мате	Global Rank	State Rank	Federal Status	State Listing
Scientific Name	38843				
NAI Biodiversity Matrix Unit ID:	70047				
Likely	Maria I man . C	G4	S 2	ĽE	LE
Myctena ameńc≊na	Wood Stork	94	ο£	I.L.	1-1-
Polential		an.	~	M	N
Aimophila aestivalis	Gachman's Sparrow	G3	\$3	N	LT
Asciepias viridula	Southern Milloweed	G2	52	N	LI LE
Balduina atropurpurea	Purple Honeycomb-head	G2	S 1	N	
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	ಜಜ	N	ΓE
Coreopsis integrifotia	Ciliate-leaf Tickseed	G1G2	\$1	N	ΪĒ
Corynominus rafinesquii	Rafinesque's Big-eared Bal	G3G4	S2	N	N
Clerium iloridanum	Florida incthache-gress	G2	52	N	Œ
Drymarchon couper	Eastern Indigo Snake	G3	S 3	LT	LT
Gopherus polypherraus	Gogher Todoise	G3	83	N	ĻŞ
Matelea fluidena	Florida Spiny-pod	G2	S2	N	LΕ
Musels receiptings	Allemic Selt Marsh Mink	G5T3	9 3	N	N
Notophthaimus perstriatus	Striped New!	G2G3	\$2\$3	N	N
Pychanikemum floridanum	Floride Mountain-mint	G3	S3	N	LT
Rhynchospora thornel	Thome's Beakrush	G3	\$1\$2	N	N
Rudbeckia nitida	St. John's Black-eyed-susan	G3	S2	N	ĽΕ
	Silver Buckthorn	GI	នា	N	LE
Sideroxylon alachuense Verbesina heterophylla	Variable-leaf Crownbeard	62	S2	N	N
NAI Biodiversity Matrix Unit ID:	38644				
Likely		0.1	S2	LE	LΕ
Mycleria americana	Wood Stork	G4	52	L/G	LE
Potential					N
Aimophila aestivalis	Bachman's Sparrow	G3	S3	N	LT
Asciepias viridula	Southern Milloweed	G2	\$2	N	LE
Balduna abopupurea	Purpie Honeycomb-head	G2	\$1	N	LE
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	S2\$3	N	LE
Coreopsis integrifolia	Cillate-leaf Tickseed	G1 G 2	\$1	N	
Corynatisine មេណែខនព្ហហ៍	Ratinesque's Big-eared Bat	GJG4	\$2	N	N
Clenium Roridanum	Florida toothache-grass	G2	52	N	Æ
Drymarchon couper	Eastern Indigo Snake	G3	-83	LT	LT
Gopherus polypheraus	Gopher Torloise	63	53	N	LS
Malafea floridana	Florida Spiny-pod	G2	\$2	N	LE
Mustela vison lutensis	Atlantic Salt Marsh Mink	G5T3	53	ŀſ	N
Notophihalmus perstriatus	Striped Newt	G2G3	5253	N	N.
Pycanthemum floridanum	Florida Mountain-mint	හ	53	N.	LT
Rhynchospora thomei	Thome's Beakrush	¢3	\$182	N	N
Rudbeckia niiida	St. John's Black-eyext-susen	යා	S2	N	LE
Sideroxylon elachuense	Silver Buckthom	G1	51	N.	LE
Verbesina heterophylia	Variable-leaf Crownbeard	G2	S2	N	N
	: 38545				
FNAI Blodiversity Matrix Unit ID					
Likely	Let 1 Dec 1.	G4	52	LE	LE
Мусјепа аттепсава	Weed Stark	199	02	LC	
Polenlia!		nart	5 2	C	LŠ
Adipenser oxyrinchus oxymnchus	Atlantic Sturgeon	G3T3	51 60		N
Aimophila aestivalis	Вэсіппап'є Єралом	63	S3 S2	N N	N LT
	Southern MiDrocci	G2	6.1	M	



Florida Natural Areas Inventory

Biodiversity Matrix Report

Natural Ateas Scientific Name	Сотпол Нате	Global Rønk	State Renk	Federal Status	State Usting
Balduins atropurpurea	Purple Hensycomb-head	62	S 1	N	LE
Calopogon multiflorus	Marry-flowered Grass-pink	esea	\$2\$3	N	LE
Coreopsis integrifolia	Cilizate-leaf Tickseed	6162	S1	N	ᄩ
Corynorhinus refinesquii	Refinesque's Big-cared Bat	G3G4	S2	N	N
Ctenium floridanum	Plorida Loothache-grass	G2	S2	N	Œ
Drymerchon couperi	Eastern Indigo Snake	G3	\$3	ĻT	LT
Gophens polyphemus	Gogher Torroise	G3	S3	N	LS
Mateice floridana	Florida Spiny-pod	G2	S2	N	Œ
Mustela vison lutensis	Attentic Sell March Mink	G5T3	53	N	N
Najaphihajinus persidiatus	Striped Newl	G2G3	S2S3	N	N
Pychanihemum floridanum	Florida Mountain-mint	G3	S3	N	LT
-	Silver Buckthom	Gl	ន	N	LE
Sideroxylon alachuense	Variable-leaf Crownbeard	G2	52	N	N
Verbesina heterophylla	Autenta-leal Cinalineera	Ç			
NAI Biodiversity Matrix Unit ID:	39006				
Likely					
Mycleria americana	Weod Slock	G4	S2	LE .	LE
Polential					
Airmphile eastivalis	Васітал'є Бралом	G3	S3	N	N
Asciepies viddula	Southern Milloweed	G2	S2	N	LT
Baidvina atropurpures	Purple Honeycomb-head	G2	£1	N	LE
Calopogon multiflorus	Many-Rowered Grass-pink	හස	\$2\$3	N	涯
Coreopsis integrifolia	Ciliete-leaf Tickseed	G1G2	51	N	连
Corynominus rafinesqua	Refinesque's Big-eared Bat	G3G4	S2	N	N
Clenium iloridanum	Fluida botkache-grass	G2	52	N	LΕ
	Eastern Indigo Snake	G3	S 3	LT	LT
Drymarchen couperi	Gopher Todoise	G3	\$3	N	LS
Gopherus polyphernus	Florida Spiny-pod	G2	S2	N	Œ
Matelea floridana	Atlantic Sett Marsh Mink	G5T3	53	N	N
Mustele vison lutensis		G2G3	S2S3	N	Ň
Notochthalmus perstratus	Sinped Newl	G3	S3	Ñ	ĹŢ
Pycnanthenum floodanum	Florida Mountain-mirit	Gi	S1	Ň	ᄩ
Sideroxylon eĭachuense	Silver Buckthorn	G2	S2	N.	N
Verbesina heterophylla	Vanable-leaf Crownbeard	G2	Ü.E	.,	••
NAI Biodiversity Matrix Unit ID:	39007				
Likely					
Myderia americana	Wood Stork	G4	S2	LΕ	LE
Potential					
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	G3T3	S 1	C	LS
Acopanses oxymicales exymicales	Bachman's Sparrow	63	83	N	N
	Purple Koneycomb-head	G2	S 1	N	LE
Balduina akopurpurea	Many-flowered Grass-pink	G2G3	5253	N	ĮΕ
Calepagen multiflorus	Cillate leaf Tickseed	G1G2	51	N	Ш
Coreopsis integrifolia		G3G4	52	N	N
Corynorhinus refine≲quii	Rafinesque's Big-eared Bal	G2	52	N	LE
Clenium floridanum	Florida Loothache-grass	G3	S2	LT	LT
Orymarchon couperi	Easlem Indigo Snake		53 53	N.	LS
Gopherus polyphenius	Gopher Torloise	G3 C2		N N	LE
Malelea fioridana	Ficaida Spiny-pod	G2	52 52		N LE
Mustela vison lutensis	Atlantic Sait Marsh Mink	G5T3	53	N	
Notophthalmus perstriatus	Striped Newt	G2G3	5253	N	N.
Pychanihemum floridanum	Florida Mountain-mint	G3	23	N 	
		G1	S1	N	1.5



Florida Natural Areas Inventory

Biodiversity Matrix Report

		G/oba!	State	Føderal	State	
Scienlific Name	Common Name	Rank	Rank	Status	Listing	
Verbeşina heterophylia	Vanable-leaf Crownbeard	G2	\$2	N	N	

DEFINITIONS:

DOCUMENTED - Rare species and natural communities documented on or near this site.

DOCUMENTED-HISTORIC - Rare species and natural communities documented, but not observed/reported within the tast twenty years.

LIKELY - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.

POTENTIAL - This site lies within the known or predicted range of the species listed.



GLOBAL AND STATE RANKS

Florida Natural Areas Inventory (FNAI) defines an element as any rare or exemplary component of the natural environment, such as a species, natural community, bird tookery, spring, sinkhole, cave, or other ecological feature. FNAI assigns two ranks to each element found in Florida: the globul rank, which is based on an element's worldwide status, and the state rank, which is based on the status of the element within Florida. Element ranks are based on many factors, including estimated number of occurrences, estimated abundance (for species and populations) or area (for natural communities), estimated number of adequately protected occurrences, range, threats, and ecological fragility.

GLOBAL RANK DEFINITIONS

- G1 Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
- G2 Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
- G3 Either very rare and local throughout its range (21-100 occurrences or less than (0,0000 individuals) or found locally in a restricted range or voluntiable to extinction from other factors.
- G4 Apparently secure globally (may be rure in parts of range).
- G5 Demonstrably secure globally.
- G#? Tentative rank (e.g., G2?)
- G#G# Range of rank; insufficient data to assign specific global rank (e.g., G2G3)
- GHT# Rank of a taxonomic subgroup such as a subspecies or variety; the G poxion of the runk refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1)
- G#Q Renk of questionable species ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q)
- G#T#O Same as above, but validity as subspecies or variety is questioned.
- GH Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker)
- GNA Ranking is not applicable because element is not a suitable target for conservation (e.g. as for hybrid species)
- GNR Not yet ranked (temporary)

GNRTNR Neither the full species nor the taxonomic subgroup has yet been ranked (temporary)

- GX Believed to be extinct throughout range
- GXC Extinguised from the wild but still known from captivity/cultivation
- GU Unrankable. Due to lack of information, no rank or range can be assigned (e.g., GUT2).

STATE RANK DEFINITIONS

Definition parallels global element rank: substitute "S" for "G" in above global ranks, and "in Florida" for "globally" in above global rank definitions.

Tracking Florida's Biodiversity

FEDERAL AND STATE LEGAL STATUSES PROVIDED BY FNAI FOR INFORMATION ONLY.

For official definitions and lists of protected species, consult the relevant state or federal agency.

FEDERAL LEGAL STATUS

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Plorida populations and that federal status may differ elsewhere.

- Listed as Endangered Species in the List of Endangered and Threatened Wildlife and Plants under the provisions of the Endangered Species Act. Defined as any species which is in danger of extinction throughout all or a significant portion of its range.
- LE,XN An experimental population of a species otherwise Listed us an Endangered Species in the List of Endangered and Threatened Wildlife and Plants.
- PE Proposed for addition to the List of Endangered and Threatened Whitlife and Plants as Endangered Species.
- Listed as Threatened Species. Defined as any species which is fikely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
- LT,PDL Species currently listed threatened but has been proposed for delisting.
- PT Proposed for listing as Threatened Species.
- Condidate Species for addition to the list of Endangered and Threatened Wildlife and Plants, Category 1. Taxa for which the USFWS currently has substantial information on hand or in passession to support the biological appropriateness of proposing to list the species as endangered or threatened.
- PS Partial listing status (species is listed for only a portion of its geographic range).
- SAT Threatened due to similarity of appearance to a threatened species.
- SC Species of concern. Species is not currently listed but is of management concern to USFWS.
- Not currently listed, πω currently being considered for addition to the List of endangered and Threamned Wildlife and Plants.

FLORIDA LEGAL STATUSES

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

Animals (Florida Fiels and Wildlife Concervation Commission-FFWCC)

- LE Listed as Endangered Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is so rate or depleted in number or so restricted in range of hebital due to any man-made or natural factors that it is in immediate danger of extinction or extirpation from the state, or which may attain such a status within the immediate future.
- Listed as Threatened Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental ulteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foresceable future. LT" (for Florida black bear) indicates that LT status does not apply in Baker and Columbia counties and in the Apalachicola National Forest.
- Listed as Species of Special Concern by the FGFWFC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habital modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. LS* indicates that a species has LS status only in selected portions of its range in Florida.
- Not currently listed, nor currently being considered for listing.

Tracking Florida's Biodiversity

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001, FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505.

- LE Listed as Endongered Plants in the Preservation of Native Flora of Florida Act. Defined as species of plants native to the state that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue, and includes all species determined to be endangered or thremened pursuant to the Federal Endangered Species Act of 1973, as amended.
- PE Proposed by the FDACS for listing as Endangered Plants.
- LT Listed as Threatened Plants in the Preservation of Native Flora of Florida Act. Defined as species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in such number as so cause them to be endangered, LT indicates that a species has LT status only in selected portions of its range in Florida.
- PT Proposed by the FDACS for listing as Threatened Plants.
- CE Listed as a Commercially Explained Plant in the Prescription of Native Flora of Florida Act. Defined as species native to state which are subject to being removed in significant numbers from native habitars in the state and sold or transported for sale.
- PC Proposed by the FDACS for listing as Commercially Exploited Plants.
- (LT) Listed threatened as a member of a larger group but not specifically listed by species name.
- N Not currently listed, nor currently being considered for listing.

1018 Thomasville Road Suite 200-C Tallahassee, FL 32303 850-224-8207 fax 650-681-9364 www.fnai.org

INVENTORT

Northeast Florida Timberlands Group A and Watershed Reserve Full Fee and Less Than Fee

Nassau, Duval and Clay Counties

Purpose for State Acquisition

The three-county corridor of the Northeast Florida Timberlands and Watershed Reserve would create a conservation landscape connecting several high-quality managed areas. The original 114,650 acres of pinc woods, bottomland forests and the basin swamps in this project have been combined with a 17,800-acre addition to the Etoniah/Cross Florida Greenway to make this a 132,450-acre project. The project would connect and enhance the protection of the Jennings State Forest, the Cecil Field Conservation Corridor, the Cary State Forest, and the Timucuan Ecological and Historic Preserve. The project will also touch two military reservations in this area, Camp Blanding and the Whitehouse Naval Outlying Field. At the south end, the project will adjoin the existing Etoniah/Cross Florida Greenway. The project's size and diversity makes it desirable for use and management as a state forest.

Manager

Division of Forestry (DOF) of the Florida Department of Agriculture and Consumer Services (DACS)

General Description

This project describes a northeast-southwest diagonal along the west side of Duval County, stretching from the Nassau River north of Jacksonville to Trail Ridge in Clay County, near the town of Lawtey. Another section of the project makes a north-south connection about 12 miles long, between the Camp Blanding Military Reservation and the Etoniah Creek State

FNA] Elem	enls
Gopher tortoise	G3/S3
Southeastern weasel	G5T4/S3?
Flatwoods salamander	G2G3/S2S3
Eastern indigo snake	G4T3/\$3
Bartram;s ixia	G2/S2
Hartwrightia	G2/S2
St John black-eyed susan	G2/S2
Pondspice	G2/S2
8 elements known	from project

Forest. About 75 percent of this land is used, or has been used, for silviculture. It also includes mesic flatwoods, cypress and hardwood swamp, sandhills and associated plant communities.

Public Use

The Division of Forestry will promote recreation and environmental education in the natural environment. There is a possibility of an intermediate and long-term need for some type of developed recreation facilities. If such facilities are developed, the use of low-impact, rustic facilities will be stressed. If an organized recreation area is desired, it will be assessed and evaluated to minimize any possible adverse effects on the natural environment. Unnecessary roads, firelines and hydrological disturbances will be abandoned and/ or restored to the greatest extent practical.

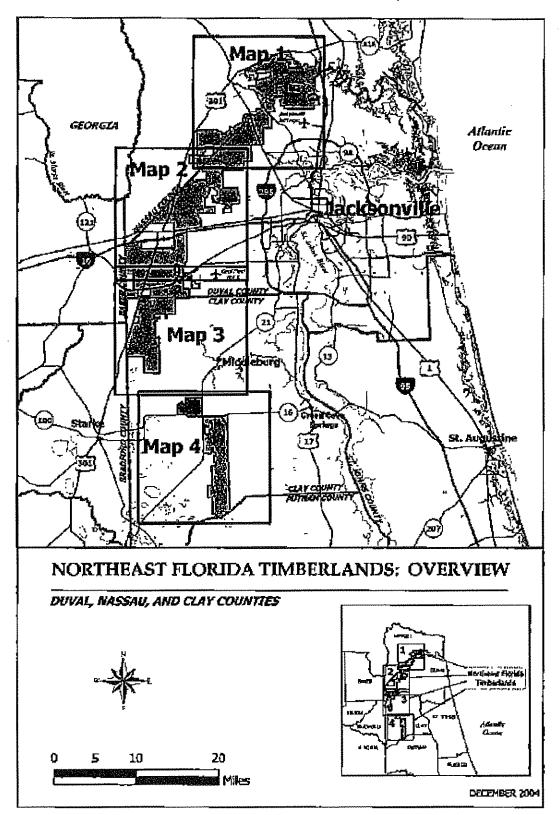
Acquisition Planning and Status

The Northeast Florida Timberlands and Watershed Reserve was added to the 2002 Florida Forever project list at the December 6, 2001 meeting of the Acquisition and Restoration Council. The 139,847 acres in this project are divided among more than 150 owners and several hundred parcels over a three-county area (Nassau, Duval and Clay counties). The following 37 ownerships have been identified as essential parcels: Gilman, Jackson, Carter, Owen, Nemours, Miller, Bostiwick, Klieg, Bullock, 1st Bank and Trust, Rayonier, International Paper, Motes, Boyd, S. Regional Industrial Realty,

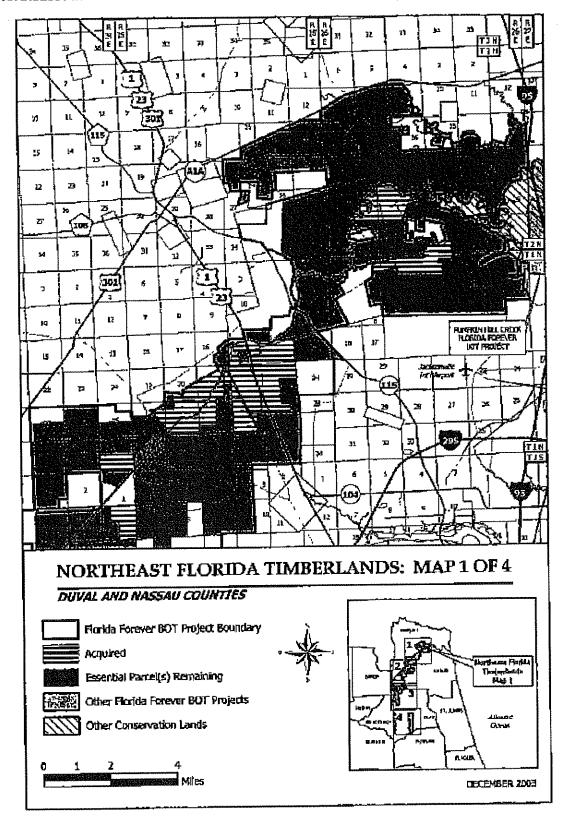
(Continued Page 314)

Placed on list	2001			
Project Area (acres)	143,347			
Acres Acquired	33,826°			
At a Cost of	\$85,872,385			
Acres Remaining	109,521			
With Estimated (tax assessed) Value of	\$40,277,060			
'includes acreage and expenditures by the City of Jacksonville, JEA				
and St. Johns River Water Mgt. District				

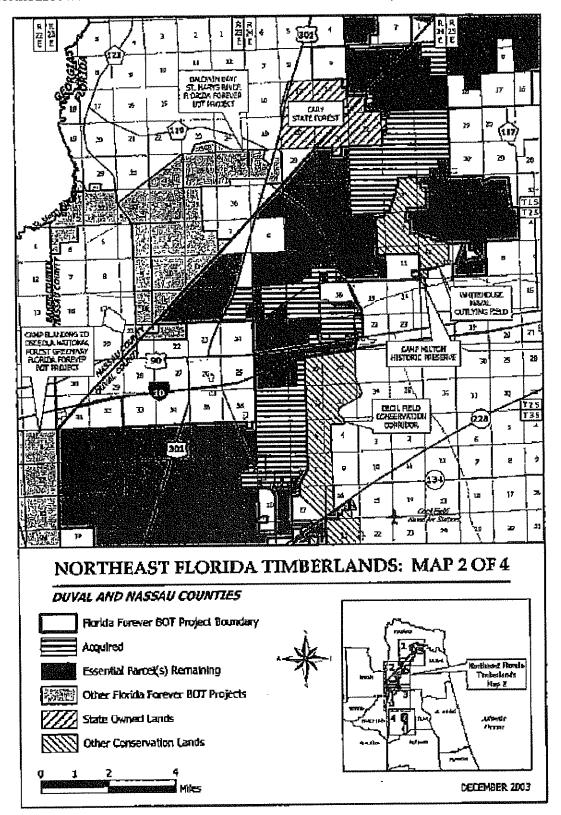
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



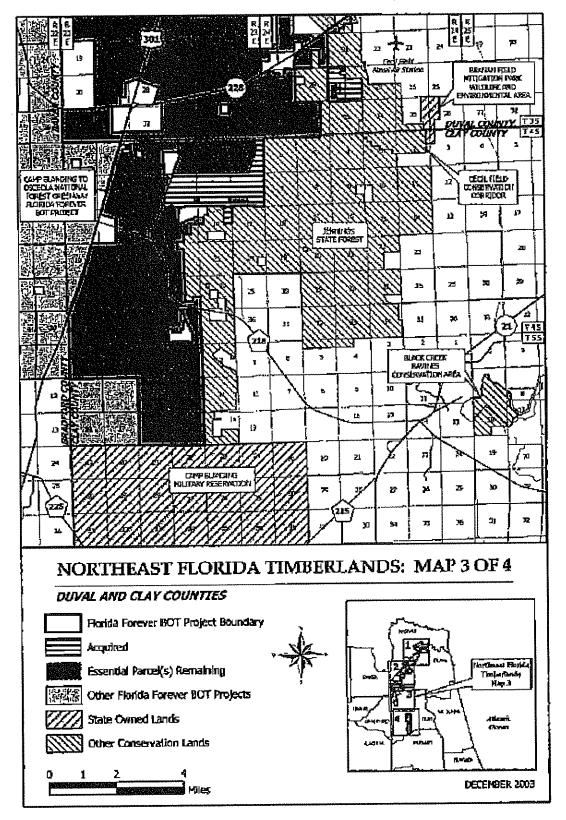
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



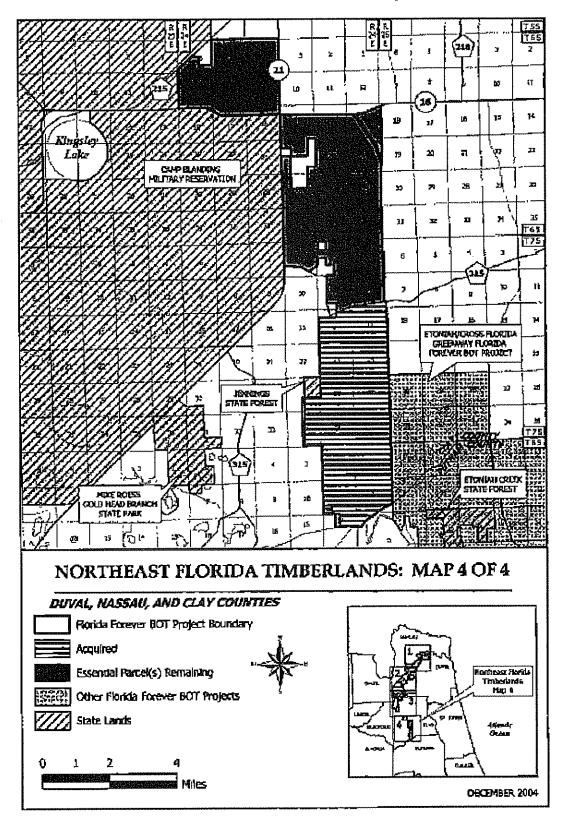
Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee



Northeast Florida Timberlands and Watershed Reserve - Group A/Full Fee/Less Than Fee

East Fistone Partners, Monticello Drugs, St. Joe, Barnett Bank Trustee, Anheuser-Busch, Inc., Travelers Ins., Foster, Tison, Castleton, Wright, Buck, Logan, Higgenbotham, Betz, Ogilvie, Milne, Kaleei & Roberts, Grey, Sythe, Pharr, Wilkinson, and Helmer.

On June 6, 2003, ARC added the 506-acre Norfolk Southern Tract in Duval County to the project boundaries.

On December 5, 2003 ARC added the 7,043-acre Four Creeks Forest Tract to the project boundaries.

On December 3, 2004 ARC addded the 3,500-acre Bull Creek tract in Clay County to the project boundaries.

Coordination

This project will be acquired in partnership with the St. Johns River Water Management District (SJRWMD) and Duval County. The SJRWMD and Duval County will likely take the lead under a 161 Agreement and/or a Multi-Party Acquisition Agreement.

Management Policy Statement

The Division of Forestry proposes to manage the project under a multiple-use management regime consistent with the DOF management of the Cary State Forest, the Jennings State Forest and the Cecil Field Conservation Corridor, all of which are adjacent to this project. The acquisition goals and objectives as approved by ARC would include timber management and restoration, low-impact diverse recreation uses, and management of archeological and historic sites, habitat and other biological resources.

Management Prospectus

Qualifications for state designation

The project's size and diversity makes it desirable for use and management as a state forest. Management by the Division of Forestry as a state forest is contingent on acquiring fee-simple title to the core parcels adjacent to the existing state forests and to approximately 60 percent of the project.

Manager

The Division of Forestry of the Florida Department of Agriculture and Consumer Services is recommended to be the lead managing agency.

Conditions affecting intensity of management

Much of the parcel has been disturbed by past pine plantings and will require restoration work. This area of Florida is experiencing rapid urban growth, so that any prescribed burning to restore the forest will have to be carefully planned. The level of management and the related management costs are expected to initially be high to obtain necessary information to restore and manage portions as a state forest. It is recognized that a portion of the project will be less-than-fee simple. This technique is valuable on the fringes of urban growth because it allows the landowners to manage the property as they have been managing it, and continuing to produce forest products for Florida's economy, while protecting the property from conversion to urban growth.

Timetable for implementing management, and provisions for security and protection of infrastructure

Once the core areas of the project are acquired and assigned to the Division of Forestry, initial public access will be provided for diverse, low-intensity outdoor recreation activities. Initial and intermediate management efforts will concentrate on site security, public and resource management access, prescribed burns, reforestation, and restoration activity.

Revenue-generating potential

Timber sales will be conducted as needed to improve or to maintain the desirable ecosystem conditions. These sales will primarily take place in the marketable pine stands and will provide a variable source of revenue, depending on a variety of factors. The existing condition of the timber stands on the property is such that the revenue-generaling potential is expected to be moderate. Other compatible state forest sources of income will be considered.

Cooperators in management activities

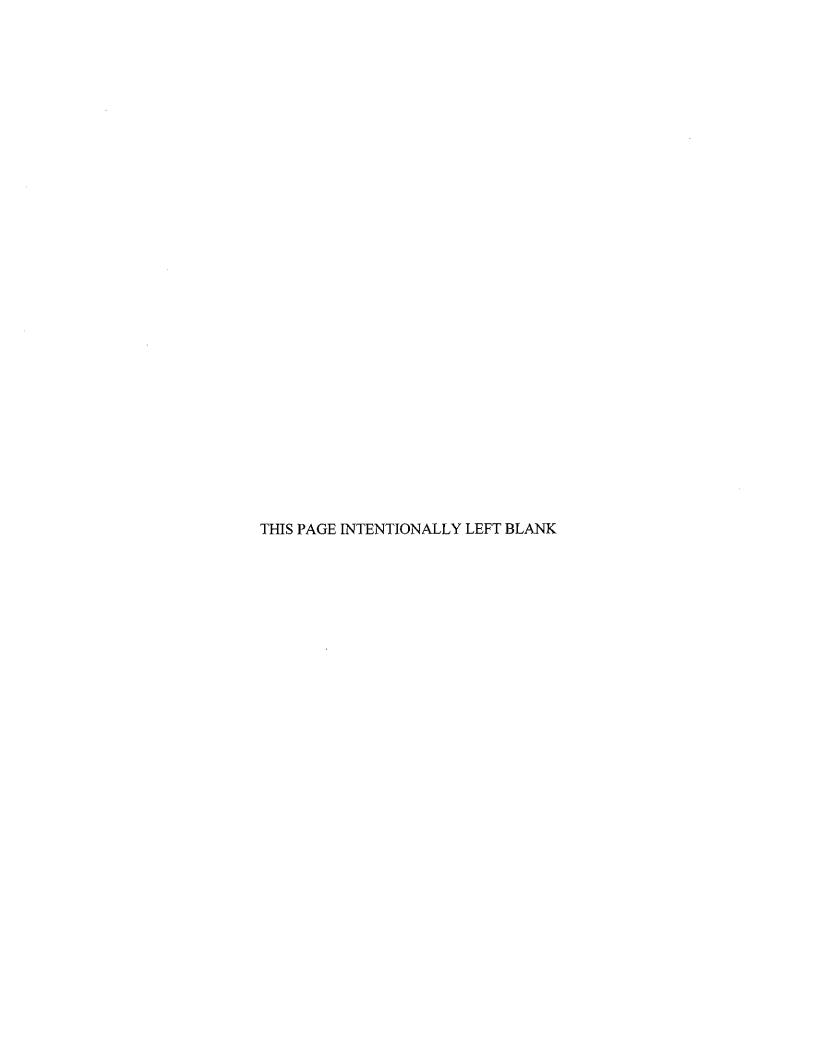
The Division of Forestry will cooperate with, and seek the assistance of, other state agencies, local government agencies, other interested parties as appropriate, and with the Florida Natural Areas Inventory (FNAI). The Division intends to coordinate with the Florida Fish and Wildlife Conservation Commission (FWC) regarding game and non-game management activity and related public use of the property.

Management costs and sources of revenue

It is anticipated that management funding will come from the CARL Trust Fund. Budget needs for interim management are estimated as follows.

Management Cost Summary/FWC (Including salaries for 4 full-time employees)

Salary (4 FTEs)	\$154,357
Expense	\$620,000
Operating Capital Outlay	\$146,075
TOTAL	\$887,007





675 North Washington Street Suite 300 Alexandria, VA 22314 P703,549.8728 F703.549.9134 www.earthtech.com

February 7, 2006

Mr. Frederick Gaske, Director Division of Historical Resources 500 S. Bronough Street Taliahassee, Florida 32399-0250

Re.:

DHR Project File Number 2005-4441

Environmental Assessment (EA) for New National Cemetery in Jacksonville, Florida, and

Section 106 Review.

Dear Mr. Gaske:

This letter is a follow-up to our initial letter dated April 29, 2005 and your response dated May 27, 2005. As stated in our original letter, Earth Tech, Inc. is under contract to the Department of Veterans Affairs (VA) to prepare an environmental assessment (EA) for the construction of a new national cemetery in Jacksonville, Florida.

Following preliminary site evaluation, the VA Department is considering two potential sites, as shown in Figure 1 of Enclosure 1. Both sites are in Duval County, just north of Jacksonville International Airport. Construction of the proposed cemetery on either site would involve land clearing, site development of areas to be used for interments, construction of internal roads and cemetery support facilities, and landscaping. Any potential effects would be contained within the boundaries of the cemetery site.

In your letter dated May 27, 2005, you made the following comments:

- With regard to the City Property: A review of the Florida Master Site File indicates that there are no known archaeological or historical sites within the areas under consideration. However, since these areas have never been subjected to professional archaeological investigation, this is not necessarily indicative of the absence of archaeological materials. The proposed project will affect a sizable area that is environmentally similar to regions within Duval County that are known to have yielded archaeological remains.
- With regard to the Wright Property: A review of the Florida Master Site File indicates the presence of one previously recorded archaeological site (8DU161 -battlefield site) in the areas under consideration (see map). No other archaeological or historical sites are recorded within the properties. However, since these areas have never been subjected to professional archaeological investigation, this is not necessarily indicative of the absence of archaeological materials. The proposed project will affect a sizable area that is environmentally similar to regions within Duval County that are known to have yielded archaeological remains.



February 7, 2006 Mr. Frederick Gaske, Director Division of Historical Resources

In the light of these comments, Earth Tech contracted with Environmental Services Inc. (ESI) of Jacksonville, Florida, to conduct a preliminary archaeological evaluation of the two potential sites. Based on the report submitted by ESI (see Enclosure 1 of 1), the VA Department proposes to conclude the following in the EA:

- With regard to the City Property: the property has minimal potential for archaeological resources and implementation of the proposed action on this property is expected to have no adverse effects on cultural resources. No further evaluation is warranted for this site. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and the VA Department would notify the SHPO immediately to develop an appropriate plan of action.
- With regard to the Wright Property: a previous survey conducted by ESI and reviewed by the Florida SHPO has established that the property has no archaeological potential. No further evaluation is warranted for this site. Implementation of the proposed action would have no adverse effects on cultural resources. However, should any archaeological artifacts be unearthed during construction activities, construction would stop and the VA Department would notify the SHPO immediately to develop an appropriate plan of action.

We request you provide your concurrence with, or comments on, these findings within 30 days or less. Please do not hesitate to call me at (703) 706-0114 if you have any questions.

Very truly yours,

Earth Tech, Inc.

Laurent Cartayrade Project Manager



FLORIDA DEPARTMENT OF STATE Glenda E. Hood

Secretary of State
DIVISION OF HISTORICAL RESOURCES

March 13, 2006

Mr. Laurent Cartayrade Earth Tech 675 North Washington Street, Suite 300 Alexandria, Virginia 22314

RE:

DHR Project File Number: 2005-4441-B

Additional Information Received by DHR February 9, 2006

U.S. Department of Veterans Affairs

Environmental Assessment for New National Cemetery in Jacksonville

Four Proposed Sites: City Site I, City Site II, Wright Northeast, and Wright Southwest

Jacksonville, Duval County

Dear Mr. Cartayrade:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and 36 CFR Part 800: Protection of Historic Properties and the National Environmental Policy Act of 1969, as amended. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the National Register of Historic Places), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the additional information provided, it is the opinion of this office that the proposed project will have no effect on historic properties. However, there are possibilities that there may be historical or pre-historical artifacts or unmarked human remains might be uncovered at the proposed sites. The U.S. Department of Veterans Affairs will need to make contingency plans for any fortuitous finds uncovered during the construction phase of this project.

If historic artifacts, such as pottery or ceramics, metal implements, historic building materials, or any other physical remains that could be associated with early American settlement are encountered at any time within the project site area, the permitted project should cease all activities involving subsurface disturbance in the immediate vicinity of such discoveries. The U.S. Department of Veterans Affairs should contact the Florida Department of State, Division of Historical Resources, Review and Compliance Section at (850) 245-6333 or (800) 847-7278. Project activities should not resume without verbal and/or written authorization from the

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☐ Director's Office (850) 245-6300 • FAX: 245-6436 ☐ Archaeological Research (850) 245-6444 •FAX: 245-6436

☑ Historic Preservation (850) 245-6333 •FAX: 245-6437 Historical Museums (850) 245-6400 *FAX: 245-6433

☐ Southeast Regional Office (954) 467-4990 *FAX: 467-4991

☐ Northeast Regional Office (904) 825-5045 •FAX: 825-5044 ☐ Central Florida Regional Office (813) 272-3843 •FAX: 272-2340

Mr. Cartayrade March 13, 2006 Page 2

Division of Historical Resources. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately and the proper federal authorities notified in accordance with the Native American Graves Protection and Repatriation Act (federal guidelines enclosed), as well as the proper state authorities under Section 872.05, Florida Statutes.

If you have any questions concerning our comments, please contact James Toner, Historic Sites Specialist, by electronic mail at *jetoner@dos.state.fl.us*, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and State Historic Preservation Officer

Enclosure

Inadvertent Discoveries on Federal Lands After November 16, 1990

An inadvertent discovery is one for which no plan of action was developed prior to the discovery.

Notification

The person who makes the discovery must immediately notify the responsible Federal official by telephone and provide written confirmation to the responsible Federal official.

If the inadvertent discovery occurred in connection with an on-going activity, the person must cease the activity in the area of the inadvertent discovery and make a reasonable effort to protect the human remains and other cultural items.

Initiating Consultation

No later than three working days after receiving written confirmation of the notification, the responsible Federal agency official must certify receipt of the notification, and take immediate steps, if necessary, to further secure and protect the human remains and other cultural items. NOTE: activity that resulted in the discovery may resume thirty days after the Federal agency official certifies receipt of the notification.

The responsible Federal agency official must also notify by telephone (with written confirmation) and initiate consultation with any known lineal descendant and the Indian tribes and Native Hawaiian organizations -

- who are or are likely to be culturally affiliated with the human remains and other cultural items;
- on whose aboriginal lands the remains and cultural items were discovered; and
- who are reasonably known to have a cultural relationship to the human remains and other cultural items.

Consultation is initiated with a written notification. The written notification must propose a time and place for meetings or consultation.

During Consultation

The purpose of consultation is to help the Federal agency determine who is entitled to custody of the human remains and other cultural items under NAGPRA so that the disposition process can be completed, and to discuss the Federal agency's proposed treatment of the human remains and other cultural items pending disposition.

The Federal agency official must provide in writing -

- a list of all lineal descendants, Indian tribes, or Native Hawaiian organizations that are being, or have been, consulted; and
- an indication that additional documentation will provided on request,

The Federal agency official must request, as appropriate --

- names and addresses of the Indian tribe official who will act as the tribe's representative in consultation;
- names and appropriate methods to contact lineal descendants;
- recommendations on how consultation should be conducted; and
- the kinds of cultural items that are considered to be unassociated funerary objects, sacred objects, or objects of cultural patrimony.

After Consultation - Written Plan of Action

The Federal agency official must prepare, approve, and sign a written plan of action. The plan of action must document the kinds of objects to be considered as cultural items; the planned treatment, care, and handling, including traditional treatment, of human remains and other cultural items; the planned archeological recording of the human remains and other cultural items; the kinds of analysis planned for each kind of object; and the nature of reports to be prepared.

The written plan of action must also include --

- the specific information used to determine custody of the human remains and other cultural items; and
- the planned disposition of the human remains and other cultural items.

Custody must determined in accordance with 25 USC 3002 (a), "Priority of Ownership," and 43 CFR 10.6, "Priority of Custody.'

(over)

Will the human remains and other cultural items be left in place? No OR Yes Excavation or removal of the human remains and other cultural The Federal agency secures items must take place following the requirements of the the site of discovery, and the Archeological Resources Protection Act (ARPA) (16 U.S.C. 470aa et disposition process does not seq.) and its implementation regulations. This includes issuance of an continue further. excavation permit by the cognizant Federal agency where required by

Prior to Disposition - Notice of Intended Disposition

At least 30 days prior to transferring the human remains and other cultural items to the claimant entitled to custody, the responsible Federal agency must first publish a Notice of Intended Disposition. The Notice must -

- be published two times (at least a week apart) in a newspaper of general circulation in the area in which the human remains and other cultural items were discovered;
- be published two times (at least a week apart) in a newspaper of general circulation in the area or areas in which the affiliated Indian tribes or Native Hawaiian organization members now reside;
- provide information as to the nature and affiliation of the human remains and other cultural items; and
- solicit further claims to custody.

The Federal agency official must send a copy of the notice and information on when and where it was published to the National NAGPRA program.

Disposition

Disposition is the formal transfer of Native American human remains and other cultural items excavated or inadvertently discovered on Federal or tribal lands after November 16, 1990, to the lineal descendants, Indian Tribes, or Native Hawaiian organizations that have been determined to be the legitimate claimants.

In completing the disposition, the claimant formally accepts custody (ownership). Disposition should be documented, must be consistent with 25 USC 3002 (a), "Priority of Ownership," and 43 CFR 10.6, "Priority of Custody." Physical transfer may take place 30 days after the publication of the second Notice of Intended Disposition, as agreed upon by the claimant and the Federal agency

official. **Some Disposition Options** Reburial on Federal Relinquishment Claimant Takes Under NAGPRA [25 USC 3002(e)], Land Physical Custody the governing body of an Indian tribe The legitimate claimant takes The human remains and other or Native Hawaiian organization may cultural items may be reburied on physical possession of the human expressly relinquish control over any Federal land, if the agency's policies remains and other cultural items. Native American human remains, or and procedures permit such activities. Where allowable, and upon title to or control over any funerary agreement with the claimant, the object or sacred object. Federal agency may provide temporary care until the claimant is able to take physical custody.

APPENDIX B Cultural Resources Evaluation



CULTURAL RESOURCE EVALUATION OF PROPOSED VA CEMETERY SITES DUVAL COUNTY, FLORIDA

January 2006

Introduction

The cultural resource staff of Environmental Services, Incorporated (ESI) of Jacksonville, Florida, led by Marsha A. Chance, Senior Archaeologist, recently conducted a preliminary cultural resource evaluation of the proposed V.A. Cemetery tracts located within Duval County, Florida on behalf of Earth Tech, Inc. (Figure 1). This project was conducted to assist the client in determining the archaeological and historical potential of the parcels. The goal of the project was to provide the client with information concerning the relative site probability of the parcels, whether known sites or historic structures occur on the properties, the identification of high site probability areas, and identification of areas where future subsurface testing might encounter archaeological sites. The term "cultural resources" as used herein is meant to refer to sites or objects that are archaeological, architectural, and/or historical in nature. Cultural resources typically consist of historic and prehistoric archaeological sites, as well as structures.

Preliminary background research included a review of state records to determine whether the tracts contained previously recorded archaeological sites; an analysis of soils; and a review to determine proximity to water and tract elevation. The latter are environmental characteristics often associated with the presence of cultural resources.

Of the two tracts, "City Property" and "Wright Property," one was fully surveyed by ESI in recent months for a separate client and one was subjected to a preliminary evaluation on behalf of Earth Tech. For this reason, the two tracts are described separately in this report.

Background Research

Background research included a review of the archaeological site files maintained by the Florida Master Site File at the Division of Historical Resources (FMSF-DHR), to determine the presence of previously recorded archaeological sites within or near the study area; an examination of United States Department of Agriculture, Soil Conservation Service (USDA-SCS) soil maps for the area; perusal of aerial photographs to identify anomalies, waterways, vegetation patterns, and greatly disturbed areas; and the attainment of familiarity with the USGS topographic map of the project area so that elevation data could be utilized to pinpoint possible site locations. In addition, data regarding past settlement and subsistence patterns within the region were considered.

Environmental Setting

The topography of the project area ranges from 10 to 20 feet above mean sea level (amsl). Examination of the soil map for the area indicates the fact that the tracts contain a variety of soil types, primarily including poorly and very poorly drained soils. The best drained soils are classified as poorly drained. Some of these soil types occur in association with an unnamed creek on the western boundary of the Wright Property and with the floodplain of Thomas Creek. They are illustrated in Figure 2.

Vegetation within the City Property consists of wetland species in the intermittent wetlands throughout the tract, coupled with pasture grasses in the majority of the tract. The natural upland communities have been mostly removed from the tract to create pastures and other agricultural areas. Natural community types in the general area include oak overstories with pine and palmetto understories. Vegetation in the Wright Property consists primarily of planted pines, small areas of hardwood forest and larger areas of wetland vegetation. In this tract vegetation reflects the topography and drainage capacities of the soils upon which they occur.

I. CITY PROPERTY

Project Location

The City Property is generally located south of Thomas Creek and north of Jacksonville International Airport. It lies west of I-95 and is astride Lannie Road. The tract can be found on the Trout River and Italia, Florida, USGS quadrangle maps (photorevised, 1989), in Sections 39 and 40, Township 1 South, Range 25 East.

Results

A review of the archaeological site file records maintained by the Florida Master Site File of the Division of Historical Resources indicated that there are no previously recorded archaeological sites within the tract. However, several sites have been recorded just beyond one mile of the tract. Site 8DU161 was originally recorded as the possible general vicinity location of the Revolutionary War era Thomas Creek Battlefield. This site, as originally plotted, lay northeast of the study area covering a large area of marsh and multiple meanders of Thomas Creek. It is doubtful that the battle site could be in this area, since the environmental character of much of the location is not conducive to human use. Additionally, site 8DU14668 was recorded in 2002 by ESI. Site 8DU15983 was recorded in 2004. In the spring of 2005 ESI conducted a survey of a large tract adjacent to the City Property, and recorded 4 sites, 8DU16190, 8DU16191, 8DU16192 and 8DU16196. All of these sites lie west of the tract, at a distance of one mile to just over one mile from the eastern boundary. ESI found sites 8DU16191 and 16190 to be potentially eligible for listing on the National Register of Historic Places (NR), and evaluated them further in the fall of 2005. Site 8DU16190 had yielded a minor amount of material dating to the time of the Revolutionary War. Additional testing, however, did not yield additional comparable artifacts. Testing at this site included traditional shovel testing, followed by the use of a metal detector and ground penetrating radar, in an effort to locate historic metallic artifacts such as those that might have been associated with battlefield and/or encampment activities. Neither of these sites was found to be eligible for NR listing. All site locations are shown in Figure 3 and site definitions are discussed below.

Table 2. Nearby Sites

8DU161 (gv)	Possible Thomas Creek Battlefield, Revolutionary War
8DU14668	Prehistoric/Historic scatter; early 19 th century
8DU15983	Prehistoric Campsite (no further description available)
8DU16190	Historic/prehistoric scatter; 18 th to 20 th Century; Swift Creek
8DU16191	Historic/prehistoric scatter; late 19 th /early 20 th Century
8DU16192	Prehistoric scatter
8DU16196	Prehistoric scatter

Prehistoric components were encountered in each of the five sites recorded by ESI but all were minimal. Site 8DU14668 yielded 3 prehistoric and 41 historic artifacts. The former were 3 chert flakes (11-20mm) and the latter were ceramics(9), nails (10), glass (1) and unidentified iron fragments dating to the mid to late 18th century. No features were found.

Site 8DU16190 yielded 33 prehistoric and 11 historic artifacts. The prehistoric assemblage contained 4 Swift Creek (500 BC-AD 750) and 5 plain sherds. A musket ball, a buck shot and a brass button were also recovered, with the button dating from between 1726 and 1776. The Button was indicative of the Revolutionary War era, prompting further site investigation. The second investigation using a metal detector did not yield any additional material related to the appropriate time period.

Site 8DU16191 contained 1 prehistoric chert flake and 24 historic artifacts, including whiteware and Albany slipped stoneware, indicating an 1880 to 1920 range of occupation. A structure is located on the 1918 quadrangle map in this location, and additional work was conducted in the area. Portions of a brick structure were encountered but not found to be NR eligible.

Site 8DU16192 and 8DU16196 each yielded 3 prehistoric chert flakes and no historic material. In both cases, the flakes were all recovered from a single test.

Thus only one site contained diagnostic prehistoric material. The presence of minimal historic scatters indicates minor usage of the area in early times, and the single button dating to the 18th century remains a tantalizing clue.

Preliminary Testing

Archaeological site probability zones are delineated on the basis of soil drainage capacity, elevation, and proximity to water, as well as the occurrence of previously recorded sites. On this basis, it can be concluded that areas of better drained soils, especially when in direct juxtaposition with waterways, might be expected to contain archaeological sites. The proposed City Property is not directly adjacent to, nor does it incorporate, any flowing streams or lakes. In addition, it is dominated by soils that are relatively poorly drained. Elevations are also comparatively low. Thus, the tract does not contain any high site probability zones. Medium probability zones can be delineated within the tract based on soil characteristics, but the lack of a nearby water source would not have been conducive to use by prehistoric populations; therefore the possibility of a significant site being present is minimal. Historic settlers may have used the tract, but historic maps do not indicate the presence of historic land grants or of structures on the

property. In addition, there are no historic structures over 50 years old present there today.

In an effort to further evaluate the archaeological potential of the tract, ESI conducted preliminary fieldwork in January of 2006. The study area was subjected to a walkover, and nineteen shovel tests were excavated in the upland portions of the property. The locations of these tests are shown in Figure 4. While these tests were distributed throughout a large area, findings in each case were similar. The water table was encountered in every case, at between 25 and 50 cm below surface. No cultural material was found.

II. WRIGHT PROPERTY

Project Location

The Wright Property is located east and slightly north of the City Property. It is bounded on the north by the Thomas Creek floodplain and has few other geographical or developed features within it or adjacent to it. An unnamed drainage flows along the western boundary into the Thomas Creek wetlands. The tract is found on the Italia, Florida, USGS quadrangle map (photorevised 1989), in Sections 38 and 40, Township 1 South, Range 25 East.

Background Research

Background research for this tract was identical to that described for the City Property.

Results

The archaeological sites discussed previously in relation to the City Property are within one mile of the Wright Property. They occur to the east and southeast of the study area, as shown on Figure 3.

Testing

The Wright Property was initially investigated by ESI in the spring of 2005. It was part of a 3700-acre tract subjected to a cultural resource assessment study. At that time, shovel tests were dug at 25, 50 and 100-meter intervals in site probability area and a pedestrian survey was carried out throughout the tract. All cleared areas, road cuts, eroded banks and other disturbance were investigated for the presence of cultural material. Thirty-six positive shovel tests resulted, and four archaeological sites were recorded. These were sites 8DU16190, 16191, 16192 and 16196, as discussed earlier in this report. Metal detecting was also carried out at two of the sites. In the fall of 2005, additional investigations at two of these sites were completed by ESI. However, all of these sites are outside of the current project boundaries. No cultural remains were found within what is, for the present purposes, the Wright Property. A clearance/concurrence letter has been received.

Appendix: Regional Cultural History

The following review of regional cultural history will serve as a framework for understanding human land use and settlement in the project vicinity. The study area lies within the East and Central Lake District, as defined by Milanich (1994) with each temporal period based on distinct cultural and technological characteristics recognized by archaeologists. From oldest to most recent, the four temporal periods include Paleoindian, Archaic, Woodland and Mississippian (Table 1).

Paleoindian Period (12,000-8,000 BC)

The earliest evidence for human occupation in Florida dates to the Paleoindian Period, which began approximately 10,000 to 12,000 years BC (Cockrell and Murphy 1978; Clausen et al. 1979).

Radiocarbon dates clustering at 10,000 BC have been generated from sites located in counties along the gulf coast (Cockrell and Murphy 1978; Clausen et al. 1979), but this period is poorly known in northeast Florida. To date, no unequivocal evidence of a Paleoindian presence has been uncovered in the project region. It is possible that sites attributable to the Paleoindian period might exist on the continental shelf beneath ocean waters.

Table 1. Prehistoric Cultural Chronology (adapted from Milanich 1994).

CULTURAL PERIOD	TEMPORAL PLACEMENT
PALEOINDIAN	12,000 - 8,000 BC
ARCHAIC Early Middle Late Orange	8,000 - 5,000 BC 5,000 - 3,000 BC 3,000 - 500 BC 2,000 - 500 BC
WOODLAND Deptford Swift Creek St. Johns I	500 BC - AD 750
MISSISSIPPIAN St. Johns II Savannah	AD750 - 1565+
HISTORIC	A.D. 1565 - Present

Archaic Period (8,000-500 BC)

The environment of the Archaic Period was characterized by drier climatic conditions and higher sea levels that resulted in the emergence of a mesic oak-hickory forest (Milanich 1994). Archaic period Indians focused their subsistence strategies on the procurement of smaller game, fish, wild plant foods, and in some cases, shellfish, and thus, the period seems to have been characterized by changes in subsistence patterns, tool manufacturing techniques, and the surrounding environment.

The earliest Archaic populations exhibit settlement patterns similar to those used by their predecessors, suggesting strong continuity between Early Archaic and previous Paleoindian lifeways (Milanich 1994:63). It is generally assumed that Early Holocene populations were composed of small, nomadic bands that followed seasonal rounds on the basis of resource abundance, and familiarity with a specific region probably resulted in seasonal reuse of the same locations.

Within the Archaic Tradition, two distinct subsistence systems appear to have evolved. Hunting was emphasized in upland areas, while shellfish collection was relied upon in lowland aquatic and coastal zones. A third type of Archaic site now being investigated in Florida is located in peat bogs. Such sites contain buried human remains in association with a variety of other preserved organic artifacts.

In Florida, Early Archaic (8000-5000 BC) components are generally distinguished through the presence of distinct projectile point types such as Kirk, Bolen, Santa Fe, and Tallahassee (Bullen 1975; Milanich 1994:63). Archaic stone tools are different from those of the earlier Paleoindian era in that, they were more expediently produced than were those of the Paleoindian period.

Past researchers postulated that Middle Archaic (5000-3000 BC) peoples of Florida lived almost exclusively in the interior of the state, with occasional ventures to the Atlantic coast. It has now become clear, however, that preceramic groups were occupying the Atlantic coast on a regular basis during the Middle Archaic period (Russo 1988, 1992; Bond 1992), exploiting aquatic estuarine resources.

A shift in subsistence patterns apparently occurred among the later Archaic people of northeast Florida as they became more dependent upon riverine resources. They continued to migrate seasonally, but large freshwater shell middens began to occur along the banks of the St. Johns. In northeast Florida, the Late Archaic Period is known as the Mount Taylor period (4,000-2,000 BC), and is represented in shell deposits along the St. Johns River and its tributaries as well as in the use of charnel houses and secondary burial practices (Milanich 1994). Coastal shell middens were common and artifacts traded in from distant regions have been found in Late Archaic sites as well. During the Orange Period (2,000 - 1,000 BC), trade became more prevalent and cultivation began to occur. The Late Archaic peoples of northeast Florida possessed the same material culture as their predecessors, with fired-clay pottery occurring around 2000 BC (Milanich 1994). This distinct type, known as Orange pottery, was tempered with plant fibers.

At the end of the Orange Phase, referred to by Bullen (1959, 1971) as the Florida Transitional period (about 1200-500 BC), changes in technology and lifestyle marked the beginning of the

Formative Period. Sand tempered and limestone-tempered pottery began to take the place of fiber tempered pottery. Three different projectile point styles (notched, corner-notched, and stemmed) began to occur in contemporaneous deposits, differentiating this period from earlier culture stages and suggesting population movement and social interaction. Cultural change during this period may have accompanied an increase in the utilization of plant foods and increased sedentism.

Woodland Period (500 BC - AD 750)

The St. Johns tradition that characterized North Florida during early Woodland times is most noticeably manifest in archaeological assemblages by a distinct pottery made of clays containing fossil sponge spicules (Borremans and Shaak 1986). The pottery is very lightweight and chalky to the touch. The St. Johns way of life seems to have developed out of the previous Orange culture, as evidenced by St. Johns chalky wares, and the post-Archaic period witnessed an increase in population and settlement numbers. Cultural traits of the St. Johns period included the construction of burial mounds; a continued reliance on coastal/riverine resources; the appearance of new ceramics styles; and a perceived rise in plant cultivation (Milanich 1994:243-274). The St. Johns tradition is divided into two major periods, St. Johns I and II, which are further subdivided based on observable changes in material culture (Goggin 1952:40; Milanich 1994:247).

Originating around 500 BC and lasting to AD 600 on the Atlantic coast (Milanich 1971, 1973), the Deptford culture represents a continuation of the coastal way of life. Communities were situated in maritime hammocks near tidal marshes, with subsistence centered essentially on the exploitation of estuarine and maritime forest resources. Deptford groups may have moved inland seasonally to the river valleys to gather plant foods, hunt game, and trade with non-coastal peoples (Milanich 1973). Deptford ceramics, defined regionally as sand- and/or grit-tempered plain, check stamped, and simple stamped wares, are a common occurrence at archaeological sites in Northeast Florida, particularly along the coast (Milanich and Fairbanks 1980; Vernon 1984).

The occurrence of Swift Creek ceramics in Northeast Florida was first recognized by Goggin (1952), who observed them in mounds in association with Hopewellian inspired mortuary items. In Northwest Florida, Early Swift Creek pottery and exotic Hopewell-like artifacts and/or raw materials are part of a ceremonial complex known as Green Point, whereas Late Swift Creek wares are affiliated with the Weeden Island ceremonialism (Sears 1962; Milanich et al. 1984). Interaction networks probably allowed Swift Creek wares and design concepts to spread from the Northwest Gulf coast to the Northeast Florida Atlantic coast. In addition, the recovery of Late Swift Creek pottery types similar to those found along the coast to the north suggests movement of coastal Swift Creek groups from south Georgia to the mouth of the St. Johns River.

Mississippian Period (AD 750-1565+)

The Mississippian period begins around AD 750, with the introduction of check stamping on St. Johns chalky wares in northeast Florida. As with the preceding period, coastal sites are characterized by diffuse shell middens composed mostly of oyster. Large mounds of shell refuse

are common along the Atlantic coast and inland rivers in the St. Johns heartland (Goggin 1952:55), but are conspicuously absent near the river's mouth (Russo 1992:118). Sand burial mounds increase in use, and the rise in the number of village and mound sites implies greater cultural complexity.

Subsistence activities characteristic of the Mississippian period were similar to that of the Woodland period and emphasized the capture of estuarine fish and shellfish along the coast and freshwater species along the river (Milanich and Fairbanks 1980; Milanich 1994; Russo 1992). It has been hypothesized that there was an increased dependence on horticulture in the region at that time (Goggin 1952; Milanich and Fairbanks 1980).

Late prehistoric (ca AD 750-1565) pottery assemblages recovered at sites near the mouth of the St. Johns River include pure St. Johns and Savannah-related ceramic complexes. However, mixed assemblages containing varying quantities of St. Johns Check Stamped, Savannah Cord Marked, and sand-tempered plain wares are more characteristic of late prehistoric sites in the area (Russo 1992:117). The cultural affiliations and relationships between these wares at sites in the St. Mary's region are unclear at this time.

Historical Overview of the Vicinity

Historic accounts and archaeological data have helped identify a number of the indigenous populations throughout the state. The major northeast Florida groups were Timucuans, agriculturists who were descendants of the St. Johns, Alachua, and other known societies. They were particularly dependent on the resources of the St. John River and the coastal lagoons (Goggin 1952). At the time of contact they comprised a loose affiliation of villages with local and regional leaders.

Duval County was first occupied by Europeans in 1564, when the French Huguenots built Fort Caroline on the banks of the St. Johns River. The fort was soon destroyed by the Spanish military, which had set up an encampment to the south. In later years, Franciscan missionaries were sent north and west from St. Augustine to establish Christianity among the Indians. Eventually, a chain of mission settlements extended northward through what is now Duval County to Santa Elena in South Carolina.

The Guale/Yamasee Indians remained loyal to Spanish forces and moved south into the missions of the Timucua area as the British military took control of their Georgian coastal and interior homelands. (Hemmings and Deagan 1973, Milanich and Larson 1977, Milanich and Saunders 1986, Saunders 1992). In 1763, Britain received control of Florida from the Spanish government, and northeast Florida experienced an influx of British settlers. During this period, Jacksonville (known at the time as Cow Town) and northward to the St. Marys River was being settled.

The Second Spanish Period lasted from 1784 to 1821, and was first marked by economic inactivity and later by an economic boom. The Spanish government gave generous land grants, and African slaves were used to produce exports of timber, cotton, rice, and sugar. The Second Spanish Period ended in 1821, when Florida was ceded to the United States. In 1821 Florida became a U.S. Territory and in 1845, a state. The city of Cowford (Jacksonville) flourished near

the mouth of the St. Johns River. It was strategic to the development of agriculture and the timber trade, and developed into a shipping center of large proportion.

History of the Thomas Creek Battle

A brief summary of the battle at Thomas Creek can be found on the state historic marker that has been placed on U.S. 1 where it crosses Thomas Creek. It reads as follows:

When the American War of Independence began, the new British colonies of East and West Florida remained comparatively free from serious fighting throughout the course of the Revolutionary War. In the summer of 1777, however, Americans initiated an invasion aimed at capturing St. Augustine. The expedition was composed of Continental Army troops and Georgia Militia forces under the command of Lt. Colonel Samuel Elbert. Preparations for the defense of East Florida involved the East Rangers and Indian allies.

On May 17, 1777, a portion of the invading American expedition was attacked by a detachment of British Regulars under Colonel Thomas Brown and Indians. The battle took place at a site on Thomas Creek south of its confluence with the Nassau River. After suffering heavy casualties, the Americans, already discouraged by lack of supplies and the heat, began their retreat from Florida. Only one more unsuccessful invasion of East Florida occurred during the remaining years of the American Revolution.

The site of the Battle of Thomas Creek is important to Florida history because it was one of the only Revolutionary War battles in northeast Florida. The Thomas Creek engagement and its location have been the subject of considerable speculation by amateur and professional historians, since military records apparently do not provide details or maps. Charles E. Bennett thought that the site should be west of and adjacent to I-95 where it intersects the Nassau River. He based his theory on the fact that General Prevost had cited that few Americans could have escaped without their horses, because they had a "deep river to pass after they were defeated (Stowell 1996)". Local historians James Robertson and Dena Snodgrass suggested that the battle occurred farther west, near the King's Road and the headwaters of Thomas Creek. Contemporary accounts were limited and imprecise (Stowell 1996).

According to a report prepared by Daniel Stowell for the National Park Service in 1996, "Colonel Baker's force of 150-180 horsemen had camped at the site for only one night when they were attacked by the East Florida Rangers and their Indian allies. A substantial number of Baker's men fled immediately without firing, and the rest made only a brief stand. The entire battle was over in only a few minutes and involved no more than 400 men on both sides." A more detailed account also implies a short battle, but indicates that the intruders from Georgia may have been encamped for several days before being discovered by the British (Cashin 1999).



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FLORIDA DEPARTMENT OF STATE

Glenda E. Hood

Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Marsha Chance Environmental Services, Inc. 7720 Financial Way Suite 100 Jacksonville, Florida 32256 August 24, 2005

Re:

DHR Project File No. 2005-4952B / Revised Per Your Request of August 23, 2005 An Intensive Cultural Resource Assessment Survey of the Thomas Creek Preserve Property, Duval County, Florida

Dear Ms. Chance:

Our office received and reviewed the above referenced survey report in accordance with procedures outlined in Chapters 267 and 373 of the *Florida Statutes*, for possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the *National Register of Historic Places (NRHP)*.

In February and March of 2005, Environmental Services, Inc. (ESI) conducted an archaeological and historical survey of the Thomas Creek Preserve property on behalf of Montgomery Land Company. One previously recorded archaeological site and four previously unrecorded archaeological sites were identified within the project area during the investigation.

The Thomas Creek Battlefield site (8DU161), a revolutionary era battlefield with a general vicinity plot, was listed as existing within the project area. ESI was unable to relocate the portion of 8DU161 during investigation of the project area. ESI recommended that no further work be conducted within the area presently recorded as site 8DU161.

The Thomas Creek A site (8DU16190), a multicomponent archaeological site with a Swift Creek occupation as well as artifacts dating to the Revolutionary War time period, was identified within the project area. Due to further research potential and the possibility of intact features or cultural strata, it is the opinion of ESI that 8DU16190 appears potentially eligible for listing in the NRHP. ESI recommends that further work be conducted to further evaluate the eligibility of 8DU16190. ESI notes that the identification of the Thomas Creek Battlefield has the potential to be important on the national scale, as well as locally and regionally. ESI recommends that the archaeological evaluation be accompanied by comprehensive historical research, so that all relevant information on the site appears in a single document.

The Thomas Creek K site (8DU16191), a multicomponent archaeological site, was identified within the project area. Due to further research potential and intact features or cultural strata, it is the opinion of ESI that 8DU16191 appears potentially eligible for listing in the *NRHP*. ESI recommends that further work be conducted to further evaluate the eligibility of 8DU16191.

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☐ Director's Office (850) 245-6300 • FAX: 245-6436 ☐ Archaeological Research (850) 245-6444 • FAX: 245-6436

■ Historic Preservation (850) 245-6333 • FAX: 245-6437 ☐ Historical Museums (850) 245-6400 • FAX: 245-6433

☐ Southeast Regional Office (954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office (904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office (813) 272-3843 • FAX: 272-2340

Ms. Chance August 24, 2005 Page 2

The Thomas Creek O site (8DU16192), a low density lithic scatter, was identified within the project area. Due to low research potential and the lack of intact features or cultural strata, it is the opinion of ESI that 8DU16192 does not appear eligible for listing in the NRHP. ESI recommends no further work be conducted on 8DU16192.

The Thomas Creek A South site (8DU16196), a low-density lithic scatter, was identified within the project area. Due to low research potential and the lack of intact features or cultural strata, it is the opinion of ESI that 8DU16196 does not appear eligible for listing in the NRHP. ESI recommends no further work be conducted on 8DU16196.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, Florida Administrative Code. Please note that in future reports a Site Plan & USGS Map (1:3600 versus 1:24000 for Survey Log Sheet) is a required attachment for each archaeological site form.

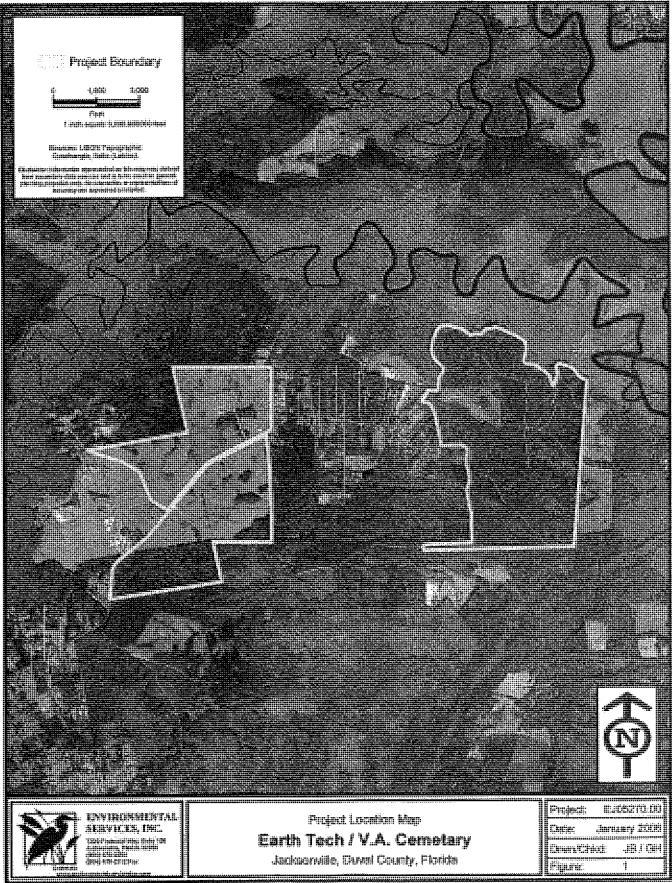
In addition, we noted that previously recorded site 8DU14668, the Dylan James Allen Site, located northwest of 8DU16190, is also recorded within the property boundaries. This primarily historic period site was determined not eligible for listing in the NRHP in 2002 when reviewed by this office.

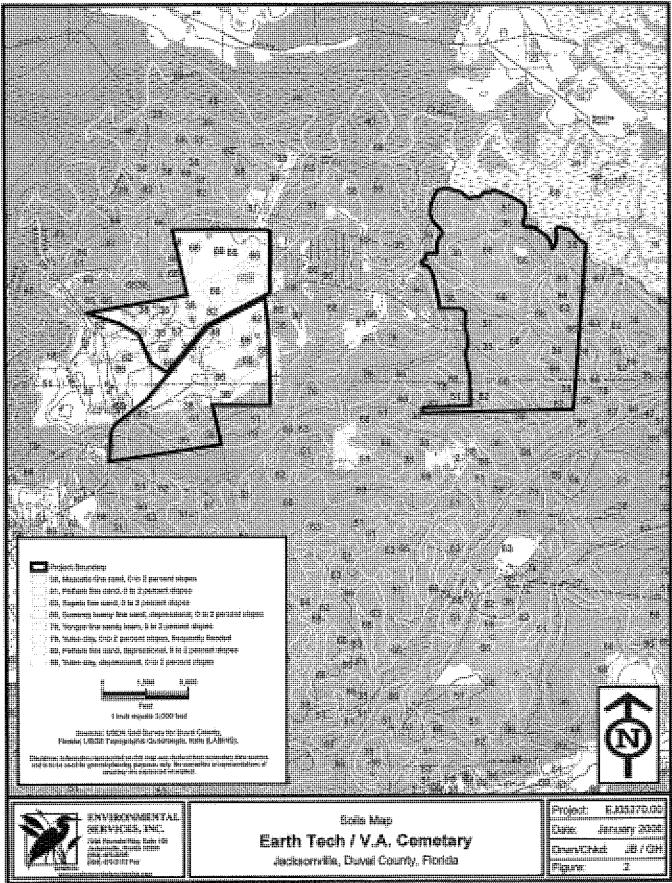
If you have any questions concerning our comments, please contact Laura Kammerer, Historic Preservationist Supervisor, by phone at (850) 245-6333. Your continued interest in protecting Florida's historic properties is appreciated.

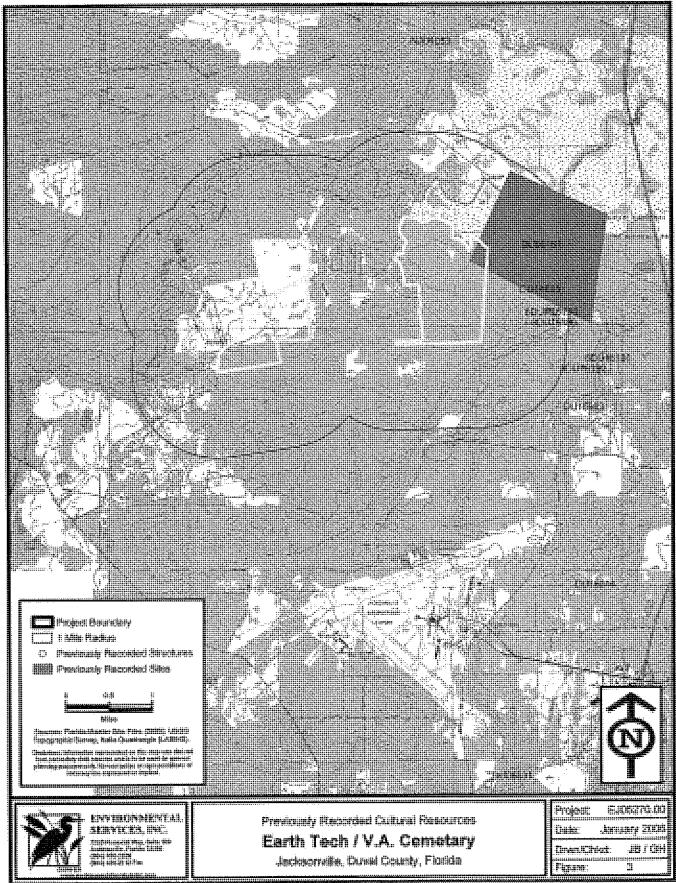
Sincerely, Laura A. Kammerer

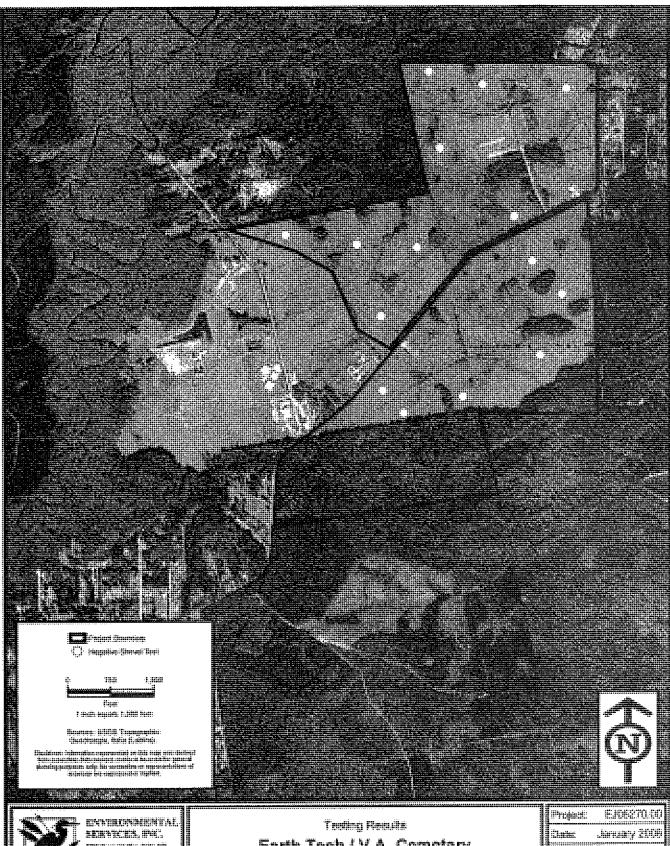
Frederick P. Gaske, Director, and

State Historic Preservation Officer











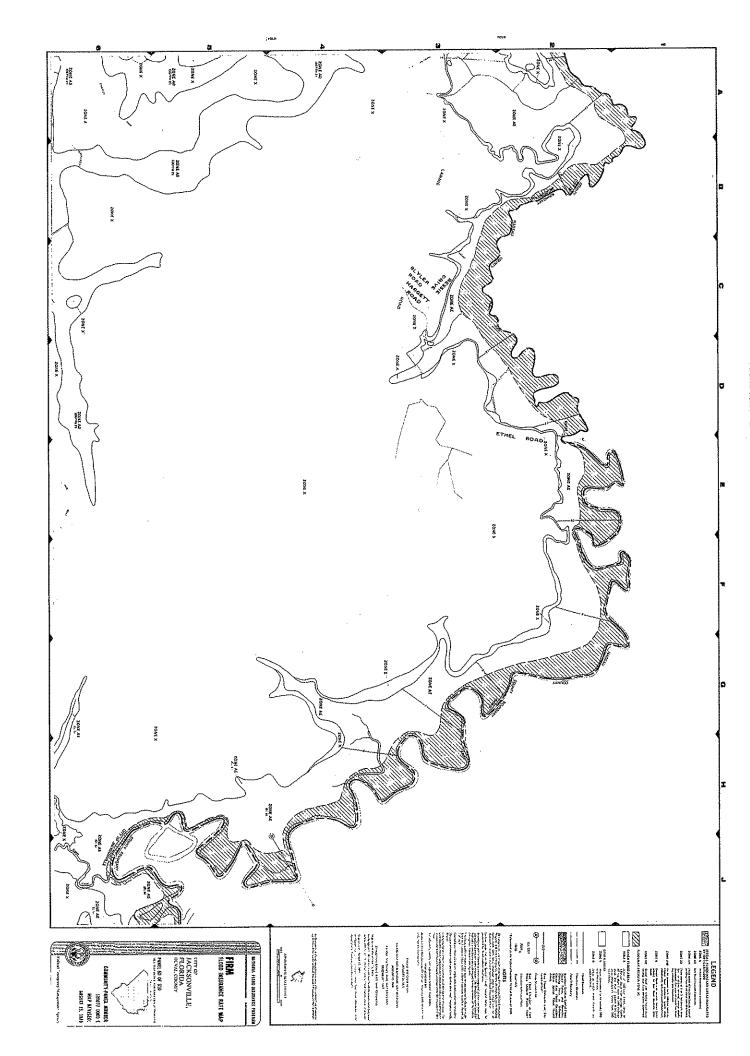
Earth Tech / V.A. Cometary

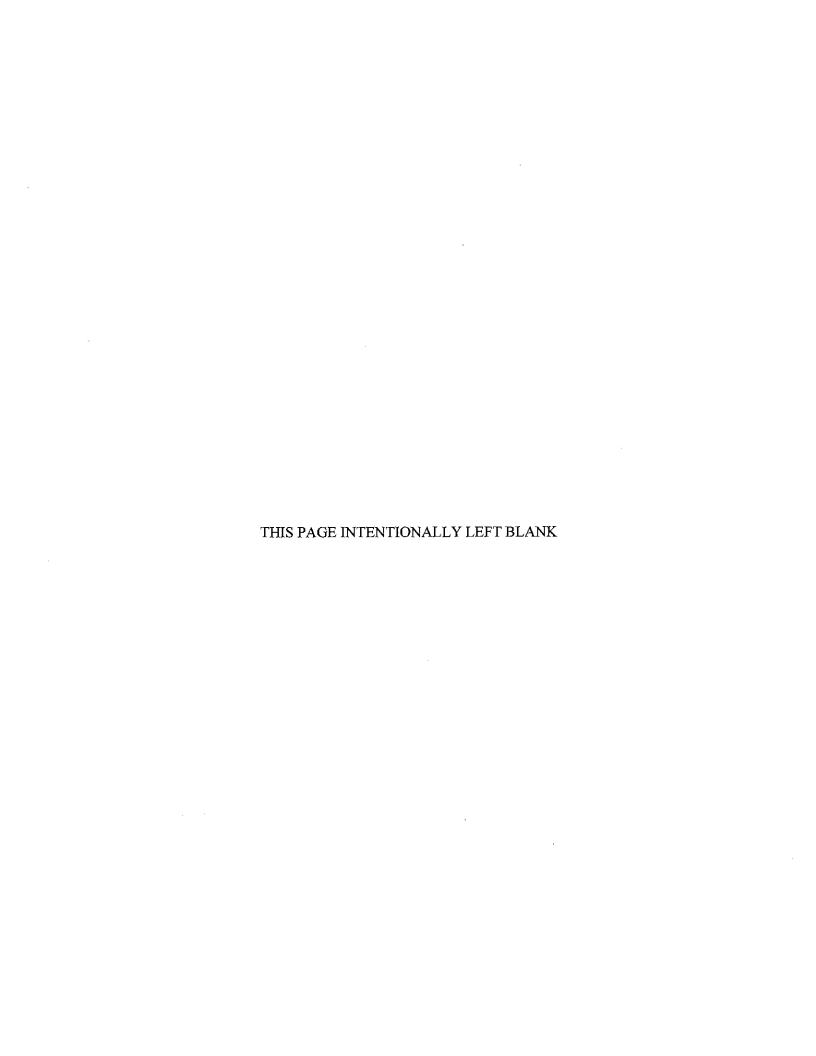
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APPENDIX C Floodplain Map

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APPENDIX D Additional Supporting Information

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- 0 w w to	SIG COUNTY Rayonier site (Timber Company) BRADFORD Rayonier site (Timber Company) BRADFORD Wright Trust – Wolfbay Tract (Privately owned) DIUVAL Thomas Creek Preserve (City of Jacksonville)	500 + 6000+	eominate of 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	5-mi. south of Starke on Hwy 100 10-mi. north of Starke on US 301 North of Airport, off of Kite Rd North of Airport, and Starke or US 301 North of Airport, and Starke or US 301 North of Airport, and Starke or US 301 Route 115 Exit off of 1-295, north to Lamnie Road.	\$2500 / acre \$2500 / acre \$2500 / acre \$10,000 / ac Gity has not quoted an asking price	Access Access Price Rural, Slash Pine timber production; flat topo, sandy solis; power lines; No evidence of prior development; no structures. No evidence of prior development; no structures.	Substantial travel distance from center of Jacksonville population Substantial travel distance from center of Jacksonville population Cood appearance; Good access from (-255; Short travel distance).
	site (Timber Co.) BAKER	500	-	90 heading fowards Lake City	Bradford Co. sites.	side; Civil War Battleffeld State Park & Osceola National Forest to the north. Power nearby, otherwise only rural services. No evidence of development; no structures.	distance from center of Jacksonville population
G	Spencer's Park (Privately owned)	+009	27	Route 218, 3-miles west of Route 21	Asking price not defined.	Heavily wooded with mixed timber, could have wetlands. Could not view interior. All utilities nearby. Awkward small comer frontage on SR 218. Unappealing neighboring uses.	Marginal appearance & Marginal immediate access

,一个时间,我们就是一个人的时间,我们就是一个人的时间,我们就是一个人的时间,我们就是一个人的时间,我们就是一个人的时间,我们就是一个人的时间,我们就是一个人的时间,也可以是一个人的时间,我们就是一个人的一个

Good immediate access, but moderate character.	Marginal to Good	Marginal to Good	Could be problematic site, plus substantial travel distance	Substantial travel distance from center of Jacksonville population	Substantial travel distance from center of Jacksonville population	Substantial travel distance from center of Jacksonville population	Substantial travel distance from center of Jacksonville population
Mostly open with scrub brush at comer, partially wooded in Interior. Fairly flat. Good comer frontage, access & visibility. Power available on road frontage, other utilities not evident.	Heavily wooded with large deciduous trees. Could have wetlands, could not view interior. Power available on road frontage, other utilities not evident.	If access is required off of Hwy 301 — the very heavy traffic, including a great number of frucks—could be difficult to hazardous for corteges. Other trust sites may be available, but no information provided.	Many wet areas; next to raliroad; immediate access is limited; junk on site. No permanent structures. Utilities nearby.	Pine plantation; some wet areas. Power nearby, otherwise only rural services. No evidence of prior development; no structures.	Good upland (high & dry) acreage; part of large planned unit development / golf course community. Near Ag Museum. Hulett Creek runs through site. All utilities will eventually be available nearby.	High percentage of wetlands – low ground; reforested after extensive burn in 1996. No utilities. No evidence of prior development; no structures.	High ground, sloping down to nice creek & hardwood woodland band – beautiful live oaks; near 100-yr old Pellicer Creek Cemetery. No utilities. No evidence of prior development; no structures.
Asking price not defined.	Asking price not defined.	Asking price not defined.	Owner would not quote asking price.	Similar to Bradford Co. sites.	\$7.mlllon	\$15,000 / ac	\$15,000 – 25,000 / ac (may bargain on price per Comp. Plan)
Intersection of Rt. 16 & Rt. 21. Future beltway planned nearby.	Route 16 near Penny Farms. Future beltway planned nearby.	US Hwy 301 as It crosses into Bradford County	1214 N. Hwy 17, Palatka	6-miles west of Palatka on SR100, north side	Fronts on US Hwy 1, SW of FL Agriculture Museum	Just east of I-95 & fronts on south side of SR 206	West of I-95 & US Hwy1, fronting on south side of SR 206, near Flagler Co. line
30	96 90	32	46	09	99	49	55
485 +/-	-/+ 009	1367	-/+ +/-	2239	450 +/-	500 (two parcels avail.)	009
Arahatchee LLC (Private) CLAY	Reinhold (Private) CLAY	Wachovia (Bank Trust) CLAY & BRADFORD	Newco Distributors PUTNAM		Palm Coast site (Developer)		
/	ω	တ	10	4	72	ნ	4

*Distance from intersection of I-95 & I-10

Note:

A parcel of the Preservation Project Jacksonville located to the south of the City Site was originally included in the site. Following further consultation with the City of Jacksonville, this parcel was removed from consideration. It is still shown on some of the maps and figures prepared in the early stages of the impact analysis, such as Figure 6 of this appendix. However, the parcel is not included in the City Site as defined in the main body of the EA and is not considered for acquisition and development by DVA.



Preliminary Wetlands Evaluation (Sites 3.1, 3.2, 4.1, and 4.2)

The amount of wetlands present at each of the four sites shown in Table 1 was estimated based on:

- Review of National Wetlands Inventory Map
- Review of City of Jacksonville's GIS
- · Review of regular and infrared aerial photographs
- Review of Soil Conversation Service soil types
- Partial field-checking by Earth Tech's natural resources specialists during a second site visit (May 16-19, 2005)

No formal wetlands delineation was conducted at this stage; however, the relative extent of the wetlands on each site shown in Table 1 can be considered a close approximation for the purpose at hand. Our field-checking of wetlands on the two Wright sites on May 16-19 confirmed that wetlands had been professionally delineated on both sites. We checked the extent of the delineated wetlands against the city's GIS mapping and infrared mapping and combined the information thus obtain to produce Table 1 and Figures 6, 7, and 8.

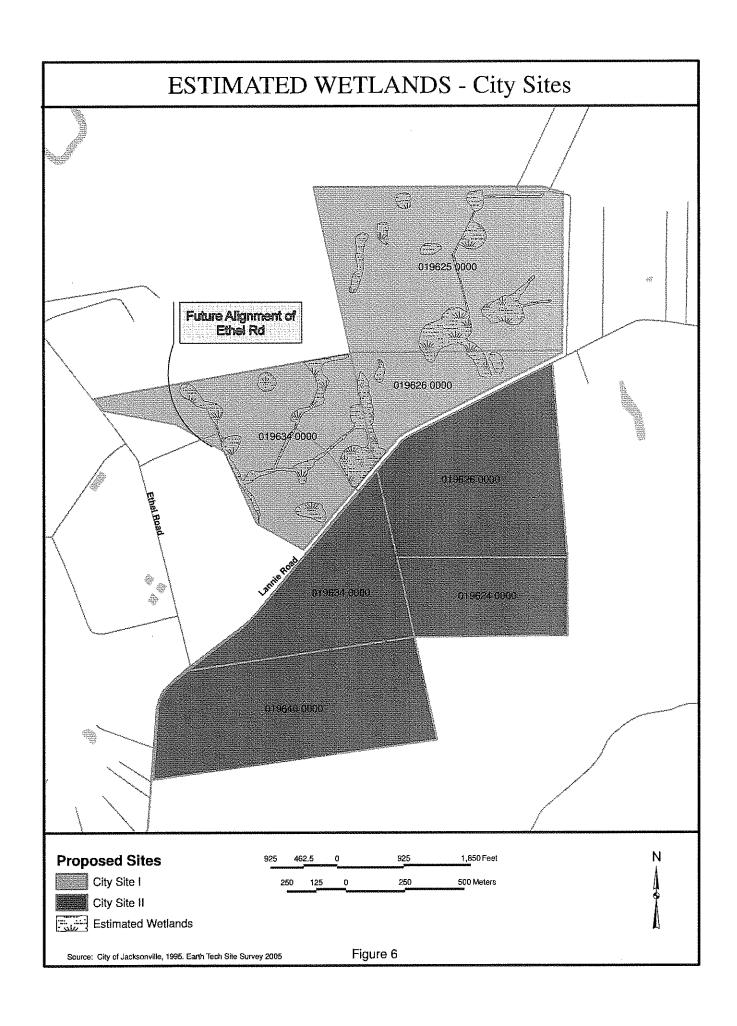
Our results show that Wright Southwest performs extremely poorly on the wetlands criterion. Not only does this site contain the highest proportion of wetlands of all four sites; these wetlands are distributed in a manner that is likely to make it difficult to work around them to minimize impacts; consequently, mitigation costs are likely to be significantly higher for this site than for the other sites.

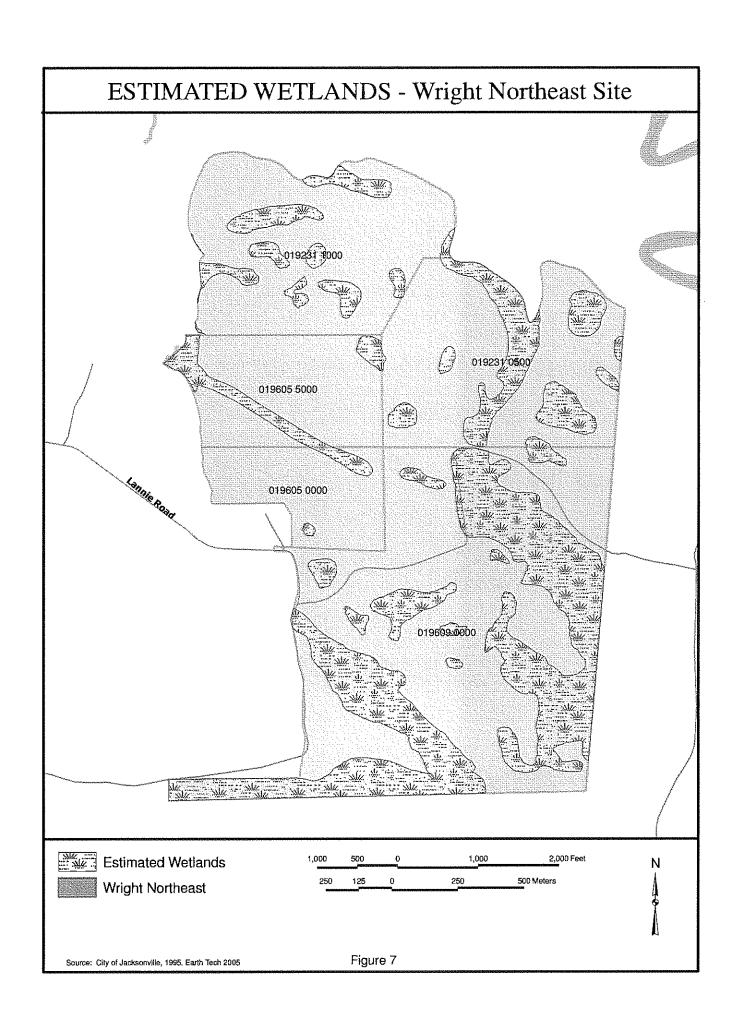
Wright Northeast also has a high proportion of wetlands; however, the size of the site and distribution of the wetland areas would make it easier to avoid developing wetlands and work around them; mitigation costs would very likely be substantially less than for Wright Southwest.

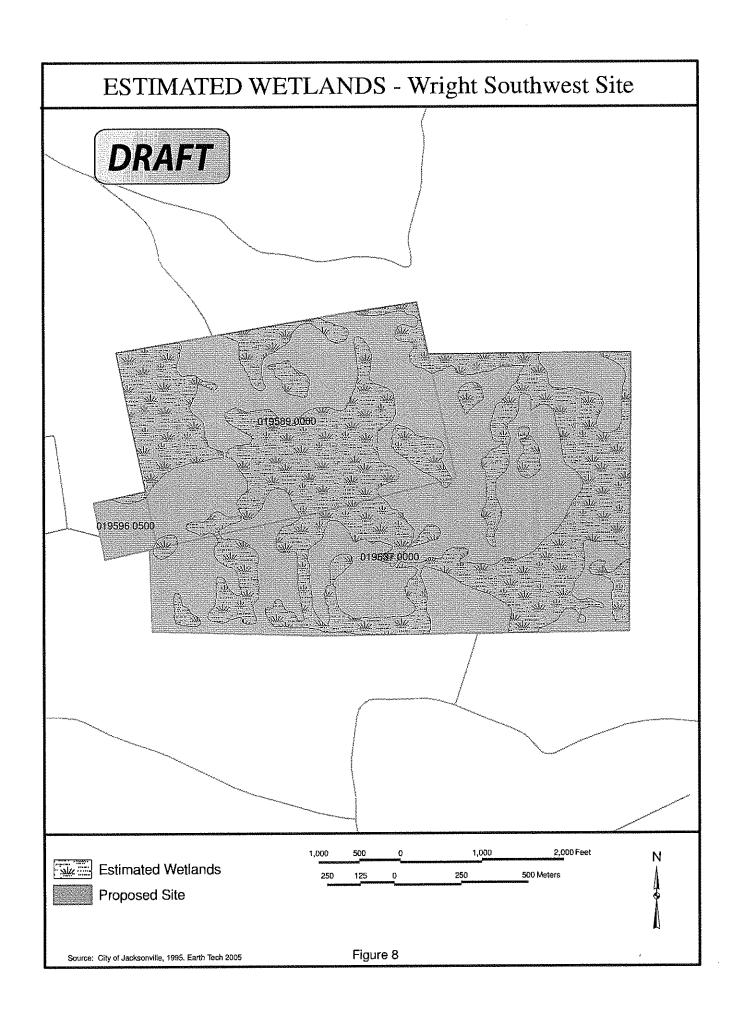
The two City Sites have the lowest estimated amount of wetlands, although it should be noted that the estimates are likely to be on the low side because of the presence of mowed areas and ditches that, upon delineation, may be determined to qualify as wetlands under either federal or state criteria.

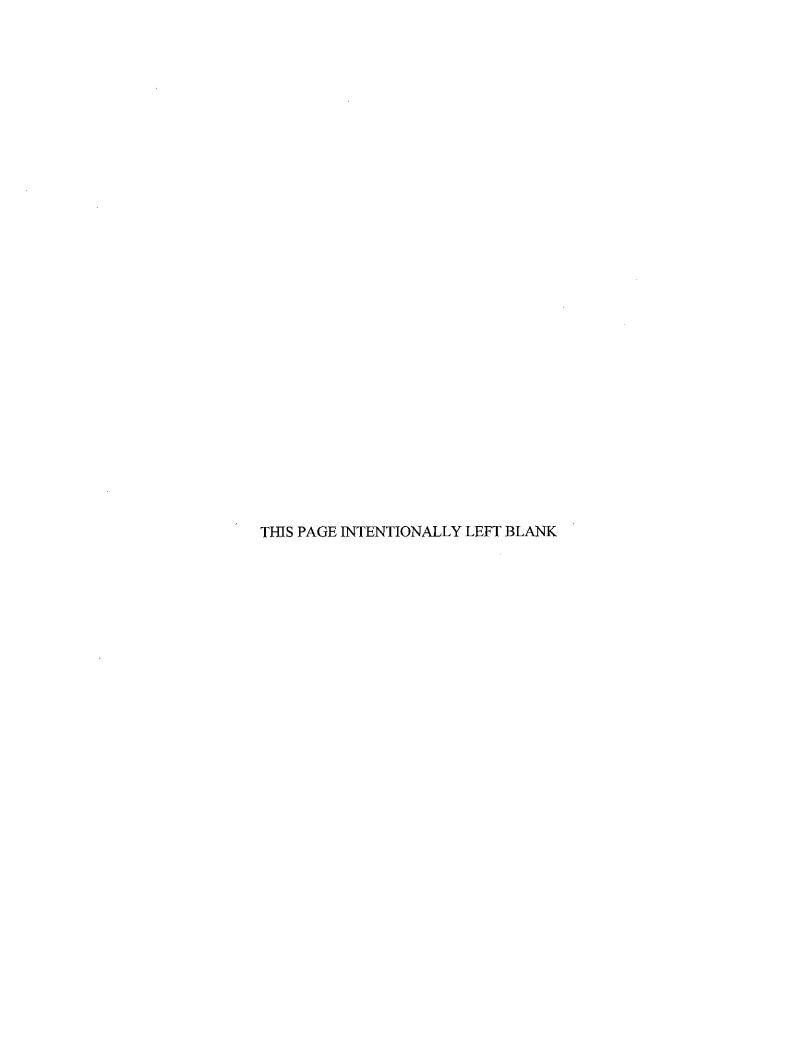
Table 1

Map Unit				City	Site I	City	Site II	Wrig	ht NE	Wrig	ht SW
Code	Map Unit Name	Hydric	Non-hydric	Total acres	Hydric acres						
38	Mascotte fine sand, 0 to 2 % slope	4%	95%	142.8	5,712	126.2	5.048	204.5	8.18	134.2	5.368
51	Pelham fine sand, 0 to 2 % slope	40%	60%	112.7	45.08	136.3	54,52	359,2	143.68	210.1	84.04
63	Sapelo fine sand, 0 to 2 % slope	4%	98%			2.7	0.108	26.7	1.068	68	2.72
66 Surrency loamy fine sand, depressional 100% 0%		61	61	30,4	30.4	119,7	119.7	58,6	58,6		
78	Yonges Fine Sandy	95%	5%			7.9	7,505	0.05	0.0475		
79	Yulee Clay	100%	0%			2.8	2.8	23.5	23,5		
81	Stockade Fine Sandy	100%	0%							24.2	24.2
82	Petham fine sand, depressional	95%	5%	11.9	11,305	12	11.4	20.2	19,19	11	10.45
86	Yulee Clay, depressional	100%	0%			56.5	56.5			2	2
~~~~~	Site Total (acres)			328,4		374.8		753.85		508.1	
Hydric Soils (acres)				123.1		168.3		315.4		187.4	
	Percent Hydric Soil			37.	48%	44	.90%	41.	83%	36	.88%
relimina	ry Wetland Estimate										
				Total acres	Wetland						
				328.4	49.84	374.8	97.18	753.85	215,1	508.1	242.4
					18%		.93%	28	53%	47	.71%

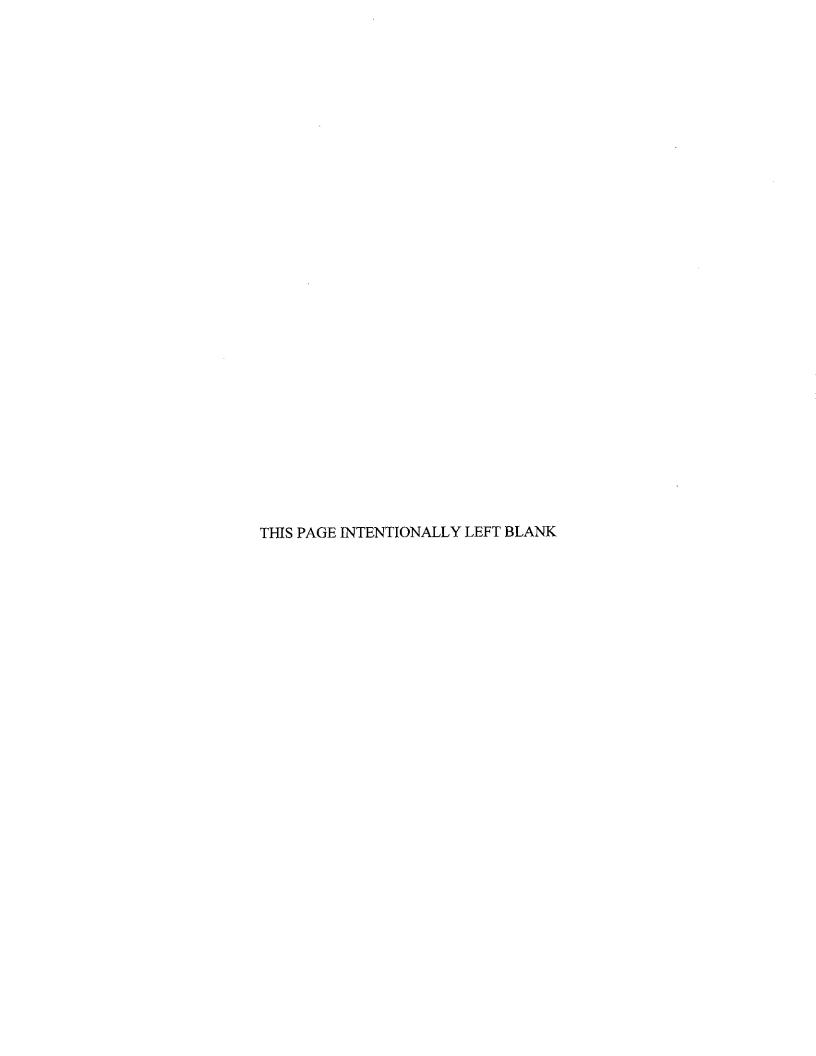








# APPENDIX E Agency and Public Review of the EA



### Agency and Public Review of the EA

The Department of Veterans Affairs (DVA) made the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) available for government agency and public review from March 7, 2006 through April 7, 2006.

#### E.1 Distribution of the EA and FONSI

#### E.1.1 Notice of Availability

A Notice of Availability was published in the Florida Times-Union on March 7, 2006 with information on how to obtain the documents and where to send comments (a copy of the notice is included in this appendix).

#### E.1.2 Online Publication

The EA and FONSI were made available for download from the following location: <a href="http://www.cem.va.gov/whatsnew.htm">http://www.cem.va.gov/whatsnew.htm</a>

#### E.1.3 Public Libraries

Printed copies of the EA and FONSI were deposited in three local public libraries:

Main Library 303 North Laura Street Jacksonville, FL 32202

Highlands Regional Library 1826 Dunn Ave Jacksonville, FL 32218

Bradham Brooks Northwest Regional Library 1755 Edgewood Ave W Jacksonville, FL 32208

#### E.1.4 Mailings

Individual copies of the EA and FONSI were mailed to the following federal, state, and local agencies, groups, and individuals:

#### **Federal Agencies**

Mr. Dave Hankla, Field Supervisor U. S. Fish & Wildlife Service North Florida Field Office 6620 Southpoint Drive South, Suite 310 Jacksonville, FL 32216-0958

Mr. Michael Ornella
US Army Corps of Engineers – Jacksonville District
Program and Project Management Division
701 San Marco Boulevard
Jacksonville, FL 32207

Ms. Marie Burns, Chief Environmental Branch US Army Corps of Engineers – Jacksonville District 701 San Marco Boulevard Jacksonville, FL 32207

Ms. Kelly Unger Biologist US Army Corps of Engineers – Jacksonville District PO Box 4970 Jacksonville, FL 32232-0019

Mr. Edward Wright
Environmental Liaison
USDA - National Resources Conservation Service
2614 NW 43rd Street
Gainesville, FL 32606-6611

The Hon. Corrine Brown US House of Representatives 2444 Rayburn House Office Building Washington, DC 20515

The Hon. Ander Crenshaw US House of Representatives 127 Cannon House Office Building, Washington, DC 20515 The Hon. Cliff Stearns
US House of Representatives
2370 Rayburn House Office Building
Washington, D.C. 20515

Ms. Barbara Goodman, Superintendent Timucuan Ecological and Historic Preserve 12713 Fort Caroline Rd Jacksonville, FL 32225

#### **State Agencies**

Ms. Lauren P. Milligan (12 copies) Environmental Consultant Florida State Clearing House Department of Environmental Protection 3900 Commonwealth Blvd. MS 47 Tallahassee, Florida 32399-3000

Mr. David Miracle, P.E., Director St. Johns River Water Management District Jacksonville Service Center 7775 Baymeadows Way, Suite 102 Jacksonville, FL 32256

Mr. Frederick Gaske, Director Division of Historical Resources 500 S. Bronough Street Tallahassee, Florida 32399-0250

Mr. Rocky McPherson
Executive Director
Florida Department of Veterans' Affairs
1607 St. James CT.
Tallahassee, FL., 32308

Mr. Charley Price External Affairs Director Florida Department of Veterans' Affairs 1607 St. James CT. Tallahassee, FL., 32308

Mr. Joe A. Quetone - Executive Director Florida Governors' Council on Indian Affairs, Inc. 1341 Cross Creek Circle Tallahassee, Florida 32301 Director SHOP Facility 4501 Lannie Road Jacksonville, FL 32218

#### **Local Agencies**

Mr. John Crofts, AICP
Deputy Director - Planning and Development Department
Florida Theatre Building, Suite 700
128 East Forsyth Street
Jacksonville, FL 32202

Mr. Ron Stine
Assistant Planning Manager
Department of Parks, Recreation, and Entertainment
Division of Planning, Research, and Grants
851 North Market Street
Jacksonville, FL 32202

Sheriff John H. Rutherford Police Memorial Building 501 E. Bay Street, Room 204 Jacksonville, FL 32202

Director Montgomery Correctional Center 4727 Lannie Rd. Jacksonville, FL 32218

Mr. Brad Thoburn Director of State and Federal Affairs City Hall at St. James 117 West Duval Street, Suite 400 Jacksonville, FL 32202

Mr. John Culbreth, Director Department of Parks, Recreation, and Entertainment 851 North Market St. Jacksonville, FL 32202

Mr. Ebenezer Gujjarlapudi, P.E., Chief Environmental Quality Division 117 West Duval Street, Suite 225 Jacksonville, FL 32202 Mr. Alan Mosley, P.E. – Director Department of Public Works 220 E. Bay Street, Rm 1207 Jacksonville, Florida 32202

Mr. Walter M. Lee III, President Jacksonville Chamber of Commerce 3 Independent Dr. Jacksonville, FL 32202

Government Relations JEA 21 West Church Street Jacksonville, Florida 32202

The Hon. Warren Alvarez
City Council Member – District 11
117 W. Duval Street
City Hall, Suite 425
Jacksonville, FL 32202

Ms. Kelley Boree Preservation Project Jacksonville 851 N. Market St. Jacksonville, FL 32202

#### Private Groups and Individuals

Mr. William Wright 2591 Arnold Road Jacksonville, FL 32218

Mr. Steven Davis, ASLA England- Thims & Miller, Inc. 14775 St. Augustine Road Jacksonville, FL 32258

Mr. Dale V. Traylor, PSM Survey Manager Bowyer-Singleton & Associates, Inc. 200 Business Park Circle, Suite 113 St. Augustine, FL 32905 Gateway R/C Inc. c/o Mr. Bob Davis 2730 Hidden Village Drive Jacksonville, FL 32216

#### E.2 Comments

DVA received a total of 60 comments by letter, email, or telephone.

Three public agencies commented:

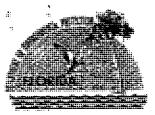
- The Jacksonville Department of Public Works found that topography indicates no floodplain or site drainage issues beyond standard design criteria will be associated with either of the sites considered.
- The Jacksonville Sheriff's Office expressed concern about its ability to expand and upgrade the Montgomery Correction Facility.
- Through the State Clearinghouse, the State of Florida concurred that the project is consistent with its Coastal Zone Management Program, but indicated that continued concurrence is contingent upon successful resolution of the issues during the permitting process. The St. Johns River Water Management District emphasized the requirement to obtain an Environmental Resource Permit.

DVA prepared and sent formal responses to all three agencies. Copies of the letters and responses are included in this appendix.

In addition, DVA received 57 comments from members of the public. These comments are summarized in the table below, with DVA's responses.

Number of Similar Comments	Summery of Comments	DVA's Response
25 (mostly from members of the Gateway Radio Control Club)	Object to any initiative that would jeopardize the Radio Control facility currently located on the City Site, though they support the cemetery project in general.	Potential impacts to and from the Radio Control facility are addressed in the following sections of the EA: 4.1.1.3; 4.3.3; 4.3.5; 4.5.1.5; 4.7.4, 4.7.5; and 4.12.3. The facility and the land it stands on are currently in the ownership of the City of Jacksonville. As indicated in the EA, if DVA acquires the parcel for the proposed cemetery, the City will consult with the facility's current user to plan for an adequate replacement.
14	Object to the City Site alternatives due to shallow depth of groundwater.	DVA is aware of the high water table at the City Site and Wright Site. DVA's approach to mitigate this constraint is described in Section 4.9 of the EA. DVA would elevate the burial areas with fill to minimize any risk of burial flooding.
8	Ask questions regarding eligibility for burial, opening date, and how to make a reservation.	These comments are not pertinent to the environmental impacts of constructing and operating the cemetery. Whenever possible, DVA has provided these commenters with the specific information they requested.
3	Support the reconsideration of sites in Bradford County.	DVA's site selection process is described in Chapter 2 of the EA.  DVA originally considered two locations in Bradford County and eliminated them due to excessive distance from the Focal Point.
3	Support the Cemetery in general.	DVA notes and appreciates the support.
·· 2	Oppose the cemetery in general.	In 2003, Congress passed the National Cemetery Expansion Act (Public Law 108-109), which mandates that DVA construct a new national cemetery in the Jacksonville, FL area. DVA must comply with the Act.
1	Expresses concern about noise generated by the Duval County Police gun range nearby.	The gun range is part of the training facility located west of Ethel Road. It is located more than 2,000 feet from the closest portion of the City Site (southwest corner) and is surrounded by earth berms. Any noise impacts from the gun range on the proposed cemetery would be small, intermittent, and limited to those areas of the cemetery closest to the range. DVA could minimize any such impacts by locating noise-sensitive functions (e.g., committal shelters) outside these areas.
1	Expresses concern about increase in traffic on Lannie Road.	The impacts on traffic of constructing the proposed cemetery are described in Section 4.5.2 of the EA. The cemetery is expected to generate approximately 306 daily trips (weekdays only) during its peak operating year. Most of those trips (238) would be funeral corteges, and therefore, occur in clusters and move at a low speed. Between funerals, traffic conditions on Lannie Road would be similar to those existing at present.

Environmental Assessment		
Environmental Assessment		
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	E-8	Appendix E



jeb Bush Governor

### Department of Environmental Protection

Marjory Stoneman Douglas Building 3900 Commonwealth Boulevard Tallahassee, Florida 32399-3000

Colleen M. Castille Secretary

April 21, 2006

Mr. Michael Elliott
Department of Veterans Affairs
National Cemetery Administration
810 Vermont Avenue, NW
Washington, DC 20420

RE:

Department of Veterans Affairs – Environmental Assessment (EA) for Jacksonville Arca National Cometery – Jacksonville, Duval County, Florida. SAI # FL200603091986C

Dear Mr. Elliott:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced EA.

The St. Johns River Water Management District (SJRWMD) advises that the proposed project will require an Environmental Resource Permit. Please contact Robin Harrell. Compliance Manager, in the SJRWMD Jacksonville Service Center, at (904) 448-7907 or <a href="mailto:rharrell@sjrwmd.com">rharrell@sjrwmd.com</a> for further information and assistance.

Based on the information contained in the EA and the enclosed state agency comments, the state has determined that, at this stage, the proposed activity is consistent with the Florida Coastal Management Program (FCMP). The agency must, however, address the concerns identified by the reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Suzanne E. Ray at (850) 245-2172.

Sincerely,

Sally B. Mann, Director

Office of Intergovernmental Programs

stelly B. Mann

SBM/ser Enclosures

cc: Geoffrey Sample, SJRWMD

"More Protection, Less Process"

MAY 3 2006

#### DEPARTMENT OF PUBLIC WORKS



March 29, 2006

Mr. Michael Elliott Department of Veterans Affairs National Cemetery Administration 810 Vermont Avenue, NW Washington DC 20420

Jacksonville, Fl. Area National Cemetery Siting Report RE: City of Jacksonville Preliminary Review of Locations

Dear Mr. Elliott:

The Department of Public Works received a copy of the Environmental Assessment for the Jacksonville Area National Cemetery, dated March 20006. prepared by Earth Tech. Earth Tech has asked the City to provide comments for the potential sites listed in the report.

The report indicates that two siting alternatives (referenced as sites 3 & 4) are within the City of Jacksonville. Both of the sites are located on the north side of the City in the vicinity of Lem Turner Road and Lannie Road. Neither of the sites topography indicates that floodplain or site drainage issues beyond standard design criteria will be associated with the sites.

The Department of Public Works looks forward to working with the Department of Veterans Affairs (DVA) and the DVA's design team to facilitate review of the design elements of the proposed project.

Sincerely

nn P. Pappas, P.E. Chief, Engineering Division

Laurent Cartayrade, Earth Tech, Inc.

JPP:GMS:dsw

**⊜** EarthTech

ENE Sis Person of Profeshage

675 North Washington Street Suite 300 Alexandria, VA 22314 F703.549.8728 F703.549.9134 www.earthtech.com

A **ELECT** International Ltd. Company

Mike Sands: > Please have each site reviewed for ) Flood Plain

* Due the week

March 6, 2006

Mr. Alan Mosley, P.E. – Director Department of Public Works 220 E. Bay Street, Room 1207 Jacksonville, Florida 32202 3) Water Drainage Basins.

issues for each proceed. 3/16

Re.: Environmental Assessment and Finding of No Significant Impact for Jacksonville Area National Cemetery

Dear Mr. Mosley:

The US Department of Veterans Affairs (DVA) has contracted with Earth Tech, Inc. to prepare an Environmental Assessment (EA) for the construction and operation of a new national cemetery in Jacksonville, Florida. Based on the EA, DVA has drafted a Finding of Significant Impact (FONSI). The EA and FONSI have been prepared in compliance with the National Environmental Policy Act of 1969 and the implementing regulations contained in 40 Code of Federal Regulations 1500-1508.

The EA and FONSI are enclosed for your review. The 30-day review period begins on March 7, 2006. Please send your comments before April 7, 2006 to:

Mr. Michael Elliott
Department of Veterans Affairs
National Cemetery Administration
810 Vermont Avenue, NW
Washington, DC 20420
Tel. (202) 565-5892
Email: mike.elliott@va.gov

Do not hesitate to contact Mr. Elliott or myself if you have any questions.

Very truly yours,

Earth Tech, Inc.

Laurent Cartayrade Project Manager MAR 1 4 ZOO

DEPARTMENT OF PRINCIPALIC WORKS
ENGINEERING DIVISION

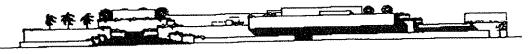
**Enclosure** 

Environmental Assessment for Jacksonville Area National Cemetery (includes FONSI)

#### OFFICE OF THE SHERIFF

CONSOLIDATED CITY OF JACKSONVILLE





501 EAST BAY STREET . JACKSONVILLE, FLORIDA 32202-2975

John H. Rutherford Sheriff

March 23, 2006

Mr. Michael Elliott
Department of Veteran's Affairs
National Cemetery Administration
810 Vermont Avenue NW.
Washington, DC 20420

RE: Jacksonville Area National Cemetery

Dear Mr. Elliott:

My staff and I have had an opportunity to review the Environmental Assessment for the Jacksonville Area National Cemetery provided by Earth Tech, Inc., for the proposed construction and operation of a new national cemetery in Jacksonville. I appreciate the opportunity to review this assessment.

The review of the materials provided raised questions warranting further clarification. Initial discussions regarding this project left my staff with the understanding that property identified for use consisted of all of the property south of Lannie Road (excluding property on which the Montgomery Correctional Center's water utilities are currently sited) as well as a portion of the property north of Lannie Road as denoted on the color map which is attached. It now appears the U. S. Department of Veterans Affairs is requesting a larger portion of the northwest side, extending the western boundary significantly. If the new proposal is correctly understood, this may have an adverse impact on our ability to expand to meet future correctional facility needs. The new configuration incorporates the parcel of land on which the existing water utilities facilities for Montgomery Correctional Center are located. And finally, the new proposal (Ethel Road re-route) will leave the corrections facility with a truncated parcel of land on the northeastern portion of the current property without ready access to the parcel (black and white map attached).

Please understand that I am in support of this project. However, the aforementioned issues warrant clarification and further discussion. I appreciate the opportunity to have reviewed the proposal and offer input into the process. Please feel free to contact me at (904) 630-2120 for further discussion.

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John H. Rutherford, Sherist



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A Nationally Accredited Agency

An Equal Opportunity Employer



### DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION WASHINGTON DC 20420

MAY 1 2 2006

Mr. John Pappas, P.E. Chief, Engineering Division Jacksonville Department of Public Works 220 E. Bay Street, Suite 901 Jacksonville, Florida 32202

Dear Mr. Pappas:

The Department of Veterans Affairs (DVA) acknowledges receipt of the Jacksonville Department of Public Works' comments on the Environmental Assessment (EA) for the Jacksonville area national cemetery to be located in Duval County, Florida. We understand that your finding is that neither of the sites' topography indicates that floodplain or site drainage issues beyond standard design criteria will be associated with the sites.

Thank you for reviewing and commenting on the EA. DVA looks forward to working with your office and the City of Jacksonville on this important project.

Sincerely,

Michael Elliott

Director, Project Support Service



# DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION WASHINGTON DC 20420

MAY 1 2 2006

John. H. Rutherford, Sheriff 501 E. Bay Street Jacksonville, Florida 32202

Dear Sheriff Rutherford:

The Department of Veterans Affairs (DVA) acknowledges receipt of your comments on the Environmental Assessment (EA) for the Jacksonville area national cemetery to be located in Duval County, Florida. We understand that you support the project, but have concerns with regard to the extent of the City Site, one of the two properties considered for acquisition by DVA.

We take note of these concerns and thank you for bringing them to our attention. For the purposes of the EA, the City Site was defined based on interviews with personnel from the City of Jacksonville and the Montgomery Correctional Center. We concluded from these interviews that the property, as shown, was available for potential acquisition and development. However, the boundaries shown in the EA are for planning purposes only and are subject to reasonable adjustments as we proceed with the project.

We trust that, as much of the property is currently under your jurisdiction, your office will be actively involved in the acquisition process. We look forward to further discussing your concerns and requirements as part of this process, and are confident that a solution will be found that meets the needs of all parties.

Sincerely,

Michael Elliott

Director, Project Support Service



#### DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION WASHINGTON DC 20420

MAY 1 1 2006

Sally B. Mann, Director
Office of Intergovernmental Programs
Florida Department of Environmental Protection
Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Dear Ms. Mann:

The Department of Veterans Affairs (DVA) acknowledges receipt of the State of Florida's comments on the Environmental Assessment (EA) for the Jacksonville area national cemetery to be located in Duval County, Florida (SAI # FL200603091986C). We understand that the State finds, at this stage, the proposed action consistent with the Florida Coastal Management Program (FCMP). However, continued concurrence will be contingent, in part, on the adequate resolution of issues identified during this and subsequent reviews. Final concurrence will be determined during the environmental permitting stage.

DVA also understands that an Environmental Resource Permit is required for the proposed action, as indicated in the EA and confirmed by the St. Johns River Water Management District.

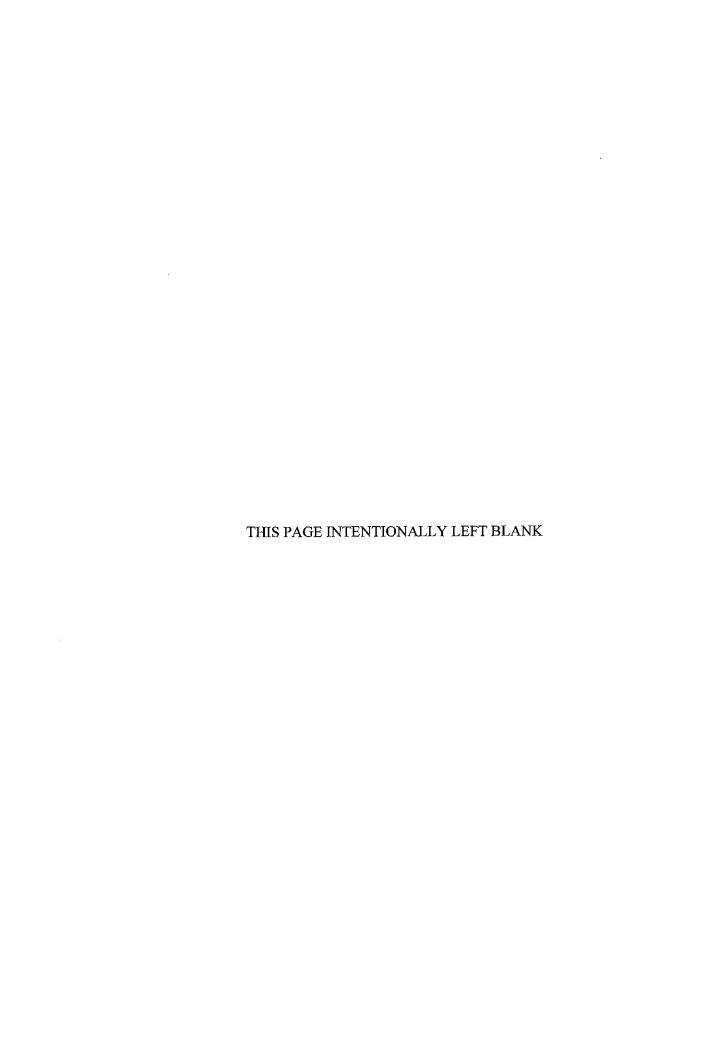
As we move forward with this important project, DVA will take all necessary steps to ensure compliance with the applicable laws, regulations, and policies of the State of Florida.

Sincerely,

Michael Elliott

Director, Project Support Service





## US DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION

#### FINDING OF NO SIGNIFICANT IMPACT for JACKSONVILLE AREA NATIONAL CEMETERY

#### May 2006

In accordance with the National Environmental Policy Act (NEPA) of 1969 and implementing regulations contained in 40 Code of Federal Regulations 1500-1508, the US Department of Veterans Affairs (DVA) has prepared an environmental assessment (EA) for the construction and operation of a new national cemetery in Jacksonville, Florida. The purpose and need for the proposed action is to comply with the National Cemetery Expansion Act of 2003 (Public Law 108-109), which directs the Secretary of Veterans Affairs to establish six new national cemeteries, including one in the Jacksonville area. The proposed cemetery will be developed in phases, starting in 2008. At build-out, in 2030, it will accommodate 25,000 gravesites, including sites for casketed and cremated remains. The first interments are expected to take place in 2009.

#### Alternatives and Impacts

The DVA originally considered 14 potential cemetery sites in northeast Florida. After an initial selection process, as documented in the EA, DVA retained two sites located in north Jacksonville for further consideration: the "City Site," a 568-acre property on Lannie Road presently owned by the City of Jacksonville; and the "Wright Site," a privately-owned, 724-acre tract, also accessed from Lannie Road. The City Site was reconfigured into three distinct alternative sites. In addition to the No Action Alternative, the EA evaluates the following alternatives:

- Construct and operate the proposed cemetery on the Wright Site (Wright Alternative)
- Construct and operate the proposed cemetery on the portion of the City Site located north of Lannie Road (City North Alternative)
- Construct and operate the proposed cemetery on the portion of the City Site located south of Lannie Road (City South Alternative)
- Realign the portion of Lannie Road that traverses the City Site to the south of its current location and construct and operate the proposed cemetery on the City Site north of the realigned road (Lannie Road Realigned Alternative)

As documented in the EA, none of the alternatives would result in significant adverse impacts on the environment. The action alternatives would have no or negligible adverse impacts on the following: land use, socioeconomics, Environmental Justice, utilities, community services, transportation, cultural resources, air quality, noise, geology, surface and ground water, floodplains, and hazardous waste.

Under the City North Alternative, land occupied by a model airfield and the area over which users fly their model aircraft would be needed for development of the proposed cemetery. This adverse impact would be mitigated by relocating the facility to an appropriate new location in cooperation with Jacksonville's Department of Parks, Recreation, and Entertainment, and in consultation with the current users of the site. This minor adverse impact would not occur under the other alternatives.

Under all action alternatives, there would be some changes to the selected site's topography because future burial areas would have to be elevated with fill to ensure burials remain above the high water table. Adverse impacts on stormwater due to the increase in impervious surfaces would be mitigated by construction and operation of a permitted stormwater management system. Impacts would be minor.

Under all action alternatives, the future cemetery site would include wetlands. DVA would design the cemetery to minimize impacts to these wetlands and development would be limited to upland areas as much as possible. However, while there are enough upland areas to accommodate all program requirements under any alternative, the distribution of uplands and wetlands across the sites would make it unavoidable to fill some wetlands, for instance to construct connecting roads. DVA would be required to obtain confirmation by the US Corps of Engineers (USACE) and the St. Johns River Water Management District (SJRWMD) of the wetland delineation conducted in 2005 for the EA, and to file a *Joint Application for an Environmental Resource Permit* with both agencies. Adverse impacts would be mitigated in consultation with the USACE and SJRWMD. Following implementation of mitigation measures, impacts would be minimal and not significant.

There would be moderate (Wright Alternative) or minor (other action alternatives) impacts to wildlife and vegetation, partially offset by the creation of new habitat in newly landscaped areas and/or wetland mitigation purposes; therefore, impacts would not be significant. Under all action alternatives, a survey may be needed to establish whether wood storks, a federally listed endangered species, are using the site to forage. During the master planning and design process, DVA would consult with the US Fish and Wildlife Service and the Florida Wildlife Commission to identify and mitigate any potential impacts the proposed action might have on the wood stork. The wood stork favors marshy and wet areas that, if present on the selected site, would mostly remain undeveloped and available for use by the stork. No adverse effects on the wood stork are expected. No other federally-listed species are likely to be present on the potential sites. The alternatives would have no significant adverse effects on endangered and threatened species.

A survey may be needed to establish whether any state-listed species occur on the selected site. If the presence of state-listed species were established, DVA would work in consultation with the Florida Wildlife Commission to develop avoidance, minimization, or mitigation strategies. Any impacts to state-listed species, therefore, would be minor and not significant.

Under all action alternatives, there would be construction-related, short-term, adverse impacts on air quality, noise, and stormwater. These temporary impacts would be minimized through the use of standard best management practices. Because construction of the cemetery would require disturbing more than five acres, DVA would need to obtain from the Florida Department of

Environmental Protection a Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

The EA and FONSI were made available for agency and public review for 30 days from March 7, 2006. A Notice of Availability was published in the Florida Times-Union on March 7, 2006 with information on how to obtain the documents and where to send comments. The EA and FONSI were deposited in three local public libraries and made available for online downloading. A total of 43 copies of the EA and FONSI were sent for review to federal, state, and local agencies, groups, and individuals.

#### Finding of No Significant Impact

After reviewing the EA and the comments received from the public and agencies during the review period, DVA has concluded that implementation of any of the action alternatives would not have any significant impacts on the quality of the human environment within the meaning of Section 102(2c) of NEPA. Implementation of the proposed action under any of the alternatives is unlikely to generate substantial public controversy. Therefore, preparation of an Environmental Impact Statement (EIS) is not required.

Michael Elliott

Department of Veterans Affairs National Cemetery Administration

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May 2, 2006

Date

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## **Sociocultural Data Report**

#### **ETDM #13064 - Alternative #1**

Area: 1.15 square miles

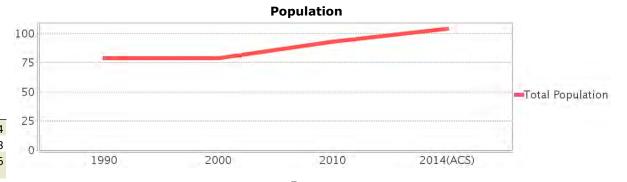
Jurisdiction(s): Cities: Jacksonville
Counties: Duval

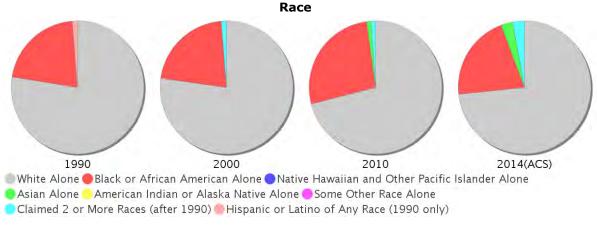
**General Population Trends** 

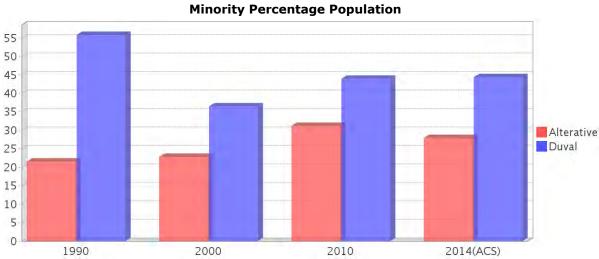
				ı
Description	1990	2000	2010	2014(ACS)
Total Population	79	79	93	104
Total Households	21	24	28	28
Average Persons per Acre	0.11	0.11	0.17	0.16
Average Persons per Household	3.79	2.65	2.50	2.56
Average Persons per Family	3.27	3.02	3.00	3.15
Males	47	43	51	53
Females	32	36	42	51

**Race and Ethnicity Trends** 

Race and Ethnicity Trends				
Description	1990	2000	2010	2014(ACS)
White Alone	62	61	66	77
	(78.48%)	(77.22%)	(70.97%)	(74.04%)
Black or African	17	17	25	22
American Alone	(21.52%)	(21.52%)	(26.88%)	(21.15%)
Native Hawaiian and Other Pacific Islander Alone	(0.00%)	(0.00%)	(0.00%)	(0.00%)
Asian Alone	0	0	1	3
	(0.00%)	(0.00%)	(1.08%)	(2.88%)
American Indian or Alaska Native Alone	(0.00%)	(0.00%)	(0.00%)	(0.00%)
Some Other Race	0	0	0	0
Alone	(0.00%)	(0.00%)	(0.00%)	(0.00%)
Claimed 2 or More Races	NA (NA)	(1.27%)	(1.08%)	3 (2.88%)
Hispanic or Latino of Any Race	(1.27%)	(1.27%)	2 (2.15%)	(0.96%)
Not Hispanic or	78	78	91	103
Latino	(98.73%)	(98.73%)	(97.85%)	(99.04%)
Minority	17	18	29	29
	(21.52%)	(22.78%)	(31.18%)	(27.88%)

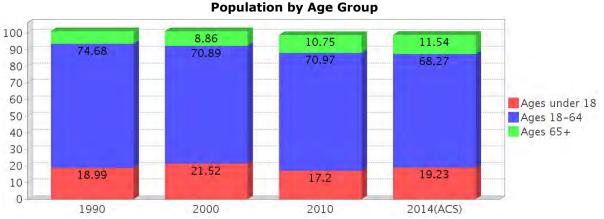






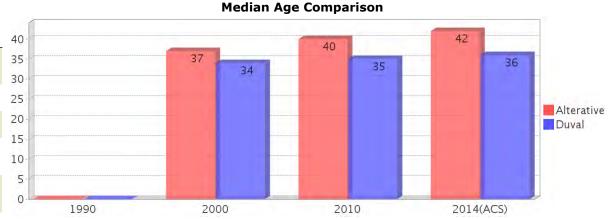
**Age Trends** 





#### **Income Trends**

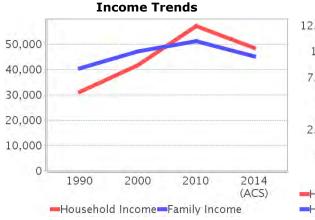
income richas				
Description	1990	2000	2010	2014(ACS)
Median Household Income	\$31,087	\$41,698	\$57,138	\$48,484
Median Family Income	\$40,446	\$47,063	\$51,167	\$45,144
Population below Poverty Level	8.86%	11.39%	4.30%	7.69%
Households below Poverty Level	9.52%	12.50%	3.57%	3.57%
Households with Public Assistance Income	4.76%	4.17%	0.00%	3.57%

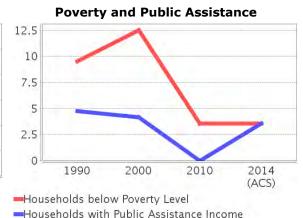


#### **Disability Trends**

See the Data Sources section below for an explanation about the differences in disability data among the various vears.

,	1			
Description	1990	2000	2010	2014(ACS)
Population 16 To 64 Years with a disability	(9.30%)	10 (16.95%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	6 (10.91%)

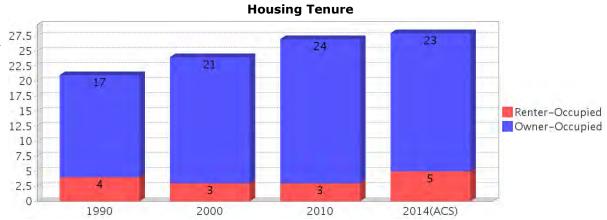




#### **Educational Attainment Trends**

Age 25 and Over

Description	1990	2000	2010	2014(ACS)
Less than 9th Grade	7 (13.21%)	3 (5.66%)	3 (5.56%)	3 (4.23%)
9th to 12th Grade, No Diploma	17 (32.08%)	15 (28.30%)	10 (18.52%)	13 (18.31%)
High School Graduate or Higher	29 (54.72%)	35 (66.04%)	42 (77.78%)	55 (77.46%)
Bachelor's Degree or Higher	(3.77%)	4 (7.55%)	12 (22.22%)	11 (15.49%)

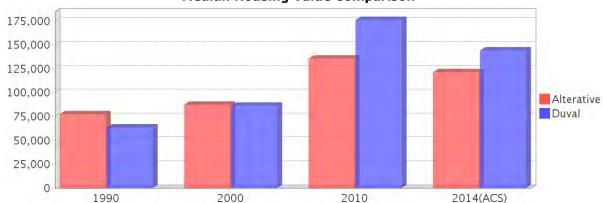


#### **Language Trends**

Age 5 and Over

Age 3 allu Ovel			i e	i
Description	1990	2000	2010	2014(ACS)
Speaks English Well	(1.33%)	0 (0.00%)	0 (0.00%)	(0.00%)
Speaks English	NA	(1.35%)	0	0
Not Well	(NA)		(0.00%)	(0.00%)
Speaks English	NA	0	0	(0.00%)
Not at All	(NA)	(0.00%)	(0.00%)	
Speaks English	0	1	0	(0.00%)
Not Well or Not	(0.00%)	(1.35%)	(0.00%)	

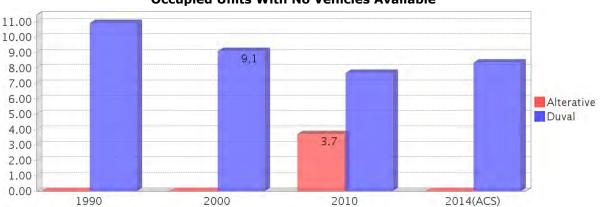




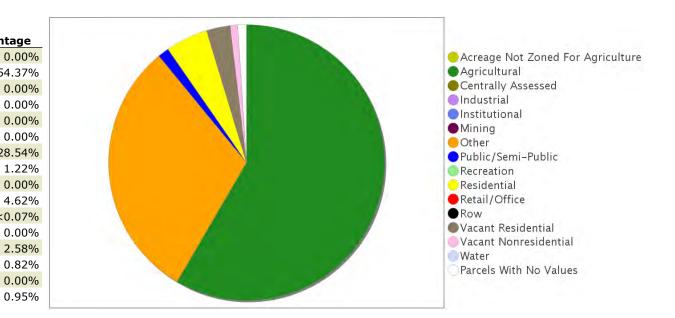
#### **Housing Trends**

Description	1990	2000	2010	2014(ACS)
Total	22	26	29	32
Units per Acre	0.03	0.03	0.03	0.04
Single-Family Units	9	17	15	21
Multi-Family Units	0	0	0	0
Mobile Home Units	12	9	9	11
Owner-Occupied Units	17	21	24	23
Renter-Occupied Units	4	3	3	5
Vacant Units	1	2	2	4
Median Housing Value	\$77,300	\$87,200	\$135,500	\$121,200
Occupied Housing Units w/No Vehicle	(0.00%)	(0.00%)	(3.70%)	(0.00%)

#### **Occupied Units With No Vehicles Available**



**Existing Land Use** Land Use Type Acres Percentage Acreage Not Zoned For Agriculture 0 0.00% 400 Agricultural 54.37% Centrally Assessed 0 0.00% Industrial 0 0.00% 0 Institutional 0.00% Mining 0 0.00% Other 210 28.54% Public/Semi-Public 9 1.22% 0 Recreation 0.00% Residential 34 4.62% Retail/Office <0.5 <0.07% 0 Row 0.00% 19 Vacant Residential 2.58% 6 Vacant Nonresidential 0.82%



#### **Location Maps**

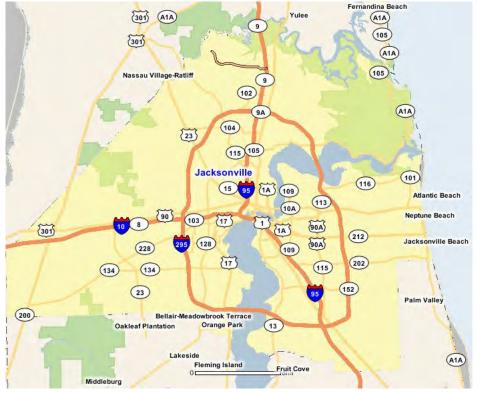
Parcels With No Values

Water



0

7



### **Community Facilities**

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

## **US Census Places** Facility Name

Jacksonville

#### **Block Groups**

The following Census Block Groups were used to calculate demographics for this report.

#### 1990 Census Block Groups

120310103019

#### **2000 Census Block Groups**

120310103019

#### **2010 Census Block Groups**

120310103012, 120310103011

#### 2014 Census Block Groups

120310103011, 120310103012

#### **Data Sources**

#### Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

#### **Jurisdiction**

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

#### **Demographic Data**

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000, and 2010) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2010-2014. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

#### **About the Census Data:**

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:

http://www.census.gov/acs/www/guidance for data users/comparing 2014/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;

http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2010-2014 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2014, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2013 ACS data; 2) The 2013 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2014 ACS data; 2) The 2014 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

Age Trends median age for 1990 is not available.

#### **Land Use Data**

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcelspecific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

#### **Community Facilities Data**

- Assisted Rental Housing Units Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities Identifies facilities reported by multiple sources.

- Cultural Centers Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities Identifies facilities reported by multiple sources.
- Government Buildings Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and
  other types of religious facilities reported by multiple sources.
- Private and Public Schools Identifies private and public schools reported by multiple sources.
- Social Service Centers Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

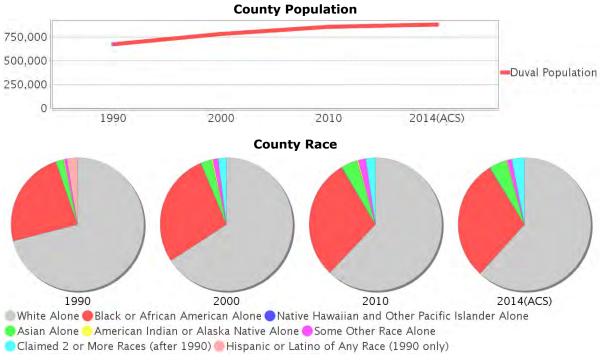
## **Duval County Demographic Profile**

**General Population Trends - Duval** 

Description	1990	2000	2010	2014(ACS)
Total Population	672,971	778,879	854,848	880,750
Total Households	257,245	303,747	330,276	334,721
Average Persons per Acre	1.246	1.429	1.568	1.616
Average Persons per Household	2.616	2.511	3.00	2.58
Average Persons per Family	3.156	3.138	3.278	3.358
Males	328,737	378,040	414,413	426,934
Females	344,234	400,839	440,435	453,816

**Race and Ethnicity Trends - Duval** 

Description	1990	2000	2010	2014(ACS)
White Alone	489,604	512,659	530,593	543,264
	(72.75%)	(65.82%)	(62.07%)	(61.68%)
Black or African	163,902	216,517	250,792	259,375
American Alone	(24.35%)	(27.80%)	(29.34%)	(29.45%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	507 (0.07%)	697 (0.08%)	871 (0.10%)
Asian Alone	12,613	20,554	34,173	37,316
	(1.87%)	(2.64%)	(4.00%)	(4.24%)
American Indian or Alaska Native Alone	1,904 (0.28%)	2,995 (0.38%)	2,532 (0.30%)	2,408 (0.27%)
Some Other Race	4,621	9,777	15,633	10,115
Alone	(0.69%)	(1.26%)	(1.83%)	(1.15%)
Claimed 2 or	(NA)	15,870	20,428	27,401
More Races		(2.04%)	(2.39%)	(3.11%)
Hispanic or Latino of Any Race	17,333 (2.58%)	31,809 (4.08%)	60,227 (7.05%)	71,540 (8.12%)
Not Hispanic or	655,638	747,070	794,621	809,210
Latino	(97.42%)	(95.92%)	(92.95%)	(91.88%)
Minority	375,437	283,868	375,437	390,724
	(55.79%)	(36.45%)	(43.92%)	(44.36%)



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Age Trends - Duval					
Description	1990	2000	2010	2014(ACS)	
Under Age 5	8.09%	7.15%	6.98%	6.84%	
Ages 5-17	17.82%	19.13%	17.11%	16.30%	
Ages 18-21	6.26%	5.48%	5.91%	5.56%	
Ages 22-29	14.95%	11.64%	12.62%	12.74%	
Ages 30-39	17.73%	16.60%	13.80%	13.83%	
Ages 40-49	12.33%	15.62%	14.89%	13.49%	
Ages 50-64	12.17%	13.95%	17.94%	19.34%	
Age 65 and Over	10.67%	10.43%	10.76%	11.92%	
-Ages 65-74	6.49%	5.69%	5.80%	6.84%	

3.62%

1.11%

34

3.27%

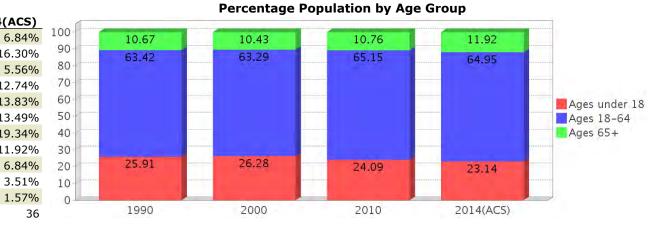
0.91%

NA

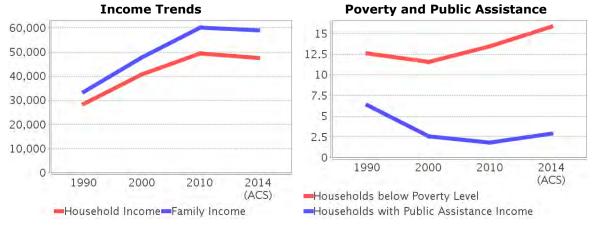
3.63%

1.33%

35



Income Trend	Income Trends - Duval			
Description	1990	2000	2010	2014(ACS)
Median Household Income	\$28,513	\$40,703	\$49,463	\$47,582
Median Family Income	\$33,548	\$47,689	\$60,114	\$59,043
Population below Poverty Level	12.81%	11.91%	14.19%	17.45%
Households below Poverty Level	12.58%	11.57%	13.45%	15.81%
Households with Public Assistance Income	6.32%	2.56%	1.80%	2.89%



### **Disability Trends - Duval**

-Ages 75-84

Median Age

-Age 85 and Over

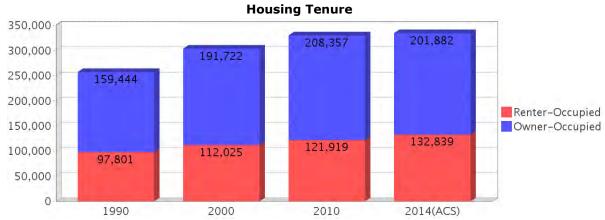
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010	2014(ACS)
Population 16 To 64 Years with a disability	37,634 (7.78%)		NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)		NA (NA)	60,739 (11.25%)

#### **Educational Attainment Trends - Duval**

Age 25 and Over

Description	1990	2000	2010	2014(ACS)
Less than 9th Grade	30,801	21,669	21,096	19,769
9th to 12th Grade, No Diploma	67,261	64,667	50,443	48,428
High School Graduate or Higher	325,978	413,266	487,204	519,202
Bachelor's Degree or Higher	77,986	109,473	139,017	155,478



#### **Language Trends - Duval**

Age 5 and Over

Age 5 and 6 ter	1 1			i e
Description	1990	2000	2010	2014(ACS)
Speaks English Well	8,207	14,191	21,474	23,003
Speaks English Not Well	NA	8,478	13,337	14,101
Speaks English Not at All	NA	1,443	4,591	5,506
Speaks English Not Well or Not at All	4,260	9,921	17,928	19,607

**Housing Trends - Duval** 

riousing richus buvai				
Description	1990	2000	2010	2014(ACS)
Total	284,673	329,778	383,560	391,719
Units per Acre	0.527	0.605	0.703	0.719
Single-Family Units	167,184	215,737	253,643	256,954
Multi-Family Units	68,091	91,304	109,007	116,659
Mobile Home Units	19,729	22,485	20,633	18,050
Owner-Occupied Units	159,444	191,722	208,357	201,882
Renter-Occupied Units	97,801	112,025	121,919	132,839
Vacant Units	27,428	26,031	53,284	56,998
Median Housing Value	\$63,400	\$86,100	\$175,900	\$144,000
Occupied Housing Units w/No Vehicle	28,091 (10.92%)	27,648 (9.10%)	25,351 (7.68%)	27,965 (8.35%)

#### **County Data Sources**

Demographic data reported is from the U.S. Decennial Census (1990, 2000, and 2010) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2010-2014. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

#### **About the Census Data:**

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:

http://www.census.gov/acs/www/guidance_for_data_users/comparing_2014/

Use caution when interpreting changes in Race and Ethnicity over time. In the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, information on Hispanic origin was collected independent of race. Because of these changes, the 2000 data and later datasets are not directly comparable with race related data from the 1990 or earlier censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf)

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2010-2014 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2014, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2013 ACS data; 2) The 2013 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2014 ACS data; 2) The 2014 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

#### source:

https://www.census.gov/people/disability/methodology/acs.html https://www.census.gov/population/www/cen2000/90vs00/index.html

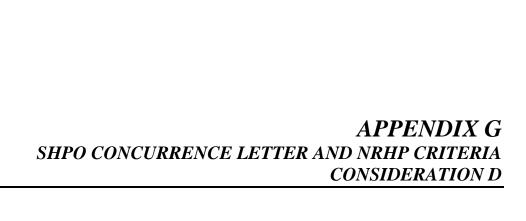
The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

#### Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm

- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
  Generalized Land Use Florida DOT District 2 https://etdmpub.fla-etat.org/metadata/d2_lu_gen.htm

- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
  1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
  2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
  2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm



## National Register Eligibility of National Cemeteries - A Clarification of Policy - A Clarification of Policy (9/8/2011)

#### Summary

All national cemeteries are considered exceptionally significant as a result of their Congressional designation as nationally significant places of burial and commemoration. This means they meet the special requirements set forth in the National Register Criterion Considerations for cemeteries, graves, commemorative properties, and resources less-than-50 years of age. It also means that for the purpose of documenting a national cemetery as a National Register district, facilities and sections developed within the past fifty years are considered significant and are eligible for National Register listing as contributing resources. While most national cemeteries fall under the jurisdiction of the U.S. Department of Veterans Affairs, several others are managed by either the National Park Service or the U.S. Department of Defense.

#### Background

National cemeteries continue to expand, and many include land held for future development. For this reason, questions typically arise about the selection of boundaries and the contributing/noncontributing status of parcels of land within a cemetery's boundaries. Based on prior agency to agency consultations, the Keeper of the National Register in June 1981 sent a letter to the Federal Preservation Officer of the Veterans Administration (after 1989 known as the Department of Veterans Affairs) clarifying a policy that applied to the National Register eligibility and the unique set of issues associated with the eligibility of national cemeteries—properties considered ever-changing and recognized for their continuing exceptional importance.

The following statement of policy was consequently set forth on page 36 of the National Register Bulletin, How to Apply the National Register Criteria for Evaluation:

National Cemeteries administered by the Veterans Administration are eligible because they have been designated by Congress as primary memorials to the military history of the United States. Those areas within a designated national cemetery that have been used or prepared for the reception of the remains of veterans and their dependents, as well as any landscaped areas that immediately surround the graves may qualify. Because these cemeteries draw their significance from the presence of the remains of military personnel who have served the country throughout its history, the age of the cemetery is not

a factor in judging eligibility, although integrity must be present. A national cemetery or portion of a national cemetery that has only been set aside for use in the future is not eligible.

This statement clarified that, for evaluating National Register eligibility, the age of a national cemetery was not a determining factor and that sections of the cemetery prepared for use or already in use were differentiated from unimproved land that was not ready to receive burials. Recent efforts to nominate national cemeteries have raised additional questions and are addressed in this clarification of policy.

#### Classification

Because they contain a combination of resource types and cover substantial acreage, national cemeteries are considered historic districts for the purposes of National Register listings and determinations of eligibility. Generally national cemeteries are significant under Criterion A for their association with significant events related to the nation's military history and the role of the Department of Veterans Affairs. Those having artistic or architectural significance as designed landscapes or for the design of memorials, monuments, or historic buildings, may also be documented under Criterion C.

Regardless of the date of acquisition or construction, the overall acreage within the boundaries of the cemetery that has been developed for cemetery purposes is considered one contributing site for National Register purposes. includes commemorative sections of the cemetery containing existing graves and memorials, sections having the infrastructure necessary to receive new interments and memorials (for example, streets, utilities, pre-placed crypts, columbaria, and memorial walkways), and areas of the cemetery developed for administrative and maintenance purposes (offices, restrooms, garages, and maintenance yards). Unimproved acreage within the cemetery boundaries that is being held for future use is considered noncontributing; although it does not need to be counted as a separate noncontributing site, its location and approximate size should be described in Section 7 of the National Register nomination and indicated on the sketch map for the district. As additional sections are developed in the future, the National Register documentation can be updated with continuation sheets describing the newly developed section and revising the description of the acreage considered contributing. In cases where new land is acquired after National Register listing, the more involved process for expanding boundaries set forth in 36 CFR Part 60.14(a) will need to be followed to update the nomination.

Buildings, structures, or objects that are substantial in size or scale or have special importance are to be classified according to the definitions provided on page 15 of the National Register Bulletin, How to Complete the National Register Registration Form. Certain smaller-scale features, such as grave markers, street signs, water fountains, curbs and culverts, and plantings are considered integral to the overall contributing site and its identity as a national cemetery; these should be described collectively as significant or character-defining features of the site in Section 7 of the National Register form but do not need to be classified and counted separately.

#### Period of Significance

The period of significance for a national cemetery is the period of time beginning with the date of the earliest burials and extending to the present. A closing date of "present" allows the recognition of the highly significant values these places have had in the recent past (for example, honoring those killed in recent wars). This policy means that recently developed areas are to be included within the boundaries of the historic district and recently constructed resources are to be recognized as contributing resources. Land acquired for future development but not yet developed can be included in the National Register boundaries but will not be considered contributing.

The period of significance for a national cemetery may include development that occurred before its designation as a national cemetery, and resources in place at the time of nomination may be considered contributing. It is anticipated that most cemeteries will represent multiple layers of expansion with new sections being acquired and developed for use periodically as available grave sites are depleted.

Several other possible closing dates were considered. It was suggested that "1973," the date when the majority of military cemeteries was transferred from the U.S. Army to what is now the National Cemetery Administration, be used as an end date for all national cemeteries. While "1973" is a date of great importance in the administration of the nation's programs to provide burial benefits to veterans and their families, it is not a date that applies to the continuing evolution of these places as national cemeteries or to the ongoing program of cemetery administration. That year may mark the beginning of a new stage in the history of national cemetery management, but it doesn't qualify as the endpoint of historically significant activities.

The suitability of using the date fifty years before the present as the closing date was also considered. While this approach is often taken in National Register nominations, it often results in an arbitrary end date and, in the case of properties having continuing significance, warrants frequent revision. For

national cemeteries, which by their designation are deemed in perpetuity exceptionally important, such a date has little meaning and precludes recognition of the highly significant values these places engender as they receive more burials and continue to honor those who have served the nation. A question was also raised about inactive cemeteries and the suitability of ending the period of significance for such a cemetery with the date it was officially closed to new burials. While such a date may be meaningful from a historical perspective, it does not take into consideration the ongoing role and exceptional importance of national cemeteries as public places of commemoration and honor even if new burials can no longer be accommodated. After closely examining this issue, the National Register has determined that the "present" is the end date most consistent with the Congressional intent of the federal laws establishing the national cemeteries and with the National Register policies for evaluating properties of continuing exceptional importance.

#### Boundaries

The boundaries of an eligible historic district for a national cemetery can be based on the current land holdings of the federal agency responsible for managing the cemetery. National Register boundaries should encompass all portions of the land that are used for burial, commemorative, and administrative purposes, including recently improved areas and new construction. To avoid having to expand the boundaries at a later date, the district can also include any noncontributing acreage currently being held for the future expansion of the cemetery.

#### Contributing and Noncontributing Resources

National Register documentation standards require that resources that are substantial in size or scale or importance be classified as contributing or noncontributing. The National Register program recognizes that the contributing resources for a given cemetery may differ in age, function, design qualities, and the way each relates to the mission of the national cemetery program or the operation of the national cemetery. Differences may also exist between those resources that are integral to the nationally significant values and commemorative functions of the national cemetery-including memorials, areas prepared for burials, designed landscape features, and administration buildings-and those that relate to the day-to-day operations of the cemeteryincluding comfort stations, maintenance facilities, and service roads. For National Register purposes, component resources contribute to the cemetery's significance regardless of their age, function, or administrative role. In addition, some resources may reflect additional historical values important at the local, state, or national levels of significance due to their age or history prior to a cemetery's designation.



## Florida Department of Transportation

RICK SCOTT GOVERNOR 1109 S. Marion Ave., MS 2007 Lake City, FL 32025-5874 ANANTH PRASAD, P.E. SECRETARY

November 10, 2011

Mr. Martin C. Knopp U.S. Department of Transportation Federal Highway Administration Florida Division Office 545 John Knox Road, Suite 200 Tallahassee, FL 32303 FLEW DAVIE NEW PRODUCTION OF THE PRODUCTION OF T

RE: Cultural Resource Assessment Survey for the Jacksonville National Cemetery Access Road, Duval County, Florida

Financial Management # 428455-1

Dear Mr. Knopp:

Enclosed please find a copy of the report titled Cultural Resource Assessment Survey for the Jacksonville National Cemetery Access Road, Duval County, Florida. The following documents have also been included:

One compact disk containing a .pdf of the report.

40V14 11 3:05PM

 One SHPO package containing one unbound copy of the final report, one complete set of Florida Master Site File forms and labeled photographs, 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 roadway providing access to the Jacksonville National Cemetery, located on Lannie Road in northwest Duval County, Florida. The proposed road will provide access to the Jacksonville National Cemetery from I-95, approximately 5.5 miles due east of the cemetery. The Build Alternative is a two-lane roadway that begins at the western terminus of Arnold Road. From there it proceeds approximately 0.2 mile northwest before turning west for 0.5 mile. The alternative then veers southwest for approximately one mile before transitioning into a curve heading northwest. The alternative continues northwest for 1.3 miles until its terminus at the intersection of Lannie Road and Ethel Road.

The archaeological survey included the excavation of 46 shovel tests within the proposed right-of-way for the access road. Shovel tests were excavated at 100-meter intervals except in areas of standing water; several such areas were encountered within the east—west portion of the proposed right-of-way west of Arnold Road. No artifacts were recovered from any of the 46 shovel tests, and no archaeological sites or occurrences were identified within the proposed right-of-way.

Mr. Knopp, FHWA Jacksonville National Cemetery November 10, 2011 Page 2

One historic resource, 8DU21331 (Arnold Road Bridge), was recorded within the Area of Potential Effect. This simple wooden bridge dating from the 1960s or later is considered ineligible for listing in the National Register of Historic Places (NRHP) due to its lack of architectural distinction or significant historical associations. No potential NRHP districts were identified due to the lack of concentration of historic structures.

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

Mr. Knopp, FHWA Jacksonville National Cemetery November 10, 2011 Page 3

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:**

PEASE ADORESS COMMENTS OFICION P: 850-553-2226. E: linda, ande	TO LINDA ANDERSON FILMA.
PLEASE CC: TERRI NEWMAN FROT DZ  BOT/CEMB	; GREE HALL, FHILDA; ROY TACKEDI.
Isl Composition C. Knopp  Division Administrator  Florida Division  Federal Highway Administration	
The Florida State Historic Preservation Officer:  finds the attached report complete and suffice with the findings and recommendations containe	cient and concurs/ does not concur d in this cover letter.
does not find the attached report complete an information in order to provide an opinion on the on historic resources.  Solution Wannewer, Depute Florida State Historic Preservation Officer	e potential effects of the proposed project
2011 05888	



## Florida Department of Transportation

RICK SCOTT GOVERNOR 1109 S. Marion Ave., MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

April 6, 2015

Mr. James Christian, Division Administrator U.S. Department of Transportation Federal Highway Administration Florida Division Office 545 John Knox Road, Suite 200 Tallahassee, FL 32303 HISTORIC PRESERV

RE: Cultural Resource Assessment Survey of Seven Ponds along the Jacksonville National Cemetery Access Road, Duval County, Florida.

Financial Management # 428455-1

Dear Mr. Christian.

Enclosed please find a copy of the report entitled Cultural Resource Assessment Survey of Seven Ponds along the Jacksonville National Cemetery Access Road, Duval County, Florida. The following documents have also been included:

- One compact disk containing a .pdf of the report.
- One SHPO package containing one unbound copy of the final report, one complete set of Florida Master Site File forms and labeled photographs, one completed Survey Log Sheet, and accompanying documentation.

The enclosed report details the results of a Cultural Resource Assessment Survey (CRAS) of the seven ponds located along the proposed Jacksonville National Cemetery (JNC) Access Road in Duval County, Florida. The seven ponds currently under study are located off of Lannie Road in northern Duval County. The Florida Department of Transportation (FDOT), District 2, is proposing an access road to connect the intersection of Lannie Road and Ethel Road to the western terminus of Arnold Road.

The archaeological survey included the excavation of 23 shovel tests within the boundaries of Ponds 5A, 6A, 7A, 8A, and 4B. Due to poor field conditions (standing water), no excavation took place in Pond 2A. Pond 1A was situated on a parcel owned by the US Department of Veterans Affairs. No access was granted; however, the site conditions as demonstrated by the soils survey and topographic maps were not suggestive of potential archaeological sites. All shovel tests were negative for cultural material. No archaeological sites or artifact occurrences were identified within the APE and no further archaeological survey is recommended.

Mr. Christian, FHWA JNC Access Road Ponds, FM No. 428455-1 April 6, 2015 Page 2

The architectural survey included a pedestrian survey and consultation of the Florida Master Site File (FMSF) and US Geological Survey (USGS) quadrangle maps. No historic structures were identified within the APE and no further architectural survey is recommended.

Based on the results of this study, it is the opinion of the District that construction of the proposed ponds will have no effect on cultural resources listed or eligible for listing in the NRHP. No further work is recommended.

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

cc: Terri Newman, FDOT Cultural Resources Coordinator

JNC Access Road Ponds, FM No. 428455-1 April 6, 2015 Page 3 The FHWA finds the attached report complete and sufficient and X 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:** 4-13-15 For: James Christian Division Administrator Florida Division Federal Highway Administration 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.

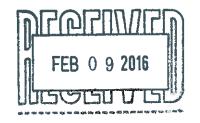
For: Robert Bendus

Mr. Christian, FHWA

Florida State Historic Preservation Officer

2015.1793 DHR No.





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

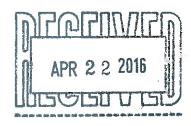
JIM BOXOLD SECRETARY

February 8, 2016

RICK SCOTT

**GOVERNOR** 

Mr. James Christian, Division Administrator U.S. Department of Transportation Federal Highway Administration Florida Division Office 3500 Financial Plaza, Suite 400 Tallahassee, FL 32312



Evaluation and Effects Discussion for the Jacksonville National Cemetery, Duval County, RE:

Financial Management # 428455-1

Dear Mr. Christian,

Enclosed please find a copy of the technical memorandum entitled Evaluation and Effects Discussion for the Jacksonville National Cemetery, Duval County, Florida. The following documents have also been included:

- One compact disk containing a .pdf of the report.
- One SHPO package containing one unbound copy of the final report, one complete set of Florida Master Site File forms and labeled photographs, one completed Survey Log Sheet, and accompanying documentation.

The Florida Department of Transportation (FDOT), District 2, is proposing an access road to connect the intersection of Lannie Road and Ethel Road to the western terminus of Arnold Road. The northern terminus of the proposed Jacksonville National Cemetery (JNC) Access Road passes through a portion of the JNC property. The purpose of the enclosed technical memorandum is to record and evaluate the JNC's eligibility for listing in the National Register of Historic Places (NRHP) and to discuss the effects that the proposed access road may have on NRHP-eligible (contributing) elements of the Cemetery.

The Jacksonville National Cemetery (8DU21717) is eligible for listing in the NRHP under Criteria A for its contribution to the broad patterns of our history with significance as a national place of burial and commemoration to the military history of the United States and under Criterion Considerations D and G. As the proposed access road will cross undeveloped and noncontributing portions of 8DU21717 and will not encroach upon contributing portions of the resource, it is the opinion of the District that the proposed undertaking will have no adverse effect on historic properties.

Mr. Christian, FHWA FM No. 428455-1, Jacksonville National Cemetery Access Road February 8, 2016 Page 2

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

cc: Terri Newman, FDOT Cultural Resources Coordinator

Mr. Christian, FHWA FM No. 428455-1, Jacksonville National Cemetery A February 8, 2016 Page 3	ccess Road
The FHWA finds the attached report complete and approve the above recommendations and findings.	sufficient and $\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$
The FHWA requests the SHPO's opinion on the s SHPO's opinion on the recommendations and findin comment block below.	ufficiency of the attached report and the gs contained in this cover letter and in the
FHWA Comments:	0)
/s/ James Christian	3-8-16 Date
División Administrator Florida Division	
Federal Highway Administration	
The Florida State Historic Preservation Officer:	
finds the attached report complete and sufficient with the findings and recommendations contained in	and <u>concurs/</u> does not concur this cover letter and the enclosed report.
does not find the attached report complete and su information in order to provide an opinion on the pot historic resources.	fficient and requires additional ential effects of the proposed project on
Is/ Sel Ham Deputy SHPO For: Wimothy Parsons, PhD	4/14/16 Date
Interim Florida State Historic Preservation Officer	
2015.1793 DHR No.	



# <u>Table of Contents</u> Required Items for *De minimis* Package

# Page #

- 1. Map(s) of sufficient scale to show the relationship of the proposed action to the Section 4(f) property. At a minimum, this should include:
  - a. Property lines of the resource or historic property boundaries for significant historic and archeological resources.
  - b. Proposed and existing right of way.
  - c. Facilities, features, and other functional use areas (including access points and types of access) associated with the purpose, use, and character of the protected property (both man-made and natural) which qualify the property for protection under Section 4(f).
  - d. The relationship between the right of way acquisition from the resource to the protected features and activity areas.
  - e. Any proposed areas of temporary occupancy for the purposes of constructing the project or maintain access for the proposed undertaking (for example, equipment staging areas, haul roads, temporary easements, etc.).
  - f. Photographs may be needed to illustrate certain characteristics of the property.
  - g. Depending on the size and scale of the property and the undertaking, there may be maps and figures of various scales needed to fully show the relationships.
  - h. The location and nature of any other Section 4(f) involvements the project has or may have. Include other important community and environmental considerations and locations which have either influenced or may influence project design. Include a narrative of these involvements as an appendix to the document. Include additional maps as needed. Provide sufficient summaries of these resources to communicate the relationship these other resources have to the proposed actions involving the resource subject to this *de minimis* request. If the resource is described or discussed in another document, also reference that document.
- <u>8</u> 2. The type of property (park, refuge, historic site, etc.), ownership, identification of the official(s) with jurisdiction over the property, and (if applicable) the number of users. Identification of other laws which apply to the property [for example, Section 106 of the NHPA, Section 6(f) of the Land and Water Conservation Fund Act, the Wild and Scenic Rivers Act, and so forth].
- <u>8</u> 3. The total acreage of the protected property and the amount of acreage proposed for temporary and/or permanent occupation or acquisition.
- <u>10</u> 4. A listing and description of the protected activities, features, and attributes (AFAs) which qualify the property for protection under Section 4(f). Use photographs as appropriate to illustrate the AFAs.
  - a. For historic properties this information would be located with the site information material provided in the CRAS Report such as the Florida Site File, National Register nomination form or the site narrative in the report. Generally, the AFAs historic properties are the site characteristics, features, and setting which contribute to its historic significance.
  - b. For non-historic properties, the management plan and property map(s) should be reviewed for any attributes, features, and activity areas associated with the protected purpose(s) of the property which may be impacted by the acquisition/occupation of the

protected property and its conversion into a transportation facility. With or without a management plan, the OWJ must be included in the identification of the AFAs for the property and the department official should visit the site to review and confirm the status of these AFAs.

# Page #

- ______5. Unusual characteristics of the property or its features and facilities that either reduce or enhance the value of the portions of the property within and alongside the proposed acquisition/occupation which may have a bearing on evaluating the net impacts of the proposed project on the AFAs of the protected property. For example, ball fields which are subject to frequent flooding, a swing set designed specifically for younger children, a historic property where surrounding landscape features and setting are important aspects of its historical value, or a wildlife refuge where the protected animals frequently migrate to and from the refuge. Photographs may be needed to illustrate some of these.
- <u>10</u> 6. A discussion of all the impacts, both temporary and permanent, which may diminish or enhance the activities, features, and attributes which qualify the property for protection under Section 4(f).
- - a. For historic properties, this material will be included in the documents, findings, and commitments contained in the correspondences between FHWA, FDOT, SHPO/THPO related to compliance with Section 106 of the NHPA. If there are meeting minutes which form part of this determination, ensure that these meeting minutes and the concurrences with these meeting minutes are recorded in the project files. The record should also include the comments (if any) from the other consulting parties identified during the Section 106 process.
  - b. For non-historic properties, this information will be contained in the meeting minutes and correspondence between FHWA, FDOT, and the OWJs. As above, meeting minutes used to document determinations and decision should be approved by all participating parties and placed into the project files.

# Page #

8. Include the notification to the OWJ over the resource that FHWA may pursue a *de minimis* approval option for the use of the protected property under Section 4(f). Please note that in the case of pursuing *de minimis* approval for Parks and Recreation Areas and Wildlife and Waterfowl Refuges, this notification must be completed prior to providing the public opportunity to comment on the effects of the proposed project and the AFAs of the protected property. In addition, the notification to the OWJ over these non-historic resources should inform the OWJ that FHWA will be offering the public an opportunity to comment on this matter.

9. Description of efforts to provide the public an opportunity to comment concerning the effects of the proposed project on the protected AFAs of the Section 4(f) resource along with the related public responses. Include the date and associated correspondence with FHWA's agreement to the approach. For historic properties, the public opportunity to comment occurs within the Section 106 process and requires no separate action for the purposes of a <i>de minimis</i> approval. However, provide any of the public comments related to Section 106 effects finding for the project, if any. If there were none, state this.
2110. A copy of the written communication to the OWJ over the Section 4(f) resource that if they concur with an FHWA finding of either 1) a Section 106 finding of "No Effects on Historic Properties" or "No Adverse Effect" to the historic property in question or (2) that the proposed project will not adversely affect the AFAs qualifying the park, recreation area, or wildlife or waterfowl refuge for protection under Section 4(f) then FHWA may pursue a de minimis approval option for the use of the protected property.
*Under normal circumstances, items 10 and 11 should be contained in the same letter.
2111. The communication in which the SHPO/THPO concurs with an FHWA finding of "No Historic Properties Affected" or "No Adverse Effects" to the relevant historic property or in which the OWJ over a non-historic 4(f) property concurs with a finding that the proposed project will not adversely affect the AFAs of the property. The project record must show that the OWJ was provided the public comments, if any, which the public made concerning the effects on the property on the AFAs of the protected property.

# 1. Map(s) of sufficient scale to show the relationship of the proposed action to the Section 4(f) property.

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery. The PD&E study limits encompass an area between the western terminus of Arnold Road and the Jacksonville National Cemetery at the intersection of Lannie Road and Ethel Road, in Duval County, Florida, a distance of approximately 3.4 miles. The purpose of the project is to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the Jacksonville International Airport (JIA) and I-95 that is safe, efficient, and minimizes interaction with existing residential areas. The roadway was constructed to standards commensurate with a low volume, low speed residential roadway; however, over time, land uses along the road have evolved and the road is no longer adequate for the usage needed by the National Cemetery.

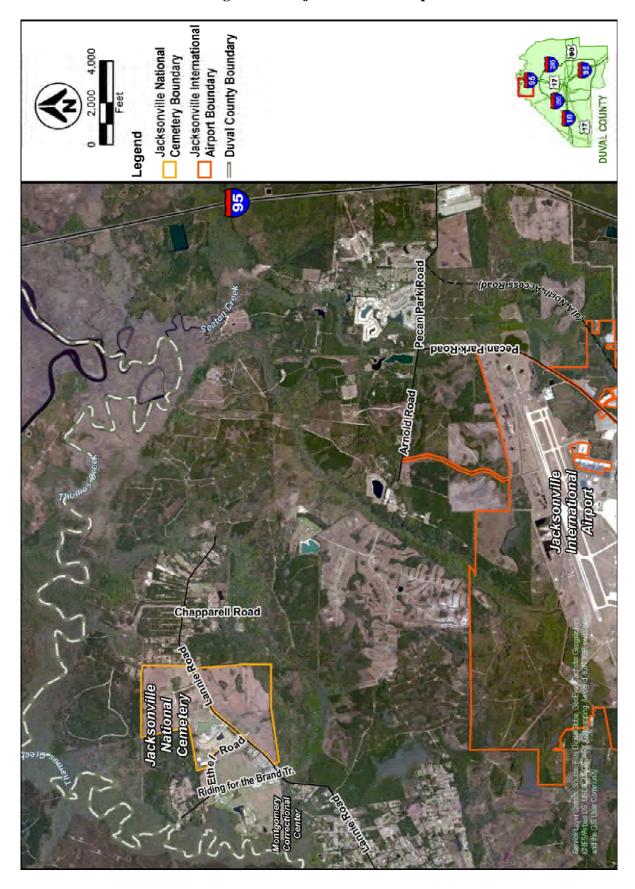
The project location map, US Geological Survey (USGS) quadrangle map, and Jacksonville National Cemetery property map are shown in **Figures 1 through 3**.

Access to the areas of the Jacksonville National Cemetery currently used for burial and memorials will not be affected by the undertaking. The Jacksonville National Cemetery's current use will not be interrupted and will not require the alteration or removal of any historic fabric associated with the cemetery. As such, the proposed undertaking will not alter or diminish those characteristics that qualify Resource 8DU21717 (Jacksonville National Cemetery) for listing in the National Register of Historic Places (NRHP).

Parcel A, is developed and currently used for burials. Overall infrastructure improvements in Parcel A's developed areas include formally landscaped green space with irrigation systems, paved roads and trails, fencing, five ponds, and semi-circular parking areas (**Figure 4**). A flag assembly area, memorial walkway, and two committal service shelters are also located in Parcel A. Casket interments are arranged in parallel rows of headstones typical of national cemeteries with space available for up to 7,500 burials. Interment vaults are located in niche columbarium providing space for 4,500 interments. There are also 500 inground sites for cremated remains. Several buildings dating to the 2008 establishment of the cemetery are located within Parcel A, including a Public Information Center and a maintenance complex for the upkeep of the site. **Figure 5** is a graphic provided by the Veteran's Administration (VA) that shows Phase 1 development which is currently completed and available for use. The FDOT added to the graphic where the proposed Jacksonville National Cemetery Access Road will tie into the existing (Lannie Road) and proposed roadways (Ethel Road Realignment).

The remaining two parcels (Parcels B and C) are largely undeveloped (see **Figure 3**). Both consist of open grasslands mixed with small stands of trees (**Figures 6 and 7**). Unimproved roads and trails cross through the two parcels, but the areas are not formally developed or currently used for burials or other cemetery functions. Although Parcels B and C are part of the Jacksonville National Cemetery's 100-year plan, no major infrastructure improvements or other development has taken

**Figure 1 - Project Location Map** 



 $\label{eq:Figure 2-Project Location Map - USGS quadrangle map} \textbf{Figure 2-Project Location Map - USGS quadrangle map}$ 

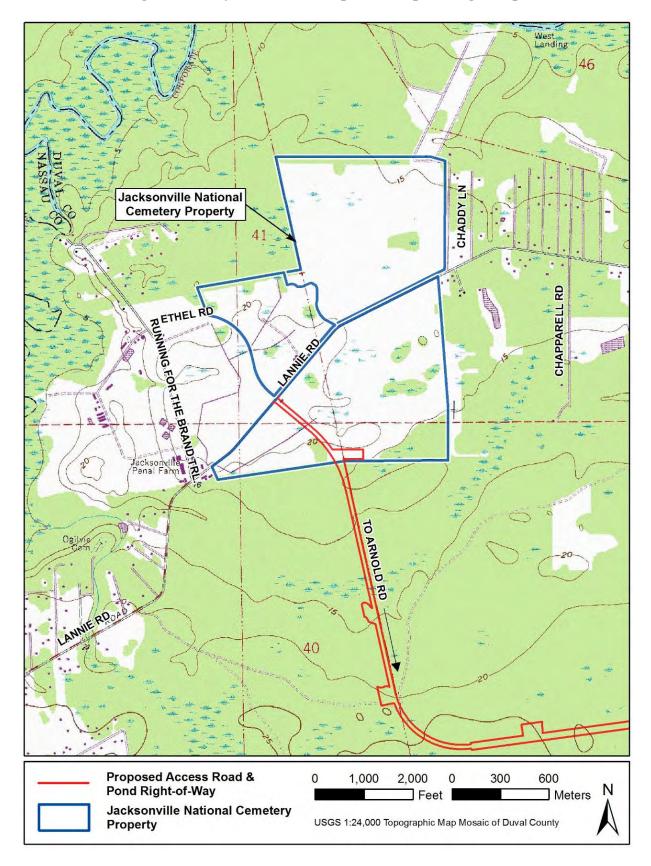


Figure 3 – Contributing and Undeveloped Areas (B&C) of the Jacksonville National Cemetery Property

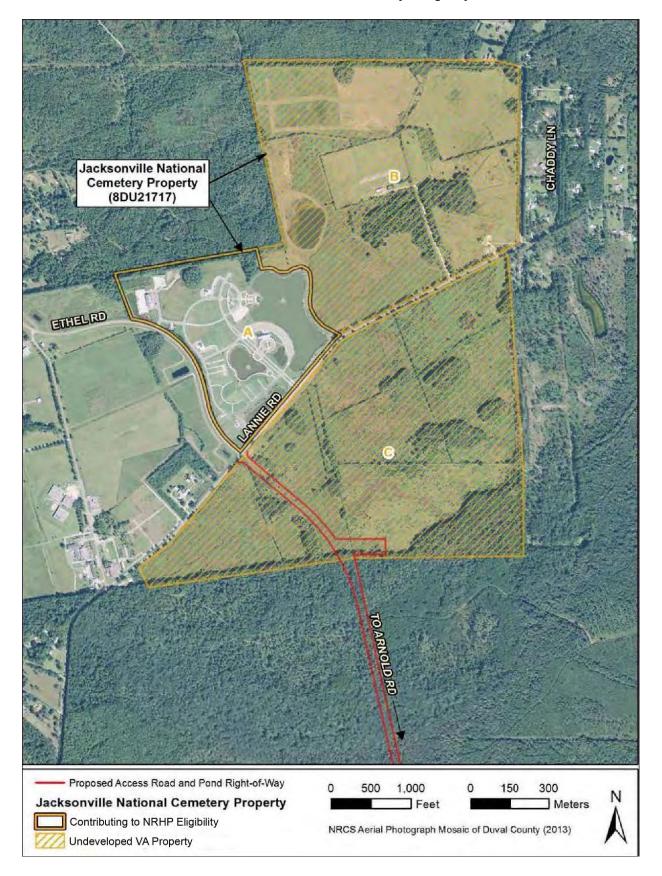


Figure 4 – Overview of Jacksonville National Cemetery Parcel A







Top: facing south; middle: facing southwest; bottom: facing north



Figure 6 – Overview of Jacksonville National Cemetery Parcel B Left: facing north; Right: facing west





Figure 7– Overview of Jacksonville National Cemetery Parcel C Left: facing southwest; Right: facing southeast





place in these parcels since the property was acquired by the National Cemetery Administration (NCA).

2. The type of property (park, refuge, historic site, etc.), ownership, identification of the official(s) with jurisdiction over the property, and (if applicable) the number of users. Identification of other laws which apply to the property.

In 2003, the National Cemetery Expansion Act paved the way for the Jacksonville National Cemetery to become one of six new national cemeteries authorized for areas with at least 170,000 residents with no other veteran burial options. In 2008, the NCA purchased the land from the City of Jacksonville for the cemetery, which was dedicated later that year. The Jacksonville National Cemetery opened for burials in 2009.

According to cemetery staff, the cemetery currently experiences approximately 38 interments per week and is anticipated to facilitate up to 45 interments per week in the future. As the cemetery expands, the number of funeral processions will increase and the disruption/inconvenience of the local traffic along Lannie Road will continue to worsen.

The Jacksonville National Cemetery, is eligible for listing in the NRHP under Criterion A for its contribution to the broad patterns of our history with significance as a national place of burial and commemoration to the military history of the United States, therefore the official with jurisdiction over the property is the State Historic Preservation Officer (SHPO).

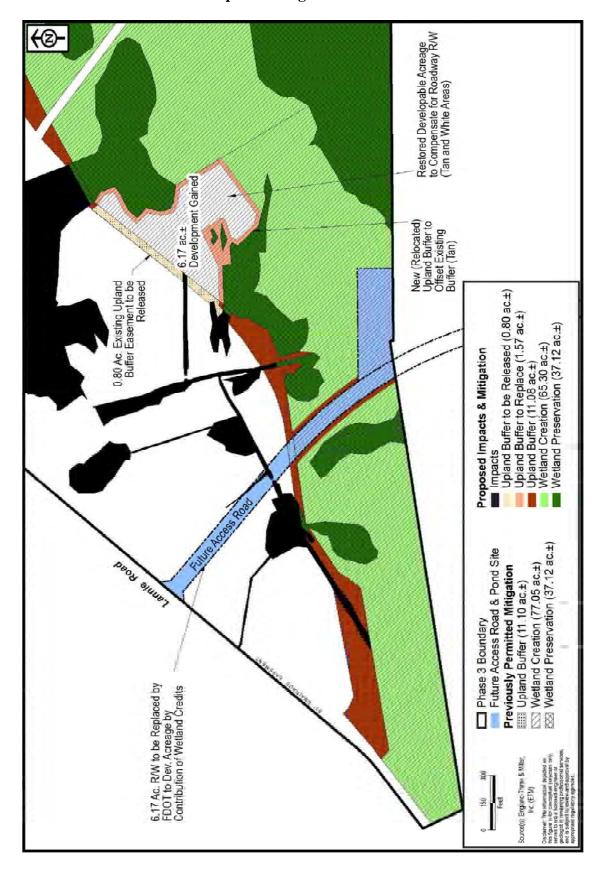
The boundary of Resource 8DU21717 (Jacksonville National Cemetery) is defined to include Parcels A, B, and C. The areas of the Jacksonville National Cemetery considered as contributing to its NRHP-eligibility include Parcel A, with its improved cemetery facilities (**Figures 3 and 5**). The unimproved areas of Parcels B and C are considered non-contributing elements of Resource 8DU21717.

3. The total acreage of the protected property and the amount of acreage proposed for temporary and/or permanent occupation or acquisition.

Resource 8DU21717, the Jacksonville National Cemetery, is located on an approximately 542-acre property located in Duval County in Section 33 of Township 2 North, Range 26 East, as shown on the 1988 *Italia, Fla.* USGS quadrangle map (see **Figure 2**). The property encompassing three parcels of varying size (**Figure 3**). Only one of the parcels, an approximately 82-acre area labeled as Parcel A, is developed and currently used for burials. The remaining two parcels (Parcels B and C) are largely undeveloped (see **Figure 3**). Parcel B is an approximately 210-acre area, and Parcel C is an approximately 250-acre area.

The project proposes to use 6.17 acres of the cemetery property within Parcel C. The proposed right-of-way is within an area that has been identified as permitted mitigation or conservation lands for the Jacksonville National Cemetery. The property needed for the proposed access road and pond is shown in **Figure 8**. As a result of coordination, FDOT has committed to provide an additional 6.17 acres of land on the Jacksonville National Cemetery property for development that was previously permitted for mitigation or conservation, located east of the proposed road.

Figure 8 – Location of Jacksonville National Cemetery Property and Proposed Mitigation Transfer



4. A listing and description of the protected AFAs which qualify the property for protection under Section 4(f). Use photographs as appropriate to illustrate the AFAs. For historic properties this information would be located with the site information material provided in the CRAS Report such as the Florida Site File, National Register nomination form or the site narrative in the report. Generally, the AFAs historic properties are the site characteristics, features, and setting which contribute to its historic significance.

The Jacksonville National Cemetery, Resource 8DU21717, has recently been determined eligible for listing in the National Register of Historic Places (NRHP) by the FHWA. The SHPO concurred with this determination. The approximately 542 acre cemetery was established in 2008/2009 and is eligible under Criterion A for its contribution to the broad patterns of our history with significance as a national place for burial and commemoration to the military history of the United States. It also meets NRHP Criterion Considerations D for cemeteries and G for resources less than 50 years of age. The cemetery consists of three parcels of varying sizes. Only one parcel, (Parcel A which is approximately 82 acres), is developed and currently used for burials. Parcel A is considered contributing to the NRHP-eligibility for this cemetery. Parcels Band C are not currently developed as part of the cemetery and are planned for future use. The proposed access road will cross undeveloped portions of Resource 8DU21717 and will not encroach upon contributing elements of the resource. Supporting information is also explained under Item #1 and photographs and a maps showing the Jacksonville National Cemetery parcels and facilities are shown previously in **Figures 4 through 7**.

5. Unusual characteristics of the property or its features and facilities that either reduce or enhance the value of the portions of the property within and alongside the proposed acquisition/occupation which may have a bearing on evaluating the net impacts of the proposed project on the AFAs of the protected property. For example, a historic property where surrounding landscape features and setting are important aspects of its historical value, or a wildlife refuge where the protected animals frequently migrate to and from the refuge. Photographs may be needed to illustrate some of these.

The areas of the Jacksonville National Cemetery considered contributing to its NRHP-eligibility include Parcel A, with its improved cemetery facilities (see **Figures 4 and 5**). There are no unusual characteristics in the unimproved areas of Parcels B and C. These areas are considered non-contributing elements of Resource 8DU21717 (Jacksonville National Cemetery). Parcels B and C are largely undeveloped and consists of open grasslands mixed with small stands of trees (See **Figures 3 and 7**). Unimproved roads and trails cross through the parcels, but the area is not formally developed or currently used for burials or other cemetery functions. Although Parcels B and C are part of the Jacksonville National Cemetery's 100-year plan, no major infrastructure improvements or other development has taken place in this parcel since the property was acquired by the NCA. The surrounding landscape features and setting do not contribute to its historical value.

6. A discussion of all the impacts, both temporary and permanent, which may diminish or enhance the activities, features, and attributes which qualify the property for protection under Section 4(f).

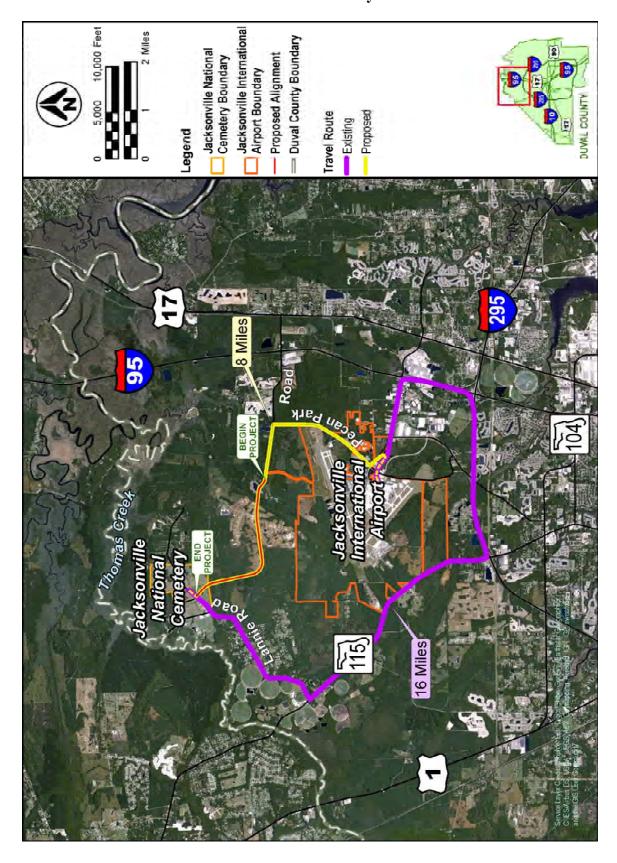
Lannie Road, which is the sole access route to the cemetery, is a narrow, winding two-lane roadway lacking shoulders and adequate clear zone. The roadway was constructed to standards commensurate with a low volume, low speed residential roadway; however, over time, land uses along the road have evolved and the road is no longer adequate for the usage needed by the National Cemetery. The current access is not desirable since there are numerous daily burial processions that travel to the cemetery from the JIA/I-

95 area along a 16 mile long and circuitous route through residential neighborhoods. The federal government has recognized the need for improved access to the Jacksonville National Cemetery and has directed funding to identify and implement a solution to the problem. Therefore, this PD&E study is investigating an alternative to meet the need for improved access between the JIA/I-95 area and the Jacksonville National Cemetery.

Further, while located only 3.0 miles north of the JIA and 5.5 miles west of I-95, a trip to the cemetery from the JIA/I-95 area is 16 miles long. Local law enforcement has noted the disruption the cemetery traffic causes. The new proposed route will reduce the trip to approximately eight miles as shown in **Figure 9**. As noted, this being a national cemetery, most trips begin/end near the JIA/I-95 area of Jacksonville either from the airport or local/regional locations. The new roadway, which would include property from the Jacksonville National Cemetery Parcel C, would provide direct access from the I-95/Pecan Park Road Interchange to the Jacksonville National Cemetery, enhancing system linkages. Enhanced access would also provide a more direct route for Jacksonville National Cemetery visitors flying into/out of JIA.

While sections of the proposed right-of-way for the roadway corridor are located on property owned and administered by the Jacksonville National Cemetery (Parcel C), this acreage is currently unimproved (see **Figure 7**).

Figure 9 - Comparison of Routes from the Jacksonville International Airport to the Jacksonville National Cemetery



7. Presentation of any proposed minimization, avoidance, enhancement, and/or mitigation measures incorporated into the proposed project lessening the impacts of the project to the protected property as a whole and to the protected AFAs of the property. Photographs and plan sheets may be needed to illustrate the proposal and how the impacts have been minimized or how the property has been enhanced. A statement regarding how the measures included to minimize harm to the property diminish the project impacts sufficiently to meet the *de minimis* threshold of either (1) an impact which will not adversely affect or (2) an impact which will not adversely affect the AFAs which qualify the property for protection under Section 4(f). In cases where the project, as proposed, meets this threshold without any additional minimization or mitigation of harm, this should be stated.

For historic properties, this material will be included in the documents, findings, and commitments contained in the correspondences between FHWA, FDOT, SHPO/THPO related to compliance with Section 106 of the NHPA. If there are meeting minutes which form part of this determination, ensure that these meeting minutes and the concurrences with these meeting minutes are recorded in the project files. The record should also include the comments (if any) from the other consulting parties identified during the Section 106 process.

The project proposes to use 6.17 acres of the cemetery property that has been identified as permitted mitigation or conservation lands for the Jacksonville National Cemetery. The property needed for the proposed access road and pond is shown in **Figure 8**. As a result of coordination, with the VA, FDOT has committed to provide an additional 6.17 acres of land on the Jacksonville National Cemetery property for development that was previously permitted for mitigation or conservation, located east of the proposed road. The coordination letter between the FDOT and the VA is shown in Figure 11.

**8.** Include the notification to the OWJ over the resource that FHWA may pursue a *de minimis* approval option for the use of the protected property under Section 4(f).

On March 21, 2016, FDOT notified the VA, in coordination with the FHWA, of the intent to pursue a Section 4(f) *de minimis* finding for the use of the Jacksonville National Cemetery property, in accordance with 23 CFR Part 774. The VA concurred with the finding of "no adverse effect" and the Section 4(f) *de minimis* process. These letters are shown in **Figures 10 through 12**.

# Figure 10 -FDOT Letter to the VA Concerning Mitigation Commitment



# Florida Department of Transportation

RICK SCOTT GOVERNOR 605 Suwannee Street Tallahassee, FL 32399-0450

JIM BOXOLD SECRETARY

March 26, 2015

Mr. Glenn Madderom Chief, Cemetery Development & Improvement Service National Cemetery Administration 575 N. Pennsylvania St., Room 495 Indianapolis, IN 46204

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

#### Dear Mr. Madderom:

The Florida Department of Transportation (FDOT) has received comments from Department of Veteran's Affairs (VA) personnel regarding this project on January 13, 2015, and would like to continue the coordination effort. We offer the following responses to the three comments made by the VA:

VA Comment: VA does not have statutory authority to accomplish fee simple land sales.
 For the proposed 2.5 acre and 3.67 acre parcels that the State of Florida (State), seeks to
 acquire from VA, totaling 6.17 acres, VA proposes granting the State a permanent
 easement. In consideration for that easement and VA's loss of use of those 6.17 acres, VA
 requests an equivalent land offset by the State. Please advise as to whether the State is
 amenable to offering 6.17 acres of land available for future development on the East side of
 new connector road, perhaps via use of offsite mitigation credits for wetlands and/or
 conservation lands in that area.

<u>FDOT Response</u>: The FDOT is agreeable to obtaining a permanent easement from the VA for the 6.17 acres previously identified for the purposes of constructing a roadway and storm water management facility on VA property.

The FDOT is also amenable to offering 6.17 acres of land available for future development on the east side of the connector road. It is envisioned that this additional land will be made available by modifying the VA's existing mitigation plan by increasing the mitigation credits to allow for an additional 6.17 acres of land to become developable to the VA. As previously stated, the FDOT will modify the VA's mitigation plan at no cost to the VA.

Page 2

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

2. VA Comment: As you have noted, the proposed connector road will bisect VA owned property into East and West sections. After further review and analysis, VA has determined that the potential relocation of 13.85 acres of wetlands/conservation land from the East side of VA's property to the West is not a desired solution at this time. Instead, we hope to reopen discussions with FDOT regarding the feasibility of at grade E-W road crossing features being incorporated into the proposed design for the project.

<u>FDOT Response</u>: The FDOT will process a Maintenance Agreement (MA) with the City of Jacksonville, and include a requirement to allow for future driveway connections from VA property east and west of the proposed connector road.

3. VA Comment: VA and the Army Corps of Engineers have entered into an agreement regarding the wetlands and drainage for this property. The State's request for a drainage easement over existing national cemetery ponds can only be considered by VA subject to approved engineering calculations clearly demonstrating and documenting that the increased highway drainage would not adversely affect storm drainage issues for the planned future phases of national cemetery development. Further, VA will require consideration equivalent to the value of the subject easements.

<u>FDOT Response</u>: The FDOT no longer requests to modify or utilize any existing VA pond.

Please review the above commitments and advise if they will be acceptable to the VA.

Sincerely,

Jeff Daugharty Project Manager

FLORIDA DEPARTMENT OF TRANSPORTATION

Cc: Brian Landeweer, P.E. (ETM), file

Figure 11 -FDOT Letter to the VA Concerning Intent to Pursue a de minimis



RICK SCOTT GOVERNOR 1109 South Marion Avenue, MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

March 21, 2016

Mr. William E. Hooker III Department of Veterans Affairs Historic Architect 425 I Street Room 5E425PP Washington, DC 20420

RE: Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a Section 4(f) de minimis Finding

Jacksonville National Cemetery Access Road Project Development and Environment Study Duval County, Florida Financial Project Number 428455-1

Dear Mr. Hooker:

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery. The PD&E study limits encompass an area between the western terminus of Arnold Road and the Jacksonville National Cemetery at the intersection of Lannie Road and Ethel Road, in Duval County, Florida, a distance of approximately 3.4 miles (see Project Location Map in Figure 1). The purpose of the project is to provide enhanced access to the Jacksonville National Cemetery in northern Duval County from the JIA and I-95 that is safe, efficient, and minimizes interaction with existing residential areas. The existing roadway for access (Lannie Road) was constructed to standards commensurate with a low volume, low speed residential roadway; however, over time, land uses along the road have evolved and the road is no longer adequate for the usage needed by the National Cemetery.

One of the objectives of the PD&E Study is to identify properties that may be protected under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) typically applies to publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. It also applies to historic or archaeological sites of national, state, or local significance regardless of ownership.

The Jacksonville National Cemetery (8DU21717) has recently been determined eligible for listing in the National Register of Historic Places (NRHP) by the FHWA. This determination is being reviewed by the State Historic Preservation Office (SHPO). The approximately 542 acre cemetery was established in 2008/2009 and is eligible under Criteria A for its contribution to the

Mr. William E. Hooker III

Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a
Section 4(f) de minimis Finding
March 21, 2016
Page 2 of 6

broad patterns of our history with significance as a national place for burial and commemoration to the military history of the United States. It also meets NRHP Criterion Considerations D for cemeteries and G for resources less than 50 years of age. The cemetery consists of three parcels of varying sizes. Only one parcel, (Parcel A which is approximately 82 acres), is developed and currently used for burials (see Figure 2). Parcel A is considered contributing to the NRHP-eligibility for this cemetery. Parcels B and C are not currently developed as part of the cemetery and are planned for future use. The proposed access road will cross undeveloped portions of 8DU21717 and will not encroach upon contributing elements of the resource, therefore it is the opinion of the FDOT, in consultation with FHWA that the proposed undertaking will have "no adverse effect" on historic properties.

It is our policy to avoid and or minimize impacts to potential Section 4(f) resources. The project proposes to use 4.06 acres of the cemetery property that has been identified as permitted mitigation or conservation lands for the Jacksonville National Cemetery. The property needed for the proposed access road and pond is shown in the attached Figure 3. As a result of coordination, FDOT has committed to provide an additional 6.17 acres of land on the Jacksonville National Cemetery property for development that was previously permitted for mitigation or conservation, located east of the proposed road.

In coordination with the FHWA, it is our determination that the Jacksonville National Cemetery, due to its eligibility for listing in the NRHP, meets the Section 4(f) definition of a protected property. However, since the proposed access road will cross only undeveloped portions of 8DU21717 and will not encroach upon contributing portions of the resource, we have determined, in consultation with FHWA, that there will be "no adverse effect" on the historic property.

#### This letter serves two functions:

- Because the FHWA requires a statement of significance and concurrence from an
  official who has jurisdiction over the subject parcels, we are requesting your
  concurrence with the determination that the Jacksonville National Cemetery is NRHPeligible and is therefore a significant historic property. If you concur, please sign and
  date the concurrence block at the bottom of this letter and return it to me at the address
  below or by email at: Bill.Henderson@dot.state.fl.us.
- 2. The FDOT is seeking a Section 4(f) de minimis finding for the Jacksonville National Cemetery property from the FHWA. A Section 4(f) de minimis finding is one that the FHWA has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project or that the project will have "no adverse effect" on the historic property in question. This letter is notification to your agency, as the official with jurisdiction that the FDOT, in coordination with the FHWA, intends to pursue a Section 4(f) de minimis finding for the use of the Jacksonville National Cemetery, in accordance with 23 CFR Part 774. FHWA will include public input received at the project Public Hearing.

Mr. William E. Hooker III

Jacksonville National Cemetery - Section 4(f) Statement of Significance and Intent to Pursue a
Section 4(f) de minimis Finding
March 21, 2016
Page 3 of 6

In the upcoming months, the FDOT will hold a Public Hearing to present the Recommended Alternative. The Public Hearing will also provide the opportunity for public review and comment on the Section 106 and Section 4(f) effects of the proposed project on the Jacksonville National Cemetery. The project record will reflect these comments.

We will continue to coordinate with you throughout this PD&E study. If you have any questions, please contact me at (386) 961-7873. Thank you for your assistance with this request.

Sincerely,

William R. Henderson District Planning and Environmental Manager 1109 South Marion Avenue MS 2007 Lake City, FL 32025

cc: Joseph Sullivan, FHWA Dan McClarnon, SHPO

Concurrence

(Signature) (Date)

Mr. William E. Hooker III

Department of Veterans Affairs

Historic Architect

Attachments: Figure 1 – Project Location Map

Figure 2 - Contributing and Undeveloped Areas (B&C) of the

Jacksonville National Cemetery Property

Figure 3 - Location of Jacksonville National Cemetery Property and Proposed

Mitigation Transfer

# Figure 12 – VA Response Letter to the FDOT



# DEPARTMENT OF VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION WASHINGTON DC 20420

8 April 2016

William R. Henderson District Planning and Environmental Manager 1109 South Marion Avenue MS 2007 Lake City, FL 32025

Subject: Jacksonville National Cemetery – Section 4 (f) Statement of Significance and Intent to Pursue a Section 4 (f) de minimis Finding

Jacksonville National Cemetery Access Road

Project Development and Environmental Study

Duval County, Florida

Financial Project Number 428455-1

#### Dear Mr. Henderson:

The National Cemetery Administration (NCA) under the United States Department of Veterans Affairs (VA) has reviewed the information provided regarding the intent to pursue a Section 4 (f) de minimis finding for proposed work at Jacksonville National Cemetery.

Jacksonville National Cemetery is a federal property owned by the VA and is eligible for listing in the National Register of Historic Places (NRHP). As such, any planned renovations or new construction work at the cemetery constitutes an undertaking as defined in the Code of Federal Regulations (CFR) Title 36, Part 800.16(y). All planned renovations, preservation and restoration activities at the Jacksonville National Cemetery shall be conducted in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* and applicable guidelines.

As the official with jurisdiction, VA NCA's historical architect applied the criteria in 36 CFR Part 800.4 (d)(1)-(2), 800.5, and 800.6 (i) and determined that a historic property is present and that the proposed scope of work constitutes an undertaking that will have *No Adverse Effect* on the historic resource.

Mr. Henderson Page 2

NCA concurs with FDOT's intent to pursue a Section 4 (f) de minimis finding at Jacksonville National Cemetery. NCA also requests that representatives from NCA be allowed to participate in the Public Hearing, and review Public Review & Comment on the Section 106 and Section 4 (f) effects of the proposed project on the Jacksonville National Cemetery.

If you have any questions, please contact me at 202-632-6631 or via email at William.Hooker@va.gov.

Sincerely,

W. Edward Hooker, III Historic Architect, NCA

Cc:

Kathleen Schamel, VA FPO Doug Pulak, VA Deputy FPO Kevin Downey, RPS 9. Description of efforts to provide the public an opportunity to comment concerning the effects of the proposed project on the protected AFAs of the Section 4(f) resource along with the related public responses. Include the date and associated correspondence with FHWA's agreement to the approach. For historic properties, the public opportunity to comment occurs within the Section 106 process and requires no separate action for the purposes of a *de minimis* approval. However, provide any of the public comments related to Section 106 effects finding for the project, if any. If there were none, state this.

The public was afforded the opportunity to comment during the Public Hearing held on September 15, 2016. During the formal portion of the Hearing, a video was shown to the public explaining the project. This video had a dedicated slide for the proposed roadway use of the Jacksonville National Cemetery shown in **Figure 13**. The audio portion of the video stated "The Jacksonville National Cemetery is eligible for listing in the National Register of Historic Places due to its significance as a final resting place for our nations veterans. The proposed Jacksonville National Cemetery Access Road will cross undeveloped portions of the Cemetery and will not encroach upon any of the currently developed portions of the property. The FDOT is providing the opportunity for public comment on the use of the Cemetery property for this project". The FDOT did not receive any comment from the public at the Public Hearing or during the subsequent 10-day comment period concerning the effects on the property and the AFAs of the protected property.

10. A copy of the written communication to the OWJ over the Section 4(f) resource that if they concur with an FHWA finding of either 1) a Section 106 finding of "No Effects on Historic Properties" or "No Adverse Effect" to the historic property in question or 2) that the proposed project will not adversely affect the AFAs qualifying the park, recreation area, or wildlife or waterfowl refuge for protection under Section 4(f) then FHWA may pursue a *de minimis* approval option for the use of the protected property.

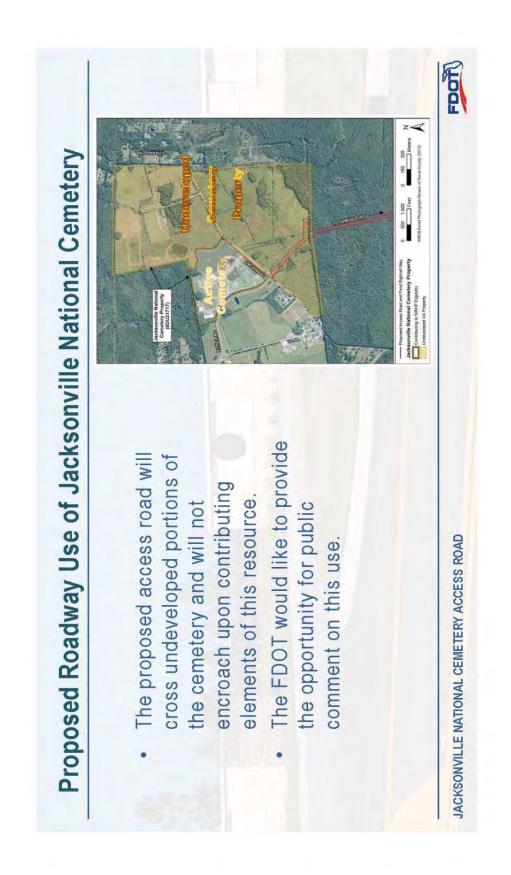
The *Technical Memorandum - Evaluation of Effects Discussion for the Jacksonville National Cemetery* was submitted to FHWA on February 8, 2016. FHWA determined on March 9, 2016 that the Jacksonville National Cemetery is eligible for listing in the NRHP, however, only Parcel A is considered contributing, and the proposed undertaking will have "no adverse effect" on historic properties. FHWA submitted the document to the SHPO for review and concurrence with the findings. On April 14, 2016, SHPO concurred with the findings. The concurrence letter is shown in **Figure 14**.

11. The communication in which the SHPO/THPO concurs with an FHWA finding of "No Historic Properties Affected" or "No Adverse Effects" to the relevant historic property or in which the OWJ over a non-historic 4(f) property concurs with a finding that the proposed project will not adversely affect the AFAs of the property. The project record must show that the OWJ was provided the public comments, if any, which the public made concerning the effects on the property on the AFAs of the protected property.

See Item # 10 and **Figure 14** which explains the communication in which the SHPO concurs with an FHWA finding of "No Adverse Effects" to the relevant historic property.

The public was afforded the opportunity to comment during the Public Hearing held on September 15, 2016. The FDOT did not receive any comment from the public concerning the effects on the property and the AFAs of the protected property. The FDOT e-mailed the SHPO to notify them that no comments were received on September 28, 2016. The notification e-mail is shown in **Figure 15**.

Figure 13 – Public Hearing Video Slide



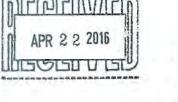
# Figure 14 – SHPO Concurrence Letter



RICK SCOTT GOVERNOR 1109 S. Marion Avc., MS 2007 Lake City, FL 32025-5874 JIM BOXOLD SECRETARY

February 8, 2016

Mr. James Christian, Division Administrator U.S. Department of Transportation Federal Highway Administration Florida Division Office 3500 Financial Plaza, Suite 400 Tallahassee, FL 32312



11 NAM 8102

RE: Evaluation and Effects Discussion for the Jacksonville National Cemetery, Duval County, Florida
Financial Management # 428455-1

Dear Mr. Christian,

Enclosed please find a copy of the technical memorandum entitled Evaluation and Effects Discussion for the Jacksonville National Cemetery, Duval County, Florida. The following documents have also been included:

- One compact disk containing a .pdf of the report.
- One SHPO package containing one unbound copy of the final report, one complete set of Florida Master Site File forms and labeled photographs, one completed Survey Log Sheet, and accompanying documentation.

The Florida Department of Transportation (FDOT), District 2, is proposing an access road to connect the intersection of Lannie Road and Ethel Road to the western terminus of Arnold Road. The northern terminus of the proposed Jacksonville National Cemetery (JNC) Access Road passes through a portion of the JNC property. The purpose of the enclosed technical memorandum is to record and evaluate the JNC's eligibility for listing in the National Register of Historic Places (NRHP) and to discuss the effects that the proposed access road may have on NRHP-eligible (contributing) elements of the Cemetery.

The Jacksonville National Cemetery (8DU21717) is cligible for listing in the NRHP under Criteria A for its contribution to the broad patterns of our history with significance as a national place of burial and commemoration to the military history of the United States and under Criterion Considerations D and G. As the proposed access road will cross undeveloped and non-contributing portions of 8DU21717 and will not encroach upon contributing portions of the resource, it is the opinion of the District that the proposed undertaking will have no adverse effect on historic properties.

Mr. Christian, FHWA FM No. 428455-1, Jacksonville National Cemetery Access Road February 8, 2016 Page 2

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

cc: Terri Newman, FDOT Cultural Resources Coordinator

FM No. 428455-1, Jacksonville National February 8, 2016 Page 3	Cemetery Access Road
The FHWA finds the attached report coapprove the above recommendations and	mplete and sufficient and X approves / does not findings.
The FHWA requests the SHPO's opinion	on on the sufficiency of the attached report and the s and findings contained in this cover letter and in the
FHWA Comments:	
128/1	D ()
For: James Christian	3-8-16 Date
División Administrator Florida Division Federal Highway Administration	
The Florida State Historic Preservation O	officer:
✓ finds the attached report complete an with the findings and recommendations co	d sufficient andconcurs/ does not concur ontained in this cover letter and the enclosed report.
does not find the attached report com information in order to provide an opinion historic resources.	plete and sufficient and requires additional n on the potential effects of the proposed project on
181 Sel Se Johan Deput	SHP0 4/14/16
For: Vimothy Parsons, PhD Interim Florida State Historic Preservatio	Date
2015.1793 DHR No.	

Mr. Christian, FHWA

# Figure 15 – SHPO Public Comment Notification

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Wednesday, September 28, 2016 2:49 PM

To: McClarnon, Daniel P

Cc: Jackson, Roy; Sullivan, Joseph; Pawn, Ian; Browning, Stephen; Henderson, Bill; Lasher,

Wendy G; Daugharty, Jeff

Subject: FM No. 428455-1 Jacksonville National Cemetery Section 4(f) de minimis

September 28, 2016

Attn: Mr. Dan McClarnon

Florida Department of State Division of Historical Resources 500 South Bronough Street Tallahassee, Florida 32399-0250

RE: Jacksonville National Cemetery - Public Comment Concerning Section 4(f) de minimis Provisions

Financial Project Number 428455-1

Hello, Dan,

The Florida Department of Transportation (FDOT) District Two, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for a proposed new roadway connecting the Jacksonville International Airport/Interstate 95 (I-95) area and the Jacksonville National Cemetery.

A Cultural Resource Assessment Survey (CRAS) to record and evaluate the Jacksonville National Cemetery's eligibility for listing in the National Register of Historic Places (NRHP) and to discuss the effects that the proposed access road may have on NRHP-eligible (contributing) elements of the cemetery was conducted. FHWA determined on March 9, 2016 that the Jacksonville National Cemetery is eligible for listing in the NRHP, however, only Parcel A is considered contributing, and the proposed undertaking will have "no adverse effect" on historic properties. FHWA submitted the document to the SHPO for review and concurrence with the findings. Since SHPO concurred April 14, 2016 with this determination, the FHWA intends to use Section 4(f) de minimis provisions for historic resources for the Jacksonville National Cemetery.

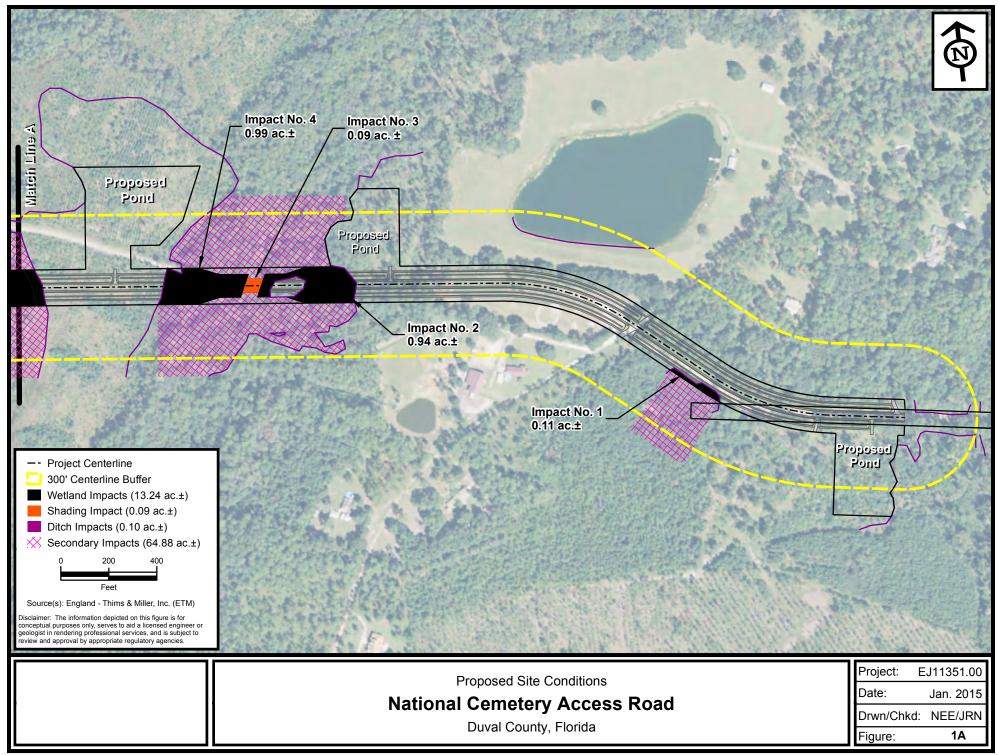
This e-mail is to inform the SHPO, as the Official with Jurisdiction (OWJ) that the public was afforded the opportunity to comment during the Public Hearing held on September 15, 2016. The FDOT did not receive any comment from the public at the Public Hearing or during the subsequent 10-day comment period concerning the effects on the property and the activities, features, and attributes (AFAs) of the protected property. The FDOT intends to submit the final documentation for de minimis approval to FHWA.

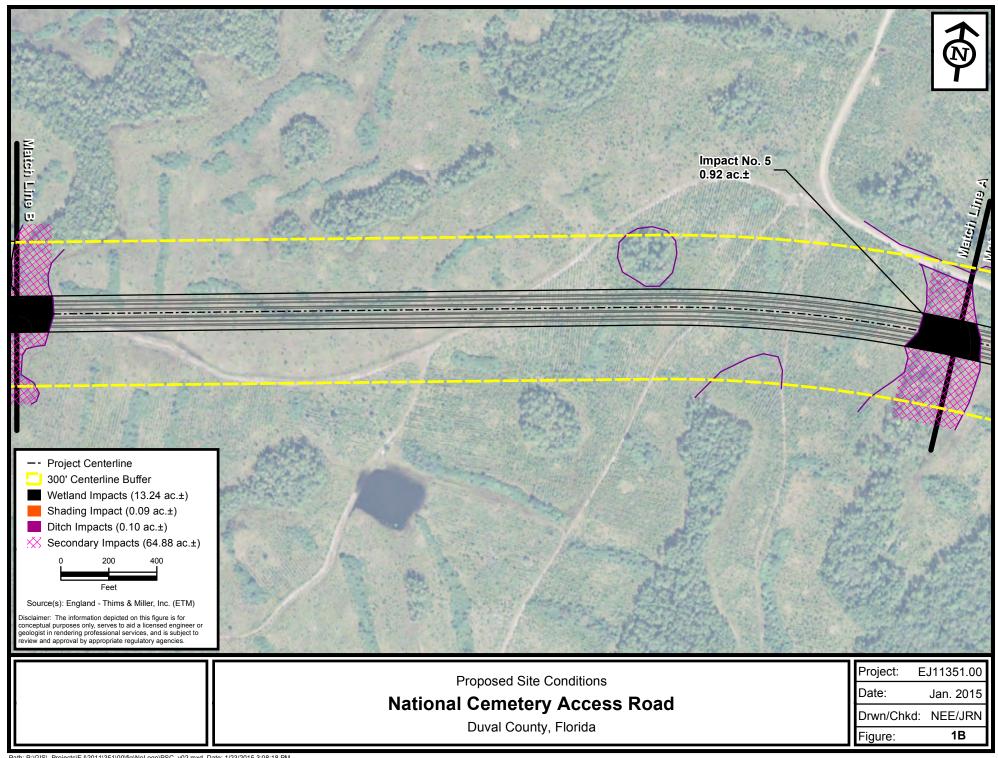
If you have any questions please let me know.

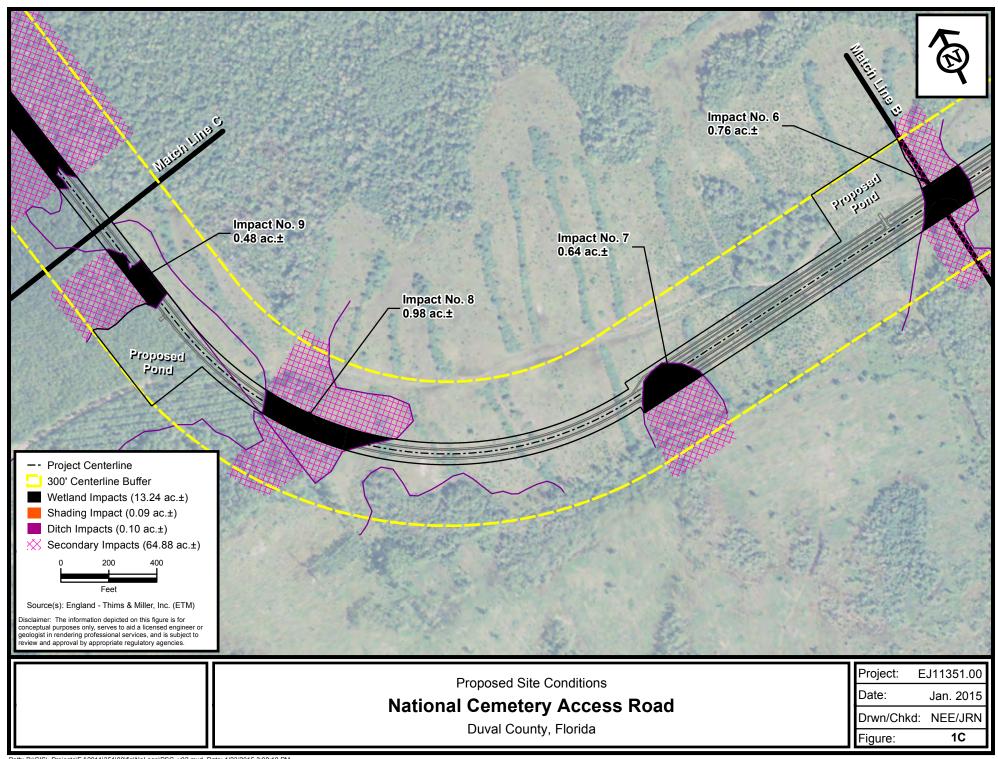
Thank you.

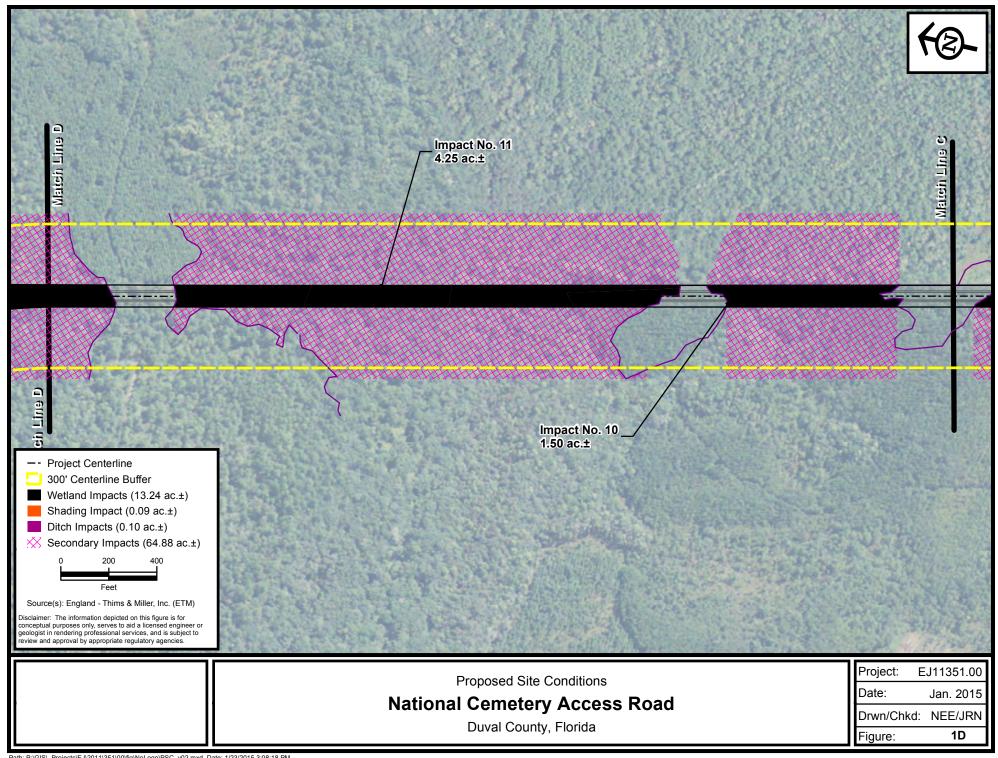
Terri B. Newman
Environmental Supervisor
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, Florida 32025

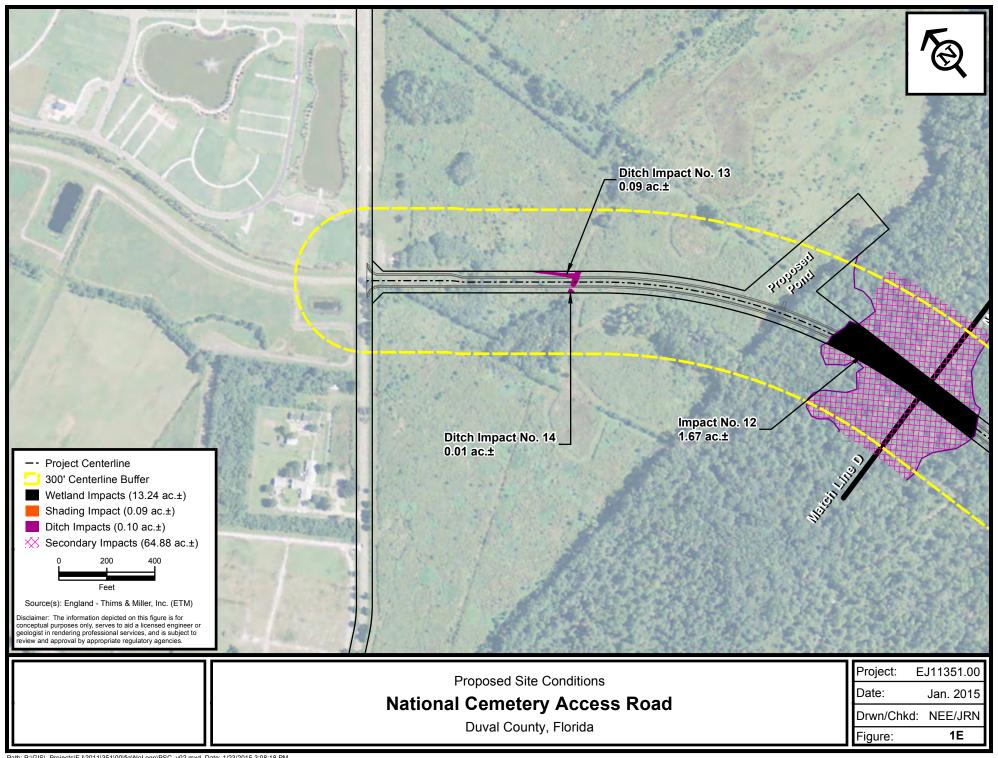
















## United States Department of the Interior

#### U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200 JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-DOT- 2015-I-0331

July 29, 2015

Mr. Jason Cornell
District Two, Environmental Supervisor
Florida Department of Transportation
1109 S. Marion Avenue
Lake City, Florida 32025-5874

RE: Endangered Species Biological Assessment

Jacksonville National Cemetery Access Road

ETDM No: 13064, FM 428455-1

The U.S. Fish and Wildlife Service (Service) has completed the review of the revised Endangered Species Biological Assessment and Wetland Evaluation Report for the Jacksonville National Cemetery submitted on April 16, 2015. The survey information was used to support the Florida Department of Transportation's (FDOT) determination of "may affect, not likely to adversely affect" for the species listed below in the letter. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.) and the Fish and Wildlife Coordination Act (FWCA) (16 U.S.C. 661 et seq.)

The Service provides the following comments and conservation recommendations under the Act:

#### Eastern Indigo Snake (Drymarchon corais couperi)

The eastern indigo snake occurs in a broad range of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands and agricultural areas. FDOT used the Service's Eastern Indigo Snake Programmatic Effect Key and project specific habitat assessments to analyze potential impacts to the species. According to the habitat assessment, the proposed project will affect less than twenty-five acres of xeric habitat. Based on land use, historical observation data, and FDOT's commitment to implement the Standard Protection Measures for the Eastern Indigo Snake, the Service concurs with a 'may affect, but not likely to adversely affect' determination for the eastern indigo snake.

### Wood Stork (Mycteria americana)

In Florida, wood storks depend on wetlands for foraging and nesting. They have been documented foraging in forested wetlands, cypress domes, freshwater marshes, retention ponds and roadside ditches. There are two wood stork core foraging areas (CFA) located within the proposed project area, and suitable foraging habitat (SFH) within the existing ROW areas adjacent to the project limits. FDOT committed to providing the appropriate mitigation to compensate for any loss of

suitable wood stork foraging habitat. Based on FDOT's commitment to compensate, the Service concurs with a 'may affect, but not likely to adversely affect' determination for the wood stork.

The Service provides the following comments under the FWCA:

The Service continues to recommend an alternative that improves the existing two-lane rural road that is currently being utilized for access or an alternative that improves other existing roads that provide access to the National Cemetery. A new proposed roadway may have a substantial direct, indirect, and cumulative impact to high-quality fish and wildlife habitat, including fragmentation and destruction of wetlands, increased road kill for many wetland-dependent species, and the loss of hydrological connectivity. The wetlands in the proposed study area include high-quality palustrine forests freshwater marshes, bottomland hardwoods cypress domes and wet prairies. We also request a reexamination of the need for a new roadway that will traverse the Thomas Creek Conservation Area, an area protected by the St. Johns Water Management District for water quality, supply, and the conservation and protection of water resources.

Wetlands serve important ecological functions across the landscape, such as flood control filtration of sediments, habitat for migratory and breeding birds, breeding ponds for amphibians, and nursery areas for many species of fish. If this project moves forward as proposed, please provide the finalized project plans with maps that include acres of wetland impacts within the wood stork CFA, and the proposed wetland compensation within the service area. We recommend coordinating with the St. Johns River Water Management District on the project design that will have the least damaging impact on water resources and avoid lands conserved in conservation easements. Mitigation for wetland impacts will require further coordination and should be reviewed with the Service and the St. Johns Water Management District.

Reinitiating consultation is required if new information reveals effects of the agency action that may affect listed species in a manner or to an extent not considered in this consultation; the agency action is subsequently modified in a manner that causes an effect to a listed species; unauthorized take of any listed species (wood stork or eastern indigo snake) occur during construction; or a new species is listed or critical habitat designated that may be affected by the action. If you have any questions regarding this response, please contact Ms. Tera Baird, of my staff at (904) 731-3196 or Ms. Lourdes Mena at (904) 731-3119.

Sincerely,

Field Supervisor

cc:

SJRWMD (Ryan Spohn)

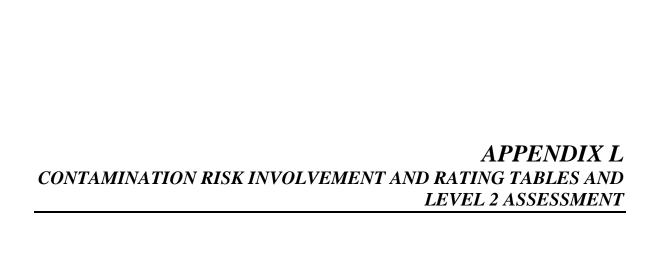


Cornell, Jason	51
From: Sent: To: Subject:	Brandon Howard - NOAA Federal brandon.howard@noaa.gov> Wednesday, January 07, 2015 10:54 AM Cornell, Jason Re: JNCAR - EFH Tidal Investigation
Hi Jason.	
were in the field I be seemed to coincide you've gathered. The tide. Based on all of of the year. I do bel amount of rain, an etheir specific life his	good. I hope you are having a good new year. Thanks for collecting this data. When we elieved this creek was tidal. The water was slack and low if I remember correctly and that with what the tide was doing at the time. I now have serious doubts based on the data that he movement in the video could have been due to many different things that were not the f that, I agree with the facts you've collected over two different full moons at different time ieve that in certain rare situations that the area could be tidal. If we had a substantial ast wind, and a full moonmaybe. But that is not enough for white shrimp to complete story stage, and after all, that's what this is about. The area would simply not be tidal for any on those rare occurrences.
Brandon	
On Wed, Jan 7, 201	5 at 10:24 AM, Cornell, Jason < <u>Jason.Cornell@dot.state.fl.us</u> > wrote:
Brandon:	
Hello. Hope your ho	lidays went well and you got to enjoy some time off.
	the photographic monitoring and it is definitive the crossing is not tidal. Please find via the link Determination Report which pulls together all relative project information to date.
You have received	1 secure file from jason.cornell@dot.state.fl.us.
Use the secure link be	ow to download.

### Secure File Downloads:

Available until: 22 January 2015	
Click link to download:	
428455-1 JNCAR Non-Tidal Determination Report 1-7-2014.pdf	
24,404.89 KB	
Thank you for sharing files securely.	
Please let me know your thoughts at your most early convenience.	
It took a while to get to this point, but thanks for coordinating with us along the way.	
Jason	
Jason Cornell	
Environmental Supervisor - District GIS Coordinator	
Planning and Environmental Management Office	
District Two - Florida Department of Transportation	
1109 S. Marion Ave.	
Mail Station 2007	
Lake City, FL 32025	
Ph: <u>386-961-7524</u>	

Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are considered public records and are



□ Rating and Location of Each Potential	
Contamination Source	

□ Limited Level 2 Soil Assessment, July 2015



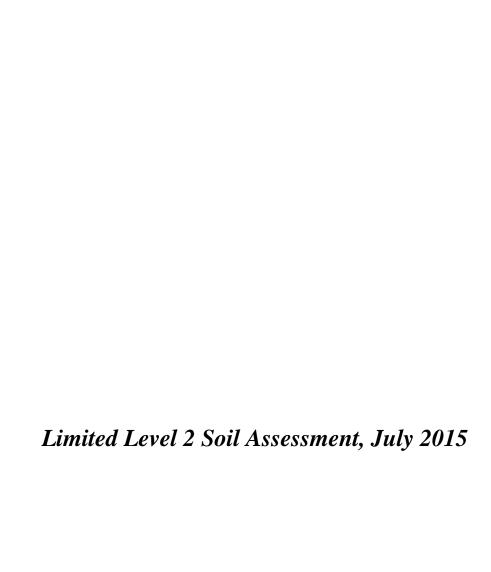
# **Rating and Location of Each Potential Contamination Source**

Site	Potential Type of Contamination Concern	FDOT Rating System Results
Site 1: Jacksonville City-Montgomery Correctional Facility 4727 Lannie Road Jacksonville, FL 32218	Diesel	LOW - This site is located approximately 2,200 feet (0.42 mile) southwest of the proposed Ethel Road terminus. The site reported a diesel discharge in June 2008. One (1) underground storage tank (UST) was removed from the site and cleanup was required. The site received a Site Rehabilitation Completion Order (SRCO) in October 2009 indicating that the cleanup effort had been completed. Due to the facility's cleanup completed status, and the relatively far distance away from the proposed Build Alternative, it has been assigned a rating of LOW for potential environmental impact.
Site 2: Jacksonville City-P-Farm Fuel Site Rt. 3 Box 600 Jacksonville, FL 32205	Unleaded gas	LOW - This site is located approximately 3,000 feet (0.57 mile) northwest of the proposed Ethel Road terminus. Three separate discharges of unleaded gas have been reported at this site; January 1986, February 1990, and September, 1998. A combined discharge cleanup effort was required and the site received a SRCO in June 2007 releasing the owner from further obligation to conduct site rehabilitation. Due to the facility's cleanup completed status, and the relatively far distance away from the proposed Build Alternative, it has been assigned a rating of LOW for potential environmental impact.

### **Pond Site Risk of Involvement with Potential Contamination**

Pond Site	Potential Type of Contamination Concern	FDOT Rating System Results
Pond 1	Dumping or Contamination	NO - The pond site is located in an open area, possibly former silvicultural land use, adjacent to a mature mix hardwood forest. The pond site is approximately 2,000 ft southwest of a FDEP fuel storage facility registered by Jacksonville National Cemetery (JNC, Fac Id 9812571). The facility initially registered one 1,000 gallon fuel aboveground storage tank (AST) in 2011 and has been in compliance with all annual inspections. This site was not identified in the 2011 Level 1 CRAS. During the field reconnaissance it was noted that the maintenance facility was no longer adjacent to Lannie Rd (as shown in Figure 3-9) and has been moved to the northwest corner of the property, presumably the AST was moved as well. The pond site is 3,000 feet west of Site 1. Montgomery Correctional Facility (Fac Id 9102932), previously identified in the 2011 Level 1 CRAS and rated as Low Risk to the new alignment project. A review of FDEP's database reports no change in contamination status since the 2011 Level 1 CRAS review. No dumping or contamination concerns were noted within the pond boundaries or in the surrounding area. This pond location is rated with No Risk for potential contamination impacts. No further assessment is recommended.
Pond 2	Dumping or Contamination	NO - The pond area is an upland landscape planted in pine and surrounded by lower, forested wetland areas. The pine stand has been recently thinned and a forest road has been cut to the east of the pond location. The grater surrounding area is under planted pine management and access to the pond location is limited to the land owner by fences and locked gates. This pond location is rated with No Risk for potential contamination impacts. No further assessment is recommended.
Pond 3	Dumping or Contamination	<b>NO</b> - The pond area is located within a larger tract of planted pine. The pond area had recently been harvested and rebedded. The greater surrounding area is under planted pine management with evidence of hunting lease activities. Forest roads exist along the east side of the proposed pond and intersect the south side of the pond area. No evidence of dumping or contamination was noted during the site reconnaissance. No further assessment is recommended.
Pond 4	Dumping or Contamination	<b>NO</b> - The pond area is part of a much larger pine plantation. The surrounding area including the proposed pond is in an early state of forest regeneration. The main forest access road bisects the south side of the pond area. No evidence of dumping or contamination was noted during the site reconnaissance. No further assessment is recommended.

Pond S	Potential Type of ite Contamination Concern	FDOT Rating System Results
Pond 5	Dumping or Contamination	<b>NO</b> - The pond location and surrounding area is covered by young pine and hardwoods. The area is currently in a state of pine forest regeneration. The main forest access road bisects the south side of the pond area. No evidence of dumping or contamination was noted during the site reconnaissance. No further assessment is recommended.
Pond 6	Dumping or Contamination	<b>MEDIUM</b> - The pond location is a forested area west of an unnamed creek. The canopy cover is primarily large hardwoods with a number of mature pines. A small dirt road which branches off Arnold Road gives access to the area south of the pond location. No evidence of dumping or contamination within the proposed pond boundaries was noted during the site reconnaissance. A dumping pit was noted southwest of the pond location and other debris was seen scattered south of the pond. The contents of the dump site appeared to be primarily domestic debris. Wire, scrap metal, wooden boards, large appliances, and a child's bicycle were visible in the pit and large tires, glass bottles, wire, concrete culvert sections and large appliances were among the scattered debris outside of the pit. The dumping and the pit appear to be in the proposed roadway ROW. Further assessment of the pit is warranted and a Limited Level 2 Assessment is recommended prior to ROW acquisition and construction.
Pond 7	Dumping or Contamination	<b>NO</b> - The pond location is a cut pine forest with thick secondary growth. The site is adjacent to the south side of Arnold Road. No evidence of dumping or contamination was noted during the site reconnaissance. No further assessment is recommended.



## LIMITED LEVEL 2 SOIL ASSESSMENT

Jacksonville National Cemetery Access Road Jacksonville, Duval County, Florida

Contract BDM 13 Financial Project Number 428455-1-52-01 CB&I Project No. 154708

July 13, 2015

### Submitted to:

Florida Department of Transportation District 2 1109 S. Marion Avenue, MS 2007 Lake City, Florida 32025

### Submitted by:

CB&I Environmental & Infrastructure, Inc. 1228 Winter Garden Vineland Road Winter Garden, Florida 34787

## LIMITED LEVEL 2 SOIL ASSESSMENT

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### Submitted by:

CB&I Environmental & Infrastructure, Inc., 1228 Winter Garden Vineland Road Winter Garden, Florida 34787

Prepared by:	T.J. Rew	Date:	7/13/15	
Approved by:	Project Scientist	Date:	7/13/15	
	Gregory A. Dever, P.E. Contract Manager			

## **Table of Contents** Table of Contents List of Tables ......i List of Figures ......i List of Appendices ......i Acronyms and Abbreviations.....ii 1.0 Field Investigative Procedures ......2-1 2.0 Site Description ......2-1 Conclusions and Recommendations.......3-2 3.0 Limitations......4-1 4.0 List of Tables Table 1 **OVA Soil Screening Results** List of Figures ____ Figure 1 Site Location Map Soil Boring Location Map, Jacksonville National Cemetery Access Road, Figure 2 **Dump Site** List of Appendices Appendix A Photograph Log

# Acronyms and Abbreviations

bls below land surface C Center (of dump site)

CB&I Environmental & Infrastructure, Inc.

EPA Environmental Protection Agency FAC Florida Administrative Code

FDEP Florida Department of Environmental Protection

FDOT Florida Department of Transportation

FID flame ionization detector

ft feet

NW Northwest (of dump site)
OVA organic vapor analyzer
ppm parts per million
SB soil boring

SOP Standard Operating Procedure SW Southwest (of dump site) W West (of dump site)

### 1.0 Introduction

CB&I Environmental and Infrastructure Inc. (CB&I) is pleased to present this report summarizing limited soil screening activities for the proposed Florida Department of Transportation (FDOT) Jacksonville National Cemetery Access Road in Jacksonville, Duval County, Florida. A Level 2 assessment was conducted to evaluate the potential contamination impacts of a former dump site located north of Arnold Road in northwestern Duval County on the proposed roadway and stormwater pond. The dump site was previously assessed by the Department in an internal contamination screening with a medium risk rating due to domestic debris identified at the site. A site location map is provided as **Figure 1**.

The level of detail contained herein is adequate for FDOT planning purposes. This report should not be considered all-inclusive with respect to potential contamination. Contamination scenarios may vary in terms of the magnitude and types of contaminants that may be present as a result of identified property uses, and changes in property conditions following the assessment and prior to implementation of the proposed improvements.

# 2.0 Field Investigative Procedures

On June 18, 2015, CB&I performed soil sample headspace vapor screening of samples collected from 4 hand auger borings. Field activities included utility locations and clearance, as well as assessment of debris found in the area of investigation. All soil borings were completed using a stainless-steel hand auger to a depth of 7 to 8 feet (ft) below land surface (bls). All field activities, including equipment decontamination, were performed in accordance with FDEP Standard Operating Procedures (DEP-SOP-001/01).

## 2.1 Soil Investigation

Headspace vapor screening was conducted on soil samples from 4 borings (NW-SB-1, W-SB-2, SW-SB-3, C-SB-4), three of which were located on the presumed downgradient edge of the buried debris field (NW-SB-1, W-SB-2, SW-SB-3) and one in the center of the area of investigation (C-SB-4). The soil boring locations are shown in **Figure 2.** 

Soil grab samples, collected from 1-ft intervals, were field-screened for total organic vapor concentration with a Photovac MicroFID organic vapor analyzer (OVA) equipped with a flame ionization detector (FID) in accordance with FDEP Chapter 62-780.200(12), Florida Administrative Code (FAC). Organic vapor concentrations, water depth, and lithology were noted in the field. A summary of the field organic vapor concentrations, soil descriptions, and the observed water table depth is presented in **Table 1**.

No petroleum odors were noted in samples from any of the soil borings. A slight turpentine odor was noted at C-SB-4, 0-1 ft bls interval along with elevated soil sample headspace organic vapor concentrations. The highest corrected OVA concentration of 1,097 parts per million (ppm) was noted in C-SB-4 in the 1-2 ft bls interval. The elevated organic vapor concentrations were attributed to naturally occurring organics. Therefore, a soil sample was not collected for laboratory analysis.

## 2.2 Site Description

The dump site was characterized by general household debris including old appliances, rolls of metal fencing, asphalt shingles, metal playground equipment frames, tires, bottles, and cans. In addition to the partially buried debris, similar surface debris was observed roughly between the buried debris and Arnold Road. A mound was observed on the west side of the buried debris area. The mound is likely the excavated spoil generated when the dump site was first excavated.

There was a significant amount of glass, plastic and metal produced from first three feet of the C-SB-3 bore hole. Undisturbed clay was encountered at approximately 4 ft bls. The water table was encountered at approximately 7 ft bls in each of the soil borings. Debris was not encountered below a depth of 4 ft in any of the borings. Photographs of typical buried and surface debris are provided in the photograph log (**Appendix A**).

# 3.0 Conclusions and Recommendations

Based on the OVA soil screening results and lack of petroleum odors, no groundwater or soil samples were collected for laboratory analysis. No contamination impacts to construction from the debris area are anticipated. However, removal of the buried and surface debris will be necessary to complete construction activities. Buried debris maybe found from approximately STA 368+20 to STA 368+85 LT 15 ft to 115 ft. The approximate limits of the buried debris are shown in **Figure 2**. The excavated debris material should be disposed as a solid waste in a Class 1 Landfill.

### 4.0 Limitations

The observations and recommendations described in this report are consistent with generally accepted professional consulting principles and practices. No other warranty, expressed or implied, is made. Opinions and recommendations contained in this report apply to conditions presently known and are intended only for the client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, nor the use of segregated portions of this report.

CB&I makes no representation or warranty that the past or current operations at the property are, or have been, in compliance with all applicable federal, state and local laws, regulations and codes. This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not investigated. Regardless of the findings and recommendations stated in this report, CB&I is not responsible for consequences or conditions arising from facts that were not fully disclosed to CB&I.



### TABLE 1: OVA SOIL SCREENING RESULTS

Site Name: Jacksonville National Cemetery Access Road

Jacksonville Duval County, FL

428455-1-52-01

Soil Boring ID	Depth (ft bls)	OVA/FID Response (ppm)			
/ Date Collected		Unfiltered	Filtered	Corrected	Soil Description
NW SB-1	1	<0.1	-	<0.1	Brown fine sand; slightly moist; no odor
6/18/2015	2	<0.1	-	<0.1	Light brown fine sand; slightly moist; no odor
	3	<0.1		<0.1	Dark brown fine sand (organic matter); slightly moist; no odor
	4	9.5	-	9.5	White fine sand with grey and orange clay; moist; no odor
	5	9	-	9	Red sandy clay; moist; no odor
	6	<0.1	-	<0.1	Red sandy clay; moist; no odor
	∇7	0.6	-	0.6	Fine white sand; saturated; no odor
	8	<0.1	-	<0.1	Fine white sand; saturated; no odor
W SB-2	1	<0.1		<0.1	Light grey fine sand; slightly moist; no odor
6/18/2015	2	<0.1	-	<0.1	Dark brown fine sand (organic matter); slightly moist; no odor
	3	<0.1		<0.1	Grey and orange sandy clay; moist; no odor
	4	33	41	IND	Grey and orange sandy clay; moist; no odor
	5	7.5	-	7.5	Grey sandy clay; moist; no odor
	6	14.2	14.2	<0.1	Grey sandy clay; moist; no odor
	∇7	24	29	IND	White sand; saturated; no odor
	8	2.4		<2.4	White sand; saturated; no odor
SW SB-3	1	<0.1		<0.1	Grey fine sand; dry; no odor
6/18/2015	2	<0.1		<0.1	Grey fine sand and dark brown fine sand; dry; no odor
	3	<0.1		<0.1	Dark brown fine sand; slightly moist; no odor
	4	<0.1		<0.1	Orange and grey sandy clay; slightly moist; no odor
1	5	<0.1	-	<0.1	Orange and grey sandy clay; moist; no odor
	6	<0.1		<0.1	Orange and grey sandy clay; very moist; no odor
	∇7	<0.1	-	<0.1	Orange and grey sady clay; saturated; no odor
C SB-4	1	1097	7	1097	Brown fine sand with orange clay; disturbed; dry; turpentine odor
6/18/2015	2	305	240	65	Brown fine sand with orange clay; dry; glass, plastic and metal; no odor
	3	2254	1652	602	Brown fine sand with orange clay; dry; glass, plastic and metal; no odor
	4	118	97	21	Grey and orange sandy clay; slightly moist; no odor
	5	17.9	11	6.9	Grey and orange sandy clay; moist; no odor
	6	8.5	+	8.5	Grey and orange sandy clay; very moist; no odor
■ p ()	∇7	47.7	42	5.7	Grey fine sand; saturated; no odor
	8	74	66.8	7.2	Grey fine sand; saturated; no odor

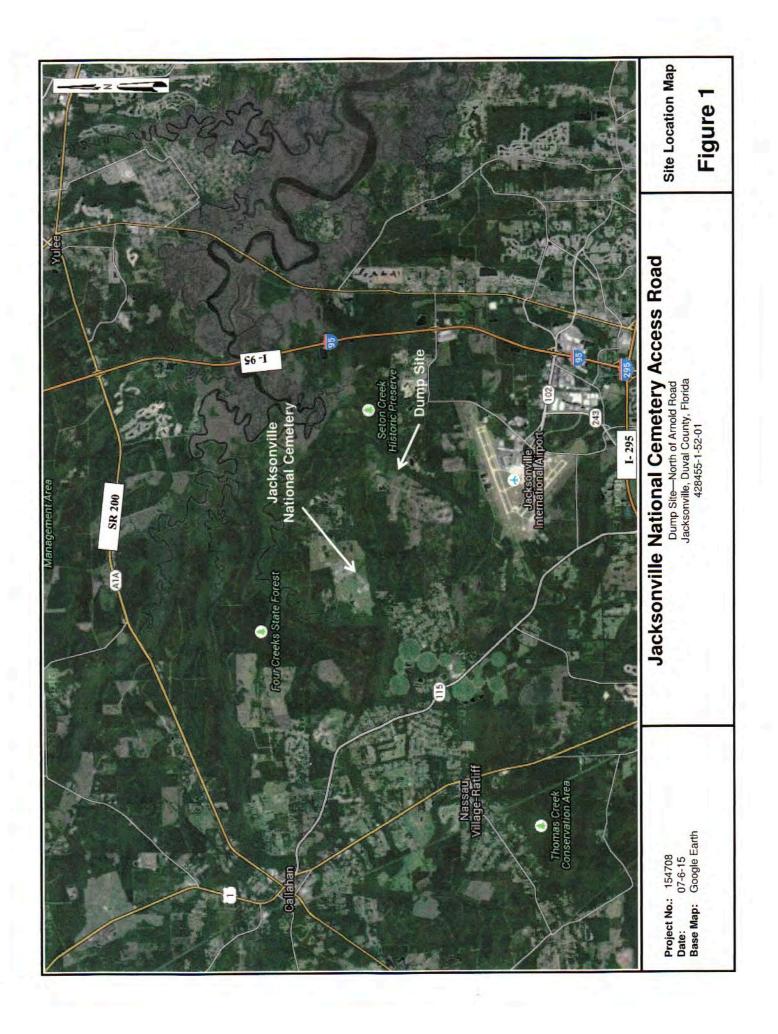
#### Notes:

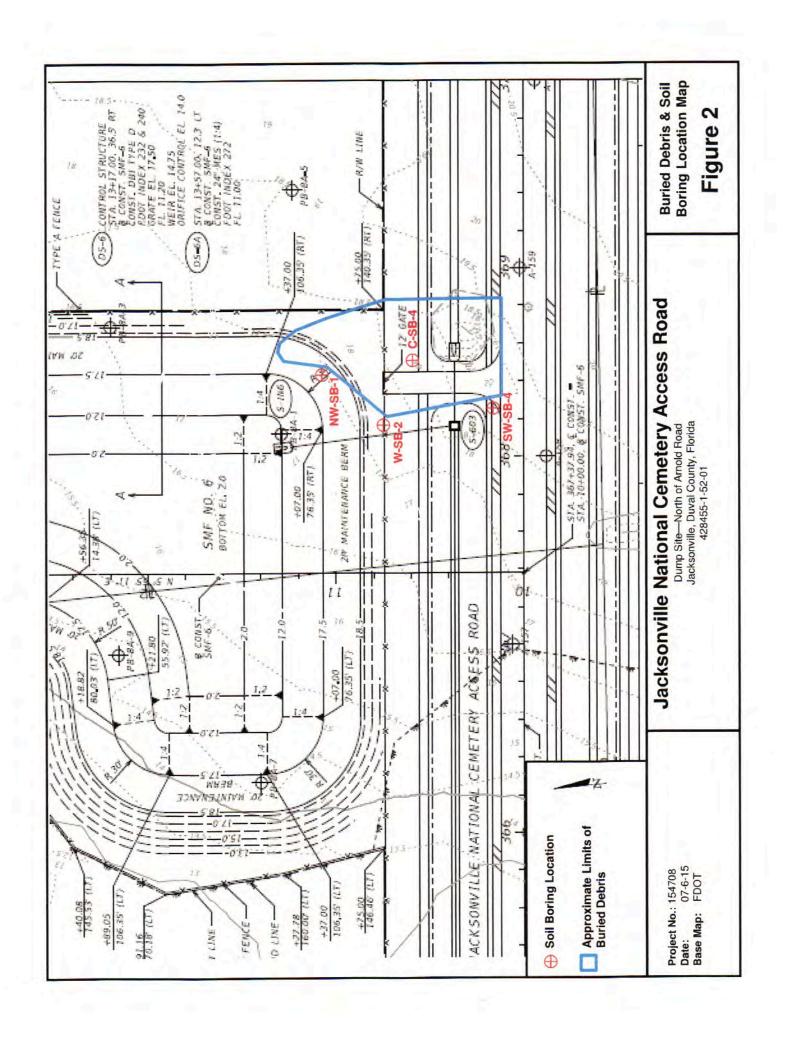
ppm = parts per million

< = less than

∇ = Water table encountered

Figures





Appendix A
Photograph Log

# Jacksonville National Cemetery Access Road Dump Site Jacksonville, Duval County, Florida



Project No. 154708

Photo No.: 1

View: N

Date: 6/18/15

Description: Metal hog wire fencing, found on

surface in surrounding area



Project No. 154708

Photo No.: 2 Date: 6/18/15

View: N

Description: Metal hog wire fencing and a

playground frame, partially buried.



Project No. 154708

Photo No.: 3

View: N

Date: 6/18/15

Description: Bicycle and playground frame,

partially buried.



Project No. 154708

Photo No.: 4

View: N

Date: 6/18/15

Description: Refrigerator partially buried.

# Jacksonville National Cemetery Access Road Dump Site Jacksonville, Duval County, Florida



Project No. 154708

View: W

Photo No.: 5 Date: 6/18/15

Description: A partially buried couch.



Project No. 154708

View: W

Photo No.: 6 Date: 6/18/15

Description: Dumped tires in surrounding area.



Project No. 154708

Photo No.: 7

Date: 6/18/15 View: W

Description: Concrete debris in surrounding



Project No. 154708

Photo No.: 8

View: E

Date: 6/18/15

Description: Spoil mound adjacent.





# Federal Highway Administration

#### **Florida Division**

3500 Financial Plaza Tallahassee, Florida 32312

(850) 553-2201

November 18, 2015

In Reply Refer To: HPO-FL

Re: JNCAR Bridge Over tribute to Seton Crk in Duval County-FL

Mr. Barry Dragon Bridge Administrator Seventh Coast Guard District Brickell Federal Building 909 SE 1st Avenue Miami, FL 33131-3050

Attn: Mr. William G. Tate

Subject: Jacksonville National Cemetery Access Rd (JNCAR) bridge over unnamed Seton Creek tributary in Duval County-FL

Dear Mr. Dragon;

The Federal Highway Administration (FHWA) has reviewed the navigation determination requested for the building of a bridge over the unnamed tributary to Seton Creek on the proposed Jacksonville National Cemetery Road in Duval County, FL. As stated in 23 CFR 650 subpart H, the FHWA has the responsibility to determine that a USCG permit is not required for bridge construction, if the FHWA determines that the proposed construction, reconstruction, rehabilitation, or replacement of the federally aided or assisted bridge is over a tidal waterway that is used only for recreational purpose and other vessels, which are less than 21 feet in length. Based on the criteria stated in 23 CFR 650, Subpart H, the information submitted in the USCG Bridge Project Questionnaire, and our own review the FHWA has made the determination that the U. S. Coast Guard permit is not required for the bridge over the tributary to Seton Creek on the proposed Jacksonville Cemetery Road in Duval County, FL.

If you have any question or comments, please contact Joseph Sullivan at (850)–553-2248.

Sincerely,

/s/ Joseph Sullivan
For: James Christian, P.E.

Division Administrator

cc: Jeffery Ger, FHWA, Greg Hall, FHWA, Terri Newman, FDOT D2

909 S.E. 1st Avenue, Ste 432 Miami, FL 33131-3028 (305) 415-6747

#### **BRIDGE PROJECT QUESTIONNAIRE**

The Coast Guard must determine whether or not a Bridge Permit is required for your project. By providing full and accurate information on this form, you will assist in our decision making process. Errors or misstatements may require redesigning of your bridge, and may subject you to civil penalty sanctions. If you have any questions regarding this form, do not hesitate to contact the Bridge Administration Branch at the letterhead address or phone number. Regarding the site of your proposed bridge, please provide the following information:

#### **NAVIGATION DATA:**

Jacksonville National Cemetery Access Road – FM No. 428455-1

There are no navigable waterways within the project study area. Based on comments received as part of the ETDM Programming Screen, the United States Coast Guard (USCG) determined no involvement and the USACE stated that additional coordination regarding navigation is not required. A new bridge is proposed for JNCAR crossing of the Seton Creek Tributary 1/Houston Creek. There is an existing bridge over Seton Creek Tributary 1 (see attachment) that would be removed as part of the proposed project due to its close proximity to the proposed bridge.

1. Name of waterway: Seton Creek Tributary 1/Houston Creek At proposed site, mileage along waterway measured from mouth or confluence 2.6 miles 1b. Waterway is a tributary of Seton Creek at mile <u>0.9 mi</u> 2. Geographical Location: Extension of existing Arnold Road, Proposed National Cemetery Access Road, Jacksonville, Duval County, Florida (Road Number, City, County, State) 3. Township, section and range, if applicable: Sections 39, and 40 of Township 1N, Range 26E, and Section 41 of Township 2N, Range 26E 4. Is the waterway tidally influenced at proposed bridge site? No Range of tide? N/A 5. Depth and width of waterway at proposed bridge site: N/A Depth At Mean High Tide At Mean Low Tide 6. Check the type(s) of present vessel traffic on the waterway: Canoe _____ Rowboat ____ Small Motorboat ____ Cabin Cruiser ____

Houseboat ____ Pontoon Boat ____ Sailboat ____ Tug and tow ____ None __X____

6a. Provide the vertical clearance required for the largest vessel using the waterway N/A

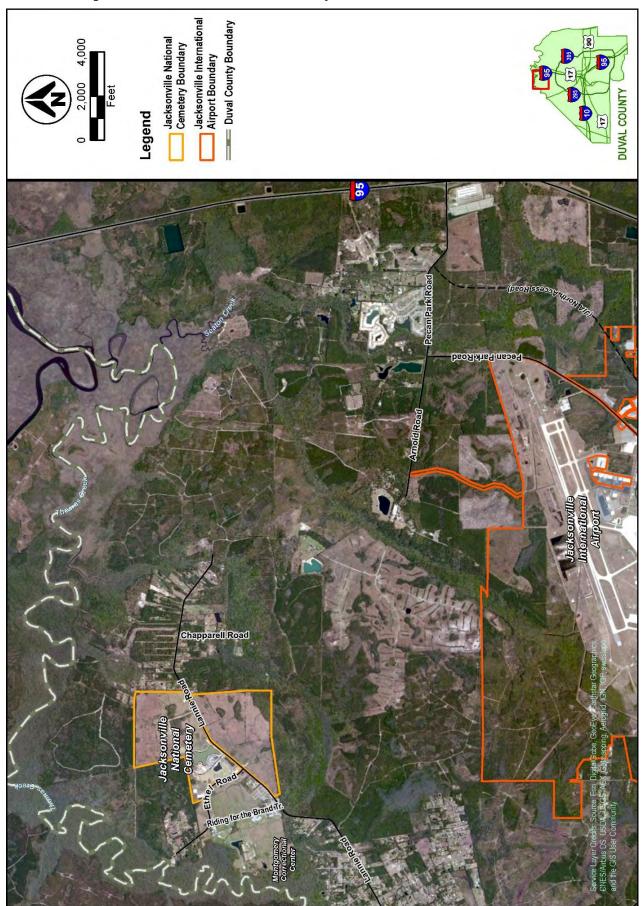
6b. Provide a photograph of each type vessel using the waterway. N/A

7.	Are these waterways used to transport interstate or foreign commerce? Yes No _X
7a.	Are these waters susceptible to use in their natural condition, or by reasonable rovement, as a means to support interstate or foreign commerce? Yes No _X
7b. to na	To your knowledge, are there any planned waterway improvements to permit larger vessels avigate? No If so, what are they?
8. upst	Are there any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or ream? Yes _X No
At 1 Cree Hou	If yes, provide upstream/downstream location with relation to the proposed bridge2 miles downstream of the project site, there is an unpaved private road crossing Houston ek. At 1.6 miles downstream of the project site there is an unpaved service road crossing ston Creek within the Seaton Creek Historic Preserve. Six culverts allow Houston Creek to Also, vegetation and inadequate depth throughout.
Vert	If the obstruction(s) are bridges, provide vertical clearance at mean high water and mean water and horizontal clearance normal to axis of the waterway.  cical Clearance: MHW 16 ft (one-foot above the 100-year flood stage) MLW  izontal clearance87 ft (three 29-ft spans)
8c.	Provide a photograph of the bridge(s) from the waterway showing channel spans. <u>See chment.</u>
9.	Will the proposed structure replace an existing bridge? yes
9a.	Provide permit number and issuing agencies of permits for the bridge(s) to be replaced. No permits issued.
hori	Provide the vertical clearance above mean high water and mean low water and the zontal clearance normal to axis of waterway. Vertical Clearance: MHW <u>TBD</u> MLW <u>TBD</u> izontal Clearance <u>TBD</u>
9c. spar	Provide a photograph of the to-be-replaced bridge from the waterway, showing the channel a(s). See Attachment
10.	List the names and addresses of persons whose property adjoins the bridge right of way.  1) Parcel 019604 0005 and 019604 0100, Meyer, Frank H Sr. Trust, 14444 Duval Road, Jacksonville, FL 32218  3) Parcel 019577 0000, Kite Kathy, 2731 Arnold Rd, Jacksonville, FL 32208  4) Parcel 019576 0010, Wright, William G, 2591 Arnold Rd, Jacksonville, FL 32218-1201
11.	List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along waterway within ½ mile of site.  None

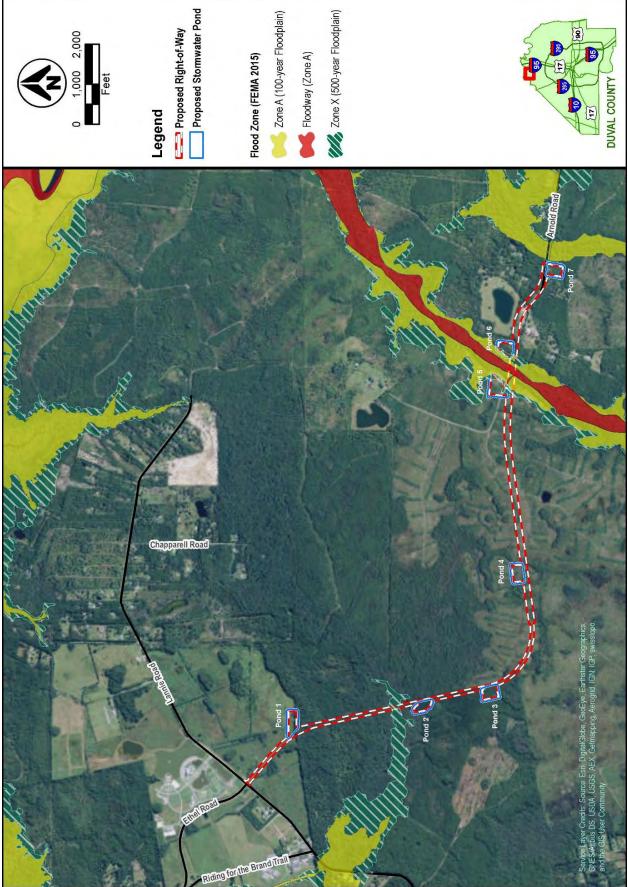
- 12. Attach a location map and plans for the proposed bridge; show the vertical clearances above mean high water and mean low water and the horizontal clearance normal to axis of the waterway. Phase 3 plans are attached.
- 13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

DATE:	Print Name and Agency:	FDOT District 2
Signature:		-
ATTACHMENTS:	1	
	Bridge Plans	
	Photographs Additional pages of names and addresses (if necessary	·)

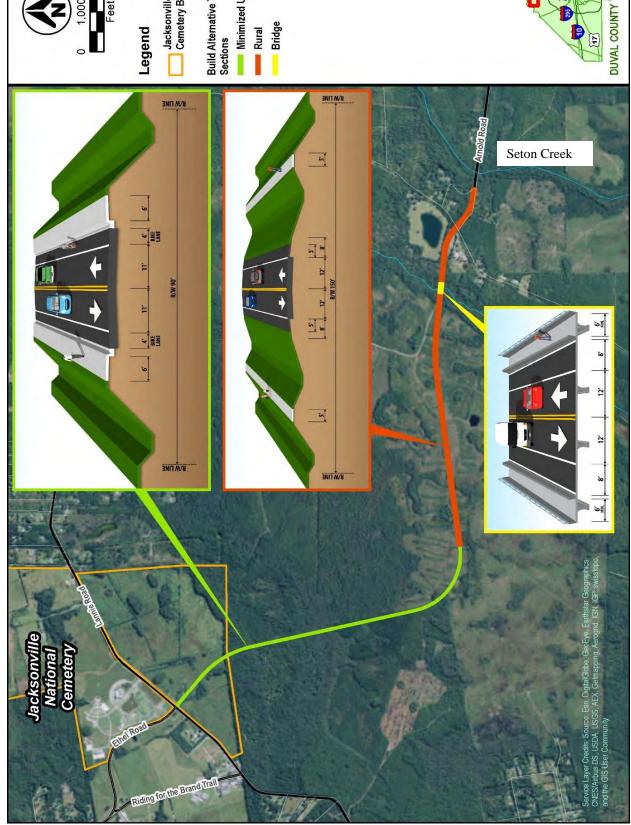
Location Map - Jacksonville National Cemetery Access Road – FM No. 428455-1



**Build Alternative with floodplains** 



**Proposed Bridge Location** Jacksonville National Cemetery Boundary Build Alternative Typical
Sections
Minimized Urban
Bridge **DUVAL COUNTY** Legend B/W LINE Seton Creek





Existing Bridge



North of bridge - downstream



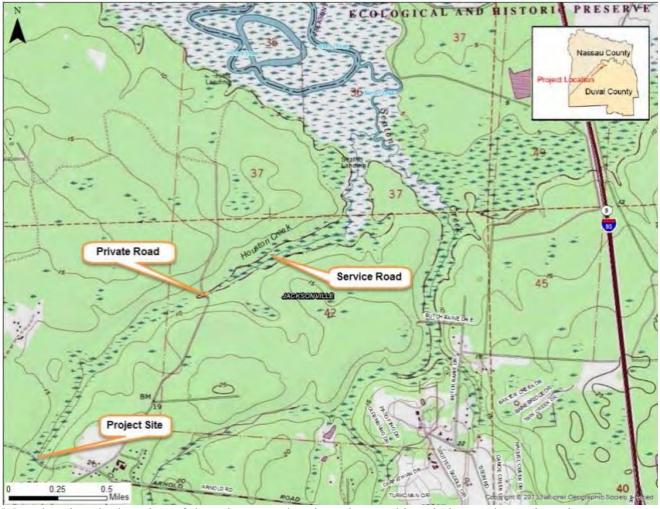
South of bridge – upstream



Private road across Houston Creek (1.2 miles downstream of project site)



Service road across Houston Creek (1.6 miles downstream of project site)



Map showing the location of the private road and service road in relation to the project site.

909 SE 1st Ave. Ste. 432 Miami, FL 33131-3028 Staff Symbol: (dpb) Phone: (305) 415-6747 E-mail: William.G.Tate@Uscg.Mil

16591 November 23, 2015

Mr. Joseph P. Sullivan Federal Highway Administration 3500 Financial Plaza Tallahassee, Florida 32312

Dear Mr. Sullivan:

This is in response to your bridge project questionnaire received on 18 November, 2015, requesting a determination of Advance Approval for a proposed bridge project across the unnamed tributary to Seton Creek on the proposed Jacksonville National Cemetery Road in Duval County, Florida.

Our research and examination indicate that this waterway is not navigable waters of the United States and not subject to U. S. Coast Guard (USCG) jurisdiction. Your letter states that the proposed project is exempt from federal navigation permit procedures. Coast Guard permits are not required for bridges constructed with funds authorized by the Federal Highway Administration (FHWA) and over waters which are non-tidal, not used or not susceptible for use in their natural conditions; or by reasonable improvement as a means to transport interstate or foreign commerce; or if tidal, used only by vessels less than 21 feet in length (23 CFR Part 650, Subpart H, section 650.805).

Although no USCG bridge permit will be required, other areas of jurisdiction apply. The following stipulations must be met:

- a. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge project. Contact Michael Lieberum of this office at (305) 415-6744 sixty (60) days prior to commencement of construction.
- b. Upon completion of construction, the bridge owner shall submit photos and "as built" drawings (8 ½ x 11") showing clearances through the bridge and sufficient data to permit this office to prepare a Completion Report. This report will be used for Coast Guard and other mariner publications.

Coast Guard approval does not relieve the applicant of the responsibility to ensure compliance with any applicable federal, state, or local laws and regulations for the proposed project. When the bridge is no longer used for transportation purposes, it must be removed in its entirety and you must notify this office that the waterway has been cleared.

Please contact Mr. Gwin Tate at (305) 415-6747 if you have any questions about our approval.

Regards,

W. GWIN TATE III

Bridge Management Specialist

U. S. Coast Guard

By direction



# Track Clearinghouse Projects Report

#13064 Jacksonville National Cemetery Access Road ** More Recent Data is Available			
District	District 2	Phase	Programming Screen
County	Duval	From	I-95
Planning Organization	FDOT District 2 To National Cemetery Entrance		National Cemetery Entrance
Plan ID	Financial Management No. 4284551		
Federal Involvement	Federal Permit Federal Action Federal Funding		
Contact Information	Name: Brandi Vittur Phone: (386) 961-7468 ext. 7468 E-mail: Brandi.Vittur@dot.state.fl.us		

		Prograi	m Informatio	n	
Category:	Federal Permit Federal Action Federal Funding				
CFDA Number:	20.205				
	Department:	Department of	Transportation		
	Agency:	Federal Highwa	y Administration		
	Title:	Highway Planni	ng and Construction	Grant Program	
Project Description:	between I-95 and the Jathe existing Pecan Park project proposes to prostates Department of V County. Lannie Road is International Airport and is a 16 mile trip. Due to 95/airport area of Jacks Lannie Road is a narrow constructed to standard along the road have every standard and the product of the product	acksonville Natio Road / Arnold R vide a new roadv eterans Affairs o the sole access d five and a half r this being a Nationville. w winding two-lar is commensurated	nal Cemetery Entrai load. From west of F yay with bike lanes. perates a National C route to the cemete miles west of Intersta onal Cemetery, most the roadway that lack with a low volume and is not adequate for	nce. The eastern po Pecan Park Road to West and east altern Cemetery located off ry. While located thr ate 95, a trip to the co at trips to and from the as shoulders and ad- and speed residentia or the usage needed	rtion of the proposed project will utilize the National Cemetery Entrance the natives are being evaluated. The United f of Lannie Road in northern Duval ree miles north of the Jacksonville cemetery from the airport/ interstate area he cemetery begin/end near the I-equate clear zones. The roadway was all roadway; however, over time land used by the National Cemetery. The Federal implement a solution to this problem.
Review Type:	Consistency	, , , , , , , , , , , , , , , , , , , ,		. 3 ,	
Routing / Consistency	Date Received:			10/22/2010	
	Routed:			10/22/2010	
	Comment Due:			12/06/2010	
	Letter Due:			12/21/2010	
	Extension Requested:				
	Revision Due 1:				
	Revision Due 2:				
	Consistency Notes:				
	No Notes Recorded				
Applicant Information:	Applicant:	FDOT District 2			
	Name:	Brandi Vittur			
	Address:	1109 South Ma	rion Avonuo		
	Addiess.	Mail Station 20			
	City:	Lake City	Ji		
	State:	FL FL			
	Zip:	32025-5874			
	Phone:	(386) 961-7468			
	Email:	Brandi.Vittur@d			
Type:	State Agency				
Funding:			Fdin n O		Î.A
	Segment		Funding Source		Amount
	Alternative 1				

Segment #1	Federal Earmark	
Segment #2	Federal Earmark	
Alternative 2		
Segment #1	Federal Earmark	
Segment #2	Federal Earmark	

#### Federal Consistency Definitions

Finding	Definition
Consistent	Based on the information contained in the Advance Notification and comments submitted by the reviewing agencies, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program. State agency comments should be considered in developing the preliminary project design. For projects subject to coastal management consistency review that advance to the work program, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Consistent, With Comments	Although the final alignment and design details have not yet been determined, at this time the State of Florida has no objections to the project concept described in the Advance Notification and no objections to the allocation of federal funds for the necessary planning, preliminary design and environmental evaluation activities. Therefore, the funding award is consistent with the Florida Coastal Management Program. Specific comments and recommendations concerning the project concept have been submitted to the project sponsor through the Efficient Transportation Decision Making (ETDM) process. Specific objections to the project, if any, that have been identified during ETDM will be resolved through the ETDM conflict resolution (Part IV, AOA) process prior to the project advancing in the FDOT Five-Year Work Program for any purpose other than technical studies and preliminary design to resolve the objections. For projects subject to coastal management consistency review that advance to final design, right-of-way acquisition or construction, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Inconsistent	The project has been determined to be inconsistent with the Florida Coastal Management Program. Unless the objections are addressed and the project determined to be consistent, the project shall not proceed further in the programming and PD&E phases.

## Federal Consistency Determination:

#### Federal Consistency:

Consistent, With Comments

#### Comments:

Based on the information contained in the advance notification and state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process in accordance with Section 373.428, Florida Statutes.

## Federal Consistency Reviews:

Agency	Finding	Review Date
FL Department of Community Affairs	Consistent, With Comments	01/20/2011

The _JACKSONVILLE NATIONAL CEMETERY ACCESS ROAD _ ETDM project lies within the City of Jacksonville and has been reviewed for consistency with the adopted comprehensive plan.

#### PROJECT PURPOSE AND NEED

The Jacksonville National Cemetery Access Road project consists of two alternatives for a proposed roadway extension connecting Pecan Park Road/Arnold Road to Lannie Road. The project is classified as a rural minor arterial. The purpose of this project is to provide access to the National Cemetery in Northern Duval County from I-95 that is safe, efficient and minimizes interaction with residential areas.

#### COMMENTS

The Proposed Project is Consistent with the Comprehensive Plan of the following local government: City of Jacksonville

The area below is provided to explain project inconsistencies if answering "Inconsistent" and to provide statutory references as necessary. In addition, if a "Consistent" response requires explanation the area below will be for further illustration if necessary.

Alternative 1 extends west of Pecan Park/Arnold Road curving northwest connecting to Lannie Road at the Cemetery and traverses lands with the following Future Land Use Map categories: Light Industrial, Agriculture III and IV, and Recreation and Open Space.

Approximately 0.75 west of the Pecan Road/Arnold Road intersection Alternative 2 runs north and connects with Lannie Road two miles east of the Cemetery, traversing lands with the following Future Land Use Map categories: Agricultural II and III, Multi Use, Rural Residential, Recreation and Open Space, and Public Buildings and Facilities Uses (the Cemetery).

The proposed project is consistent with the following policy in the City of Jacksonville Comprehensive Plan Land Use Element which addresses development of regional transportation facilities in rural areas:

Policy 1.2.5: Limit development of institutional, transportation, communication, or utility facilities in the Rural Area, and permit such facilities only when such development provides area wide or regional service, is incompatible with urban uses, and would not attract urban development.

However, the project traverses lands contained within the Florida Forever Board of Trustees' Northeast Florida Timberlands and Watershed Reserve Project. Each of the ETDM project alternatives includes new roadway on property designated "essential parcels remaining" for acquisition as identified on Map 1 of 4, Northeast Florida Timberlands and Watershed Reserve. These lands are included in the Florida Natural Areas Inventory and have been verified by Florida Communities Trust staff. New roadway construction within either alternative may have adverse impacts on the conservation areas proposed for acquisition. Consequently, the project does not further the following objective and policy contained in the City of Jacksonville Comprehensive Plan Recreation and Open Space Element:

Objective 5.1: The City, in cooperation with State, Federal, and private non-profit agencies, shall acquire and preserve major stream valley corridors plus adjacent vital resources such as wetlands, wooded areas, and conservation areas when deemed necessary for watershed protection.

Policy 5.1.2: The City, in cooperation with the State and Federal governments, shall utilize stream and tributary areas for open space, watershed and wildlife habitat protection and recreational purposes.

#### RECOMMENDATIONS

While the Department's review indicates that this project is generally consistent with the Goals, Objectives and Policies of the City of Jacksonville Comprehensive Plan, the selected project alternative is not depicted on the City's Future Transportation Map or the Five Year Schedule of Capital Improvements.

Rule 9J-5.016(5)(a)1.b., F.A.C., requires the future transportation map or map series of the local comprehensive plan to identify proposed arterial roads. [The roadway is classified as a minor arterial.] Once an alternative is selected, the City of Jacksonville Future Transportation map should be updated to include the project.

Agency	Finding	Review Date
FL Department of Environmental Protection	Consistent, With Comments	12/01/2010

Please note the Department's concern with potential impacts to Thomas Creek Preserve and Thomas Creek Conservation Area.

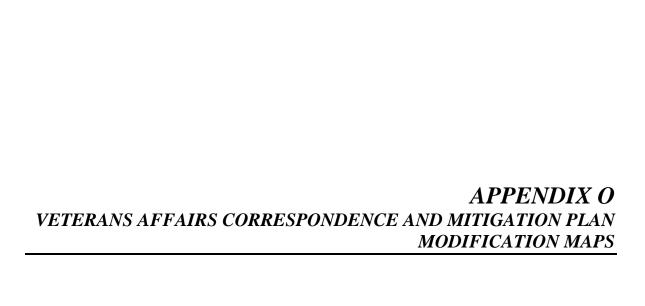
Agency	Finding	Review Date
FL Department of State	Consistent	11/08/2010
No federal consistency review comments were found.		

Agency	Finding	Review Date
FL Fish and Wildlife Conservation		
Commission	Consistent, With Comments	12/03/2010

The regional area crossed by the two proposed alignments is within the Seaton Creek and Thomas Creek Drainage basins; and at their closest point, Alternative 1 is about 2.0 miles while Alternative 2 is approximately 1.0 mile south of the Nassau River. We recommend that the environmental evaluation consider impacts to forested wetlands and tributary streams of the Nassau River, potential impacts to Listed Species and other wildlife and habitat resources, and indirect impacts including habitat fragmentation and degradation by construction of a new roadway in a rural undeveloped region.

The following agencies are required to review federal consistency, but no federal consistency finding has been received

	for the selected screening event: - FL Department of Agriculture and Consumer Services
Advance Notification / Federal Consistency Comments:	No advance notification / federal consistency comments were input for the selected screening event.  The following agencies were invited to review the AN for consistency, but no general AN comment has been received for the selected screening event:  FIHS Central Office  FL Department of Agriculture and Consumer Services  FL Department of Community Affairs  FL Department of Environmental Protection  FL Department of State  FL Fish and Wildlife Conservation Commission  Federal Highway Administration  National Marine Fisheries Service  National Park Service  Natural Resources Conservation Service  Saint Johns River Water Management District  Seminole Tribe of Florida  Southwest Florida Water Management District  Suwannee River Water Management District  US Army Corps of Engineers  US Coast Guard  US Environmental Protection Agency  US Fish and Wildlife Service
Date Closed:	12/21/2010





## Florida Department of Transportation

RICK SCOTT GOVERNOR

605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

January 5, 2015

Mr. Glenn Madderom Chief, Cemetery Development & Improvement Service National Cemetery Administration 575 N. Pennsylvania St., Room 495 Indianapolis, IN 46204

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Dear Mr. Madderom:

The Florida Department of Transportation (FDOT) is proposing to construct a new roadway, the Jacksonville National Cemetery Access Road. The new roadway will connect the existing west end of Arnold Road with the Ethel Road / Lannie Road intersection. We understand that three main issues have been discussed between our consultant and Department of Veteran's Affairs (VA) personnel regarding the project.

First, the roadway will bisect the VA's property south of Lannie Road. Under the National Cemetery's previously developed wetland mitigation plan, approximately 13.85 acres of developable property would remain to the west of the roadway, with significantly more area remaining to the east of the new roadway. It is our understanding that bisecting this property with an at-grade roadway is undesirable to the VA. To alleviate this concern, we suggest that the mitigation plan for the cemetery be modified such that all land west of the new roadway is utilized as mitigation, which will create more developable area east of the roadway than previously envisioned.

Please see the attached exhibit "Mitigation Transfer" for your review which shows the proposed roadway in relation to potential mitigation areas. The acreage lost to wetland mitigation area west of the new roadway will be equivalent to the area gained east of the roadway. The exact footprint of the "Gained Development" area east of the new roadway is preliminary and subject to modification by the VA as needed to accommodate future development.

The Florida Department of Transportation has committed to modify the National Cemetery's mitigation plan as needed to construct the National Cemetery Access Road, and will do so at no cost to the VA.

Page 2

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Second, land acquisition and easements are required on VA property to construct the new roadway. Please see the attached exhibit "Department of Veteran's Affairs Property Impacts". A portion of the proposed roadway and a storm water management facility are located on VA property south of Lannie Road, totaling 6.17 acres of proposed fee simple acquisition. In addition, we propose to obtain a drainage easement on VA property north of Lannie Road to utilize two of the existing cemetery's ponds that will accept runoff from Lannie Road. The existing ponds were oversized for aesthetics, and are able to accommodate additional area from Lannie Road. Drainage calculations will be forwarded to VA personnel when final design is completed.

Finally, the FDOT will construct a right turn lane on the northbound leg of the new access road to Lannie Road that will accommodate approximately 15 vehicles in the queue. This will benefit access to the National Cemetery entrance.

Please review this information and contact us to begin formal land acquisition discussions and actions between VA and the FDOT.

Sincerely,

Jeff Daugharty

Florida Department of Transportation

Project Manager

Cc: Brian Landeweer, P.E. (ETM), file

### Lasher, Wendy G

From: Madderom, Glenn <Glenn.Madderom@va.gov>

Sent: Tuesday, January 13, 2015 5:48 AM

To: LandeweerB@etminc.com; Daugharty, Jeff; MizellR@etminc.com

**Cc:** Leikin, Jeffrey (CFM); Borko, Bruce C; Obianwu, Philip; Teas, Jeffrey; Harris, Samuel N.;

Roth, Michael T.; Elliott, Glenn (CFM); Murphy, Don; Post, Jacqueline (CFM)

Subject: RE: State of Florida FDOT Proposal 1/5/15-Connector Road Across Jacksonville Nat Cem

property

Attachments: 428455-1 VA Letter 1-5-15.pdf

Mr. Daugharty/Mr. Landeweer;

VA has reviewed your letter dated January 5, 2015 (copy attached) and offers the following discussion comments for consideration by State of Florida;

- 1. VA does not have statutory authority to accomplish fee simple land sales. For the proposed 2.5 acre and 3.67 acre parcels that the State of Florida (State), seeks to acquire from VA, totaling 6.17 acres, VA proposes granting the State a permanent easement. In consideration for that easement and VA's loss of use of those 6.17 acres, VA requests an equivalent land offset by the State. Please advise as to whether the State is amenable to offering 6.17 acres of land available for future development on the East side of new connector road, perhaps via use of offsite mitigation credits for wetlands and/or conservation lands in that area.
- 2. As you have noted, the proposed connector road will bisect VA owned property into East and West sections. After further review and analysis, VA has determined that the potential relocation of 13.85 acres of wetlands/conservation land from the East side of VA's property to the West is not a desired solution at this time. Instead, we hope to reopen discussions with FDOT regarding the feasibility of at grade E-W road crossing features being incorporated into the proposed design for the project.
- 3. VA and the Army Corps of Engineers have entered into an agreement regarding the wetlands and drainage for this property. The State's request for a drainage easement over existing national cemetery ponds can only be considered by VA subject to approved engineering calculations clearly demonstrating and documenting that the increased highway drainage would not adversely affect storm drainage issues for the planned future phases of national cemetery development. Further, VA will require consideration equivalent to the value of the subject easements.

Please let me know if you have any questions, looking forward to continued dialogue on this matter.

Thanks, Glenn
Glenn Madderom
Chief, Cemetery Development & Improvement Service
National Cemetery Administration
575 N. Pennsylvania St. Room 495
Indianapolis, IN 46204

Phone; 317-916-3797 Cell; 317-409-1634

From: Brian Landeweer

Sent: Monday, January 05, 2015 2:07 PM

To: 'Madderom, Glenn'

Cc: Daugharty, Jeff; Rob Mizell

Subject: JNCAR_11-090_FDOT Letter to VA



# Florida Department of Transportation

RICK SCOTT GOVERNOR

605 Suwannee Street Tallahassee, FL 32399-0450 JIM BOXOLD SECRETARY

March 26, 2015

Mr. Glenn Madderom Chief, Cemetery Development & Improvement Service National Cemetery Administration 575 N. Pennsylvania St., Room 495 Indianapolis, IN 46204

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

Dear Mr. Madderom:

The Florida Department of Transportation (FDOT) has received comments from Department of Veteran's Affairs (VA) personnel regarding this project on January 13, 2015, and would like to continue the coordination effort. We offer the following responses to the three comments made by the VA:

1. VA Comment: VA does not have statutory authority to accomplish fee simple land sales. For the proposed 2.5 acre and 3.67 acre parcels that the State of Florida (State), seeks to acquire from VA, totaling 6.17 acres, VA proposes granting the State a permanent easement. In consideration for that easement and VA's loss of use of those 6.17 acres, VA requests an equivalent land offset by the State. Please advise as to whether the State is amenable to offering 6.17 acres of land available for future development on the East side of new connector road, perhaps via use of offsite mitigation credits for wetlands and/or conservation lands in that area.

<u>FDOT Response</u>: The FDOT is agreeable to obtaining a permanent easement from the VA for the 6.17 acres previously identified for the purposes of constructing a roadway and storm water management facility on VA property.

The FDOT is also amenable to offering 6.17 acres of land available for future development on the east side of the connector road. It is envisioned that this additional land will be made available by modifying the VA's existing mitigation plan by increasing the mitigation credits to allow for an additional 6.17 acres of land to become developable to the VA. As previously stated, the FDOT will modify the VA's mitigation plan at no cost to the VA.

Re: Jacksonville National Cemetery Access Road, Duval County, Florida FDOT Financial Project ID: 428455-1-32-01

2. <u>VA Comment</u>: As you have noted, the proposed connector road will bisect VA owned property into East and West sections. After further review and analysis, VA has determined that the potential relocation of 13.85 acres of wetlands/conservation land from the East side of VA's property to the West is not a desired solution at this time. Instead, we hope to reopen discussions with FDOT regarding the feasibility of at grade E-W road crossing features being incorporated into the proposed design for the project.

<u>FDOT Response</u>: The FDOT will process a Maintenance Agreement (MA) with the City of Jacksonville, and include a requirement to allow for future driveway connections from VA property east and west of the proposed connector road.

3. VA Comment: VA and the Army Corps of Engineers have entered into an agreement regarding the wetlands and drainage for this property. The State's request for a drainage easement over existing national cemetery ponds can only be considered by VA subject to approved engineering calculations clearly demonstrating and documenting that the increased highway drainage would not adversely affect storm drainage issues for the planned future phases of national cemetery development. Further, VA will require consideration equivalent to the value of the subject easements.

<u>FDOT Response</u>: The FDOT no longer requests to modify or utilize any existing VA pond.

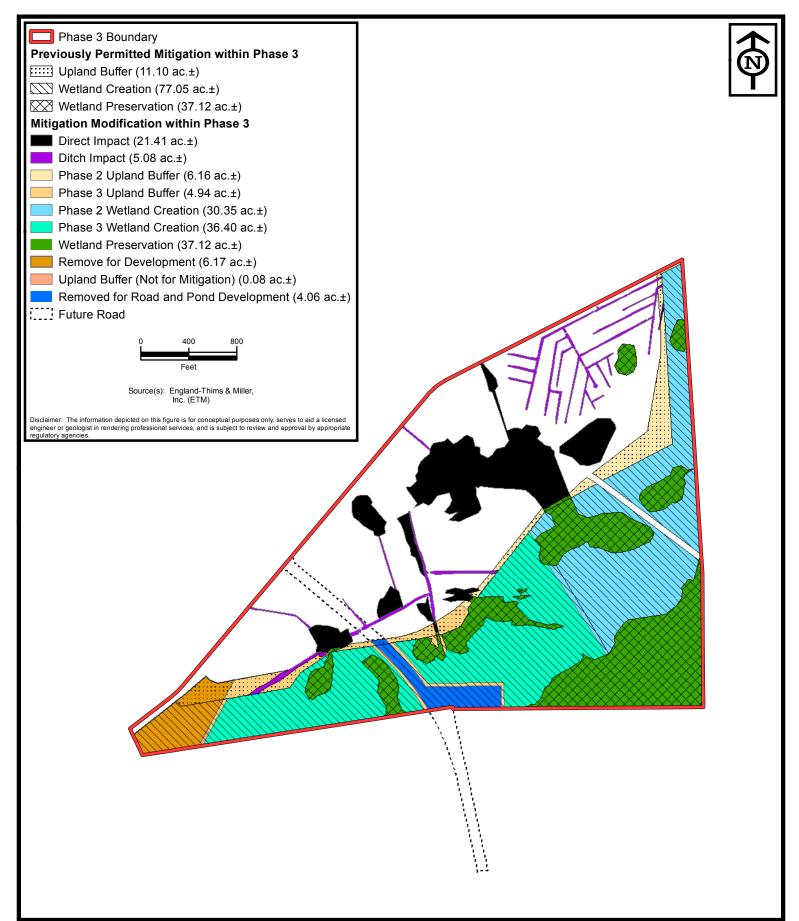
Please review the above commitments and advise if they will be acceptable to the VA.

Sincerely,

Jeff Daugharty Project Manager

FLORIDA DEPARTMENT OF TRANSPORTATION

Cc: Brian Landeweer, P.E. (ETM), file



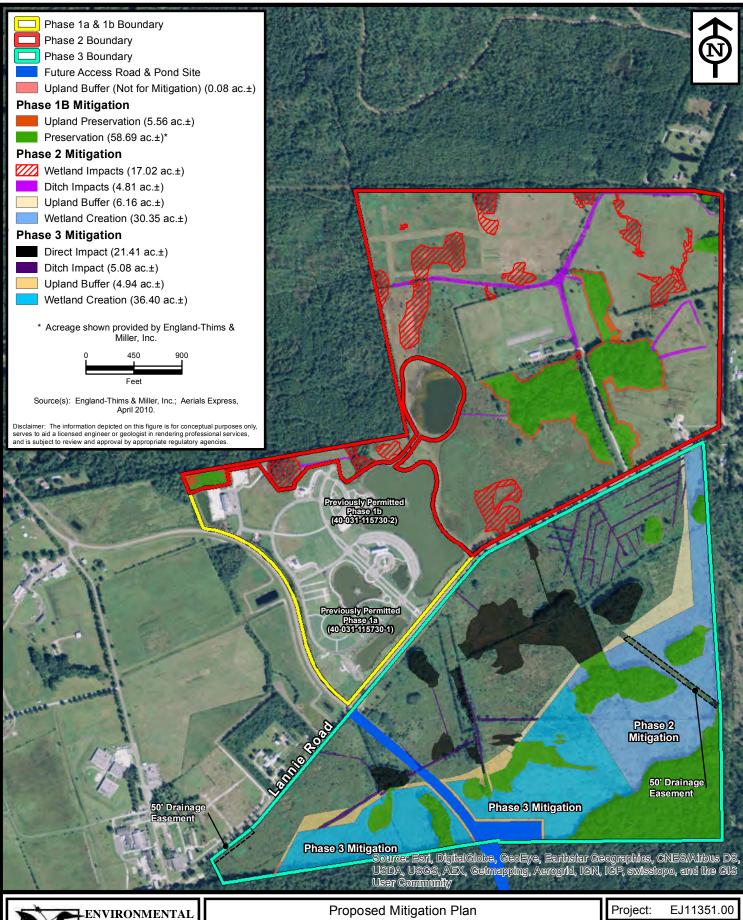


**Proposed Mitgation Modification** 

### **Jacksonville National VA Cemtery**

Duval County, Florida

Project:	EJ11351.00
Date:	Sep. 2015
Drawn by:	NEE
Checked by:	JRN
Approved by:	JGB
Figure:	6





### Jacksonville National VA Cemetery Phase 2 & 3

Duval County, Florida

Project: EJ11351.00

Date: Sep. 2015

Drwn/Chkd: NEE/JRN

Figure: 7